



Statutory Planning Committee

Notice is hereby given that a meeting of the
Statutory Planning Committee will be held on:

**Tuesday 26 March 2013
9.00 am**

**Level 2, Room 2.40
One40 William Street
Perth**



Neil Thomson
Secretary, Western Australian Planning Commission

Statutory Planning Committee

Membership:

Member	Representation in accordance with <i>Planning and Development Act 2005</i>	Term of office ends
Mr Eric LUMSDEN	Chairman, WAPC Schedule 2 clause 4(2)(a)	30/04/2013
Mr Eric LUMSDEN	Director General, Department of Planning Schedule 2 clause 4(2)(b)	Ex officio
Mr Henty FARRAR	Nominee of the Regional Minister Schedule 2 clause 4(2)(c)	26/9/2013
Ms Elizabeth TAYLOR	Community representative Schedule 2 clause 4(2)(d)	5/11/2014
Mr Ian HOLLOWAY	Professions representative Schedule 2 clause 4(2)(e)	5/11/2014
Mayor Carol ADAMS	Local government representative Schedule 2 clause 4(2)(f)	1/02/2012
Ms Megan BARTLE	WAPC appointee Schedule 2 clause 4(2)(g)	5/11/2014
Ms Sue BURROWS	WAPC appointee Schedule 2 clause 4(2)(g)	5/11/2014

Quorum: 4

In accordance with the Western Australian Planning Commission (WAPC) Standing Orders 2009, 3.7 - Quorum for meetings:

(2) A quorum for a meeting of a committee is at least 50% of the number of offices (whether vacant or not) of members of the committee.

Role:

Schedule 2(4)(4) of the *Planning and Development Act 2005*

The Statutory Planning Committee is the WAPC's regulatory decision-making body and performs such of the functions of the WAPC under the *Planning and Development Act 2005* and Part II of the *Strata Titles Act 1985* as are delegated to the Statutory Planning Committee under section 16 and such other functions as are delegated to it under that section. These functions include approval of the subdivision of land, approval of leases and licenses, approval of strata schemes, advice to the Minister for Planning on local planning schemes and scheme amendments, and the determination of certain development applications under the Metropolitan Region Scheme.

Delegated Authority (Del 2009/05)

Planning and Development Act 2005 Section 16(1)

2.1 Power to determine applications for approval to commence and carry out development lodged with or referred to the WAPC pursuant to the provisions of a region scheme.

- 2.2 Power to approve detailed plans requiring the subsequent approval of the WAPC as a condition of development approval pursuant to the provisions of a region scheme and power to confirm that conditions imposed by the WAPC on a development approval pursuant to the provisions of a region scheme have been complied with.
- 2.3 Power to determine whether or not proposals and the ongoing implementation of a region scheme comply with conditions (if any) applied pursuant to sections 48F and 48J of the *Environmental Protection Act 1986*.
- 2.4 Power to determine whether or not applications to commence and carry out development are of State or regional importance, or in the public interest, pursuant to any resolution of the WAPC made under a region scheme requiring such determination.
- 2.5 Power to request the Minister for Planning to approve the WAPC disregarding the advice of the Swan River Trust in whole or in part in relation to the approval of development of land within the Riverbank or Development Control Area as defined under the *Swan and Canning Rivers Management Act 2006* where the determining authority is the WAPC.
- 2.6 All functions of the WAPC as set out in -
- (i) Sections 14(a), 14(c), 34, 97, 98, 100, 104, 105, 106, 107, 109, 110, 111, 134, 135, 136, 138, 139, 140, 142, 143, 144, 145, 147, 151, 153, 154, 157, 169, 185, 214, 215, 216 of the Act;
 - (ii) Town Planning Regulations 1967;
 - (iii) Regulations 21, 22, 24 and 27 of the Planning and Development Regulations 2009;
 - (iv) *Strata Titles Act 1985* or the provisions of a strata or survey-strata scheme;
 - (v) Strata Titles General Regulations 1996;
 - (vi) Section 52 and section 85 of the *Land Administration Act 1997*;
 - (vii) Section 40 of the *Liquor Control Act 1988*;
 - (viii) *Perry Lakes Redevelopment Act 2005*.
- 2.7 Power to determine requests for variations to plans of subdivision where WAPC approval is required pursuant to the provisions of an approved local planning scheme.
- 2.8 Power to provide comment on and grant approval to plans known generally as outline development plans, structure plans and similar plans, and to planning policies and similar documents or amendments thereto, requiring the approval or endorsement of the WAPC pursuant to the provisions of a local planning scheme.
- 2.9 Power to provide comments or advice on behalf of the WAPC to a local government or a redevelopment authority where a provision of a local planning scheme or a redevelopment scheme requires comments from the WAPC.
- 2.10 Power to execute and accept the benefit of easements in gross, covenants in gross, records on title and other instruments for dealings in land for subdivisions, strata subdivisions and developments in accordance with any applicable policy and legislation.
- 2.11 Power to make recommendations to the Minister for Planning in relation to requests from local governments to expend monies paid by subdividing land owners in lieu of

setting aside free of cost to the Crown, areas of land for public open space, where such recommendations are in accordance with WAPC policy.

- 2.12 Power to determine whether or not a proposal is likely to have a significant effect on the environment pursuant to section 38(1) of the *Environmental Protection Act 1986* and to refer such proposal to the Environmental Protection Authority.
- 2.13 Power to waive or clear conditions affixed as conditions of approval.
- 2.14 Power to endorse diagrams and plans of survey and deposited plans involving the acquisition and resumption of land created pursuant to Part 11 of the Act and the *Land Administration Act 1997*.
- 2.15 Power to advise the Minister for Planning on any appeal or matter arising therefrom pursuant to Part 14 of the Act.
- 2.16 Power to defend and otherwise deal with applications for review lodged with the State Administrative Tribunal and to appeal, defend, respond and otherwise deal with any matter that may be appealed to the Supreme Court on a question of law.
- 2.17 Power to defend, respond, appeal and otherwise deal with legal proceedings.
- 2.18 Power to prepare and approve, subject to the prior approval of the Minister for Planning, policies relating to planning matters and/or the functions of the WAPC, save and except for State Planning Policies under Part 3 of the Act.
- 2.19 Power to determine matters under Regional Interim Development Orders.
- 2.20 Such powers and functions of the WAPC as set out in-
 - (i) Part 5 of the Act;
 - (ii) *Town Planning Regulations 1967*

as are necessary for the preparation, promulgation and the making of recommendations in relation to the Improvement Scheme authorised by Improvement Plan No. 37 for the Browse Liquefied Natural Gas Precinct.

This meeting is not open to members of the public.

RELEVANT INFORMATION FOR MEMBERS

Disclosure of interests

In accordance with the *Planning and Development Act 2005* and Part 6 of the Standing Orders 2009, members of Committees (and certain employees) are required to disclose the following types of interests that they have or persons closely associated to them, have:

- direct and indirect pecuniary interests (financial);
- proximity interests (location); and
- impartiality interests (relationship).

A “**direct pecuniary interest**” means a relevant person’s interest in a matter where it is reasonable to expect that the matter if dealt with by the board or a Committee, or an employee in a particular way, will result in a financial gain, loss, benefit or detriment for the person.

An “**indirect pecuniary interest**” means a relevant person’s interest in a matter where a financial relationship exists between that person and another person who requires a board or Committee decision in relation to the matter.

A “**proximity interest**” means a relevant person’s interest in a matter if the matter concerns -

- (i) a proposed change to a planning scheme affecting land that adjoins the person’s land;
- (ii) a proposed change to the zoning or use of land that adjoins the person’s land; or
- (iii) a proposed development, maintenance or management of the land or of services or facilities on the land that adjoins the person’s land.

An “**Impartiality interest**” means an interest that could, or could reasonably be perceived to, adversely affect the impartiality of the member having the interest and includes an interest arising from kinship, friendship, partnership or membership of an association or an association with any decision making process relating to a matter for discussion before the board or a Committee.

Members disclosing any pecuniary or proximity interests for an item can not participate in discussion or the decision making procedure relating to the item and must leave the meeting room during the discussion of the item. Members disclosing an impartiality interest in an item must also leave the room during the discussion or the decision making procedure relating to the item unless the Committee, by formal resolution, allows the member to remain. The reason to allow a member to remain must be stated in the formal resolution and will be minuted.

Disclosure of representations

Where a member has had verbal communication with or on behalf of a person with an interest in a matter which is before a meeting, the member is to disclose the interest.

Where a member is in receipt of relevant written material (including email) from or on behalf of a person with an interest in a matter which is before a meeting, the member is to table the material at the meeting for the information of members and relevant employees.

ORDER OF BUSINESS

- 1. Declaration of opening**
- 2. Apologies :**
- 3. Members on leave of absence and applications for leave of absence**
- 4. Disclosure of interests**
- 5. Declaration of due consideration**
- 6. Deputations and presentations**
- 7. Announcements by the Chairperson of the board and communication from the WAPC**
- 8. Confirmation of minutes of the meeting of 12 March 2013**
- 9. Reports (see attached index of reports)**
- 10. Confidential items (see attached index of reports)**
- 11. General business**
- 12. Items for consideration at a future meeting**

Item No	Report	Request	Report Required by
7474.10.11	DA to Construct Ancillary Dwelling – Lot 7 Mottram Road, Carmel	To request DoP to provide more information on bush fire control, access and management plan and maximum sizes of ancillary accommodation	TBA
7477.9.2	City of Mandurah – Endorsement of City Centre Precinct Plan	To request Committee Support to arrange for the City of Mandurah to address the SPC and to include a site visit to coincide with an SPC meeting to be held in Mandurah.	TBA

7477.11.1	The Wheatbelt – Towns of York and Toodyay	To request Committee Support to arrange a site visit with regard to water and bush fire issues and in relation to future approvals for rural living subdivisions due to lack of water resources, and a possible need for consolidation of the local towns.	TBA
7477.11.2	Avon Arc Study	To request Committee Support to invite Avon Arc to advise the Committee on issues such as sustainability, identifying priority areas, royalties for regions and capability.	TBA
7477.11.3	Private Arrangements for obtaining money for public open space by agreement	To request the Department to prepare a report to the WAPC regarding these types of arrangements.	TBA

13. Closure - next meeting to be held on 9 April 2013

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

Attendance

Members

Mr Eric Lumsden	WAPC Chairman (Presiding Member) Director General, Department of Planning
Ms Megan Bartle	WAPC appointee
Ms Sue Burrows	WAPC appointee
Mr Henty Farrar	Nominee of the Regional Minister
Mr Ian Holloway	Professions representative
Ms Elizabeth Taylor	Community representative

Officers

Ms Pam Baskind	Department of Planning Planning Manager, Regional Planning and Strategy (Item 10.2)
Ms Gemma Basley	Senior Planning Officer, Perth and Peel Planning (Item 9.3)
Ms Natalie Cox	Planning Manager, Perth and Peel Planning (Item 9.4)
Mr Rob Cull	Senior Planning Officer, Perth and Peel Planning (Item 10.1)
Mr Scott Haine	Planning Manager, Perth and Peel Planning (Item 9.2)
Ms Lisa Powell	Senior Planning Officer, Perth and Peel Planning (Item 9.4)
Mr Mat Selby	Planning Director, Perth and Peel Planning (Items 9.1 and 9.3)
Ms Rochelle Van Santen	Senior Planning Officer, Regional Planning and Strategy (Item 10.2)

Observers

Ms Kaskia Betka	Development Planning Solutions (Item 6.3 – refers Report 9.3)
Mr Chris Meredith	Golden River Developments WA (Item 6.3 – refers Report 9.3)
Mr Chee Mok	Development Planning Solutions (Item 6.3 – refers Report 9.3)
Mr Edward Donnelly	Owner of Lot 5628 (Item 6.4 – refers Report 10.2)

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

Mr Philip Donnelly Owner of Lot 5628
(Item 6.4 – refers Report 10.2)
Mr Geoffrey Donnelly Owner of Lot 5628
(Item 6.4 – refers Report 10.2)

Presenters

Mr Doug Smith Greg Rowe & Associates
(Item 6.1 – refers Report 9.2)
Mayor Paddi Creevey City of Mandurah
(Item 6.2 – refers Report 9.2)
Ms Fiona Mullen City of Mandurah
(Item 6.2 – refers Report 9.2)
Mr William Hames Hames Sharley
(Item 6.3 – refers Report 9.3)
Mr Ian Meredith Golden River Developments WA Pty Ltd
(Item 6.3 – refers Report 9.3)
Mr Desmond Donnelly Owner of Lot 5628
(Item 6.4 – refers Report 10.2)
Committee Support
Ms Leah Carr Committee Support Officer - Department of Planning

7477.1 Declaration of Opening

The Presiding Member declared the meeting open at 9.02 am, acknowledged the traditional owners and custodians of the land on which the meeting is taking place and welcomed Members.

7477.2 Apologies

Nil.

7477.3 Members on Leave of Absence and Applications for Leave of Absence

7477.3.1 Mayor Adams has previously been granted leave of absence for the SPC meetings for the period from 5 February 2013 to 15 March 2013.

7477.3.2 Ms Bartle has made an application for a leave of absence for the SPC meeting scheduled for 14 May 2013.

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

Resolved

Moved by Ms Taylor, seconded by Ms Burrows

That approval for a leave of absence be granted to Ms Bartle for the Statutory Planning Committee meeting of 14 May 2013.

The motion was put and carried.

7477.4 Disclosure of Interests

The Chairman wished it noted that he is a resident of the City of Mandurah.

7477.5 Declaration of Due Consideration

No declarations were made.

7477.6 Deputations and Presentations

7477.6.1 City of Mandurah – Endorsement of City Centre Precinct Plan (refers Item 9.2)

Presenter Mr Doug Smith

Mr Smith gave a powerpoint presentation on behalf of his clients, the owners of Lots 1, 2 & 3 Ormsby Terrace, Mandurah. Mr Smith also tabled a letter from Greg Rowe and Associates that highlighted the clients' concerns regarding the Building Height Plan set by the City of Mandurah. A copy of the presentation and the letter has been placed on file.

7477.6.2 City of Mandurah – Endorsement of City Centre Precinct Plan (refers Item 9.2)

Presenter Mayor Paddi Creevey

Presenter Ms Fiona Mullen

Mayor Creevey and Ms Mullen advised the Committee of the City's concerns with the Officer's Recommendation 1.2(ii) in relation to the removal of the WAPC from the approval process for the "Mewburn Site Development Guide Plan".

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

7477.6.3 **Belmont Park Racecourse Redevelopment –
Endorsement of Local Structure Plan
(refers Item 9.3)**

Presenter Mr Ian Meredith
Mr William Hames

Mr Meredith tabled three documents in response to the Department's recommendation and gave a powerpoint presentation. A copy of the documents and the presentation has been placed on file.

Members were advised of the major possibilities for the site that would be controlled by traffic demands with no detrimental effects on the CBD.

The Chairman thanked the deputees for their presentation and advised them that he required affective correspondence from the City of Perth to be provided, and that he would contact the State Architect for comment and advice.

7477.6.4 **Shire of Toodyay Local Structure Planning Scheme
No.4 Amendment No. 1 – For Final Approval**

Presenter Mr Desmond Donnelly

Mr Donnelly read a prepared statement detailing the proponents' concerns:

- Background regarding affordable land use management;
- Planning policy compliance for 'rural residential/rural living';
- Environment, native vegetation, clearing, grazing – that there is no intention to clear the site and that less than 3% of the vegetation is affected;
- Bush-fire management and water – that scheme water is expected to be provided in the future from Gingin when current subdivisions are completed;
- Sustainability;
- Local community benefits.

A copy of the statement has been placed on file.

**7477.7 Announcements by the Chairperson of the Board and
communication from the WAPC**

Nil.

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

7477.8 Confirmation of Minutes

7477.8.1 Minutes of the Statutory Planning Committee meeting held on Tuesday 26 February 2013

Resolved

Moved by Ms Taylor, seconded by Mr Holloway

That the minutes of the Statutory Planning Committee meeting held on Tuesday 26 February 2013, be confirmed as a true and correct record of the proceedings.

The motion was put and carried.

7477.9 Reports

7477.9.1 Subdivision to create 2 lots for residential purposes – Whitnell Gardens, Murdoch, City of Melville

File 146282
Report Number SPC/372
Agenda Part C
Reporting Officer Planning Officer - Metropolitan Planning Central

Mr Farrar opposed the Officer's Recommendation as, in his opinion, this subdivision is not unique and there are no unusual circumstances.

Resolved

Moved by Ms Taylor, seconded by Mr Holloway

That the Western Australian Planning Commission reconsiders its decision dated 11 September 2012 to refuse the application for subdivision at Lot 303 Whitnell Gardens, Murdoch (WAPC ref. 146282), and resolves to approve the application subject to the following conditions and advice set out below:

CONDITIONS:

1. *The land being filled, stabilised, drained and/or graded as required to ensure that:*

a) lots can accommodate their intended development; and

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

- b) *finished ground levels at the boundaries of the lot(s) the subject of this approval match or otherwise coordinate with the existing and/or proposed finished ground levels of the land abutting; and*
- c) *stormwater is contained on-site, or appropriately treated and connected to the local drainage system. (Local Government)*
2. *Other than buildings, outbuildings and/or structures shown on the approved plan for retention, all buildings, outbuildings and/or structures present on Lot A at the time of subdivision approval being demolished and materials removed from the lot(s). (Local Government)*
 3. *Arrangements being made with the Water Corporation so that provision of a suitable water supply service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)*
 4. *Arrangements being made with the Water Corporation so that provision of a sewerage service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)*
 5. *Suitable arrangements being made with the Water Corporation for the drainage of the land either directly or indirectly into a drain under the control of that body. (Water Corporation)*
 6. *Arrangements being made to the satisfaction of the Western Australian Planning Commission and to the specification of Western Power for the provision of an underground electricity supply to the lot(s) shown on the approved plan of subdivision. (Western Power)*

ADVICE:

1. *In regard to Condition 2, planning approval and/or a demolition licence may be required to be obtained from the local government prior to the commencement of demolition works.*

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

2. *The applicant is advised to liaise with the Local Government regarding the removal of the existing solid wall/fence, paving and landscaping in front of proposed Lot A.*
3. *In regard to Conditions 3,4 and 5, the landowner/applicant shall make arrangements with the Water Corporation for the provision of the necessary services. On receipt of a request from the landowner/applicant, a Land Development Agreement under Section 67 of the Water Agencies (Powers) Act 1984 will be prepared by the Water Corporation to document the specific requirements for the proposed subdivision.*
4. *In regard to Condition 6, Western Power provides only one underground point of electricity supply per freehold lot.*

The motion was put and carried.

The votes were recorded as follows:

***For: Ms Bartle, Ms Burrows, Mr Holloway,
Mr Lumsden, Ms Taylor***

Against: Mr Farrar

7477.9.2 City of Mandurah - Endorsement of City Centre Precinct Plan

File	801/6/13/21PV
Report Number	SPC/373
Agenda Part	C
Reporting Officer	Senior Planning Officer, Perth and Peel Planning

Members raised concerns regarding height restrictions and requested advice from the planning officer as to the reasons for removing the WAPC from the approval process noting that the City of Mandurah has requested that the WAPC remain part of the approval process. Members agreed to amend recommendation 1.2(ii) to delete the last sentence from "In addition...Scheme 3".

Members were advised that the City had not made a blanket ban on height, and could approve increased heights in the Hornsby Terrace Precinct, subject to good urban design.

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

Officer's Recommendation

That the Western Australian Planning Commission resolves to:

1. approve the Mandurah City Centre Precinct Plan subject to:
 - 1.1 the Minister approving Amendment 96 to Mandurah Town Planning Scheme 3;
 - 1.2 the precinct plan text being updated in accordance with the tracked changes shown at Attachment 6, including:
 - (i) a simplified zoning plan being incorporated into the document;
 - (ii) clause 2.2.1.3 - 'Mewburn Site Development Guide Plan Area' being revised to state that any redevelopment of the Mewburn site should aim to provide a similar amount of parking and open space to that which currently exists. In addition, this clause should be amended to remove WAPC from the approval process for a Development Guide Plan with reference being added to the approval process outlined under Clause 4.13.4 of Town Planning Scheme 3;
 - (iii) the Land Use Table being updated;
 - (iv) setback and building height provisions being simplified; and
 - (v) other administrative modifications;
 - 1.3 a notation being added to Figure 3 to state that details on the plan outside of the precinct plan boundary are indicative only;
 - 1.4 clause numbering within the precinct plan text being reviewed and simplified as appropriate;
2. advise the City of Mandurah of its decision.

Ms Burrows read out an amended recommendation for members' consideration to allow the Western Australian Planning Commission to be involved in the approval process and this requires the removal of words from

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

Recommendation 1.2ii and modification to Attachment 6 as follows:

Alternate Recommendation

That the Western Australian Planning Commission resolves to:

1. approve the Mandurah City Centre Precinct Plan subject to:
 - 1.1 the Minister approving Amendment 96 to Mandurah Town Planning Scheme 3;
 - 1.2 the precinct plan text being updated in accordance with the tracked changes shown at Attachment 6, including:
 - (i) a simplified zoning plan being incorporated into the document;
 - (ii) clause 2.2.1.3 - 'Mewburn Site Development Guide Plan Area' being revised to state that any redevelopment of the Mewburn site should aim to provide a similar amount of parking and open space to that which currently exists.
 - (iii) the Land Use Table being updated;
 - (iv) setback and building height provisions being simplified; and
 - (v) other administrative modifications;
 - 1.3 a notation being added to Figure 3 to state that details on the plan outside of the precinct plan boundary are indicative only;
 - 1.4 clause numbering within the precinct plan text being reviewed and simplified as appropriate;
2. advise the City of Mandurah of its decision.

Resolved

Moved by Ms Burrows, seconded by Ms Taylor

That the Western Australian Planning Commission resolves to:

1. *approve the Mandurah City Centre Precinct Plan subject to:*

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

1.1 *the Minister approving Amendment 96 to Mandurah Town Planning Scheme 3;*

1.2 *the precinct plan text being updated in accordance with the tracked changes shown at Attachment 6, including:*

- (i) a simplified zoning plan being incorporated into the document;*
- (ii) clause 2.2.1.3 - 'Mewburn Site Development Guide Plan Area' being revised to state that any redevelopment of the Mewburn site should aim to provide a similar amount of parking and open space to that which currently exists.*
- (iii) the Land Use Table being updated;*
- (iv) setback and building height provisions being simplified; and*
- (v) other administrative modifications;*

1.3 *a notation being added to Figure 3 to state that details on the plan outside of the precinct plan boundary are indicative only;*

1.4 *clause numbering within the precinct plan text being reviewed and simplified as appropriate;*

2. *advise the City of Mandurah of its decision.*

The motion was put and carried.

Committee Support was requested, in liaison with the Chairman and members of the Committee, to organise a site visit to the City of Mandurah and to possibly hold a future Statutory Planning Committee meeting in Mandurah.

7477.9.3

**Belmont Park Racecourse Redevelopment -
Endorsement of Local Structure Plan**

File	SPN/0368/1
Report Number	SPC/374
Agenda Part	C
Reporting Officer	Planning Manager Metropolitan Planning Central

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

Height restrictions were discussed and Members agreed that before making a decision, the Chairman should seek advice from the State Architect and the City of Perth.

The Reporting Officer was requested to prepare an Addendum to the current report to present to the next meeting of the Statutory Planning Committee on 26 March 2013.

Officer's Recommendation

That the Western Australian Planning Commission resolves to:

1. endorse the Belmont Park Racecourse Redevelopment Structure Plan, subject to the following modifications and advice to the applicant:
 - 1.1 modification to the Regulatory Section of the Structure Plan by:
 - a) The maximum building height to be reduced to 30 storeys;
 - b) Site Access Operation and Implementation section to be modified to include the recommendations and agreements referred to in the correspondence from the Department of Transport to the Department of Planning dated 26 February 2013 (ATTACHMENT 1); and
 - c) The Structure Plan Map to be modified to refer to a possible inlet (indicative only, subject to detailed area planning and receipt of environmental and planning approvals from State and Local Government);
 - 1.2 insert the following provisions into the Regulatory Section of the Structure Plan:
 - a) Detailed Area Plans to identify a mix of dwelling types;
 - b) A maximum dwelling yield of 4500 dwellings for the Structure Plan area;

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

- c) Detailed Area Plans to implement the recommendations of the technical appendices to the Structure Plan;
- d) A Parking Management Strategy to be prepared for the Structure Plan to the satisfaction of the Local Government and upon advice from the Western Australian Planning Commission;
- e) Parking Management Plans to be prepared and implemented for individual development sites or as part of the Detailed Area Plans for individual Precincts to the satisfaction of the Local Government and in particular the Parking Management Plan for the Race Track Precinct shall stipulate that the racetrack parking is only available for activities associated with the use of the Race Track Precinct;
- f) Precinct B to include a requirement for the preparation of a separate Detailed Area Plan for the proposed inlet and endorsement by the Local and the Western Australian Planning Commission; and
- g) Detailed Area Plans to further analyse and determine appropriate setbacks from the foreshore reserve;

Advice to the Applicant:

- i) The timing of the works required for the development will need to be closely aligned with the timings of the works required for the transport aspects of the Major Stadium project. The construction program for the Major Stadium will also need to be considered. As such all road works within the Graham Framer Freeway and Victoria Park Drive road reserves will need to be completed before the stadium is operational. GRD and the PTA/Main Roads will be required to work together to develop a staging and procurement plan for the road works that tie in within this timeframe and deliver minimum disruption to traffic;

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

- ii) The Parking Management Plan should also address specialised parking, motorcycle parking, bicycle end of trip facilities, public parking, reciprocal parking if appropriate and the need for a mechanism to require landowners to change the parking management over time to respond to emerging needs and traffic conditions. In addition the Plan should include proposals for the management of on street parking;
 - iii) A table shall be included in each Detailed Area Plan to the satisfaction of the local authority and the WAPC that sets out the maximum parking allocations that will be permitted for the various non-residential land uses based on the Structure Plan proposals and Statement of Planning Policy 4.2; and
 - iv) Section 18 (Aboriginal Heritage Act) consent to be obtained prior to subdivision or development commencing;
2. advise the Town of Victoria Park of its decision accordingly.

Resolved

Motion to defer

Moved by Ms Taylor, seconded by Mr Farrar

That the Western Australian Planning Commission resolves to defer consideration of the Belmont Park Racecourse Redevelopment – Endorsement of Local Structure Plan until 26 March 2013 to enable advice from the City of Perth and the State Architect to be forthcoming and request that this advice be provided as a matter of urgency.

The motion was put and carried.

7477.9.4

Town of Mosman Park Local Planning Strategy - For Final Endorsement

File	853/02/18/0006
Report Number	SPC/375
Agenda Part	D
Reporting Officer	Senior Project Planner, Metropolitan South-East

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

Ms Burrows realised that she would have to make a declaration of interest for Proximity due to her partner owning two properties in the affected area, apologised to members, and immediately left the room.

Ms Burrows left the meeting at 11 am and hence was absent for item 9.4.

Members noted that the Officer's Report referred to the Stirling Highway Activity Corridor Study (SHACS), wherein the local council gave conflicting arguments regarding the reservation.

It was recommended that upon the Western Australian Planning Commission (WAPC) finalising the SHACS, that the WAPC requires the Town:

- to review its zonings and densities along Stirling Highway;
- to note that this Review is to also include resolution of any issues associated with road widening and noise; and
- to note that this Review is to be carried out within two years of this correspondence.

Officer's Recommendation

That the Western Australian Planning Commission resolves to endorse the proposed Local Planning Strategy (dated 2 November 2012), subject to modifications as outlined in the Schedule of Modifications (refer Attachment 6).

Resolved

Moved by Ms Bartle, seconded by Mr Holloway

That the Western Australian Planning Commission resolves:

- 1. to endorse the proposed Local Planning Strategy (dated 2 November 2012), subject to modifications as outlined in the Schedule of Modifications (refer Attachment 6);*
- 2. that, upon finalising the Stirling Highway Activity Corridor Study, to require the Town of Mosman Park:*
 - 2.1 to review its zonings and densities along*

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

Stirling Highway:

2.2 *that this Review is to include resolution of any issues associated with road widening and noise;*

2.3 *that this Review is to be carried out within two years of this correspondence.*

The motion was put and carried.

Ms Burrows returned to the meeting at 11.07 am.

7477.9.5

City of Greater Geraldton Commercial Activity Centres Strategy - Consent to Advertise

File DP/12/01202/1
Report Number SPC/376
Agenda Part E
Reporting Officer Planning Manager Central Regions

Resolved

Moved by Mr Farrar, seconded by Ms Taylor

That the Western Australian Planning Commission resolves to:

- 1. certify that the draft City of Greater Geraldton Commercial Activity Centres Strategy is consistent with regulation 12A(3) of the Town Planning Regulations, 1967 (as amended);*
- 2. grant consent to advertise the draft Commercial Activity Centres Strategy in accordance with regulation 12B of the Town Planning Regulations, 1967 (as amended) for a period not less than 21 days.*

The motion was put and carried.

7477.9.6

Subdivision of lot 343 Second Avenue, Onslow, to create two survey strata lots and a common property access leg - Shire of Ashburton

File 83-12/1
Report Number SPC/377
Agenda Part G
Reporting Officer Senior Planning Officer Regional Planning and Strategy

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

Resolved

Moved by Mr Farrar, seconded by Ms Taylor

That the Western Australian Planning Commission resolves to approve the application for survey-strata of Second Avenue, Onslow subject to the following conditions and advice:

CONDITIONS:

1. *All buildings and effluent disposal systems having the necessary clearance from the new boundaries as required under the relevant legislation including the Local Planning Scheme and Building Regulations of Australia. (Local Government)*
2. *Other than buildings, outbuildings and/or structures shown on the approved plan for retention, all buildings, outbuildings and/or structures present on the proposed lots at the time of subdivision approval being demolished and materials removed from the lot(s). (Local Government)*
3. *A notification, pursuant to Section 165 of the Planning and Development Act 2005 is to be placed on the certificates of title of the proposed lot(s) advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:*

*'VULNERABLE COASTAL AREA -
This lot is located in an area likely to be subject to coastal erosion and/or inundation over the next 100 years.'*

(Western Australian Planning Commission)
4. *Arrangements being made with the Water Corporation so that provision of a suitable water supply service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)*
5. *Arrangements being made with the Water Corporation so that provision of a sewerage*

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

*service will be available to the lots shown on the approved plan of subdivision.
(Water Corporation)*

- 6. The provision of easements pursuant to Section 167 of the Planning and Development Act 2005 for existing or planned power infrastructure being granted free of cost to that body. (Horizon Power)*

ADVICE:

- 1. In regard to Condition 1, the Western Australian Planning Commission will accept building clearance requirements as specified in the relevant local planning scheme operative at the time the subdivision approval was granted by the Western Australian Planning Commission.*
- 2. In regard to Condition 2, planning approval and/or a demolition licence may be required to be obtained from the local government prior to the commencement of demolition works.*
- 3. In regard to Conditions 4 and 5, the landowner/applicant shall make arrangements with the Water Corporation for the provision of the necessary services. On receipt of a request from the landowner/applicant, a Land Development Agreement under Section 67 of the Water Agencies (Powers) Act 1984 will be prepared by the Water Corporation to document the specific requirements for the proposed subdivision.*
- 4. The Department of Fire and Emergency Services (DFES) advises that historical research has revealed that during the past 100 years, former elements of the Australian Defence Forces may have conducted training and/or operational activities within or close to the area of the proposed subdivision. It is possible that as a result of these activities, the subject area may contain unexploded ordnance (UXO). Whilst it is considered that the possible risk from UXO on the land subject to this approval is minimal, an absolute guarantee that the area is free from UXO cannot be given. Should, during subdivisional*

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

works, or at any other time, a form or suspected form of UXO be located, DFES has advised that the following process should be initiated:

- a) *do not disturb the site of the known or suspected UXO;*
- b) *without disturbing the immediate vicinity, clearly mark the site of the UXO;*
- c) *notify Police of the circumstances/situation as quickly as possible; and*
- d) *maintain a presence near the site until advised to the contrary by a member of the WA Police Service or Defence Forces.*

Further advice on this issue may be obtained by contacting the Unexploded Ordnance Unit, Department of Fire and Emergency Services.

5. *A strata plan of subdivision under Section 25(3) of the Strata Titles Act 1985 would be required to create separate titles for each of the dwellings and the existing shop in the development approval.*

The motion was put and carried.

7477.10 Confidential Items

- 7477.10.1 Modification of Caversham Local Structure Plan - Removal of Mushroom Farm Buffer**
- | | |
|-------------------|-------------------------------------|
| File | SPN/0202 M1 |
| Report Number | SPC/378 |
| Agenda Part | C |
| Reporting Officer | A/Planning Manager Metro North-East |

THIS ITEM IS CONFIDENTIAL

- 7477.10.2 Shire of Toodyay Local Planning Scheme No. 4 Amendment No. 1 - For Final Approval**
- | | |
|-------------------|------------------------------------|
| File | TPS/0530 |
| Report Number | SPC/3797474.10.11 |
| Agenda Part | E |
| Reporting Officer | Planning Officer, Wheatbelt Region |

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

THIS ITEM IS CONFIDENTIAL

7477.11 General Business

7477.11.1 The Wheatbelt - York and Toodyay

Members discussed the need for the Committee to arrange a site visit of these areas with regard to water and bush fire issues and in relation to future approvals for rural living subdivisions due to lack of water resources, and a possible need for consolidation of the local towns.

7477.11.2 Avon Arc Study

Members requested that a presentation be arranged for Avon Arc to advise the Committee on issues such as sustainability, identifying priority areas, royalties for regions and capability.

7477.11.3 Private arrangements for obtaining money for public open space by agreement which is contrary to the *Planning and Development Act 2005*.

Members requested that a report be drafted by the Department to the WAPC regarding these types of arrangements.

7477.12 Items for Consideration at a Future Meeting

Item No	Report	Request	Report Required by
s7474.10.1 1	Development Application to construct ancillary dwelling – Lot 7 Mottram Road, Carmel	To request DoP to provide more information on bush fire control, access and management plan and maximum sizes of ancillary accommodation.	TBA (DoP currently awaiting information from applicant)
7477.9.2	City of Mandurah – Endorsement of City Centre Precinct Plan	To request Committee Support to arrange for the City of Mandurah to address the SPC and to include a site visit to coincide with an SPC meeting to be held in	TBA

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

Mandurah.

- | | | | |
|-----------|---|--|------------|
| 7477.11.1 | The Wheatbelt – Towns of York and Toodyay | To request Committee Support to arrange a site visit with regard to water and bush fire issues and in relation to future approvals for rural living subdivisions due to lack of water resources, and a possible need for consolidation of the local towns. | TBA |
| 7477.11.2 | Avon Arc Study | To request Committee Support to invite Avon Arc to advise the Committee on issues such as sustainability, identifying priority areas, royalties for regions and capability. | TBA |
| 7477.11.3 | Private Arrangements for obtaining money for public open space by agreement | To request the Department to prepare a report to the WAPC regarding these types of arrangements. | TBA |

7477.13 Closure

The next ordinary meeting is scheduled for 9.00 am on 26 March 2013.

There being no further business before the Committee, the Presiding Member thanked members for their attendance and declared the meeting closed at 11.23 am.

PRESIDING MEMBER _____

DATE _____

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

7477.9.3 Belmont Park Racecourse Redevelopment - Endorsement of Local Structure Plan

File SPN/0368/1
Report Number SPC/374
Agenda Part C
Reporting Officer Planning Manager Metropolitan
Planning Central

Height restrictions were discussed and Members agreed that before making a decision, the Chairman should seek advice from the State Architect and the City of Perth.

The Reporting Officer was requested to prepare an Addendum to the current report to present to the next meeting of the Statutory Planning Committee on 26 March 2013.

Officer's Recommendation

That the Western Australian Planning Commission resolves to:

1. endorse the Belmont Park Racecourse Redevelopment Structure Plan, subject to the following modifications and advice to the applicant:

1.1 modification to the Regulatory Section of the Structure Plan by:

- a) The maximum building height to be reduced to 30 storeys;
- b) Site Access Operation and Implementation section to be modified to include the recommendations and agreements referred to in the correspondence from the Department of Transport to the Department of Planning dated 26 February 2013 (ATTACHMENT 1); and
- c) The Structure Plan Map to be modified to refer to a possible inlet (indicative only, subject to detailed area planning and receipt of environmental and planning approvals from State and Local Government);

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

1.2 insert the following provisions into the Regulatory Section of the Structure Plan:

- a) Detailed Area Plans to identify a mix of dwelling types;
- b) A maximum dwelling yield of 4500 dwellings for the Structure Plan area;
- c) Detailed Area Plans to implement the recommendations of the technical appendices to the Structure Plan;
- d) A Parking Management Strategy to be prepared for the Structure Plan to the satisfaction of the Local Government and upon advice from the Western Australian Planning Commission;
- e) Parking Management Plans to be prepared and implemented for individual development sites or as part of the Detailed Area Plans for individual Precincts to the satisfaction of the Local Government and in particular the Parking Management Plan for the Race Track Precinct shall stipulate that the racetrack parking is only available for activities associated with the use of the Race Track Precinct;
- f) Precinct B to include a requirement for the preparation of a separate Detailed Area Plan for the proposed inlet and endorsement by the Local and the Western Australian Planning Commission; and
- g) Detailed Area Plans to further analyse and determine appropriate setbacks from the foreshore reserve;

Advice to the Applicant:

- i) The timing of the works required for the development will need to be closely aligned with the timings of the works required for the transport aspects of the Major Stadium project. The construction program for the Major Stadium will also need to be considered. As such all

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

road works within the Graham Framer Freeway and Victoria Park Drive road reserves will need to be completed before the stadium is operational. GRD and the PTA/Main Roads will be required to work together to develop a staging and procurement plan for the road works that tie in within this timeframe and deliver minimum disruption to traffic;

- ii) The Parking Management Plan should also address specialised parking, motorcycle parking, bicycle end of trip facilities, public parking, reciprocal parking if appropriate and the need for a mechanism to require landowners to change the parking management over time to respond to emerging needs and traffic conditions. In addition the Plan should include proposals for the management of on street parking;
 - iii) A table shall be included in each Detailed Area Plan to the satisfaction of the local authority and the WAPC that sets out the maximum parking allocations that will be permitted for the various non-residential land uses based on the Structure Plan proposals and Statement of Planning Policy 4.2; and
 - iv) Section 18 (Aboriginal Heritage Act) consent to be obtained prior to subdivision or development commencing;
2. advise the Town of Victoria Park of its decision accordingly.

Resolved

Motion to defer

Moved by Ms Taylor, seconded by Mr Farrar

That the Western Australian Planning Commission resolves to defer consideration of the Belmont Park Racecourse Redevelopment – Endorsement of Local Structure Plan until 26 March 2013 to enable advice from the City of Perth and the State Architect to be forthcoming and request that this advice be provided as a matter of urgency.

The motion was put and carried.

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

7477.9.4 Town of Mosman Park Local Planning Strategy - For Final Endorsement

File 853/02/18/0006
Report Number SPC/375
Agenda Part D
Reporting Officer Senior Project Planner,
Metropolitan South-East

Ms Burrows realised that she would have to make a declaration of interest for Proximity due to her partner owning two properties in the affected area, apologised to members, and immediately left the room.

Ms Burrows left the meeting at 11 am and hence was absent for item 9.4.

Members noted that the Officer's Report referred to the Stirling Highway Activity Corridor Study (SHACS), wherein the local council gave conflicting arguments regarding the reservation.

It was recommended that upon the Western Australian Planning Commission (WAPC) finalising the SHACS, that the WAPC requires the Town:

- to review its zonings and densities along Stirling Highway;
- to note that this Review is to also include resolution of any issues associated with road widening and noise; and
- to note that this Review is to be carried out within two years of this correspondence.

Officer's Recommendation

That the Western Australian Planning Commission resolves to endorse the proposed Local Planning Strategy (dated 2 November 2012), subject to modifications as outlined in the Schedule of Modifications (refer Attachment 6).

Resolved

Moved by Ms Bartle, seconded by Mr Holloway

That the Western Australian Planning Commission resolves:

1. *to endorse the proposed Local Planning Strategy (dated 2 November 2012), subject to*

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

modifications as outlined in the Schedule of Modifications (refer Attachment 6);

2. *that, upon finalising the Stirling Highway Activity Corridor Study, to require the Town of Mosman Park:*
 - 2.1 *to review its zonings and densities along Stirling Highway;*
 - 2.2 *that this Review is to include resolution of any issues associated with road widening and noise;*
 - 2.3 *that this Review is to be carried out within two years of this correspondence.*

The motion was put and carried.

Ms Burrows returned to the meeting at 11.07 am.

7477.9.5

City of Greater Geraldton Commercial Activity Centres Strategy - Consent to Advertise

File DP/12/01202/1
Report Number SPC/376
Agenda Part E
Reporting Officer Planning Manager Central Regions

Resolved

Moved by Mr Farrar, seconded by Ms Taylor

That the Western Australian Planning Commission resolves to:

1. *certify that the draft City of Greater Geraldton Commercial Activity Centres Strategy is consistent with regulation 12A(3) of the Town Planning Regulations, 1967 (as amended);*
2. *grant consent to advertise the draft Commercial Activity Centres Strategy in accordance with regulation 12B of the Town Planning Regulations, 1967 (as amended) for a period not less than 21 days.*

The motion was put and carried.

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

7477.9.6 Subdivision of lot 343 Second Avenue, Onslow, to create two survey strata lots and a common property access leg - Shire of Ashburton

File 83-12/1
Report Number SPC/377
Agenda Part G
Reporting Officer Senior Planning Officer Regional Planning and Strategy

Resolved

Moved by Mr Farrar, seconded by Ms Taylor

That the Western Australian Planning Commission resolves to approve the application for survey-strata of Second Avenue, Onslow subject to the following conditions and advice:

CONDITIONS:

- 1. All buildings and effluent disposal systems having the necessary clearance from the new boundaries as required under the relevant legislation including the Local Planning Scheme and Building Regulations of Australia. (Local Government)*
- 2. Other than buildings, outbuildings and/or structures shown on the approved plan for retention, all buildings, outbuildings and/or structures present on the proposed lots at the time of subdivision approval being demolished and materials removed from the lot(s). (Local Government)*
- 3. A notification, pursuant to Section 165 of the Planning and Development Act 2005 is to be placed on the certificates of title of the proposed lot(s) advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:*

'VULNERABLE COASTAL AREA - This lot is located in an area likely to be subject to coastal erosion and/or inundation over the next 100 years.'
(Western Australian Planning Commission)

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

4. *Arrangements being made with the Water Corporation so that provision of a suitable water supply service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)*
5. *Arrangements being made with the Water Corporation so that provision of a sewerage service will be available to the lots shown on the approved plan of subdivision. (Water Corporation)*
6. *The provision of easements pursuant to Section 167 of the Planning and Development Act 2005 for existing or planned power infrastructure being granted free of cost to that body. (Horizon Power)*

ADVICE:

1. *In regard to Condition 1, the Western Australian Planning Commission will accept building clearance requirements as specified in the relevant local planning scheme operative at the time the subdivision approval was granted by the Western Australian Planning Commission.*
2. *In regard to Condition 2, planning approval and/or a demolition licence may be required to be obtained from the local government prior to the commencement of demolition works.*
3. *In regard to Conditions 4 and 5, the landowner/applicant shall make arrangements with the Water Corporation for the provision of the necessary services. On receipt of a request from the landowner/applicant, a Land Development Agreement under Section 67 of the Water Agencies (Powers) Act 1984 will be prepared by the Water Corporation to document the specific requirements for the proposed subdivision.*
4. *The Department of Fire and Emergency Services (DFES) advises that historical research has revealed that during the past 100 years, former elements of the Australian Defence Forces may have conducted training and/or operational activities within or close to*

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

the area of the proposed subdivision. It is possible that as a result of these activities, the subject area may contain unexploded ordnance (UXO). Whilst it is considered that the possible risk from UXO on the land subject to this approval is minimal, an absolute guarantee that the area is free from UXO cannot be given. Should, during subdivisional works, or at any other time, a form or suspected form of UXO be located, DFES has advised that the following process should be initiated:

- a) do not disturb the site of the known or suspected UXO;*
- b) without disturbing the immediate vicinity, clearly mark the site of the UXO;*
- c) notify Police of the circumstances/situation as quickly as possible; and*
- d) maintain a presence near the site until advised to the contrary by a member of the WA Police Service or Defence Forces.*

Further advice on this issue may be obtained by contacting the Unexploded Ordnance Unit, Department of Fire and Emergency Services.

- 5. A strata plan of subdivision under Section 25(3) of the Strata Titles Act 1985 would be required to create separate titles for each of the dwellings and the existing shop in the development approval.*

The motion was put and carried.

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

7477.10 Confidential Items

- 7477.10.1 Modification of Caversham Local Structure Plan - Removal of Mushroom Farm Buffer**
- | | |
|-------------------|-------------------------------------|
| File | SPN/0202 M1 |
| Report Number | SPC/378 |
| Agenda Part | C |
| Reporting Officer | A/Planning Manager Metro North-East |

THIS ITEM IS CONFIDENTIAL

- 7477.10.2 Shire of Toodyay Local Planning Scheme No. 4 Amendment No. 1 - For Final Approval**
- | | |
|-------------------|------------------------------------|
| File | TPS/0530 |
| Report Number | SPC/3797474.10.11 |
| Agenda Part | E |
| Reporting Officer | Planning Officer, Wheatbelt Region |

THIS ITEM IS CONFIDENTIAL

7477.11 General Business

- 7477.11.1 The Wheatbelt - York and Toodyay**

Members discussed the need for the Committee to arrange a site visit of these areas with regard to water and bush fire issues and in relation to future approvals for rural living subdivisions due to lack of water resources, and a possible need for consolidation of the local towns.

- 7477.11.2 Avon Arc Study**

Members requested that a presentation be arranged for Avon Arc to advise the Committee on issues such as sustainability, identifying priority areas, royalties for regions and capability.

- 7477.11.3 Private arrangements for obtaining money for public open space by agreement which is contrary to the *Planning and Development Act 2005*.**

Members requested that a report be drafted by the Department to the WAPC regarding these types of arrangements.

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

7477.12 Items for Consideration at a Future Meeting

Item No	Report	Request	Report Required by
7474.10.11	Development Application to construct ancillary dwelling – Lot 7 Mottram Road, Carmel	To request DoP to provide more information on bush fire control, access and management plan and maximum sizes of ancillary accommodation.	TBA (DoP currently awaiting information from applicant)
7477.9.2	City of Mandurah – Endorsement of City Centre Precinct Plan	To request Committee Support to arrange for the City of Mandurah to address the SPC and to include a site visit to coincide with an SPC meeting to be held in Mandurah.	TBA
7477.11.1	The Wheatbelt – Towns of York and Toodyay	To request Committee Support to arrange a site visit with regard to water and bush fire issues and in relation to future approvals for rural living subdivisions due to lack of water resources, and a possible need for consolidation of the local towns.	TBA
7477.11.2	Avon Arc Study	To request Committee Support to invite Avon Arc to advise the Committee on issues such as sustainability, identifying priority areas, royalties for regions and capability.	TBA
7477.11.3	Private Arrangements for obtaining money for public open space by agreement	To request the Department to prepare a report to the WAPC regarding these types of arrangements.	TBA

Statutory Planning Committee

Minutes
of ordinary meeting 7477
held on Tuesday 12 March 2013

7477.13 Closure

The next ordinary meeting is scheduled for 9.00 am on 26 March 2013.

There being no further business before the Committee, the Presiding Member thanked members for their attendance and declared the meeting closed at 11.23 am.

PRESIDING MEMBER _____

DATE _____

UNCONFIRMED

INDEX OF REPORTS

Item	Description
9	REPORTS
	A POLICY
9.1	SHIRE OF ASHBURTON LOCAL PLANNING POLICY - REGIONAL RESIDENTIAL DESIGN CODE VARIATIONS
	C SUBDIVISIONS / AMALGAMATIONS
9.2	LOTS 1 AND 2 FLYNN DRIVE CARRAMAR - ADOPTION OF AMENDMENT NO. 1 TO CITY OF WANNEROO LOCAL STRUCTURE PLAN NO. 61
9.3	BELMONT PARK RACECOURSE DEVELOPMENT – ENDORSEMENT OF LOCAL STRUCTURE PLAN
	D GENERAL ITEMS / OTHER MATTERS
9.4	LAYOUT PLAN AMENDMENTS – MAPPING DATA CONVERSION
9.5	SHIRE OF NGAANYATJARRAKU LAYOUT PLANS – FOR ENDORSEMENT, AMENDMENT AND RATIFICATION
9.6	CITY OF SUBIACO LOCAL PLANNING STRATEGY
10	CONFIDENTIAL REPORTS
	B LOCAL OR REGIONAL PLANNING SCHEMES / AMENDMENTS
10.1	CITY OF VINCENT TOWN PLANNING SCHEME NO.1 AMENDMENT NO. 32 - FOR FINAL APPROVAL
10.2	SHIRE OF SERPENTINE JARRAHDALÉ LOCAL PLANNING SCHEME AMENDMENT - FOR FINAL APPROVAL
10.3	CITY OF CANNING LOCAL PLANNING SCHEME AMENDMENT 182 - FOR FINAL APPROVAL

C SUBDIVISIONS / AMALGAMATIONS

- 10.4 BYFORD TOWN CENTRE LOCAL
STRUCTURE PLAN - FINAL APPROVAL

D GENERAL ITEMS / OTHER MATTERS

- 10.5 STATE ADMINISTRATIVE TRIBUNAL
REVIEW: INVITATION TO RECONSIDER
DECISION - SUBDIVISION TO CREATE 2
SURVEY STRATA LOTS FOR RESIDENTIAL
PURPOSES – CITY OF STIRLING

**E MINOR LOCAL OR REGIONAL PLANNING SCHEMES / LOCAL
PLANNING SCHEME AMENDMENTS**

- 10.6 SHIRE OF CARNAMAH LOCAL PLANNING
STRATEGY AND LOCAL PLANNING
SCHEME NO. 2 - FOR CONSENT TO
ADVERTISE

- 10.7 LOCAL PLANNING SCHEME AMENDMENT
303 : CITY OF ALBANY – RURAL TO
SPECIAL RESIDENTIAL

**G DEVELOPMENTS / SUBDIVISIONAL / SURVEY STRATA
ITEMS**

- 10.8 SECTION 31 (SAT ACT 2004)
RECONSIDERATION OF REFUSAL FOR
ANCILLARY ACCOMMODATION - LOT 12
REEDS ROAD, CARMEL SHIRE OF
KALAMUNDA

- 10.9 SECTION 31 (SAT ACT 2004)
RECONSIDERATION OF DROVERS PLACE
PRECINCT LOCAL STRUCTURE PLAN
NO.80 - AMENDMENT 1

ITEM NO: 9.1

SHIRE OF ASHBURTON LOCAL PLANNING POLICY - REGIONAL RESIDENTIAL DESIGN CODE VARIATIONS

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning Officer - Northern Regions RP&S
AUTHORISING OFFICER:	A/Executive Director RP&S
AGENDA PART:	A
FILE NO:	853/10/3/7PV4
DATE:	26 February 2013
ATTACHMENTS:	1 - Schedule of Modifications 2 - Proposed Local Planning Policy - Regional Residential Design Code Variations 3 - Schedule of Submissions

RECOMMENDATION:

That the Western Australian Planning Commission resolves to approve the Shire of Ashburton's Local Planning Policy - Regional Residential Design Code Variations subject to the attached schedule of modifications.

SUMMARY:

The Shire of Ashburton is proposing to adopt *Local Planning Policy – Regional Residential Design Code Variations* (LPP), specifically proposing variations to a number of requirements in the Residential Design Codes (2010).

The proposed variations are comparable in scope and detail to those that have been previously approved for the Town of Port Hedland.

It is recommended that the Western Australian Planning Commission (WAPC) approves the Shire of Ashburton's LPP subject to modifications (**Attachment 1 - Schedule of Modifications**).

BACKGROUND:

Section 5.3 of the Residential Design Codes (R-Codes) provides for local governments to prepare Local Planning Policies that vary or replace specific 'Acceptable Development' provisions within the R-Codes, providing it can be demonstrated that there is a specific need to a particular region that warrants such a variation.

The Shire of Ashburton has proposed a local planning policy with R-Code variations. The proposed LPP varies nine Acceptable Development Standards under the R-Codes to better reflect the climatic, environmental and/or lifestyle needs of the Shire of Ashburton's community.

Two of the Shire of Ashburton's proposed variations are allowed by Section 5.3.1 of the R-Codes without WAPC approval. The remainder of the proposed variations require WAPC approval as detailed in clause 5.3.2 of the R-Codes.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation *Planning and Development Act 2005*
Section: Part 5: Local Planning Schemes

Strategic Plan
Strategic Goal: Planning
Outcomes: Planned local communities developing a sense of place
Strategies: Develop connected and accessible communities

Policy
Number and / or Name: State Planning Policy 3.1 - Residential Design Codes

DETAILS:

The Shire proposes to vary the Acceptable Development provisions of the R-Codes by adopting the *Local Planning Policy – Regional Residential Design Code Variations* which proposes to modify the following sections of the R-Codes:

R-Code Acceptable Development Provision	Variation allowed by R-Codes
6.2.1 - Setback of Buildings generally - A1.1	Allowed by section 5.3.1
6.2.5 - Street walls and fences - A5	Allowed by section 5.3.1
6.3.1 - Buildings setback from the boundary - A1	WAPC approval required
6.4.1 - Open space provision - A1	WAPC approval required
6.4.2 - Outdoor living areas - A2	WAPC approval required
6.5.3 - Design of Parking Spaces -	WAPC approval required
6.5.4 - Vehicular Access	WAPC approval required
6.11.1 - Ancillary Accommodation	WAPC approval required
7.1.5 - Open Space	WAPC approval required

The details of the proposed regional R-Code variations are outlined in **Attachment 2 - Proposed Local Planning Policy - Regional R-Code Variations**.

GOVERNMENT AND CORPORATE IMPLICATIONS:

The proposal establishes local planning instruments that vary State policy in a manner consistent with the Pilbara region's climatic and cultural circumstances.

CONSULTATION:

The Shire of Ashburton publicly advertised the proposed *Local Planning Policy – Regional Residential Design Code Variations* for 21 days in accordance with Clause 2.3.1 of TPS 7.

One submission was received from Greg Rowe and Associates (**Attachment 3 - Schedule of Submissions**) in regard to adding an additional variation for section 7.1.5. The suggested variation is comparable to that proposed for section 6.4.1 which allows up to 25% or 125m² of what is considered 'open space' to have a permanent roof cover assuming it is unenclosed on two sides.

OFFICER'S COMMENTS:

Attachment 2 provides an examination of the proposed regional variations to the R-Codes and officer comments.

The proposed LPP is close to identical to that which was approved for the Town of Port Hedland in June 2010. The two local government areas are adjacent and are affected by the same climatic and lifestyle pressures.

Two of the proposed variations (6.2.1 A1.1 and 6.2.5 A5) do not require WAPC approval as their variation is allowed by the R-Codes.

The proposed variation to clause 6.5.3 Design of Parking Spaces (A3.2) is already part of TPS 7, and therefore does not require additional WAPC consent.

It is recommended that the proposed variation to vehicular access (6.5.4 Vehicular Access A4.5) should not be approved as appendices 8 and 9 of TPS 7 are focussed on parking bay sizes and do not relate to residential driveways.

The proposed variation to the open space requirements for multiple dwellings R30 and above (7.1.5 Open Space A5) is the only proposed variation that has not been approved in the Town of Port Hedland's Local Planning Policy 11. This variation is already proposed for grouped and multiple dwellings up to R30 density. It is recommended it be approved with modifications.

Shire of Ashburton TPS 7
Local Planning Policy - Regional Residential Design Code Variations
Schedule of Modifications

Local Planning Policy – Regional Residential Design Code Variations	Modifications Required	Reason
<p>Section 6.5.4 - Vehicular Access "Notwithstanding Acceptable Development Standard A4.5, design of two way access shall be in accordance with Schedule 8 of the Scheme."</p>	<p>Delete the proposed variation entirely.</p>	<p>Appendix 8 does not refer to vehicular access and is not required for residential development.</p>
<p>Section 7.1.5 - Open Space "Notwithstanding Acceptable Development Standard A5, open space includes areas of accessible and useable flat roofs and outdoor living areas above natural ground level; and</p> <p>open space includes (but is not limited to) areas beneath eaves overhangs, verandahs or patios not more than 0.5m above natural ground level, unenclosed on at least two sides and covering no more than 25 per cent of the site area or 125 sq m whichever is the lesser."</p>	<p>Delete the inclusion of parts of the R-Codes open space definition - i.e. " open space includes areas of accessible and useable flat roofs and outdoor living areas above natural ground level; and"</p>	<p>Some of the proposed wording is already within the R-Code definition of Open Space. Its removal will make the proposed regional variation clearer, without reducing its effect.</p>

No.	R-Code Provision	Proposed Regional Variation	Local Government Rationale	Comments
6.2.1 - Setback of buildings generally				
1	A1.1 Buildings setback from the primary street in accordance with Table 1.	In relation to Acceptable Development Standard A1.1, where side and rear vehicle access is provided, setbacks of buildings from the primary street as specified in table 1 of the Residential Design Codes may be halved.	Residents of the Shire have a high reliance on motor vehicles. In addition, climatic conditions make the provision of landscaping in street setback areas difficult to maintain. These factors contribute to the street setback area often being used for parking of vehicles and lacking landscaping. By encouraging vehicle access to the rear of properties and allowing reduced street setbacks, it is envisaged that the streetscape amenity will be improved. The reduced area will also limit the area available for parking in the front street setback and as access to the rear of the property is available it should be utilised as an alternative.	The proposed variation does not require the approval of the WAPC, as outlined in section 5.3.1 of the R-Codes.
6.2.5 – Street walls and fences				
2	A5 Front walls and fences within the primary street setback area that are visually permeable 1.2 m above natural ground level.	Acceptable Development Standard A5 shall also apply to the fencing of secondary or other streets within the street setback area and boundaries with public reserves where passive surveillance is required.	Secondary or other streets often incorporate 1.8 m solid fencing on boundaries which obstruct surveillance and detract from the streetscape. Restricting secondary and other streets fencing as well as public reserves to be consistent with the primary street fencing will encourage passive surveillance and interaction with the streetscape.	The proposed variation does not require the approval of the WAPC, as outlined in section 5.3.1 of the R-Codes.

6.3.1 – Buildings setback from the boundary			
3	A1 iv Minor projections such as a chimney, other architectural feature or an eaves overhang not projecting more than 0.75 m into a set-back area and to be no closer than 0.75 m to a boundary.	Notwithstanding Acceptable Development Standard A1 iv, eaves overhang may be closer than 0.75 m to a boundary subject to conformity with the Building Code of Australia.	Environmentally sustainable development encourages eaves overhang in the municipality due to the extreme climatic conditions. As such, development where buildings meet with the Acceptable Development Standards for wall setback could need a permit solely due to encroachment of eaves overhang. Section 3.7.1.7 of the National Construction Code (BCA Volume 2 - NCC 2012) currently permits encroachments to be up to 450mm from a boundary. The proposed variation is supported.
6.4.1 – Open Space Provision			
4	A1 Open space provided in accordance with table 1 and design elements 6.2 and 6.3. The site of the grouped dwelling, for the purpose of calculating the open space requirement, shall include the area allocated for the exclusive use of the dwelling and the proportionate share of any associated common property.	Notwithstanding Acceptable Development Standard A1, open space includes (but is not limited to) floor areas beneath eaves overhangs, verandahs or patios not more than 0.5m above natural ground level, unenclosed on at least two sides and covering no more than 25 per cent of the site area or 125 sq m whichever is the lesser.	The extreme climatic conditions experienced in the Shire has led to a desire and need by residents to predominately cover outdoor living areas to make them useable. The proposed variation recognises the region's extreme climatic conditions and is generally consistent with the intent of the open space requirements of the R-Codes. The proposed variation is supported.
6.4.2 – Outdoor living areas			
5	A2 An outdoor living area to be provided: • to have at least two-thirds of the required area without permanent roof cover.	Acceptable Development Standard A2 dot point 5 is removed. Permanent roof cover is permitted.	The extreme climatic conditions experienced in the Shire has led to a desire and need by residents to predominately cover outdoor living areas to make them useable. The proposed variation recognises the region's extreme climatic conditions and is generally consistent with the intent of the outdoor living space requirements of the R-Codes. The proposed variation is supported.

6.5.3 – Design of Parking Spaces			
6	A3.2 Spaces in accordance with AS2890.1.	Parking spaces are to meet with the design standards identified within Section 6.17 and Appendix 8 and 9 of the Scheme.	<p>The average vehicle for the Shire is generally larger than that identified within AS2890.1. As a result the Shire has consistently required parking spaces be designed to a level greater than that required by AS2890.1.</p> <p>Already a part of TPS 7, hence does not require the additional consent of the WAPC.</p>
6.5.4 – Vehicular Access			
7	<p>A4.5 Formed driveways for multiple and grouped dwellings:</p> <ul style="list-style-type: none"> • With a minimum width of 4 m where the number of dwellings served is five or more, which may be reduced to 3 m where necessary to retain an existing dwelling; and • Are designed to allow vehicles to pass in opposite directions at one or more points, where the number of dwellings served by the driveway is five or more. 	<p>Notwithstanding Acceptable Development Standard A4.5, design of two way access shall be in accordance with Appendix 8 and 9 of the Scheme.</p>	<p>To provide for greater traffic and pedestrian safety wider access has been required for two way access. The wider access enables access to and egress from the site simultaneously preventing traffic congestion on the street.</p> <p>Wider access also increases sightlines for both vehicular and pedestrian traffic.</p> <p>Appendices 8 and 9 of TPS 7 do not relate to formed driveways for multiple and grouped dwellings.</p> <p>The proposed variation is NOT supported.</p> <p>Recommend deleting entirely as outlined in the Schedule of Modifications.</p>

6.11.1 – Ancillary Accommodation				
8	A1 i) the sole occupant or occupants are members of the family of the occupiers of the main dwelling.	Notwithstanding Acceptable Development Standard A1 i), any person may occupy approved Ancillary Accommodation provided the building is limited to a single bedroom dwelling and where it reflects the Shire Local "Planning policy Transportable Dwellings New and second hand".	Provides for housing choice and is expected to assist in addressing housing shortages and affordability issues being experienced within the municipality. However, unlike other local governments that have supported similar amendment, the intent is that the accommodation be limited to single bedroom to ensure that matters such as parking, amenity and affordability are addressed.	When the current review of R-Codes is finalised, ancillary accommodation will no longer be restricted for use by family members only. The proposed variation is supported.
7.1.5 – Open Space				
9	A5 Development complies with minimum open space set out in table 4	"Notwithstanding Acceptable Development Standard A5, open space includes areas of accessible and useable fiat roofs and outdoor living areas above natural ground level; and open space includes (but is not limited to) areas beneath eaves overhangs, verandahs or patios not more than 0.5m above natural ground level, unenclosed on at least two sides and covering no more than 25 per cent of the site area or 125 sq m whichever is the lesser,"	Whether the dwelling form is Single, Grouped or Multiple the extreme climatic conditions of this region still impact the useability of outdoor living areas and therefore it is our opinion that Part 7 of the R-Codes should be amended to allow enclosed outdoor living areas to be included in the Open Space calculations.	The proposed variation recognises the region's extreme climatic conditions and is generally consistent with the intent of the open space requirements of the R-Codes. The proposed variation is supported. Recommend deleting part of the included open space definition as outlined in the Schedule of Modifications.

**Shire of Ashburton TPS 7
Local Planning Policy - Regional Residential Design Code Variations
Schedule of Submissions**

Submission	Shire Response	WAPC Response
<p>Greg Rowe and Associates Proposed Variation to Part 7 of the R-Codes Part 7 of the R-Codes relates to Multiple Dwellings in areas with a coding of R30 or greater and within the mixed use development and activity centres. Part 7 requires the provision of Open Space for Multiple Dwellings similarly to Part 6 requiring Open Space for Single House and Grouped Dwelling developments.</p> <p>Whether the dwelling form is Single, Grouped or Multiple the extreme climatic conditions of this region still impact the useability of outdoor living areas and therefore it is our opinion that Part 7 of the R-Codes should be amended to allow enclosed outdoor living areas to be included in the Open Space calculations, The proposed variation to Section 7,1.5 - Open Space of the R-Codes could read as follows:</p> <p>"Notwithstanding Acceptable Development Standard A5, open space includes areas of accessible and useable fiat roofs and outdoor living areas above natural ground level; and open space includes (but is not limited to) areas beneath eaves overhangs, verandahs or patios not more than 0.5m above natural ground level, unenclosed on at least two sides and covering no more than 25 per cent of the site area or 125 sq m whichever is the lesser,"</p>	<p>1) Noted and agreed. The submitter raises a good point that the draft LPP could be modified to provide for provisions relate to the extreme climatic conditions of the north west of Western Australia associated with multiple dwelling development.</p>	<p>Supported, with modifications to the proposed wording.</p>

ITEM NO: 9.2

LOTS 1 AND 2 FLYNN DRIVE CARRAMAR - ADOPTION OF AMENDMENT NO. 1 TO CITY OF WANNEROO LOCAL STRUCTURE PLAN NO. 61

WAPC OR COMMITTEE: Statutory Planning Committee

REPORTING AGENCY: Department of Planning
REPORTING OFFICER: Senior Planning Officer Metropolitan Northwest
AUTHORISING OFFICER: Director Metropolitan Northwest
AGENDA PART: C
FILE NO: SPN/0452M
DATE: 14 March 2013
ATTACHMENTS: 1. Amendment 1 to LSP 61
2. Location and Zoning Plan
3. Current LSP 61
4. WAPC Ref 137920
5. Noise Assessment
6. Buffer to Limestone Deposits
7. Schedule of Modifications
REGION SCHEME ZONING: Urban, Abuts Other Regional Road reservation and Primary Regional Roads reservation.
LOCAL GOVERNMENT: City of Wanneroo
LOCAL SCHEME ZONING: Urban Development
LGA RECOMMENDATION(S): Adoption and Certification
REGION DESCRIPTOR: Metropolitan Northwest
RECEIPT DATE: 13 March 2012
PROCESS DAYS: 366
APPLICATION TYPE: Local Structure Plan
CADASTRAL REFERENCE: Lots 1 and 2 Flynn Drive, Carramar

RECOMMENDATION:

That the Western Australian Planning Commission resolves to:

- 1. adopt Amendment 1 to the City of Wanneroo Local Structure Plan No. 61, subject to the schedule of modifications appended as Attachment 7:*
- 2. advise the City of Wanneroo of its decision accordingly.*

SUMMARY:

The City of Wanneroo has requested the WAPC to endorse proposed Amendment 1 to the *Lots 1 & 2 Flynn Drive Carramar Agreed Local Structure Plan No. 61* (LSP 61) (**Attachment 1** - Amendment 1 to LSP 61). The current LSP 61 provides for Special Residential subdivision (minimum 2000m² lots). Amendment 1 proposes to introduce pockets of higher residential density adjacent to an open space corridor.

The key issues include:

- Traffic and Noise on adjacent Regional Road reservations;
- Buffers to raw material extraction area;
- Site contamination;
- Public Open Space tenure and management;
- Karst topography.

These issues have either been resolved through detailed technical analysis submitted with the associated Region Scheme Amendment, and the LSP, or are more appropriately addressed at subdivision stage. Accordingly, it is recommended that the LSP be adopted subject to modification. The proposal is presented to the Statutory Planning Committee due to policy variations relating to traffic and noise.

BACKGROUND:

Location and Site Description

The subject site is located about 35km north of the Perth CBD. The land is bound by existing rural residential development on the south and east, industrial zoned land to the north and conservation areas to the northwest and west. The site is accessed via Flynn Drive connecting to Wanneroo Road.

The subject site is mostly vacant and covered with native bushland. Approximately 19ha has been quarried for limestone and filled with inert landfill. The quarried area has been rehabilitated and comprises landscaping and turf, two sheds and ruined limestone kilns.

Zoning

The subject site is zoned Urban under the Metropolitan Region Scheme (MRS) and Urban Development under the City of Wanneroo District Planning Scheme No. 2 (DPS 2). Flynn Drive is an Other Regional Road (ORR) under the MRS and Wanneroo Road is a Primary Regional Road under the MRS. (**Attachment 2** - location and zoning plan).

Planning Context

In 1996 the subject site was rezoned from Rural to Special Residential under the City of Wanneroo Town Planning Scheme No. 1. Under the MRS, the site remained within the Rural zone. In 2005 the WAPC granted subdivision approval for 168 Special Residential lots in accordance with a Development Guide Plan (WAPC Ref 127353), which was renewed in 2009 (WAPC Ref 139164) and remains valid until May 2013.

In March 2010, Amendment 71 to DPS 2 was gazetted, which allowed an increased lot yield over the site. LSP 61 was prepared concurrently with Amendment 71 and is the current adopted structure plan for the subject site (**Attachment 3** - Current LSP 61). Subdivision approval in accordance with LSP 61 was granted in February 2010 (**Attachment 4** - WAPC Ref 137920) and is valid until February 2014.

In September 2011, the MRS was amended (Amendment 1201/57) to rezone the subject site from Rural to Urban to support higher residential densities. A key issue raised in submissions to the amendment was the existence of a buffer to strategic limestone resources north of Flynn Drive. The WAPC resolved to support an Urban zoning within the buffer on the basis that impacts could be mitigated through subsequent planning stages. DPS 2 was amended concurrently to the Urban Development zone.

The current proposed Amendment 1 was adopted by the City of Wanneroo in February 2012 and is now forwarded to the WAPC for adoption and certification.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation *Planning and Development Act 2005*
Section: Part 5 Local Planning Schemes

Strategic Plan
Strategic Goal: Regulation
Outcomes: Effective, consistent and enforceable regulation
Strategies: Develop audit, compliance and evaluation frameworks

Policy
Number and Name: *State Planning Policy 2.4 State Industrial Buffer Policy*
 State Planning Policy 5.4 Road and Rail Transport Noise and
 Freight Considerations in Land Use Planning
 Development Control Policy 2.5 Special Residential Zones

DETAILS:

The key elements of the proposed LSP 61 include:

- Provision for a minimum of 260 lots within the Residential Zone (R20-R50) and 200 lots within the Special Residential zone;
- Provision of 27ha of Private Open Space including a consolidated 19ha area to be used for Equine and other recreational purposes;
- Provision of 1ha of Public Open Space including the stabilisation and retention of limestone kiln ruins;
- A single neighbourhood connector with left in left out access to Flynn Drive Other Regional Roads reserve and a full movement intersection onto Old Flynn Drive rural zoned portion;
- Strategic firebreaks and emergency access points.

-
- Residential design provisions including a requirement for Detailed Area Plans (DAP's).

The key objectives of LSP 61 are to provide a diversity of residential opportunities within a low density, natural landscape; and provide community facilities that are owned and managed by a homeowners association.

GOVERNMENT AND CORPORATE IMPLICATIONS:

No Government or corporate implications have been identified.

CONSULTATION:

The City of Wanneroo advertised the proposal for 42 days and nine submissions were received.

Three submissions were received from residents in the adjoining Special Rural estate. The main issues raised were the use of Tranquil Drive to access the Carramar Shopping Centre and misuse of the firebreak and bridle trail.

The Water Corporation made no objections on the basis that the site could be serviced. The Water Corporation advised that a sufficient buffer distance was required for the proposed sewerage pump station. However, further consultation has confirmed that the incorporation of POS adjacent to the pump station is acceptable to the Water Corporation's buffer requirements.

The Department of Water has made no objections to the proposal but required confirmation from the applicant that the current groundwater licence was sufficient to irrigate the proposed development. The applicant has since confirmed that the existing groundwater extraction licence allows for extraction sufficient to service the proposed development which has been subsequently confirmed by the Department of Water.

The Department of Indigenous Affairs requested an Aboriginal Heritage Survey be prepared.

Main Roads Western Australia requested that a noise assessment be undertaken for Wanneroo Road and Flynn Drive.

OFFICERS COMMENTS:

Planning Framework

Proposed Amendment 1 updates the text and formatting of the Part 1 Statutory Section of LSP 61 in order to align with WAPC's *Structure Plan Preparation Guidelines*. It is recommended that the statutory section be updated to reflect the format and provisions set out in the *Guidelines*.

The LSP contains provisions that refer to a Deed of Agreement between the City of Wanneroo and Eclipse Resources which provides for the administration of developer

contributions, public open space and the establishment of a home owners association.

The provision of appropriate infrastructure and public open space will be addressed as conditions of subdivision approval as discussed in the relevant sections below. However the establishment of a Home Owners Association for the management of open space areas is a matter that is separate from the LSP. Accordingly it is recommended that reference to the Deed of Agreement be deleted.

Residential Zone (R20-50)

Amendment 1 of LSP 61 proposes the allocation of residential densities is proposed through a Residential Density Codes plan to be submitted at subdivision stage. The LSP proposes locational criteria to provide for higher densities adjacent to open space areas. Minor modifications are recommended to ensure locational criteria for higher densities are more specific.

The LSP also proposes that residential design measures would be in accordance with the R Codes, except where Detailed Area Plans provide for variations. In this respect the LSP requires DAP's to be prepared for all lots prior to the lodgement of a development application or a survey strata subdivision application. The WAPC is the determining authority for survey strata subdivision applications, however DAP's do not require WAPC determination. Consequently, the use of DAP's to inform or guide survey strata applications may fetter the WAPC's decision making powers and it is recommended reference to survey strata and staging be deleted.

Liveable Neighbourhoods provides for DAPs in certain circumstances, such as adjacent to public open space, therefore it is recommended the amendment be modified to reflect the requirements of *Liveable Neighbourhoods*. DAP's are also recommended for lots requiring noise mitigation measures and Special Residential lots which require building envelopes to ensure the retention of vegetation characteristic of the subject site.

In terms of the content of DAP's, most provisions listed in Amendment 1 are already provided for by Clause 9.14.2 of DPS 2, therefore there is no need to replicate these. The exception to these are setbacks required for Special Residential zone listed under Clause 3.19.3 of DPS 2. In order to ensure these setback provisions are varied to allow the retention of vegetation it is recommended these provisions be included.

The LSP includes a Clause that allows DAP's to be determined without advertising. Under the Residential Design Codes neighbourhood consultation is required where Council discretion is used. As DAP's involve residential design matters that may impact on adjoining properties it is recommended the LSP be modified to ensure DAP's are advertised in accordance with the procedures set out under Clause 9.14.4 of DPS 2 for the advertisement of DAP's.

Special Residential Zone

Development Control Policy 2.5 *Special Residential Zones* (DC 2.5) provides general design and servicing provisions with the objective of providing spacious living that responds to natural features of the site. The LSP amendment proposes to introduce Special Residential design measures relating to building envelopes, built form,

fencing, access, vegetation retention and site works. Such provisions are best provided for within Detailed Area Plans, the requirements for which are set out in Section 9.14.2 of DPS 2.

Land Use Permissibility

LSP 61 proposes to introduce land use permissibilities that are inconsistent with the Zoning Table of DPS 2, relating to the operation of a structure plan. Clause 9.8.3a of DPS 2 states that:

in the areas designated as zones, the permissibility of uses shall be the same as set out in Table 1 as if those areas were zones under the Scheme, having the same designation;

Accordingly uses that are listed as X in the Special Residential or Residential zone are not permitted to be varied by the LSP and should be deleted as applicable.

Public Open Space

Under Development Control Policy 2.3 (DC 2.3) and Liveable Neighbourhoods the Commission's normal requirement in residential areas is that, where practicable, 10% of the gross subdivisible area be given up free of cost by the subdivider and vested as a Reserve for Recreation. The proponent has selected two areas of POS to serve the residential zoned land.

Under DC 2.5 *Special Residential Zones* the requirement for POS is exempted due to the spacious character and larger lot sizes of these areas.

The private open space is proposed to be included within the Private Recreation zone which would be managed by a Home Owners Association (HOA), established in accordance with a Deed of Agreement made between the City of Wanneroo and the current landowner Eclipse Resources. The Deed involves both land tenure and management provisions including a clause to ensure that the Park shall be transferred to the City as a recreation reserve in the event the HOA is disbanded. As the LSP meets the 10% open space requirements and the Deed is a private legal agreement between the City of Wanneroo and the Eclipse Resources, it is recommended that reference to the Deed be deleted from the LSP.

Aboriginal Heritage

In response to DIA's submission to Amendment 1 the applicant has prepared an Aboriginal heritage survey. The survey and DIA has confirmed that no heritage sites are registered for the subject site. The DIA has advised that further information is required with respect to the consultation process undertaken in the preparation of the survey. Given that Aboriginal heritage is required to be addressed in any case under the *Aboriginal Heritage Act 1972* no further action is required as part of the local structure planning process. The applicant has been advised to contact the DIA with respect to the information requirements for the heritage survey.

Vegetation

The Environmental Protection Authority advised the WAPC as part of MRS Amendment 0201/57 that the proponent should be satisfied that it can meet the requirements of the *Wildlife Conservation Act 1950* in relation to Declared Rare Flora (DRF) and Threatened Ecological Communities (TEC). In this regard, the applicant has prepared a Spring Flora and Vegetation Survey which found that the subject site does not contain any DRF or TEC.

The Department of Environment and Conservation (DEC) has reviewed the survey and has advised that the report has been prepared to their specifications. The DEC has further advised their preference for POS to be located in areas of high quality remnant vegetation. The applicant has advised that open space has been selected on the basis of a range of factors, including good to excellent remnant vegetation, significant trees, drainage and sewer pump station buffer. Accordingly, it is recommended that no changes be required to the proposed open space areas.

Karst

Historical evidence suggests that Lots 1 and 2 are subject to a possible risk of subsurface caverns associated with karst topography. Accordingly the applicant has prepared a Geotechnical Survey (accepted by the City of Wanneroo) using ground penetrating radar which has found no large subsurface caverns within the underlying limestone on the site. The survey was limited to radar analysis of subsurface features along vehicle access tracks and recommended further geotechnical analysis be undertaken. It is therefore recommended that a provision be added to the LSP to require detailed geotechnical assessment, including karst investigation, to be undertaken at subdivision stage to ensure land is capable of development.

Movement Network

The LSP Amendment is accompanied by a traffic assessment which estimates approximately 5000 vehicle movements from the LSP area on a typical weekday. This is double the estimated vehicle movements under the previously approved Special Residential subdivision (WAPC Ref 137920). Two external intersections are proposed, one being on the Old Flynn Drive rural zoned road reserve and the other onto the Flynn Drive Other Regional Roads reserve.

The analysis of the external road network does not include complete and updated road traffic data in accordance with the WAPC's *Transport Assessment Guidelines for Development*. The applicant contends that the traffic assessment provides sufficient road traffic data based on traffic projections carried out for the Neerabup Industrial estate (2004). Further the City of Wanneroo advises that road design for the upgrading of Flynn Drive has been prepared taking into account the Neerabup traffic projections. City engineers are of the view that the proposed intersections at Flynn Drive and at Wanneroo Road are robust to ensure that local traffic is not compromised. The upgrading and maintenance of Flynn Drive Other Regional Roads reserve is under the jurisdiction of the City. Accordingly any further alterations required to ensure an adequate level of safety and efficiency will be the responsibility of the City.

The LSP includes a provision requiring the ceding of land and contributions to be made for the upgrading of Flynn Drive. The City of Wanneroo has confirmed that the contribution has been made and the ceding of the land required for road widening has been identified on Deposited Plan 74654 which has been approved by the WAPC and is in Order for Dealings with Landgate. Accordingly, these provisions are no longer required and it is recommended they be deleted from the LSP.

Noise

The subject site is adjacent to Flynn Drive and Wanneroo Road, both of which are primary freight corridors. The applicant has prepared a noise assessment which confirms that the site is affected by noise that exceeds the limit set out in State Planning Policy 5.4 *Road and Rail Transport Noise and Freight Considerations in Land Use Planning* (SPP 5.4). The noise assessment recommends the installation of a noise bund ranging in height from 0.5m to 1.3m and on this bund a 1.5 noise attenuation wall which would bring the noise impact on adjacent residential lots between the target (55db) and the limit (60dB) (**Attachment 5 - Noise Assessment**).

Under SPP 5.4 there is an expectation that, within greenfield development, the 55db noise target will be achieved within 1m of the building facade. The applicant is of the view that the subject site should not be regarded as a greenfield area because there is an existing subdivision approval (WAPC Ref 137920) over the site which does not require noise attenuation conditions. The applicant also points out that under the noise assessment, noise targets would be met indoors and in outdoor living areas through the implementation of Quiet House Design and Detailed Area Plans. The DEC has confirmed that, if the WAPC considers that the subdivision is not a greenfield development, the SPP 5.4 noise targets would be met. In view of this, it is recommended the proposed noise assessment be supported and that appropriate provisions be incorporated into the Structure Plan to ensure implementation of proposed mitigation measures.

Bushfire

Under *Planning for Bushfire Protection* (WAPC and FESA May 2010) bushfire hazard is to be addressed by a local structure plan through a report or statement that demonstrates fire protection requirements can be achieved. The applicant has provided a Fire Management Plan (FMP) which indicates bushfire threat is extreme on all sides of the subject site and which demonstrates measures to mitigate bushfire hazard by incorporating hazard separation zones within Special Residential lots. The LSP also proposes a strategic fire break along the eastern and southern boundary where no road frontage is available.

The City of Wanneroo and Fire and Emergency Services Authority (FESA) have reviewed the Fire Management Plan and have made no objection to the proposed mitigation measures. FESA have recommended an additional strategic firebreak in the south-western corner of the subject site, and it is therefore recommended that the strategic firebreak and associated internal road network be indicated on the LSP.

FESA has also provided comments in relation to operational measures of FMP such as firebreak installation, evacuation strategy and fire machinery operation which can be addressed through revisions to the Fire Management Plan at subdivision stage. It

is recommended that a complete FMP, prepared to the specifications of the City, be required prior to the clearance of subdivision conditions.

Contamination

As part of the assessment of the original LSP and associated Special Residential subdivision, DEC advised that the site has historically supported potentially contaminating activities (landfill) and that a standard condition be placed on subdivision requiring detailed investigation for soil and groundwater contamination and any remediation and validation of remediation. The DEC also recommended that the WAPC proceed with the LSP on this basis. DEC has confirmed that the same approach may be applied in relation to the proposed LSP amendment as it allows for detailed investigation and if necessary remediation prior to the commencement of subdivisional works. The applicant has included this requirement in the Statutory Section of the LSP, therefore, no further modifications are required in this regard.

Basic Raw Materials

The subject site is within 100m of Lot 21 Flynn Drive which is identified under SPP 2.4 as land for future basic raw materials extraction under State Planning Policy 2.4 *Basic Raw Materials* (SPP 2.4). SPP 2.4 requires consideration be given to the likely effects of vehicular traffic, noise, blasting, dust and vibration arising from possible future extractive industry.

The basic raw material within Lot 21 is Limestone. Under the Environmental Protection Authority Guidance Statement No. 3 *Separation Distances Between Industrial and Sensitive Land Uses* (Guidance 3), the separation distance for "Extractive Industry – Sand and Limestone" is between 300m and 500m as measured from the nearest residential lot (**Attachment 6** - Buffer to Limestone Deposits). Under SPP 2.4 this may be imposed on either the proposed residential development on Lot 1 or future development of a quarry on Lot 21.

The applicant contends that residential development is currently allowed to occur as of right on Lot 21 because residential lots have valid approval under subdivision WAPC Ref 137920. The applicant is of the view that any future quarry on Lot 21 should be separated having regard to the nearest approved Special Residential lot and has advised that the following factors would mitigate any impact from limestone extraction to the north;

- The combination of setbacks to western power infrastructure and the separation provided by Flynn Drive would provide a separation of approximately 90m from the subject site boundary;
- earth bunds required on Flynn Drive for traffic noise attenuation would serve to ameliorate any impact from land use to the north;
- the management and staging of extraction could minimise adverse impacts; and
- that the poor quality of the resource in the southern section of Lot 21 is likely to preclude the development of the site.
- The applicant has also advised that the land to the north is zoned Industrial and the current landowner (Landcorp) has indicated an intention to develop

this for industrial purposes in accordance with the Neerabup Industrial Area Agreed Local Structure Plan No. 17.

The extent to which a future quarry would impact is difficult to quantify without knowing a nature of any quarrying activity on Lot 21. The Department of Environment and Conservation has advised that in the absence of information regarding the location or operations of an existing or proposed quarry on Lot 21, any further refinement of the EPA's 300m minimum generic buffer is not possible. Under SPP 2.4, any development on Lot 21 would need to ensure appropriate separation distance, land use controls or management measures to avoid conflict with sensitive uses on Lot 1. Such measures are not expected to have a significant effect on future basic raw material extraction from Lot 21 given a number of mitigating factors listed above. It is also noted that these mitigating factors were also identified as part of MRS 1201/57 under which the land was rezoned from Rural to Urban. Accordingly it is recommended that no modifications be imposed on the LSP in this regard.

CONCLUSION

The key issues relating to the LSP have been either resolved through detailed technical examination submitted with the LSP or would be more appropriately addressed at subdivision stage. The proposed structure plan is generally consistent with the relevant WAPC policies DPS No.2. Accordingly it is recommended the proposed LSP be adopted subject to modifications.



- LEGEND**
- ▬ SUBJECT SITE
 - SPECIAL RESIDENTIAL ZONE
 - ▨ RESIDENTIAL ZONE (R20 - R50)
DETAILED AREA PLANS REQUIRED
 - ▧ PRIVATE CLUBS / RECREATION ZONE
(Recreation and Equine Park)
 - POSSIBLE PLAYING FIELD 'C'
 - PUBLIC OPEN SPACE
 - PRIVATE OPEN SPACE / DRAINAGE
 - ⊙ (PS) PUMP STATION
(indicative location and buffers)
 - ▬ NEIGHBOURHOOD CONNECTOR B
 - ⋯ BRIDLE PATH
 - ↪ LEFT-IN LEFT-OUT
 - ⋯ RIGHT OF WAY
 - ⋯ FIREBREAK AND ROUTE FOR FIRE AND
EMERGENCY PURPOSES
 - ⋯ HISTORIC KILNS
 - ⋯ QUARRY EDGE

Subdivision and development shall generally be in accordance with this Plan and the development provisions contained in Part 1 - Statutory Planning



ISSUE	DESCRIPTION	YXINDED DRAWN APPVD
D	ADD BUFFERS TO PS	120116 SJ TM
C	REMOVE DRAFT, ADD KILN	120112 SJ TM
B	VARIOUS MODIFICATIONS	120106 SJ TM
A	BASED ON UDI 0064	111222 SJ TM

CLIENT
ECLIPSE RESOURCES

PROJECT
CARRAMAR

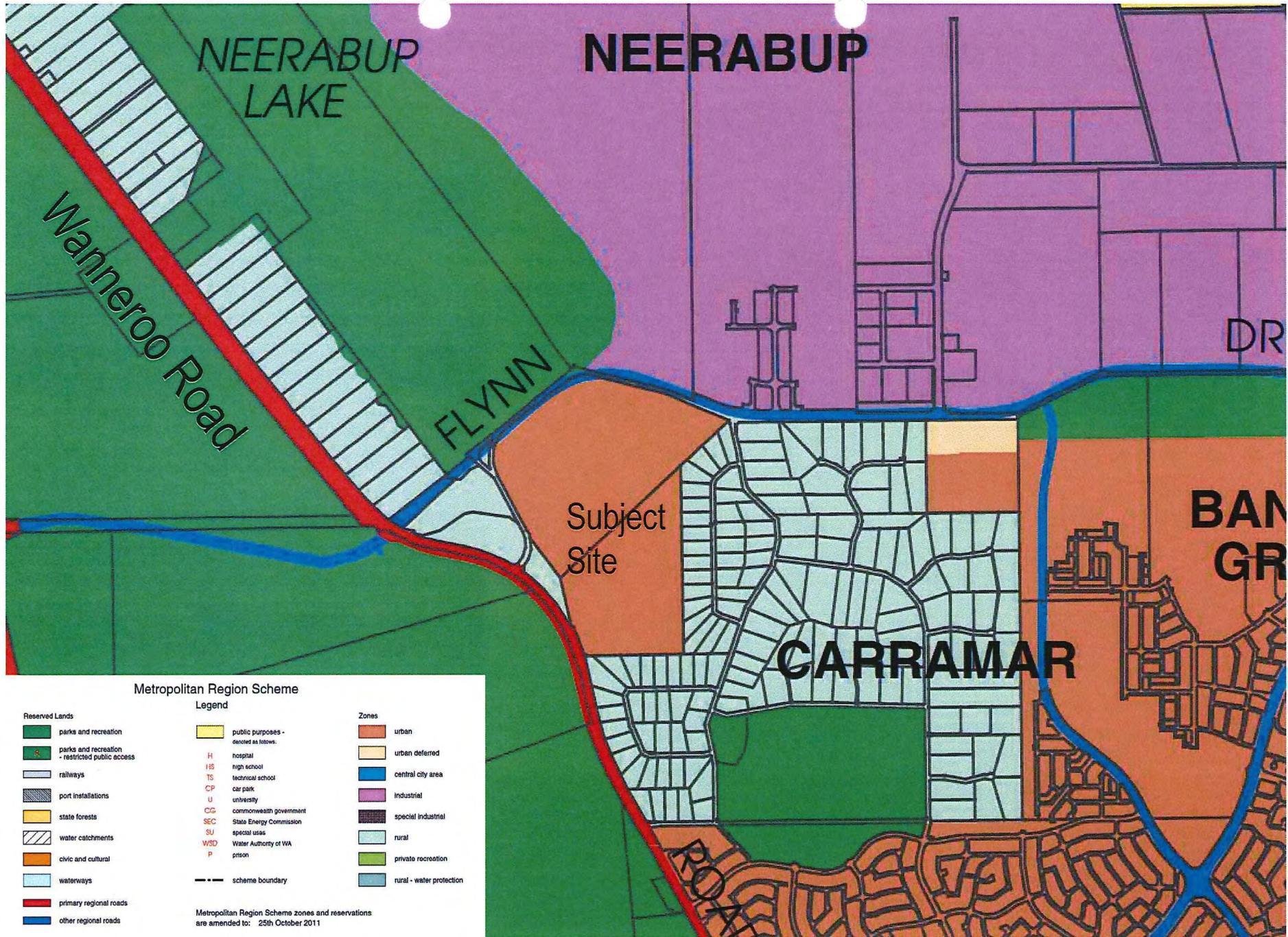
PRELIMINARY

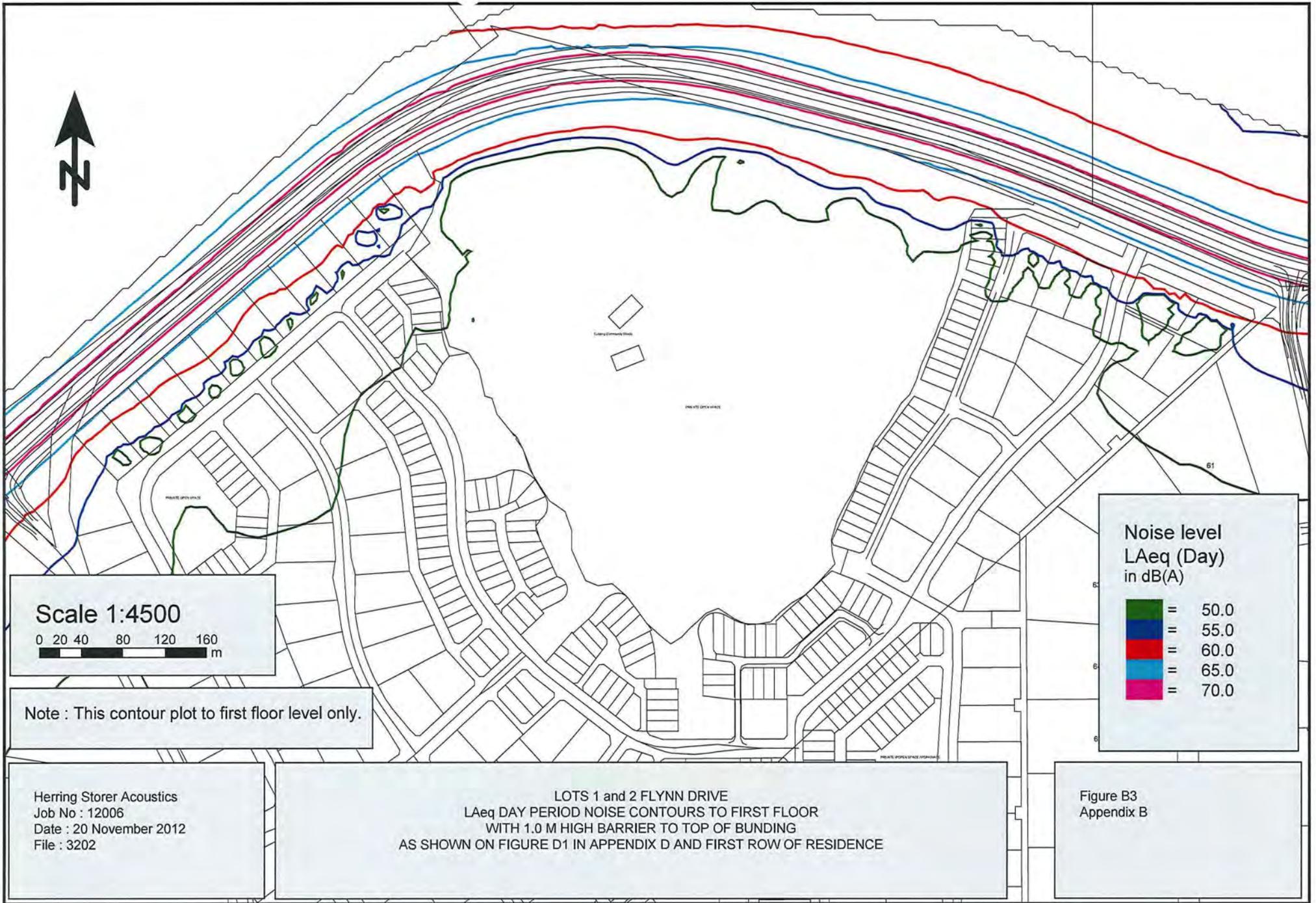
NOTE: THESE PLANS OR DRAWINGS ARE VALID ONLY AS SHOWN AND FOR THE PURPOSES AND PERIODS SPECIFIED IN THE CONTRACT.

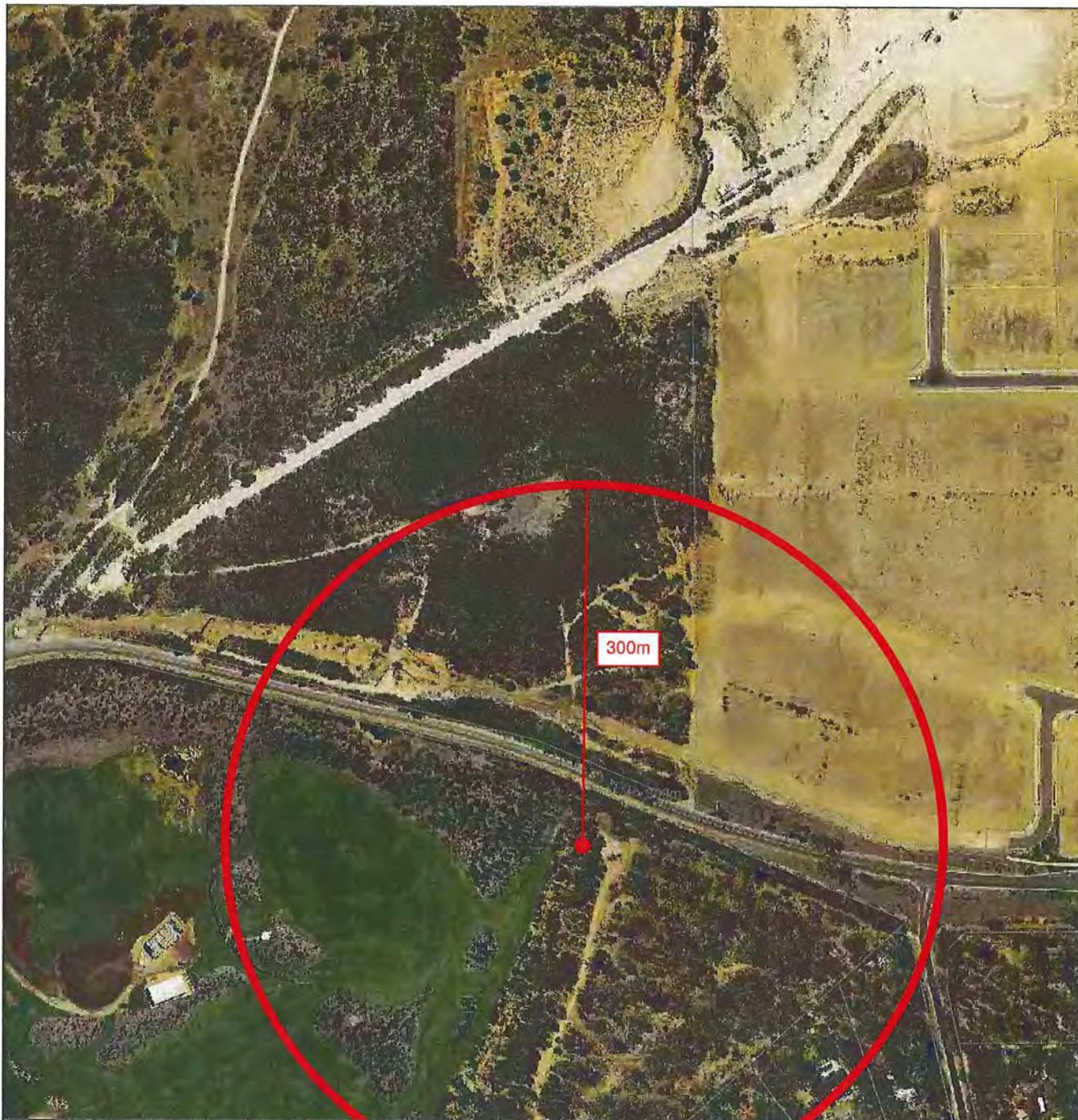
AGREED STRUCTURE PLAN (No. 61) AMENDMENT 1 - PLAN 1
Lots 1 and 2 Flynn Drive, Carramar
City of Wanneroo



REFERENCE NUMBER	DRAWING NUMBER	ISSUE
ECL CAR	UD1 007	D

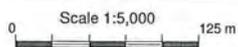






Cadastre

2011 Metro Peel Aerial Photography



Prepared by: jlapinski
Prepared for:
Date: Monday, April 23, 2012 13:50
Plot identifier: P20120423_1347

DP INTERNAL USE ONLY



Government of Western Australia
Department of Planning

Lots 1 and 2 Flynn Drive
Carramar

Separation Distance - Quarry

**Amendment 1 to Local Structure Plan No. 61 - Lots 1 and 2 Flynn Drive,
Carramar.**

Schedule of Modifications

PART 1

These modifications relate to the Statutory Planning document provided by the City of Wanneroo on 8 March 2012.

1. Part 1 being replaced with the attached Part 1 provisions.

PLAN 1

1. Private open space area number 3 being identified as public open space.
2. The southern perimeter road as shown in the Explanatory Report: Figure 7 - Indicative Subdivision Concept being shown on Plan 1.
3. A strategic firebreak joining the southern perimeter road to the perimeter firebreak in the southwest corner of Lot 2 being shown on Plan 1.
4. A noise bund as shown in the Acoustic Assessment being identified on Plan 1 with a notation to require its construction at subdivision stage in accordance with the specifications set out in the Acoustic Assessment.

PART 2

1. Section 2.0 and 2.1 - *Objectives* being transferred to Part 2 Explanatory Section.

PART 3

1. The Acoustic Assessment being included in Part 3.

**LOCAL STRUCTURE PLAN
PART 1 - STATUTORY**

1.0 Structure Plan Area

This Structure Plan shall apply to Lots 1 and 2 Flynn Drive, Carramar being the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Map (Plan 1).

2.0 Structure Plan Content

This Structure Plan comprises the:

- a) Statutory Section (Part 1);
- b) Non-statutory (Explanatory) Section (Part 2); and
- c) Appendices - Technical Reports, plans, maps and supporting documentation.

3.0 Interpretation and relationship with the Scheme

Unless otherwise specified in this part, the words and expressions used in the this Structure Plan shall have the respective meanings given to them in the City of Wanneroo District Planning Scheme No. 2 (the Scheme) including any amendments gazetted thereto.

Pursuant to clause 9.8 of the Scheme:

- a) The provisions, standards and requirements specified under Part 1 of this Structure Plan shall have the same force and effect as if it were a provision, standard or requirement of the Scheme. In the event of there being any variations or conflict between the provisions, standards or requirements of the Scheme and the provisions, standards or requirements of this Structure Plan, then the provisions, standards or requirements of this Structure Plan shall prevail;
- b) Any other provision, standard or requirement of Part 1 of the Structure Plan that is not otherwise contained in the Scheme, shall apply to the land as though it is incorporated into the Scheme, and shall be binding and enforceable to the same extent as if part of the Scheme; and
- c) Part 2 of this Structure Plan and the Appendices - Technical Reports are to be used as a reference only to clarify and guide interpretation and implementation of Part 1.

4.0 Operation Date

In accordance with clause 9.8.1 of the Scheme, this Structure Plan shall come into operation when it is either certified by the Western Australian Planning Commission (WAPC) pursuant to clause 9.6.3 of the Scheme or adopted, signed and sealed by the Council pursuant to clause 9.6.5 of the Scheme, whichever is the latter.

5.0 Land Use and Subdivision

The Structure Plan Map (Plan 1) outlines land use, zones and reserves applicable within the Structure Plan area. The zones and reserves designated under this Structure Plan apply to the land within it as if the zones and reserves were incorporated into the Scheme.

5.1 Land Use Permissibility

Land use permissibility within the Structure Plan areas shall be in accordance with the corresponding zone or reserve under the Scheme. Except for the following:

a) In addition to the discretionary uses (classified 'D') within Table 1 of the Scheme, the following are also discretionary uses within the Residential zone:

- Corner Store

b) In addition to the uses not permitted (classified 'X') within Table 1 of the Scheme, the following are also not permitted within the Residential zone:

- Caravan Park
- Caretakers Dwelling
- Consulting Room
- Corner Store
- Nursing Home
- Park Home Park

5.2 Residential

5.2.1 Dwelling Targets

The Structure Plan is to achieve a minimum target of 200 Special Residential zoned lots and 260 Residential zoned lots.

5.2.2 Density

a) Plan 1 defines the broad residential density ranges that apply to specific areas within the Structure Plan. Lot specific residential densities, within the defined residential density ranges, are to be subsequently assigned in accordance with a Residential Density Code Plan approved by the WAPC.

b) The Residential Density Code Plan is to demonstrate how the dwelling target within the Structure Plan, as specified in Clause 6.3.1, is being achieved.

c) A Residential Density Code Plan is to be submitted at the time of subdivision to the WAPC and shall indicate the Residential Density Coding applicable to each lot within the subdivision and shall be consistent with the Structure Plan both in terms of landuse as well as dwelling/lot yields, the Residential Density Ranges identified on Plan 1 and locational criteria contained in Clause 6.3.3.

- d) Approval of the Residential Density Code Plan shall be undertaken at the time of determination of the subdivision application by the WAPC. The approved Residential Density Code Plan shall then form part of the Structure Plan and shall be used for the determination of future development applications. Variations to the Residential Density Code Plan will require further approval of the WAPC.
- e) Residential Density Code Plans are not required if the WAPC considers that the subdivision is for one or more of the following:-
 - i) the amalgamation of lots;
 - ii) consolidation of land for "superlot" purposes to facilitate land assembly for future development;
 - iii) the purposes of facilitating the provision of access, services or infrastructure; or
 - iv) land which by virtue of its zoning or reservation under the Structure Plan cannot be developed for residential purposes.

5.2.3 Locational Criteria

The allocation of residential densities on the Residential Density Code Plan shall be in accordance with the following criteria:

- a) Special Residential
 - i) A base density code of R5 shall apply to those lots zoned Special Residential.
- b) Residential
 - i) Densities of between R30 - R50 shall be provided adjacent to public open space.
 - ii) A density of R20 may be applied where required to respond to topographical features.

5.3 Public Open Space

The provision of a minimum of 10% public open space being provided in accordance with the WAPC's Liveable Neighbourhoods. Public open space is to be provided generally in accordance with Plan 1, with an updated public open space schedule to be provided at the time of subdivision for determination by the WAPC, upon the advice of the City of Wanneroo.

6.0 Development

6.1 Setback Variations

Within the Special Residential zone the following setbacks shall apply:

- a) 6m from the primary street.
- b) 20m from the rear boundary.
- c) 2m from the side boundaries.
- d) 3m from secondary streets.

6.2 Detailed Area Plans

Detailed Area Plans are to be prepared in accordance with Clause 9.14 of the Scheme for:-

- Special Residential Zoned lots;
- Residential zoned lots which are accessed via laneways and/or abut public open space; and
- Lots which have been identified within an approved Noise Assessment Report as requiring specific noise amelioration measures.

6.2 Detailed Area Plans for Special Residential

In addition to any general planning matters required to be included within a DAP under clause 9.14.2 of the Scheme, a DAP for the Special Residential lots shall incorporate provisions and design elements that:

- a) Maximise tree retention;
- b) implement fire management measures; and
- c) Ensure the appropriate siting of development on the lots through the identification of building envelopes.

7.0 Reports/Strategies Required

7.1 Conditions of Subdivision Approval

- a) At the time of subdivision the following conditions may be recommended, as applicable, requiring the preparation and/or implementation of the following strategies:
 - i) Urban Water Management Plan (City of Wanneroo/Department of Water)
 - ii) Geotechnical Report including Karst analysis (City of Wanneroo)
 - iii) Landscaping Plan (City of Wanneroo)
 - iv) Fire Management Plan (City of Wanneroo)

- v) Vegetation/Revegetation Management Plan (City of Wanneroo)
 - vi) Soil and Groundwater Contamination Investigation and Remediation Plan (Department of Environment and Conservation)
- b) At the time of subdivision the City of Wanneroo shall recommend to the WAPC the implementation of the following strategies which has been prepared and approved as part of the Structure Plan as conditions of subdivision:
- i) Traffic and Transport Report
 - ii) Fire Management Plan
 - iii) Acoustic Assessment



ITEM NO: 9.3

BELMONT PARK RACECOURSE REDEVELOPMENT - ENDORSEMENT OF LOCAL STRUCTURE PLAN

WAPC OR COMMITTEE: **Statutory Planning Committee**

REPORTING AGENCY: Department of Planning
REPORTING OFFICER: Planning Manager Metropolitan Planning Central
AUTHORISING OFFICER: Planning Director Metropolitan Planning Central
AGENDA PART: C
FILE NO: SPN/0368/1
DATE: 21 March 2013
ATTACHMENTS:
1 Department of Transport Letter
2 Location Plan
3 Aerial View
4 MRS Zoning
5 Town Planning Scheme Zoning
6 LSP Precincts
7 Consultation Summary
8 Structure Plan Map
9 Regulatory Requirements
10 Built Form
11 Built Form Aerial View
12 Movement and Access

REGION SCHEME ZONING: Urban and Parks and recreation
LOCAL GOVERNMENT: Town of Victoria Park
LOCAL SCHEME ZONING: Special Use - R AC 0
LGA RECOMMENDATION(S): Conditional Approval
REGION DESCRIPTOR:
RECEIPT DATE: 21 December 2012
PROCESS DAYS: 70 days
APPLICATION TYPE: Local Structure Plan
CADASTRAL REFERENCE:

RECOMMENDATION:

That the Western Australian Planning Commission resolves to:

- 1. endorse the Belmont Park Racecourse Redevelopment Structure Plan, subject to the following modifications and advice to the applicant:***

- 1.1 modification to the Regulatory Section of the Structure Plan by:**
- a) The maximum building height to be reduced to 30 storeys;**
 - b) Site Access Operation and Implementation section to be modified to include the recommendations and agreements referred to in the correspondence from the Department of Transport to the Department of Planning dated 26 February 2013 (ATTACHMENT 1);**
 - c) The Structure Plan Map to be modified to refer to a possible inlet (indicative only, subject to detailed area planning and receipt of environmental and planning approvals from State and Local Government).**
- 1.2 insert the following provisions into the Regulatory Section of the Structure Plan:**
- a) Detailed Area Plans to identify a mix of dwelling types;**
 - b) A maximum dwelling yield of 4500 dwellings for the Structure Plan area;**
 - c) Detailed Area Plans to implement the recommendations of the technical appendices to the Structure Plan;**
 - d) A Parking Management Strategy to be prepared for the Structure Plan to the satisfaction of the Local Government and upon advice from the Western Australian Planning Commission;**
 - e) Parking Management Plans to be prepared and implemented for individual development sites or as part of the Detailed Area Plans for individual Precincts to the satisfaction of the Local Government and in particular the Parking Management Plan for the Race Track Precinct shall stipulate that the racetrack parking is only available for activities associated with the use of the Race Track Precinct;**
 - f) Precinct B to include a requirement for the preparation of a separate Detailed Area Plan for the proposed inlet and endorsement by the Local and the Western Australian Planning Commission;**
 - g) Detailed Area Plans to further analyse and determine appropriate setbacks from the foreshore reserve.**

Advice to the Applicant:

- i) The timing of the works required for the development will need to be closely aligned with the timings of the works required for the transport aspects of the Major Stadium project. The construction**
-

program for the Major Stadium will also need to be considered. As such all road works within the Graham Framer Freeway and Victoria Park Drive road reserves will need to be completed before the stadium is operational. GRD and the PTA/Main Roads will be required to work together to develop a staging and procurement plan for the road works that tie in within this timeframe and deliver minimum disruption to traffic.

- ii) The Parking Management Plan should also address specialised parking, motorcycle parking, bicycle end of trip facilities, public parking, reciprocal parking if appropriate and the need for a mechanism to require landowners to change the parking management over time to respond to emerging needs and traffic conditions. In addition the Plan should include proposals for the management of on street parking.***
- iii) A table shall be included in each Detailed Area Plan to the satisfaction of the local authority and the WAPC that sets out the maximum parking allocations that will be permitted for the various non-residential land uses based on the Structure Plan proposals and Statement of Planning Policy 4.2.***
- iv) Section 18 (Aboriginal Heritage Act) consent to be obtained prior to subdivision or development commencing.***

2. advise the Town of Victoria Park of its decision accordingly.

SUMMARY:

The Belmont Park Racecourse Redevelopment Structure Plan (LSP) has been submitted to the Western Australian Planning Commission (WAPC) for its endorsement in accordance with Clause 29AB (12) (c) of the Town of Victoria Park Town Planning Scheme No. 1.

The Statutory Planning Committee (SPC) considered the LSP at its meeting of 12 March 2013 (Item 9.3) and a recommendation to endorse the LSP subject to modifications, including a reduction in the maximum permitted building height to 30 storeys. The SPC resolved to defer consideration of the LSP until 26 March 2013 to enable advice from the City of Perth and the State Architect to be forthcoming. The Department has liaised with the Office of the Government Architect and the City of Perth and has obtained additional comments on the proposed building heights, which will be detailed in an addendum to this agenda.

The Belmont Park Racecourse Redevelopment Structure Plan proposes the redevelopment of land surrounding the Belmont Park racecourse into a vibrant mixed-use development comprising a range of land uses including high density residential, short stay accommodation, office and retail floorspace and public and private recreation including a public day use marina/boat landing. It is envisaged that the LSP will take in the order of 19 years to implement.

The site is strategically located on the northern tip of the Burswood Peninsular, in close proximity to the Perth central business district and city airports and forms a key gateway to Perth from the east. The Burswood Peninsular has developed as a leisure precinct accommodating the Burswood Entertainment Complex, the Burswood Park Golf Course, the State Tennis Centre, the Mirvac Peninsula residential estate and the Belmont Park racetrack. The precinct identity will be further enhanced by the anticipated construction of the football stadium, the 6 star hotel associated with Crown Casino and the redevelopment of the Belmont Park Racecourse site.

Key proposals of the LSP include:

- To develop approximately 4500 dwellings (single, grouped and multiple dwellings) in a range of built forms ranging from single residential to multiple dwellings;
- To provide for a built form dominated by buildings with heights of 4 to 13 storeys and interspersed with towers with heights ranging from 38 to 53 storeys;
- To create up to 31,000m² of retail floorspace and up to 60,000m² of office floorspace.
- To access the LSP area from Graham Farmer Freeway (GFF) and Victoria Park Drive (VPD)
- To accommodate a permanent resident population of approximately 4500 people.
- To generate between 5350 and 5470 jobs.

The LSP has been prepared to provide a framework to guide future detailed area planning, subdivision and development over the site. Further detailed planning is required prior to further subdivision and development commencing in accordance with the Belmont Park LSP and includes the preparation and endorsement of Detailed Area Plans for individual precincts.

The LSP has been referred to the SPC because of the proposed scale of development and because of the potential for the development to impact on the regional road network and the prominence of the Perth Central Business District as the capital city.

It is recommended that the LSP be endorsed subject to modifications relating to building height, access and movement, foreshore access, diversity of dwelling stock, building height and parking allocation.

BACKGROUND:

The site the subject of the LSP is legally known as Lot 9000, Lot 102, Lot 300 and Lot 3 Graham Farmer Freeway (GFF) Burswood and is bound to the south by GFF and on all other boundaries by the Swan River. The site has an area of 73.6641 hectares and is located approximately 4 kilometres from the Perth Central Business District (CBD) (**Attachment 2 Location Plan** and **Attachment 3 Aerial View**).

Planning for the redevelopment of the area commenced in 2005 when a Structure Plan was prepared over the site by the WA Turf Club. MRS Amendment 1159/41 which rezoned the site from Private Recreation to Urban (and retained the racing

precinct in its current location), was prepared in consultation with the Swan River Trust (SRT) and the Department of Environment and Conservation (DEC) and was gazetted in 2009. MRS Amendment 1159/41 forms the basis of the subject LSP (**Attachment 4 MRS Zoning**).

An amendment to the Town of Victoria Park Town Planning Scheme No. 1 (Amendment No. 57 to TPS No.1) was gazetted on 22 February 2013 and rezoned the structure plan area from 'Special Use-Racecourse' to 'Special Use R AC 0' and amended the Burswood Peninsular Precinct Plan to introduce new land use and development standards for the LSP area (**Attachment 5 Local Planning Scheme Zoning**).

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation *Town of Victoria Park Town Planning Scheme No. 1*

Strategic Plan

Strategic Goal: Planning
Outcomes: Effective Delivery of Integrated Plans
Strategies: Implement State and Regional Planning priorities

Policy

Number and / or Name: SPP 4.2 Activity Centres for Perth and Peel

DETAILS:

Pursuant to Clause 29AB (10) of the Town of Victoria Park TPS No. 1, the Belmont Park Racecourse Redevelopment Structure Plan (LSP) has been referred to the WAPC for its endorsement.

The LSP has been prepared to establish a statutory framework to guide the planning and redevelopment of the Belmont Park Racecourse site. The LSP provides for the redevelopment and consolidation of the racecourse facilities and development of the surrounding surplus land for a vibrant mixed use and transit oriented development focused on the Swan River and its foreshore and the existing racecourse facility.

The LSP defines the land use composition for the site and proposes a diverse mix of land uses ranging from retail and commercial to entertainment, cultural, tourism and civic land uses and high density residential developments.

The broad land use categories proposed in the LSP are:

- Racing;
 - Retail;
 - Commercial;
 - Residential;
 - Public Open Space;
 - Regional Open Space; and
-

- Roads

The LSP area has been separated into 4 Precincts as illustrated in **Attachment 6 - LSP Precincts**, which will be summarised below.

Precinct A – a diverse residential community with low to mid rise residential;

Precinct B – the activity centre with high rise residential, office, retail, tourism, entertainment using transit oriented development principles;

Precinct C – racing; and

Precinct D – an activity centre, high rise residential, office and retail.

A detailed assessment of the LSP and the proposed land uses will be discussed in the Officer's Comment Section of this report.

GOVERNMENT AND CORPORATE IMPLICATIONS:

The Structure Plan proposes the redevelopment of a strategically located site at the northern tip of the Burswood Peninsular. The LSP proposes a high density mixed use transit oriented development with a vibrant activity centre to accommodate a range of commercial, office and retail uses.

The LSP proposes a built form which ranges from 3 storeys to 53 storeys. Whilst the site is isolated by its location on a Peninsula and north of the GFF in a location where the impacts of building height are physically reduced as a result, any height above 30 storeys (maximum approved height at the Riverside project adjacent to the Causeway) is considered to be untested and outside of the Capital City Planning Framework and could be to the detriment of the Perth Central Business District.

The WAPC is in the process of finalising the Burswood Peninsular Draft District Structure Plan, a non-statutory structure plan, which aims to provide a strategic framework for the planning, assessment, co-ordination and implementation of major development initiatives across the Peninsular and includes the LSP area. The District Structure Plan has not been endorsed by the WAPC and there are no statutory controls to defer determination of the subject LSP pending finalisation and adoption of the district Structure Plan.

CONSULTATION:

The LSP was advertised by the Town of Victoria Park for a period of 42 days between the 12 June 2012 to 24 July 2012 and included consultation with government departments and servicing agencies. A total of 18 submissions were received from a range of submitters including servicing agencies, government departments, local government agencies and residents. A summary of the submissions and Council's comments on the submissions is contained in **Attachment 7 - Consultation Summary**.

Submissions were received from a Rivervale resident, Heritage Council, City of Bayswater, Department of Indigenous Affairs, Western Power, Telstra, City of Perth, Water Corporation, Department of Transport, Department of Tourism, Landcorp,

Department of Health, Department of Planning, Metropolitan Redevelopment Authority, Department of Education, Department of Environment and Conservation and Swan River Trust.

The central issues raised in the submissions include:

- Maximum building height should be reduced;
- Proposed built form and height of towers reflecting the hierarchy of activity centres;
- Cohesive planning of Burswood Peninsula;
- Provision of a range of residential densities;
- Impact of proposed retail floorspace on the CBD;
- Servicing limitations and constraints;
- Access and egress to the site from GFF and VPD;
- Traffic problems will increase for surrounding areas;
- Building setback to the 'Parks and Recreation' reserve; and
- Odour from the racing activities;

The majority of the issues raised in the submissions have been addressed through recommended modifications to the statutory section of the LSP, the detailed area planning stage and/or at the time of subdivision and development. The issues raised during the consultation phase will be discussed in the following relevant sections of the report.

PLANNING FRAMEWORK

Metropolitan Region Scheme

The LSP area is predominantly zoned 'Urban' under the MRS with the exception of the foreshore which is reserved for 'Parks and Recreation' and a small portion of the site adjacent to the southern boundary which is reserved for 'Primary Regional Roads'.

The LSP is in accordance with the MRS zonings and reservations.

Town of Victoria Park Town Planning Scheme No. 1 Zoning

The majority of the site is zoned 'Special Use - RAC 0' and included with a Special Control Area DA1. The land is also subject to the provisions of Precinct Plan P1 - Sheet A.

The land has been the subject of a recent Amendment No. 57 to TPS No. 1 as discussed in the background section of this report. The current zoning of the site recognises the redevelopment of the racecourse.

Directions 2031 and Beyond and Central Perth Metropolitan Sub-Regional Strategy

The WAPC's Directions 2031 and Beyond Strategy represent the highest level of strategic land use planning within the Metropolitan and Peel regions. Directions 2031

and Beyond aims to provide a hierarchy of places and locations for a range of economic activities and employment across the Perth and Peel region. The Strategy also plans for a diverse mix of services, facilities, activities, amenity and housing types in centres to facilitate economic development and employment.

The Draft Central Metropolitan Perth Sub-Regional Strategy identifies the site as being a major Transit Oriented Development site and a major growth area with a potential yield of 1000 or more dwellings. The LSP site is also in proximity to the Victoria Park Secondary Centre (Activity Centre) and is in close proximity to the Burswood Casino Metropolitan Attractor Activity Centre.

Perth Capital City Planning Framework

The Capital City Planning Framework provides a key planning strategy for Central Perth that sets out how it is to respond to its role as the State's capital city. The framework acknowledges the resultant horizontal landscape of the city centre which emphasises the soaring heights of the office and apartment buildings that mark the city centre and it accentuates the pockets of more intense development outside of the city such as Burswood, Crawley and Canning Bridge.

The framework contains a Spatial Plan which demonstrates an urban structure by distributing a palette of defined urban development types which groups urban features together to establish a logical structure for a desirable city. The Spatial Plan identifies the LSP area as higher-intensity residential, urban and open space. The framework indicates a strongly defined urban block for higher intensity residential and with typically 3 to 6 storey primary street frontage and capacity for additional levels above if impact on adjacent streetscape and urban context is acceptable. The framework further states that limitation of overall height contrasts with higher urban centres and implies a hierarchy of place. The framework indicates a lower height for urban (the grandstand building) although it indicates that some towers and larger buildings may be appropriate in amalgamated or larger urban sites.

The LSP is generally consistent with the Capital City Framework with the exception of some of the proposed building heights which will be discussed separately in the following sections.

State Planning Policy 4.2 Activity Centres for Perth and Peel

State Planning Policy 4.2 - Activity Centres for Perth and Peel guides the planning and development of activity centres. The policy reflects the WAPC's intention to encourage and consolidate a mix of residential and commercial uses within activity centres. The subject site is on the periphery of the Burswood Casino Metropolitan Attractor Activity Centre and in proximity to the Victoria Park Secondary Centre.

The LSP proposes to expand the diversity of commercial land uses on the site to compliment surrounding uses and support the nearby activity centres and will be discussed in a separate section.

Burswood Peninsular District Structure Plan

The draft Burswood Peninsula District Structure Plan (draft DSP) sets the high level vision for the peninsula, and details the creation (amongst other things) of a high density transit oriented urban centre constructed around the Belmont railway station. The draft DSP provides a strategic framework for the planning, assessment, coordination and implementation of major development initiatives across the Burswood Peninsula. The DSP will be used by state and local governments to inform planning and development decisions across the Peninsula, including the assessment of local structure plans for individual projects. The DSP envisages the following major developments locating to the Peninsular:

- high density urban neighbourhoods at Belmont Part, Burswood Station and The Springs;
- an expanded gaming and entertainment precinct including the new 6-star Crown Towers hotel;
- a 60,000 seat major sporting stadium with access to upgraded public transport facilities and an expanded pedestrian network;
- a significant area of structured parkland;
- new employment, retail and hospital centres within the walkable catchments of Belmont Park and Burswood railway stations; and
- an extended riverine parkland connected by high quality pedestrian and cycle paths.

Concurrently with the draft DSP the Department of Transport, Main Roads WA, Town of Victoria Park and Department of Planning have jointly commissioned detailed transport modelling of the Burswood Peninsula to assess proposed road network changes and identify any infrastructure upgrades that are required to service the development. The calibrated base model and validation report were completed in February 2013; however detailed scenario testing will not be undertaken until the end of March 2013.

The draft DSP has been circulated to key Government agencies for preliminary review and comment prior to seeking consent from the Western Australian Planning Commission to commence broader stakeholder.

The Department of Transport has signed off the proposal contained within the Belmont Park LSP and as such the LSP is considered to be suitable for determination despite the traffic modelling not being complete and the DSP having not been finalised.

Development Control Policy Planning to Support Transit Use and Transit Oriented Development

WAPC Policy DC 1.6 - Planning to Support Transit Use and Transit Oriented Development aims to promote and facilitate the use of public transport as a more sustainable alternative to the private car for personal travel and to ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport and which will in turn generate a demand for the use of transit infrastructure and services.

The LSP proposes a transit oriented development within precinct D and will be discussed in following sections.

OFFICER'S COMMENTS:

The LSP is in three parts:

- Part One – Regulatory Section (to be used for future decision making);
- Part Two – Explanatory Section (sets out the development intent for development in the LSP area; and
- Appendices – Technical Reports (Environmental Assessment, Preliminary Acid Sulfate Soil Investigations, Foreshore Management Plan, Servicing Report, Noise Assessment, LSP Inputs, Concept Masterplan, Redevelopment Sizing and Impact, Retail and Office Assessment Peer review, Community Development Plan, Transport Assessment, Local Water Management Strategy, Landscape Strategy, Sustainability Statement, Horse Racing Track Lighting, Review of Potential for Malodour Impacts and Project Modelling Report)

The LSP structure and content is sufficient to enable determination of the LSP and is generally in accordance with the Commission's Guidelines for the Preparation of Structure Plans.

Proposed Statutory Provisions

In accordance with clause 29 AB (12) (c) of TPS No. 1 where the land is within the area of a Structure Plan the land use permissibility and development requirements contained in the Structure Plan will apply to the land in lieu of the land use permissibility and development requirements which would otherwise apply to the land under TPS No. 1.

The regulatory provisions of the LSP are contained in Part One of the LSP and stipulate the general subdivision and development requirements that apply to the structure plan area. Part one of the LSP specifies that the local government will not consider recommending subdivision or approving development within the structure plan area unless a Structure Plan and Detailed Area Plan (DAP) for a precinct or part of a precinct has been prepared and adopted. The statutory provisions within the LSP are detailed in **Attachment 8 - Structure Plan Map** and **Attachment 9 - Regulatory Provisions** and include the following:

- Objectives for the LSP and individual precincts;
 - Statement of intent and relationship of the LSP to Council's Town Planning Scheme;
 - Design principles;
 - General subdivision and development requirements for the LSP and for individual precincts;
 - Land use permissibility;
 - Residential density;
 - Site area requirements for single houses, grouped and multiple dwellings;
-

- Minimum dwelling yields;
- Car parking requirements;
- Detailed Area Planning requirements;
- Maximum net lettable area allocation; and
- Operation and implementation.

Precinct Planning Requirements

The LSP is divided into 4 distinct precincts as shown on Attachment ** and as summarised below:

Precinct	Description	Yield
Precinct A - North & West Park Precinct	<ul style="list-style-type: none"> • located on the northern and north western tip of the peninsular; • a mix of residential developments ranging from medium rise residential apartments (4 to 13 storeys) to low rise attached single residential dwellings (3 storeys and less), ; • R-AC 0 density code to apply with a minimum site area requirement of 150m² for single and grouped dwellings and a maximum plot ratio of 5 for multiple dwellings; • restricted non-residential land uses to commence over time including home businesses, restaurants, small retail shops & child care facilities. 	<p>estimated dwelling yield 950 dwellings</p> <p>estimated retail NLA 400m²</p>
Precinct B - Marina Precinct	<ul style="list-style-type: none"> • comprises the south western portion of the LSP area and adjoins GFF; • a mix of high density and mid (4 to 13 storeys) to high rise residential development (38 to 53 storeys), commercial, office, retail, leisure, tourism (hotel), cultural and entertainment uses including a public marina/boat landing • the R-AC 0 density to apply with a maximum plot ratio of 12 for multiple dwellings; • office, retail and commercial development is to be located surrounding the marina and adjacent to the GFF (8 to 10 storey building); • reduced car parking requirements for non-residential uses. 	<p>estimated dwelling yield 2050 dwellings</p> <p>estimated office NLA 22,500m²</p> <p>estimated retail NLA 29,975m²</p>
Precinct C - Racetrack	<ul style="list-style-type: none"> • located along the southern edge of the site adjacent to the GFF and incorporating the race track, grandstand, stables and ancillary infrastructure; • redevelopment of grandstand and associated facilities into iconic building which will connect to the existing pedestrian footbridge to the Belmont Park railway station; • structural walls and the back of the new grandstand building will restrict the interface between the surrounding Precincts and the Racetrack; • foreshore adjacent to the track will be stabilised to allow for a continued public access around the foreshore; • car parking (at-grade and underground) in this precinct for race track users and patrons only. 	
Precinct D - Transit Oriented Development	<ul style="list-style-type: none"> • south eastern portion of the LSP area and adjoins the GFF; • mix of land uses appropriate for a Transit Oriented (TOD) including high density residential (38 to 53 storeys), office, commercial and retail (4 to 13 storeys), piazza, restaurants and pedestrian thoroughfares; • R-AC 0 density code will apply with a maximum plot ratio of 12 for multiple dwellings; • reduced car parking requirements for non-residential uses. 	<p>estimated dwelling yield 1500 dwellings</p> <p>estimated office NLA 37,725m²</p> <p>estimated retail NLA 1450m²</p>
ESTIMATED TOTAL YIELDS		
<p>Total dwelling yield 4500 Estimated total retail NLA 31,825m²</p>		

Residential Density, Dwelling Size, Yield and Built Form

Part One of the LSP specifies a residential density of R AC 0 over the entire LSP area (with the exception of the foreshore area), which is consistent with the zoning of the site. Density, site requirements and development standards are specified for each precinct as detailed in the table above.

Whilst the LSP does not identify a range of densities it does specify different density, site requirements and development standards that will determine the built form and which will assist in providing a diversity of dwelling sizes. However, there are no provisions contained within the LSP to secure an appropriate dwelling mix. In order to ensure a dwelling mix is provided but also to provide flexibility for the developers, it is recommended that the LSP be modified to require the overall structure plan to provide a mix of dwelling types.

In the absence of minimum and maximum density controls, the overall dwelling yield will be controlled through prescribing minimum yields for each precinct. It is recommended that maximum dwelling yields be included in the LSP also.

The intensity of residential development and density of development is proposed to increase in the southern portion of the site, near the Burswood Train Station and TOD precinct and activity centres. The proposed means of regulatory control, which will control form and land use within each precinct, will assist in increasing the intensity of residential development.

The LSP indicates that the future community is likely to consist of;

- Singles and couples with no children in the 25-54 age groups;
- Empty nesters and generally those who are aged 55 years and over;
- Professional workers who earn a higher than average weekly median income;
- Local and overseas people currently undertaking university or tertiary education; and
- People who choose to live in medium to high density environments with a range of housing options available.

In the interest of providing affordable housing alternatives it is considered that statutory provisions to ensure a range of dwelling sizes is further necessary.

Retail and Commercial

Part One of the LSP indicates maximum retail and office floor space allocation for the overall structure plan. The LSP proposes a maximum net lettable area (NLA) of 60,000m² for office space and a maximum NLA of 31,000m² for retail floor space. Part One of the LSP also states that the maximum NLA may be exceeded through a Detailed Area Plan for the entire centre where the requirements of SPP 4.2 Activity Centres for Perth and Peel are met to the satisfaction of the WAPC and the Town of Victoria Park.

The LSP proposes to concentrate non-residential development with Precinct B and D. Precinct D in the south eastern portion of the site is proposed to focus on transit oriented development because of its proximity and connectivity to the Burswood train station. Precinct B in the south western portion of the site is proposed to accommodate the focus of retail activities in the form of a shopping centre as detailed in the Table above.

A Commercial Impact and Sustainability Assessment has been prepared by MacroPlan and includes a qualitative assessment of the commercial impacts on the surrounding area. The Assessment suggests that the type of office space delivered as part of the LSP will be premium office space and will differ to the existing and proposed product within the Town of Victoria Park. In addition to this MacroPlan have undertaken a detailed Retail, Economic Impact Assessment for the LSP which outlines the impacts of the proposed office and retail development on surrounding centres.

The proponents submit that the development of the Activity Centre at Belmont Park will have an impact on surrounding existing centres but that the impact will not be adverse and will not affect the orderly and proper provision of activity centres in the district as summarised by the proponent below:

- *The proposed Activity Centre will provide a complementary function to existing commercial areas elsewhere in Victoria Park, including office and retail*
- *The critical mass on site will enable the community to be self-sufficient in its own right and provide a greater catchment for the entire area of Victoria Park. This will allow Victoria Park and Albany Highway retail in particular to continue to provide a unique, diverse range of small and family owned retail, service and food services*
- *The proposed Activity Centre will reduce competition for retail tenancies in Victoria Park and along Albany Highway. This will allow current businesses to remain viable as the reduced level of competition will not place upward pressure on rental levels*
- *It will offer employment and business opportunities for broader Victoria Park area*
- *It will enhance the offerings in the area, support the proposed new sports arena stadium and reinforce Victoria Park as Perth's primary entertainment precinct*
- *It will enhance the necessity for better public transport, road linkages and rail networks in the entertainment precinct*
- *It will offer businesses a cheaper alternative to traditional precincts such as the CBD, West Perth and Subiaco for both high end retail and office space users"*

The LSP area is not identified as a specific activity Centre under SPP 4.2 however; the State Planning Policy does identify a District Centre for Burswood. Considering the location of the structure plan area on the Burswood Peninsular the proposed activity centres are considered to be appropriate for the District Centre hierarchy and are supported.

Transit Oriented Development

The LSP proposes to provide for Transit Oriented Development (TOD) within Precinct B and D in order to take advantage of the accessibility to the Burswood Train Station. To facilitate a successful TOD development, it will be necessary for the proponents to

work with the Public Transport Authority (PTA) to ensure the timely upgrade of the station from a 'special events station' to a 'fully operational daily use commuter' station.

A TOD is typically defined as a relatively high density development within a radius of 400 to 800 metres from a transit stop. Approximately 3.5 hectares of the LSP area is within a 400 to 800 metre radius from the Belmont Park Train Station and is therefore considered to be highly suited to a TOD.

The location of the retail and office uses, in close proximity to the higher density residential development and the train station, is considered to promote walkability within the LSP and is therefore in keeping with TOD principles.

The LSP proposes to locate entertainment and tourist uses including a hotel for short stay accommodation and a possible marina within the TOD precincts (Precincts A and B). The location of tourist activities within the TOD precincts will assist in facilitating the creation of a vibrant and diverse activity centre, which is well located to maximise the high amenity and locational advantages of the site, which are ideal for tourist development.

The Department of Transport (DOT) has not provided a commitment as to when and under what conditions the Belmont Park Railway Station would become fully operational and brought into daily use. There is a risk that the PTA could delay making Burswood Station a fully operational station in the short to medium term and that this would significantly impact on the functionality of the TOD precinct.

In this regard modifications are recommended to the LSP to require the proponent to continue to liaise with the PTA to secure a timeframe for the PTA to upgrade the station and to ensure that the station is operational in the early phases of development thus allowing for a reduction in the parking standards and to facilitate more sustainable transport patterns.

Racing

The LSP proposes to retain the racing facility in its current configuration and for its existing horse racing uses. Perth Racing who own the racetrack propose to upgrade the racecourse and associated facilities, including the construction of a new multipurpose grandstand, outdoor viewing area, stables, parade ring and car parking in order to increase the use and patronage of the race course.

The retention of the racecourse and its integration into an urban environment is considered to be innovative and will assist in making the development unique.

Building Height and Built Form

The LSP proposes 3 distinct building forms as illustrated on **Attachment 10 - Built Form** and **Attachment 11 - Built Form Aerial View** and as described below:

- High-rise - podium deck structures (4 to 13 storeys) punctuated by tower structures (38 to 53 storeys);
-

- Mid-rise residential blocks (4 to 13 storeys); and
- Low-rise single residential dwellings (maximum of 3 storeys)

The LSP details how the built form and the proposed heights have been designed and positioned to suit the different characteristics of the respective parts of the site as quoted below:

"The development enjoys a unique and distinctive address at the tip of the Burswood Peninsula, surrounded by the Swan River. Low rise built form in the north and western part of the site capitalizes on the qualities and opportunities presented by the riverside site.

Mid-rise residential built form is located generally adjacent to the race track responding to the need for development on land abutting the race track to be undertaken in a manner that respects its geometry and function. The general massing of mid-rise built form in this location affords views to the track.

Taller buildings are located alongside and close to the southern edge of the site, bounded by the Graham Farmer Freeway. The height and massing of the built form adjacent to the Graham Farmer Freeway will create an acoustic barrier to the road, with uses that benefit from a highly visible frontage. This offers shelter from both noise and pollution associated with the Graham Farmer Freeway.

High rise residential towers are strategically positioned to take advantage of views to the river, the CBD and the racecourse."

The structure plan area is visually isolated by its location on a Peninsula and north of the GFF. These characteristics will assist in minimising the visual impacts of building height. The proposal to allow a maximum building height of 53 storeys is however still a concern taking into account the fact that the highest building within the CBD is currently only 51 storeys. Nearby development has been approved up to 21 storeys on Burswood and up to 30 storeys in the Waterbank development adjacent to the Causeway. Any building height higher than that approved at the Causeway is considered to be outside of the Capital City Planning Framework and could be to the detriment of the Perth Central Business District. In this regard a modification is recommended to require a maximum building height of 30 storeys.

Movement and Access

The Structure Plan proposes two main access points to the site as illustrated in **Attachment 12 - Movement and Access** and as described below:

- The existing access to Belmont Park from the eastbound off-ramp of Graham Farmer Freeway;
- A new connection from the northern intersection on the Victoria Park Drive bridge;

To facilitate the existing and proposed access to the site the following road works are required:

- Left hand entry lane to the LSP TOD from the east bound on ramp at the VPD overpass intersection.
- Provision of a dedicated eastbound off ramp from GFF to VPD.
- Provision of a through lane at the VPD intersection from the eastbound GFF off ramp to the eastbound on ramp.
- Provision of two right turn lanes from the eastbound off ramp onto VPD and from VPD onto the GFF westbound on ramp is supported.

In response to the restricted access to the site, the LSP also proposes emergency access points on the eastern edge of the site via a 3.0 metre wide cycleway and pedestrian boardwalk (suitable for light vehicles also), across the race track and on the western edge of the site under the Windan Bridge.

Within the LSP a road hierarchy consistent with Liveable Neighbourhoods is proposed. The road hierarchy is based on traffic modelling, which has identified anticipated traffic volumes for each road. It is considered that the LSP provides for a well-connected street network. The overall road network is not considered to be permeable as a result of the location of the race track which prevents access around the eastern periphery of the race track. Despite this the LSP has provided for a permeable road network within Precinct B and will assist in facilitating activity at the street level and connectivity to the foreshore.

The Department of Transport (DOT) on behalf of DOT, Main Roads WA and the Public Transport Authority (PTA) have undertaken significant consultation with the proponent, the Town of Victoria Park, the Department of Planning and Servicing agencies. The result of these extended negotiations is that all outstanding matters associated with movement and access to and from the LSP have been negotiated. The Department of Transport has confirmed its support for the Structure Plan and future subdivision and development subject to a number of conditions relating to the requirement for a road safety audit, funding arrangement for particular works and construction requirements. These conditions form part of the recommended modifications to the statutory section of the LSP.

The LSP proposes to relocate the existing principle shared path (PSP) alongside GFF and to relocate and construct this as a grade separated path and so that it can be designed to pass under the new entry road into the LSP area via a tunnel in order to eliminate potential conflict between cyclists and vehicles.

The LSP also proposes to extend the shared path system which has been constructed around the foreshore to the south of the site into the LSP area and to extend this around the periphery of the LSP to provide access to the foreshore reserve from the LSP area. This pathway will provide excellent recreational opportunities for residents as well as wider users of the Burswood Peninsular who will be able to access the foreshore area that will be developed as part of the LSP. In addition to the foreshore path, the LSP proposes additional paths along all internal roads and within the foreshore reserve and will be accessible to the residents of the LSP and recreational users of the Burswood Peninsula.

Parking

The LSP proposes that car parking requirements for residential component are to be provided in accordance with the R Codes. This is acceptable.

With regard to the office and retail uses the LSP proposes to apply reduced parking standards as described below:

- Office parking to be provided at 1 bay per 57m² which is less than the 1 bay per 40m² which is required under TPS 1 and less than SPP 4.2 which requires 1 bay per 50m²;
- Retail Parking to be provided at 5 bays per 100m² consistent with SPP 4.2 which requires 4 to 5 bays per 100m², which is less than the 10 bays per 100m² which is required under TPS 1; and
- Hotel Parking to be provided at 1 bay per 5 rooms which is less than TPS 1 which requires one bay per room.

The basis for reducing the car parking requirements is supported on the grounds that the LSP is situated next to the Belmont Park Railway station and transit oriented development is a key focus of the LSP because this will maximise the location of the site adjacent to a rail station and reduce traffic movements to and from the site in order to minimise traffic impacts on the GFF and VPD. In addition it is anticipated the higher residential densities proposed in the LSP area combined with the projected future workforce residence will reduce the demand for office car parking within the area. The Structure Plan area aims to achieve strong employment self-sufficiency and the car parking requirement has been designed to reflect this.

The preparation of a parking supply and management is the key to ensuring the future accessibility to the site and the LSP sets out an appropriate approach to preparing a Parking Management Plan. Modifications are recommended however to require the Parking Management Plan to be prepared in consultation with the WAPC.

The Structure Plan largely reflects the parking standards as set out in SPP 4.2 and as such is appropriate for the development. This however is lower than the Town of Victoria Park Scheme standards consequently action should be taken to apply the Structure Plan standards as a statutory maximum. The risk here is that individual developers may seek higher amounts of parking that could compromise access for the overall project and exacerbate peak loadings on the regional road system. The Detailed Area Plans - Parking Management Plans should include a table of agreed specified maximum parking standards based on the Structure Plan and SPP 4.2.

The LSP does not address specialised parking, motorcycle parking, bicycle end of trip facilities, public parking, reciprocal parking and the need for a mechanism to require landowners to change the parking management over time to respond to emerging needs and traffic conditions. These elements along with on street parking management should be addressed in the preparation of the Parking Management Plan.

Public Open Space and Foreshore Reserves

The LSP proposes to landscape the foreshore reserve and to create this as a useable active and passive recreational area. The LSP also proposes to create 19 pockets of local open space and indicates that approximately 13.8% of the gross subdivisible

area will be provided as public open space (POS) and this is in addition to the foreshore reserve and the private recreation which will accommodate the racing track.

The provision of POS in accordance with the LSP and the provision of open space surplus to 10% as required under Development Control Policy 2.2 is commended and supported.

A Foreshore Management Plan has been prepared as part of the LSP and will require the approval of the Town and the Swan River Trust prior to the commencement of subdivision or development. Detailed Area Plans will need to further analyse and determine appropriate setbacks from the foreshore reserve.

Servicing

A servicing assessment has been undertaken as part of the structure planning for the site and is in the Appendices to the LSP. In addition to this submissions were received during the consultation period from the Water Corporation and Western Power. Currently reticulated water and sewer of a sufficient capacity to service the LSP is not available to the site. It will therefore be necessary that a full scheme review be undertaken by the Water Corporation and Western Power to determine how the LSP and the remainder of the Burswood Peninsular will be serviced.

The ultimate servicing of the development will need to be approved by the Water Corporation and Western Power and are standard requirements of the subdivision and development process. To ensure the development is fully serviced by standard urban services a condition is included to require all subdivision and development be connected to reticulated water, sewerage and underground power.

Conclusion

The proposed land uses, access, built form open space and movement and access aspects of the LSP are broadly considered appropriate for the site and for transit oriented development.

The LSP is generally in accordance with the relevant WAPC policy and practice and any variations to this relates to the location of the site on the Burswood Peninsular and to the provision of a transit oriented development.

Some more detailed planning is to be undertaken following the endorsement of the LSP and Detailed Area Plans will further guide subdivision and development.

It is recommended that the LSP be endorsed subject to a number of modifications to the Regulatory / Statutory Section.



Government of Western Australia
Department of Transport

ToVP ref : PLA0003/57, GRAH1, BURS
Our ref : DT/10/02176
Enquiries : Craig Wooldridge (6551 6082)

Gemma Basley
Senior Planner
Department of Planning
140 William Street
Perth WA 6000

26 February 2013

Dear Gemma

DRAFT STRUCTURE PLAN FOR BELMONT PARK RACECOURSE SITE – TRANSPORT PORTFOLIO CONDITIONS

As per the letter from the Department of Transport to Golden River Development on 21 February (supplied to you last week) all outstanding matters have been negotiated subject to a small number of conditions. These conditions cover the requirements of the Department for Transport, Main Roads and the Public Transport Authority. These conditions are contained within this letter for the WAPC to include in the Structure Planning approval process.

The Transport Portfolio is support of the subdivision proceeding subject to the conditions set out below.

Left Turn from the First East bound Graham Farmer Freeway Off Ramp

The concept plan indicates a stub end that feeds into a car park just before the roundabout. Through further discussion we have been advised that there will be a lead into the car park of substantial length that will prevent queues extending back onto the off ramp. This access point is acceptable subject to further detail being provided during the design process and an associated signage strategy that will address the access point if the car park is full.

Left Turn from the Second Eastbound Graham Framer Freeway Off Ramp onto Victoria Park Drive

The proposed left turn at this location has been discussed in detail and there are still varying views on the impacts. The modelling for the traffic flows through the two entry/exit points from the off ramps vary considerably due to the differing levels of detail and focus for the two models produced. The Transport Portfolio has agreed to allow the left turn at this location subject to a Road Safety Audit.

ATTACHMENT 1

Westbound On Ramp from Victoria Park Drive onto Graham Farmer Freeway

From discussions, agreement has been reached to remove the breakdown lane from Victoria Park Drive to a point just west of the overpass and this is indicated on the latest concept drawing supplied in February. This will result in the widening missing the pier, but pier protection to relevant standards will be required and a Road Safety Audit.

Road Safety Audit

A Road Safety Audit covering all aspects of the project will need to be arranged by Transcore (on behalf of GRD). The audit team will consist of members that are agreeable to the Transport Portfolio and Transcore (on behalf of GRD). The audit team will need to include a member with transport modelling experience and also one with freeway design experience. The audit will cover all road works associated with the development and safety issues raised will need to be addressed during the design process. The audit is to be completed by the end of March 2013.

Timing of the Works that are Within the Graham Farmer Freeway and Victoria Park Drive Road Reserves

The timing of the works required for the development will need to be closely aligned with the timings of the works required for the transport aspects of the Major Stadium project. The construction program for the Major Stadium will also need to be considered. As such all roadworks within the Graham Framer Freeway and Victoria Park Drive road reserves will need to be completed before the stadium is operational. GRD and the PTA/Main Roads will be required to work together to develop a staging and procurement plan for the roadworks that tie in within this timeframe and deliver minimum disruption to traffic.

Funding Contributions

To date GRD has agreed to fund the following:

1. All PSP relocation/tie in works including grade separation at the first access point and at Victoria Park Drive.
2. All works associated with the revised eastbound off ramps from Graham Farmer Freeway to the development and Victoria Park Drive.
3. All works associated with the widening of the westbound on ramp from Victoria Park Drive to Graham Framer Freeway (this does not include any work associated with the proposed future ramp-metering widening and works on this ramp).
4. Modifications to Bulbuk Way.
5. The modifications to the Victoria Park Drive bridge over Graham Farmer Freeway, including a replacement pedestrian/cycling bridge.
6. A contribution towards the Victoria Park Drive modifications from the westbound off ramp to the tie in point to the south of the rail line.

7. The cost of all regulatory devices associated with points 1-6.

Of the above points only point 6 requires additional discussions. The PTA has suggested a contribution of 15% of the total cost of the bridge work and associated tie in works. This approach would see a contribution, initially estimated by PTA/Main Roads, in the order of \$3.5m. Alternatively GRD have suggested that they fund construction of a PSP bridge, alongside the planned new railway bridge, similar to the PSP bridge to be funded by GRD, alongside the Victoria Park Drive bridge, crossing GF, or contribute 15% of the total cost of bridge work, as stated in 6., which ever is the lower cost. A meeting was held between GRD, Windward Structures, JDSi and David Wilson, on 18th February, at which David outlined the MRWA and PTA design, engineering other requirements, for any works in respect to GFF or PTA matters, to be funded by GRD. It was agreed that Windward Structures and JDSi would conform to those requirements, and submit design at various phases, to both respective Government Agencies, and then GRD would obtain costings from Main Roads qualified contractors, and get cost verification from RLB, for purposes of resolving item 6 contributions. Further discussions will be required between GRD and the PTA before 11 March 2013, to review the costs estimates, with the aim of reaching an agreed contribution towards 6, or alternatively a direct commitment by GRD, to fund the item 6 obligation, by way of a separate PSP bridge, adjoining the new rail bridge. These discussions will also include the initial exploration of the staging and procurement options for points 1-7 taking into account the delivery of the road aspects of the Major Stadium project. Peter Martinovich is to lead these discussions.

Design Standards

The design standards for the Graham Farmer Freeway aspects of the roadworks will be required to meet with Main Roads standards.

Western Power Underground Transmission Line Relocation

The PTA and GRD will continue to plan and implement the relocation of the line from the western side of Graham Farmer Freeway to the Balbuk Way road reserve.

Future Landing Point for Summer Street Bridge

A future landing point is shown for the future Summers Street bridge. Construction is not required as part of the development, but is likely to be required in the long term.

Public Transport Connections

The developer will be required to provide an internal shuttle bus service to provide connectivity to public transport (bus and train).

Emergency Access Points

The developer is to provide emergency access points that meet with Fire and Emergency Services requirements.

Works on Graham Farmer Freeway

Main Roads 'Works by Others' processes will apply to all works within the Graham Farmer Freeway road reserve.

Should you have any further information please feel free to contact Craig Wooldridge directly on 6551 6082.

Yours sincerely



Craig Wooldridge
Director Network Planning Moving People

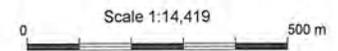


Government of Western Australia
Department of Planning

Attachment 2

Location Plan

-  Cadastre with Street Address Number
-  Cadastre



Prepared by: gbasley

Prepared for: Statutory Planning Committee

Date: Friday, March 01, 2013 11:25

Plot identifier: P20130301_1124

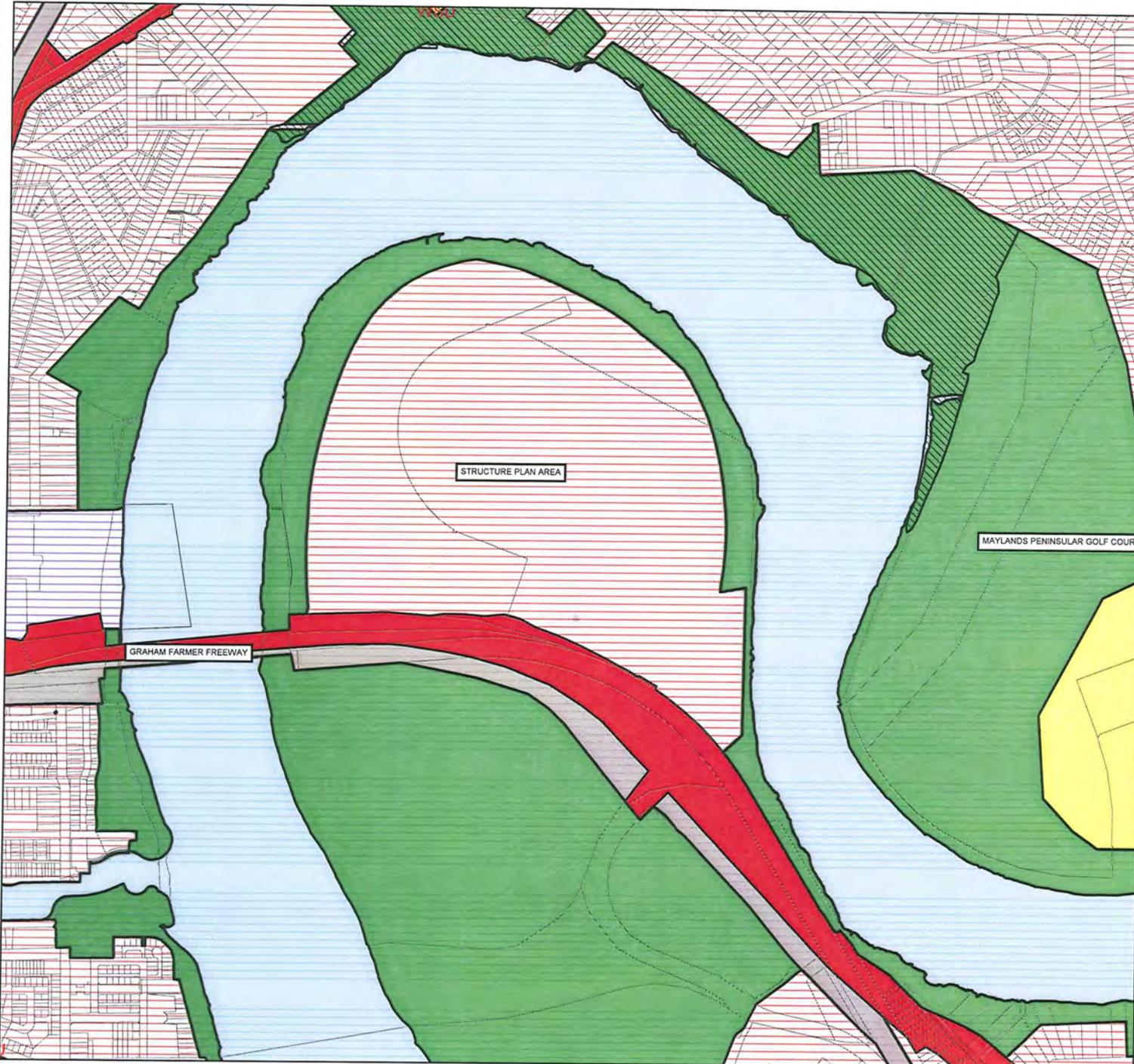


DP INTERNAL USE ONLY

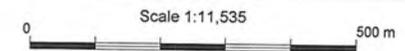




Attachment 4
Metropolitan Region Scheme



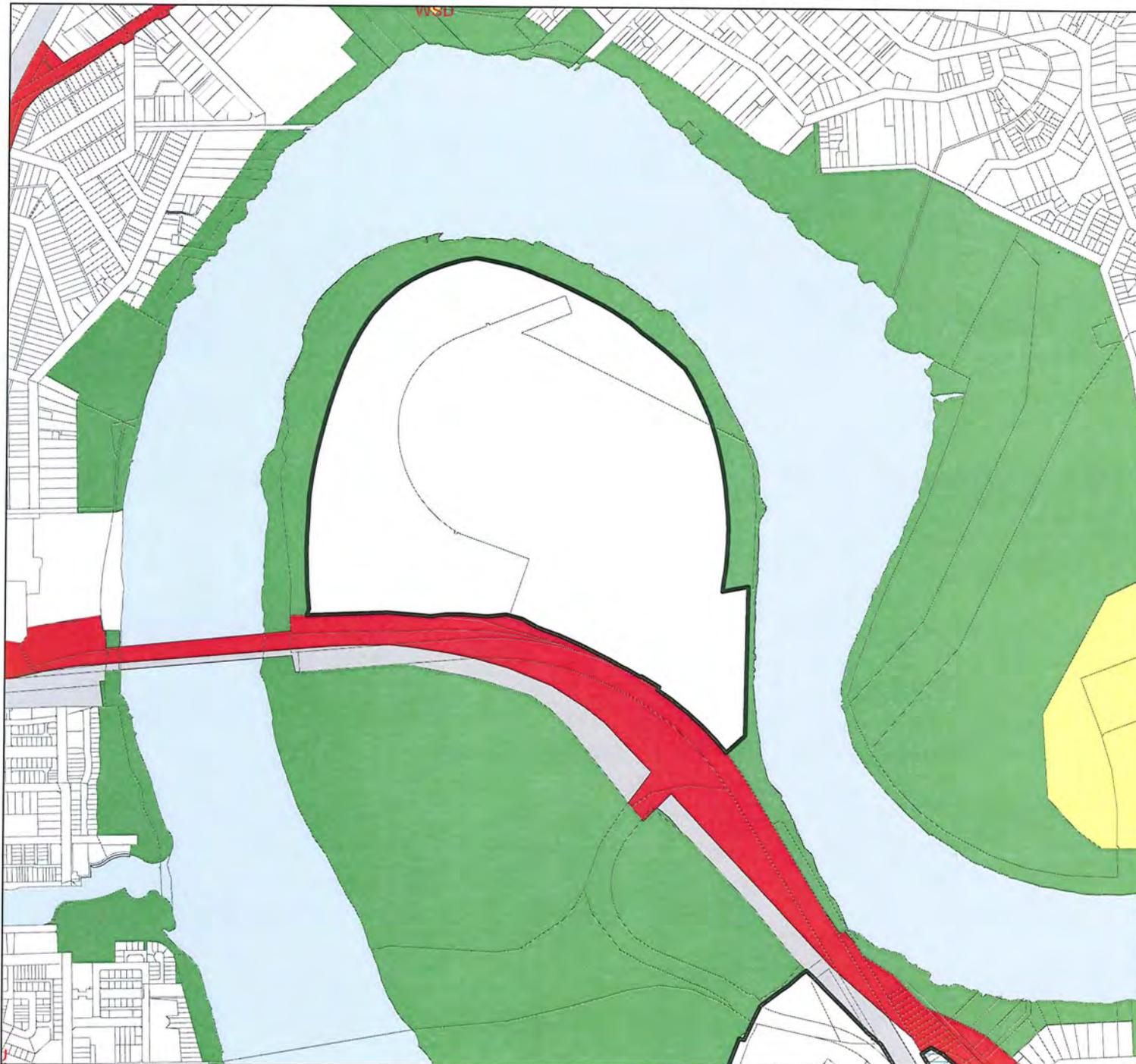
- Cadastre with Street Address Number
- Cadastre
- Bushforever Area
- Redevelopment and Act Areas
- URBAN
- INDUSTRIAL
- PRIMARY REGIONAL ROADS
- WATERWAYS
- PARKS & RECREATION
- RAILWAYS
- PP - SPECIAL USES
- PP - WATER AUTHORITY OF W A
- PRIMARY REGIONAL ROADS
- WATERWAYS
- PARKS & RECREATION
- RAILWAYS
- PP - SPECIAL USES
- PP - WATER AUTHORITY OF W A



Prepared by: gbasley
Prepared for: Statutory Planning Committee
Date: Friday, March 01, 2013 11:10
Plot identifier: P20130301_1109



DP INTERNAL USE ONLY

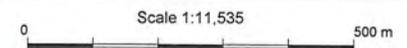


Government of Western Australia
Department of Planning

Attachment 5

LPS Zoning

-  Cadastre with Street Address Number
-  Cadastre
-  OFFICE/RESIDENTIAL
-  SPECIAL USE
-  PRIMARY REGIONAL ROADS
-  WATERWAYS
-  PARKS & RECREATION
-  RAILWAYS
-  PP - SPECIAL USES
-  PP - WATER AUTHORITY OF W A



Prepared by: gbasley

Prepared for: Statutory Planning Committee

Date: Friday, March 01, 2013 11:14

Plot identifier: P20130301_1113



DP INTERNAL USE ONLY



ATTACHMENT 6

Submissions on Belmont Park Structure Plan:

No.	Location	Issue	Comment
1	Rivervale resident	Artists impression is misleading as it does not show the proposed Perth Stadium.	Proposals for the stadium are not finalised yet. Artist's impressions are indicative only Images of the proposed stadium were not publicly available at the time of the Structure Plan going to production.
		Existing traffic problems will increase for surrounding areas. The development is too large and existing infrastructure won't be able to cope.	Detailed traffic analyses are provided as part of the Structure Planning documentation.
2	Heritage Council	No objection	Acknowledged.
3	Perth Racing	No objection	Acknowledged.
4	City of Bayswater	Maximum height of the development should be reduced to 25 storeys	Subjective comment. The Structure Plan (section 8.5) outlines the rationale and justification for the proposed heights, including analysis of a broader surrounding context.
		Residential catchments within the City of Bayswater should be excluded from the retail analysis within Appendix 8 as these areas are adequately catered for by existing and future centres, including Bayswater, Maylands and Morley	It is appropriate to consider surrounding catchments as part of economic and retail analysis of a Structure Plan.
		At DAP stage the following should be considered: <ul style="list-style-type: none"> • Detailed wind modelling to ensure the development will not produce adverse wind impacts on the Swan River and surrounding areas. • Future foreshore works to be designed by a coastal erosion 	These matters have been considered and addressed as part of the Structure Plan documentation. Foreshore works will be further dealt with at the construction phase (conditions of development application). In addition, the proposed marina is the subject of a separate approvals process.

		engineer to limit riverbank erosion on the opposite banks of the Swan River and further downstream	
5	Dept of Indigenous Affairs	Submission indicating there may be a need for a new Section 18 clearance.	Advice from DIA confirms that the preliminary works currently underway in the area of the development are being done within the parameters of the existing 2006 section 18 consent. Given the 2006 development plan, for which s18 Ministerial consent was granted, has changed, a fresh section 18 Notice will be submitted in the near future. This has been agreed with DIA.
6	Western Power	No objection. It is pointed out that any change to the existing power system is the responsibility of the developer.	Acknowledged.
7	Telstra	No objection. The developer is advised to contact NBN Co. for any network extension prior to start of construction.	Acknowledged.
8	City of Perth	No objection. However the City requests that consideration is given to the following: <ul style="list-style-type: none"> • Provision of a range of dwelling sizes • Analysis of the current retail market to determine the impact of the proposed floorspace on the CBD • The appropriateness of the proposed Activity Centre as an extension of the future Burswood Activity Centre 	Acknowledged. Included in Structure Plan. (Section 8.4.5 – Residential and Part 1 – Precinct Provisions refer). Detailed analysis undertaken in Structure Plan (Appendix 8 and 9 – MacroPlan and Essential Economics reports refer). Detailed analysis undertaken in Structure Plan (Appendix 8 and 9 – MacroPlan and Essential Economics reports refer).

		<ul style="list-style-type: none"> • Preparation of an extended traffic model • Conversion of the Belmont Park Train Station to a fully operational station • The proposed PSP being designated as a recreational path • The proposed built form and height of towers reflecting the hierarchy of activity centres and the prominence of the Perth CBD 	<p>Undertaken in Structure Plan (Appendix 11 – Transport Assessment refers). Noted. Taken into consideration in the Structure Plan.</p> <p>Comment unclear.</p> <p>Analysis undertaken. Section 8.5 – Height and Massing Rationale refers).</p>
		The State government to be consulted to ensure the cohesive planning of the Burswood Peninsula	Acknowledged. Ongoing consultation occurring as part of the statutory process.
9	Water Corporation	<p>Water: Reticulated water of a sufficient capacity is not available to the site. Headworks size water mains may need to be constructed that will loop from Great Eastern Highway to Belmont Park and back to Great Eastern Highway via the proposed Perth Stadium. A full scheme review cannot be undertaken until the accepted future potential development of the entire Burswood Peninsula is understood. All water mains must be laid within road reserves.</p>	<p>JDSi project Engineers have discussed a number of options with the Water Corporation with regards to the possibility of interim water supply and long term water supply. The Water Corporation are still investigating these potential options and as a result cannot give a firm guarantee on supply until they have completed their internal planning and pressure calculations. They are also undertaking a review of the entire Burswood, Springs, Peninsula & Belmont Racecourse area in light of all the developments.</p> <p><u>Possible Interim Solution</u> An existing DN250 main exists which currently services The Peninsula development in Burswood. JDSi are currently liaising</p>

			<p>with the Water Corporation to provide ultimate flow rates and pressures required to service the interim & ultimate stages of development.</p> <p><u>Long Term Solution</u> A potential option for ultimate connection for this development is via a new water main connection from the Water Corporation's existing DN915 distribution water main located within the Great Eastern Highway, near the Causeway. This water main extension is likely to be a combination of DN300 & DN400 size pipes.</p>
		<p>Wastewater: A major wastewater scheme planning review is required for the entire Burswood Peninsula. A pump station is an option to service the area. This will require appropriate land to be provided including an odour buffer. A route for the pressure main will also be required within a road reserve. If the developer wishes to explore the use of a vacuum system they would need to provide a business case to show how it would be beneficial to all.</p>	<p>JDSi are currently liaising with the WC to assist in the development of some concepts for the development to indicate how the site will be serviced. Special attention needs to be given to the location of the major trunk services routes to facilitate the required levels of service. The development would be serviced internally via gravity sewers which would be connected to a sewer pump station of sufficient size to cater for the development. A business case is also being undertaken for the potential use of a vacuum sewer system within the development which would reduce the depths of internal sewer mains and the proposed pump station but may increase the power required to operate the system. Initial discussions with the Water Corporation</p>

			have identified an option to discharge sewer from the site via a pressure main into the existing gravity sewer network located within Griffiths Street.
		<p>General: The Water Corporation follows a principle of user pays. The developer is expected to provide all water and sewerage reticulation. A contribution for the required headworks may also be required as well as funding of new works or upgrading of existing works. The Corporation may also require land to be ceded free of cost for works. The developer should contact the Water Corporation if works have not commenced within 6 months to ensure the information provided is still valid.</p>	Acknowledged. Matter will be further addressed at Detailed Area Plan stage.
10	Department of Transport	Objection based on a number of transport and traffic matters.	The issues raised have been discussed in round table meetings on 21 and 27 August 2012 and all issues are now considered to be resolved. Further detail is provided below and in subsequent correspondence from DoT dated 4 September 2012.
11 (Late)	Landcorp	Support	Acknowledged.
12 (Late)	Department of Health	All developments are required to connect to reticulated sewerage.	Acknowledged.
		<p>Draft Structure Plan content:</p> <ul style="list-style-type: none"> 'Public Health' is recommended to be integrated to the strategy under headings such as vision, objectives and 	Public health integrated into Structure Plan proposals (Structure Plan and Appendix 7 – Masterplan refer)

		<p>various strategies outlined. This includes disability access, disaster preparedness, health, social and mental wellbeing of residents, workforce and visitors. This will ensure more sustainable developments.</p> <ul style="list-style-type: none"> • The new Public Health Bill will require integration of public health planning into existing plans and strategies. This is an opportune time to do this. 	
		<p>Consideration must be given to the need for adequate buffers to protect residents from lifestyle and public health impacts such as mosquitos, noise or dust.</p>	<p>Consideration given and matters addressed in the Structure Plan and Appendices.</p>
13 (Late)	Department of Planning (DoP)	<p>A number of matters were raised which require additional clarification.</p>	<p>The matters raised by DoP and the proponent's response are included in a separate table below.</p>
14 (Late)	Metropolitan Redevelopment Authority	<p>Support</p>	<p>Acknowledged.</p>
		<p>Land Use and Design:</p> <ul style="list-style-type: none"> • The proposed design of high rise buildings with surrounding large areas of open space maximises sustainability and recreation potential. It is important to ensure that the development caters for a wide range of community needs and detailed design guidance provides sufficient certainty for developers and the 	<p>Acknowledged.</p>

		<p>community.</p> <ul style="list-style-type: none"> • Design and scale of buildings should ensure activation at street level and surveillance of POS. • Interface issues with the race track need to be considered, both during and after events. • Retail should be designed and located to generate activity and influence movement patterns across the peninsula and to and from the major stadium. 	<p>Addressed as 'principle' in Structure Plan. Will be further considered at DAP stage.</p> <p>Addressed in Structure Plan.</p> <p>Acknowledged. Refer Appendix 8 and 9 – MacroPlan and Essential Economics analysis.</p>
		<p>Marina:</p> <ul style="list-style-type: none"> • The marina could improve the connection to Precinct B's activity centre through incorporation of buildings and public spaces around the Inlet and designed to provide a sense of arrival. • Water based recreation activities and facilities such as moorings and anchorages for boats are important. 	<p>Acknowledged.</p>
		<p>Public Open Space:</p> <ul style="list-style-type: none"> • Should be designed to cater for active and passive needs of residents and visitors and offer a range of attractions and activities to cater for all age groups. • In regards to 'strategic open space' in Precinct A, particular attention 	<p>POS strategy outlined in Structure Plan.</p> <p>Addressed in Structure Plan (Appendix 7 – F+P MasterPlan refers).</p>

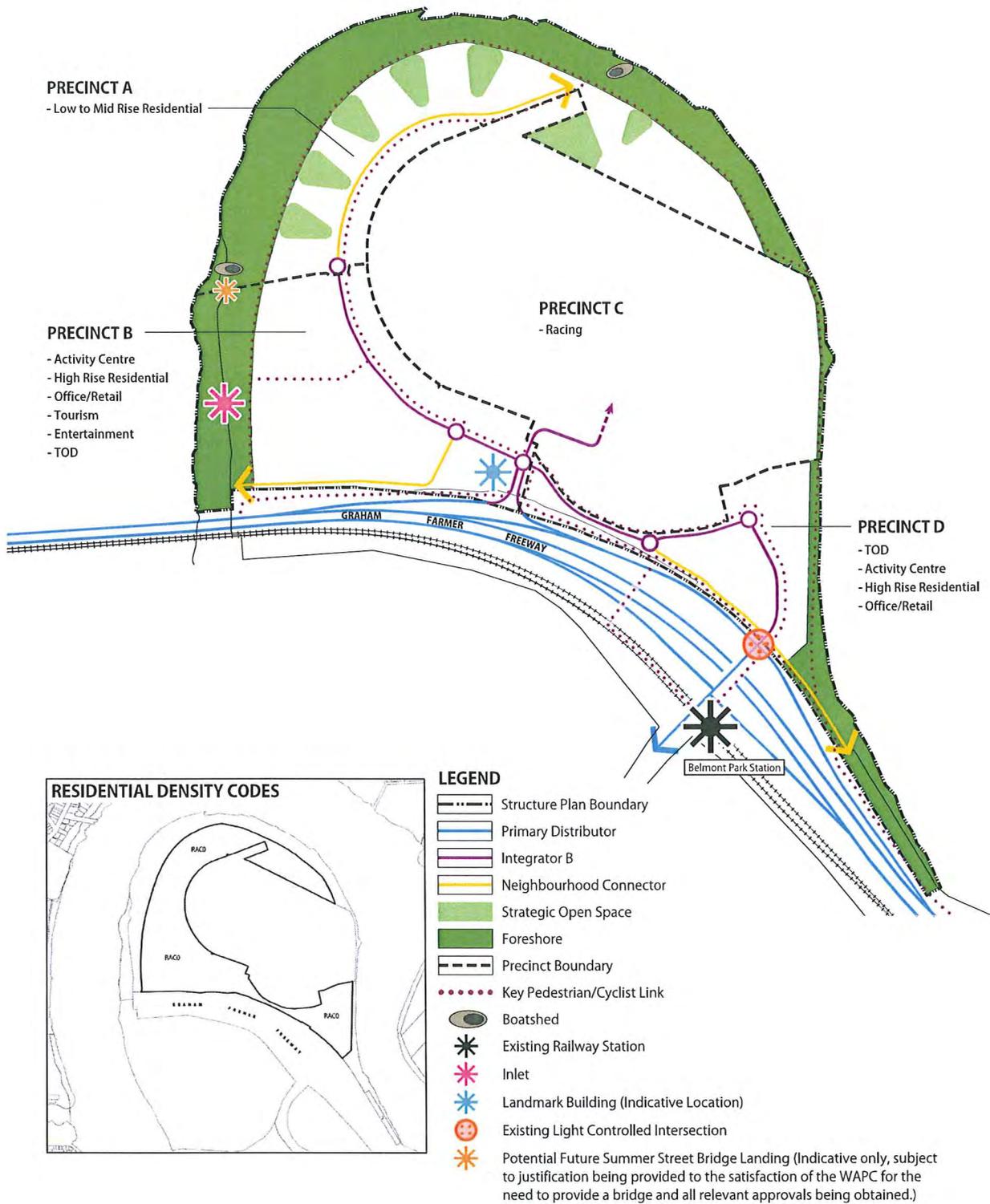
		<p>should be given to the interface between buildings and public spaces to ensure activation and surveillance</p>	
		<p>Connectivity:</p> <ul style="list-style-type: none"> • Strong pedestrian and public transport links are encouraged to provide transport options for all age groups and to promote sustainability and social interaction. • Safe and comfortable connections should be provided between Precinct B and development south of Graham Farmer Freeway • Management of the inlet and 'connecting the dots' between different destinations (ie Belmont Park, Stadium, East Perth Power Station, Claisebrook, Riverside and beyond Victoria Park to the City) will be fundamental to the success of the project. 	<p>Acknowledged. Reflected in Structure Plan principles.</p> <p>Noted. Reflected in Structure Plan.</p> <p>Acknowledged.</p>
15 (late)	Department of Education (DET)	No objection	Acknowledged.
		The demographic profile suggests a low student yield, but this can change in the future and may increase pressure on existing schools.	Acknowledged.
		The DET has notionally identified a primary school site on the Burswood Peninsula, but due to the	Acknowledged.

		<p>stadium this may no longer be available. Should an alternative site not be able to be identified, pressure from the student yield will be placed on existing schools.</p>	
16 (late)	Department of Environment and Conservation	<p>There are a number of environmental issues which are managed through the planning process. These are:</p> <ul style="list-style-type: none"> • Foreshore reserve • Contamination • Acid sulfate soils • Water quality and quantity • Odour and • noise 	Acknowledged.
		<p>Odour from the racing activities is a concern. This needs to be dealt with as follows:</p> <ul style="list-style-type: none"> • engineering design of the undercover area below the grandstand should demonstrate that the concept will contain raceway activities within the covered area and limit odours by implementing best practice management • memorials should be added on the titles to inform property owners about the proximity of raceway activities and the possible experience of odours during race days. 	<p>Odour impact addressed in Structure Plan (Appendix 16 refers). Comments pertaining to engineering design can be considered at Detailed Area Plan/detailed design stage.</p> <p>Acknowledged.</p>
17 (late)	Swan River Trust (SRT)	In general supportive of the proposal, particularly given the extensive rehabilitation proposed of the foreshore reserve.	Acknowledged.
		The following comments are offered:	

		<ul style="list-style-type: none"> • 8.3 Objectives Design Principles: consideration should be given to setbacks from private development to the adjoining public spaces. A uniform approach is not necessary. • 8.7.6 – car parking: the intention in relation to car parking near the foreshore areas is unclear. The SRT has a policy on car parking in its development control area which should be consulted. • 8.8.3 – Precinct C: The SRT accepts the general principle of providing access through the foreshore area using a boardwalk type structure. Detailed design needs to be considered before making further commitments. Any infill to the river will need to be justified and the proposed structures would need to have a long design life to reduce maintenance. • 8.8.4 – Precinct D Figure 49: no setback between the buildings and the P&R Reserve. This may not be acceptable to the SRT. Building setbacks can allow for casual dining spaces largely within 	<p>Part 1 of the Structure Plan deals with site requirements including minimum setbacks (to Primary and Secondary street, Other/Rear/Foreshore). In addition, design principles dealing with interface with public spaces are outlined in section 8.3.</p> <p>Acknowledged.</p> <p>Acknowledged.</p> <p>Figure 49 reflects previous proposals (Figure 24 of the 2005 Structure Plan, attachment 3 refers). These were previously discussed with SRT.</p>
--	--	---	--

STRUCTURE PLAN MAP

Swan River



1 STRUCTURE PLAN AREA

This Structure Plan shall apply to:

- Lot 102 on Deposited Plan (DP) 72026 and being the land contained in Certificate of Title Volume 2776 Folio 542;
- Lot 9000 on DP 72026 and being contained in Certificate of Title Volume 2776 Folio 543;
- Part of Crown Reserve 39361;
- Lot 1 on DP 46306, Volume 2659 Folio 443, and
- Lot 3 on DP 46306 Volume 2659 Folio 444.

being the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Map (Plan 1).

2 STRUCTURE PLAN CONTENT

This Structure Plan comprises the:

- a) Regulatory Section (Part One);
- b) Explanatory Section (Part Two);and
- c) Appendices - Technical Reports.

Part Two of the Structure Plan sets out the development intent for development in the Structure Plan Area. Development shall be guided by that development intent, and a planning authority determining an application for development approval within the Structure Plan Area shall have due regard to the development intent indicated in Part Two.

3 INTERPRETATIONS

Unless otherwise specified in this part, the words and expressions used in this Structure Plan shall have the respective meanings given to them in the Town of Victoria Park Town Planning Scheme No. 1 (the Scheme).

Club: means premises used for the purpose of club premises by an incorporated club or incorporated association or other body of persons united by a common interest (whether those premises be licensed under the provisions of the *Liquor Act 1970* as amended or re-enacted or not) and which premises are not otherwise classified under the provisions of the Scheme.

Marina: means premises at which berths or pens, and services, including fuelling, servicing, storage and other facilities for boats are provided, with or without the sale of boating gear and equipment, and includes all jetties, piers, embankments, quays and moorings appurtenant thereto and all offices and storerooms used in connection therewith and includes a ferry terminal.

Market: means premises used for the display and / or sale of goods from stalls by independent vendors.

Private recreation: means land used for parks, gardens, playgrounds, sports arenas or other grounds for recreation which are not usually open to the public without charge.

Reception Centre: means premises which may include catering facilities used for functions on a formal or ceremonial occasions but are but for unhosted use for general entertainment purposes.

Health studio: means land and buildings designed and equipped for physical exercise, recreation and sporting activities including outdoor recreation.

Stable: means any building in which a horse is stabled or kept and includes any shed, loose box, stall or shelter used for the keeping, stabling, feeding, watering, grooming, sheltering, showing or veterinary treatment of a horse and other associated incidental activities.

4 OPERATION DATE

This Structure Plan shall come into operation on the day on which it is adopted by the local government under clause 29 AB (9) (a) of the Scheme and endorsed by the Western Australian Planning Commission pursuant to clause 29 AB (10) (b) of the Scheme.

5 RELATIONSHIP TO THE LOCAL PLANNING SCHEME

- a) The provisions, standards and requirements specified under Part One of this Structure Plan shall have the same force and effect as if it were a provision, standard or requirement of the Scheme.
- b) Any other provision, standard or requirement of Part One of this Structure Plan, that is not otherwise contained in the Scheme, shall apply to the land as though it is incorporated into the Scheme, and shall be binding and enforceable to the same extent as if part of the Scheme; and

6 STATEMENT OF INTENT

The intent of the Structure Plan is to establish a statutory framework to guide the planning and design of this site, to facilitate development proposals that will comprise a mix of land uses including retention and upgrading of the current racing facility, high and medium density residential, a significant Activity Centre and riverfront Parks and Recreation and will:

- Create an exciting addition to Perth
- Respond to district and regional context
- Establish a point of difference
- Encourage and facilitate innovation and excellence in built form design
- Build flexibility and robustness into the built form design
- Create a fully functional and sustainable community
- Create a vibrant hub
- Enable people to live and work in the same place
- Celebrate the site's location on the river

7 OVERARCHING OBJECTIVES

Underpinning the Structure Plan Statement of Intent is a series of overarching objectives for the site to help achieve statements of intent. These are as follows:

- Integrate the new development with Town of Victoria Park, the CBD and the surrounding districts.
- Optimise public access to the site.
- Accommodate the primary function and operations of racing.
- Create sustainable communities, based on multifaceted aspects of sustainability.
- Deliver high density residential development, responding to the site's strategic location.
- Respond to the site's access to public transport (Belmont Park Railway Station) by delivering Transit Oriented Development.
- Create employment on site, attracting local population and outside workforce.
- Anchor and support the diverse local community and visitors with a vibrant Activity Centre.
- Attract high level of community amenity to the area through appropriate design of the public realm.
- Create amenity for residents and visitors through appropriate design of built form.
- Encourage accessibility to the race track, the river foreshore and the river.
- Deliver a balance of restored riverine environment and parkland.
- Exercise sensitivity when considering and planning for the riverine environment.

8 OVERARCHING DESIGN PRINCIPLES

The following key urban design principles are intended to inform and guide the detailed planning process. Developments are to:

- Address WAPC Crime Prevention Through Environmental Design (CPTED) principles.
- Achieve a high level of safety, and passive street and public spaces surveillance.
- Provide prominent entry to residential towers on Primary roads.
- Promote access to major open space areas including the foreshore reserve.
- Encourage views and visual accessibility from the public realm to the race track, the river foreshore and the river.
- The height of blank walls facing any street should not exceed 1.2 metres.
- Where possible, screen car parking structures from view.
- Locate built form to allow cooling breezes to permeate through the site to assist in cooling during summer months and reduction in energy consumption.
- Distribute building mass to act as a barrier from noise and pollution from the Graham Farmer Freeway.
- Built form design is to:
 - Provide activation at the pedestrian level.
 - Create pedestrian scale where towers are proposed.
 - Address the primary street and have an active façade to the street.
 - Provide clearly identifiable vehicular and pedestrian access to buildings.
 - Provide weather protection for pedestrians in commercial areas.
 - Address solar access principles.
- Where lots are directly abutting Public Open Space and/or the foreshore reserve, orientate built form to front that POS and/or foreshore reserve and construct open style fencing along that boundary.
- Comply with maximum height restrictions associated with Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) pursuant to the *Airports Act 1996*.
- Provide for car parking nodes within the foreshore.
- Optimise environmental outcomes associated with the project throughout the development's life cycle (construction, operation, occupancy and eventual redevelopment) by incorporating passive and active measures which:
 - minimise greenhouse emissions
 - minimise water consumption
 - minimise material use
 - minimise waste and other emissions which have an adverse environmental effects
 - enhance indoor and outdoor environment
 - reduce reliance of occupants and visitors on private vehicle use
 - contribute positively to the physical and mental wellbeing of occupants and visitors to the site.

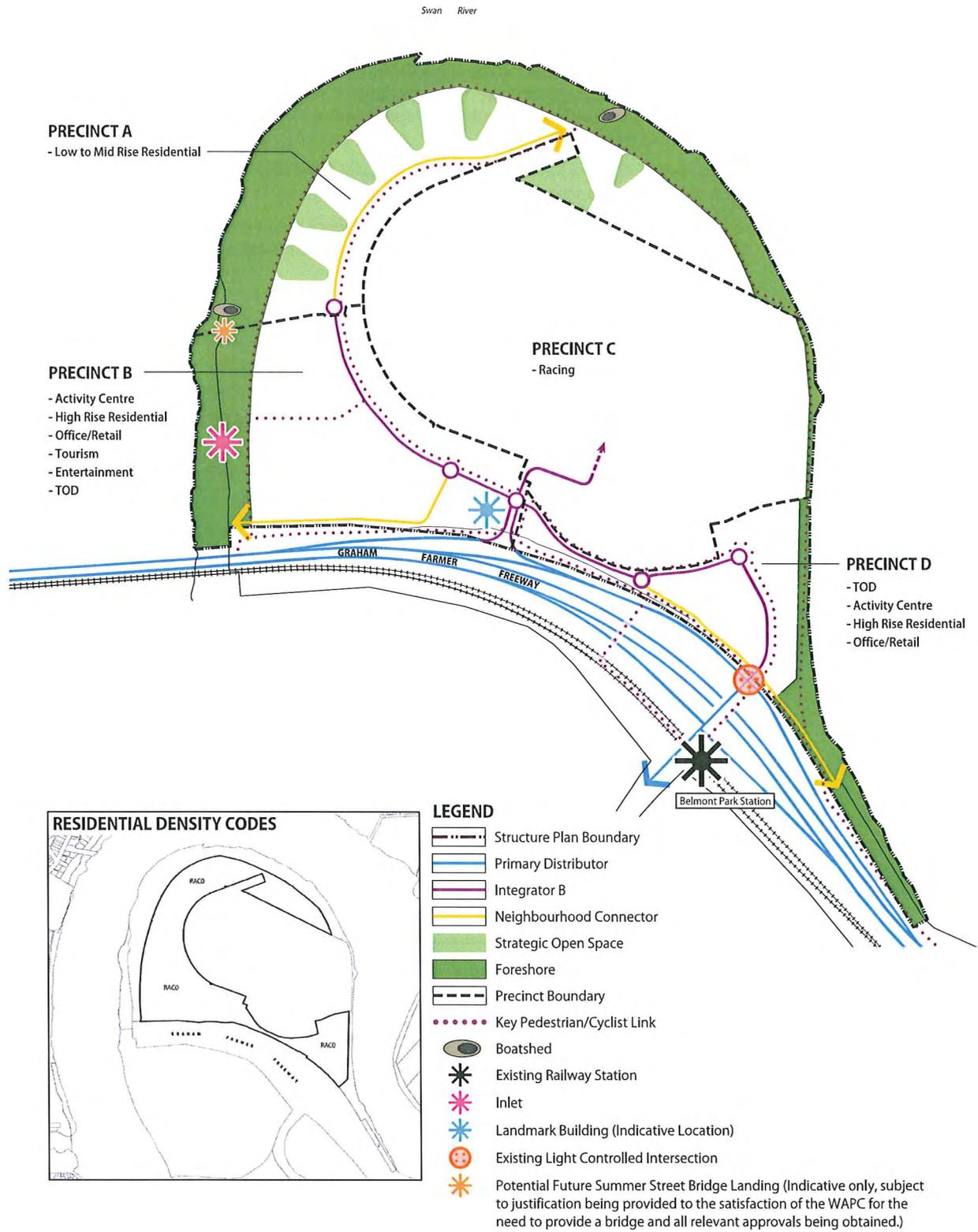
9 GENERAL SUBDIVISION AND DEVELOPMENT REQUIREMENTS

- a) The Structure Plan Map (Plan 1) and Tables A-E form part of the regulatory provisions of this Structure Plan and prescribe the land use permissibility, standards, requirements and prerequisites for subdivision and development in the corresponding Precincts designated on the Structure Plan Map:

Plan 1	Structure Plan Map
Table A	Planning Requirements for Precinct A
Table B	Planning Requirements for Precinct B
Table C	Planning Requirements for Precinct C
Table D	Planning Requirements for Precinct D
Table E	Retail / Office Floor Space Allocation

- b) The local government will not consider recommending subdivision or approving development within the Structure Plan area, unless a Structure Plan and a Detailed Area Plan (DAP) for a Precinct or part of a Precinct have been prepared and adopted pursuant to clause 29AB of the Scheme.
- c) Notwithstanding clause 9(b) local government may recommend subdivision or approve the development of land within the Structure Plan area prior to a structure plan and / or DAP coming into effect in relation to that land, if the local government is satisfied that this will not prejudice the specific purposes and requirements of the Structure Plan area, the design of the Structure Plan Area or the development of the surrounding area.
- d) Development of land shall be generally in accordance with the Structure Plan Map (Plan 1).
- e) Residential density shall be in accordance with the Residential Density Code shown on Plan 1, the Structure Plan Map. Residential development shall comply with the Residential Design Codes except for the variations specified in this Structure Plan.
- f) Public Open Space (POS) shall be distributed generally in accordance with Plan 1 with an updated public open space schedule to be provided at the time of subdivision for determination by the WAPC, upon the advice of the Town of Victoria Park.
- g) A minimum of ten percent of the gross subdivisible area shall be provided as POS in accordance with the WAPC's Liveable Neighbourhoods for the development of POS in the Structure Plan area, subject to WAPC approval.
- h) Maximum height of any development shall comply with the restrictions associated with Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) pursuant to the *Airports Act* 1996.
- i) Development shall not compromise the primary function and operations of the racecourse.
- j) Services and infrastructure need to be provided in an appropriately staged manner as development proceeds. Staging of the development needs to be linked to the provision of vehicular and pedestrian access, adequate provision of infrastructure services and access to the foreshore.

10 PLAN 1 STRUCTURE PLAN MAP



11 TABLE A - PLANNING REQUIREMENT FOR PRECINCT A

PRECINCT OBJECTIVES

The objective for Precinct A is to create a diverse residential community, set within a landscaped setting with a strong physical and visual connection with the racecourse, foreshore and importantly the river itself.

The Precinct is to incorporate a mix of residential developments at a scale, density and location that respond to the opportunities afforded by its location adjacent to the river and the racecourse. It will provide for 'water front' and 'racecourse front' living through mid rise residential apartments and low rise attached, single residential dwellings.

Non residential uses including retail up to a total of 500m²NLA may be acceptable at a small scale to service the local resident population.

The objective of the strategic local public open space is to extend the river and foreshore landscape into the residential areas, maximise connectivity with the river and provide views to the site from the river.

The objectives for the foreshore are to:

- Retain and enhance vegetation and fauna habitat within an access controlled area.
- Manage recreation opportunities and maximise retention of vegetation.
- Provide for open spaces for passive and active recreation and revegetation of the fringing vegetation.
- Create functioning and useable open spaces for the enjoyment of the entire community and local residents.
- Provide for public access through a series of boardwalks.
- Allow for passive recreational activities such as recreational canoeing or kayaking along the foreshore.
- Establish a maximum of two (2) activity nodes, comprising boatsheds, swimming beaches and facilities for the local residents, to limit areas of public activity within the Precinct and protect riverine habitat.
- Establish opportunities for recreational fishing in harmony with the natural riverine habitat.
- Acknowledge and celebrate the Indigenous connection to the Swan River.

LAND USE PERMISSIBILITY

Land Use	Permissibility
Single House	P
Grouped dwelling	P
Multiple dwelling	P
Day Care Centre	AA
Consulting Rooms	AA
Convenience store	AA
Service station	X
Educational establishment	AA
Place of worship	AA
Home occupation	AA
Home office	P
Hospital	X
Nursing home	AA
Residential building	AA
Hotel	X
Motel	X
Tavern	X

**LAND USE
PERMISSIBILITY**

Serviced apartment	AA
Massage rooms	X
Nightclub	X
Office	X
Restricted premises	X
Single bedroom dwelling	P
Shop	AA
Showroom	X
Aged or Dependent Persons Dwelling	P
Family Day Care	AA
Fast Food Outlet	X
Restaurant	AA
Marina	X
Private Recreation	X
Stables	X
Veterinary Hospital	X
Recreation and Sports Centre	X
Club	X
Market	AA
General Industry	X
Transport Depot	X
Light Industry	X
Hazardous Industry	X
Noxious Industry	X
Motor Vehicle and Marine Sales Premises	X
Open Air Sales and Display	X
Warehouse	X

The symbols used in the Land Use Table have the following meanings:

"P" means that the use is permitted by the Scheme.

"AA" means that the use is not permitted unless the Council has granted planning approval.

"X" means a use that is not permitted by the Scheme.

If the use of land for a particular purpose is not specifically listed in the structure plan and cannot reasonably be determined as falling within the interpretation of one of the listed uses, the Council may determine if the use is permitted consistent with Clause 16 of the Scheme.

PRECINCT SPECIFIC GUIDING DESIGN PRINCIPLES	<p>The following additional guiding design principles apply to developments within Precinct A:</p> <ul style="list-style-type: none"> • Low -rise built form (up to 3 storeys) is to be located generally in closest proximity to the foreshore. • Mid-rise built form (4-13 storeys) is to be located generally adjacent to the race track. • Design and locate appropriate mid-rise built form massing to reveal the geometry of the racecourse and to reinforce the unique sense of place. • River and foreshore landscape is to be extended into the residential environment in public open spaces to provide a balance between public and private realm. • Design and orientation of built form is to take account of the river and the race track, to optimise views over open parkland to the Swan River whilst also providing views (where possible) from the river towards the racetrack.
--	---

RESIDENTIAL DENSITY	R AC 0
----------------------------	--------

SITE REQUIREMENTS	R Code	Dwelling Type	Min Site Area per dwelling (m ²)	Minimum lot area/ rear battleaxe (m ²)	Minimum frontage (m)	Open Space		Minimum setbacks (m)
						Min total (% of site)	Min o/door living (m ²)	Primary street
	R-AC 0	Single house	150	250	6	30	16	2
	R-AC 0	Grouped dwelling	150	250	-	30	16	2

SITE REQUIREMENTS MULTIPLE DWELLINGS	R Code	Dwelling Type	Max plot ratio	Min open space (% of site)	Min private open space on podium deck (m ² per dwelling)	Min primary street boundary setback (m)	Secondary street setback (m)	Other / Rear/ Foreshore
	R-AC 0	Multiple dwelling	5	40	12	Nil	Nil	Nil
*Secondary street includes communal street, private street								

MINIMUM RESIDENTIAL DWELLING NUMBERS	<ul style="list-style-type: none"> • 664
---	---

CAR PARKING REQUIREMENTS	<p>Parking for the residential component to be provided as per the R Codes.</p> <p>For non residential land uses the parking provisions within Town Planning Scheme No. 1 will apply.</p>
---------------------------------	---

**DETAILED
AREA PLAN**

In addition to any general matters required to be included within a DAP under clause 29AB (15)(b) of the Scheme, DAPs for whole or part of Precinct A shall incorporate provisions and design elements addressing the following:

- Precinct Objectives
 - Integration with adjacent existing or planned development
 - Land use and location
 - Open Space; Public Open Space
 - Streetscape
 - Lighting
 - Paving
 - Vegetation
 - Paths
 - Street furniture
 - Public art
 - CPTED principles (report to be provided prior to approval of DAP in accordance with WAPC Designing out Crime Planning Guidelines)
 - Built Form
 - Setbacks
 - Building heights
 - Building envelopes
 - Location of towers
 - Design guidelines
 - Solar access to the public and private realm
 - Transport and Access
 - Parking
 - Plot Ratio
 - Communal open space
 - Urban Water Management Plan (UWMP)
 - Resource Efficiency
 - Servicing
 - Affordable Housing
 - Implementation of DAP.
-

12 TABLE B - PLANNING REQUIREMENTS FOR PRECINCT B

PRECINCT OBJECTIVES

Precinct B objectives are to incorporate high density living and working environments, supported by onsite amenities, leisure facilities and retail. It is to comprise a small public Marina, a mix of high density and high rise residential, commercial, office, retail, leisure, tourism, cultural and entertainment land uses in the form of a vibrant Activity Centre.

The Precinct is part of a wider Burswood Peninsula Activity Centre. It is to provide for local employment and a destination for employees and visitors. It is to provide for a mix of uses at a scale, density and location responding to the opportunities offered by its location adjacent to the river foreshore and the Freeway.

The Precinct is to provide a mix of land uses appropriate for a Transit Oriented Development (TOD), pedestrian link to the rail station and activation of transit route.

The objectives for the foreshore are to:

- Create a small public Marina providing a focal point, activity hub and high quality amenity area for residents and visitors.
- Focus on public usable spaces incorporating some open space turf areas and formal landscaping.
- Maximise recreation opportunities.
- Provide for open spaces for passive and active recreation and revegetation of the fringing vegetation.
- Create functioning and useable open spaces for the enjoyment of the entire community and local residents.
- Provide for public access for pedestrians and cyclists.
- Allow for passive recreational activities such as recreational canoeing or kayaking along the foreshore.
- Establish activity nodes, comprising boatsheds, swimming beaches and facilities for the local residents and visitors.
- Acknowledge and celebrate the Indigenous connection to the Swan River.

LAND USE PERMISSIBILITY

Land Use	Permissibility
Single house	X
Grouped dwelling	X
Multiple dwelling	P
Day Care Centre	P
Consulting Rooms	P
Convenience store	P
Service station	X
Educational establishment	AA
Place of worship	AA
Home occupation	AA
Home office	P
Hospital	AA
Nursing home	AA
Residential building	AA
Hotel	AA
Motel	AA
Tavern	AA
Serviced apartment	AA

**LAND USE
PERMISSIBILITY**

Massage rooms	X
Nightclub	AA
Office	P
Restricted premises	X
Single bedroom dwelling	P
Shop	P
Showroom	AA
Aged or Dependent Persons Dwelling	P
Family Day Care	AA
Fast Food Outlet	AA
Restaurant	P
Marina	AA
Private Recreation	AA
Stables	X
Veterinary Hospital	X
Recreation and Sports Centre	AA
Club	AA
Market	AA
General Industry	X
Transport Depot	X
Light Industry	X
Hazardous Industry	X
Noxious Industry	X
Motor Vehicle and Marine Sales Premises	X
Open Air Sales and Display	AA
Warehouse	X

The symbols used in the Land Use Table have the following meanings:

“P” means that the use is permitted by the Scheme.

“AA” means that the use is not permitted unless the Council has granted planning approval.

“X” means a use that is not permitted by the Scheme.

If the use of land for a particular purpose is not specifically listed in the structure plan and cannot reasonably be determined as falling within the interpretation of one of the listed uses, the Council may determine if the use is permitted consistent with Clause 16 of the Scheme.

<p>PRECINCT SPECIFIC GUIDING DESIGN PRINCIPLES</p>	<p>The following additional guiding design principles apply to developments within Precinct B</p> <ul style="list-style-type: none"> • Landmark buildings should be developed at the main entries into the Precinct. • Mid rise (4-13 storeys) and high rise (up to 53 storeys) residential built form to be located generally adjacent to the race track. • Development on land abutting the race track is to be undertaken in a manner that respects the geometry and function of the race track. • The bulk of office, retail, commercial built form to be located generally in the western part of the Precinct, surrounding the Marina, and adjacent to the Freeway, to take advantage of the site's exposure to passing traffic. • Building mass should be distributed to act as a barrier from noise and pollution from the Graham Farmer Freeway • Where possible, separation of mid and high rise residential blocks from each other should be encouraged, to create views, cooling breezes, daylight penetration and ventilation opportunities, and to minimise privacy concerns. • Developments should provide a high quality building interface and level of surveillance to the foreshore, streets and podium decks. • Provide connectivity to the station and activation of the transit route. 																
<p>RESIDENTIAL DENSITY</p>	<p>R AC 0</p>																
<p>SITE REQUIREMENTS MULTIPLE DWELLINGS</p>	<table border="1"> <thead> <tr> <th>R Code</th> <th>Dwelling Type</th> <th>Max plot ratio</th> <th>Min open space (%) of site)</th> <th>Min private open space on podium deck (m² per dwelling)</th> <th>Min primary street setback (m)</th> <th>Secondary street setback (m)</th> <th>Other / Rear/ Foreshore</th> </tr> </thead> <tbody> <tr> <td>R-AC0</td> <td>Multiple dwelling</td> <td>12</td> <td>Nil</td> <td>6</td> <td>Nil</td> <td>Nil</td> <td>Nil</td> </tr> </tbody> </table> <p>*Secondary street includes communal street, private street</p>	R Code	Dwelling Type	Max plot ratio	Min open space (%) of site)	Min private open space on podium deck (m ² per dwelling)	Min primary street setback (m)	Secondary street setback (m)	Other / Rear/ Foreshore	R-AC0	Multiple dwelling	12	Nil	6	Nil	Nil	Nil
R Code	Dwelling Type	Max plot ratio	Min open space (%) of site)	Min private open space on podium deck (m ² per dwelling)	Min primary street setback (m)	Secondary street setback (m)	Other / Rear/ Foreshore										
R-AC0	Multiple dwelling	12	Nil	6	Nil	Nil	Nil										
<p>MINIMUM RESIDENTIAL DWELLING NUMBERS</p>	<p>1359</p>																
<p>CAR PARKING REQUIREMENTS</p>	<p>Parking for the residential component to be provided as per the R Codes.</p> <p>For non residential land uses the parking provisions within Town Planning Scheme No. 1 will apply with the following exceptions:</p> <ul style="list-style-type: none"> • Office parking to be provided at a rate of 1 bay per 57m² of net floor area (NFA), which is consistent with the transit-oriented focus of the proposed office development. • Retail parking to be provided at a rate of 5 bays per 100m² NFA. • The hotel component to be provided parking at a rate of one bay per 5 rooms. 																

24

In addition to any general matters required to be included within a DAP under clause 29AB (15)(b) of the Scheme, DAPs for whole or part of Precinct B shall incorporate provisions and design elements addressing the following:

- Precinct Objectives
- Integration with adjacent existing or planned development
- Land use and location
- Open Space; Public Open Space
- Streetscape
 - Lighting
 - Paving
 - Vegetation
 - Paths
 - Street furniture
 - Public art
- CPTED principles (report to be provided prior to approval of DAP in accordance with WAPC Designing out Crime Planning Guidelines)
- Built Form
 - Setbacks
 - Building heights
 - Building envelopes
 - Location of towers
 - Design guidelines
 - Solar access to the public and private realm
 - Transport and Access
 - Parking
 - Plot Ratio
 - Communal open space
- UWMP
- Resource Efficiency
- Servicing
- Affordable Housing
- Implementation of DAP.

**DETAILED
AREA PLANS**

13 TABLE C - PLANNING REQUIREMENTS FOR PRECINCT C

PRECINCT OBJECTIVES

The objective for Precinct C is to accommodate the primary function and operations of racing. It is to incorporate a race track, Grandstand, stables and other racing associated facilities and infrastructure. The existing Grandstand is proposed to be redeveloped into a new iconic building that will also incorporate sports club amenities for use by the public. Small retail component may be acceptable up to 500m² NLA.

Opportunities for public use of the centre of the track on a limited basis will be explored, subject to approval from Racing and Wagering Western Australia.

The Precinct is to provide a pedestrian link to the rail station and activation of transit route.

The objectives for the foreshore are to:

- Create a stable and manageable river's edge.
- Delineate the race track from the stabilised foreshore edge.
- Allow for continuous and emergency public access between the Precincts
- Create safe pedestrian access with passive surveillance along the river's edge..

LAND USE PERMISSIBILITY

Land Use	Permissibility
Single house	X
Grouped dwelling	X
Multiple dwelling	X
Day Care Centre	AA
Consulting Rooms	AA
Convenience store	X
Service station	X
Educational establishment	AA
Place of worship	AA
Home occupation	X
Home office	X
Hospital	X
Nursing home	X
Residential building	X
Hotel	X
Motel	X
Tavern	AA
Serviced apartment	X
Massage rooms	X
Nightclub	AA
Office	AA
Restricted premises	X
Single bedroom dwelling	X
Shop	AA
Showroom	X
Aged or Dependent Persons Dwelling	X
Family Day Care	X

LAND USE PERMISSIBILITY	Fast Food Outlet	AA
	Restaurant	AA
	Marina	X
	Private Recreation	P
	Stables	P
	Veterinary Hospital	P
	Recreation and Sports Centre	AA
	Club	AA
	Market	AA
	General Industry	X
	Transport Depot	X
	Light Industry	X
	Hazardous Industry	X
	Noxious Industry	X
	Motor Vehicle and Marine Sales Premises	X
	Open Air Sales and Display	AA
Warehouse	X	

The symbols used in the Land Use Table have the following meanings:

“P” means that the use is permitted by the Scheme.

“AA” means that the use is not permitted unless the Council has granted planning approval.

“X” means a use that is not permitted by the Scheme.

If the use of land for a particular purpose is not specifically listed in the structure plan and cannot reasonably be determined as falling within the interpretation of one of the listed uses, the Council may determine if the use is permitted consistent with Clause 16 of the Scheme.

PRECINCT SPECIFIC GUIDING DESIGN PRINCIPLES

The following additional guiding design principles apply to developments within Precinct C:

- Provide activation of the pedestrian route to the railway station.
- Developments to optimise potential for physical accessibility to racing amenity without compromising the security of its primary function.
- Optimize the size, location and function of the Grandstand and amenities.
- Provide an optimum amount of commercial/retail to the ground level of the Grandstand building.
- Provide public uses in the centre of the track and create an accessible and safe pedestrian underpass.
- Provide for pedestrian traffic through the precinct to the river and the adjacent precincts.
- Stables are to comply with the Town of Victoria Park Health Local Law 2003, the EPA Guidance Statement No. 3 and *Belmont Racecourse Review of Potential for Malodour Impacts Report* (Appendix 16).

CAR PARKING REQUIREMENTS

Parking requirement for the racing component is to include a minimum of 140 car bays and 31 trailer parking bays. In addition, a 1200 bay at-grade parking area is to be provided in the middle of the racecourse, accessed via a new road to be constructed under the race track itself, for race day event parking

**DETAILED
AREA PLANS**

In addition to any general matters required to be included within a DAP under clause 29AB (15)(b) of the Scheme, DAPs for whole or part of Precinct A shall incorporate provisions and design elements addressing the following:

- Precinct Objectives
 - Integration with adjacent existing or planned development
 - Land use and location
 - Open Space
 - Streetscape
 - Lighting
 - Paving
 - Vegetation
 - Paths
 - Street furniture
 - Public art
 - CPTED principles (report to be provided prior to approval of DAP in accordance with WAPC Designing out Crime Planning Guidelines)
 - Built Form
 - Design Guidelines
 - Setbacks
 - Building heights
 - Building envelopes
 - Solar access to the public and private realm
 - Transport and Access
 - Parking
 - UWMP
 - Resource Efficiency
 - Servicing
 - Implementation of DAP.
-

14 TABLE D – PLANNING REQUIREMENTS FOR PRECINCT D

Precinct D objectives are to provide a mix of land uses appropriate for a Transit Oriented Development (TOD), including high density residential, office, commercial and retail, restaurants, a piazza, pedestrian thoroughfares and shared spaces for vehicles and pedestrians.

Sensitive land uses as defined by Department of Environment and Conservation (DEC) are to be located away from stables in accordance with the EPA Guidance Statement No. 3 and *Belmont Racecourse Review of Potential for Malodour Impacts Report* (Appendix 16).

Precinct D is to:

PRECINCT OBJECTIVES

- Optimise the land use efficiency responding to the site's strategic location within Perth, excellent transport connections and vast land resource in a dense urban centre.
- Allocate land uses to take advantage of the site's exposure to passing traffic (to and from the CBD) by road or rail
- Encourage access to community facilities (gardens, swimming pools and leisure facilities) to underline the shared benefits of city living.

The objectives for the foreshore are to:

- Stabilise foreshore areas to allow for a continued heavy recreation use.
- Provide public access.
- Maximise recreation opportunities.
- Acknowledge and celebrate the Indigenous connection to the Swan River.

LAND USE PERMISSIBILITY

Land Use	Permissibility
Single house	X
Grouped dwelling	X
Multiple dwelling	P
Day Care Centre	P
Consulting Rooms	P
Convenience store	P
Service station	X
Educational establishment	AA
Place of worship	AA
Home occupation	X
Home office	P
Hospital	AA
Nursing home	AA
Residential building	AA
Hotel	AA
Motel	AA
Tavern	AA
Serviced apartment	AA
Massage rooms	X
Nightclub	AA
Office	P
Restricted premises	X
Single bedroom dwelling	P
Shop	P
Showroom	AA
Aged or Dependent Persons Dwelling	P

LAND USE PERMISSIBILITY

Family Day Care	AA
Fast Food Outlet	AA
Restaurant	P
Marina	X
Private Recreation	AA
Stables	X
Veterinary Hospital	X
Recreation and Sports Centre	AA
Club	AA
Market	AA
General Industry	X
Transport Depot	X
Light Industry	X
Hazardous Industry	X
Noxious Industry	X
Motor Vehicle and Marine Sales Premises	X
Open Air Sales and Display	AA
Warehouse	X

The symbols used in the Land Use Table have the following meanings:

- "P" means that the use is permitted by the Scheme.
- "AA" means that the use is not permitted unless the Council has granted planning approval.
- "X" means a use that is not permitted by the Scheme.

If the use of land for a particular purpose is not specifically listed in the structure plan and cannot reasonably be determined as falling within the interpretation of one of the listed uses, the Council may determine if the use is permitted consistent with Clause 16 of the Scheme.

PRECINCT SPECIFIC GUIDING DESIGN PRINCIPLES

The following additional guiding design principles apply to developments within Precinct D:

- The majority of the office spaces are to be located in closest proximity to Belmont Park Station, to encourage use of public transport, and along the southern boundary of the site, adjacent to the Freeway.
- The built form along the Freeway boundary should act as an acoustic barrier, protecting spaces to the north of these buildings.
- Mid-rise residential buildings (4-13 storeys) and high rise residential towers (up to 42 storeys) are to be located generally on the eastern edge of the Precinct facing the Swan River, to take advantage of views to the river and the race track.
- Development is to provide activation of the pedestrian route to the railway station.
- Development on land abutting the race track is to be undertaken in a manner that respects the geometry and function of the race track.
- Developments are to provide high quality building interface and level of surveillance to the foreshore, streets and podium decks.
- A boardwalk/pedestrian and cyclist access path is to be provided at the eastern edge of the site where the racecourse is located hard against the river's edge, to connect to Precinct A.

RESIDENTIAL DENSITY

R AC 0

	R Code	Dwelling Type	Max plot ratio	Min open space (%) of site)	Min private open space on podium deck (m ² per dwelling)	Min primary street boundary setback (m)	Secondary street setback (m)	Other /Rear/Fore-shore
SITE REQUIREMENTS								
MULTIPLE DWELLINGS		Multiple dwelling	12	Nil	6	Nil	Nil	Nil
	*Secondary street includes communal street, private street							
MINIMUM RESIDENTIAL DWELLING NUMBERS	977							
CAR PARKING REQUIREMENTS	<p>Parking for the residential component to be provided as per the R Codes.</p> <p>For non residential land uses the parking provisions of Twon Planning Scheme No. 1 will apply, with the following exceptions:</p> <ul style="list-style-type: none"> • Office parking to be provided at a rate of 1 bay per 57m² of net floor area (NFA), which is consistent with the transit-oriented focus of the proposed office development. • Retail parking to be provided at a rate of 5 bays per 100m² NFA. 							
DETAILED AREA PLANS	<p>In addition to any general matters required to be included within a DAP under clause 29AB (15)(b) of the Scheme, DAPs for whole or part of Precinct D shall incorporate provisions and design elements addressing the following:</p> <ul style="list-style-type: none"> • Precinct Objectives • Integration with adjacent existing or planned development • Design Focused Development Application Process • Land use and location • Open Space; Public Open Space • Streetscape <ul style="list-style-type: none"> - Lighting - Paving - Vegetation - Paths - Street furniture - Public art • CPTED principles (report to be provided prior to approval of DAP in accordance with WAPC Designing out Crime Planning Guidelines) • Built Form <ul style="list-style-type: none"> - Setbacks - Building heights - Building envelopes - Location of towers - Design guidelines - Solar access to the public and private realm - Transport and Access - Parking - Plot Ratio - Communal open space 							

**DETAILED
AREA PLANS**

- UWMP
- Resource Efficiency
- Servicing
- Affordable Housing
- Implementation of DAP.

15 TABLE E – RETAIL / OFFICE FLOOR SPACE ALLOCATION

MAXIMUM NET LETTABLE AREA (NLA)*	
Office	60,000m ²
Retail	31,000m ²

*The maximum NLA included in Table C may be exceeded through a Detailed Area Plan for the entire centre where the requirements of State Planning Policy 4.2 *Activity Centres for Perth and Peel* are met to the satisfaction of the WAPC and Town of Victoria Park.

16 OPERATION AND IMPLEMENTATION

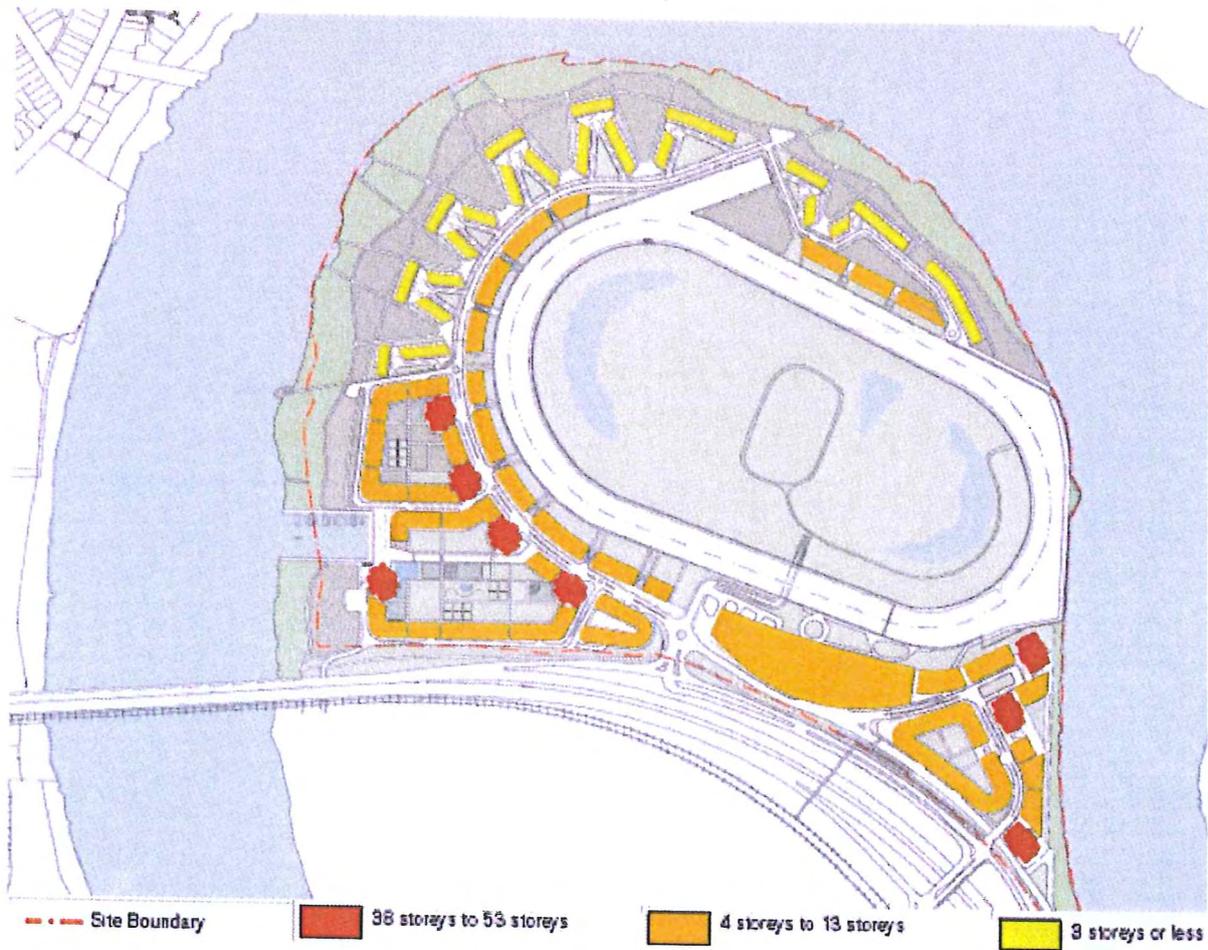
The project will emerge over a number of years. The following items, responsibilities and triggers are to be undertaken at various stages of the project:

Item	Scope	Implementation/Timing	Implementation	Clearing Authority
1. CEDE FORESHORE RESERVE	Cede Foreshore to the State	<p>Developer progressively undertakes foreshore "management elements" aligned with the development of the specific BPRR Precincts. Developer retains management and maintenance responsibility for all infrastructure and other elements within the public realm of the foreshore reserve within the said precinct until two years after the sale of the last dwelling unit within the precinct.</p> <p>At the time of handover the developer is to provide to the Town a 20 Year Service and Asset Management Plan, developed in accordance with the Town's Asset Management Strategy, for all Parks, Buildings, Roads and Drainage and associated infrastructure within the relevant precinct of that part of the Foreshore Reserve.</p> <p><i>Note: This will not include the portion of foreshore reserve that is currently occupied by the racetrack within Lot 101.</i></p>	Developer	DoP
2. FORESHORE WORKS	<p>Foreshore Management Strategy Guidance for landscape zones and rehabilitation works.</p> <p>Plan for the pedestrian, cyclist and maintenance vehicle and emergency access network.</p> <p>Will include the staged delivery of a 3.0m wide DUP (separate from raised boardwalks) within the foreshore reserve.</p>	<p>Local Structure Plan condition.</p> <p>The Foreshore Management Strategy (refer Emerge Associates document dated November 2011), forms part of the LSP and is incorporated in Part 1 of the LSP.</p> <p>A Foreshore Management Plan is required for each Precinct adjacent to the Foreshore Reserve, at the time of Detailed Area Plan, and must be consistent in-principle with the approved Foreshore Management Strategy.</p> <p>The Foreshore Management Plan is to be provided prior to the approval of the first Detailed Area Plan and is to include future tenure arrangements for the jetty/café and indigenous centre.</p>	Developer	ToVP
	<p>Foreshore Management Plan – to be implemented by precincts.</p> <ol style="list-style-type: none"> 1. Park North Precinct 2. Park West Precinct 3. TOD Precinct 4. Adjacent to Racecourse 5. Marina Precinct 	<p>Detailed subdivision condition</p> <p>"A Foreshore Management Plan must be prepared in accordance with the approved Foreshore Management Strategy"</p>	Developer	

3. OPEN SPACE	Open Space Management Strategy	An Open Space Management Strategy is to be prepared prior to approval of each DAP	Developer	ToVP
	Open Space Management Plan	An Open Space Management Plan is to be prepared prior to approval of each DAP	Developer	ToVP
4. SITE ACCESS	Road modification works and/or associated developer contributions	<p>Provision of a new pedestrian bridge, adjacent to the existing Victoria Park Drive overpass bridge, between the western direction GFF onramp to VPD Bridge, and the eastern onramp to the GFF.</p> <p>Proportionate contribution to a new pedestrian/cycle lane (to merge with the existing pedestrian cycle lane) from the western direction GFF onramp to Victoria Park Drive bridge.</p> <p>Revisions to existing carriageway at Belmont Park road entry, to integrate into the GFF off ramps.</p> <p>Revisions to the existing carriageway at the intersection of the eastern onramp and Victoria Park Drive, including left in left out entry to Precinct D.</p> <p>Revisions to the Principal Shared Path (PSP), to provide grade separated PSP and to construct a tunnel for the PSP at the key point of entry into Belmont Park. PSP to be revised to run at ground level adjacent to Precinct D and then to connect up through to existing Bulbuck Way PSP.</p> <p>Construction of a second western bound GFF onramp lane (as indicated on figure 36, Part 2), using the breakdown lane, and providing a guard rail around the existing pedestrian overbridge pylon, but excluding any new carriageways plans for "ramp metered" onramp lanes, that may be constructed by MRWA in the future.</p> <p>In order to minimise disruption to traffic, the works will be coordinated with MRWA works.</p>	Developer	ToVP, Department of Transport & Main Roads
	Site services strategy detailing layout of all service infrastructure, including backbone infrastructure	<p>Part of the Local Structure Plan application, refer JDSi Consulting Engineers, Servicing Report, dated October 2011</p> <p><i>Services easement requirements, and road verge corridors to be provided throughout the project, including access to service corridor across the existing racetrack.</i></p>	Developer	ToVP
	Handover Strategy	<p>Prior to approval of the first DAP to include the specification of a defects period</p> <p><i>Note: Condition may be cleared by a legal agreement & bonding with appropriate authority. A detailed Implementation plan will need to be prepared to support the legal Agreement.</i></p>	Developer	ToVP & Respective Service Authorities.
	5. SERVICES INFRASTRUCTURE TO SITE			

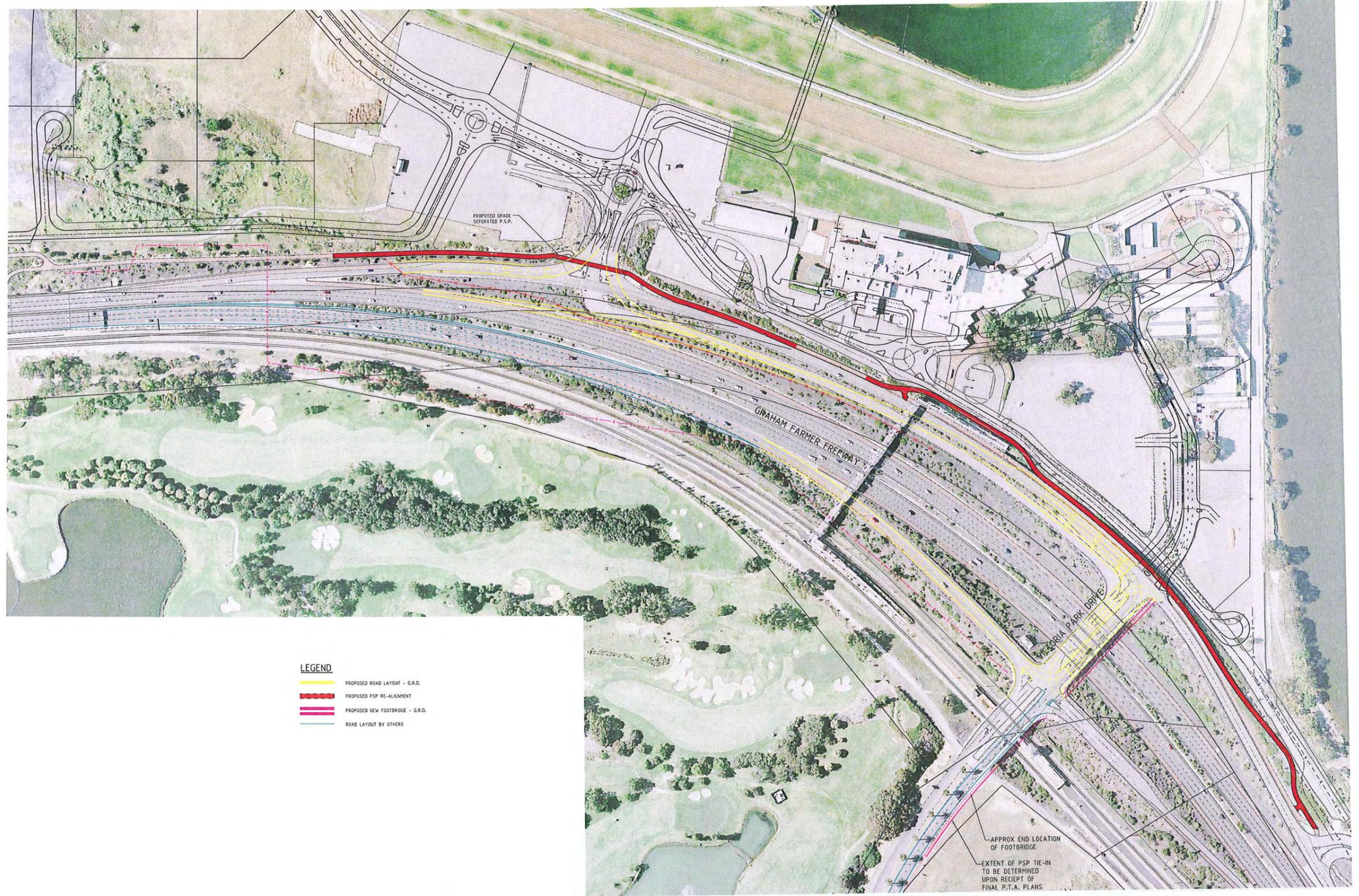
6. SITE WORKS TO PRECINCTS	Earthworks and Pre-loading Strategy Earthworks and pre-loading plan	To be lodged with the first Detailed Area Plan for the development. This needs to include a traffic management plan. A Detailed Earthworks and Preloading Plan needs to be lodged with each subdivision application	Developer	DEC & SRT
7. MAINTENANCE	Outline Maintenance Strategy	The Maintenance Strategy for the foreshore reserve needs to be prepared prior to lodgement of the first Detailed Area Plan and the Maintenance Strategy for the other public open areas prior to each Detailed Area Plan. The Maintenance Strategy is to include the minimum standard of maintenance to be provided by the Town following handover	Developer	ToVP & SRT
	Prepare a detailed Maintenance Plan for open space, and foreshore reserve.	Lot subdivision clearance condition.	Developer	ToVP
	Carry out Maintenance in accordance with the Maintenance Strategy.	Post Construction	Developer	N/A
8. BOARD WALK & PROMENADE ADJACENT TO TOD PRECINCT	Concept design to outline a "holistic" approach to the boardwalk & promenade, in accordance with Foreshore Management Plan	Prior to the Detailed Area Plan for Precinct D	Developer	ToVP
	Detailed Design Construct 6m boardwalk plus 8m wide paved (& landscaped) promenade	Detailed subdivision clearance condition for Precinct D.	Developer	ToVP
9. PEDESTRIAN BOARDWALK ADJACENT TO THE TRACK	Preliminary concept design to outline a "holistic" approach to the boardwalk, tying it into the boardwalk and promenade to the South.	Prior to the Detailed Area Plan for Precinct 1 to ensure safe pedestrian connectivity along the racecourse.	Developer	ToVP
	Detailed design and Construction of pedestrian boardwalk along the race track edge to allow for pedestrian access.	Subdivision clearance for Precinct D . <i>Note: Timing of Implementation is part of first phase of the TOD precinct.</i>	Developer	ToVP

<p>10. LOCAL WATER MANAGEMENT STRATEGY (LWMS)</p>	<p>Prepare LWMS in accordance with guidelines for approval by DOW.</p>	<p>LWMS prepared by Emerge Associates, submitted to DoW, and lodged as attachment to Local Structure Plan.</p> <p><i>Note: it is anticipated that the LWMS will remain valid for the lot subdivision approvals for each phase. A UWMP will not be required until detailed subdivision of each lot.</i></p>	<p>Developer</p>	<p>DoW</p>
<p>11. URBAN WATER MANAGEMENT PLAN (UWMP)</p>	<p>Prepare UWMP in accordance with guidelines for approval by DoW.</p>	<p>Detailed subdivision clearance condition.</p> <p><i>Note: to be implemented in accordance with the Better Urban Water Management Document, October 2008.</i></p>	<p>Developer</p>	<p>DoW</p>
<p>12. ACID SULPHATE SOILS (ASS)</p>	<p>Determine ASS management requirements and prepare a management plan for implementation during construction works</p>	<p>Subdivision approval condition</p> <p>Preliminary ASS Investigations were completed by Emerge Associates and findings are contained in Environmental Assessment and Justification Report dated November 2011, which forms an attachment to the LSP.</p> <p>Complete Detailed ASS Investigation prior to Subdivision DA to determine extent of ASS disturbance</p> <p>Develop ASS Management Plan for implementation during construction works</p>	<p>Developer</p>	<p>DEC</p>
<p>13. ADVANCED PRELOADING & GROUND PRE-TREATMENT</p>	<p>Construction of site works outside of existing race tracks including excavation and removal of unsuitable fill materials, import clean fill and preload alluvial soils.</p>	<p>Timeframe is aligned to development phases and market demand Handling, relocation, re-use and /or otherwise any management of existing site soils to be undertaken in accordance with a Site Management Plan (if required) to be prepared as part of the contaminated sites investigation Preloading of alluvial soils and recovery of bore water should be undertaken in accordance with an appropriate ASS management strategy & CEMP.</p>	<p>Developer</p>	
<p>14. GRANDSTAND SPORTING/ RECREATION CENTRE</p>	<p>Completion and Timing of additions to existing Belmont Park Grandstand to create Sporting and Recreation Centre</p>	<p>The Developer commits to commence construction, and complete in a continuous construction contract thereafter, the additions to the existing Belmont Park grandstand building, (as illustrated in Foster + Partners Concept Plan Report), at the latest, when 50% of the planned residential component of the Project is sold. The upgrading of the existing Grandstand Building footprint, is the separate responsibility of W.A.T.C.</p>	<p>Developer, W.A.T.C.</p>	<p>ToVP</p>





ATTACHMENT 11

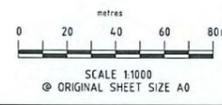


- LEGEND**
- PROPOSED ROAD LAYOUT - G.R.D.
 - PROPOSED PSP RE-ALIGNMENT
 - PROPOSED NEW FOOTBRIDGE - G.R.D.
 - ROAD LAYOUT BY OTHERS

APPROX END LOCATION OF FOOTBRIDGE
 EXTENT OF PSP TIE-IN TO BE DETERMINED UPON RECEIPT OF FINAL P.T.A. PLANS

ATTACHMENT 12

PLAN
 SCALE 1:1000



WARNING
 BEFORE YOU DIG
 DIAL 1100
 BEFORE YOU DIG
 The location of underground cables are approximate only and their exact position should be checked on site. No guarantee is given that all existing cables and services are shown. Locate all underground cables and services before commencement of work. Refer to Worksafe Regulation 3.21.

REV	DATE	DRAWN	CHECKED	APPROVED	DESCRIPTION
E	18 02 13	A.J.P.			PROPOSED FOOTBRIDGE AND VICTORIA PARK BRIDGE AMENDED
D	17 12 12	A.J.P.			PROPOSED FOOTBRIDGE AMENDED
C	07 12 12	A.J.P.			ISSUED FOR COMMENT

COPYRIGHT
 This drawing is copyright and the property of JDSi Pty Ltd. No written permission from JDSi constitutes an assignment of copyright. This document and the information are solely for the use of the addressee recipient and they not be used, copied or reproduced in whole or part for any purpose other than that for which it was supplied by JDSi.

NOTE
 This drawing shall be preliminary only until it is issued for construction. Certified Quality System to ISO 9001

JDSi
 CONSULTING ENGINEERS
 Level 3, 59 Farry Street, Perth Western Australia 6000
 Ph (08) 9227 9395 Fx (08) 9227 9517

CLIENT:
GOLDEN RIVER DEVELOPMENT PTY. LTD.

PROJECT:
BELMONT PARK REDEVELOPMENT

DRAWING TITLE:
GRAHAM FARMER FREEWAY LAYOUT PLAN OPTION 5

DRAWN A. PANZICH	SCALE # AS 1:1000
DESIGNED A. PANZICH	DATUM AHD
PROJECT MANAGER S. FOLEY	CO-ORDS PCG 9%
JDS PROJECT No.1 JDS11454	DRAWING No SK99
REVISION	E

ADDENDUM TO AGENDA

STATUTORY PLANNING COMMITTEE

Please find attached additional report for consideration at the meeting of the STATUTORY PLANNING COMMITTEE on **Tuesday 26 March 2013** in Room 2.40 Level 2, 140 William Street.

Christina Sanders
Minutes Secretary SPC

ADDENDUM

- 1.0 PRESENTATIONS/REPORTS TO SPC**
- 9.3 Belmont Park Racecourse Redevelopment
Endorsement of Local Structure Plan
File: SPN/0368/1
Ex item 9.3
Officer: Mathew Selby / Gemma Basley (DOP)
-

ADDENDUM - STATUTORY PLANNING COMMITTEE - 26 MARCH 2013

INTRODUCTION

The Statutory Planning Committee (SPC) considered the Belmont Racecourse Redevelopment Local Structure Plan (LSP) at its meeting of 12 March 2013 (Item 9.3) and a recommendation to endorse the LSP subject to modifications. The modifications included a reduction in the maximum building height to 30 storeys. The SPC resolved to defer consideration of the LSP until 26 March 2013 to enable advice from the City of Perth and the State Architect to be obtained by the Department of Planning (the Department).

The Department has since liaised with the Office of the Government Architect and the City of Perth and has obtained additional advice on the proposed building heights.

BACKGROUND

The LSP proposes a maximum building height of 53 storeys. The report to the SPC recommends that the maximum permitted building height be reduced to 30 storeys.

The basis of the recommendation to reduce the maximum building height to 30 storeys stems from the Western Australian Planning Commission's Capital City Planning Framework (CCPF) and on the principles of providing for a transition and graduation in building height away from the CBD and taking into account the existing building heights in the CBD and the permitted maximum building heights in the Waterbank Precinct at 42 storeys (not 30 storeys as stated in the report).

Office of Government Architect

Comments received from the Office of the Government Architect are attached to this addendum and summarised below:

- That issues of hierarchy are not just a product of height but also development intensity and the relative intensity of the Belmont Park proposal (with a small number of towers) is not likely to challenge the prominence of the CBD. Notwithstanding this point, a limit on tower heights set beneath the typical levels of the CBD is considered appropriate.
- That the Structure Plan incorporate a review of the site and its context with the aim of confirming appropriate strategic locations for high-rise tower development, with regard to landmark opportunities and appropriate urban design outcomes.
- That the Structure Plan outline provisions for a "Design Excellence" process to be established for the project, such that requirement for high design quality across all aspects of the development is articulated. That the Structure Plan describe clear and ambitious sustainability targets for all development within the precinct, e.g. 5 star Green Star rating,
- That the Structure Plan require the establishment of an expert Design Review Panel with the purpose of encouraging the best possible design outcomes for development at Belmont Park.
- That a nominal height threshold of 130m for designated tower sites (approximately 40 storeys residential or 35 storeys hotel use) be considered by

ADDENDUM - STATUTORY PLANNING COMMITTEE - 26 MARCH 2013

WAPC, with provision recommended for the discretionary approval of additional storeys available for development proposals which meet stringent design excellence criteria as outlined above.

- That a nominal limit of 1000m² be considered to restrict residential tower floor plate size, to ensure variety across the site, reduced visual bulk and minimise potential negative impacts on surrounding development.
- That the Town of Victoria Park be encouraged to address in their Planning Scheme text, the need for design review and endorsement from the Design Review Panel to be obtained as part of Development Approval processes for the Belmont Park site; with the City of Fremantle's model being considered for reference.

City of Perth

Advice received from the City of Perth is attached to this addendum and summarised below:

- The City reiterates the position of Council on the LSP and notes that Council has not endorsed any height limit for the site.
- The City advises that an Amendment 26 to City Planning Scheme No. 2 has recently been advertised and proposes to remove height limits from large parts of the city and that it is the City's intent to control height only where there is an evidenced need.
- The correspondence advises that the application of a 30 storey height limit across the site is unnecessary, provided tall development is appropriately placed within the site, is designed to a very high aesthetic and functional standard, takes into account the regional hierarchy of centres and presents appropriate counterpoint to CBD height and form.
- The City recommends that the SPC apply a condition requiring that any very tall building within the subject site (e.g. any structure in excess of the height of existing CBD buildings) be referred to the City of Perth for specific comment and advice to Committee.

COMMENT

Historically, without necessarily making a conscious decision, Central Perth has been permitted to grow with larger buildings with differing form and functions than its surrounding residential and mixed use form and therefore has not been constrained as a single cone of height and form within the Perth CBD, but has multiply cones complementing the Perth CBD, hence creating a Perth Central frame.

In order to assist the Committee in determining the matter of what is an appropriate height within the LSP, a contextual question firstly needs to be raised and answered about the site. Is the site seen to be within the Perth Central framework area or does it sit isolated and separate from the Perth Central framework area. The view of the officers is that this in part has already been answered over time, with the relevant planning agencies, establishing planning frameworks which have created buildings with form and function that resemble or reflect the form of functions within the CBD. An example of this, is the high rise residential apartments in the local government

ADDENDUM - STATUTORY PLANNING COMMITTEE - 26 MARCH 2013

areas of South Perth, Victoria Park and Vincent and the office buildings that will also emerge in these areas. An example will be the approved office buildings in Leederville.

Based on the advice received from the OGA and City of Perth and from the information above, the proposed building heights are no longer a major concern to the assessing officers. The Department officer's also support the arguments put forward by the proponent that the physical isolation of the site and the fact that it is bounded by the Swan River and the Graham Farmer Freeway will ensure that the proposed towers will not impact on existing communities. The Department also agrees that many other elements of the LSP are consistent with the principles of the Capital City Framework and that the redevelopment of the Racecourse site will assist in building a more compact city; provide adequate places with the capacity for higher density residential accommodation; create a development that will assist in reducing the city's resource footprint by facilitating a high density development based on transit oriented development principles and by creating opportunities for residents to work, live and play within the LSP area.

The Town of Victoria Park already has a Design Advisory Committee, consisting of specialist architects and designers. Future Detailed Area Plans will undergo assessment and review by the Town of Victoria Park Design Advisory Committee who would be aware of the "Design Excellence" process and the other recommendations of the OGA. In addition to this the statutory section of the LSP includes overarching design principles and requires that Detailed Area Planning address all elements associated with the proposed built form. The LSP also proposes a 6 star energy rating for all residential development, which is higher than the current requirements for residential development across the state, which only requires a 5 star rating.

Therefore in conclusion, based on the advice received from OGA and the City of Perth, the recommendation to modify the LSP to reduce the permitted building height is not considered to be warranted, and that the proposal as submitted is acceptable and within the context of the Capital City Planning Framework.



Our ref : Belmont Park Racecourse Redevelopment Structure Plan
Enquiries : Tanya Ring
Telephone: 6551 2331

Mr Mathew Selby
Director Metropolitan Central
Department of Planning
140 William Street
PERTH 6000

Dear Mr Selby

RE: BELMONT PARK RACECOURSE REDEVELOPMENT - STRUCTURE PLAN

Comments from the Office of the Government Architect

Thank you for the opportunity to provide comment on the Belmont Park Racecourse Redevelopment Structure Plan.

As you're aware, the role of the Government Architect is to provide leadership and strategic advice to Government to improve the design of public buildings and spaces and enhance the quality of the built environment.

The referral from the Western Australian Planning Commission (WAPC) requests advice specifically on proposed development heights for Belmont Park. To enable us to offer informed commentary with respect to design quality, we generally prefer to understand a project 'in the round'; however, within the limited time frame given a comprehensive review of this proposal has not been possible. It should be noted that the advice below focuses on the question of height, and assumes that transport, services provision and all relevant technical parameters have been appropriately addressed. A more holistic review of design quality would still be worthwhile, in our view.

From a design quality perspective, the measure of a successful proposal cannot be gauged by a height of a particular number of metres per se – but should rather be the overall quality of the development and its capacity to make a positive contribution to its location. The issue of height has implications for urban and landscape context, the surrounding public realm, and residential amenity within the development area.



POLICY CONTEXT

We note that the Belmont Park proposal is broadly consistent with the State's strategic planning ambitions as per 'Directions 2031' in seeking density and intensification around transport nodes, and is supported as a sensible location for development intensity without great impact on existing residential uses. This project should be treated as a critical case study for density in Perth and, as such, delivered to the highest standards.

The recently adopted Capital City Planning Framework addresses context and urban legibility and sensibly seeks to maintain a principal focus on the city centre, whilst anticipating other nodes of intensity developing around transport hubs – such as Belmont Park. In our view, issues of hierarchy are not just a product of height per se but also development intensity and the relative intensity of the Belmont proposal (with a small number of towers) is not likely to challenge the prominence of the Perth CBD. Notwithstanding this point, a limit on tower heights, set beneath the dominant levels of CBD development, is considered appropriate.

STRUCTURE PLAN

It is understood that the proposed Structure Plan anticipates a 20 year time frame for delivery of the project – and there are many unknowns with respect to future land economics, population pressures, sustainability priorities, and community expectations. As such, the mechanisms we put in place to ensure good outcomes must be robust and flexible. Perth will change substantially within that time frame, and indeed optimal outcomes for the Belmont site may also vary.

We acknowledge the substantial body of work which has already been undertaken and we note the expertise of the team involved in the development of the proposal. We are advised that the Town of Victoria Park is supportive of the proposal and that community consultation has been undertaken with little adverse reaction emerging in relation to the proposal. We also commend the declared intent from the proponent to pursue high quality outcome for the project, but in our view it is imperative that clear, robust statutory mechanisms are developed to ensure design excellence will be delivered within the development.

It is apparent that Belmont Park is a significant site, which functions as an eastern gateway to the city and offers opportunities for landmark elements to define a sense of 'threshold'. Strategic and sensitive projects, because of their high profile, bring with them a significant responsibility to deliver best possible outcomes and, in our view, warrant rigorous mechanisms to ensure high quality.



BUILT FORM OUTCOMES

We support the ambitions of the Structure Plan to deliver a cluster of tower forms of varying heights and consider this a desirable formal outcome for the site. Low-rise residential elements designed to interface sensitively with the riverside landscape to the north of the site are also supported. Lower scale podium-type commercial development is also appropriate, though we would recommend that any 13 storey elements be well-tested with regard to impact upon public realm and amenity. It is likely that a building of this scale would require its own 'podium' or suitable articulation of its bulk, to positively contribute to high quality streetscapes and pedestrian areas.

Residential rather than commercial use for proposed tower elements is supported, so as to facilitate reduced floor plates and produce more slender towers. This will offer formal variety, will assist in minimising overshadowing impacts and should diminish the overall impact of the quantum of proposed development on the site. To this end, limiting the floor plate size to nominally 1000 sqm (nett) may be appropriate.

HEIGHTS

With respect to tower heights, we recommend a nominal limit of 130m. This figure represents the general height of many of the 'second-tier' towers within the CBD. It also represents approximately 65% of the height of the current taller buildings that dominate the city's silhouette. (This height should be capable of delivering approximately 35-40 storey residential / short stay buildings).

We also recommend a further discretionary allowance for taller structures to a nominal limit of 150m (representing approximately 75% of the taller building height within the CBD) where that particular proposal meets landmark status and offers an exemplary outcome with regard to design excellence and sustainability performance. We suggest that this be limited to a selected few sites only.

We believe that diversity in height will be critical to achieving a successful composition to the precinct and that uniform heights across the towers should be avoided.

The test of success for any development proposal is at human scale, with respect to quality of streetscapes and public spaces delivered, internal spatial quality and amenity, sensitivity to context and successful landscape interface. Height must not diminish amenity, and the public realm should not be adversely affected by overshadowing, wind tunnelling or other adverse environmental effects, oppressive bulk or insensitive formal outcomes. Whether proposed development is of 10, 30 or 50 storeys, a rigorous process of assessment should be undertaken as the unique



challenges presented require expert peer review to ensure that best performance outcomes are delivered.

DESIGN EXCELLENCE

Design Council CABE (the Commission for Architecture and the Built Environment, UK) has established a benchmark for international best practice in design review and there is good guidance available to support rigorous assessment of the design quality of tall buildings. The publication “Guidance on Tall Buildings” is appended to this letter for reference.

Locally, there is precedent for minimum standards of design quality to be mandated through statutory mechanisms. The City of Fremantle have recently amended Local Planning Scheme No. 4 (Amendment 49) to increase height limits on non-heritage listed sites in the Fremantle CBD when certain criteria regarding design quality are met. Development on subject sites must meet the highest standards of performance to be considered eligible for the development bonus and relevant design principles (based on CABE guidance) are outlined in Clause 11.8.6.3 (appended). The Amendment also gives authority to the Fremantle Design Advisory Committee, to advise Council on design quality matters generally, and Development Applications for strategic sites specifically.

RECOMMENDATIONS:

1. That the Structure Plan incorporate a review of the site and its context with the aim of confirming appropriate strategic locations for high-rise tower development, with regard to landmark opportunities and appropriate urban design outcomes;
2. That the Structure Plan outline provisions for a “Design Excellence” process to be established for the project, such that requirement for high design quality across all aspects of the development is articulated. Reference to specific and rigorous design quality criteria, such as that from Design Council CABE (appended) should be made. Performance criteria would include (but not be limited to):
 - 2.1. Distinctive architectural outcomes befitting the site;
 - 2.2. Positive contributions to public realm and no adverse impacts on amenity with respect to scale, shadows and wind effects;
 - 2.3. High quality, accessible pedestrian environments with good landscaping;
 - 2.4. Exceptional architectural design quality (defined in relation to specific principles listed in the Structure Plan);



- 2.5. High quality, long lasting, robust materials and finishes;
- 2.6. Successful resolution of tower and podium relationships;
- 2.7. Impact on distant views, city composition and visual permeability within the development.
3. That the Structure Plan describe clear and ambitious sustainability targets for all development within the precinct, e.g. 5 star Green Star rating;
4. That the Structure Plan require the establishment of an expert Design Review Panel with the purpose of encouraging the best possible design outcomes for development at Belmont Park. We would envisage this Panel to incorporate representatives from the existing Victoria Park Design Advisory Committee as well as selected design experts with relevant credentials in design review and evaluation of complex redevelopment projects.
5. That a nominal limit of 1000 sqm (nett) be considered to restrict residential tower floorplate size, ensure formal variety across the site, reduce visual bulk and minimise potential negative impacts on surrounding development;
6. That the Town of Victoria Park be encouraged to address in their Planning Scheme text, the need for design review and endorsement from the Design Review Panel to be obtained as part of Development Approval processes for the Belmont Park site;
7. That a nominal height threshold of 130m above finished ground for the designated tower sites be adopted, on the assumption that Recommendations 1-6 are met. That a discretionary height limit of up to 150m be adopted for proposals that provide exemplary outcomes in accordance with Recommendation 2 and which are considered of landmark status.

Regards

A handwritten signature in black ink, appearing to be 'S. Woodland'.

Steve Woodland
GOVERNMENT ARCHITECT
21 March 2013



CITY of PERTH

Enquiries to: Martin Mileham
Email: martin.mileham@cityofperth.wa.gov.au
Tel: 08 94613100
Our Ref: P1028698

18 March 2013

Mr Mathew Selby
Director Metro Planning Central
Department of Planning
Locked Bag 2506
PERTH 6001



Dear Mr Selby

BELMONT PARK RACECOURSE REDEVELOPMENT

We note receipt of the above referred and comment as requested.

On 17 July 2012 the Council considered Amendment No. 57 to the Town of Victoria Park Town Planning Scheme No. 1 and associated structure plan for the redevelopment of Belmont Racecourse and resolved as follows:

"That the Council:-

1. *supports Amendment No. 57 to the Town of Victoria Park Town Planning Scheme No. 1;*
2. *supports the Structure Plan for the Redevelopment of Belmont Park Racecourse and requests that further consideration be given to:-*
 - 2.1 *the provision of a range of dwelling sizes to allow local workers to live and work in the area;*
 - 2.2 *analysis of the current retail market to determine the impact of the proposed retail floor space on the central business district and other activity centres;*
 - 2.3 *the appropriateness of the proposed Activity Centre in Precinct B and its role as an extension of the future Burswood District Activity Centre;*
 - 2.4 *the preparation of an extended traffic model to determine the impact of the anticipated trips generated by the proposed development on the City of Perth's road network;*

Council House

27 St George's Terrace, Perth.

GPO Box C120, Perth, Western Australia 6839.

Telephone (08) 9461 3333 - Facsimile (08) 9461 3083

Web Site Address - <http://www.perth.wa.gov.au>

ABN 83 780 118 628

- 2.5 *the Belmont Park Train Station being converted into a fully operational station to cater for the proposed development and the Perth Major Stadium;*
 - 2.6 *the proposed principal shared path being designated as a recreational path and designed and managed accordingly;*
 - 2.7 *the proposed built form and height of the residential towers reflecting the hierarchy of activity centres and the prominence of the CBD;*
3. *requests that the State Government be consulted on the redevelopment of the Belmont Park Racecourse site to ensure the cohesive planning and development of the Burswood Peninsula including the Perth Major Stadium."*

While the City supports the principles outlined in the Capital City Planning Framework, Council has not considered the application of a 30 storey height limit to buildings within the subject development and has therefore, obviously, adopted no formal position on that matter.

Given the Department's requirement to receive comment by 20 March, we are therefore constrained from additional formal comment at this time, other than to reiterate the position of Council (as quoted above) and to note that Council has not endorsed any height limit for application at the subject development.

It is clear however that the subject development must be supported by appropriate infrastructure, regardless of building height and it is Council's intent, as is indicated by its decision of 17 July here referred, that the development is considered by government in the context of its near-CBD location.

The Department is aware that the City has recently completed advertising of Amendment No. 26 to CPS No. 2 which proposes, amongst other things, to remove height limits from large parts of the city. It is the City's intent to control height only where this is an evidenced need.

It is the writer's unendorsed opinion therefore that the application of a 30 storey height limit across the entire subject site is unnecessary, provided any very tall development is appropriately placed within the site, is placed with due regard for the amenity of neighbouring developments present and future, is designed to a very high aesthetic and functional standard, takes into account the regional hierarchy of centres and presents appropriate counterpoint to CBD height and form.

It is therefore suggested that the Committee apply a condition requiring that any very tall building within the subject site (e.g. any structure in excess of the height of existing CBD buildings) be referred to the City of Perth for specific comment and advice to Committee, at the time of submission of Development Application for same.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Martin Mileham', written in a cursive style.

MARTIN MILEHAM
DIRECTOR PLANNING AND DEVELOPMENT



ITEM NO: 9.4

LAYOUT PLAN AMENDMENTS – MAPPING DATA CONVERSION

WAPC OR COMMITTEE: Statutory Planning Committee

REPORTING AGENCY: Department of Planning
REPORTING OFFICER: Planning Manager – Aboriginal Communities
AUTHORISING OFFICER: Executive Director – Regional Planning and Strategy
AGENDA PART: D
FILE NO: DP/11/00058/1
DATE: 12 March 2013
ATTACHMENTS: 1. Layout Plan Amendment Schedule
2. Layout Plan Living Area Plans

RECOMMENDATION:

That the Western Australian Planning Commission resolves to endorse the Amendments to Layout Plans listed in Attachment 1.

SUMMARY:

Minor amendment to the endorsed Layout Plans listed at Attachment 1 are proposed. The amendments proposed are a consequence of the conversion of those map-sets from CAD to GIS. State Planning Policy 3.2 (SPP3.2) provides that if an amendment to a Layout Plan is of a minor nature the WAPC is the only endorsement required.

Endorsement of all Layout Plans listed at Attachment 1 as minor amendments is recommended.

BACKGROUND:

The Department of Planning, on behalf of the WAPC and the Department of Housing, is the custodian of a suite of 150 Layout Plans prepared under SPP 3.2.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation: *Planning and Development Act 2005*
Section: Part 3 – State Planning Policies

Strategic Plan

Strategic Goal: Planning
Outcomes: Effective Delivery of Integrated Plans
Strategies: Develop integrated infrastructure and land use plans for the State.

Policy

Number / Name: State Planning Policy 3.2 – Aboriginal Settlements

DETAILS:

Since the publication of SPP3.2 in August 2000 all Layout Plan map-sets have been prepared using a variety of computer-aided-design (CAD) formats. All Layout Plan map-sets are currently being converted to a common user geographic information systems (GIS) format.

This conversion process requires a comprehensive re-development of the map-set and includes a number of data and content upgrades, including the establishment of new Settlement Layout lots (SL-lots), the inclusion of recommended settlement zones, modification to ensure land-use areas accord with Aboriginal Settlements Guideline 1, inclusion of drinking water source protection areas, incorporation of updated cadastre, and many other general improvements.

GOVERNMENT AND CORPORATE IMPLICATIONS:

Layout Plans guide housing, infrastructure and enterprise development on Aboriginal Settlements. Converting the Layout Plan map-sets to a GIS format will enable Shared Land Information Platform (SLIP) functionality. This means that agencies and authorities that use the Layout Plans will be able to access digital versions for analysis and design use. Layout Plans will be the first suite of WAPC statutory plans to be comprehensively established and maintained in GIS.

CONSULTATION:

None required or undertaken.

OFFICER'S COMMENTS:

The map-sets for Layout Plans for Aboriginal communities are being converted from CAD to GIS. This has resulted in a myriad of technical changes to content and illustration of Layout Plan map-sets, which are effectively an amendment to that plan.

In the case of amendments, the CAD to GIS changes are considered to be minor amendments as the myriad changes made to content and illustration are of a technical nature. As such, under provision 6.14 the endorsement of the WAPC only is required.

Establishing the Layout Plan suite in GIS will improve the functionality of those plans when used by associated agencies and authorities and endorsement of the consequent amendments is recommended.

Endorsement of all Layout Plans listed at Attachment 1 as minor amendments is recommended.

Attachment 1

Layout Plan	Layout Plan Number	Amendment Number(s)
Burrungurrah	2	3
Imintji	1	1
Jigalong	2	3
Lundja	1	5
Nicholson Camp	1	2
Wijilarwarrim	1	1
Woolgerberleng	1	1



MGA Zone 51, GDA 84
 Top left: 791325, 8102335
 Bottom right: 752215, 8101860

Layout plan prepared by Department of Planning.

Existing cadastral data supplied by the Western Australian Land Information Authority: (License LI 450-2009-2)

Extraction date of cadastral: 03/02/2012

Features derived from as-constructed survey data provided by Sinclair Knight Merz. Last completed survey date: 28/07/2003, updated 01/10/2006.

August 2008 aerial image derived by the Western Australian Land Information Authority.

Imintji LP1 - Living Area.mxd

Western Australian Planning Commission Copyright © 2013
 Settlement layout not derived from calculated dimensions.

This layout plan does not constitute development approval

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.

Features

- bore
- chlorine storage
- electricity pole
- fuel tank
- public telephone
- significant trees
- telecommunications tower
- water tank
- windmill
- contour
- electricity network
- fence
- fuel pipe
- ridge line
- telecommunications cable
- telecommunications fibre optic cable
- track
- water pipe

Land Use

- commercial
- community
- industrial
- open space
- pedestrian access way
- public utility
- recreation
- residential
- road reserve

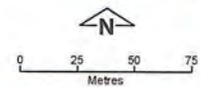
Legend

Land Administration

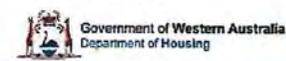
- cadastre
- lodged cadastral
- recommended settlement zone
- settlement layout (SL)
- 62 SL-lot numbers

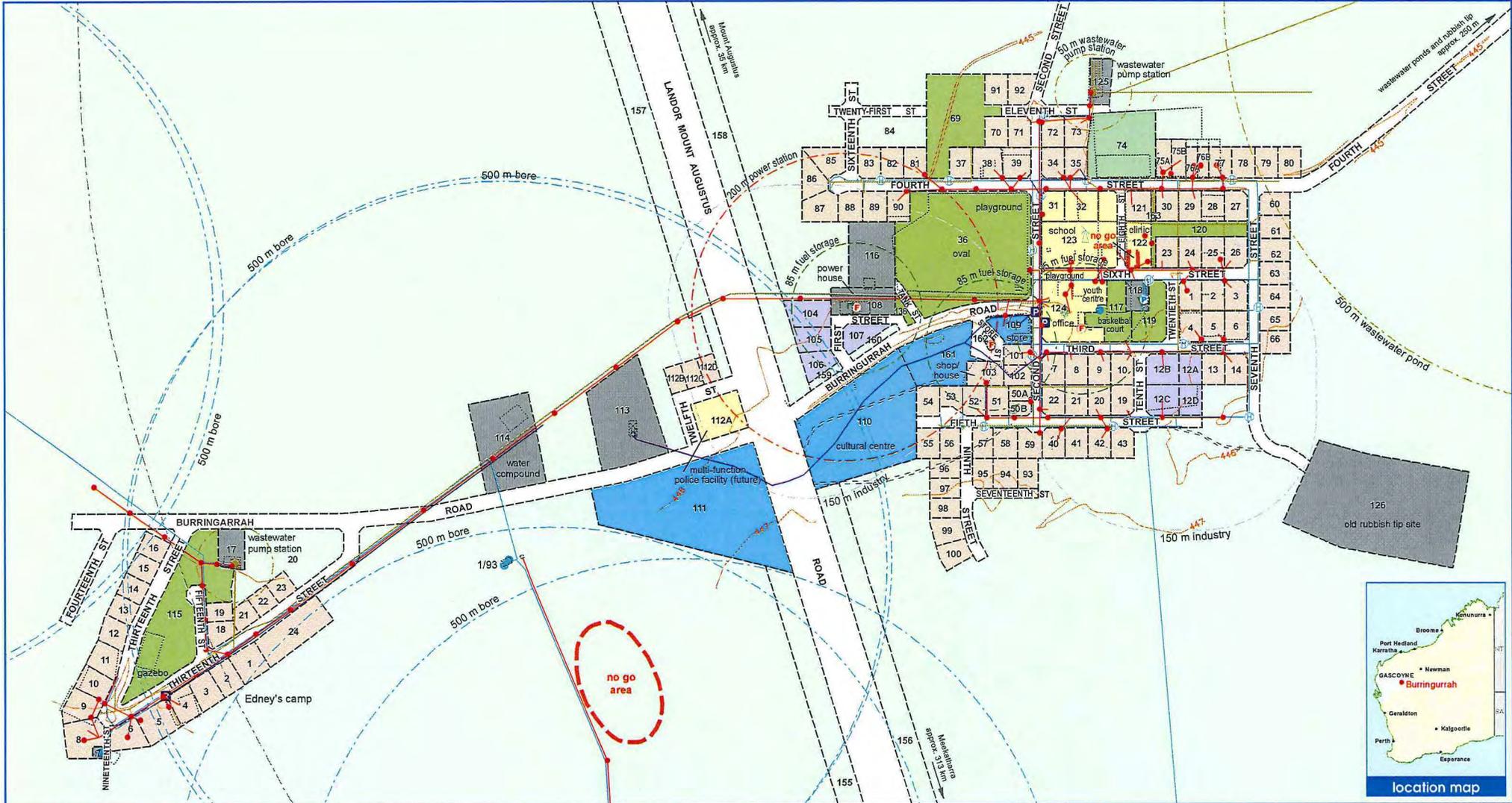
Exclusion Boundary

- chlorine gas storage
- drinking water source wellhead protection zone
- fuel storage
- industry
- no go boundary
- power station



Layout Plan 1 endorsement	
Community	25 August 2008
Local Government	26 November 2009
Traditional Owners	-
WAPC	2 February 2010
Amendment 1 endorsement	
WAPC	-





MGA Zone 50, GDA 94
 Top left: 49 18 40, 72 74 080
 Bottom right: 49 38 15, 72 73 030

Layout plan prepared by Department of Planning.

Existing cadastral data supplied by the Western Australian Land Information Authority. (License L1 430-2003-4)

Extraction date of cadastral 03/02/2012

Features derived from as-constructed survey data provided by Sinclair Knight Merz. Last completed survey date: 15/04/2008, updated 28/07/2008.

October 2012 aerial image derived by the Western Australian Land Information Authority.

Burringurrah LP2 - Living Area.mxd

Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions.

This layout plan does not constitute development approval

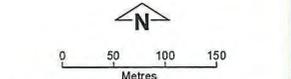
It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.

- Features**
- bore
 - electricity pole
 - ⊞ fuel tank
 - ⊕ hydrant
 - ⊕ significant trees
 - ⊕ telecommunications tower
 - wastewater pump
 - ⊕ water pump
 - ⊕ water tank
 - ⊕ windmill
 - contour
 - electricity network
 - fence
 - fuel pipe
 - ridge line
 - telecommunications cable
 - track
 - wastewater pipe
 - water pipe

- Land Use**
- commercial
 - community
 - Industrial
 - open space
 - public utility
 - recreation
 - residential
 - road reserve
 - rural

- Legend**
- Exclusion Boundary**
- drinking water source wellhead protection zone
 - fuel storage
 - industry
 - no go boundary
 - power station
 - utility
 - wastewater

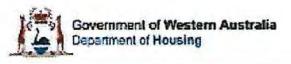
- Land Administration**
- settlement layout (SL)
 - 62 SL-lot numbers



Layout Plan 2 endorsement	
Community	16 February 1999
Local Government	24 July 2001
Traditional Owners	-
WAPC	21 October 2003
Amendment 3 endorsement	
WAPC	-

Burringurrah Layout Plan 2 - Living Area

Amendment 3





Government of Western Australia
Department of Housing



0 50 100 150
Metres

Legend

- Land Use**
- commercial
 - community
 - industrial
 - open space
 - public utility
 - recreation
 - residential
 - road reserve
 - waterway
- Exclusion Boundary**
- fuel storage
 - industry
 - no go boundary
 - power station
- Land Administration**
- settlement layout (SL)
 - 21 SL-tot numbers
- Features**
- electricity pole
 - fuel tank
 - hydrant
 - public telephone
 - significant trees
 - telecommunications tower
 - water tank
 - well
 - windmill
 - telecommunications cable
 - track
 - wastewater pipe
 - water pipe
- contour
electricity network
fence
fuel pipe

MGA Zone 51, GDA 94
Top left: 272690, 7415200
Bottom right: 274005, 7414260

Layout plan prepared by Department of Planning
Existing cadastral data supplied by the Western Australian Land Information Authority, (Licence LI 430-2009-2)

Extraction date of cadastre 29/06/2012.
Features derived from as-constructed survey data provided by Sinclair Knight Merz.
Last completed survey date 29/04/2004, updated 15/03/2007.

April 2011 aerial image provided by Landgate.

Jigalong LP2 - Living Area.mxd

Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions.

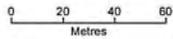
Layout Plan 2 endorsement	
Community	5 October 2005
Local Government	16 December 2005
Traditional Owners	-
WAPC	9 May 2006
Amendment 3 endorsement	
WAPC	-

This layout plan does not constitute development approval
It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Jigalong Layout Plan 2 - Living Area

Amendment 3



Legend

- Land Use**
- community
 - industrial
 - open space
 - pedestrian access way
 - public utility
 - recreation
 - residential
 - road reserve
 - rural
- Exclusion Boundary**
- industry
 - wastewater
- Land Administration**
- settlement layout (SL)
 - 21 SL-lot numbers
- Features**
- bore
 - electricity pole
 - electricity network
 - food boundary
 - telecommunications cable
 - water pipe
 - wastewater pipe
 - water tank
 - P public telephone

MGA Zone 52, GDA84
 Top left: 359003, 7985250
 Bottom right: 359660, 7985730

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority. (Licence LI 430-2009-4)

Extraction date of cadastre 3/02/2012.

Features derived from as-constructed survey data provided by Department of Housing.
 Last completed survey date 05/02/2006, updated 01/03/2007.

Lundja LP1 - Living Area.mxd

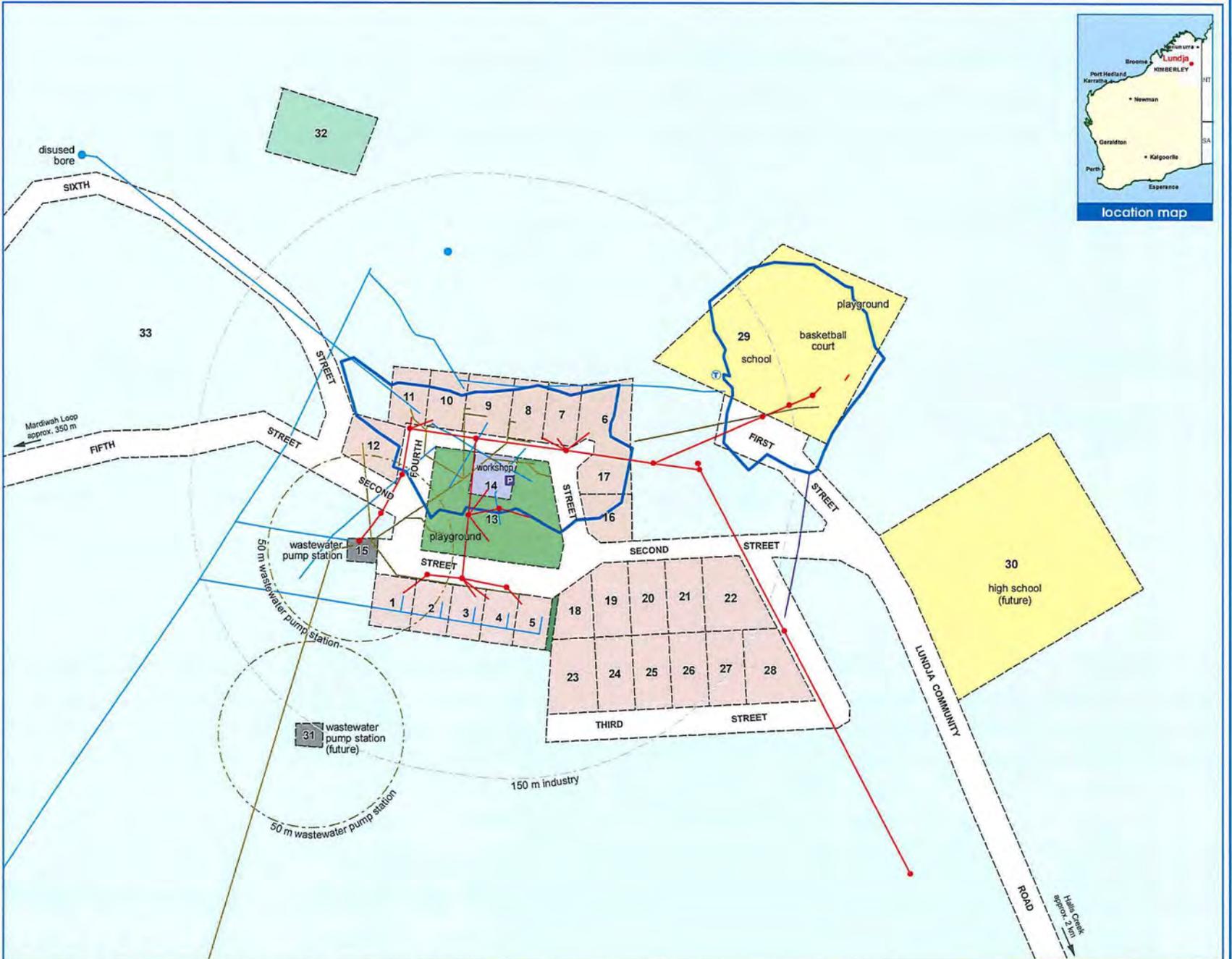
Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions.

Layout Plan 1 endorsement	
Community	6 February 2003
Local Government	27 February 2003
Traditional Owners	-
WAPC	15 April 2003

Amendment 5 endorsement	
WAPC	-

This layout plan does not constitute development approval. It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Lundja Layout Plan 1 - Living Area

Amendment 5



Government of Western Australia
Department of Housing



0 25 50 75
Metres

Legend

- Land Use**
- commercial
 - community
 - industrial
 - open space
 - pedestrian access way
 - public utility
 - recreation
 - residential
 - road reserve
- Exclusion Boundary**
- industry
 - power station
 - no go boundary
- Land Administration**
- cadastre
 - settlement layout (SL)
 - recommended settlement zone
 - 21 SL-lot numbers
- Features**
- electricity pole
 - public telephone
 - significant trees
 - contour
 - track
 - electricity network
 - fence
 - x telecommunications tower
 - water tank
 - wetland

MCA Zone S2, CDA 84
Top left: 483670, 8246305
Bottom right: 484630, 8245875

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority. (Licence PA 430-2009-4)

Extraction date of cadastre 03/02/2012.

Features derived from as-constructed survey data provided by Department of Housing.
Last completed survey date 16/05/2004, updated 31/1/02004.

July 2010 aerial image provided by Landgate.

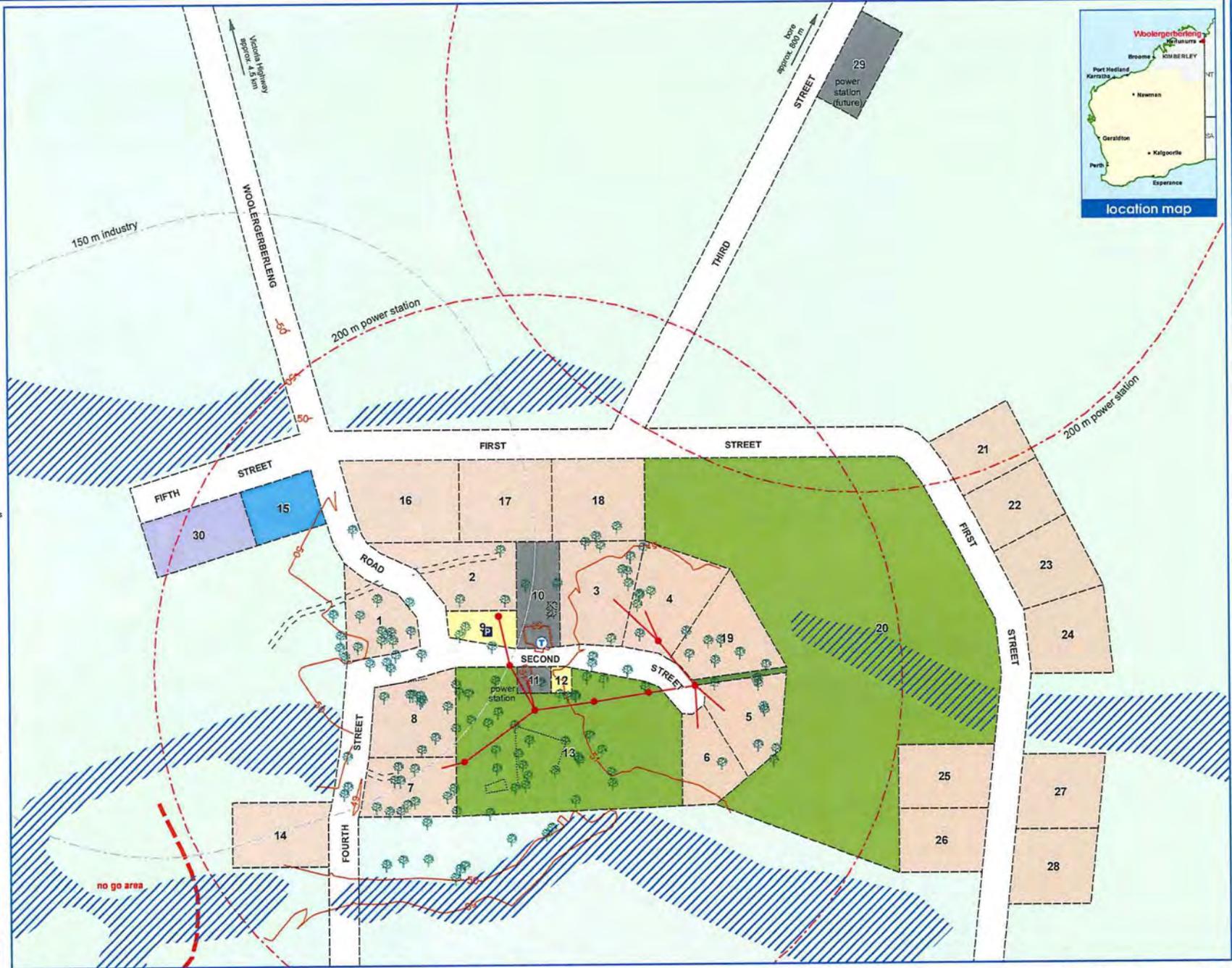
Woolgergerberleng LP1 - Living Area.mxd

Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions.

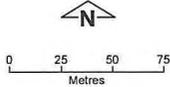
Layout Plan 1 endorsement	
Community	17 November 2010
Local Government	21 June 2011
Traditional Owners	17 January 2011
WAPC	29 September 2011
Amendment 1 endorsement	
WAPC	-

This layout plan does not constitute development approval. It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Woolgergerberleng Layout Plan 1 - Living Area

Amendment 1



Legend

- Land Use**
- commercial
 - community
 - open space
 - public utility
 - recreation
 - residential
 - road reserve
 - rural
 - waterway

Exclusion Boundary

- drinking water source wellhead protection zone
- power station

Land Administration

- cadastre
- recommended settlement zone
- settlement layout (SL)
- SL-lot numbers

- Features**
- bore
 - electricity pole
 - public telephone
 - significant trees
 - telecommunications tower
 - water pump
 - water tank
 - bore
 - drainage arrow
 - electricity network
 - fence
 - ridge line
 - track
 - water pipe

MGA Zone 52, GDA 94
Top left: 442895, 8250935
Bottom right: 443720, 8250290

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority. (Licence LI 430-2009-4)

Extraction date of cadastre 03/02/2012.

Features derived from as-constructed survey data provided by Department of Housing.
Last completed survey date 06/05/2004, updated 31/10/2004.

2008 aerial image provided by Landgate.

Wijilawarrim LP1 - Living Area.mxd

Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions.

Layout Plan 1 endorsement	
Community	16 November 2010
Local Government	21 June 2011
Traditional Owners	17 January 2011
WAPC	29 September 2011
Amendment 1 endorsement	
WAPC	-

This layout plan does not constitute development approval
It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Wijilawarrim Layout Plan 1 - Living Area

Amendment 1



MGA Zone 52, GDA 84
 Top left : 359925, 798320
 Bottom right : 350195, 798285

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority (Licence PA 23-2003)

Extraction date of cadastral 3/02/2012

Features derived from as-constructed survey data provided by Sinclair Knight Merz

Nicholson Camp LP1 - Living Area.mxd

Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions

This layout plan does not constitute development approval

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Council, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.

Layout Plan 1 endorsement	
Community	5 July 2005
Local Government	28 July 2005
Traditional Owners	-
WAPC	21 August 2005

Amendment 2 endorsement	
WAPC	-

LEGEND

Land Use

- commercial
- community
- industrial
- open space
- recreation
- residential
- road reserve
- visitor camping

Land Administration

- cadastre
- recommended settlement zone
- settlement layout (SL)
- 67 SL-lot number

Exclusion Boundary

- industry
- no go boundary

Features

- electricity pole
- public telephone
- significant trees
- contour
- electricity network
- fence
- telecommunications cable
- track
- wastewater pipe
- water pipe



0 10 20 30 Metres

Western Australian Planning Commission

Government of Western Australia
 Department of Housing

Nicholson Camp Layout Plan 1 - Living Area

Amendment 2

ITEM NO: 9.5

SHIRE OF NGAANYATJARRAKU LAYOUT PLANS – FOR ENDORSEMENT, AMENDMENT AND RATIFICATION

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Manager Planning – Aboriginal Communities
AUTHORISING OFFICER:	Executive Director – Regional Planning and Strategy
AGENDA PART:	D
FILE NO:	DP/11/00058/1
DATE:	12 March 2013
ATTACHMENTS:	1. Layout Plans for Endorsement 2. Layout Plans for Amendment 3. Layout Plans for Ratification 4. Layout Plan map-sets

RECOMMENDATION:

That the Western Australian Planning Commission resolves to

- 1. endorse the Layout Plans listed at Attachment 1;*
- 2. endorse the amendments proposed to the Layout Plans listed at Attachment 2;*
- 3. ratify the draft Layout Plans listed at Attachment 3.*

SUMMARY:

The Shire of Ngaanyatjarraku is in the Goldfields-Esperance region.

Layout Plans for Papulankutja, Patjarr, Mantamaru, Tjirrkarli, Wanarn, Warakurna, Wingellina and Tjukurla require consideration.

The Layout Plans for Papulankutja, Patjarr and Mantamaru were prepared by a consultant on behalf of the Department in 2008. At that time the respective resident communities endorsed the Layout Plans prepared for their communities. Since that time the plans have been the agreed platform for the coordination of housing and infrastructure developed by state agencies and authorities and the local government. However, they have not been considered for endorsement by the WAPC. Endorsement of the proposed Layout Plans is recommended.

The Layout Plans for Tjirrkarli, Wanarn and Warakurna have been previously endorsed by the Western Australian Planning Commission (WAPC). The

amendments proposed to those plans are a consequence of the conversion of those map-sets from CAD to GIS. State Planning Policy 3.2 (SPP3.2) provides that if an amendment to a Layout Plan is of a minor nature the WAPC is the only endorsement required. Endorsement of the proposed amendments is recommended.

The Layout Plans for Wingellina and Tjukurla have not been endorsed by any party, but do represent a sound spatial framework for the provision of housing and infrastructure by state agencies to those settlements. Ratification of draft Layout Plans ensures that there is an agreed spatial framework for housing and infrastructure development on Aboriginal settlements.

BACKGROUND:

The subject settlements are in the Shire of Ngaanyatjarraku.

The Shire of Ngaanyatjarraku is very remote from major population centres. There are 9 Aboriginal settlements and no declared towns in the Shire. The Shire is northeast of Kalgoorlie, abutting the Northern Territory and South Australian borders. For reference, Warakurna, the best connected of the Ngaanyatjarraku communities, is approximately 1100km northeast of Kalgoorlie and 900km west of Alice Springs, via predominantly unsealed roads. There is no Regular Passenger Transport airline service to the Ngaanyatjarra Lands.

There is no Local Planning Scheme or Strategy operative in the Shire. Land tenure parcels are generally very large, and do not provide a framework for use and development in the settlements.

Essential, social, municipal and Traditional Owner services and governance are variously provided by Ngaanyatjarra Services, the Shire of Ngaanyatjarraku and the Ngaanyatjarra Council. These entities have similar representation on their respective boards and generally function in an integrated and coordinated fashion.

Layout Plans are used by the State agencies and authorities and the Shire and associated entities as the base spatial framework for the subject settlements.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation	<i>Planning and Development Act 2005</i>
Section:	Part 3 – State Planning Policies
Strategic Plan	
Strategic Goal:	Planning
Outcomes:	Effective Delivery of Integrated Plans
Strategies:	Develop integrated infrastructure and land use plans for the State
Policy	
State Planning Policy 3.2 Aboriginal Settlements	<ul style="list-style-type: none">To provide for the recognition of Aboriginal settlements through local planning schemes and strategies, and;

-
- To collaboratively plan for the orderly and coordinated development of Aboriginal settlements.

DETAILS:

The subject Layout Plans have been prepared in accordance with the provisions of SPP3.2. Layout Plans establish a guide for future development of Aboriginal settlements. In doing so, they address a number of issues, including: incompatible land use separation, development of land for future residential lots, provision for community spaces and meeting areas as well as reflecting community aspirations. Details of the Layout Plans for consideration follow:

Papulankutja, Patjarr and Mantamaru

Papulankutja, Patjarr and Mantamaru Layout Plans 2 were prepared during 2007 and 2008 by consultants on behalf of the Department. The plans provide for the orderly and coordinated development of the settlements. The plans have been endorsed by the respective resident community organisations, and best endeavours have been made to secure the endorsements of the local government and the traditional owner representative organisation.

Tjirrkarli, Wanarn and Warakurna

The Tjirrkarli, Wanarn and Warakurna Layout Plans 1 were respectively endorsed by the WAPC in June 2004, May 2004 and December 2003. The proposed amendments are a consequence of the conversion of the map-sets from CAD to GIS. The conversion process required a comprehensive re-development of the map-set and includes a number of data and content upgrades, including the establishment of new Settlement Layout lots (SL-lots), the inclusion of recommended settlement zone, modification to ensure land-use areas accord with Aboriginal Settlements Guideline 1, and many other general improvements.

Wingellina and Tjukurla

The Wingellina and Tjukurla Layout Plans were prepared during 2007 and 2008 by consultants on behalf of the Department. The plans provide for the orderly and coordinated development of the settlements. Best endeavours have been made to secure the endorsements of the resident community organisation, local government and the traditional owner representative organisation. However, no party has endorsed these Layout Plans.

GOVERNMENT AND CORPORATE IMPLICATIONS:

Aboriginal settlement Layout Plans provide a sound basis for future development of housing, community facilities and essential service infrastructure and ensure environmental concerns are addressed.

CONSULTATION:

Papulankutja, Patjarr and Mantamaru

Preparation of the Papulankutja, Patjarr and Mantamaru Layout Plans has been a result of consultation with a range of agencies, authorities and non-government organisations during 2007-2008. The subject Layout Plans have been endorsed by the respective resident communities.

It is understood that the Shire of Ngaanyatjarraku considered the Layout Plans proximate to the time of the community endorsements. However no record of the determination of the Shire confirms this. Nevertheless, it is understood that the Shire use the Layout Plan as the spatial platform for the delivery of services to Papulankutja, Patjarr and Mantamaru.

At the time of preparation, there was no requirement under SPP3.2 to seek the endorsement of the Traditional Owners, and this has not occurred.

Tjirrkarli, Wanarn and Warakurna

Amendments to the Tjirrkarli, Wanarn and Warakurna Layout Plans have not included any consultation as the changes proposed are considered to be minor amendments.

Wingellina and Tjukurla

Best endeavours have been made to secure the prescribed endorsements for the Wingellina and Tjukurla Layout Plans. However, no party, including the resident community has endorsed these Layout Plans.

OFFICER'S COMMENTS:

The subject Layout Plans have been prepared in accordance SPP3.2.

Endorsement of the Papulankutja, Patjarr and Mantamaru Layout Plans is recommended.

Endorsement of the proposed amendments to the Tjirrkarli, Wanarn and Warakurna Layout Plans is recommended.

Ratification of the Wingellina and Tjukurla Layout Plans is recommended.

Attachment 1**Layout Plans for Endorsement**

Layout Plan	Layout Plan Number
Papulankutja	2
Patjarr	2
Mantamaru	2

Attachment 2**Layout Plans for Amendment**

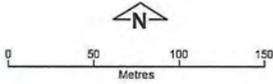
Layout Plan	Layout Plan Number	Amendment Number(s)
Tjirrkarli	1	1
Wanarn	1	2 & 3
Warakurna	1	1 & 2

Attachment 3**Layout Plans for Ratification**

Layout Plan	Layout Plan Number	Draft version
Wingellina	1	5
Tjukurla	2	5



Government of Western Australia
Department of Housing



Legend

- Land Use**
 - commercial
 - community
 - industrial
 - open space
 - pedestrian access way
 - public utility
 - recreation
 - residential
 - road reserve
 - visitor camping
- Exclusion Boundary**
 - chlorine gas storage
 - drinking water
 - source wellhead protection zone
 - fuel storage
 - industry
 - no go boundary
 - power station
- Land Administration**
 - cadastre
 - settlement layout (SL)
 - 21 SL-lot numbers
- Features**
 - bore
 - chlorine storage
 - electricity pole
 - fuel tank
 - hydrant
 - public telephone
 - significant trees
 - telecommunications tower
 - wastewater pump
 - water pump
 - water tank
 - electricity network
 - telecommunications cable
 - wastewater pipe
 - water pipe

MGA Zone 52, GDA 94
Top left: 427765, 7124740
Bottom right: 428755, 7123965

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority. (Licence LI 430-2009-2)

Features derived from as-constructed survey data provided by Sinclair Knight Merz.
Last completed survey date 01/04/2008, updated 15/06/2008.

June 2012 aerial image provided by Landgate.

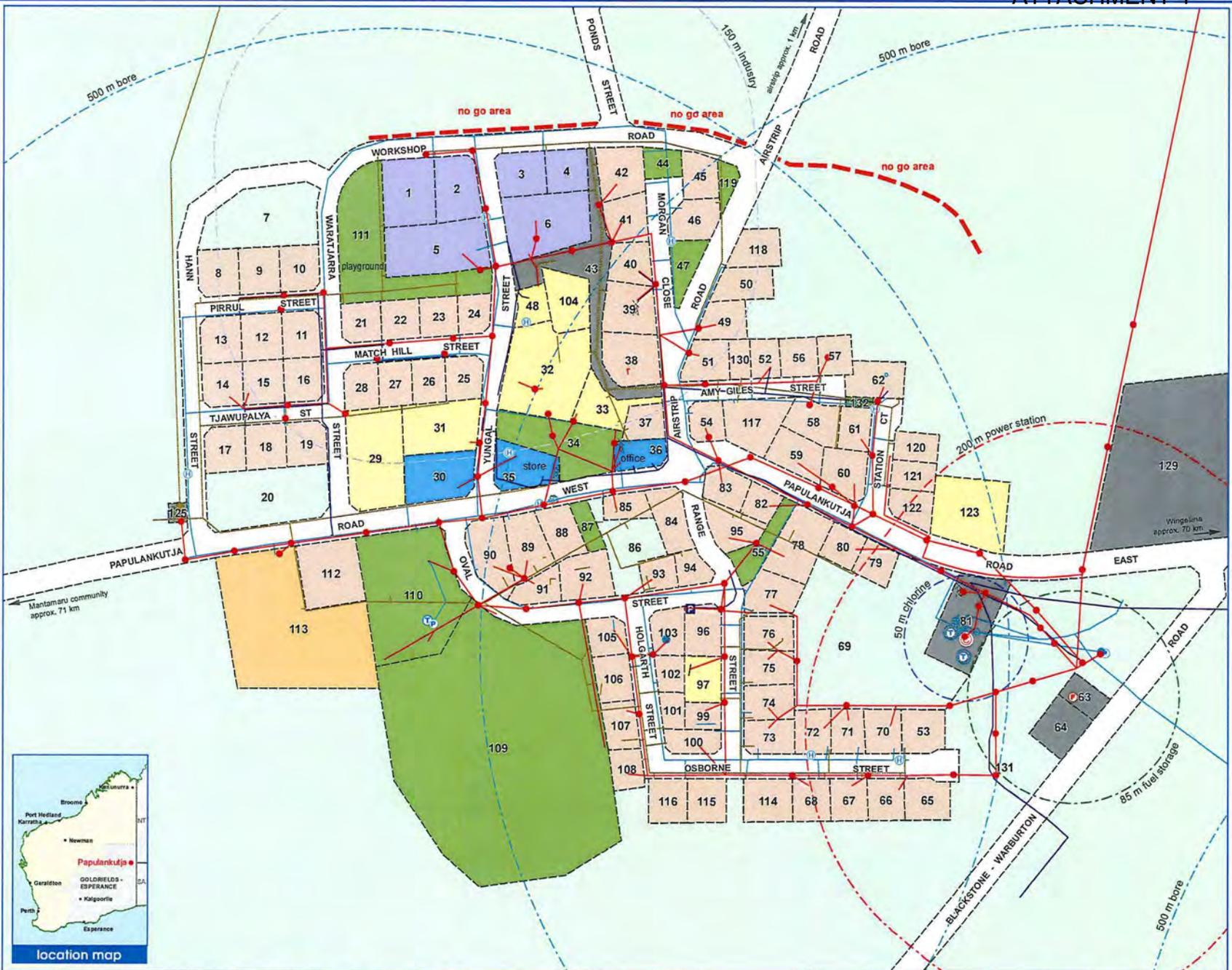
Papulankutja LP2 - Living Area.mxd

Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions.

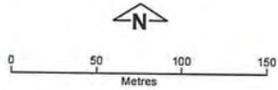
Layout Plan 1 endorsement	
Community	1 September 2008
Local Government	-
Traditional Owners	-
WAPC	-
Amendment 1 endorsement	
WAPC	-

This layout plan does not constitute development approval
It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Papulankutja Layout Plan 2 - Living Area

Draft Version 6



Legend

- Land Use**
- commercial
 - community
 - industrial
 - open space
 - public utility
 - recreation
 - residential
 - road reserve
 - visitor camping
- Exclusion Boundary**
- fuel storage
 - industry
 - no go boundary
 - power station
 - utility
- Land Administration**
- settlement layout (SL)
 - 21 SL-lot numbers
- Features**
- electricity pole
 - fuel tank
 - public telephone
 - electricity network
 - fuel pipe
 - telecommunications cable
 - telecommunications tower
 - water tank
 - track
 - water pipe

MGA Zone 52, GDA 94
Top left: 277565, 7275245
Bottom right: 228555, 7274470

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority. (Licence LI 430-2009-2)

Extraction date of cadastre 29/08/2012.

Features derived from as-constructed survey data provided by Sinclair Knight Merz.
Last completed survey date 1/04/2005.

June 2012 aerial image provided by Landgate.

Patjarr LP2 - Living Area.mxd

Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions.

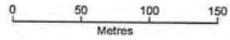
Layout Plan 2 endorsement	
Community	10 October 2008
Local Government	-
Traditional Owners	-
WAPC	-
Amendment 1 endorsement	
WAPC	-

This layout plan does not constitute development approval
It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Patjarr Layout Plan 2 - Living Area

Draft Version 3



Legend

- Land Use**
- commercial
 - community
 - drinking water source protection area
 - industrial
 - open space
 - public utility
 - recreation
 - residential
 - road reserve
 - visitor camping
- Exclusion Boundary**
- chlorine gas storage
 - drinking water source wellhead protection zone
 - industry
 - power station
 - wastewater
- Land Administration**
- settlement layout (SL)
 - 21 SL-lot numbers
- Features**
- bore
 - chlorine storage
 - electricity pole
 - hydrant
 - public telephone
 - significant trees
 - telecommunications tower
 - wastewater pump
 - water tank
 - contour
 - electricity network
 - fence
 - telecommunications cable
 - track
 - wastewater pipe
 - water pipe

MGA Zone 52, GDA 94
Top left: 365550, 7139180
Bottom right: 366785, 7138215

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority. (Licence LJ 430-2009-2)

Extraction date of cadastre 29/08/2012.

Features derived from as-constructed survey data provided by Sinclair Knight Merz.
Last completed survey date 1/04/2008, updated 20/05/2008.

June 2012 aerial image provided by Landgate.

Mantamaru LP2 - Living Area.mxd

Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions.

Layout Plan 2 endorsement	
Community	7 October 2008
Local Government	-
Traditional Owners	-
WAPC	-
Amendment 1 endorsement	
WAPC	-

This layout plan does not constitute development approval
It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organizations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Mantamaru Layout Plan 2 - Living Area

Draft Version 5



Legend

- Land Use**
- community
 - industry
 - open space
 - public utility
 - recreation
 - residential
 - road reserve

- Exclusion Boundary**
- chlorine gas storage
 - drinking water
 - source wellhead protection zone
 - fuel storage
 - industry
 - power station
 - utility

- Land Administration**
- settlement layout (SL) 21 SL-lot numbers

- Features**
- bore
 - electricity pole
 - fuel tank
 - hydrant
 - public telephone
 - X telecommunications tower
 - P water pump
 - T water tank
 - electricity network
 - telecommunications cable
 - water pipe

MGA Zone 52, GDA 94
Top left: 146180, 7119870
Bottom right: 147335, 7118965

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority. (Licence PA 23-2003)

Extraction date of cadastre 29/08/2012.

Features derived from as-constructed survey data provided by Sinclair Knight Merz.
Last completed survey date 1/04/2008, updated 5/08/2008.

June 2012 aerial image provided by Landgate.

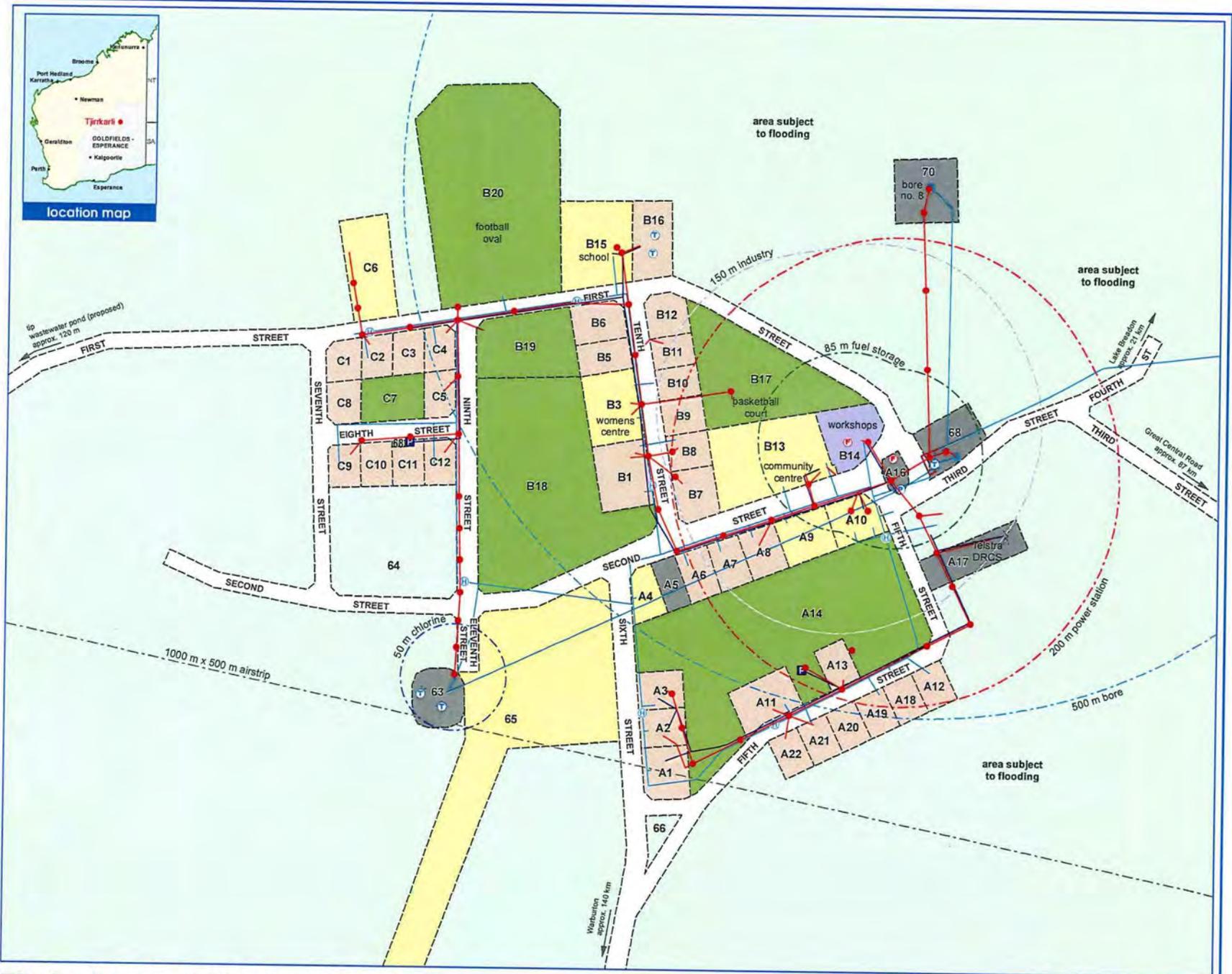
Tjirrkarli LP1 - Living Area.mxd

Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions.

Layout Plan 1 endorsement	
Community	2 December 2003
Local Government	4 February 2004
Traditional Owners	-
WAPC	29 June 2004
Amendment 1 endorsement	
WAPC	-

This layout plan does not constitute development approval
It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Tjirrkarli Layout Plan 1 - Living Area

Amendment 1



Legend

- Land Use**
- commercial
 - community
 - industrial
 - open space
 - pedestrian access way
 - public utility
 - recreation
 - residential
 - road reserve
 - rural
- Exclusion Boundary**
- fuel storage
 - power station
 - industry
- Land Administration**
- settlement layout (SL)
 - 21** SL-lot numbers
- Features**
- bore
 - electricity pole
 - fuel tank
 - hydrant
 - public telephone
 - significant trees
 - telecommunications
 - lower
 - water tank
 - electricity network
 - fuel pipe
 - telecommunications cable
 - wastewater pipe
 - water pipe

MGA Zone 52, GDA 94
 Top left: 352305, 7203250
 Bottom right: 935825, 7202220

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority. (Licence LI 430-2009-4)

Extraction date of cadastre 29/06/2012.

Features derived from as-constructed survey data provided by Sinclair Knight Merz.
 Last completed survey date 27/01/2006, updated 27/03/2006.

June 2012 aerial image provided by Landgate.

Wanarn LP1 - Living Area.mxd

Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions.

Layout Plan 1 endorsement	
Community	1 December 2003
Local Government	4 March 2004
Traditional Owners	-
WAPC	4 May 2004
Amendment 3 endorsement	
WAPC	-

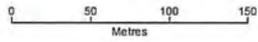
This layout plan does not constitute development approval

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Wanarn Layout Plan 1 - Living Area

Amendment 3



Legend

- Land Use**
- community
 - industrial
 - open space
 - public utility
 - recreation
 - residential
 - road reserve
 - waterway
- Exclusion Boundary**
- chlorine gas storage
 - no go boundary
 - fuel storage
 - power station
 - industry
 - wastewater
- Land Administration**
- settlement layout (SL)
 - 21 SL-lot numbers
- Features**
- bore
 - chlorine storage
 - electricity pole
 - fuel tank
 - hydrant
 - public telephone
 - telecommunications tower
 - water tank
 - windmill
- electricity network
- telecommunications cable
- wastewater pipe
- water pipe

MGA Zone 52, GDA 94
Top left: 427515, 7235070
Bottom right: 428585, 7234230

Layout plan prepared by Department of Planning
Existing cadastral data supplied by the Western Australian Land Information Authority. (Licence PA 23-2003)
Extraction date of cadastre 29/08/2012.

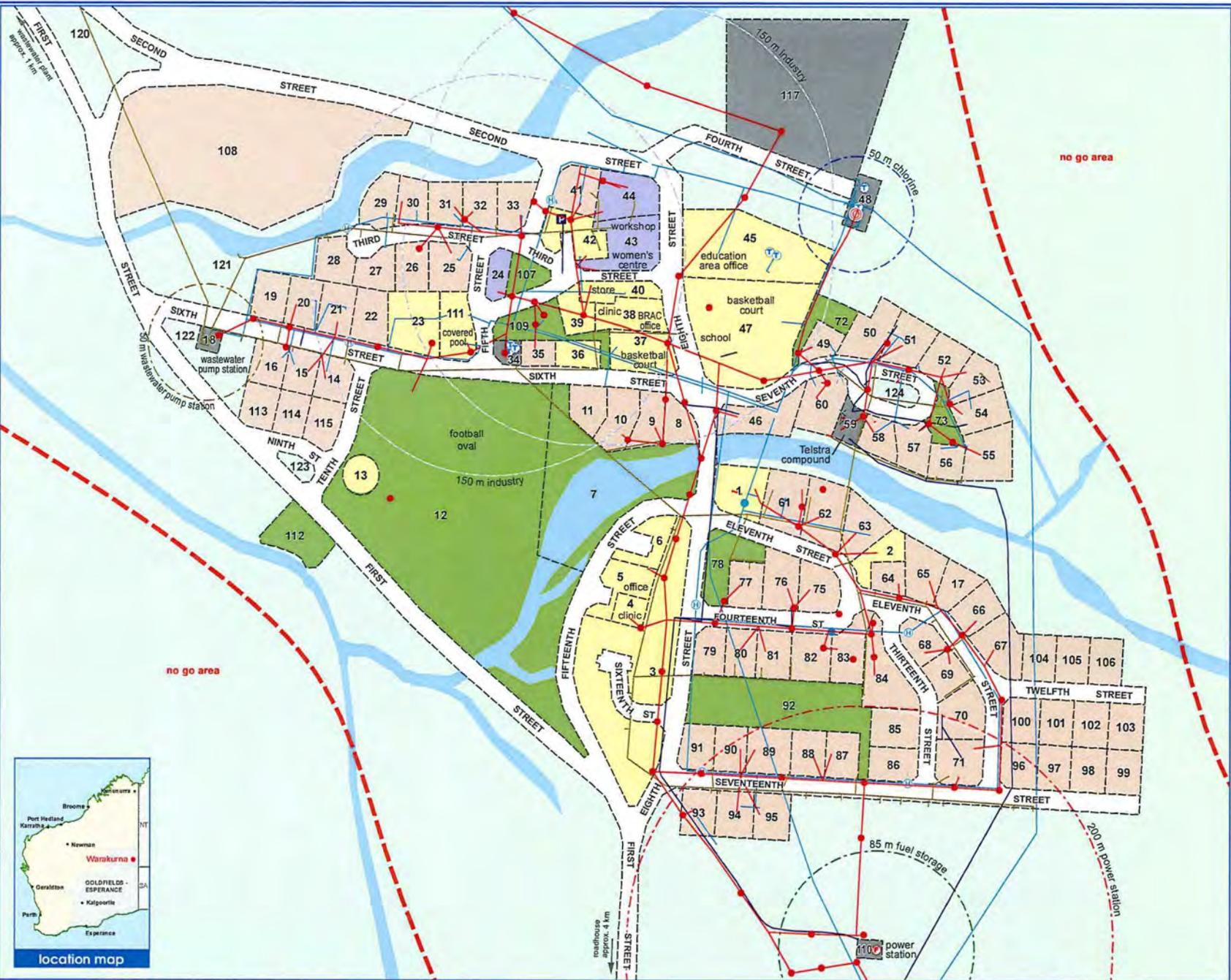
Features derived from as-constructed survey data provided by Sinclair Knight Merz.
Last completed survey date 1/04/2008, updated 1/10/2008.
June 2012 aerial image provided by Landgate.

Warakurna LP1 - Living Area.mxd
Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions.

Layout Plan 1 endorsement	
Community	12 December 2003
Local Government	4 March 2004
Traditional Owners	-
WAPC	6 July 2004
Amendment 2 endorsement	
WAPC	-

This layout plan does not constitute development approval
It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Warakurna Layout Plan 1 - Living Area

Amendment 2



MGA Zone S2, GDA94
 Top left: 492875, 7117485
 Bottom right: 493480, 7116492

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority. (License 1430-2009-2)

Extraction date of cadastral 29/08/2012

Features derived from as-constructed survey data provided by Sinclair Knight Merz. Last completed survey date 4/04/2008, updated 12/08/2008.

June 2012 aerial image provided by Landgate.

Wingellina LPI - Living Area.rxd

Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions

This layout plan does not constitute development approval

It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include local council, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.

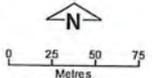
Layout Plan 1 endorsement	
Community	-
Local Government	-
Traditional Owners	-
WAPC	-

Amendment 1 endorsement	
WAPC	-

- Land Use**
- commercial
 - community
 - drinking water source protection area
 - industrial
 - open space
 - public utility
 - recreation
 - residential
 - road reserve

- Land Administration**
- settlement layout (SL)
 - 67 SL-lot number
- Exclusion Boundary**
- drinking water source wellhead protection zone
 - fuel storage
 - industry
 - utility

- Features**
- bore
 - electricity pole
 - fuel tank
 - hydrant
 - public telephone
 - significant trees
 - telecommunications tower
 - water tank
- as-constructed miscellaneous feature
 - electricity network
 - fuel pipe
 - telecommunications cable



RATIFIED DRAFT
WAPC



Wingellina Layout Plan 1 - Living Area

Draft Version 5



Government of Western Australia
Department of Housing



0 50 100 150
Metres

Legend

- Land Use**
- commercial
 - community
 - industrial
 - open space
 - public utility
 - recreation
 - residential
 - road reserve
 - visitor camping

- Exclusion Boundary**
- chlorine gas storage
 - drinking water source wellhead protection zone
 - fuel storage
 - industry
 - no go boundary
 - power station

- Land Administration**
- settlement layout (SL) 21 SL-lot numbers

- Features**
- bore
 - chlorine storage
 - electricity pole
 - fuel tank
 - electricity network
 - fuel pipe
 - hydrant
 - public telephone
 - telecommunications tower
 - water tank
 - telecommunications cable
 - water pipe

MGA Zone 52, GDA 94
Top left: 470705, 7307660
Bottom right: 472350, 7306375

Layout plan prepared by Department of Planning

Existing cadastral data supplied by the Western Australian Land Information Authority. (Licence LI 430-2009-2)

Extraction date of cadastre 29/06/2012

Features derived from as-constructed survey data provided by Sinclair Knight Merz.
Last completed survey date 1/04/2008, updated 28/07/2008.

June 2012 aerial image provided by Landgate.

Tjukurla LP2 - Living Area.mxd

Western Australian Planning Commission Copyright © 2013

Settlement layout not derived from calculated dimensions.

RATIFIED DRAFT
WAPC

Layout Plan 2 endorsement	
Community	-
Local Government	-
Traditional Owners	-
WAPC	-

Amendment 1 endorsement	
WAPC	-

This layout plan does not constitute development approval
It is the responsibility of the developer to ensure that all relevant consents, approvals, licences and clearances are in place prior to commencing physical works on the site. Organisations responsible for such matters may include land owner, local government, incorporated community council, native title representative body, Department of Environment & Conservation, Aboriginal Cultural Materials Committee, Environmental Protection Authority, Department of Consumer & Employment Protection and Department of Water.



Tjukurla Layout Plan 2 - Living Area

Draft Version 5

ITEM NO: 9.6

CITY OF SUBIACO LOCAL PLANNING STRATEGY

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Planning Manager - Schemes, Strategies and Amendments
AUTHORISING OFFICER:	Director - Schemes, Strategies and Amendments
AGENDA PART:	D
FILE NO:	DP/12/00457
DATE:	8 February 2013
ATTACHMENTS:	1. Location Plan 2. Local Planning Strategy Map 3. Schedule of Modifications 4. Summary of Objectives, Strategies, Actions and Implementation
DETAILS:	Local Planning Strategy submitted for WAPC's certification for public advertising

RECOMMENDATION:

That the Western Australian Planning Commission resolves to:

- 1. certify that the local planning strategy is consistent with Regulation 12A(3) of the Town Planning Regulations (as amended) subject to the modifications outlined in the attached Schedule of Modifications, being undertaken prior to advertising, and it to be advertised for not less than 21 days;*
- 2. advise Council that with respect to modification point 36, the WAPC notes that the City will be undertaking character/heritage studies in the vicinity of the railway stations and acknowledges that the residential density may not be achievable in all situations in order to retain character/heritage. Appropriate densities within the walkable catchment of railway stations will be given further consideration as part of the Scheme review process and take into account such investigations and studies, however, should aim to achieve the stated density.*

SUMMARY:

- A draft Local Planning Strategy (the Strategy) has been prepared by the City of Subiaco (the City) and submitted to the Western Australian Planning

Commission (WAPC) for certification to advertise under current planning legislation.

- The Strategy identifies broad planning principles for the City and sets out objectives, strategies, actions and areas for further investigation.
- The Strategy focuses on identified 'Targeted Growth Areas' to accommodate the population growth with an estimated dwelling yield of 4,249 new dwellings.
- Commercial and economic growth will be incremental and natural growth, as the City is well serviced by commercial zones.
- The Strategy recognises that traffic and public transport infrastructure improvements are crucial to accommodating increased growth.
- Another key issue of the Strategy is to provide for growth while conserving the built heritage and preserving the residential character in appropriate locations (a concern of many inner-city local governments).
- It is recommended that the WAPC certify the draft Strategy for advertising, subject to various modifications to include additional information and discussion to provide a comprehensive strategy, strengthen the connection between the background and the strategy sections to reflect State and regional planning policies and strategies, and to clarify various issues.

BACKGROUND:

The City of Subiaco Town Planning Scheme No.4 (TPS No.4) was gazetted on 23 March 2001 and there have been 11 amendments to the Scheme since that time.

In April 2012, the City submitted the Strategy to the WAPC and has requested its certification under Regulation 12B(2) of the *Town Planning Regulations 1967* to advertise the Strategy for public comment.

The City of Subiaco is an inner-city local government located to the west of, and bordering central Perth, and its current population is approximately 18,900 people. It has an area of approximately 7.1km² and includes the suburbs of Subiaco, Jolimont, Daglish, Shenton Park and Crawley (**Attachment 1 - Location Plan**). While the municipality is predominately residential, it also includes the Rokeby Road "main street", Subiaco Oval, Princess Margaret Hospital (PMH), Kind Edward Memorial Hospital (KEMH), Sir Charles Gardner/QEII Medical Centre and most of the University of Western Australia (UWA).

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation

Section:

Planning and Development Act 2005

Part 5 Local Planning Schemes

Legislation

Section:

Town Planning Regulations 1967

Reg. 12A-12B

Strategic Plan

Strategic Goal:

Planning

Outcomes:

Effective Delivery of Integrated Plans

Strategies:

Develop integrated infrastructure and land use plans for the State

Build infrastructure capacity and integration

Implement State and Regional Planning priorities

Policy

Number and / or Name: Directions 2031 and Beyond (Directions 2031)
Central Metropolitan Perth Sub-regional Strategy (Sub-regional Strategy)
State Planning Policy No.3 - Urban Growth and Settlement (SPP No.3)
State Planning Policy No.4.2 - Activity Centres for Perth and Peel (SPP No.4.2)
Development Control Policy No.1.6 - Planning for Transit Use and Transit Oriented Development (DC No.1.6)

DETAILS:

The Strategy provides the framework and strategic basis for future planning and development in Subiaco.

Key Issues

The City undertook preliminary consultation which gave the community and Council the opportunity to provide input into the preparation of the draft Strategy. This input has been factored into the City's goals and objectives, and has also assisted in identifying the following key issues:

- Accommodating an increasing population, the identification of housing precincts, and maintenance of a high level of housing choice and diversity;
- The conservation of built heritage and preservation of residential character in appropriate locations;
- Future use and development of the PMH and KEMH sites;
- Future development within the Hollywood and University Precincts;
- The form and scale of future development within the Subiaco town centre (the Subiaco Secondary Centre);
- An evaluation of the Subiaco Redevelopment Area and its deficiencies in terms of community-building infrastructure;
- The future of Subiaco Oval and Kitchener Park;
- Consolidation and enhancement of local and neighbourhood centres;
- Accommodation of transit oriented development around railway stations;
- Protection and enhancement of the City's "green" credentials;
- Upgrading the extent and efficiency of transport options;
- The most appropriate means of providing for car parking associated with new developments within the Subiaco town centre; and
- Addressing identified deficiencies in the existing TPS No.4, and updating Scheme provisions consistent with adopted scheme amendments.

Key Objectives

Following analysis of the State and regional planning context for the City, the local planning context and current local profile, the following key objectives have been formulated for the Strategy:

- Foster local economic development and employment opportunities;
- Accommodate a reasonable increase in population and housing stock in appropriate locations;

-
- Maintain the City's excellent provision of housing choices;
 - Plan for the appropriate redevelopment of major sites which will be available in the short, medium and long-term;
 - Foster a "sense of place" unique to Subiaco and an attractive urban environment;
 - Protect and enhance local heritage and character;
 - Develop and support a hierarchy of activity centres;
 - Develop meeting places for the community;
 - Maintain and enhance social and recreational opportunities;
 - Maintain and enhance natural resources;
 - Provide convenient access to goods, services and employment;
 - Encourage a reduction in the community's dependence on private motor vehicle use and promote alternative travel modes;
 - Achieve a better balance in accommodating through traffic and local access traffic;
 - Make more efficient use of existing infrastructure and resources such as public transport, land and financial resources; and
 - Provide necessary services and meet community needs.

The Strategy section of the document uses the following area specific headings (some issue specific) to address the above objectives, with associated strategies and actions:

Targeted Growth Areas

The City favours a strategy whereby the majority of new dwellings (other than single dwelling types) will be accommodated (i) within and around nominated activity centres and (ii) within large under-developed sites or other large sites presently occupied by government institutions and already identified for redevelopment in the short, medium and long term. The Strategy identifies 13 targeted growth areas (including six areas listed in *italics* below) that will be subject to further investigations for accommodating an increased population (**Attachment 2 - Strategy Map**).

Princess Margaret Hospital and King Edward Memorial

These two hospitals are proposed to be closed and demolished in the coming years and replacement facilities constructed at the QEII Medical Centre site. The Strategy identifies the opportunity for these two sites to be redeveloped for mixed use but predominately higher density residential, and specifies potential heights for each site.

Hollywood and University Precincts

The Strategy recognises the potential opportunity to increase residential densities in the Hollywood Precinct along Winthrop Avenue, particularly if that road is chosen as a route for future light rail, and along the activity corridor of Hampden Road.

In addition to the joint Federal/State Government funded initiative 'National Rental Affordability Scheme', the City intends to investigate further growth within the University Precinct in collaboration with UWA.

Subiaco Town Centre and 'Area of Influence'

The Strategy recognises that the State planning framework has changed since the gazettal of TPS No. 4, particularly with respect to activity centres. Subiaco is identified as a Secondary Centre under SPP No.4.2 which should provide a range of services, facilities, employment opportunities and essential services to their

catchment (up to 150,000 people). The Strategy notes the town centre as the primary retail, commercial and entertainment centre within the municipality however, identifies the need for increased residential uses in the centre to ensure the continuing 'health' of the centre.

The Strategy also identifies the need for an endorsed Centre Plan for the Subiaco centre to guide future planning and development, in accordance with the requirements of SPP No.4.2.

Subiaco Redevelopment Area (SRA)

The normalisation process is expected to be finalised upon completion of the redevelopment of the Hood Street Precinct (5-10 years). The City will progressively incorporate ex-SRA land into the new Scheme as each normalisation stage occurs.

The Strategy identifies the area between Centro Avenue and Bishop Street as a residential area lacking community-building infrastructure (e.g. cafe, local shops and some community facilities).

Subiaco Oval

The City places high heritage value on the entire Subiaco Oval precinct, which consists of the oval, Kitchener Park and Meuller Park. The primary use of the precinct as a hub for sporting and recreational purposes, and will be retained as such. The precinct is also highly valued by the community.

Heritage and Character

The City's heritage and village character is highly valued. The primary objective of proposing a 'targeted growth strategy' is to reduce any potential negative impacts of introducing higher densities into established lower density areas. The Strategy identifies the need to adopt appropriate heritage and character management mechanisms in the new Scheme, to protect the heritage and built character of Subiaco.

Local and Neighbourhood Centres

The Strategy recognises opportunities for increased residential densities around these centres. However, states that there is no demonstrated need for the provision of additional local or neighbourhood centres.

Commercial/Residential zones

The Strategy ascertains that the existing Commercial/Residential zones are in need of review.

Transit Oriented Development

The Strategy highlights that State planning policy requires greater commitments by local governments to support and encourage transit oriented development, in the vicinity of major transport routes. Residential densities will be increased around stations to provide housing diversity and affordable housing.

A Green City

The Strategy proposes a range of actions relevant to the preparation of the new Scheme, including improving existing policies that encourage sustainable building design, protection of significant trees/vegetation, develop an integrated transport and access strategy.

Transport

The Strategy notes that the continued increase in the numbers of residents, workers and students will demand upgrades to public transport infrastructure. The City considers the proposed timeframes for implementation of the recommendations of the "Public Transport for Perth in 2031" report are too slow and the City would welcome an acceleration of the programme.

Car parking

The Strategy recognises the urgent need for a revised Car Parking Strategy and Town Centre Car Parking Policy, to address car parking issues across the City.

Infrastructure and Services

The Strategy highlights that upgrades to existing infrastructure and services are required, though the extent of upgrades is not yet known.

GOVERNMENT AND CORPORATE IMPLICATIONS:

- The local planning strategy once endorsed, will provide a strategic planning framework for decision making by WAPC, State and local government.

CONSULTATION:

The City is seeking WAPC certification for public advertising.

OFFICER'S COMMENTS:

Regulation 12A(3) of the *Town Planning Regulations 1967* requires that a Local Planning Strategy shall:

- (a) set out the long-term planning directions for the local government;
- (b) apply State and regional planning policies; and
- (c) provide the rationale for the zones and other provisions of the Scheme.

Pursuant to Regulation 12B of the *Town Planning Regulations 1967* the WAPC is required to certify a Strategy as being consistent with the above prior to advertising the document.

General Assessment of Document

A number of modifications and additions to the Strategy are recommended to provide a comprehensive strategy, to strengthen the connection between the background and the strategy sections, and to clarify various issues. The City has been advised of the modifications, and is generally agreeable to undertaking the modifications (unless as otherwise discussed in this report). These modifications are included as **Attachment 3 - Schedule of Modifications** and are summarised briefly as follows:

- Include a table summarising the strategies and actions;
- Further discuss the implications of the various statistics and data in the background section, and the adequacy of existing services and facilities into the future;

-
- Provide additional information in relation to population projections and include the current Census data (2011);
 - Include estimated dwelling yields for the targeted growth areas;
 - Include reference to recommended residential densities in proximity to railway stations and centres consistent with State planning policies.

Following a review of the document and from a user's perspective, it is not always immediately evident that the issues raised in the background section are addressed in the strategy section, particularly as the document uses different headings in the local profile, analysis and strategy sections. It was suggested to the City that a table or schedule programme could be useful to summarise concisely the strategies, actions and implementation measures of the strategy. The City provided a table as additional information (**Attachment 4 - Objectives, Strategies, Actions and Implementation**) and it is considered that, with some further slight modifications as highlighted in the attached, the table will provide the appropriate connection of the sections and linking of information.

Long-term planning direction

The City is relatively small in terms of area and population, and it is noted that land use and infrastructure is well established across the municipality. Consequently, the potential for further growth and redevelopment is somewhat limited and the Strategy aims to concentrate this redevelopment to land within the targeted growth areas (see **Attachment 2**).

The City intends that the Strategy, through the targeted growth areas, will accommodate over and above the predicted increases in residential population in the long-term. The Strategy encourages economic/employment opportunities particularly to promote the primacy of the Subiaco town centre, and ensures tourism, community facilities and public open space is adequate for the future population, while aiming to preserve and conserve Subiaco's character and heritage, and providing the necessary services to meet community needs.

Subject to the provision of some additional information, which has been included in the Schedule of Modifications, it is considered that the Strategy provides the necessary strategic direction for future land use planning and development in the City.

Application of State and Regional Planning Policies

The Strategy has given consideration to the State planning framework and in general, contains actions and strategies that respond to the objectives and principles of the policies. The Strategy does not refer to a number of State planning policies and as such modifications have been recommended to ensure that this planning context is adequately discussed in the Strategy.

Overall, the Strategy proposes to investigate increases in residential densities within the targeted growth areas in line with Directions 2031, and Sub-regional Strategy, as well as SPP No.3, SPP No.4.2 and DC No.1.6, which aim to manage urban growth and encourage residential infill development in proximity to transport routes and commercial centres. It is estimated by the City that the Strategy could yield up to

4,249 new dwellings within the municipality (by sometime in the future), depending on demand and the rate of take-up. This would comfortably meet the revised Directions 2031 target of 3,600 additional dwellings for the City, and the *Western Australia Tomorrow* figures that forecast a maximum of 6,234 additional persons by 2026, which would require approximately 2,980 dwellings (at the current occupancy rate).

Development Control Policy No.1.6 'Planning for Transit Use and Transit Oriented Development'

Notwithstanding the above, DC No.1.6 specifically states that the WAPC will expect local governments to identify and promote opportunities for residential development at a minimum density of 25 dwellings per hectare within 800 metres of railway stations, and densities substantially higher where sites have the advantage of close proximity to a railway station.

It is considered that the Strategy reflects the general objectives of DC No.1.6 including land adjacent to the various railway stations within the targeted growth areas, and that the types of uses and activities that will benefit from their proximity and accessibility to public transport will be further investigated at a future date and potentially intensified at part of the investigations. The additional information provided by the City indicates that the potential dwelling yield around neighbourhood centres and railway stations will be approximately 360 additional dwellings (excluding Subiaco station).

However, a residential density is not specified in the Strategy and the targeted growth areas around the railway stations are identified to be within 400 metres only, rather than the 800 metre walkable catchment provided by DC No.1.6. It is considered that to appropriately reflect DC No.1.6 requirements a density for this area should be specified and the targeted growth areas include the 800 metre walkable catchment. It is therefore suggested that the following wording be included in the Strategy under the 'Transit Oriented Development' heading (see **Attachment 3** point 36):

"The new scheme should aim to achieve residential development at a minimum of 25 dwellings per hectare within 800 metres of railway stations, and substantially higher for those sites that have the advantage of close proximity to railway stations, as outlined in WAPC's operational policy - Development Control Policy No. 1.6".

The City was advised of this potential modification, however, does not agree that a specific residential density should be included in the Strategy and subsequently provided the following comments:

- The City considers that such a residential density will have a significant and detrimental impact on the established character of the surrounding area and will compromise the City's targeted growth strategy, which has been employed in order to protect the amenity of the existing single dwelling residential areas. The City is of the opinion that the targeted growth strategy will be sufficient to meet the needs of the growing population.

- The modification would not in any way reflect the Councillor's and community views expressed as part of the Think 2030 consultation process.
- The City currently has an excellent range of housing types. Approximately 60% of all its dwellings are provided in medium and high density form (compared to 23% in Greater Perth). This percentage will increase under the *Directions 2031* requirements, and the targeted growth strategy proposed by the City as a response to that strategic plan.
- Most of the housing surrounding the Daglish and Shenton Park railway stations is single residential. Any significant increase in the quantity of medium density housing around the Daglish and Shenton Park railway stations could only be achieved by demolishing single dwellings and redeveloping the vacated sites. The single dwellings in these areas are important to the demographic and social balance of the City, as they provide accommodation for families with children. It is vital that the existing stock of single houses, which make up only 40% of all dwellings in Subiaco, is protected to ensure a “balanced” community profile.
- The City advises that the Strategy intends to provide for additional dwellings within an 800m walkable catchment of each of the stations as follows:

Train Station	Estimated additional dwellings within 800m walkable catchment
Daglish	168
Shenton Park	94
Subiaco	700
West Leederville	20

Note: The walkable catchment for Subiaco is inclusive of the Secondary Centre and the AFC site, therefore the estimated dwelling yields incorporates these figures.

The walkable catchment for Daglish is inclusive of a potential future development site of approximately 9900m² and the Railway/Hamersley Road and Nicholson Road Neighbourhood Centre, therefore the estimated dwelling yields incorporates these figures.

The walkable catchment for Shenton Park is inclusive of the Onslow Road Neighbourhood Centre, therefore the estimated dwelling yields incorporates these figures.

The walkable catchments of the stations overlap.

The City only has approximately half of the walkable catchment of Shenton Park and West Leederville stations as a result of local government boundaries.

- The City is concerned that if such a modification was supported the City would no longer have a targeted growth strategy; rather it would result in blanket rezoning of the entire city, given the size of the municipality and the number of railway stations located within its boundary.
- The City additionally states that it is unreasonable to require the City to compromise the existing established character of its low density residential areas simply to achieve the requirements of a broad Departmental Operational Policy in addition to meeting the requirements specified in a State Government Strategy (that was developed collaboratively by both the City and the Department). The City considers the State strategies should be given more weight.
- Further, the City is very concerned that the modification will directly contradict and adversely affect the application of State Planning Policy No.3.5 'Historic Heritage Conservation'. The areas that will be affected have numerous, and in some circumstances very substantial, areas of both character and cultural heritage significance which are yet to be fully investigated. Most importantly, the existing established character of those areas is of significant value to both

the community and Elected Members, which is clearly communicated in the City's Strategic Community Plan.

- The City also advises that the Department previously agreed with the City to take a targeted growth approach to the development of the Strategy when this was first under discussion some four years ago.

Local planning strategies should provide for the recommended residential density promoted by DC No.1.6, and this approach has recently been incorporated into other local planning strategies such as the Town of Mosman Park and Town of Claremont.

It is noted that the Strategy proposals are envisaged to provide additional dwellings in excess of those targets suggested under Directions 2031 (Report Card) and Sub-regional Strategy, within the targeted growth areas. However, it is considered that an opportunity remains for greater density of development within walkable catchments of the four railway stations located in the City in order to maximise urban infrastructure efficiency, and optimise land use and public transport integrations. It is considered appropriate that the Strategy reflects this and ensures greater consistency with State planning policies and DC No.1.6.

Directions 2031 and Sub-regional Strategy adopts a holistic approach to guiding the future growth of Perth (and Peel) identifying key themes and strategic priorities. While it is acknowledged that the 'Liveable' theme and associated strategies aiming to achieve a sense of place is important, it is not considered that the recommended modification will be to the detriment of maintaining an identity for the areas. Additionally, the State strategies support and encourage planning for transit oriented developments to accommodate mixed use and higher density housing developments. These documents note that within existing developed areas, there are clear opportunities to intensify existing activities and to promote new uses that will make better use of transit facilities and services. The benefits of such development combine to produce an attractive and viable alternative to car-based suburban and urban fringe development. It is considered that there are further opportunities for this type of development within the City, consistent with the State strategies 'Accessible' theme and strategic priorities.

It is acknowledged that the recommended modification may assist in providing for future rezonings and subsequent development prospects that may result in a change in the current character of the areas surrounding the railway stations. However, while the modification specifies a density that the new scheme should aim to achieve, this will be examined further in the future by way of a scheme review and/or potential amendments to the scheme. The recommended modification is providing the opportunity to allow for some potential further intensification than what is currently proposed in the Strategy.

Further, it is considered that the City has not demonstrated the specific character of the areas and whether it is in fact worthy of retention in all instances. It is noted and acknowledged that the City intends to undertake heritage/character studies at a later date and these investigations will also be taken into consideration in any future review of densities in the vicinity of the railway stations. The recommended modification will not restrict the progression or results of these studies.

It is not agreed with the City that including a statement to encourage more residential development around the railway stations would result in blanket rezoning of the areas. As stated previously, the recommended modification is intended to reflect the aim of achieving a certain density, and it is considered that character could potentially be retained in certain circumstances, while still attempting to achieve residential densities consistent with State planning policy in the remainder of the catchment areas. However, it is noted that the local planning framework in relation to local character/heritage would need to be strengthened, which the City proposes to undertake.

The City's justification is noted, however, it is not considered to be sufficient to depart from the policy position and it is therefore considered that the modification should be incorporated into the Strategy document.

However, due to the City's concern relating to the potential impacts on its future heritage/character studies, it is recommended that advice be provided to the City (and included in the Schedule of Modifications) acknowledging that the further heritage/character studies could alter the overall residential density of the area.

State Planning Policy No.4.2 'Activity Centres for Perth and Peel'

The Strategy is generally consistent with SPP No.4.2 which aims to distribute activity centres to meet different levels of community need, enable employment, goods and services to be accessed efficiently and equitably, applying the policies activity centres hierarchy.

The Subiaco town centre is the highest order centre within the municipality, being a secondary centre. The Strategy states that while the town centre is the primary retail, commercial and entertainment centre, it lacks a significant residential population within the town centre boundary. The Strategy does not specify any density targets for this area. It is suggested that a residential density target consistent with SPP No.4.2 be included in the document (i.e. recommended residential density target of 35 dwellings per gross hectare within the Subiaco Town Centre and Area of Influence - see **Attachment 3** point 30). The City was advised of this modification and raises no objection.

The commercial component of the Strategy identifies that any commercial growth will be incremental growth, based on past data analysis and trends (noting also that the City's projected population growth is marginal). Local planning strategies should ideally include projected retail and commercial floor space requirements; however, the City advises that it will be undertaking a retail needs assessment as part of the preparation of the activity centre structure plan for the Subiaco town centre, consistent with the requirements of SPP No.4.2. In this instance, given the City currently has a significant quantity of commercial floor space (659,068m²) and the forecasted population growth is rather low with only natural commercial growth predicted to occur across the centres, this approach is considered to be acceptable.

Rationale for zones and other provisions of the Scheme

The Strategy provides an overarching document to inform the next stage of the scheme review, the preparation of the new scheme and also a context for the

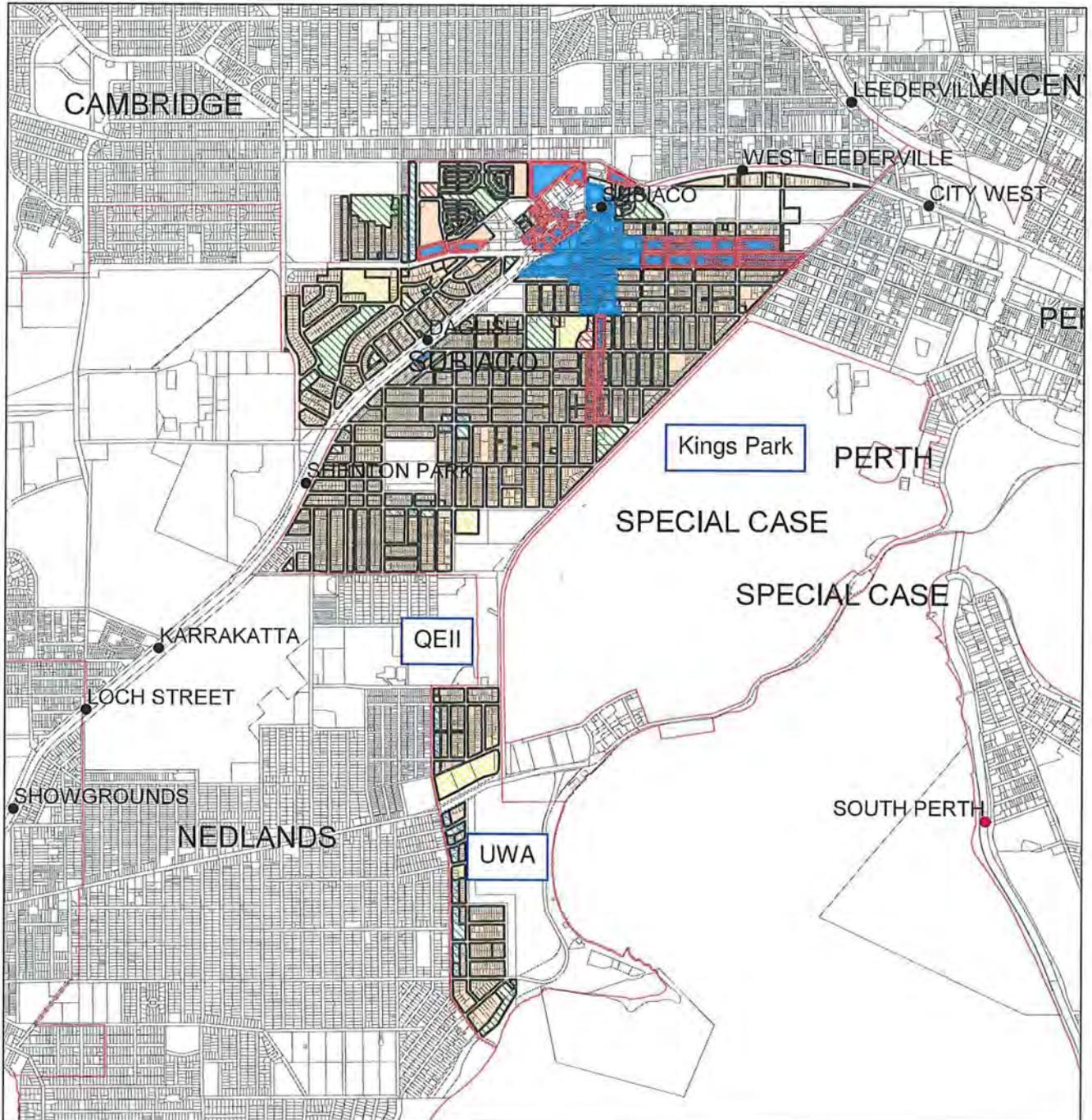
consideration of any amendments to the current scheme. It also provides guidance for the revision and formulation of local planning policies.

Other specific provisions

An additional aspect of the Strategy to be discussed is the proposed inclusion of potential building heights for the PMH and KEMH sites. The City's justification for including heights in the Strategy is that the comments reflect the Councillors view for building height on these sites. While the Councillor's views are noted, it is considered that building heights should not be restricted at this stage of the planning process, without any investigation. It is noted in the Strategy that design guidelines will be developed for the sites and this is considered to be an appropriate means for reviewing building heights. It is considered that these suggested heights should be removed, particularly as this reference could be perceived as restricting further opportunities for increased height in the future. The City did not provide any further comment in relation to this suggested modification.

Conclusion

It is considered that subject to the modifications discussed above, the Strategy provides planning direction for the City of Subiaco which generally reflects the current State planning framework. It is recommended that the Strategy be certified for public advertising subject to modification.



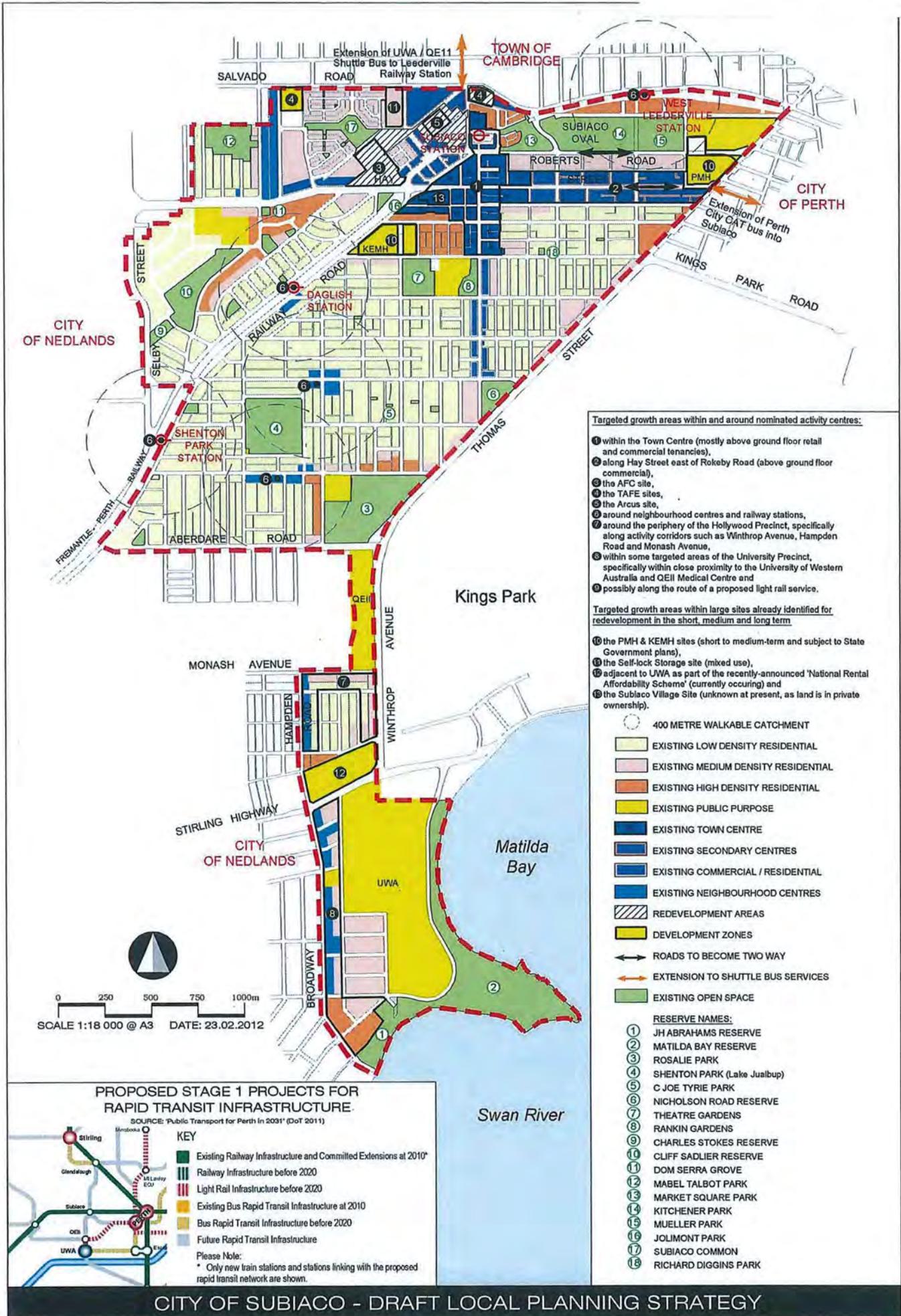
● Current	▨ OPEN SPACE	▨ RESIDENTIAL
● Future/proposed	▨ PUBLIC PURPOSES	▨ NEIGHBOURHOOD MIXED USE (NM) - NEIGHBOURHOOD MIXED USE
▭ Local Government Areas - Metro	▨ PUBLIC PURPOSES (H) - HOSPITAL	▨ TOWN CENTRE (TC) - TOWN CENTRE
▭ Cadastre with Lot Numbers	▨ PUBLIC PURPOSES (PS) - PRIMARY SCHOOL	▨ LOCAL CENTRE (LC) - LOCAL CENTRE
▨ RESIDENTIAL	▨ PUBLIC PURPOSES (HS) - HIGH SCHOOL	▨ COMMERCIAL/RESIDENTIAL (CR) - COMMERCIAL/RESIDENTIAL
▨ SHOPS	▨ PUBLIC PURPOSES (U) - UNIVERSITY	▨ OPEN SPACE
▨ OFFICES	▨ PUBLIC PURPOSES (P) - POLICE STATION	▨ PUBLIC PURPOSES
▨ COMMERCIAL	▨ PUBLIC PURPOSES (MWA) - METRO WATER AUTHORITY	▨ PUBLIC PURPOSES (H) - HOSPITAL
▨ RESIDENTIAL/OFFICE	▨ PUBLIC PURPOSES (DD) - DEPARTMENT OF DEFENSE	▨ PUBLIC PURPOSES (PS) - PRIMARY SCHOOL
▨ SPECIAL USE	▨ CIVIC AND CULTURAL	▨ PUBLIC PURPOSES (HS) - HIGH SCHOOL
▨ SPECIAL USE (PH) - PRIVATE HOSPITAL	▨ NO ZONE	▨ PUBLIC PURPOSES (U) - UNIVERSITY

Scale 1:35,784
0 0.5 km

Prepared by: kbeach
Prepared for:
Date: Monday, March 11, 2013 14:03
Plot identifier: P20130311_1403

DP INTERNAL USE ONLY

Government of Western Australia
Department of Planning



Targeted growth areas within and around nominated activity centres:

- ① within the Town Centre (mostly above ground floor retail and commercial tenancies),
- ② along Hay Street east of Rokeby Road (above ground floor commercial),
- ③ the AFC site,
- ④ the TAFE sites,
- ⑤ the Arcus site,
- ⑥ around neighbourhood centres and railway stations,
- ⑦ around the periphery of the Hollywood Precinct, specifically along activity corridors such as Winthrop Avenue, Hampden Road and Monash Avenue,
- ⑧ within some targeted areas of the University Precinct, specifically within close proximity to the University of Western Australia and QEII Medical Centre and
- ⑨ possibly along the route of a proposed light rail service.

Targeted growth areas within large sites already identified for redevelopment in the short, medium and long term

- ⑩ the PMH & KEMH sites (short to medium-term and subject to State Government plans),
- ⑪ the Self-lock Storage site (mixed use),
- ⑫ adjacent to UWA as part of the recently-announced 'National Rental Affordability Scheme' (currently occurring) and
- ⑬ the Subiaco Village Site (unknown at present, as land is in private ownership).

- 400 METRE WALKABLE CATCHMENT
- EXISTING LOW DENSITY RESIDENTIAL
- EXISTING MEDIUM DENSITY RESIDENTIAL
- EXISTING HIGH DENSITY RESIDENTIAL
- EXISTING PUBLIC PURPOSE
- EXISTING TOWN CENTRE
- EXISTING SECONDARY CENTRES
- EXISTING COMMERCIAL / RESIDENTIAL
- EXISTING NEIGHBOURHOOD CENTRES
- ▨ REDEVELOPMENT AREAS
- DEVELOPMENT ZONES
- ROADS TO BECOME TWO WAY
- EXTENSION TO SHUTTLE BUS SERVICES
- EXISTING OPEN SPACE

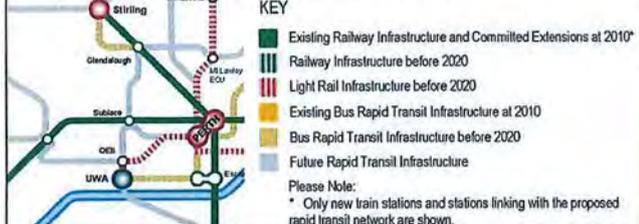
RESERVE NAMES:

- ① JH ABRAHAMS RESERVE
- ② MATILDA BAY RESERVE
- ③ ROSALIE PARK
- ④ SHENTON PARK (Lake Jualbup)
- ⑤ C JOE TYRIE PARK
- ⑥ NICHOLSON ROAD RESERVE
- ⑦ THEATRE GARDENS
- ⑧ RANKIN GARDENS
- ⑨ CHARLES STOKES RESERVE
- ⑩ CLIFF SADLER RESERVE
- ⑪ DOM SERRA GROVE
- ⑫ MABEL TALBOT PARK
- ⑬ MARKET SQUARE PARK
- ⑭ KITCHENER PARK
- ⑮ MUELLER PARK
- ⑯ JOLIMONT PARK
- ⑰ SUBIACO COMMON
- ⑱ RICHARD DIGGINS PARK

SCALE 1:18 000 @ A3 DATE: 23.02.2012

PROPOSED STAGE 1 PROJECTS FOR RAPID TRANSIT INFRASTRUCTURE

SOURCE: Public Transport for Perth in 2031* (DOT 2011)



SCHEDULE OF MODIFICATIONS

Part 2 Background Information & Analysis

State & Regional Planning Context

1. Replace 'State Planning Strategy' with 'State Planning Strategy (Draft)(December 2012)' and relevant information.
2. Include reference to the following policies with a summary of content and implications for the City and the Strategy:
 - State Planning Policy No.2.8 'Bushland Policy for the Perth Metropolitan Region' (June 2010)
 - State Planning Policy No.2.10 'Swan-Canning River System' (December 2006)
 - State Planning Policy No.3.6 'Development Contributions for Infrastructure' (November 2009)
 - State Planning Policy No.5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' (September 2009)
3. Under each listed document within 'State & Regional Planning Context', summarise the main planning implications for the City and the Strategy.
4. Include the specific dwelling targets for the City and growth areas under the 'Central Metropolitan Perth Sub-regional Strategy' heading (and remove from the 'Directions 2031 and Beyond' section). The 'Directions 2031 and Beyond' section to include reference to the general overall central sub-region target of 121,000 dwellings.
5. The revised Delivering Directions 2031 Annual Report Card 2012 dwelling target of 3600 additional dwellings for the City to be updated in the Strategy.
6. Replace the wording on page 24 "The increases in residential densities *required by WAPC...*" with "*...as promoted by State and regional planning policies and strategies.*"

Local Profile

7. Update the statistics throughout the Local Profile with the 2011 census data.

Population & Housing

8. Include information on population projections, and the ability of current and future housing to accommodate the projected growth.

Economy & Employment

9. Include a general discussion of the service requirements and pressures of a large working population.

SCHEDULE OF MODIFICATIONS

10. Include an analysis of the actions and initiatives in the City's Economic Development Strategy, relevant to land use planning and development. (It is noted that this information may need further updating once the Economic Development Strategy has been reviewed).

Retail & Commerce

11. Clarification of 'commercial growth' throughout the document. The Local Profile states that limited commercial floor space is needed throughout the municipality, however the strategy mentions potential for future commercial development and growth in a range of instances.

Tourism & Visitors

12. Include information on the visitor population and types of existing tourist accommodation, and comment on the adequacy of the existing accommodation types for current and future population.

Recreation & Open Space

13. Include a comment on the adequacy of the existing recreation and open space facilities within the City, the accessibility and whether the amount is appropriate for future population growth.

Community Facilities

14. Include a general comment on the adequacy of the existing facilities for the current and future population, and reference to any community needs study undertaken.

Urban Design, Character & Heritage

15. Include a broad statement describing the character and heritage of the City.
16. Include a list of any places on the State Heritage Register.

Traffic & Transport

17. Include a comment on the relevance of the statistics listed, and the future transport needs of the residential and working population.

Infrastructure Services

18. Include a general comment in relation to hard infrastructure, capacity of services and constraints.

SCHEDULE OF MODIFICATIONS

Part 1 The Local Planning Strategy

General

19. Include a table summarising the objectives, strategies and actions, generally in accordance with the attached. The table should be placed after the 'Strategic Plan' section (p.22), before the Strategy Map.
20. Include a new heading 'Monitor and Review', and the following statement (or similar):
"The strategy will provide strategic direction for land use planning and development over the next ten years, and a review should be undertaken after five years (preceding reviews of the local planning scheme)."
21. Remove 'Proposed Structure of Local Planning Scheme No.5' section.
22. Review document ensuring consistency of terminology throughout. For example the Subiaco Town Centre is referred as 'Subiaco Town Centre', 'Town Centre', and 'Secondary Centre'; similarly for 'Activity Centre Structure Plan', 'Secondary Centre Structure Plan', and 'Structure Plan'.
23. Update acronyms throughout the document - When using acronyms the title should be stated in full initially (with the acronym in brackets) and once used, should not revert back to the full form in the remainder of the document.

Targeted Growth Areas

24. Include the estimated dwelling yield for each targeted growth area.

Princess Margaret Hospital and King Edward Memorial Hospital Sites

25. Remove reference to building heights for both sites.

Hollywood and University Precinct

26. Update reference to Precinct Plan with Local Area Plan.
27. Include strategies and actions relating to potential growth of commercial floor space around QEII (office/consulting rooms).

Subiaco Town Centre

28. The Subiaco Town Centre and Area of Influence to be included under the same heading 'Subiaco Secondary Centre'.
29. Remove the first paragraph which explains SPP No.4.2 (as this information is provided in the background section).

SCHEDULE OF MODIFICATIONS

30. Include a statement to reference the SPP No.4.2 recommended residential density, as follows:
"The new scheme should aim to achieve the recommended residential density of 35 dwellings per gross hectare within the Subiaco Town Centre and Area of Influence, as outlined in State Planning Policy No.4.2."

Subiaco Redevelopment Area

31. Clarify that there is already appropriately zoned land for the cafe/local shops.
32. Include information on the community needs to service the locality.

Heritage and Character

33. List the statutory heritage management mechanisms that will be included in the new scheme.

Local and Neighbourhood Centres

34. It is noted that TPS No.4 includes local and neighbourhood centres, and that it is the intention of the Strategy not to change any centre classifications. Therefore, the terminology within the document should be updated to reflect that there are both local centres and neighbourhood centres (including the Strategy map).

Transit Oriented Development

35. Include strategies and actions relating to promotion of public transport use.
36. Include a statement to reference the DC Policy No.1.6 recommended residential density, as follows:
"The new scheme should aim to achieve residential development at a minimum of 25 dwellings per hectare within 800 metres of railway stations, and substantially higher for those sites that have the advantage of close proximity to railway stations, as outlined in WAPC's operational policy - Development Control Policy No.1.6.

(The City will be undertaking character/heritage studies in the vicinity of railway stations, and appropriate densities will be further considered as part of the Scheme review process taking into account such investigations and studies.)"

Transport

37. Include relevant strategies under 'Transport' heading.

Infrastructure and Services

38. Include a comment that there is a need to investigate servicing as part of the targeted growth area investigations.

SCHEDULE OF MODIFICATIONS

Additional points

39. Actions/strategies listed in background section to be included in strategy section, including:
- The precinct plans will be reviewed - potentially a Local Planning Area approach will be used in the new scheme.
 - The Economic Development Strategy will be reviewed.
 - Review of current policy manual - policies to remain, policies requiring amending, and policies to be rescinded.
 - The design guideline section of the policy manual will be expanded to include design guidelines for designated Neighbourhood Character Areas, and Heritage Conservation Areas.
 - Tourism opportunities and actions - Promoting Subiaco in Hello Perth tourist guide, approach Urban Walkabout for inclusion in the guide.

Strategy Map

40. Map to reference both local centres and neighbourhood centres.
41. Include 800 metre walkable catchment around railway stations.

Objectives, Strategies, Actions and Implementation

Population & Housing		
Objectives:	Strategies:	Implementation/Actions:
To accommodate a reasonable increase in population and housing stock in appropriate locations.	<ul style="list-style-type: none"> ▪ Apply a practical, targeted growth strategy by promoting more intensive residential development within and around nominated activity centres: <ul style="list-style-type: none"> - Within the town centre ('Subiaco Secondary Centre') - Along Hay Street east of Rokeby Road - The AFC site - The TAFE sites - The Arcus site - Around neighbourhood centres and railway stations - Around the periphery of the Hollywood Precinct - Within the UWA/QEII Precinct - Possibly along the route of the proposed light rail service ▪ Partner with others to increase housing affordability for residents and students. 	<ul style="list-style-type: none"> ▪ Prepare and adopt a 'Subiaco Secondary Centre Structure Plan' (preparation currently underway). ▪ Adopt appropriate incentives, zonings, Scheme provisions and LPPs associated with proposed LPS5. Promote and encourage more residential uses in the town centre. Develop a Precinct Plan/Local Area Plan for the Hollywood Precinct. ▪ Consider inviting State Government agencies to become involved in delivering affordable housing around railway stations. ▪ Support the development of appropriate student housing associated with the UWA campus. ▪ Finalise the development of the 'Crawley Village Structure Plan' and associated initiatives for the UWA/QEII Precinct with a view to allowing higher density residential growth and to permit offices and consulting rooms - delete.
To plan for the appropriate redevelopment of major sites becoming available in the short, medium and long-term.	<ul style="list-style-type: none"> ▪ Promote mixed use development with a focus on residential uses on the following sites: <ul style="list-style-type: none"> - The PMH and KEMH sites - The Self-lock Storage site - Adjacent to UWA as part of the 'National Rental Affordability Scheme' - The Subiaco Village site 	<ul style="list-style-type: none"> ▪ Work with the State Government to achieve appropriate and acceptable plans for the redevelopment of the two hospital sites. ▪ Adopt appropriate incentives, zonings, Scheme provisions and LPPs associated with proposed LPS5.

Objectives, Strategies, Actions and Implementation

<p>To maintain the City's excellent provision of housing choices.</p>	<ul style="list-style-type: none"> ▪ Ensure the changing relationship between the composition of households and available dwelling types within Subiaco is regularly monitored. ▪ Protect existing residential areas containing a predominance of single dwellings with recognised heritage significance and/or character. 	<ul style="list-style-type: none"> ▪ Adopt appropriate zonings, R-Codings, Scheme provisions and LPPs associated with proposed LPS5.
<h3><i>Economy & Employment / Retail & Commerce</i></h3>		
<p>Objectives:</p>	<p>Strategies:</p>	<p>Implementation/Actions:</p>
<p>To foster local economic development and employment opportunities.</p>	<ul style="list-style-type: none"> ▪ Encourage more intensive development of existing commercially-zoned land in appropriate areas. ▪ Ensure the continued primacy of the Subiaco town centre. ▪ Encourage the development of more residences within the Subiaco town centre. ▪ Ensure the established 'high street' character of Rokeby Road is maintained. ▪ Promote an integrated approach to enhancing the City's economic vitality. ▪ Engage with local businesses to build a more prosperous economic environment. 	<ul style="list-style-type: none"> ▪ Prepare and adopt a 'Subiaco Secondary Centre Structure Plan'. ▪ Review the development requirements of the areas zoned for Commercial/Residential uses, and amend the name of the zone. ▪ Review the City's 'Economic Development Strategy' (currently underway). ▪ Continue to monitor the commercial floor space situation in Subiaco in order to identify issues, trends etc. ▪ Re-establish a farmers' market or markets within the town centre as a priority action. ▪ Adopt appropriate incentives, zonings, Scheme provisions and LPPs associated with proposed LPS5. ▪ Finalise the development of the 'Crawley Village Structure Plan' and associated initiatives for the UWA/QEII Precinct with a view to allowing complementary uses such as offices and consulting rooms in

Objectives, Strategies, Actions and Implementation

		<ul style="list-style-type: none"> the vicinity of the QEII site. Provide limited local retail in the Bishop/Tighe Streets locality of the Subiaco Redevelopment Area.
To develop and support a hierarchy of activity centres.	<ul style="list-style-type: none"> Ensure the Subiaco town centre retains its primacy in the activity centres hierarchy. Retain the broad mix of commercial tenancies existing within the Subiaco town centre. Promote new development and re-development of private land within all the centres of a scale, form and intensity appropriate to their location. Consolidate and enhance the existing local and neighbourhood centres. Encourage residential uses within the centres and increase residential densities within the walkable catchments of the centres where it will not adversely impact on the existing established character of the areas. Support the various activity centres through enhancement of the public domains. 	<ul style="list-style-type: none"> Prepare and adopt a 'Subiaco Secondary Centre Structure Plan'. Review the Neighbourhood Centre Plans. Aim to consolidate and perhaps intensify development incrementally, rather than expand the existing quantity of zoned land. Adopt appropriate incentives, zonings, Scheme provisions and LPPs associated with proposed LPS5.
<h3><i>Tourism & Visitors</i></h3>		
Objectives:	Strategies:	Implementation/Actions:
To foster a "sense of place" unique to Subiaco and an attractive urban environment.	<ul style="list-style-type: none"> Ensure the heritage and built character of Subiaco is protected, enhanced and promoted. Monitor the evolving nature of entertainment venues within the City. Encourage the development of more tourist and visitor accommodation. Protect and enhance streetscapes. 	<ul style="list-style-type: none"> Adopt appropriate incentives, zonings, Scheme provisions and LPPs associated with proposed LPS5. Prepare and adopt a 'Laneways Enhancement Strategy' for the Subiaco town centre. Continue to implement the Western Suburbs Greening Plan and the

Objectives, Strategies, Actions and Implementation

		<ul style="list-style-type: none"> ▪ Subiaco Local Greening Plan. ▪ Continue to implement streetscape improvements in a co-ordinated manner throughout the City. ▪ Continue to promote Subiaco through a range of marketing media.
<p><i>Community Facilities / Recreation & Open Space</i></p>		
Objectives:	Strategies:	Implementation/Actions:
<ul style="list-style-type: none"> ▪ To develop meeting places for the community. ▪ To maintain and enhance social and recreational opportunities. ▪ To provide necessary services and meet community needs. 	<ul style="list-style-type: none"> ▪ Through a variety of strategies and programmes, provide a wide range of public spaces and other community foci relevant to the needs of the local community and visitors to the City. ▪ Maximise the use of existing land reserved for active and passive recreation uses, as no more land is readily available for public open space. 	<ul style="list-style-type: none"> ▪ Prepare and adopt a 'Subiaco Secondary Centre Structure Plan'. ▪ Prepare and adopt a 'Laneways Enhancement Strategy' for the Subiaco town centre. ▪ Review the Neighbourhood Centre Plans. ▪ Investigate opportunities for providing community-building infrastructure (limited local retail and community facilities) into the Subiaco Redevelopment Area in the Bishop/Tighe Streets locality. ▪ Continue to explore the opportunities for alternative sport and active recreation uses and community-building facilities associated with the downgrading by the State Government of Subiaco Oval as a major sporting and entertainment venue. ▪ Implement the adopted management plans for the City's recreation reserves, sporting complexes and recreation centres.

Objectives, Strategies, Actions and Implementation

<i>Urban Design, Character & Heritage</i>		
Objectives:	Strategies:	Implementation/Actions:
<p>To protect and enhance local heritage and character.</p>	<ul style="list-style-type: none"> ▪ Develop an integrated strategy which addresses the twin issues of heritage protection and character protection within the City's built environment. ▪ Encourage good urban design in the development of new buildings, urban spaces and streetscapes. 	<ul style="list-style-type: none"> ▪ Carry out a heritage inventory of dwellings. ▪ Separate the different issues of 'character' and 'heritage' and adopt appropriate management mechanisms (LPS5 provisions and policies) to ensure the protection of both. ▪ Clearly articulate within LPS5 the high priority the City places on conserving heritage, protecting and enhancing local character, and encouraging good urban design in the development of new buildings, urban spaces and streetscapes. ▪ Continue to develop policies and strategies, and identify areas of particular cultural heritage significance and implement appropriate heritage management mechanisms for these areas. ▪ Include appropriate statutory heritage management mechanisms into LPS5 to strengthen implementation of the City's objectives. ▪ Continue to implement streetscape improvements in a co-ordinated manner throughout the City.

Objectives, Strategies, Actions and Implementation

Environmental Considerations		
Objectives:	Strategies:	Implementation/Actions:
To maintain and enhance natural resources.	<ul style="list-style-type: none"> ▪ Develop and continually review strategies aimed at protecting and enhancing the natural environment. ▪ Integrate a culture of sustainability associated with new development into new LPS5. ▪ 'Environment Strategy' ▪ 'Western Suburbs Greening Plan' ▪ 'City of Subiaco Local Greening Plan' ▪ 'Integrated Transport Strategy' 	<ul style="list-style-type: none"> ▪ Develop new Scheme provisions to enhance the implementation of sustainable building design and construction. ▪ Continue to revise and improve existing policies and guidelines that encourage sustainable building design and construction. ▪ Incorporate the appropriate mechanism for protecting significant trees/vegetation within the City as part of LPS5. ▪ Implement specific actions identified in the 'Integrated Transport Strategy' and 'Environment Strategy'. ▪ Continue to implement the recommendations of the City's adopted 'Environment Strategy'. ▪ Continue to implement the 'Western Suburbs Greening Plan' and the 'City of Subiaco Local Greening Plan'. ▪ Implement the management plans adopted for the City's Reserves. ▪ Protect the two remaining areas of remnant bushland within the City (one being a 'Bush Forever' site with an existing Management Plan, the other is subject to an adopted bushland regeneration plan). ▪ Develop a 'Fauna Enhancement Strategy'. ▪ Continue existing lake monitoring, groundwater monitoring and drainage monitoring programmes.

Objectives, Strategies, Actions and Implementation

		<ul style="list-style-type: none"> Complete the undergrounding of powerlines within the City.
<p>Traffic & Transport</p>		
<p>Objectives:</p> <p>To achieve a better balance in accommodating through traffic and local access traffic.</p>	<p>Strategies:</p> <ul style="list-style-type: none"> Develop a variety of planning initiatives to address this issue from multiple directions. 'Integrated Transport Strategy' 	<p>Implementation/Actions:</p> <ul style="list-style-type: none"> Review best practice and progressively implement the actions identified in the City's 'Integrated Transport Strategy'. Review the current road hierarchy to determine changes aimed at alleviating congestion on local roads due to the increase in population and road traffic. Work with key stakeholders to mitigate the transport impacts associated with any hospital redevelopment. Reconstruct Hay Street and Roberts Road as two-way streets.
<p>To encourage a reduction in the community's dependence on private motor vehicle use and to promote alternative travel modes.</p>	<ul style="list-style-type: none"> Develop a variety of planning initiatives to address this issue from multiple directions. Work with others to maintain and grow an efficient and effective public transport system. 'Integrated Transport Strategy' Ensure all new transport facilities and services are provided and work to reduce the demand for private car use, and encourage more community-friendly alternative modes of transport. 	<ul style="list-style-type: none"> Review best practice and progressively implement the actions identified in the City's 'Integrated Transport Strategy'. Strongly support the State Government in the construction of a light rail system, consistent with the Department of Transport's 'Public Transport for Perth in 2031' plan. Strongly encourage the State Government to adopt a shorter time frame for the plan's implementation. Review the existing car parking requirements as a high priority to ensure they are consistent with current best practice.

Objectives, Strategies, Actions and Implementation

		<ul style="list-style-type: none"> ▪ Prepare and adopt a 'Subiaco Secondary Centre Structure Plan' which will investigate car parking within the town centre and its immediate surrounds. ▪ Develop a 'Universal Access Policy' in collaboration with others. ▪ Continue to develop and improve cycling facilities throughout the City. ▪ Adopt appropriate incentives, Scheme provisions and LPPs associated with proposed LPS5, including applying cash-in-lieu funds to alternate transport initiatives.
To provide convenient access to goods, services and employment.	<ul style="list-style-type: none"> ▪ Directions 2031 ▪ Central Metropolitan Perth Sub-regional Strategy ▪ DC Policy 1.6 ▪ SPP No. 4.2 ▪ 'Integrated Transport Strategy' 	<ul style="list-style-type: none"> ▪ Review best practice and progressively implement the actions identified in the City's 'Integrated Transport Strategy'. ▪ Work to extend the Subiaco Shuttle Bus service to Leederville Railway Station in co-operation with the Town of Cambridge and UWA. ▪ Work with others to connect Subiaco to the City of Perth CAT bus system.
<h3><i>Infrastructure Services</i></h3>		
Objectives:	Strategies:	Implementation/Actions:
To provide necessary services and meet community needs.	<ul style="list-style-type: none"> ▪ Ensure that the capacities of the existing infrastructure and services are capable of dealing with the increase in population and changes to the environment directly related to State Government requirements for urban growth and intensification. ▪ Ensure all new transport facilities and services are provided and work to 	<ul style="list-style-type: none"> ▪ Continue to press the public service authorities to be more co-operative in addressing this issue. The City may not be able to adequately address this matter without their active co-operation. ▪ Develop a 'Universal Access Policy' in collaboration with others. ▪ Complete the undergrounding of

Objectives, Strategies, Actions and Implementation

	<p>reduce the demand for private car use, and encourage more community-friendly alternative modes of transport - delete</p> <ul style="list-style-type: none"> ▪ Ensure the City's infrastructure is accessible to all people and meets enjoyment, well-being and safety needs. 	powerlines within the City.
To make more efficient use of existing infrastructure and resources such as public transport, land and financial resources.	<ul style="list-style-type: none"> ▪ Directions 2031 ▪ Central Metropolitan Perth Sub-regional Strategy ▪ DC Policy 1.6 ▪ SPP No. 4.2 	<ul style="list-style-type: none"> ▪ Adopt appropriate incentives, zonings, Scheme provisions and LPPs associated with proposed LPS5. ▪ Develop a timeline and strategy for the normalisation of SRA land. ▪ In the long-term, encourage the State Government to extend the underground railway westwards from Subiaco Station to a point beyond the KEMH site.
<h3><i>Procedures and Policies</i></h3>		
Objectives:	Strategies:	Implementation/Actions:
To simplify and regularise the City's planning system.	<ul style="list-style-type: none"> ▪ Lead the implementation of innovative, quality and sustainable practices to enhance the future land use and built form of the City. 	<ul style="list-style-type: none"> ▪ Identify and address deficiencies in existing TPS4. ▪ Review and streamline the Policy Manual to provide user-friendly policies consistent with LPS5, a performance-based approach to development assessment, and relevant State Planning Policies and Development Control Policies. ▪ Identify statutory mechanisms to achieve better integration of the SRS and LPS5. ▪ Adopt a structure and provisions for the LPS5 Scheme generally consistent with the MST. Include

Objectives, Strategies, Actions and Implementation

		heads of power, statutory controls and enforcement provisions in the Scheme Text. Include much of the planning detail in Schedules.
--	--	---