



Statutory Planning Committee

Agenda Attachments

Tuesday, 8 September 2015
9.00 am

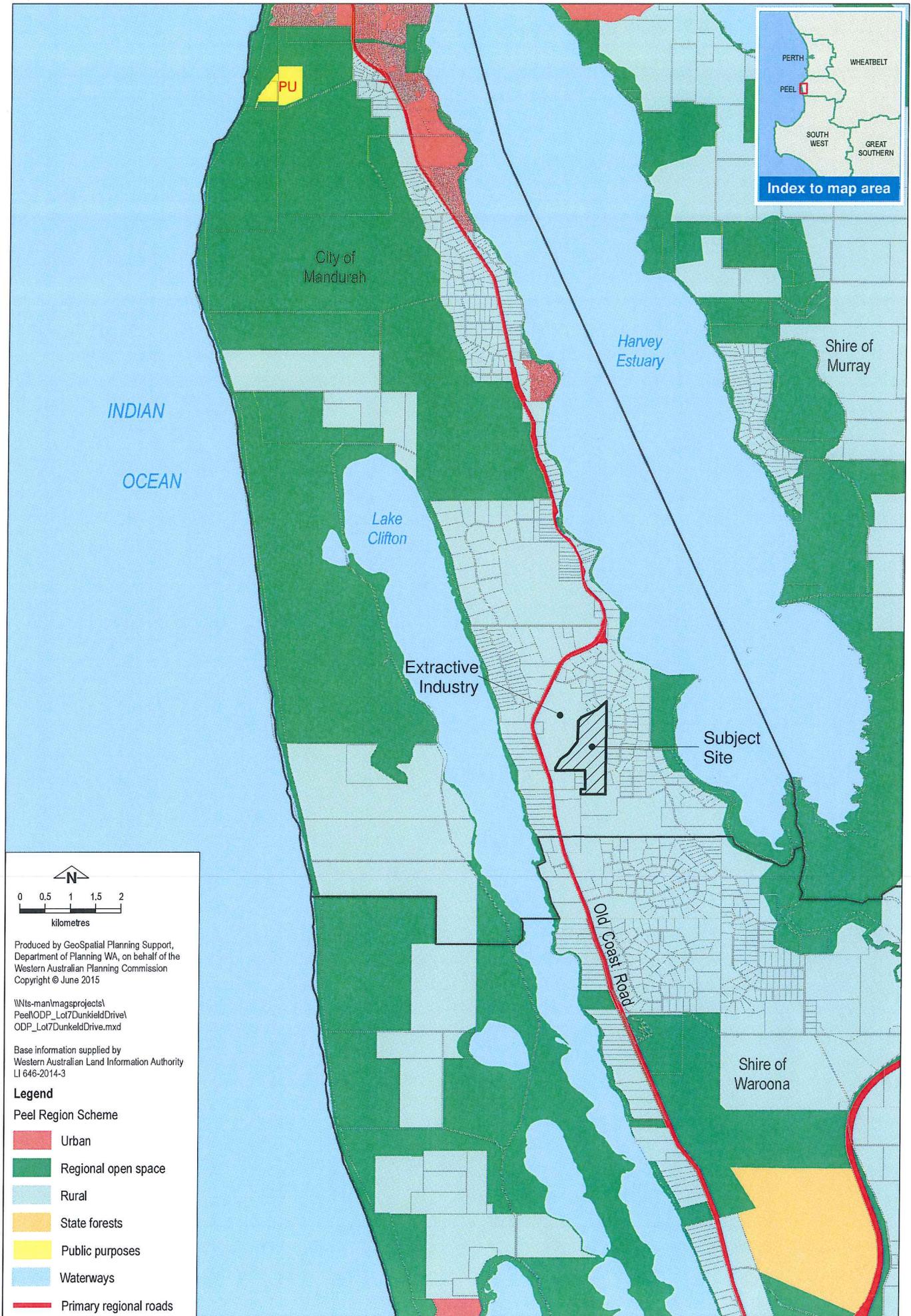
Report Category

- 9 Statutory Items for Decision**
- 10 Policy Items for Discussion/Decision**
- 11 Confidential Items (Statutory & Policy)**



ITEM NO: 9.1

Endorsement of Subdivision Guide Plan - Lot 7 Dunkeld Drive, Herron - City of Mandurah



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BUILDING ENVELOPE

1. Building Envelopes and Building Protection zone to be subject to planning approval.
2. No filling of the land or clearing of native vegetation outside of the defined building envelopes, other for fire and weed control shall be permitted without the written approval of the Local Authority.
3. No priority 1 or 2 trees to be removed.

EFFLUENT DISPOSAL

4. On-site aerobic effluent disposal systems capable of nutrient retention shall be used, such as alternative treatment units (ATUs). Effluent disposal systems shall be located within the building envelope.

OTHER REQUIREMENTS

5. The subdivider shall engage Aboriginal Site Monitors during any disturbance of original soils on site at the subdivisional stage.
6. The approved Fire Management Plan shall be implemented by the subdivider as a condition of subdivision approval.
7. The keeping of livestock is only permitted with the approval from City of Mandurah. Stocking rates shall be in accordance with the Department of Agriculture and Food's Guidelines - SMRSP.
8. Subdivision and development of the land is to accord with the General Provisions of Town Planning Scheme No. 3 applying to the Rural Residential zone, with the exception that where there is an inconsistency between the provisions of this Subdivision Guide Plan then this Subdivision Guide Plan will prevail.
9. Prior to any subdivision or development, the applicant shall prepare and implement a Landscape and Revegetation Management Plan as recommended in the Environmental Assessment Report for Lot 7 Dunkeld Drive (Rev 0 Dated September 2014).
10. All development (including single houses) requires planning approval, with the location to be specified on site, in conjunction with the necessary Building Attack Level assessment under AS3959.
11. Appropriate notifications or memorials being included on the title advising owners and prospective owners of the lots within the subdivision guide plan that they are subject to the recommendations of the Landscape and Revegetation Management Plan and the Bushfire Management Plan as prepared and approved for the subdivision.



LEGEND

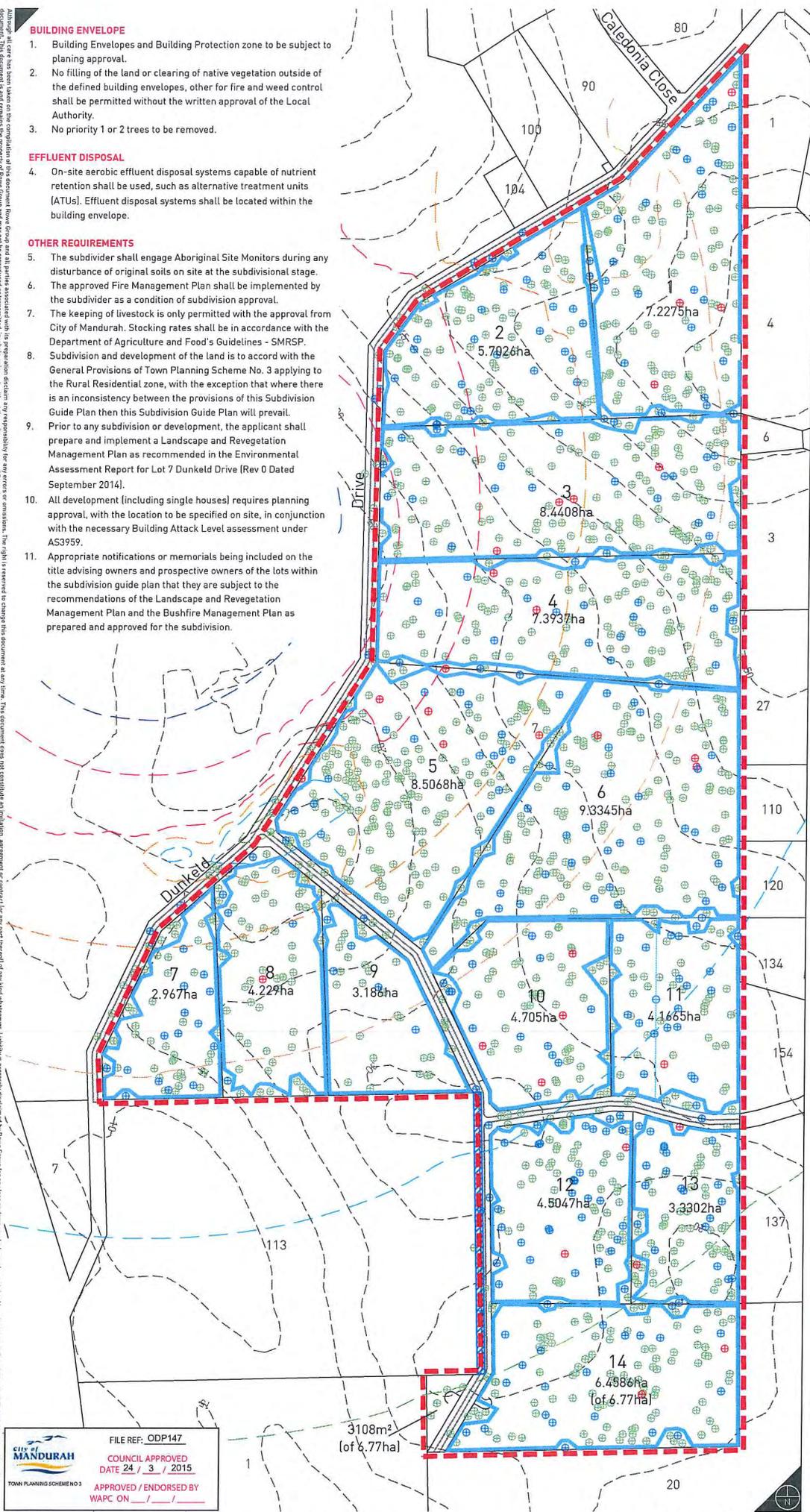
- Subject Site
- Contours
- Existing Lot Numbers
- Existing Boundaries
- Proposed Boundaries
- Detailed Road Design to Minimise Tree Removal
- 4 metre Trafficable Mineral Earth Firebreak with 4.2 metre vertical clearance
- 10m wide Road Reserve created as part of Subdivision of Lot 3

NOISE LEVEL CONTOURS

- 54dB
- 51dB
- 48dB
- 45dB
- 42dB
- 39dB
- 36dB

BLACK COCKATOO HABITAT TREES

- Priority 1 - Habitat Tree
- Priority 2 - Habitat Tree
- Priority 3 - Habitat Tree



0 125 250 Metres

REVISIONS

Rev	Date	Drawn
A	2014.07.17	M. Winfield
B	2014.08.04	K. Trenberth
C	2014.08.05	K. Trenberth
D	2015.03.31	M. Sullivan



w: www.rowegroup.com.au
e: info@rowegroup.com.au
p: 08 9221 1991

Date Drawn: 2014-07-17
Job Ref: 7353
Scale: 1:5000 @ A3
Client: CLIENT
Designer: D. Smith
Drawn: M. Winfield
Projection: MGAS0
Plan ID: 7353-SUB-01-D

FILE REF: ODP147
COUNCIL APPROVED
DATE 24 / 3 / 2015
APPROVED / ENDORSED BY
WAPC ON / /

Structure Plan Objectives

1. Create a vision for the future development of the Lake Clifton-Herron area that reflects community needs
2. Address planning, environmental and servicing constraints in an integrated manner.
3. Ensure that recreation, community and commercial facilities are appropriately located to ensure that the community needs and aspirations are met in a sustainable manner; and
4. Provide for a robust and integrated local road network and subdivision pattern.

Structure Plan Notes

1. Amendments to Town Planning Scheme No. 3 to rezone Rural Residential A and Rural Residential B areas provided they are consistent with the objectives of the Structure Plan, provisions of Town Planning Scheme No. 3, and appropriately address any potential adverse environmental impacts.
2. Prior to the rezoning of land for Rural Residential purposes an assessment of the remnant vegetation must be carried out.
The assessment is to detail vegetation type and condition, identify any declared rare flora, threatened species, and any other environmental values and is to assign a level of bushfire hazard in accordance with Planning for Bushfire Protection.
Subdivision Guide Plans should take into account the findings of the vegetation assessment.
3. Subdivision of Rural Residential areas must be in accordance with a subdivision scheme approved by the Local Government and the WAPC, or has come into effect as part of a town planning scheme amendment.
Further subdivision of the same land, or part thereof, should not be permitted where this would result in an average lot size less than was originally determined.
4. Extent of foreshore on Lot 1 to be reviewed in accordance with Peel Region Scheme recommendations.
5. Multiple Use Category Wetland on-site requires re-assessment by Department of Environment and Conservation.
6. Recreation Focus as per Island Point to Kooljerup Management Plan.
7. Future development of Rural Residential areas to consider buffers associated with quarry operations in Mineral and Basic Raw Materials Resource Policy.
8. Future Development Subject to Detailed Environmental Assessment
9. Possible Site for Aboriginal Cultural Purposes (Shire of Warcoona)
10. Further subdivision of Lot 2 Sharee Close is permitted to facilitate the construction of a road connection through to Armstrong Hills Drive subject to the road being 2ha minimum lot size and a public Road reserves and a 2ha minimum lot size being maintained.

**LAKE CLIFTON / HERRON
STRUCTURE PLAN**

200 January 2010 | 04/1068001A | 1:40,000 @ A3

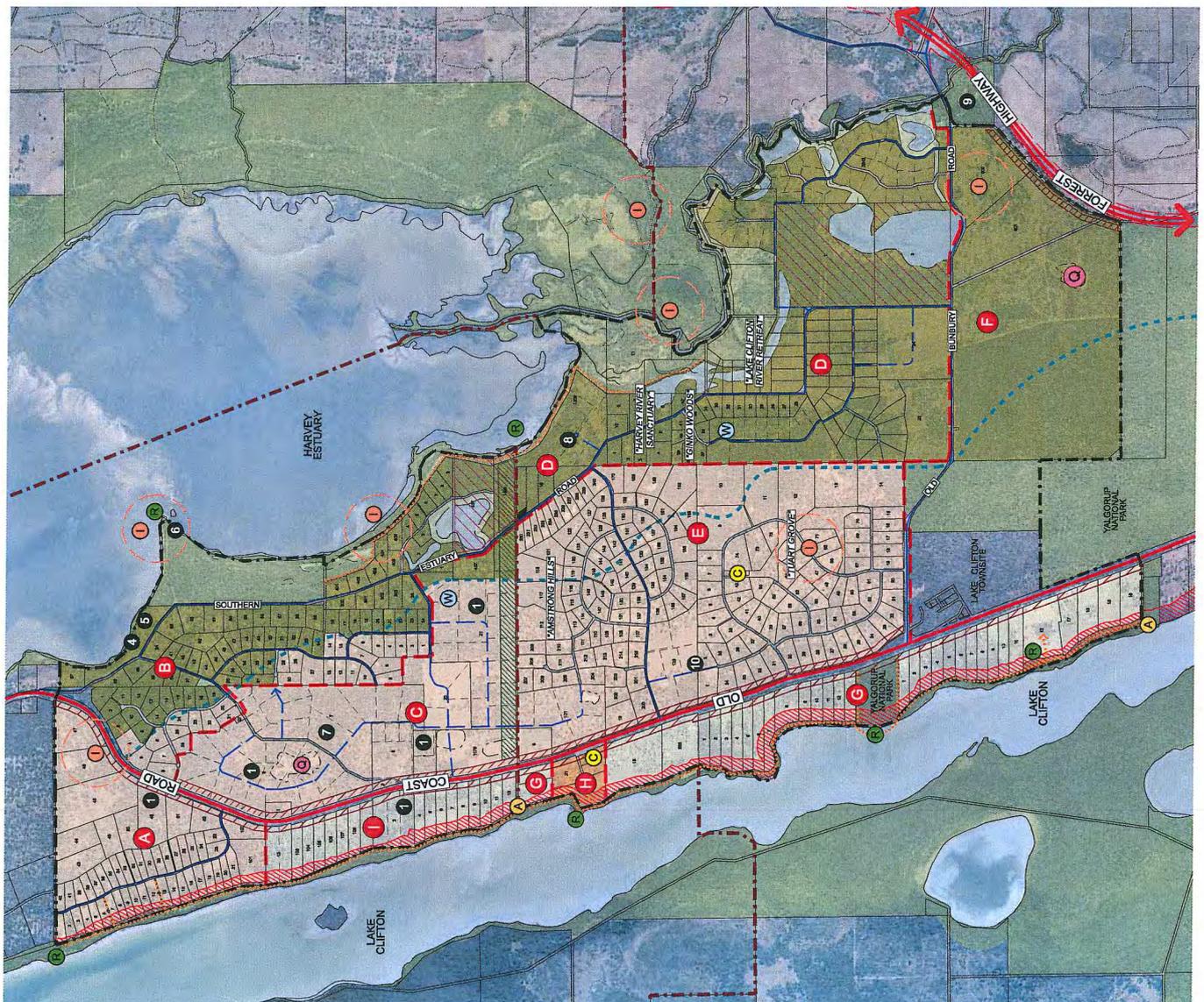
Scale: 1:40,000
75m, 150m

Revised October 2009
Plan Modification
Version 1.0 (Jan 2010). Updated as per WAPC Approval

Purpose of plan is to provide guidance to the assessment of rezoning and subdivision. Guide Plans are subject to rezoning and subdivision. An applicant must meet planning objectives.

All details are indicative only. Final design and lot layouts are subject to rezoning and subdivision. Planning process upon receipt of rezoning details. (Plan No. 2009/002, Dated 11 Sept 2009)

Plans to be read in context with Structure Plan report.



Structure Plan Legend

Reserved Land / Public Open Space	Regional Open Space	Local Open Space	Waterways
Indicative Land Use / Zoning Category	Commercial / Tourist Node	Rural Residential A (2ha Minimum; 3ha Average Lot Size)	Rural Residential B (2ha Minimum; 3ha Average Lot Size)
Rural Small Holdings (5ha Minimum and Average Lot Size)	Access and Road Network	Primary Regional Road	Key Existing Local Roads
Potential New Roads (Provided via new subdivisions)	Possible Walk Trails	Structure Plan Overlays	Conservation Category Wetland (indicative Locations)
Wildlife Corridor (Lots Subject to 5ha Minimum Lot Size)	Environmental Assessment Required (as part of future rezoning under TPS)	Visual Impact Management Area (Minimum 50m in width)	150m Building Setback Area (Measured from High Water Mark of Lake Clifton; as defined by edge of saltwater wetland dependent vegetation)
Structure Plan Information	Passive Recreation Node	Community / Commercial Node	Access Point
Potential Indigenous Heritage Site (Detailed Studies Required to Confirm)	Possible Water Tank Site	Existing Quarry / Extractive Industry Site	Structure Plan Boundaries
Lake Clifton Catchment Boundary	Sub-Precinct Boundary	Local Government Boundary	Structure Plan Boundary

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BUILDING ENVELOPE

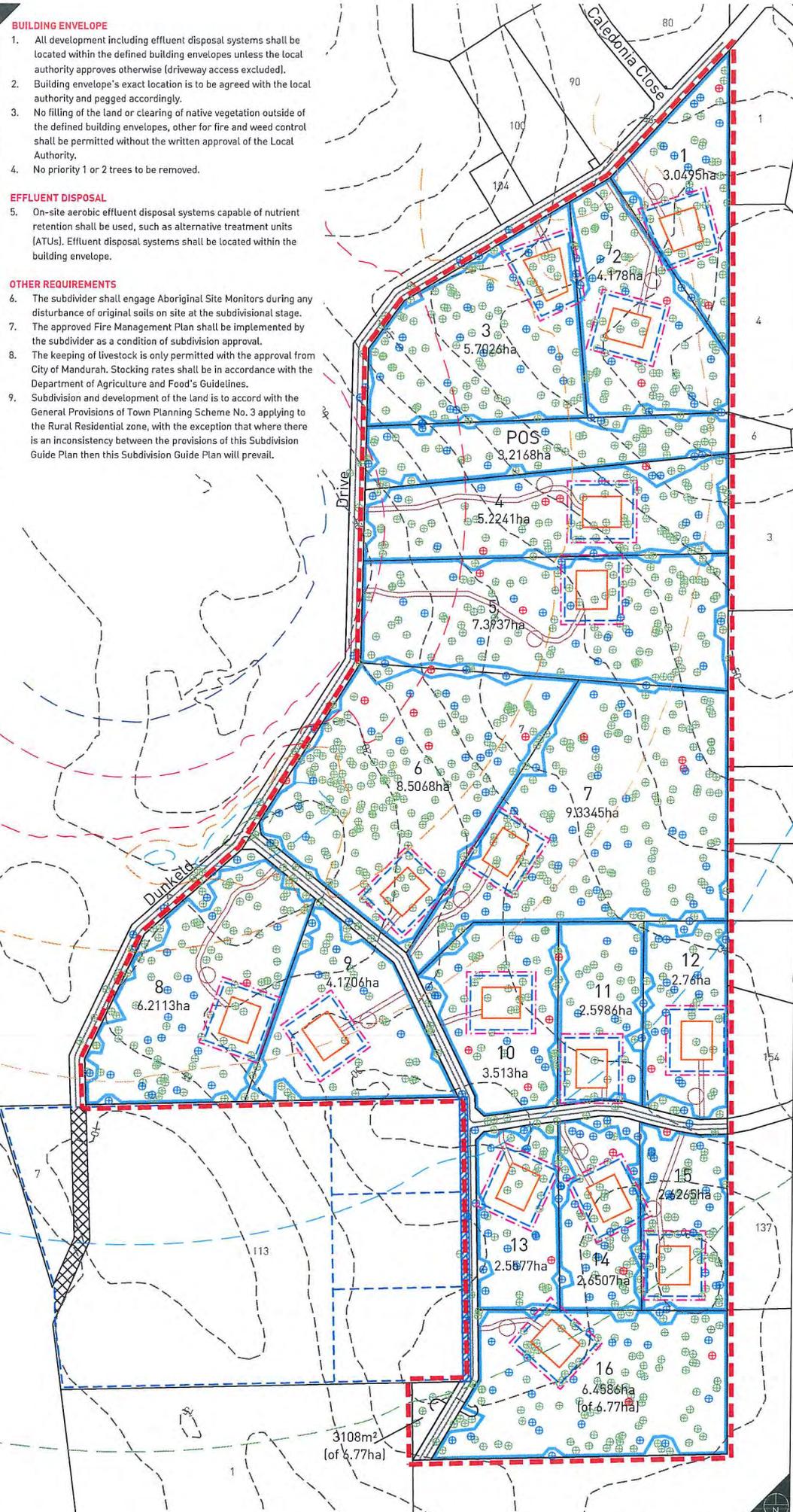
1. All development including effluent disposal systems shall be located within the defined building envelopes unless the local authority approves otherwise (driveway access excluded).
2. Building envelope's exact location is to be agreed with the local authority and pegged accordingly.
3. No filling of the land or clearing of native vegetation outside of the defined building envelopes, other for fire and weed control shall be permitted without the written approval of the Local Authority.
4. No priority 1 or 2 trees to be removed.

EFFLUENT DISPOSAL

5. On-site aerobic effluent disposal systems capable of nutrient retention shall be used, such as alternative treatment units (ATUs). Effluent disposal systems shall be located within the building envelope.

OTHER REQUIREMENTS

6. The subdivider shall engage Aboriginal Site Monitors during any disturbance of original soils on site at the subdivisional stage.
7. The approved Fire Management Plan shall be implemented by the subdivider as a condition of subdivision approval.
8. The keeping of livestock is only permitted with the approval from City of Mandurah. Stocking rates shall be in accordance with the Department of Agriculture and Food's Guidelines.
9. Subdivision and development of the land is to accord with the General Provisions of Town Planning Scheme No. 3 applying to the Rural Residential zone, with the exception that where there is an inconsistency between the provisions of this Subdivision Guide Plan then this Subdivision Guide Plan will prevail.



LEGEND

- Subject Site
- Contours
- 7 Existing Lot Numbers
- Existing Boundaries
- Proposed Boundaries
- Detailed Road Design to Minimise Tree Removal
- Approved Subdivision
- XXXX Portion of Dunkeld Drive in Lot 3 to be Closed
- 4 metre Trafficable Mineral Earth Firebreak with 4.2 metre vertical clearance
- 10m wide Road Reserve created as part of Subdivision of Lot 3

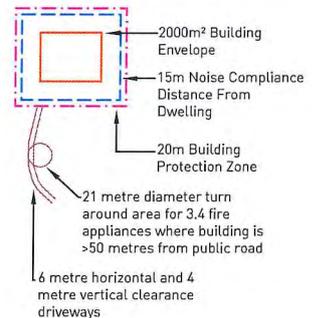
NOISE LEVEL CONTOURS

- 54dB
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- 39dB
- 36dB

BLACK COCKATOO HABITAT TREES

- ⊕ Priority 1 - Habitat Tree
- ⊕ Priority 2 - Habitat Tree
- ⊕ Priority 3 - Habitat Tree

BUILDING ENVELOPE DETAIL



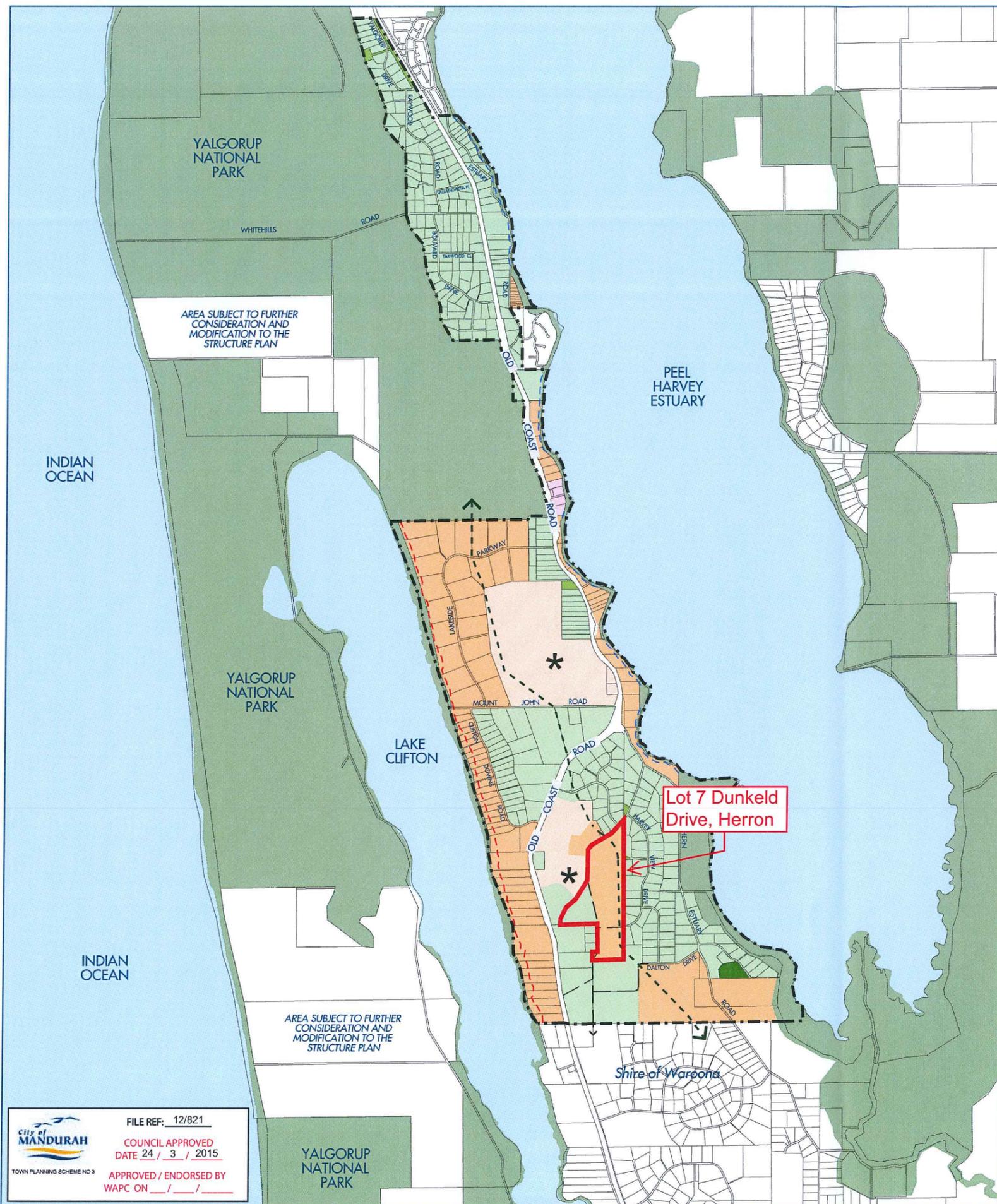
REVISIONS

Rev	Date	Drawn
A	2014.07.17	M. Winfield
B	2014.08.04	K. Trenberth
C	2014.08.05	K. Trenberth



W: www.rowegroup.com.au
 E: info@rowegroup.com.au
 P: 08 9221 1991

Date Drawn: 2014-07-17
 Job Ref: 7353
 Scale: 1:5000 @ A3
 Client: CLIENT
 Designer: D. Smith
 Drawn: M. Winfield
 Projection: MGA50
 Plan ID: 7353-SUB-01-C



Sub-Precinct Zones

- Rural Residential (5ha minimum)
- Rural Residential (10ha minimum)
- Rural (40ha minimum)
- Tourist (Caravan Park)

Special Controls

- 150m Lake Clifton Setback
- 50m Peel Harvey Estuary Setback
- South West Regional Ecological Linkage
- Local Road Connections Required through Subdivision
- * Extractive Activities (Existing)

Reserved Land

- Regional Open Space (Peel Region Scheme Reserved Land)
- Conservation and Passive Recreation
- Local Reserves

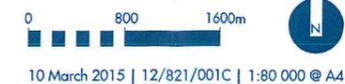
Notes

1. The Structure Plan Area is a designated Bushfire Prone Area
2. The Structure Plan Map is to be read in conjunction with the Structure Plan Text

Structure Plan Boundary

FILE REF: 12/821
COUNCIL APPROVED
DATE 24 / 3 / 2015
APPROVED / ENDORSED BY
WAPC ON ___ / ___ / ___

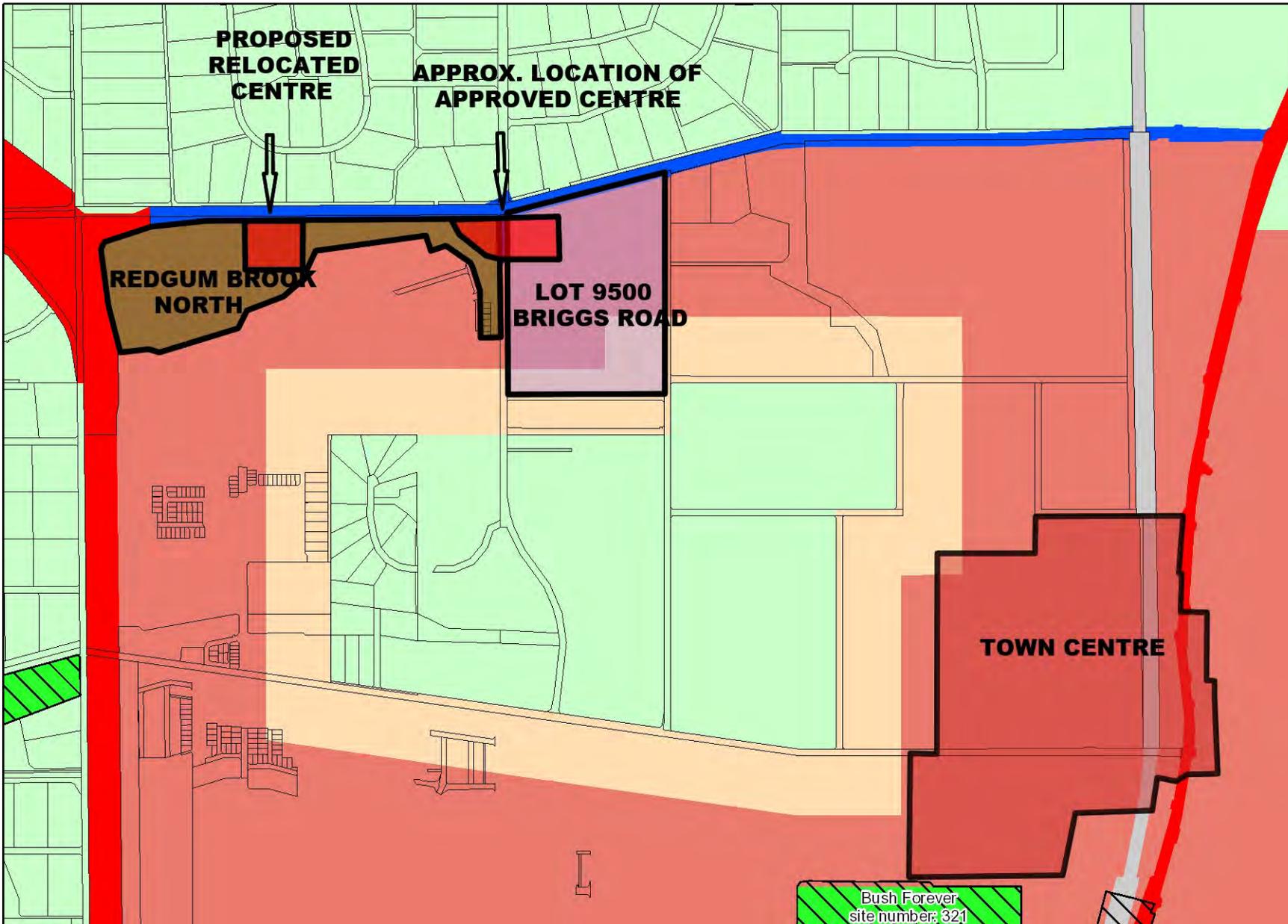
Plan 1
Structure Plan Map





ITEM NO: 9.2

Approval to Lot 9500 Briggs Road Local Structure Plan (as modified)



Legend

- Local Government Area
- Cadastre (view 2)
- Cadastre (view 3)
- Cadastre (view 4)
- MRS - Boundary
- MRS - Bush Forever
- MRS - Zones and Reserves**
- other regional roads
- parks and recreation
- primary regional roads
- railways
- rural
- urban
- urban deferred

Notes:

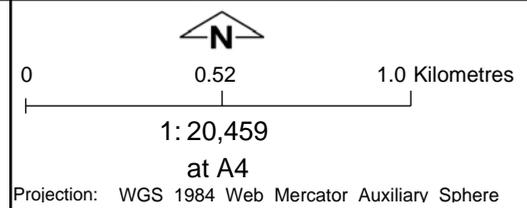
The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. This information is stored in the relevant layers metadata. For these reasons the map should not be distributed outside of the Department.

Map was produced using DoP's PlanViewWA.

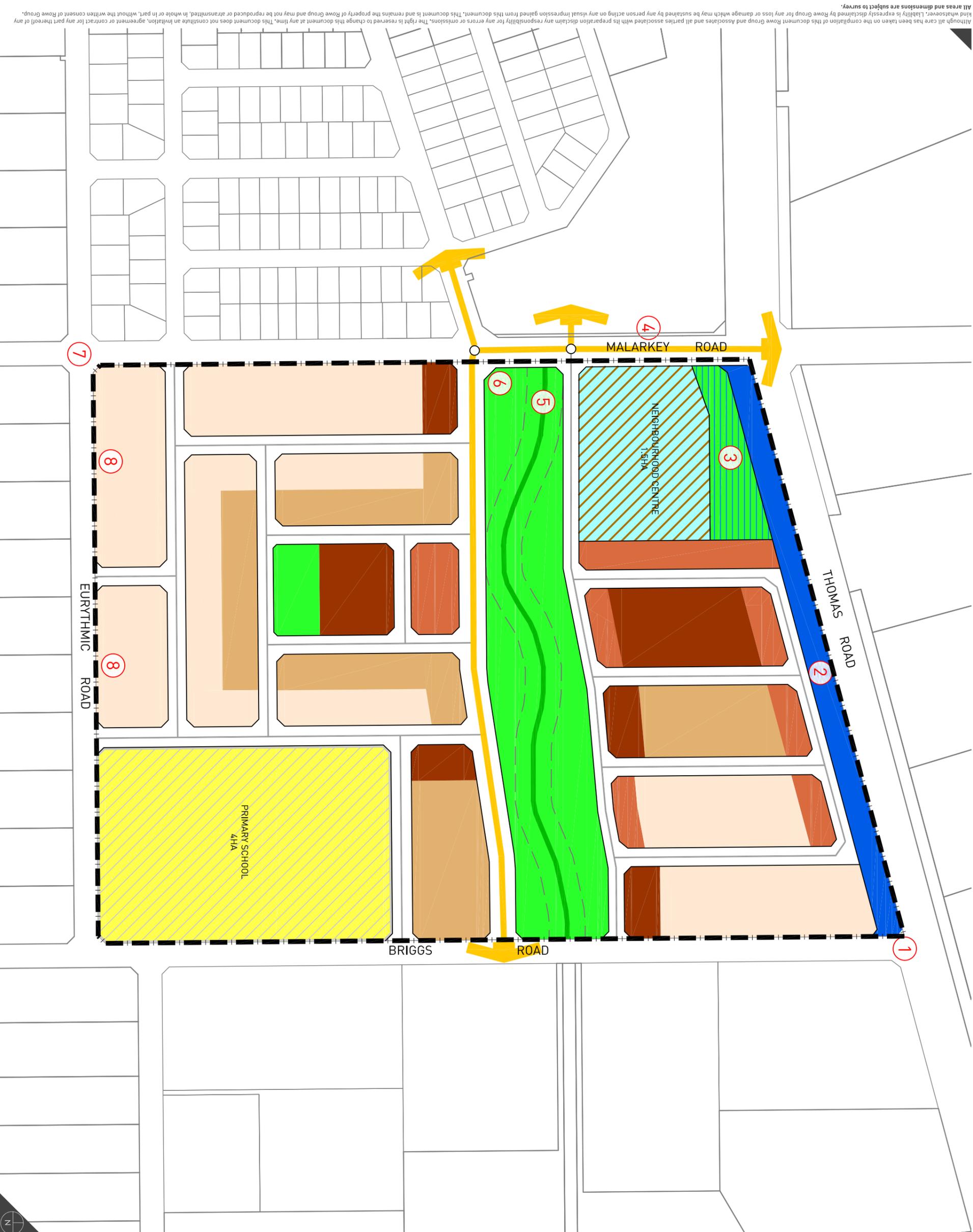
INDICATIVE LOCATION PLAN (NTS)

INTERNAL USE ONLY

PlanViewWA
[Link to viewer](#)



Produced by: **FUNCTIONALITY TO COME**
Date produced: 27-Nov-2014



Local Structure Plan

Lot 9500 Thomas Road, Byford Plan 1

ROWEGROUP
 PLANNING DESIGN DELIVERY

W: www.rowegroup.com.au
 e: info@rowegroup.com.au
 p: 08 9221 1991

Date Drawn: 2014-10-16
 Job Ref: 7769
 Scale: 1:3000 A3
 Client: G & G Corp.
 Designer: K. Kyle
 Drawn: K. Trenberth

Projection: MGA50 GDA94
 Plan ID: 7769-LSP-03-B
 Data supplied by Landgate

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N:\TOWN PLANNING\2000-2996\1769\ROWEGROUP\NDA-CAD\7769_LSP03B_20141110_BYFORD.PLAN 11.DWG
 Kim Trenberth
 12 November 2014

ITEM NO: 9.1

In Principle Support to Lot 9500 Briggs Road Local Structure Plan

WAPC OR COMMITTEE:	Statutory Planning Committee
REPORTING AGENCY:	Department of Planning
REPORTING OFFICER:	Senior Project Planner
AUTHORISING OFFICER:	Planning Director, Metropolitan South
AGENDA PART:	C
FILE NO:	SPN/0329
DATE:	9 March 2015
REPORT CATEGORY:	Statutory
RECOMMENDATION OUTCOME:	1. Support
ATTACHMENT(S):	1. Location/Context Map 2. Department of Planning Schedule of Modifications 3. LSP Map (June 2013) 4. Indicative LSP Map with WAPC Proposed Modifications 5. Local Government List of Modifications
REGION SCHEME ZONING:	Urban, Urban Deferred and Other Regional Road
LOCAL GOVERNMENT:	Shire of Serpentine Jarrahdale
LOCAL SCHEME ZONING:	Urban Development
LGA RECOMMENDATION(S):	Approval subject to modifications
REGION DESCRIPTOR:	Metropolitan South-East
RECEIPT DATE:	15 July 2014
PROCESS DAYS:	252 days
APPLICATION TYPE:	In Principle Support to Local Structure Plan
CADASTRAL REFERENCE:	Multiple Lots bound by Thomas Road to the north, Briggs Road to the east, Eurythmic Road to the south and Malarkey Road to the west.

RECOMMENDATION:

That the Western Australian Planning Commission resolves to:

- 1. provide in principle support to the Lot 9500 Briggs Road Local Structure Plan subject to the schedule of modifications as outlined in Attachment 2 - Schedule of Modifications;*
- 2. provide delegation to the Planning Director - Metropolitan South to determine the Local Structure Plan in accordance with the position of the*

Statutory Planning Committee providing no substantial new issues are raised during the re-advertising of the Local Structure Plan;

3. *advise the State Administrative Tribunal and Shire of Serpentine Jarrahdale of its position accordingly.*

SUMMARY:

The key points relating to the report are as follows:

- The Shire of Serpentine Jarrahdale (the Shire) approved the Lot 9500 Briggs Road Local Structure Plan (Lot 9500 LSP) on 23 June 2014 subject to modifications.
- On the 15 July 2014, the Lot 9500 LSP was referred to the Western Australian Planning Commission (WAPC) for final determination in accordance with Clause 5.18.3.9 of the Shire of Serpentine Jarrahdale Town Planning Scheme No. 2 (the Scheme) at the applicant's request and without the Shire's approved modifications being undertaken (**Attachment 3 - LSP Map dated 5 June 2013 and Attachment 5 - Shire's list of modifications**).
- The major modification required by the Shire concerns the removal of the 1.5 hectare portion of the Neighbourhood Centre at the eastern corner of Thomas Road and Malarkey Road (San Simeon Boulevard) and its replacement with a 5,000m² 'Mixed Use' site.
- The Lot 9500 LSP, and specifically, the location of the 1.5 hectare portion of the Neighbourhood Centre on the eastern corner of Thomas Road and Malarkey Road is consistent with the existing planning framework including the Byford (District) Structure Plan.
- The Lot 9500 LSP, as suggested to be modified by the Department of Planning which includes the retention of the 1.5 hectare portion of Neighbourhood Centre (**Attachment 4**), is currently subject to re-advertising by the Shire in accordance with Clause 5.18.3.14 of the Scheme.
- The applicant/landowner of Lot 9500 Briggs Road has applied to intervene in the State Administrative Tribunal (SAT) proceedings relating to the WAPC's recent refusal of the Redgum Brook North LSP that proposes the Neighbourhood Centre on separate land 700 metres to the west.
- The WAPC's position on the Lot 9500 LSP will assist in informing defence of the refusal of the Redgum North LSP at SAT.
- The WAPC's position will also reduce delays to the determination upon conclusion of the Shire's re-advertising the Lot 9500 LSP.
- In principle support to the Lot 9500 LSP is recommended.

BACKGROUND:

The Byford District Structure Plan (Byford DSP) covers an urban cell expected to accommodate 30,000-40,000 people when fully developed. The Byford DSP identifies a Neighbourhood Centre in the north-west of the urban cell which straddles Malarkey Road, with a portion of the centre within the Lot 9500 LSP area and a portion on the adjacent site to the west of Malarkey Road, being the Redgum Brook North LSP area. Although the DSP does not define the exact allocations of land uses, it has been generally acknowledged that the Neighbourhood Centre at its current approved location is shared at approximately 1/3 to 2/3 split across the two land holdings.

Lot 9500 Briggs Road is situated approximately two kilometres north-west of the Byford Town Centre, and covers 29 hectares of land bound by Thomas Road to the north, Briggs Road to the east, Eurythmic Road to the south and Malarkey Road to the west. The land is predominantly cleared with an existing brick and tile homestead.

The site is zoned 'Urban Development' under the Scheme. Pursuant to the Scheme an LSP is required to be approved prior to subdivision and ahead of significant development.

The Lot 9500 LSP was lodged with the Shire on 5 June 2013 and depicts the following:

- a 1.5 hectare Neighbourhood Centre site at the corner of Malarkey and Thomas Roads,
- the integration of Malarkey Road into San Simeon Boulevard as a neighbourhood connector road,
- indicative road layout and residential lots ranging from densities of R25 to R60,
- Public Open Space (POS) areas including a linear multiple use corridor; and
- a four hectare primary school site.

Redgum Brook North LSP

The land to the western side of Malarkey Road, known as Redgum Brook North, is the subject of an LSP approved in September 2012 which identified a 'Neighbourhood Centre' of approximately 1.14 hectares in area at the western corner of Malarkey and Thomas Roads. A request for a modification to the Redgum Brook North LSP was received by the Shire on 27 September 2013. The modified LSP sought to relocate the approved portion of Neighbourhood Centre to the corner of Kardan Boulevard and Thomas Road approximately 700 metres west of the approved location and increase it to 2.4 hectares in area. The effect of the proposed modification would be the placement of the entire Neighbourhood Centre wholly within the Redgum Brook North LSP area.

Shire of Serpentine Jarrahdale Decisions

In view of the Redgum Brook North application and the Lot 9500 Briggs Road LSP showing conflicting locations for the Neighbourhood Centre, both LSP's were advertised and determined concurrently by the Shire on 23 June 2014.

The Shire approved the modification to **Redgum Brook North LSP** subject to a number of modifications, however, the determination resulted in, amongst other things, a 2.4 hectare Neighbourhood Centre site of 5,000m² commercial floor space comprising 4,900m² on the eastern side of Thomas Road/Kardan Boulevard.

The **Lot 9500 Briggs Road LSP** was approved by the Shire subject to a number of modifications, however, the most significant of these modifications concerned the removal of the Neighbourhood Centre site from the LSP map/area and replacement with 'Mixed Use' site of 5,000m².

WAPC

Both the Redgum Brook North LSP modification and the Lot 9500 Briggs Road LSP were referred (without modifications at the request of the respective applicants) to the WAPC for final approval pursuant to Clause 5.18.3.9 of the Scheme on 15 July 2014.

The WAPC refused the modification to the Redgum Brook North LSP on 9 December 2014. In the intervening period, the Department of Planning (on behalf of the WAPC) has been liaising with the Shire in accordance with Clause 5.18.3.13 regarding proposed modifications to the Lot 9500 LSP pertaining to road and residential lot design. The modifications do not alter the identification and location of the 1.5 hectare Neighbourhood Centre site as originally proposed within the Lot 9500 LSP (dated June 2013). The applicant has provided an indicative LSP Map (dated October 2014) illustrating the Department's suggested modifications (**Attachment 4**).

As previously outlined, the Redgum Brook North LSP modification is currently the subject of an application for review at the SAT. Notwithstanding, the WAPC should continue to assess and progress the Lot 9500 Briggs Road LSP, which is outlined in the sections below.

LEGISLATION / STRATEGIC PLAN / POLICY:

Legislation Shire of Serpentine Jarrahdale Town Planning Scheme No. 2
Section: Clause 5.18.3.10

Strategic Plan
Strategic Goal: By improving the planning system and delivering plans that more efficiently meet changing community demands, we will be supporting the development of effective local communities.
Outcomes: Planned local communities developing a sense of place.
Strategies: Develop connected and accessible communities.
Improve local planning service capability.

Policy

Number and / or Name: Directions 2031 and Beyond
SPP 3.0 - 'Urban Growth and Settlement'
SPP 4.2 - 'Activity Centres for Perth and Peel'
SPP 5.4 - 'Road and Rail Transport Noise and Freight
Considerations in Land Use Planning'
Liveable Neighbourhoods

GOVERNMENT AND CORPORATE IMPLICATIONS:

Nil.

CONSULTATION:

The Lot 9500 LSP (dated 5 June 2013) was advertised in accordance with Clause 5.18.3.5 of Scheme for a period of 51 days from 11 December 2013 to 31 January 2014. A total of seventy (70) submissions were received, comprising of 23 non-objections/support, 30 submissions providing comment and 17 objections.

Issues raised primarily relate to:

- the proposed Neighbourhood Centre (location),
- local traffic concerns particularly in the proximity of the Byford Trotting Complex,
- loss of semi-rural identity, and
- proposed densities.

An assessment of the LSP and the comments received on the proposal has been undertaken and these are addressed in the report where relevant.

OFFICER'S COMMENTS:

Redgum Brook North LSP

Notwithstanding the status of Redgum Brook North LSP which is currently under review at the SAT, the WAPC has the ability to progress and determine the Lot 9500 LSP irrespective of SAT's consideration of the Redgum Brook North LSP. Advice from the State Solicitors Office in relation to the SAT matter is provided as a separate confidential attachment.

Progressing the Lot 9500 LSP

As previously discussed, the WAPC has been liaising with the applicant for the Lot 9500 LSP and an indicative LSP Map illustrating the Department's suggested modifications has been provided. Pursuant to Clause 5.18.3.13 of the Scheme, the WAPC is required to consult with the Shire prior to approving the Lot 9500 LSP.

The Shire has advised that it considers the Department's suggested modifications to the Lot 9500 LSP, particularly the Neighbourhood Centre and surrounding road network, to be substantial enough to warrant re-advertising in accordance with Clause 5.18.3.14(a) of the Scheme. Whilst the Department disagrees with this view

given the suggested modifications do not alter the identification and location of the Neighbourhood Centre as originally proposed by the proponent (and as initially advertised by the Shire), and are generally in compliance with the broader planning framework including the DSP, the Scheme does not enable the WAPC to proceed with a determination at this time.

Whilst a formal decision on the Lot 9500 LSP cannot be made given the Shire's intention to re-advertise, it is recommended that the WAPC provide an 'in principle' position with regard to the Lot 9500 LSP and suggested modifications and that this be communicated to both the SAT and the Shire. In addition, it is recommended that the WAPC delegate to the Planning Director Metropolitan South the ability to determine the Lot 9500 LSP (providing no new issues are raised during the re-advertising), in order to reduce further delays at the conclusion of the Shire's advertising.

An officer level assessment of the Lot 9500 Briggs Road LSP is summarised below accordingly.

Neighbourhood Centre

The location of the Neighbourhood Centre is main issue of contention with regard to both the Redgum Brook North LSP and the Lot 9500 LSP. Therefore, it is important to reiterate the reasons for the WAPC decision pertaining to the Redgum Brook North LSP, and outline the merits of the location of the Neighbourhood Centre as proposed under the Lot 9500 LSP.

The Byford DSP depicts a Neighbourhood Centre largely within the western adjoining LSP (being Redgum Brook North) adjacent to Malarkey Road but approximately 200 metres south of Thomas Road. The Byford DSP identifies a small portion of the Neighbourhood Centre as falling within the Lot 9500 LSP area. There is inherent difficulty in trying to establish proportions or entitlements based on a DSP map given the document is intended to offer a degree of flexibility for minor variations and not be utilised as a cadastral map.

The Redgum Brook North LSP initiated the original proposal to reposition the Neighbourhood Centre from the location 200 metres south of Thomas Road under the Byford DSP, to a more northerly location at the intersection with Thomas Road via its LSP approved in September 2012. The WAPC supported this modification to the Neighbourhood Centre location on the basis that shift was minor in distance, the centre remained on the same road alignment as predicated under the Byford DSP, and did not alter anticipated traffic volumes in the area in a substantial way. Whilst the Redgum Brook North LSP map did not quantify the size of the Neighbourhood Centre site or each landowners 'proportionate share', the Part 1 (Statutory Provisions) of the LSP required the allocation of retail floorspace to be resolved via a subsequent 'Detailed Area Plan' that spanned the two sites.

A subdivision application for the creation of the Neighbourhood Centre site/lot on the Redgum Brook North site was approved by the WAPC on 30 March 2012. The size of the Neighbourhood Centre under the approved subdivision was 1.14 hectares. Based on the approved Redgum Brook North LSP and conditional subdivision approval, there was a reasonable assumption made by the planning agencies and

the landowner/applicant that approximately 1.36 hectares of commercial land was available on Lot 9500 Briggs Road to 'complete' the Neighbourhood Centre node. The Lot 9500 LSP proposes a slightly larger site for its portion of the Neighbourhood Centre, being 1.5 hectares in area.

The WAPC decision on 9 December 2014 pertaining to the Redgum Brook North LSP rejected the proposed relocation of the (entire) Neighbourhood Centre to the corner of Kardan Boulevard and Thomas Roads, with the planned location at the corner of Malarkey and Thomas Roads being viewed as the superior location. As such, the WAPC endorsed the Neighbourhood Centre at the previously planned location with portions straddling both the Redgum Brook North LSP site and the subject site.

A number of the submissions received in relation to the proposed Neighbourhood Centre misinterpreted that both Neighbourhood Centres (being Kardan Boulevard under the Redgum Brook North LSP proposal and Malarkey Road under the Lot 9500 LSP proposal) could be approved. The Lot 9500 LSP generally maintains the intended location of the centre as depicted under the Byford DSP. Land use permissibility will be resolved via the DAP for the site and subsequent development applications will be submitted to, and determined by, the Shire based on planning framework and merit.

Lot Size / Configuration

The Lot 9500 LSP proposes a variety of codings ranging between R12.5 to R60. The higher coded densities, predominately R40 and R60, are located around the Neighbourhood Centre, adjacent to POS and along the main transport routes. The lower coded densities are located in the south-eastern corner of the LSP area, furthest from the aforementioned amenities and in close proximity to the Byford Trotting Complex.

Whilst a density coding of Residential R12.5 does not meet current density expectations for urban development, this is a design response that is consistent with the surrounding developments, including Redgum Brook North LSP, to provide for an appropriate transition in the 'Urban Deferred' zone between the Urban area and the Byford Trotting Complex and associated rural living areas. The lower density does not impact upon the subject LSP's overall compliance with regard to achieving the target density of 15 dwellings per gross hectare as per *Directions 2031 and Beyond* (D2031).

The Lot 9500 LSP depicts that a number of dwellings are likely to have direct frontage to POS. The creation of such lots does not accord with desired outcomes in Liveable Neighbourhoods (LN), which promotes a public road interface with POS areas. Where both street and public open space frontage is proposed, LN indicates that this outcome is only acceptable where the design of the dwelling achieves surveillance of both the street and park and adequately provides for private open space. The LSP requires these lots to be subject to further planning via the submission of Local Development Plans (LDP's) as part of the subdivision process.

The proposed lot layout as defined on the indicative LSP Map endeavours to be climate responsive and is predominately based on a north-south and east-west regulated street grid layout to maximise solar access in accordance with R18 of LN.

With regard to the submissions which query the relevance and need for density of lots proposed by the Lot 9500 LSP, D2031 envisages that the Byford DSP area will eventually accommodate a population of 30,000-40,000 people. *Liveable Neighbourhoods* (LN) and *State Planning Policy 4.2 - Activity Centres for Perth and Peel* (SPP 4.2) also advocate for increased densities within the walkable catchment of activity centres. The densities proposed by the Lot 9500 LSP are considered suitable to achieve the target densities outlined by D2031, LN, and SPP 4.2.

In response to the perceived loss of semi-rural character in the locality, the subject land is zoned Urban under the MRS and is intended to be development with urban development. The Neighbourhood Centre and primary school in the Lot 9500 LSP area are identified in the Byford DSP. For these reasons, the 30,000-40,000 anticipated landowners and residents within the Byford DSP will require, and expect, access to these services and facilities.

Movement Network

The subject site is adjacent to Thomas Road which is classified as an 'Other Regional Road' (ORR) under the MRS and is also identified as a Primary Freight Route under SPP 5.4. A traffic study was submitted and approved by the Shire as part of the LSP process. Main Roads Western Australia (MRWA), the Department and the Shire are satisfied with the assessment subject to the land being ceded from the subject site in order to achieve a 50 metre road reservation for Thomas Road and this requirement being shown/incorporated into the LSP. The LSP has since been provisionally modified to satisfy this requirement.

The Lot 9500 LSP proposes a series of major neighbourhood connectors supported by local roads. The road layout is generally consistent with the Byford DSP with exception of the slight variation to the alignment of the neighbourhood connector (Malarkey Road/San Simeon Boulevard) which will eventually connect with the Byford District Activity Centre. The modified LSP map depicts the road extending slightly further south than depicted on the Byford DSP (and Shire approved LSP) in order to avoid the Multiple Use Corridor (MUC) and provide an appropriate intersection with Ballawarra Ave to the east.

The new road alignment depicted on the indicative LSP Map addresses several of the Shire's concerns which arose during its assessment and required modification as part of its determination. It is considered that a combination of road treatments including slip lanes and local signage can ensure that road users are aware of how to access the Byford Town Centre and can travel there with minimal restriction or enticement to 'short-cut' through the Byford Trotting Complex area to the south of Eurythmic Road.

In relation to the traffic concerns raised during advertising, the development of the subject site for urban development, as recognised in the planning frameworks for almost a decade, will not remove the Byford Trotting Complex or associated bridle trails. Whilst (different) road users will be required to co-exist in the locality, the local

access roads will be upgraded and/or constructed where necessary and appropriate treatments implemented to encourage traffic to utilise the higher order roads. It is expected that there will be minimal impact on the landholdings to the north of Thomas Road (currently zoned Special Rural) beyond the local residents seeking access to the proposed Neighbourhood Centre for daily convenience goods and services.

Urban Water Management

A Local Water Management Strategy (LWMS) has been prepared for the site and approved by the Department of Water (DoW) and the Shire for the June 2013 LSP. An updated LWMS based on the indicative October 2014 LSP has also been approved by the DoW.

In accordance with the WAPC's *Better Urban Water Management* Guidelines, an Urban Water Management Plan (UWMP) will be submitted and implemented as part of the subsequent subdivision stage/s where deemed necessary.

Public Open Space

LN stipulates that a minimum of 10% of the gross subdivisible area must be given up free of cost by the subdivider for POS. This may comprise a minimum 8% of unrestricted POS for active and passive recreation with the remaining 2% allowable for restricted use public POS, including natural areas/bushland, drainage and wetlands. Utilising the indicative LSP dated October 2014 for greater accuracy, the credited POS in accordance with the LN guidelines is 2 hectares which represents 10.05% of the total land area, of which 30.2 hectares, equal to 9.7%, is unrestricted POS.

The POS depicted on the indicative LSP Map is evenly distributed throughout the LSP relative to its size, and includes an east-west linear multiple use corridor, a small pocket park in the southern portion of the Lot 9500 LSP area. These spaces have been designed to provide for passive recreational needs, and minor active recreational needs, for the community.

CONCLUSION:

The key points relating to this report are as follows:

- (i) The site is within an area identified for Urban development and is appropriately zoned under the Metropolitan Region Scheme and Shire of Serpentine Jarrahdale Town Planning Scheme No. 2.
- (ii) In accordance with the provisions of the Town Planning Scheme, a Local Structure Plan (LSP) is required prior to subdivision or development.
- (iii) The Lot 9500 LSP, including the proposed modifications, is consistent with the Byford District Structure Plan and will enable the commencement of urban development in the locality as identified within the WAPC's strategic plans and policies.

- (iv) The Lot 9500 Briggs Road LSP (as suggested to be modified) provides a sufficient level of detail to support further progression to the next level of planning, being subdivision.
- (v) The WAPC is not obliged to defer its consideration of the subject LSP pending the outcome of the SAT proceedings for the Redgum Brook North LSP.
- (vi) The WAPC is required to consult with the Shire regarding proposed modifications to the Lot 9500 LSP. The Shire has advised it is of the view that the LSP warrants readvertising.
- (vi) Notwithstanding the Departments' differing view to the Shire with regard to the readvertising, it is considered reasonable for the WAPC to provide an in principle position on the matter in order to provide its view to the SAT and the Shire, and expedite the application post-advertising.
- (vii) The Lot 9500 LSP (as modified) will conform with the WAPC's Policies, the Shire of Serpentine Jarrahdale Town Planning Scheme No. 2, Liveable Neighbourhoods, and the Byford District Structure Plan.

On the basis of the above assessment it is recommended that the Lot 9500 Briggs Road LSP be given in principle support subject to the modifications as outlined in Attachment 2 - Schedule of Modifications.



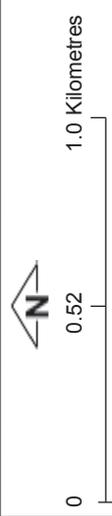
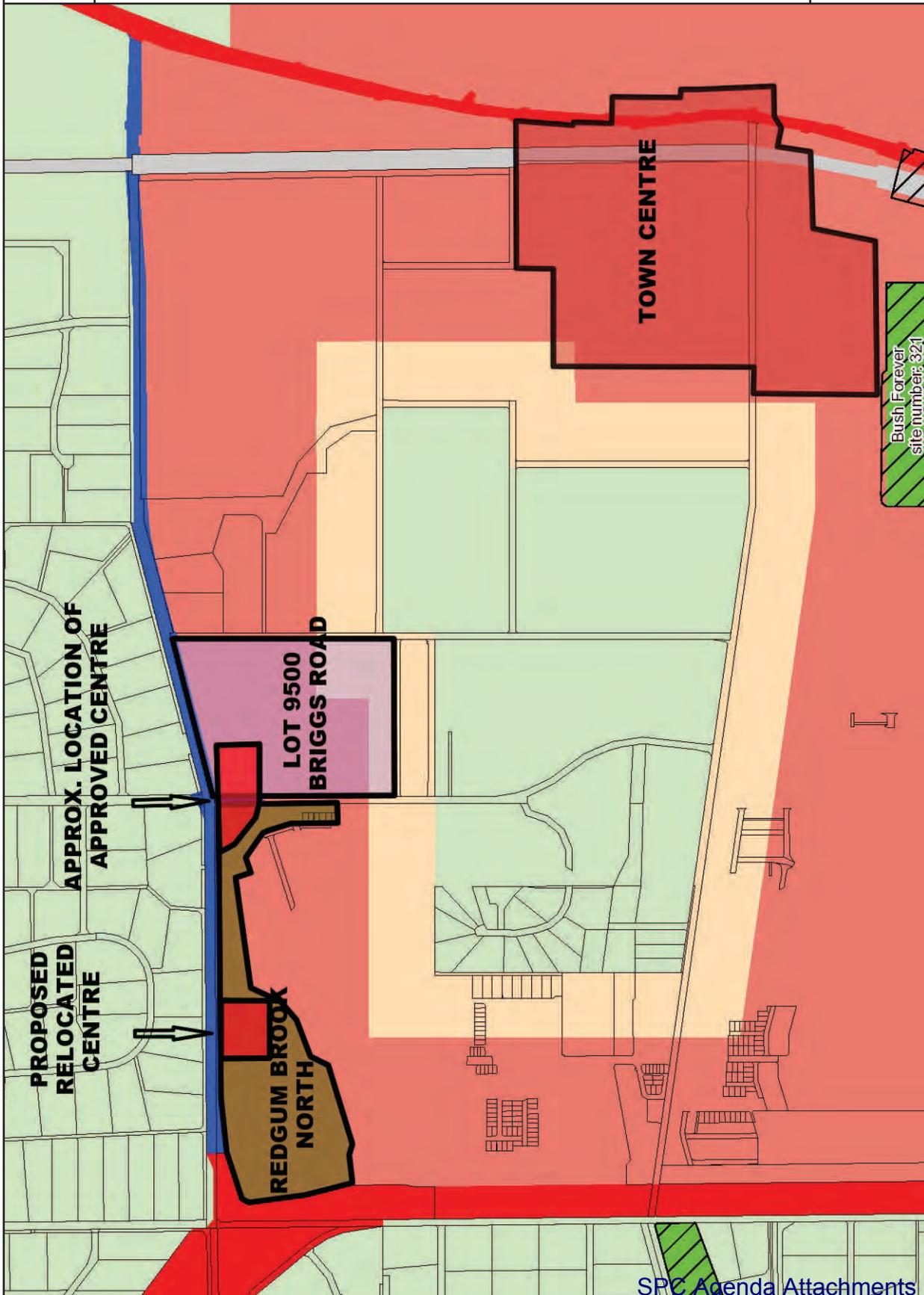
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- Local Government Area
 - Cadastral (view 2)
 - Cadastral (view 3)
 - Cadastral (view 4)
 - MRS - Boundary
 - MRS - Bush Forever
 - MRS - Zones and Reserves
 - other regional roads
 - parks and recreation
 - primary regional roads
 - railways
 - rural
 - urban
 - urban deferred

Notes:

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Map was produced using DoP's PlanViewWA.

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Date produced: 27-Nov-2014



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INDICATIVE LOCATION PLAN (NTS)

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Schedule of Modifications

Lot 9500 Briggs Road LSP

Modification Number	Matter / Clause Number	Original Wording/Proposal	Modification	Justification
1.	Thomas Road Widening / LSP Map and Part 2, Clause 2.3.1	Map depicts 15 metres of land to the north of Lot 9500 to be ceded for the purpose of the Thomas Road widening to 45 metres.	Modify the LSP Map to depict a 20 metre strip of land to the north of Lot 9500 to be ceded for the purpose of widening Thomas Road to 50 metres and update Clause 2.3.1 of Part 2 'Explanatory Section' accordingly.	The additional land/50 metre road widening reflects the Byford Development Contribution Plan and the current detailed design for Thomas Road.
2.	Malarkey Road Widening / LSP Map and Part 2, Clause 2.3.2	Map does not depict any land for the purpose of widening of Malarkey Road to 30 metres.	Modify the LSP Map to depict a 5 metre strip of land to the western boundary of Lot 9500 to be ceded for the purpose of widening Malarkey Road to 30 metres and update Clause 2.3.2 of Part 2 'Explanatory Section' accordingly. Clause 2.3.2 should outline that <i>"the landowner/applicant is required to liaise with local government in relation to the specific land requirements pertaining to the intersection treatments at the corner of Thomas and Malarkey Roads"</i> .	The additional land/30 metre road widening reflects the Byford Development Contribution Plan for Malarkey Road.
3.	Briggs Road / LSP Map and Part 2,	N/A	(a) Modify the LSP Map to include a notation that the intersection of	The access arrangement reflects the current detailed design for Thomas

	Clause 2.3.4		<p>Thomas Road and Briggs Road is for left-in/left-out access only.</p> <p>(b) Update Clause 2.3.4 of Part 2 'Explanatory Section' in accordance with Point A.</p> <p>(c) Clause 2.3.4 should outline that <i>"the landowner/applicant is required to liaise with local government in relation to the specific land requirements pertaining to the intersection treatments"</i>.</p>	Road/Briggs Road intersection.
4.	Regional Drainage / LSP Map and Part 1, Clause 8.1 and Part 2, Clause 3.1.2.1	Map depicts a 30 metre wide, 0.56 hectare reserve for an open regional drain adjacent to Thomas Road.	<p>(a) Modify the LSP Map to relocate and/or reconfigure the drainage reserve subsequent to actioning Modifications 1 and 2.</p> <p>(b) Update the Local Water Management Strategy (LWMS) to reflect the modified location.</p> <p>(c) Update Part 1, Clause 8.1 (table) to outline that the updated LWMS will be approved by the Department of Water prior to the approval of the LSP.</p> <p>(d) Update Clause 3.1.2.1 of Part 2</p>	The LSP Map and LWMS need to be updated to reflect the relocation of the drain due to the Thomas Road design and widening, and the Malarkey Road widening, and should be approved by the DoW accordingly.

			'Explanatory Section' if required.	
5.	Neighbourhood Centre / LSP Map and Part 1, Clause 7.2	<i>"The LDP will be required to investigate and propose the establishment of a coordinated and integrated Neighbourhood Centre".</i>	<p>(a) Reconfigure and/or modify the location of the Neighbourhood Centre subsequent to actioning Modifications 1 and 2.</p> <p>(b) Include a road to the south of the Neighbourhood Centre site which links Malarkey Road with the new road to the north of the multiple use corridor.</p> <p>(c) Modify the sentence to read as follows: <i>"The LDP will be required to investigate and propose the establishment of a coordinated and integrated Neighbourhood Centre to the east and/or west of Malarkey Road/San Simeon Boulevard".</i></p> <p>(d) Insert a new 'Movement' section into Part 1 of the LSP outlining that the treatment of the intersection of the access road (along the southern edge of the Neighbourhood Centre and north of the multiple use corridor)</p>	<p>(a) The Neighbourhood Centre will need to relocate in order to accommodate Modifications 1 and 2.</p> <p>(b) The activity centre will be used by residents to the east of the site as a short-cut given the future left-in/left-out arrangements planned for Briggs Road onto Thomas Road. This access should be planned and formalised.</p> <p>(c) This wording reflects the Redgum Brook North LSP (January 2013).</p>

			<p>is to be resolved through detailed design at subdivision stage to the satisfaction of the Local Government and must ensure safe and efficient traffic flow in relation to all relevant intersections along Malarkey Road/San Simeon Boulevard.</p> <p>(e) Insert an additional dot point for 'Noise Attenuation' to Thomas Road in the list of matters to be addressed by the LDP.</p>	<p>(e) Noise Attenuation may be required in the event that sensitive land uses are included in the Neighbourhood Centre.</p>
6.	Densities & Public Open Space Design / LSP Map	Modify densities and public open space and adjoining residential development cells	<p>(a) Reduce the amount of residential lots directly abutting/within public open space, in particular, those lots with dual or three frontages to POS.</p> <p>(b) Remove details pertaining to proposed future laneway lots.</p> <p>(c) Increase densities in areas of high amenity to reflect the objectives of Liveable Neighbourhoods.</p>	<p>This modification will ensure that the Structure Plan meets the objectives of Liveable Neighbourhoods (Element 1, R10 and R11 and Element 4, R12 and R16). A public interface between residential lots and POS is preferred; residential lots adjacent to POS should be proposed sparingly and lots 'within' POS avoided where possible.</p> <p>(b) This level of design/detail is not required at LSP stage.</p> <p>(c) Lots in close proximity of the Neighbourhood Centre, District Distributor, Primary School and POS are</p>

			<p>(d) Introduce an R40 density coding in response to Point B. Update Part 2 to include reference to the R40 zone.</p> <p>(e) Modify the POS Schedule in Part 2 'Explanatory Section' to reflect the changes outlined in (a) and (b) and ensure capacity to comply with 10% (useable and functional, even where restricted) POS.</p>	<p>suitable for increased densities. The additional density/lots may be necessary in order to ensure that the LSP area complies with the WAPC target of a minimum 15 dwellings per gross hectare of land in view of Modifications 1 to 5.</p> <p>(d) The introduction of an R40 density code will provide an alternative coding between R30 and R60, particularly for application to the 'laneway lots', and will also assist the LSP area to meet minimum dwelling/gross hectare targets.</p> <p>(e) In accordance with LN (R21 and R32), restricted POS/public parkland areas which accommodate water-sensitive urban design should still meet the test for both useability and functionality for recreation purposes/POS. In the absence of detailed landscaping plans, the WAPC is concerned that the provision of exactly 10% may lead to the LSP area being deficient in POS as subdivision designed (and drainage requirements) are refined. The LSP should build in capacity for this scenario or provide landscaping details upfront so that the WAPC can be satisfied with the afore-mentioned criteria.</p>
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7.	Density - Eurythmic Road / LSP Map and Part 1, Clause 6.3 and Part 2, Clause 3.3.1	Proposed R25 density for residential lots directly fronting Eurythmic Road (adjacent to the Rural Living area)	<p>Reduce density of lots fronting Eurythmic Road to R12.5 on LSP Map and insert the following at Clause 6.3 (iii):</p> <p><i>"The residential lots directly fronting Eurythmic Road shall be allocated a density of R12.5".</i></p> <p>Part 2 shall be updated to include reference to the R12.5 zone.</p>	Provide for an appropriate transition between the Rural Living and Residential areas.
8.	Traffic Calming - Eurythmic Road / Part 2, Clause 3.2	Local Government Modification No. 5.	<p>In the new 'Movement' section in Part 1, include a statement that the treatment of the Eurythmic Road and Malarkey Road intersection is to be resolved through detailed design at subdivision stage to the satisfaction of the Local Government and is to discourage non-local use of the roads.</p>	<p>Intersection: The Eurythmic Road and Malarkey Road intersection is where the urban front transitions to the Rural Living/Byford Trotting Complex. Due to the convergence of different amenity and vehicle types, it is important that this intersection be treated in a manner that highlights this transition and promotes safety for all landowners and users.</p> <p>Street calming: Eurythmic Road is a short section of road which is unlikely to require specific traffic-calming devices (similar to Ballager Road in Redgum Brook North LSP), however, this matter can further negotiated between the proponent and the local government at later planning stages.</p>

9.	Intersection Spacing and Malarkey Road Access / Part 2, Clause 3.2	Local Government Modifications No. 2 and 3.	<p>(a) Modify the LSP Map to resolve the intersection issues at Malarkey Road / San Simeon Boulevard / Ballawarra Avenue by deleting the POS triangle and giving prominence to seamless traffic flows from Malarkey Road into San Simeon Boulevard.</p> <p>(b) In the new 'Movement' section in Part 1, include a statement that the treatment of the intersection of Malarkey Road / San Simeon Boulevard / Ballawarra Avenue is to be resolved through detailed design at subdivision stage to the satisfaction of the Local Government and is to:</p> <p>(i) give prominence to seamless traffic flows from Malarkey Road into San Simeon Boulevard;</p> <p>(ii) discourage through traffic south of San Simeon Boulevard; and</p> <p>(iii) address any frontage issues to the existing residential lots along</p>	<p>The redesign of the LSP through the Ballawarra Avenue and Malarkey Road intersection and San Simeon Boulevard and Malarkey Road intersection to generally reflect the indicative design (attached, dated October 2014) will (a) remove one of the intersections, reducing the potential for traffic management difficulties and (b) will retain the existing access arrangement for the lots fronting Malarkey Road.</p> <p>(b) Additional wording in Part 1 will address concerns that Malarkey Road will become a through road, bypassing the main route into the town centre via San Simeon Boulevard.</p>
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			Malarkey Road. (c)Consider renaming the section of Malarkey Road north of San Simeon Boulevard to San Simeon Boulevard.	(c) Renaming the section of road will give prominence to the function of the road as the main access into the town centre.
10.	Executive Summary	N/A	Modify the Executive Summary to reflect the changes required in Points 1 to 6.	The Executive Summary should be updated to reflect the modifications outlined
11.	Structure Plan Area / Part 1, Clause 1	Refers to area being within broken red line shown on the LSP.	Replace the word 'red' with black'.	The LSP area is denoted by a broken black line on the LSP Map.
12.	Local Development Plans / Part 1, Clause 7.1	<i>"Local Development Plans shall be prepared for... areas where variations to average lot size, site coverage and setbacks are required to facilitate target densities..."</i> .	Modify the sentence to read as follows: <i>"Local Development Plans shall be prepared for... areas where variations to setbacks and other deemed to comply provisions as listed in Clause 7.3.1 of the Residential Design Codes, are required to facilitate target densities..."</i> <i>"Any proposed variation to average lot size of site coverage will be progressed as part of a Local Planning Policy submitted to the local government for endorsement prior to its referral to the Western Australian Planning</i>	The WAPC is currently reviewing the site coverage and outdoor living area requirements of the Residential Design Codes applicable to densities ranging between R25 and R60. Until such time as the WAPC (imminently) releases the revised standards, it is considered premature, and inconsistent for any variations to these provisions to be modified via their incorporation in this LSP. LDP's submitted to and approved by the local government may incorporate variations to any of the deemed to comply provisions of the items listed in Clause 7.3.1 of the <i>Residential Design</i>

			<i>Commission for approval".</i>	<i>Codes.</i>
13.	Noise Attenuation / Part 1, Clause 8.4	N/A	<p>(a) Insert a subsection entitled 'Noise Attenuation Treatments' with the following words:</p> <p><i>"Noise attenuation treatments as per the recommendations outlined in the Herring Storer Acoustic Assessment dated July 2014 including but not limited to the construction of a 1.8 metre high noise wall along Thomas Road adjacent to any residential development, notifications on title, and quiet house design and height limit provisions within Local Development Plans, shall be implemented as conditions of subdivision approval for any lots affected by the presence of Thomas Road".</i></p> <p>(b) The LSP Map shall include an 'Indicative 1.8 metre Noise Attenuation Wall' for the length of the boundary with Thomas Road adjacent to residential development.</p>	<p>The Acoustic Assessment identifies that a noise wall or bund of 1.8 metres will be required to be constructed along the Thomas Road frontage. The Department of Planning is of the view that the exact method of attenuation should be determined at this time, incorporated into Part 1 of the Structure Plan, and shown on the Structure Plan map for agency and user awareness. The future widening and road works to Thomas Road will not enable a sufficient bund to be constructed, therefore, the requirement for a 1.8 metre high noise wall is deemed acceptable and the documents, including the map shall be modified to reflect this.</p>

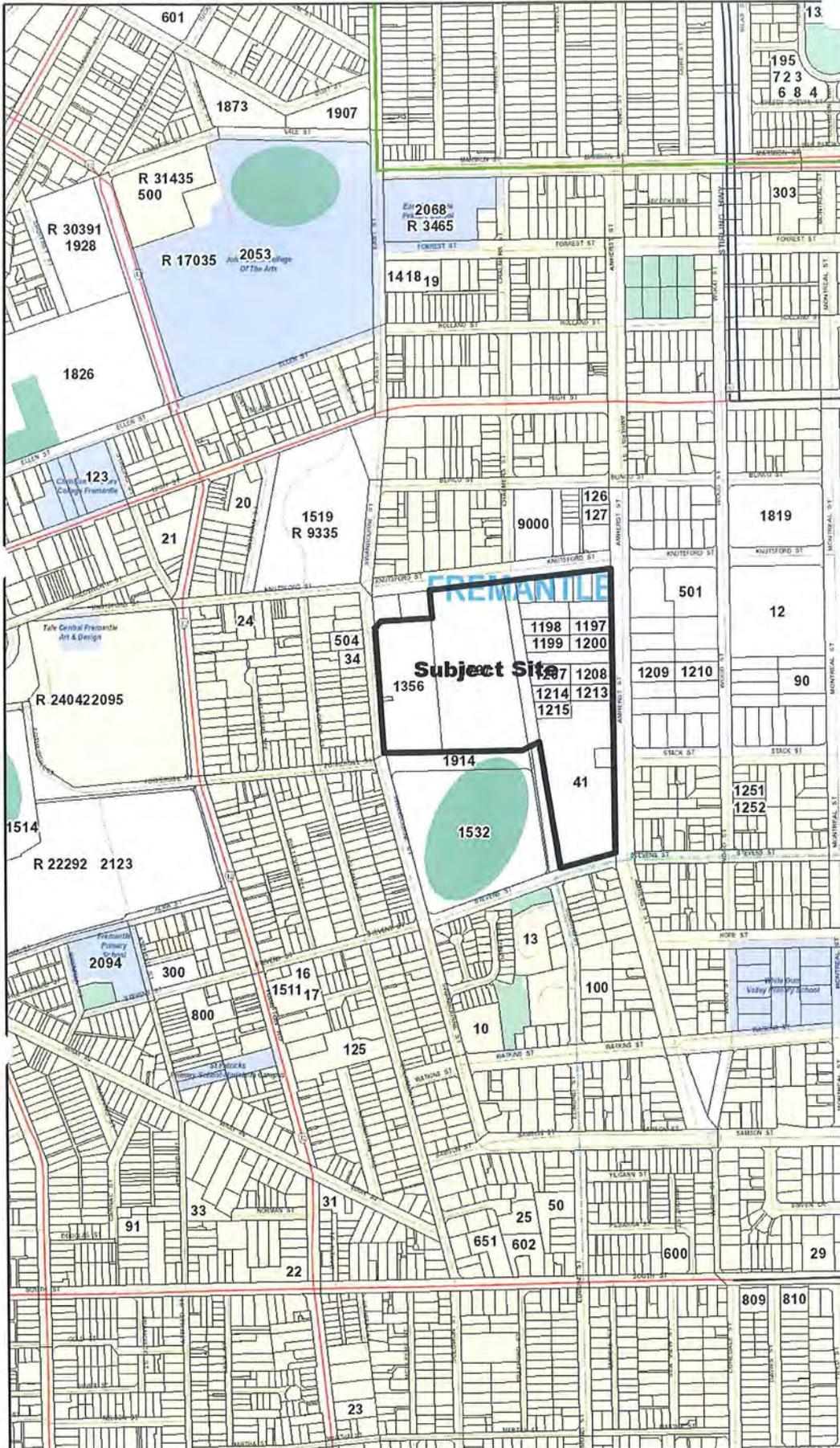


ITEM NO: 9.3

Proposed Swanbourne Street Local Structure Plan for Final Endorsement

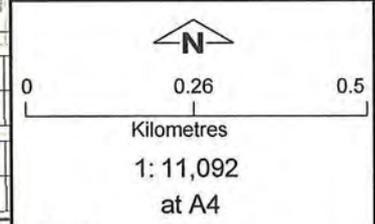


Government of Western Australia
Department of Planning



Legend

- Local Government Area
- Cadastre (View 1)



Projection:
WGS 1984 Web Mercator Auxiliary Sphe

Notes:
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Map was produced using DoP's PlanViewWA.

Produced by:FUNCTIONALITY TO COME
Date produced: 30-Apr-2015

PlanViewWA Map

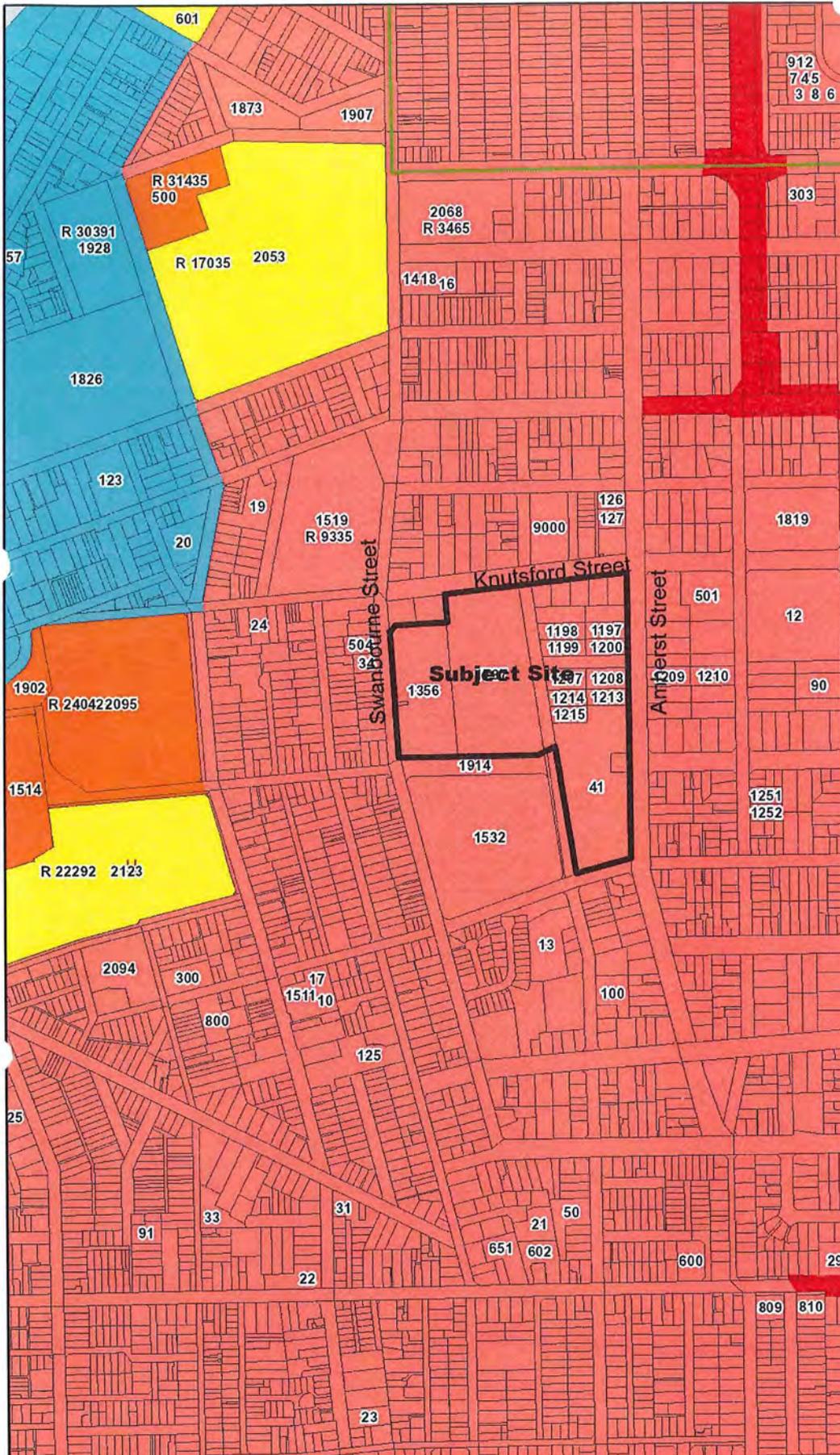
INTERNAL USE ONLY

Internal Spatial Viewer
[Link to viewer](#)

ATTACHMENT 1

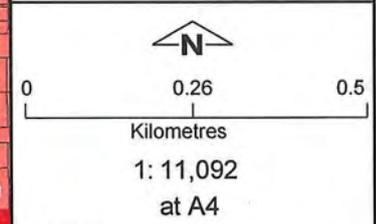


Government of Western Australia
Department of Planning



Legend

- Local Government Area
- Cadastre (View 1)
- MRS - Boundary
- MRS - Zones and Reserves**
 - central city area
 - civic and cultural
 - parks and recreation
 - parks and recreation restricted
 - pp - commonwealth government
 - pp - high school
 - pp - hospital
 - primary regional roads
 - railways
 - urban



Projection:
WGS 1984 Web Mercator Auxiliary Spheroid

Notes:
The data that appears on the map may be out of date, not intended to be used at the scale displayed, or subject to license agreements. This information is stored in the relevant layers metadata. For these reasons the map should not be distributed outside of the Department.
Map was produced using DoP's PlanViewWA.

Produced by: FUNCTIONALITY TO COME
Date produced: 30-Apr-2015

PlanViewWA Map

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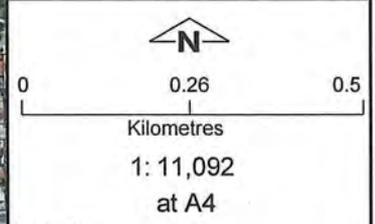
Internal Spatial Viewer
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ATTACHMENT 2



Legend

- Local Government Area
- Cadastre (View 1)



Projection:
WGS 1984 Web Mercator Auxiliary Spheroid

Notes:

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Map was produced using DoP's PlanViewWA.

Produced by: FUNCTIONALITY TO COME

Date produced: 30-Apr-2015

PlanViewWA Map

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ATTACHMENT 3



Figure 1 – Swanbourne Street Local Structure Plan

- Schedule of Submissions – Swanbourne Street LSP
Public comment period: 12 August – 23 September 2014 (42 days)

1	
Subject of submission	Private Citizen
Suburb Submitter resides	Fremantle
<i>Neutral.</i>	
<i>I would support residential or other if it was orientated on an east west design so that all properties could receive the Southerly breezes. Not like the prison block currently being erected on Knutsford Street which orientates east – west and only the very southern places can receive any breeze.</i>	
Submission noted.	
<u>Officer's comments:</u>	
Refer to Planning Comments section in the report to Council for discussion on design guidelines.	

2	
Subject of submission	Private Citizen
Suburb Submitter resides	Fremantle
<i>Support.</i>	
Submission noted.	

3	
Subject of submission	Private Citizen
Suburb Submitter resides	Fremantle
<i>Neutral.</i>	
<i>I am fully supportive of medium/high density residential development close to the city. My major concern is that we don't end up with any dominant socio-economic demographic e.g. a "poor" ghetto at one extreme or a "rich" ghetto at the other extreme. I would welcome the enforcement of developers to consider a diversity of dwellings to fully accommodate the spectrum of low to high income earners. I strongly believe that diversity is the key to a long-term sustainable community.</i>	
<i>My other concern is that I do not see any land being made available to food production! How is it ever going to be sustainable to import food from great distances. I would like to see a more truly visionary approach to community development that includes, as a priority, land being made available for at least community food production and even extended to plots of land being made available to individuals for their own food production.</i>	
Submission noted.	
<u>Officer's comments:</u>	
Refer to Planning Comments section in the report to Council for discussion on the Public Open space.	

4	
Subject of submission	Private Citizen
Suburb Submitter resides	Fremantle
<i>Object.</i>	

To high rise minimum 4 levels if the construction doesn't fit in with the Fremantle ethos.

Support.

Development if any high-rise is green construction e.g. vertical gardens.

Submission noted.

Officer's comments:

Refer to Planning Comments section in the report to Council for discussion on height and design guidelines.

5	
Subject of submission	Private Citizen
Suburb Submitter resides	Fremantle
<i>Support.</i>	
<i>Great to see the public open space and landscape design sympathetic to historical use of the site.</i>	
<i>Hope the buildings are reflective of Fremantle's character/complement Fremantle's character</i>	
Submission noted.	
<u>Officer's comments:</u>	
Refer to Planning Comments section in the report to Council for discussion on the Public Open space and design guidelines.	

6	Department of Sport and Recreation
Subject of submission	State government department
Suburb Submitter resides	n/a
<i>The Department of Sport and Recreation (the 'department') generally supports the proposed Local Structure Plan and appreciates the opportunity to comment.</i>	
<i>Sport and recreation is an inherent part of our culture and contributes to the mental and physical wellbeing of our communities. It is therefore imperative that the future needs of residential communities are considered not only through the provision of open Space areas themselves, but also through detailed planning in relation to the provision of community infrastructure which contributes to physical activity and participation in sport and recreation.</i>	
<i>Whilst there are a number of surrounding open space areas, both active and passive in nature, the department wishes to ensure that the development has considered the ability of those spaces to sustain the minimum envisaged population yield of 612 people from the proposed higher density development. The Structure Plan does not provide any active areas of open space and therefore relies on the existing surrounding areas to achieve this function.</i>	
<i>The concern therefore is that existing areas of open space are not capable of supporting the increased local population and residents are not provided with opportunities to engage in outdoor recreation, particularly active sports.</i>	
<i>The department therefore trusts that these considerations will be taken into account by the City when it reviews the appropriateness of the proposed residential densities versus the existing and proposed open space areas and local population.</i>	
Submission noted.	
<u>Officer's comments:</u>	

Refer to Planning Comments section in the report to Council for discussion on the Public Open space.

7	Department of Education
Subject of submission	State government department
Suburb Submitter resides	n/a
<i>No objection to the proposed structure plan. The Department's existing facilities provisions should be sufficient for any anticipated enrolment increases expected to be generated by the proposed development within the structure plan area.</i>	
Submission noted.	

8	MainRoads Western Australia
Subject of submission	State government agency
Suburb Submitter resides	n/a
<i>No comment to offer on the proposed structure plan.</i>	
Submission noted.	

9	
Subject of submission	Private Citizen
Suburb Submitter resides	Fremantle
<i>Object. Strongly object to a footpath leading from the new development to Fothergill Street for the following reasons: When pedestrians use Fothergill St they have to cross Hampton Rd to get into Fremantle. This intersection is extremely dangerous – traffic from both directions on Hampton Rd is heavy, constant and very fast with trucks/cars hurtling down Hampton Rd especially from the north and it is almost a blind corner on that side of Fothergill St. Increasing pedestrian traffic will inevitably lead to the death of a pedestrian trying to cross Fothergill St across Hampton Rd. Hence pedestrians from the new development should be encouraged to walk to Fremantle via Chalmers or Amherst Streets onto High Street where there are lights at Swanbourne and High Sts making it safer for them. This is also the most direct route into Fremantle. Increasing pedestrian traffic in Fothergill Street will also inevitable lead to more vandalism and graffiti and in turn burglary/theft. The footpath on the odd numbered side of Fothergill St is also in complete disrepair and a danger to pedestrians. The Council should be more considerate of people's health and safety and replace the current footpath with new concrete – the same as the even side of the street. Finally, when the new development is completed, we would hope that the Council considers extending the CAT bus service to the new development to assist people accessing the city of Fremantle thus avoiding the use of motor vehicles.</i>	
Submission noted.	
<u>Officer's comments:</u> Refer to Planning Comments section in the report to Council for discussion on traffic.	

10	Westernpower
Subject of submission	State government agency

Suburb Submitter resides	n/a
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No objection to the proposed structure plans subject to future subdivision and development within the area having the following conditions applied to protect Western Power's easement and restriction zone requirements for existing and planned new transmission and distribution infrastructure.

Subdivision/Development Conditions

All subdivision and development shall be designed and constructed to protect Western Power infrastructure and interests from potential land use conflict. Where subdivision/development applications adjoin or affect Western Power interests they should be referred for comment prior to approval by the local authority to ensure no land use conflict.

Works associated with new distribution lines and the upgrading of existing lines (including increasing capacity and undergrounding) will be at the developer's cost. Electrical design will be to the satisfaction of Western Power.

Western Power is to be consulted as part of any shared cost contribution plan if applicable,

Western Power is to be provided with data and other information to a suitable standard prior to subdivision and development to update load demand forecasting and subsequent detailed infrastructure planning. Please liaise with the Network Forecasting tea.

At time of any subdivision or development arrangements shall be made for the provision of an easement(s) pursuant to Section 167 of the Planning and Development Act 2005 for existing or planned power infrastructure being granted free of cost to Western Power where power infrastructure and its restriction zone remains over private freehold land.

No subdivision or development (including drainage, fill, fencing, storage or parking) will be permitted within Western Power line easements or restriction zones without the prior written approval of Western Power or the relevant power line operator.

Note: Further information on easement and restriction zone standard conditions are available from Western Power.

Western Power requires that the City of Fremantle apply the minimum clearance requirements for transmission lines and overhead distribution lines for structure plans, infill and new development / subdivision applications within the jurisdiction to ensure appropriate protection of the asset. For distribution lines this is 3.0m from the centre line (horizontal and vertical). For transmission lines this is 8.0m for 66 kV lines, 10.0m for 132 kV lines and 35.0m for 330 kV lines.

General Information

Western Power manages its assets on sites and corridors through a combination of privately owned land, easements on freehold land, restriction zones, the use of road corridors and other purposely zoned and/or reserved land under local and region planning schemes.

Standard easement conditions restrict certain activities within the easement and Western Power should be contacted prior to implementing any building plans. Where Western Power does not have easements on freehold land, it relies on "Restriction Zones" to ensure appropriate development occurs in the vicinity of its assets. This includes appropriate setbacks of buildings, vegetation and uses of land in the vicinity of power line assets. Western Power is able to apply conditions with respect to restriction zones under the Energy Operators (Powers) Act 1979.

Restriction zones (see Table 1) have been developed based on the relevant Australian Standards and OHS compliance requirements for power lines. Western Power applies AS 7000 Overhead line design - Detailed procedures and Western Australian Occupational Safety and Health Regulation 1996 - Specifically Reg 3.64 in establishing minimum restriction zone setback requirements. Restriction zones are reviewed and updated on a regular basis

	Clearance (horizontal and vertical from centre of line)	
Transmission	330kV	35.0m
	132kV	10.0m
	66kV	8.0m
Distribution	<33kV	3.0m

A Western Power substation adjoins the site and could potentially undergo future expansion within the lot boundary.

Western Power has network of distribution assets in the area with an overhead distribution and 66 kV transmission line, which could potentially be upgraded to 132kV in the future, crossing through the centre of the area identified in the Structure Plan, as per the attached plan.

Submission noted.

11	Department of Health	
Subject of submission	State government department	
Suburb Submitter resides	n/a	
<p><i>1. Water supply and Wastewater disposal</i> All proposed developments are required to connect to scheme water and reticulated sewerage as per by the Government Sewerage Policy - Perth Metropolitan Region.</p> <p><i>2. Increased Density - Public Health Impacts</i> The City of Fremantle should also use this opportunity to minimise potential negative impacts of the mixed density development such as noise, odour, light and other lifestyle activities. Public health impacts draw attention to those issues and they should be appropriately and adequately addressed at this stage. To minimise adverse impacts on the residential component, the City of Fremantle should consider incorporation of additional sound proofing / insulation, double glazing on windows, or design aspects related to location of air conditioning units and other appropriate building/construction measures.</p>		
Submission noted.		
<p><u>Officer's comments:</u> Refer to Planning Comments section in the report to Council for discussion on density and design guidelines.</p>		

12		
Subject of submission	Private Citizen	
Suburb Submitter resides	Fremantle	

<i>No buildings to be more than three storeys high in Fremantle.</i>	
Submission noted.	
<u>Officer's comments:</u> Refer to Planning Comments section in the report to Council for discussion on the height proposed in the structure plan area.	

13	
Subject of submission	Private Citizen
Suburb Submitter resides	White Gum Valley
<i>Neutral.</i> <i>I would support the plan with the following design guidelines and good performance by requiring developers:</i> <i>Use 'green smart communities' across the plan.</i> <i>All single residences to be 'green smart' (HIA)</i> <i>All multi-res to achieve 5 star 'green star' using the new 'design and as built' tool (released soon)</i>	
Submission noted.	
<u>Officer's comments:</u> Refer to Planning Comments section in the report to Council for discussion on design guidelines.	

14	
Subject of submission	Private Citizen
Suburb Submitter resides	White Gum Valley
<i>In general I am supportive of redeveloping those areas around Fremantle which are unused or underused. This is a good example and the proximity to Fremantle centre and elevated aspect will make it attractive for residents.</i> <i>I live in Wright Street, White Gum Valley, which is far enough away to be largely unaffected by the direct consequences of such a large development. But we regularly use the roads surrounding the proposed site and some of the local amenities, like monument hill.</i>	
<i>My concern is lack of planning with respect to increases in road traffic, particularly in light of other developments proposed for the immediate area. These are as follows:</i> <i>1. Knutsford precinct building - several sites in the immediate vicinity of the proposed site are being developed with an impact on road usage which has seemingly not been accounted for in the report.</i> <i>2. Development at Kim Beazley school site on Stevens Street WGV for residential housing.</i> <i>3. Major changes to High Street/Leach Highway at the Stirling highway intersection. This will likely include changes to access at intersections such as Amherst st, Montreal Street, Chalmers St.</i>	
<i>Because poor public transport infrastructure in the Perth Metropolitan area means there is a over reliance on Car for personal transport and no real effort is made at encouraging use of alternatives such as bicycle, there is bound to be high impact on local roads from new residential developments.</i>	

These impacts have not been adequately assessed and there are, in my view, likely to be increases in road trips way beyond those predicted, with major consequences on the road network beyond those anticipated.

Please can you ensure the correct modelling is done, taking into account ALL parallel development proposed AND the major overhaul of the larger roads in the area.

A very poor outcome for both existing residents and those newly arriving in the neighbourhood would be small dangerous roads which are congested, rat runs, unsafe environments for pedestrians, and cyclists, and other road users, increased injuries and fatalities etc. Kids should be encouraged to use the road for cycling and walking to school etc. More effort needs to be put into ensuring the outcomes are sustainable, and not encouraging further car reliance and creating unpleasant street environments.

Submission noted.

Officer's comments:

Refer to Planning Comments section in the report to Council for discussion on traffic.

15	WaterCorporation
Subject of submission	State government agency
Suburb Submitter resides	n/a
<p><i>The Corporation notes the increased density and therefore servicing requirements proposed compared to the previous land use however has no objection in principle to the proposal.</i></p> <p><i>The proposal may require upgrading of water and sewerage reticulation mains (pipe sizes under 300mm) funded by the developer. Some water mains have already been upgraded since our previous advice on this Structure Plan in 2009 however the wastewater network requires assessment.</i></p> <p><i>Previous discussion and communication with the Water Corporation regarding the Knutsford Street East Structure Plan (adjacent to this development area), is also relevant for the Swanbourne Street Structure Plan. Wastewater flow gauging in the receiving sewer by the developer, at specific locations in the network may be required to determine if an upgrade in any section is required. In the case of the Knutsford street East Structure Plan it was established that an upgrade was required in the network to the north. In this case, all flows would be directed south east the sewer mains in Amherst or Stevens Street. It was estimated that 4 litres per second flow would be added by the Knutsford Street East Structure Plan area, and this should be considered in estimations of additional flows from the Swanbourne Street Structure Plan area.</i></p> <p><i>Water reticulation planning in the area is available, however may need to be reviewed.</i></p> <p><i>These matters can be progressed at subdivision or development application stage.</i></p>	
Submission noted.	

16	
Subject of submission	Private Citizen
Suburb Submitter resides	Fremantle
<p><i>In relation to the development of the plan I have concerns that the proposal does not</i></p>	

allow for any road works in the existing areas particularly Swanbourne street which is acknowledged that traffic flow will increase. The number of cars in the area with affect of more vehicles parked on the roads over night and during the day, due to the development being planned with such high density development as there are not enough car bays to cater for the number of residents. As well there is not sufficient green areas for sporting use but only what I call a green fringe.

Swanbourne Street

This is a very busy street and the calming devices that were installed many years ago are not suitable now with current amount of traffic. I have witnessed or almost been involved where cars travelling North South have almost collided due to cars being driven through not even aware of approaching traffic. The calming device needs to be upgraded and vision improved with the greater amount of traffic flow.

Another effect not mentioned is streets like Blinco which is used as a rat run by drivers to miss traffic lights at the corner of High and Swanbourne. Blinco street has cars parked on both sides of at times and as there are no sensible parking guide lines/ restrictions for parking arrangements, this effect combined with number of additional residents in the area will create roads with vehicles parked overnight or during the day.

In general the increased number of vehicles will increase and Fremantle already has vehicles parked on streets overnight and more in not required. I do not want to see this development turn into areas like South Beach area and Como where there is not enough off street parking and the streets are full at night and visitors have difficulty finding a parking bay when visiting residents.

Green areas

A green fringe in my opinion is not enough green area to cater for the increase in population. Stevens Reserve is used for cricket and hockey and by the locals for exercise and dog walking and as there are no other ovals/reserves to kick the football the increase in the numbers of residents will not catered for except for with a green fringe

In summary I am not against development but this proposal with its density and lack of planning on improving local roads and more particularly Swanbourne Street will have lead to additional vehicle traffic using roads which are not suitable for the volume of traffic using the area. As well a green fringe is not sufficient for family lifestyle and encouraging children to exercise and play sport such and run around.

Submission noted. Modifications to the structure plan recommended as response to submission points made on the proposed density.

Officer's comments:

Refer to Planning Comments section in the report to Council for discussion on traffic and the public open space.

17	
Subject of submission	Private Citizen
Suburb Submitter resides	White Gum Valley
<i>Neutral.</i>	
<i>A traffic study of Stevens St as a local distributor road e.g. how it will be impacted</i>	

needs to be done. Current study = historical data only not impact assessment. The traffic study also needs to include potential impact once High st upgrade is completed and Montreal St entrance is modified (as this will impact Stevens St as a distributor road).

Consideration should be given to preserving more of the scarp as this line heralds the coast and Fremantle (more than buildings would) and is culturally significant

Submission noted.

Officer's comments:

Refer to Planning Comments section in the report to Council for discussion on traffic and public open space.

18	
Subject of submission	Private Citizen
Suburb Submitter resides	Fremantle
<p><i>Object.</i></p> <p><i>As residents of Swanbourne Street we have major concerns on the likely increase in road traffic as a result of the proposed and that Swanbourne is deemed the "easy option" due to the traffic lights at the junction with High Street. This was confirmed in comments made by Paul Garbett (CoF) and Jonathon Riley (Riley Consulting). A figure of 65% has been used in the proposal as a likely increase in traffic flow on Swanbourne Street North of Knutsford Street should the height yield scenario be the chosen option.</i></p> <p><i>It should be noted that Swanbourne Street already experiences incidents of high speed traffic and we believe additional traffic will only exacerbate the problem. We firmly believe that alternative traffic solutions be explored before the proposal is approved by Council rather than taking the 'easy option' and hoping problems do not ensue. Alternative traffic solutions may include the following:</i></p> <ol style="list-style-type: none"> <i>1. Leach Highway/High Road upgrade by Main Roads WA (Roundabout on Amherst Street.</i> <i>2. Increased traffic control in Swanbourne Street i.e. traffic restrictor, speed restriction.</i> 	
Submission noted.	
<u>Officer's comments:</u>	
Refer to Planning Comments section in the report to Council for discussion on traffic.	

19	
Subject of submission	Private Citizen
Suburb Submitter resides	White Gum Valley
<p><i>I propose that public open space is set-aside to keep horses and other animals. I believe this would benefit the community and keep people engaged and active in healthy outdoor activities. This area would be educational for people in urban regions who don't regularly experience rural land or horses. There is currently no land for this kind of public use in Fremantle or White Gum Valley.</i></p> <p><i>If we were to keep horses, we could run horse-related events and the whole community could get involved. This facility could also be used to engage people with a disability in animal therapy.</i></p>	

The facilities could be used for both public and private use. The income from agistment could pay for maintenance. Independent horse owners could keep their horses there and experienced horse riders and owners could teach younger generations.

I believe horses bring people together and will strengthen our community.

I believe the future of urban planning is compact housing, with large areas of natural and rural land for the public. If we continue to build large houses on small blocks with minimal public open space, the natural environment would be lost and this would affect our unique local flora and fauna.

I would be willing to volunteer my time and effort for this project and would help at whatever events that may occur at this facility or on this land.

Submission noted.

Officer's comments:

Refer to Planning Comments section in the report to Council for discussion on the public open space.

20	
Subject of submission	Private Citizen
Suburb Submitter resides	Fremantle
<p><i>Object.</i></p> <p><i>1. Number of residences and effects on traffic: I think there are too many residences and I do not want to see increased vehicle traffic, particularly in front of m residence which is very close to Steven's Street.</i></p> <p><i>2. Use of the land: It is primarily for housing which doesn't really offer anything for Fremantle. It would be more attractive if it had something for people to do e.g. Scitech or a similar facility would 'add' to the attractiveness of the development.</i></p> <p><i>3. Landmark tower: this also doesn't add an attraction to Fremantle. The details are vague. Fremantle should have ownership of any landmark development like this to ensure it is used to maximal effectiveness e.g. public viewing platform from the roof rather than another luxury penthouse. In the absence of the above it is impossible to support 'landmark' tower of apartments.</i></p> <p><i>4. Rezoning: While the land isn't currently used, it doesn't mean that it is appropriate to push a housing development though. It would be easier to justify if it was simply replacing an existing deteriorated apartment or warehouse or factory.</i></p> <p><i>5: Appearance and views: The landmark tower in particular affects views/appearance of the landscape e.g. from Monument Hill or from most of the rooms of my residence! I don't want to see another eyesore such as the Bunbury tower or Raffles Hotel tower.</i></p>	
Submission noted.	
<p><u>Officer's comments:</u></p> <p>Refer to Planning Comments section in the report to Council for discussion on traffic and heights.</p>	

21	Fremantle District Cricket Club
Subject of submission	Cricket Club

Suburb Submitter resides	Fremantle
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The Fremantle District Cricket Club (FDCC) supports in principle the proposed Swanbourne Street redevelopment. However, the FDCC has concerns with the development with regard to public safety and amenity that will need to be addressed through on-going consultation between the FDCC, Landcorp and the City of Fremantle.

The FDCC has four junior and four senior cricket teams. Games are played on both east and west sides of Stevens Reserve with the eastern ground being the smaller of the two.

The cricket season runs from October through until March with games predominately being on Saturdays (and occasionally Sundays) and commencing as early as 8:00am for the junior competition through to midday with the senior team commencing from approximately midday through to 6:00pm and later.

With a potential of 1,000 new residents in the proposed development, the FDCC is particularly concerned with Development Precinct 4 that borders Stevens Reserve and the impact that a potential 231 dwellings in this precinct will have on the FDCC's operations and the associated affects on the community. In this regard, the FDCC raises the following concerns for consideration.

Public Safety

The Swanbourne Street Local Structure Plan proposes (section 4.2.5) that direct access will be made available to Stevens Reserve and a that a low wall and slatted fence with a 2m wide footpath will be encompassed into the development.

The FDCC is concerned that a low wall and the proposed proximity of any dwellings bordering Stevens Reserve will potentially compromise public safety and damage to personal property due to cricket balls being lofted into the area, particularly from the eastern ground. It is not unreasonable during the course of a game on the eastern side for balls to currently land in the area subject to re-development; ie, in the vicinity of where the old water tank was located. The map contained in the discussion paper attached to this submission illustrates the proximity of the current eastern wicket and the water tank which is subject to future development.

Further consideration on suitable preventative measures to eliminate/minimise damage to property and public safety is required.

Balancing Public Use and Access to Ground by FDCC Players

A significant increase in residents within the immediate proximity of Stevens Reserve will see a greater public use of the grounds and a need to balance public expectations and the FDCC's on-going requirements.

During the cricket season, Stevens Reserve accommodates training for eight teams during the week and the conduct of games on both grounds during the weekend. Priority access to the ground by the FDCC and its players will need to continue during the cricket season.

With a substantial increase of its use during the cricket season, this may:

have an impact on the quality of the grounds through increased activity; compromise public safety, particularly during training sessions; and lead to possible confrontations/conflict between residents and the FDCC over the use of the grounds.

In this regard, it is of paramount importance in order to avoid potential disputes that clear understanding regarding the use of the ground (particularly during the cricket season) is effectively communicated between the City of Fremantle, FDCC and potential residents.

Car Parking

Car parking and access to the ground by players, officials and supporters is also concerning under the development proposal. Parking under the current arrangements during the cricket season is already a premium.

The FDCC is concerned that residents and respective friends/family could easily consume any parking facility allocated for participants at Stevens Reserve. Also, in the event that celebrations are held within the locality that overnight parking in the facility would compromise participants legitimately accessing the ground for competition commencing early in the morning.

With an increase in residents in the locality and potential increase in visitations to the area by friends and relatives, consideration regarding parking at the ground will need to be factored into the development proposal.

Traffic Movement

The Swanbourne Street Local Structure Plan (section 4.5.2) discusses the impact on the local road network. However, the FDCC considers that the impact on Swanbourne Street heading in a southerly direction will also become congested.

*The FDCC considers that the congestion along Swanbourne Street will be particularly evident during the peak times of the cricket season (ie training and game days). Contributing factors are that Swanbourne Street:
is a narrow street;
it has on-street parking; and
traffic calming devices exist.*

Consequently, the FDCC considers that Swanbourne Street will not be able to cater for the potential increase in traffic volume created by new residents in the area and consideration to minimise congestion will be required.

FDCC Facilities

The proposed Swanbourne Street development also raises concern over the poor condition of the existing FDCC facilities and expected use by prospective residents of these facilities. In this regard, a delegation from the FDCC met with Mayor Pettitt on 19 September 2014 to discuss the matters and is keen to continue discussing with the City of Fremantle on improving the facilities to meet the future need of both the FDCC and residents. A discussion paper (attached) on the relevant issues confronting the FDCC was provided to Mayor Pettitt.

On-Going Consultation

The FDCC is committed to working with all stakeholders and supports community engagement to ensure that the correct balance in accessing and using Stevens Reserve is achieved and that public safety and personal property is not compromised under the new development proposal for Swanbourne Street.

Furthermore, the FDCC encourages continued consultation with the City of Fremantle and other relevant stakeholders on improving the facilities at Stevens Reserve.

Submission noted. Modification to the structure plan recommended as response to submission.

Officer's comments:

Refer to Planning Comments section in the report to Council for discussion on parking and the Public Open Space, specifically the interface between the Cricket Club and the Structure Plan area.

22	
Subject of submission	Private Citizen
Suburb Submitter resides	Fremantle
<p><i>Support.</i></p> <p><i>We support the development of the site and look forward to seeing a quality medium density development which takes into account the needs of existing residents.</i></p> <p><i>1. Traffic - Swanbourne St north of Knutsford</i> <i>This street will take the highest impact of traffic.</i> <i>The effect of the increased traffic will be significant, with a projected increase of up to 65% under the high yield scenario.</i> <i>Swanbourne St is already very busy due to volume and speed of traffic.</i> <i>Swanbourne St is considered to be the natural option for most of the traffic flow due to the lights at the High St intersection, as confirmed by Paul Garbutt and Jonathon Riley at the information session. No traffic management plan has been presented to minimise the effect on Swanbourne St or to encourage traffic flow towards alternative routes. Landscaping has been well-documented and the same attention should be given to traffic management.</i></p> <p><i>2. The proposed high density 13 storey tower at the western end, adjacent to Stevens Reserve.</i> <i>This is out of keeping with heritage and heights related to the Monument Hill Precinct, of which the Monument is the focal and highest point of the area.</i> <i>A high-density tower of this scale will contribute to additional pressure of traffic directly affecting Knutsford and Swanbourne Sts.</i> <i>This structure is out of place in the proposed location, where amenities, entertainment, and public transport to support the lifestyle are not in the immediate area.</i></p> <p><i>3. We would like the following areas to be addressed by Council as part of the approval process for the Structure Plan:</i> <i>Traffic management to be thoroughly addressed prior to approval of the Structure Plan, including alternative routes and measures for slowing down traffic on Swanbourne St north</i></p>	

No high rise development such as the proposed 13 storey tower

Submission noted.

Officer's comments:

Refer to Planning Comments section in the report to Council for discussion on traffic and height.

23

Subject of submission Private Citizen

Suburb Submitter resides Fremantle

Object.

I do not object to the development in general but have a specific objection to the proposed 13 storey Landmark Building for the following reasons.

One) -Character: This part of Fremantle is a residential area with a mix of single unit and low rise multi unit accommodation. A 13 storey building is totally out of character with the area

Two)-Overlooking: My property is located on the corner of Fothergill and Swanbourne Street orientated in a North South direction with four bedroom windows on the Eastern side (two on the ground floor and two on the first floor) The proposed building will have direct line of site into these bedrooms from multiple levels which will have a severe adverse effect on my family's privacy.. Please refer to the photograph on the next page

Three)-Heritage Precinct: Fothergill Street is a Heritage Precinct and my property is on the State Heritage Register. This makes the area a valuable reminder of the historic nature of Fremantle. The ambience and character of the Heritage Precinct would be severely impacted by the proposed 13 storey Landmark Building overlooking the street. The Heritage Council of the State Government of WA has invested heavily via (Owner Grants) in the streetscape of Fothergill Street which will be Fremantle severely impacted if this proposed Landmark Building proceeds



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29 Fothergill Street View form N E Corner

.....

Upper Bedroom windows are visible above the black builder's signboard.

Lower Bedroom windows are obscured by the wall

All four would be clearly overlooked by the proposed 13 Storey Tower

Submission noted.

Officer's comments:

Refer to Planning Comments section in the report to Council for discussion on height.

24	Stage Heritage Office
Subject of submission	State government agency
Suburb Submitter resides	n/a
<i>No comment on the proposal as it does not appear to affect any place of state cultural heritage significance.</i>	
Submission noted.	

25	
Subject of submission	Private Citizen
Suburb Submitter resides	Fremantle
<i>Object.</i>	
<i>I object to the proposal as I believe it is not in keeping with the neighbourhood character and will overload the traffic, public spaces and the local amenities in its current form. Stevens Reserve, for example, is already heavily utilized and will suffer from the impact. I don't subscribe to the religious fervour that local and state governments seem to have succumbed to regarding the overriding need to create such high density living - there appears to be a race to build as many low cost high density dwellings as possible without much thought to the overall happiness of the current and future constituents.</i>	

I am not against development and would very much like to see that particular area developed – but not with ugly high rise buildings that within a decade become a public eye sore. If the number of dwellings could be minimized and the quality of the dwellings be guaranteed to stand the test of time then I feel that this would be a worthwhile plan. The development should be for the benefit of the people of Fremantle not for Land Corps benefit. As the current plan stands – I do not see any benefit to the people of Fremantle.

Traffic Impact - Disappointing Focus on North-East Traffic analysis

In-Correct assumption: Located in close proximity to Fremantle town centre, it would be expected that a lower traffic generation would apply. (p8, Traffic Impact Report) - makes no allowance for more people going South and West for local shops, schools, hospitals and amenities. While it would be nice to see the growth in traffic be focused on Fremantle - this is not only wishful thinking but on current trends unlikely.

Stevens St Vehicle traffic: Historical data indicates 1,492vpd (November 2000) between Swanbourne Street and Solomon Street - This figure is way out of date and understates future relevance. (p5, Traffic Impact Report). More traffic will use Stevens street (for Hampton Rd) and Solomon St (for South St) as they are the most straight forward routes to those main arteries to South and West.

Public Transport: If the Fremantle CAT bus can be rerouted closer to the precinct, traffic demands are likely to reduce, particularly during peak periods. (p14, Traffic Impact Report) - How likely is this to happen? And if so - what traffic impact would it have?

Schools: John Curtin is not in the catchment so students would more likely be going south to schools such as South Fremantle. More traffic moving to South Street and Hampton Rd via Stevens St.

Emergency Hospital Access: No analysis is made of impact of hospital emergencies being routed to Fiona Stanley - which would mean more traffic movement to South St impacting local roads - especially as there are no clear straight through roads to South St. How will this impact Ambulance access?

Submission noted.

Officer's comments:

Refer to Planning Comments section in the report to Council for discussion on height and traffic.

26	Department of Water
Subject of submission	State government agency
Suburb Submitter resides	n/a
<i>Assessed. No comment.</i>	
Submission noted.	

Schedule of Modifications

Part 1

- a. Clause 4 paragraphs 2, 3 and 4(a b and c) being deleted and replaced with:

In the event of any inconsistency between the LSP and Scheme, the provisions of the Scheme will prevail.

- b. Clause 7.8 (c) second sentence relating to the effect of the Residential Design Codes being deleted.

Part 2

- a. A new section to be added to Part 2 of the LSP - 4.9 'Playing Fields Interface' to highlight the measures below to be addressed as the project progresses through detailed planning and design.
 - i. Wording to be provided in Section 4.9 to the effect that building controls will be explored through the adoption of design guidelines specifying, amongst other measures, minimum design and construction standards to reduce or eliminate the potential impact of stray cricket balls from the playing fields. Such measures to be considered may include shatter proof, adequate insulation, window style and location, etc.
 - ii. Wording to be provided in section 4.9 stating that measures are to be explored at the Local Development Stage plan that may reduce or eliminate the potential damage to property and public safety, such as, the location of buildings adjacent Stevens Reserve.
 - iii. Wording to be provided in Section 4.9 that supports ongoing consultation between LandCorp, the FDCC and the City of Fremantle to facilitate the satisfactory resolution of the above issues.
- b. A new section to be added to Part 2 of the LSP - 5.6 'Additional Scheme Amendment'. Wording in this part to indicate that the City will do further work to investigate rezoning lots 2069 and 2070 (21 Knutsford Street) from Facility - Community Facilities to Development Zone - Development Area 4 under the City's Local Planning Scheme No. 4 for the purpose of including the two lots into the LSP area at a later stage.
- c. Additional wording to be included into part 2 - 5 implementation, 5.4 'Development Guidelines'. The wording to state that further consideration will be given to using an Australian Height Datum (AHD) measurement or other more appropriate height measure to cap the maximum height of new buildings over the site at the design guidelines / local development plan(s) stage.