



Western Australian Planning Commission

Notice is hereby given the next meeting of the Western Australian Planning Commission will be:

Meeting No. 300

Wednesday, 20 January, 2021, 9:30 am

Virtual meeting over Zoom

This meeting is not open to members of the public

1. Declaration of opening
2. Apologies
3. Members on leave of absence and applications for leave of absence
4. Disclosure of interests
5. Declaration of due consideration
6. Minutes
 - 6.1. Confirmation of minutes - Meeting No. 299 on Wednesday 9 December 2020 9 - 72
7. Deputations and presentations
8. Governance items for decision
 - 8.1. Planning Regulations Amendment Regulations 2020 – Endorsement of Manner and Form and Amendment to Instrument of Delegation 2018/02 (PLH2020P0257)
 - 8.2. Amendments to delegations in response to Strata Title Reform (181577 / 743)
9. Strategic items for decision
 - 9.1. Draft Community Titles Schemes operational policy and Community Titles guidelines (PLH2018P0682)
10. Reports for noting
11. Stakeholder engagement and site visits
12. Urgent or other business
13. Items for consideration at a future meeting
14. Meeting closure

WAPC STRATEGIC PLAN 2018-2021

OUR VISION:

Creating better places to live and work for all Western Australians

OUR MISSION:

Ensuring the planning system develops policy and enables planning decisions for the long-term benefit of the Western Australian community

Our Functions	Our Focus	Our Priorities	Our Outcomes
<ul style="list-style-type: none"> State Planning Strategy and Policy Regional, Sub-Regional and Local Planning Strategies Regional and Local Planning Schemes Planning and Development Applications – Subdivision and Strata Title Structure Planning Improvement Plans & Schemes Infrastructure Planning and Coordination Research, Modelling & Analysis Improve the Planning System Finance & Property Management 	Jobs and infrastructure	<ul style="list-style-type: none"> Facilitate economic diversification and development Support development of a State Infrastructure Strategy Deliver a planning system and processes adapted for technological change in the community and economy Support delivery of METRONET through the planning system as part of a whole-of-government approach 	<ul style="list-style-type: none"> Sufficient urban, commercial, industrial and priority agricultural land for growth Long-term strategic industry, infrastructure planning and corridor protection Strong industry and employment hubs with particular emphasis on tourism, food and agriculture, education, research and technology Alignment and integration of land use, infrastructure and transport planning
	Liveable Communities	<ul style="list-style-type: none"> Facilitate infill development and sustainable urban growth Address barriers to affordable living and housing diversity through policy leadership 	<ul style="list-style-type: none"> Increased density and diversity around Activity Centres Achieve infill housing and density targets and greater housing choice Enable creation of liveable cities and towns with quality public and private spaces
	A Better Built Environment	<ul style="list-style-type: none"> Lead precinct planning to enable METRONET Develop a policy and decision-making framework to encourage greater housing options for changing demographic needs Promote and protect the urban tree canopy for all communities for amenity and health benefits 	<ul style="list-style-type: none"> Improved design of urban centres, corridors and stations Improved design quality of the built environment Greater community support for more diverse housing options, urban centres, corridors and stations Protection and enhancement of the urban tree canopy across diverse communities
	Transparent, Equitable and Efficient Planning Processes	<ul style="list-style-type: none"> Continued review and reform of the planning system and processes Greater early, effective and genuine communication and engagement with the community and industry on planning and development issues Improve collaboration and capability of all key decision-makers in the planning system, including local government Implement technological improvements including quality online reporting on planning performance for all WAPC functions 	<ul style="list-style-type: none"> Efficient, transparent and timely assessment and decisions on planning applications and processes Contemporary region and local planning strategies, schemes and regulations Improved transparency, efficiency and community support for planning processes Updated and effective <i>Planning and Development Act 2005</i> and regulations
	Environment and Natural Resources	<ul style="list-style-type: none"> Continue the Coastal Management and Planning Program to deal with the risks posed by climate change Ensure bushfire regulations reflect planning appropriate for the risk to community and the environment 	<ul style="list-style-type: none"> Sustainable development which protects, conserves and promotes natural assets (land and water) and biodiversity A planning system which addresses climate change Planning to mitigate risks from natural hazards and events
	Land and Finance Management	<ul style="list-style-type: none"> Contribute to the successful delivery of METRONET through strategic, efficient and innovative use of the Metropolitan Region Improvement Fund Ensure WAPC land and property assets are used for long-term community benefit 	<ul style="list-style-type: none"> WAPC land management in place to deliver METRONET Effective and sustainable stewardship and management of the Metropolitan Region Improvement Fund Increased regional open space in Greater Perth

STATE PLANNING STRATEGY PRINCIPLES:

Community

Enable diverse, affordable, accessible and safe communities

Economy

Facilitate trade, investment, innovation, employment and community betterment

Environment

Conserve the State's natural assets through sustainable development

Infrastructure

Ensure infrastructure supports development

Regional Development

Build the competitive and collaborative advantages of the regions

Governance

Build community confidence in development processes and practices

Information for WAPC members

Quorum: 7 of 14 members

Representation in accordance with the Planning and Development Act 2005

	Mr David Caddy WAPC Chairman <i>Section 10(1)(a)</i>		Ms Gail McGOWAN Director General, Department of Planning, Lands and Heritage <i>Section 10(1)(c)(i)</i>
	Mayor Emma Cole Metropolitan Local Government Representative (nominated by WALGA) <i>Section 10(1)(b)(i)</i>		Mr Mike ROWE Director General, Department of Water and Environmental Regulation <i>Section 10(1)(c)(ii) and 10(1)(c)(iv)</i>
	Cr Veronica FLEAY Non-Metropolitan Local Government Representative (nominated by WALGA) <i>Section 10(1)(b)(ii)</i>		Mr Peter WORONZOW Director General, Department of Transport <i>Section 10(1)(c)(iii)</i>
	Ms Helen BROOKES Coastal Planning and Management Representative <i>Section 10(1)(b)(iii)</i>		Mr Richard SELLERS Director General, Department of Jobs, Tourism, Science and Innovation <i>Section 10(1)(c)(v)</i>
	Ms Jane BENNETT Professions Representative <i>Section 10(1)(b)(iv)</i>		Ms Michelle ANDREWS Director General, Department of Communities <i>Section 10(1)(c)(vi)</i>
	Mr Fred CHANEY Professions Representative <i>Section 10(1)(b)(v)</i>		Mr Justin McKIRDY 'Planner' from portfolio agencies <i>Section 10(1)(c)(vii)</i>
	Mr Barry McGuire Professions Representative <i>Section 10(1)(b)(vi)</i>		Cr Lynne CRAIGIE Nominee of the Minister for Regional Development <i>Section 10(1)(c)(viii)</i>
	Mr Ralph ADDIS Director General, Department of Primary Industries and Regional Development <i>Associate Member, Section 11</i>		

	Mayor Penny TAYLOR Metropolitan Local Government Representative (Deputy) (nominated by WALGA) <i>Schedule 1 clause 7(1)</i>		Cr Caroline KNIGHT Non-Metropolitan Local Government Representative (Deputy) (nominated by WALGA) <i>Schedule 1 clause 7(1)</i>
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Current Vacancies:

- Deputy Chairperson, *Schedule 1, Clause 6(3)*

Role of the Western Australian Planning Commission (WAPC)

The functions of the WAPC are described in section 14 of the *Planning and Development Act 2005* (PD Act):

14. Functions

The functions of the WAPC are —

- (a) to advise the Minister on —
 - (i) the coordination and promotion of land use, transport planning and land development in the State in a sustainable manner;
 - (ii) the administration, revision and reform of legislation relating to land use, transport planning and land development;
 - (iii) local planning schemes, and amendments to those schemes, made or proposed to be made for any part of the State;
- and
- (b) to prepare and keep under review —
 - (i) a planning strategy for the State; and
 - (ii) planning policies,
as a basis for coordinating and promoting land use planning, transport planning and land development in a sustainable manner, and for the guidance of public authorities and local governments on those matters; and
- (c) to plan for the coordinated provision of transport and infrastructure for land development; and
- (d) to provide advice and assistance to any body or person on land use planning and land development and in particular to local governments in relation to local planning schemes and their planning and development functions; and
- (e) to undertake research and develop planning methods and models relating to land use planning, land development and associated matters; and
- (f) to keep under review the strategic planning for the metropolitan region and any other part of the State to which a region planning scheme applies and to make recommendations to the Minister on that strategic planning; and
- (g) to prepare and amend State planning policies under Part 3; and
- (h) to prepare region planning schemes under Part 4; and
- (ia) to prepare improvement plans and improvement schemes under Part 8; and
- (i) to keep under review each region planning scheme and improvement scheme, to review the scheme completely whenever requested by the Minister to do so and to submit for approval under Part 4 or 8 any amendment considered necessary as a result of a review; and
- (j) to develop, maintain and manage land held by it that is reserved under a region planning scheme or improvement scheme and to carry out such works, including the provision of facilities on the land, as may be incidental to development, maintenance or management or to be conducive to the use of the land for any purpose for which it is reserved; and
- (k) to establish, and exercise powers in relation to, committees under Schedule 2; and
- (l) to do all things that are necessary for the purpose of carrying out this Act, region planning schemes and improvement schemes; and
- (m) to do anything else that it is required or authorised to do by this or any other written law.

[Section 14 amended by No. 28 of 2010 s. 7.]

The WAPC is the statutory authority with Statewide responsibilities for urban, rural and regional land use planning and land development matters. The WAPC responds to the strategic direction of government and is responsible for the strategic planning of the State.

The WAPC can have up to 15 members. These include an independent chairman, the directors' general of seven government agencies and representatives from economic, social and environmental areas, local government, regional development and coastal management. The WAPC is serviced by a number of planning committees that have a range of expertise and local community knowledge.

The WAPC operates with the support of the Department of Planning (DoP), which provides professional and technical expertise, administrative services, and resources to advise the WAPC and implement its decisions. In this partnership the WAPC has responsibility for decision-making and a significant level of funding while the department provides the human resources and professional advice.

The WAPC delegates some of its functions to officers of the department. This delegated authority includes decisions on subdivision and development applications, when they comply with the WAPC policies and practices.

Membership (extract from PD Act)

The composition of the Board is in accordance with Section 10(1) of the *Planning and Development Act 2005*:

10. Membership of board

- (1) The board is to consist of the following members —
 - (a) a chairperson appointed by the Governor on the nomination of the Minister; and
 - (b) 6 members appointed by the Governor, of whom —
 - (i) one is to be a person nominated by the Minister from a list of the names of 4 persons representing the interests of local governments within the metropolitan region submitted to the Minister by WALGA; and
 - (ii) one is to be a person nominated by the Minister from a list of the names of 4 persons representing the interests of the local governments outside the metropolitan region submitted to the Minister by WALGA; and
 - (iii) one is to be a person nominated by the Minister as having experience of the field of coastal planning and management; and
 - (iv) one is to be a person nominated by the Minister as having practical knowledge of and experience in one or more of the fields of urban and regional planning, property development, commerce and industry, business management, financial management, engineering, surveying, valuation, transport or urban design; and
 - (v) one is to be a person nominated by the Minister as having practical knowledge of and experience in one or more of the fields of environmental conservation, natural resource management or heritage interests; and
 - (vi) one is to be a person nominated by the Minister as having practical knowledge of and experience in one or more of the fields of planning and provision of community services, community affairs or indigenous interests;
- and
- (c) the least number of other members who include —
 - (i) the chief executive officer of the department principally assisting in the administration of this Act; and
 - (ii) the chief executive officer of the Water and Rivers Commission established by the Water and Rivers Commission Act 1995 3; and

- (iii) the chief executive officer of the department principally assisting in the administration of the Transport Co-ordination Act 1966; and
- (iv) the chief executive officer of the department principally assisting in the administration of the Environmental Protection Act 1986; and
- (v) the chief executive officer of the department principally assisting in the administration of the Government Agreements Act 1979; and
- (vi) the chief executive officer of the department principally assisting in the administration of the Housing Act 1980; and
- (vii) a person, whether a member under another subparagraph or another person nominated by the Minister, who has experience in the field of urban and regional planning and is employed in an agency, as defined in the Public Sector Management Act 1994, for which the Minister is responsible; and
- (viii) a person nominated by the Regional Minister”.

In accordance with Section 11(2) of the *Planning and Development Act 2005*, “The Governor may, on the nomination of the Minister, appoint an associate member for a region referred to in Schedule 4”.

On 13 December 2011, the Governor appointed an Associate Member for a region referred to in Schedule 4.

Delegated Authority (extract from section 16 PD Act)

- (1) The WAPC may, by resolution, delegate to a person or body referred to in subsection (3) any function of the WAPC under this Act or any other written law, except this power of delegation.
- (2) A resolution referred to in subsection (1) takes effect when notice of the resolution is published in the *Gazette*.
- (3) A delegation under subsection (1) may be made to –
 - (a) a member or associate member;
 - (b) a committee established under Schedule 2, or a member of such a committee;
 - (c) an officer of the WAPC;
 - (d) a public authority or a member or officer of a public authority; or
 - (e) a local government, a committee established under the *Local Government Act 1995* or an employee of a local government.
- (4) The reference to functions in subsection (1) extends, without limitation or restriction, to all of the powers, privileges, authorities, discretions, duties and responsibilities vested in or imposed on the WAPC by this Act or any other written law.
- (5) Without limiting the generality of subsection (1), where the WAPC has delegated its functions under section 14(i) and (1), the delegation includes, subject to the instrument of delegation, a delegation of every function of the WAPC under Part 4.
- (6) A delegate cannot sub-delegate the exercise or performance of any function.
- (7) A delegate exercising or performing a function as authorised under this section is to be taken to do so in accordance with the terms of the delegation unless the contrary is shown.
- (8) Nothing in this section limits the ability of the WAPC to act through an officer or agent.
- (9) This section does not apply to the execution of documents but authority to execute documents on behalf of the WAPC can be given under section 24.

Quorum for meetings

In accordance with the Western Australian Planning Commission (WAPC), Governance Guide – Standing Orders, Section 5.1 - Quorum for meetings: The quorum for board meetings is dealt with in the Act.

Note: Clause 8(5) of Schedule 1 of the Act as follows: At any meeting of the board a number of members equal to at least one half of the number of members provided for by Section 10 constitute a quorum.

Disclosure of interests

In accordance with the *Planning and Development Act 2005* and Section 4 of the Western Australian Planning Commission (WAPC), Governance Guide – Standing Orders, members of Committees (and certain employees) are required to disclose the following types of interests that they have or persons closely associated to them, have:

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

A “**direct pecuniary interest**” is one where a member has an interest in a matter where it is reasonable to expect that the matter if dealt with by the Board or a Committee, or an employee in a particular way, will result in a financial gain, loss, benefit or detriment for the member.

An “**indirect pecuniary interest**” refers to an interest in a matter where a financial relationship exists between a member and another person who requires a WAPC decision in relation to the matter.

A “**proximity interest**” refers to an interest of a member, or close associate of the member, in a matter if the matter concerns –

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

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

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

Disclosure of representations

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

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



Western Australian Planning Commission

Minutes

Meeting No. 299

Wednesday, 9 December, 2020

- Members:**
- David Caddy - Chairman WAPC
 - Jane Bennett - Professions Representative
 - Helen Brookes - Coastal Planning and Management Representative
 - Fred Chaney - Professions Representative
 - Emma Cole - Metropolitan Local Government Representative
 - Paddi Creevey - Nominee of the Regional Minister
 - Veronica Fleay - Local government representative – non-metropolitan
 - Gail McGowan - Director General, Department of Planning, Lands and Heritage
 - Mike Rowe - Director General, Department of Water and Environmental Regulation
 - Richard Sellers - Director General, Department of Jobs, Tourism, Science and Innovation
- Apologies:**
- Ralph Addis - Director General, Department of Primary Industries and Regional Development (Associate member)
 - Michelle Andrews - Director General, Department of Communities
 - Peter Woronzow - Director General, Department of Transport
- Observers:**
- Justin McKirdy - Observer, Department of Transport
 - Nigel Hindmarsh - Observer, Department of Communities
- Others present:**
- Kathy Bonus – Chief Planning Advisor
 - Mario Carbone - A/Planning Manager
 - Michael Daymond – Manager, Special Projects
 - Janine Egan - A/Planning Director, Reform, Design and State Assessment
 - Martin Erlacher - Senior Planning Officer
 - Sam Fagan – Manager Commission Business
 - Glenn Finn – Director, METRONET Taskforce
 - Ben Hesketh - Planning Manager
 - Poppy Justice – Commission Support Officer
 - Delia Neglie - Planning Manager
 - Diarmuid O'Connor - Senior Planning Officer
 - Vivienne Panizza - Planning Manager
 - Dale Sanderson - Planning Director
 - Michelle Sanfilippo – Commission Support Team Leader
 - David Saunders – Assistant Director General, Land Use Planning
 - Jacquie Stone - Director Policy
 - Blair Stroud – Planning Officer
 - Loretta Van Gasselt - Planning Manager

1. Declaration of opening

The Chairman declared the meeting open at 9:30 am, acknowledged the peoples of the Noongar nation as the traditional owners and custodians of the land on which the meeting is taking place and welcomed members.

2. Apologies

Ralph Addis - Director General, Department of Primary Industries and Regional Development.

Michelle Andrews - Director General, Department of Communities.
Nigel Hindmarsh observing.

Peter Woronzow - Director General, Department of Transport. Justin McKirdy observing.

3. Members on leave of absence and applications for leave of absence

Nil.

4. Disclosure of interests

Mayor Cole declared an impartiality interest in Items 8.1, Position Statement - Special Residential Zone – Final Approval of amended draft and 8.2, State Planning Policy 7.3: Residential Design Codes - Volume 1 (Interim Review). Mayor Cole stated that the City of Vincent provided a submission to the WAPC in relation to both items. Members agreed Mayor Cole is permitted to be present during the discussion/and or decision-making procedure on the items as this is unlikely to influence Mayor Cole's conduct in relation to these matters.

Ms Bennett declared an impartiality interest on Item 8.2, State Planning Policy 7.3: Residential Design Codes - Volume 1 (Interim Review). Ms Bennett stated that her employer, CLE Town Planning + Design, made a submission on the document as planning professionals. Members agreed Ms Bennett is permitted to be present during the discussion/and or decision-making procedure on the item as this is unlikely to influence Ms Bennett's conduct in relation to the matter.

Mr Hindmarsh declared an impartiality interest in Item 9.2, Proposed MRS Amendment - North-East and North-West Districts Omnibus No. 3, Item 9.3, Proposed MRS Amendment - South-East and South-West Districts Omnibus No. 4, Item 9.4, Bayswater Station Redevelopment and Item 9.5, Yanchep Train Station Development Application. Mr Hindmarsh stated that his employer, the Department of Communities, has asset interests in proximity to the proposals contained in the Items. Members agreed Mr Hindmarsh is permitted to be present during the discussion/and or decision-making procedure on the items as this is unlikely to influence Mr Hindmarsh's conduct in relation to these matters.

Mr Chaney declared a pecuniary interest in Item 9.2, Proposed MRS Amendment - North-East and North-West Districts Omnibus No. 3. Mr Chaney stated that Taylor Robinson Chaney Broderick has undertaken work on the school and other projects in the precinct. Members agreed that Mr Chaney should not be present during the discussion and/or decision-making procedure on the item.

Ms Bennett declared an impartiality interest in Item 9.3, MRS Omnibus Amendment South East and South West Districts Omnibus No. 4. Ms Bennett stated that her employer, CLE Town Planning + Design, act for impacted land owners. Members agreed that Ms Bennett should not be present during the discussion and/or decision-making procedure on the item.

Mr Chaney declared a pecuniary interest in Item 9.3, MRS Omnibus Amendment South East and South West. Mr Chaney stated that Taylor Robinson Chaney Broderick are working with the landowners and developers. Members agreed that Mr Chaney should not be present during the discussion and/or decision-making procedure on the item.

Mr Chaney declared an impartiality interest in Item 9.4, Bayswater Station Redevelopment. Mr Chaney stated that Taylor Robinson Chaney Broderick are part of the Alliance Contract with the Public Transport Authority on the Morley-Ellenbrook Line. Members agreed that Mr Chaney should not be present during the discussion and/or decision-making procedure on the item.

Ms Bennett declared an impartiality interest in Item 9.4, Bayswater Station Redevelopment. Ms Bennett stated that planning control for the Bayswater Station precinct will transfer to DevelopmentWA, under the *MRA Act 2011*. Ms Bennett stated that she is on the Board of DevelopmentWA - MRA (pursuant to her role on the WAPC) and is the Chair of the Metronet East Land Redevelopment Committee. Members agreed Ms Bennett is permitted to be present during the discussion/and or decision-making procedure on the item as this is unlikely to influence Ms Bennett's conduct in relation to the matter.

Ms Bennett declared an impartiality interest in Item 9.5, Yanchep Train Station Development Application. Ms Bennett stated that her employer, CLE Town Planning + Design, act for impacted land owners. Members agreed that Ms Bennett should not be present during the discussion and/or decision-making procedure on the item.

Mr Chaney declared an impartiality interest in Item 9.5, Yanchep Train Station Development Application. Mr Chaney stated that Taylor Robinson Chaney Broderick are part of the Alliance Contract with the Public Transport Authority on the Morley-Ellenbrook Line. Members agreed that Mr Chaney should not be present during the discussion and/or decision-making procedure on the item.

Mr Chaney declared an impartiality interest in Item 9.6, Eglinton Train Station Development Application. Mr Chaney stated that Taylor Robinson Chaney Broderick are part of the Alliance Contract with the Public Transport Authority on the Morley-Ellenbrook Line. Members agreed that Mr Chaney should not be present during the discussion and/or decision-making procedure on the item.

Ms Bennett declared an impartiality interest in Item 9.7, Alkimos Train Station Development Application. Ms Bennett stated that the Western Australian Land Authority is developing Alkimos on behalf of the landowner, the State of WA and Ms Bennett is on the Development WA Board. Members agreed that Ms Bennett should not be present during the discussion and/or decision-making procedure on the item.

Mr Chaney declared an impartiality interest in Item 9.7, Alkimos Train Station Development Application. Mr Chaney stated that Taylor Robinson Chaney Broderick are part of the Alliance Contract with the Public Transport Authority on the Morley-Ellenbrook Line. Members agreed that Mr Chaney should not be present during the discussion and/or decision-making procedure on the item.

Mr Chaney declared a pecuniary interest in Item 10.1, Morley Station Precinct Concept Master Plan. Mr Chaney stated that Taylor Robinson Chaney Broderick are part of the Alliance Contract with PTA on the Morley-Ellenbrook Line. Members agreed that Mr Chaney should not be present during the discussion and/or decision-making procedure on the item.

5. Declaration of due consideration

All members indicated that they had received and considered the agenda items prior to the Western Australian Planning Commission meeting.

6. Minutes

6.1 Confirmation of minutes - Meeting No. 297 on Wednesday 25 November 2020

Moved by Ms Brookes
Seconded by Ms Creevey

That the minutes of the Western Australian Planning Commission meeting held on Wednesday 25 November 2020, be confirmed as a true and correct record of the proceedings.

The motion was put and carried

7. Deputations and presentations

7.1 Development Application for a Large Format Digital Sign in Planning Control Area 142 at the intersection of Orrong Road and Oats Street, Kewdale (Item 9.1)

Presenters: Martin Flint - on behalf of Matzin Capital Pty Ltd and Ben Carter - Pinnacle Planning

Mr Flint and Mr Carter presented to the Western Australian Planning Commission on behalf of Matzin Capital Pty Ltd and Pinnacle Planning respectively and thanked the Commission for the opportunity to discuss the Development Application for a Large Format Digital Sign in Planning Control Area 142 at the intersection of Orrong Road and Oats Street, Kewdale.

Mr Flint confirmed that he had lodged a written submission to the Commission on behalf of Matzin Capital Pty Ltd.

Mr Flint informed members that Lot 43 is zoned 'urban' under the Metropolitan Region Scheme.

Mr Flint advised members that the existence of the Planning Control Area (PCA) needs to be considered when deliberating on this matter.

Mr Flint advised members that whilst regard is certainly to be given the zoning under the City of Belmont Local Planning Scheme No. 15 (LPS15) of Lot 43 under LPS15 as 'residential' with a density code of R20/60, needs to be considered in light of the additional permitted uses of 'Consulting Rooms', 'Medical Centre', 'Office', 'Serviced Apartments', 'Showroom where no single tenancy exceeds 2002 NLA' and 'Studio'. Mr Flint advised members that the proposed development is compatible with, in the sense of being able to exist with, the zone objectives in light of the additional permitted uses.

Mr Flint stated that the analysis in the WAPC agenda report on the issue of visual amenity omits to compare the visibility of the proposed development with what could otherwise be approved and constructed under LPS15. Mr Flint advised members that the character of the area needs to be regarded.

Mr Flint provided a number of photographs depicting signage that are relevant to the amenity of the locality. The photographs included the north-western corner of the intersection of Orrong Road and Oats Street (B&L Pumps) and the south-western corner of the intersection of Orrong Road and Archer Street (BP service station). The photographs will be maintained on file.

Mr Carter advised members that the application should be approved for the following reasons:

- a) the compatibility of the proposed development with the 'Residential' zoning of Lot 43 in light of the additional permitted uses;
- b) the proposed development not having a negative impact on visual amenity; and
- c) the consistency of the proposed development with PCA 142 by reason of a condition requiring an appropriate deed.

Mr Carter advised members that the site is currently vacant and has been for some time. Mr Carter stated that there are other commercial developments on Orrong Road, one with signage in excess of 60 m² on a building with identical zoning. Mr Carter argued that the proposed signage would have no more of a detrimental impact on visual amenity than that of a number of other commercial businesses on Orrong Road.

Mr Carter advised that the additional uses for the site include "office showroom", which is unusual for residential zoning and supports the importance of the current and future development need being balanced with commercial development in the area.

Members noted that Main Roads Western Australia (MRWA) suggested that if the development application is approved, the large format digital sign would need to be removed when MRWA are ready to commence development on the land. Members queried whether the large format digital sign could be reused at an alternate location once MRWA's development occurs.

Mr Carter advised members that the cost of the large format digital sign is approximately \$280,000 and yes it can be placed at an alternate location at the time that MRWA require the site vacated.

Members queried whether there is a content management plan for the content that is proposed to be displayed on the large format digital sign, that includes, for example, a component of messaging, a component of art work and a percentage for community advertising. Mr Carter advised members that of the content approximately 10% or 1 add per month, could be assigned to community advertisements.

7.2 Bayswater Station Redevelopment (Item 9.4)

Presenters: Paul Shanahan - Future Bayswater Community Group Inc

Mr Chaney declared an Impartiality Interest on this item and left the meeting at 9:42 am.

Mr Shanahan presented to the Western Australian Planning Commission on behalf of the Future Bayswater Community Group Inc (FuBa) and thanked the Commission for the opportunity to discuss the Bayswater Station Redevelopment.

Mr Shanahan advised members that FuBa is a large community group who are well placed to identify issues with the Development Application for the Bayswater Train Station and junction. Mr Shanahan advised members that FuBa have been strident supporters of the Bayswater Metronet Project from day one and believe that a well-designed station accompanied by surrounding roads and public amenity will be transformational for the town centre and establish a truly remarkable transport-oriented hub.

Mr Shanahan stated that FuBa opposes approval of the station development application at this stage as FuBa have several significant concerns with elements of the station design and feel more work needs to be done by the proponents before approval can be granted.

Mr Shanahan advised members that FuBa have seven main concerns, including the lack of a cohesive masterplan. Mr Shanahan advised members that all elements of the junction at Bayswater have been planned in isolation including the Airport Link and the Morley Ellenbrook Link and FuBa believes this has led to sub-optimal outcomes including the station design and the addition of a viaduct, which, FuBa acknowledges is not part of this development application.

Mr Shanahan advised members that the station design is large, imposing and bulky and does not reflect the context nor character of the town centre.

Mr Shanahan advised members that FuBa maintain that the 2018 design, which was heavily publicised via a touring model throughout the community, was a far more elegant and well-supported design and this current design, notwithstanding some recent improvements, is inferior. Mr Shanahan stated that FuBa urge the proponents to make further design changes that better reflect this previous design.

Mr Shanahan informed members that the changes to roads within the precinct are of significant concern and will have detrimental impacts on the local neighbourhood and town centre, in particular:

1. The creation of the second subway as a thoroughfare for vehicles from Whatley Cr to Beechboro Rd South;
2. Road changes cut off some local town centre businesses (on Whatley Crescent) and create poor access for local pedestrians and local drivers; and
3. The changes to traffic signalling and road designs will lead to the creation of a highly dangerous intersection at Olfe Street and rat running through local streets.

Mr Shanahan advised members that the report demonstrates the poor quality of the design where it states, "The overall network statistics also highlight that by the year 2031, the network breaks down due to congestion with all the forecast demand being unable to enter the network within the modelled hours in either peak."

Mr Shanahan advised members that unbelievably the key traffic measures will not be addressed or solved until after the development application process, which is too late and should be solved now before any approval is considered.

Mr Shanahan informed members that an assessment on the economic impacts of the proposed development has not been undertaken.

Mr Shanahan stated that notwithstanding some improvements, FuBa still believes that comfort for travellers will be compromised by the provision of shelters that provide limited protection from the weather.

Mr Shanahan advised members that the design creates a station and public spaces in an island surrounded by roads and vehicles with no integration with the surrounding shops and amenity, creating an unfriendly pedestrian environment.

Mr Shanahan advised members that the proposed plans do not appropriately address concerns from the Office of the Government Architect and the State Design Review Panel in which five of the ten design principles have not been supported.

Mr Shanahan advised members that it would be rare to see any private proponent consider submitting a development application in this form and one could almost guarantee that such a proposal would not be approved, or at the very least sent back for significant changes.

Mr Shanahan advised members that there is an unfortunate perception that different rules are being applied to this development application.

Mr Shanahan stated that the best strategy from here would be to make sure that all design principles are being achieved before approval is granted. Mr Shanahan advised members that the station is a 120-year project, therefore encouraging the designers to 'get it right'.

Mr Shanahan was advised that it is not a requirement of the State Design Review Panel that an application adhere to all ten design principles in order to be recommended, however the decision-making body will take it into account.

7.3 Bayswater Station Redevelopment (Item 9.4)

Presenters: Matt Turner, Helen Smith and Courtney Wynn - City of Bayswater

Mr Turner, Ms Smith and Ms Wynn presented to the Western Australian Planning Commission on behalf of the City of Bayswater and thanked the Commission for the opportunity to discuss the Bayswater Station Redevelopment.

Mr Turner advised members that the City of Bayswater (the City) supports the redevelopment of the Bayswater station as proposed in the development application. Mr Turner advised members that the City acknowledges the challenges of a station design within an existing town centre and that METRONET, the PTA and Evolve have worked hard to deliver significant community benefits beyond the public transport infrastructure, e.g public space, retail, and bringing together the two halves of the town centre.

Mr Turner stated that there are, however, some important matters which are yet to be resolved and on that basis the City is pleased that on the whole, he outlined that the conditions recommended by the City have been included in the recommendation that the Commission has before it today.

Mr Turner advised members that ideally more of these matters would have been resolved prior to determination of the development application, however the City understands the tight timeframes that Evolve was working under.

Mr Turner advised members that one component still to have a final resolution is the cycling connections to the surrounding road network. Mr Turner stated that the PSP outcome over the bridge is a great element of the design, however this needs to be better connected to the surrounding streets and from west to east through the town centre.

Mr Turner informed members that the movement plan in Condition 7 is welcomed by the City to address these connections, as is the wording which priorities pedestrians and cyclists over private cars in the town centre.

Mr Turner advised members that there has been much community discussion about the architectural and open space design of the station and from the City's perspective, there is refinement that is still required. Mr Turner advised members on how well the new station integrates with the town centre and the success of the open spaces are dependent on the detail yet to be resolved. Mr Turner informed members that the City notes and endorses a number of conditions proposed to continue the design process, being Conditions 11, 18, 19 and 20.

Mr Turner advised members that there is one element that the City is not yet satisfied with in the development application, being the traffic impacts from the changes in the road network and intersections, in particular the loss of certain turning movements which will result in rat running through the surrounding street network.

Mr Turner advised members that whilst the City understands the need for the changes to the road network proposed in the application, as the traffic modelling suggests and as highlighted in the report before the Commission, these changes and the currently proposed restrictions on some turning movements, will have flow-on impacts.

Mr Turner informed members that the City notes the recommendation for Condition 6 which requires a traffic impact assessment (including supporting modelling) and that the actions in the assessment are required to be implemented. Mr Turner stated that where the condition falls short of the City's recommendation is that it is not clear as to who will be responsible for implementing the recommendations. Mr Turner advised members that it should not fall to the City to implement the outcomes.

Mr Turner advised members that the traffic modelling to date is clear that when the road network fails in 2031, regional traffic moving through the area (to and from the CBD) will be the principle cause, e.g vehicles avoiding Guildford Road, unless that is upgraded.

Mr Turner stated that similarly, without intervention, traffic issues will be created on local roads such as Roberts, Drake, Murray and Slade, resulting from the road network and intersection changes proposed in this development application.

Mr Turner provided an example that the proposal to remove the right turn from Coode Street into Whatley Crescent, will result in vehicles using Murray Street instead. Mr Turner stated that the closure of Whatley Crescent at Hamilton Street will mean the alternative entry into this part of Bayswater will be from King William Street into Olfe Street, which has a flow-on impact on the level of service of this intersection.

Mr Turner advised members that the City requests that the last sentence in Condition 6 is modified to state that "Once approved, the development is to be carried out in accordance with the recommendations of the Traffic Impact Assessment at the cost of the applicant and/or the State government."

7.4 Bayswater Station Redevelopment (Item 9.4)

Presenters: Jonathan Shuker - Public Transport Authority, Paul Reed - Evolve Bayswater Alliance, John-Paul Davies - Hassell and Renee Young - Element

Mr Shuker, Mr Reed, Mr Davies and Ms Young presented to the Western Australian Planning Commission on behalf of the Public Transport Authority, Evolve Bayswater Alliance, Hassell and Element respectively and thanked the Commission for the opportunity to discuss the Bayswater Station Redevelopment.

Mr Shuker advised members that on behalf of METRONET and the Evolve Bayswater Alliance he would like to thank the Department of Planning, Lands and Heritage (DPLH) officers for the positive recommendation and the carefully staged conditions and request that the WAPC support the recommendation.

Mr Shuker advised members that the Evolve Bayswater Alliance is committed to working with the City of Bayswater, the Office of the Government Architect, Main Roads WA, Development WA and the WAPC to resolve all matters requiring further resolution, as set out in the recommended conditions. Mr Shuker stated that he does have two specific requests for the WAPC in relation to the recommended conditions.

Mr Shuker informed members that the first request relates to proposed Condition No.36 (and Advice Note 17), which states that the proposed tenancy uses are not included in the approval. Mr Shuker advised members that the development application specifically sought approval for the use of the proposed tenancy spaces for a range of retail, commercial, culture and creative industry uses, community, dining and entertainment, most of which were consistent with the uses encouraged in the draft METRONET East Redevelopment Scheme.

Mr Shuker advised members that the proposed uses were deliberately included in the application to enable the approval to be an all-encompassing approval for the proposed development uses and not just the train and bus station uses.

Mr Shuker advised members that the tenancy spaces are integral to the function and operation of the station and its sense of place and its level of activity as part of the Bayswater Town Centre, therefore it is considered appropriate that the proposed range of uses be approved as part of the development, which would eliminate the need for further separate subsequent approvals where the proposed uses are consistent with those contemplated in this application.

Mr Shuker advised members that the development has considered matters relevant to the tenancy uses including: the size and quantum of retail floor space; waste; loading; access; parking; and alfresco dining. Mr Shuker informed members that the site is located in the Town Centre and, as such, a broad range of appropriate land uses should reasonably be permitted in the tenancies under this approval.

Mr Shuker requested that the WAPC consider an alternative condition to the proposed Condition No.36 as follows:

"The commercial and retail tenancies and associated alfresco areas being limited to 'Artist Studio', 'Business Services', 'Community Facility', 'Consulting Rooms', 'Event Space', 'Exhibition Centre', 'Fast Food Outlet', 'Liquor Store – Small', 'Office', 'Personal Services', 'Restaurant/Café', 'Shop' and 'Small Bar' uses, with any other uses requiring a separate application for approval. The eastern and western station forecourts and surrounding public realm being used for 'market' use, with any other uses requiring a separate application for approval."

Mr Shuker advised members that with this proposed condition the PTA can confidently commence further negotiations with a number of prospective tenants to ensure that leases can be negotiated ready to have operational tenancies in place as soon as possible after commencement of station operations.

Mr Shuker informed members that the second request relates to proposed Condition numbers 18 to 21 and proposed Condition No. 23. Mr Shuker noted that these conditions relate to the further resolution of specific architectural or landscape design matters, or public art and lighting design.

Mr Shuker acknowledged that these conditions are important and required, however also noted the significant number of agencies involved in advising on these conditions, all of which include the City of Bayswater, the Office of the Government Architect, DevelopmentWA, and the WAPC as the clearance agency.

Mr Shuker requested that, in the interests of ensuring a streamlined conditions clearance process, that the agencies involved in advising on these conditions be limited to the City of Bayswater and the Office of the Government Architect with the WAPC as the clearance agency, which will ensure that the process of clearing each of these design related conditions is more efficient, which is of essential importance for this project, given its size and complexity and given the significant number of conditions requiring clearance.

Members queried whether best practice water-wise design elements had been incorporated in the project. Mr Davies advised members that landscape planning associated with the project incorporates water-wise and water sensitive urban design, only native species will be planted, the civil design and engineering team have ensured that water run-off is captured on site, and low-flow fixtures and fittings will be used in the public toilet facilities.

Members queried whether particular use approvals have been allocated to each tenancy and marked accordingly on a plan. Mr Shuker advised members that interested parties can put in an expression of interest to advise the type and nature of proposed tenancy. Mr Shuker advised members that the services geared to the northern face will be mostly food and beverage and other similar varied use tenancies. Mr Shuker informed members that a level of flexibility

has been retained in the design, allowing the size of tenancies to be geared to the nature of train station tenancies and their size may be increased or decreased as necessary.

Members queried whether the demand and economic viability of potential tenancies at the train station had been considered. Ms Young advised members that it was not considered warranted to undertake any research as to the economic viability as there is flexibility in the tenancy walls to increase or decrease the size. Ms Young advised members that there is currently a shortage of retail floor space in Bayswater.

Members queried whether the design of the train station will provide enough shelter and protection for passengers from sunshine, rain, wind, hail etc. Mr Shuker advised members that engagement was undertaken with the community and different sections of the community preferred alternative designs, therefore the design is a balance between not being too bulky and being able to provide shelter and comfort. Mr Shuker advised members that the design incorporated a canopy with shelter down the centre and passengers will be able to move freely from one side of the platform to the other to seek protection from the weather, and the design allows for a cross visual from the station to the town centre.

Mr Chaney returned to the meeting at 10:14 am

**7.5 Yanchep Train Station Development Application (Item 9.5),
Eglington Train Station Development Application (Item 9.6) and
Alkimos Train Station Development Application (Item 9.7)**

Written Submission: Urbis NEWest Alliance PTA

ITEMS FOR DECISION

**8.2 State Planning Policy 7.3: Residential Design Codes - Volume 1
(Interim Review) (PLH2020P0264)**

THIS ITEM IS CONFIDENTIAL

**9.2 Proposed MRS Amendment - North-East and North-West Districts
Omnibus No. 3 (RLS/0945)**

Moved by Ms McGowan

Seconded by Ms Brookes

That the Western Australian Planning Commission resolves to:

- 1. prepare an amendment under section 35 of the Planning and Development Act 2005 to the Metropolitan Region Scheme as detailed in Attachment 1 - draft North-East and North-West Districts Omnibus No. 3 Amendment Report; and*
- 2. form the opinion under Section 57 of the Planning and Development Act 2005 that the Amendment does not constitute a substantial amendment to the Metropolitan Region Scheme having regard for the matters set out in the Planning Officer's report.*

The motion was put and carried

9.3 Proposed MRS Amendment - South-East and South-West Districts Omnibus No. 4 (RLS/0834)

Moved by Ms McGowan

Seconded by Ms Brookes

That the Western Australian Planning Commission resolves to:

- 1. prepare an amendment under section 35 of the Planning and Development Act 2005 to the Metropolitan Region Scheme as detailed in Attachment 4 - draft South-East and South-West Districts Omnibus No. 4 Amendment Report;*
- 2. form the opinion under Section 57 of the Planning and Development Act 2005 that the Amendment does not constitute a substantial amendment to the Metropolitan Region Scheme having regard for the matters set out in the Planning Officer's report;*
- 3. defer the amendment request to transfer part of Lot 9076 Brentford Parade, Wellard from the Public Purposes - High School reservation to the Urban zone pending:*
 - a. the outcome of the Environmental Protection Authority assessment of proposals for Lot 123 Mortimer Road, Casuarina;*
 - b. the completion of relevant environmental studies and investigations for the Wandi high school and Baldivis North (Central) Secondary College sites; and*
 - c. a review of the strategic planning of high school sites in the broader locality surrounding the Wellard locality.*

The motion was put and carried

9.5 Yanchep Train Station Development Application (30-50418-1)

Moved by Ms McGowan

Seconded by Ms Brookes

That the Western Australian Planning Commission resolves to approve the Yanchep Train Station Development, subject to the following conditions and advice:

- 1. This approval relates to the development of Yanchep Train Station as depicted on the attached plans date stamped 16 September 2020 by the Department of Planning, Lands and Heritage on behalf of the Western Australian Planning Commission. This decision constitutes development approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within two years, the approval shall lapse and be of no further effect.*

Prior to the commencement of site works

- 2. A Construction Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of site works.*

Once approved, the Construction Management Plan is to be implemented in its entirety.

3. *A Traffic Management Plan for construction shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of site works. Once approved, the Traffic Management Plan is to be implemented in its entirety.*
4. *An Earthworks Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of site works. The plan is to show existing ground levels, extent of fill and drainage and finished ground levels which match or otherwise coordinate with the existing and/or proposed finished ground levels of the abutting land. Once approved, the plan is to be implemented in its entirety.*
5. *A Bushfire Emergency Evacuation Plan for construction shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo and Department of Fire and Emergency Services, prior to the commencement of site works for the area included within this development.*

Prior to the commencement of relevant building works

6. *The Bushfire Management Plan submitted with this application shall be updated to address the following:*
 - *Authored by a Level 3 Accredited Bushfire consultant*
 - *Bushfire Emergency Evacuation Plan*
 - *Confirm the BAL 29 standards of AS3959 will be applied to the station building*
 - *Two vehicle access routes that connect to the public road network*
 - *Vegetation classification*
 - *Measures to reduce the bushfire hazard*
 - *Emergency services access to both side of the train station*

The updated Bushfire Management Plan is to be submitted and approved by the Western Australian Planning Commission, on advice of the City of Wanneroo and the Department of Fire and Emergency Services and implemented in its entirety.

7. *Architectural design plans and a Schedule of Materials and Finishes showing the architectural features and design treatments being applied to the station shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.*

8. *A Lighting Plan to highlight architectural detailing and public areas and promote safety, visual interest and activation shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to commencement of relevant building works. Once approved, the plan is to be implemented in its entirety thereafter.*
9. *A detailed Landscape Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of relevant building works. Once approved, the Landscape Plan is to be implemented in its entirety.*
10. *Road Safety Audits shall be submitted and approved by the Western Australian Planning Commission, to the specification of the Department of Transport and on the advice of the City of Wanneroo, for all permanent road connections (including all new or modified road connections and intersections) prior to commencement of road works.*
11. *A detailed Movement Network Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo and the Department of Transport, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.*
12. *A Drainage Management Plan shall be prepared to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Water and Environmental Regulation and the City of Wanneroo, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.*
13. *An Environmental Noise Assessment shall be prepared by a qualified acoustic consultant and submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to commencement of works. This assessment is to include the location of mechanical service plant, bus interchange and car parking. All noise attenuation measures, identified by the report shall be implemented prior to operation of the Train Station.*
14. *A Public Art Strategy being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo. Once approved, the strategy shall be implemented in its entirety.*

Prior to the commencement of station operations

15. *A Signage and Way-finding Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo. Once approved, the plan is to be implemented in its entirety prior to the commencement of station operations, and maintained thereafter by the proponent.*

16. *The station shall be provided with a minimum of one public road access point from the surrounding road network prior to the commencement of operation, to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo.*

General

17. *All structures which are the subject of this application are to be applied with an anti-graffiti coating immediately upon completion to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo. Any graffiti shall be removed as soon as possible by the management authority.*
18. *Any damage or removal of vegetation located outside the development area that does not form part of permanent infrastructure and incurred during the construction process shall be replaced or repaired at the cost of the landowner/applicant, to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo.*
19. *All storage areas, external fixtures and building plant, including air conditioning units shall be located so as to minimise any visual and noise impacts, and shall be screened from view from streets, civic spaces and adjacent properties to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo.*

ADVICE NOTES

1. *The applicant is advised that this is a development approval under the Metropolitan Region Scheme. It is not an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents, permits and licences required under any other law, and to commence and carry out development in accordance with all the relevant laws. All requirements under Ministerial Statement 1129 under Section 45 of the Environmental Protection Act 1986 are still a requirement of the Office of the Environmental Protection Authority.*
2. *All development should comply with the provisions of the Building Code of Australia, Health Regulations, Public Building Regulations and all other relevant Acts, Regulations and Local Laws, including obtaining any relevant permits and licences. Additional approvals/licences may be required to ensure compliance with State Government environmental legislation.*
3. *In relation to Condition 2, the Construction Management Plan is expected to include the site-specific management, mitigation and monitoring measures to manage the issues of surface water, groundwater, vegetation and flora, geotechnical conditions, acid sulfate soils, aboriginal heritage, noise, vibration, dust and lighting or other matters as agreed by the environmental authorities and/or in consultation with the City of Wanneroo and the WAPC.*

In addition, the Construction Management Plan is to address, but not be limited to, the following site-specific matters:

- a. *A staging plan;*
- b. *Storage of materials and equipment;*
- c. *Delivery of materials or equipment to the site;*
- d. *Parking arrangements for contractors and subcontractors;*
- e. *Waste management;*
- f. *Emergency evacuation plan;*
- g. *Dust management;*
- h. *Hours of operation, timeframes and responsibility for tasks identified;*
- i. *Consultation and communication strategy; and*
- j. *Any other matters likely to impact on surrounding properties and public areas*

Construction Management Plans may be provided for separate works packages (i.e. forward works) prior to their commencement, provided each management plan contains an overview of staging and the relationship between works packages.

4. *In relation to Condition 3, the Traffic Management Plan is to address:*
 - a. *Traffic volumes from proposed work/activities;*
 - b. *Construction activities;*
 - c. *Maintenance of access to adjacent private properties;*
 - d. *Arrangements for general traffic detours;*
 - e. *Process for modifying haulage routes or agreed management arrangements, including any departure outside of approved haulage operations timeframes; and*
 - f. *Communications with landowners and the wider community.*
5. *In relation to Condition 4, the Earthworks Plan should include the following:*
 - a. *existing and proposed ground levels; and*
 - b. *engineering drawings and detailed cross sections of the application area.*
6. *In relation to Condition 7, the architectural design plans, cross-referenced with the Schedule of Materials and Finishes, are to address the following:*
 - a. *Station buildings, entrances and façade (including glazing);*

- b. *All service areas to be designed as an integral component of the development or screened from public view, to minimise impacts on the architectural quality of the station buildings and public realm; and*
 - c. *Sustainability measures and associated design features included in the station design.*
7. *In relation to Condition 8, the Landscape Plan is to address:*
- a. *Landscaping layout and design;*
 - b. *Detailed plans illustrating responses to grade differences and transitions;*
 - c. *Additional trees to be incorporated for shade canopy;*
 - d. *Deep soil locations for shading trees;*
 - e. *Planting specifications to include a plant legend including botanical and common names, and the quantity of each species;*
 - f. *Cross-sections for car park drainage swales to include drainage function, plant species, and kerbing;*
 - g. *Furniture specification and locations;*
 - h. *Fencing specification and location;*
 - i. *Maintenance of landscape areas; and*
 - j. *Reticulation systems.*
8. *In relation to Condition 11, the detailed Movement Network Plan is to include cross-sections and engineering drawings to address:*
- a. *all new and modified road connections and intersections;*
 - b. *access points and internal driveways;*
 - c. *car parking areas;*
 - d. *bus interchange;*
 - e. *location and design of dedicated pedestrian paths and crossings facilities through the park and ride and bus interchange facility; and*
 - f. *design of cycling facilities, including paths and bicycle storage.*
- The movement network plan should respond and implement the findings of the road safety audit where appropriate.*
9. *In relation to Condition 12, the Drainage Management Plan is to address:*
- a. *Water sensitive urban design initiatives;*
 - b. *Management of groundwater levels and any proposed dewatering;*
 - c. *Final surface and groundwater levels;*

- d. *Detailed design and construction of new stormwater drainage systems to deal with 1 in 1; 1 in 5 and 1 in 100 year ARI events;*
 - e. *Storm water is to be contained on-site (to the maximum extent possible), or appropriately treated and connected to the local drainage system.*
 - f. *Water quality management approaches;*
 - g. *Detailed engineering drawings and specifications; and*
 - h. *Management, maintenance and funding arrangements.*
10. *In relation to Condition 14, the public art strategy should demonstrate best practice (procurement, stakeholder engagement, design direction and integration within the development), and include details of the type and location of artworks how the works respond to any identified public art themes; design intent and purpose, processes to design documentation, detailed plans of the artwork, cost calculations, public liability insurance (as applicable) and maintenance details.*
- The applicant should liaise with the Department of Planning Lands and Heritage and METRONET to determine the public art contribution.*
11. *In relation to Condition 15, the Signage and Wayfinding Plan is to address:*
- a. *The design, dimensions and locations of any signage relevant to the station and its immediate environs; and*
 - b. *Signage required for the wider precinct to inform route choice in accessing the station and associated infrastructure.*
12. *The landowner/applicant is advised to investigate whether approval is required pursuant to the Aboriginal Heritage Act 1972. The landowner/applicant should conduct a search of the Register of Aboriginal Sites to determine if any aboriginal sites have been recorded in the vicinity of their application, and this heritage information should be submitted to the Department of Planning Lands and Heritage (Indigenous Affairs) with a request for advice.*
13. *The proponent is advised to liaise with the Water Corporation's Project Manager, Metronet Project Team (Tel. 94203332) for advice regarding the protection and/or relocation of assets and to ensure the detailed engineering designs for station works and particularly the road bridge crossings make adequate provisions for planned water and sewerage pipe crossings.*
15. *This property is on a site where records confirm there is a history of military activities that have resulted in residual UXO. A possibility exists that dangerous items of UXO may still be found on this site. Contact police if a suspicious item that may be UXO is found. Visit www.defence.gov.au/uxo for further information.*

16. *Main Roads WA advises that the installation of traffic signals requires their approval, and must be evaluated with reference to the Main Roads' Roundabouts and Traffic Signals Guidelines for the Selection of Intersection Control (November 2015) and Main Roads Traffic Signal Approval Process.*
17. *The applicant is advised that the Yanchep Train Station development, as approved, is to form part of the Yanchep ACP.*

The motion was put and carried

9.6 Eglinton Train Station Development Application (30-50416-1)

Moved by Ms McGowan

Seconded by Ms Brookes

That the Western Australian Planning Commission resolves to approve the Eglinton train station development, subject to the following conditions and advice:

1. *This approval relates to the development of Eglinton train station as depicted on the attached plans date stamped 15 September 2020 by the Department of Planning, Lands and Heritage on behalf of the Western Australian Planning Commission. This decision constitutes development approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within two years, the approval shall lapse and be of no further effect.*

Prior to the commencement of site works

2. *A Construction Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of site works. Once approved, the Construction Management Plan is to be implemented in its entirety.*
3. *A Traffic Management Plan for construction shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of site works. Once approved, the Traffic Management Plan is to be implemented in its entirety.*
4. *An Earthworks Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of site works. The plan is to show existing ground levels, extent of fill and drainage and finished ground levels which match or otherwise coordinate with the existing and/or proposed finished ground levels of the abutting land. Once approved, the plan is to be implemented in its entirety.*

5. *A Bushfire Emergency Evacuation Plan for construction shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo and Department of Fire and Emergency Services, prior to the commencement of site works for the area included within this development.*
6. *The Eglinton Station Unexploded Ordnance (UXO) survey and investigations dated 16 January 2020 is to be implemented to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo and the Department of Fire and Emergency Services.*

Prior to the commencement of relevant building works

7. *The Bushfire Management Plan submitted with this application shall be updated to address the following:*
 - *Authored by a Level 3 Accredited Bushfire consultant*
 - *Bushfire Emergency Evacuation Plan*
 - *Confirm the BAL 29 standards of AS3959 will be applied to the station building*
 - *Two vehicle access routes that connect to the public road network*
 - *Vegetation classification*
 - *Measures to reduce the bushfire hazard*
 - *Emergency services access to both side of the train station*

The updated Bushfire Management Plan is to be submitted and approved by the Western Australian Planning Commission, on advice of the City of Wanneroo and the Department of Fire and Emergency Services and implemented in its entirety.

8. *Architectural design plans and a Schedule of Materials and Finishes showing the architectural features and design treatments being applied to the station shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.*
9. *A Lighting Plan to highlight architectural detailing and public areas and promote safety, visual interest and activation shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to commencement of relevant building works. Once approved, the plan is to be implemented in its entirety thereafter.*
10. *A detailed Landscape Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of relevant building works. Once approved, the Landscape Plan is to be implemented in its entirety.*

11. *Road Safety Audits shall be submitted and approved by the Western Australian Planning Commission, to the specification of the Department of Transport and on the advice of the City of Wanneroo, for all permanent road connections (including all new or modified road connections and intersections) prior to commencement of road works.*
12. *A detailed Movement Network Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo and the Department of Transport, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.*

The movement network plan shall provide a direct pedestrian linkage through the car park, connecting Pipidinnny Road with the Commercial core to the south, as shown in the Eglinton district centre activity centre plan. This linkage should include a shared path within the car park and a pedestrian crossing over the internal driveway, in a way that supports way finding from the station precinct into the district centre.
13. *A Drainage Management Plan shall be prepared to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Water and Environmental Regulation and the City of Wanneroo, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.*
14. *An Environmental Noise Assessment shall be prepared by a qualified acoustic consultant and submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to commencement of works. This assessment is to include the location of mechanical service plant, bus interchange and car parking. All noise attenuation measures, identified by the report shall be implemented prior to operation of the Train Station.*
15. *A Public Art Strategy being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo. Once approved, the strategy shall be implemented in its entirety.*

Prior to the commencement of station operations

16. *A Signage and Way-finding Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo. Once approved, the plan is to be implemented in its entirety prior to the commencement of station operations, and maintained thereafter by the proponent.*
17. *The station shall be provided with a minimum of one public road access point from the surrounding road network prior to the commencement of operation, to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo.*

General

18. *All structures which are the subject of this application are to be applied with an anti-graffiti coating immediately upon completion to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo. Any graffiti shall be removed as soon as possible by the management authority.*
19. *Any damage or removal of vegetation located outside the development area that does not form part of permanent infrastructure and incurred during the construction process shall be replaced or repaired at the cost of the landowner/applicant, to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo.*
20. *All storage areas, external fixtures and building plant, including air conditioning units shall be located so as to minimise any visual and noise impacts, and shall be screened from view from streets, civic spaces and adjacent properties to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo.*

ADVICE NOTES

1. *The applicant is advised that this is a development approval under the Metropolitan Region Scheme. It is not an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents, permits and licences required under any other law, and to commence and carry out development in accordance with all the relevant laws. All requirements under Ministerial Statement 1129 under Section 45 of the Environmental Protection Act 1986 are still a requirement of the Office of the Environmental Protection Authority.*
2. *All development should comply with the provisions of the Building Code of Australia, Health Regulations, Public Building Regulations and all other relevant Acts, Regulations and Local Laws, including obtaining any relevant permits and licences. Additional approvals/licences may be required to ensure compliance with State Government environmental legislation.*
3. *In relation to Condition 2, the Construction Management Plan is expected to include the site-specific management, mitigation and monitoring measures to manage the issues of surface water, groundwater, vegetation and flora, geotechnical conditions, acid sulfate soils, aboriginal heritage, noise, vibration, dust and lighting or other matters as agreed by the environmental authorities and/or in consultation with the City of Wanneroo and the WAPC.*
4. *In addition, the Construction Management Plan is to address, but not be limited to, the following site-specific matters:*
 - a. *A staging plan;*
 - b. *Storage of materials and equipment;*

- c. *Delivery of materials or equipment to the site;*
- d. *Parking arrangements for contractors and subcontractors;*
- e. *Waste management;*
- f. *Emergency evacuation plan;*
- g. *Dust management;*
- h. *Hours of operation, timeframes and responsibility for tasks identified;*
- i. *Consultation and communication strategy; and*
- j. *Any other matters likely to impact on surrounding properties and public areas*

Construction Management Plans may be provided for separate works packages (i.e. forward works) prior to their commencement, provided each management plan contains an overview of staging and the relationship between works packages.

- 5. *In relation to Condition 3, the Traffic Management Plan is to address:*
 - a. *Traffic volumes from proposed work/activities;*
 - b. *Construction activities;*
 - c. *Maintenance of access to adjacent private properties;*
 - d. *Arrangements for general traffic detours;*
 - e. *Process for modifying haulage routes or agreed management arrangements, including any departure outside of approved haulage operations timeframes; and*
 - f. *Communications with landowners and the wider community.*
- 6. *In relation to Condition 4, the Earthworks Plan should include the following:*
 - a. *existing and proposed ground levels; and*
 - b. *engineering drawings and detailed cross sections of the application area.*
- 7. *In relation to Condition 6, and whilst the land has been surveyed for UXO, there is still a possibility that dangerous items of UXO may be found on this site. Contact police if a suspicious item that may be UXO is found. Visit defence.gov.au/uxo for further information.*

The Department of Defence has established the Defence Environment and Heritage Panel, which includes contractors for UXO and derelict explosive ordnance assessment and management. The list of UXO contractors on the panel can be found under Category F, F2, Unexploded Ordnance Remediation Works at this link:

www.defence.gov.au/estatemangement/support/DEHP/WhoToEngage.asp

8. *In relation to Condition 8, the architectural design plans, cross-referenced with the Schedule of Materials and Finishes, are to address the following:*
 - a. *Station buildings, entrances and façade (including glazing);*
 - b. *All service areas to be designed as an integral component of the development or screened from public view, to minimise impacts on the architectural quality of the station buildings and public realm; and*
 - c. *Sustainability measures and associated design features included in the station design.*
9. *In relation to Condition 10, the Landscape Plan is to address:*
 - a. *Landscaping layout and design;*
 - b. *Detailed plans illustrating responses to grade differences and transitions;*
 - c. *Additional trees to be incorporated for shade canopy;*
 - d. *Deep soil locations for shading trees;*
 - e. *Planting specifications to include a plant legend including botanical and common names, and the quantity of each species;*
 - f. *Cross-sections for car park drainage swales to include drainage function, plant species, and kerbing;*
 - g. *Detail of proposed treatments along the Pipidinn Road interface, to screen the park-and-ride view and soften the visual impact on future residential development to the north;*
 - h. *Furniture specification and locations;*
 - i. *Fencing specification and location;*
 - j. *Maintenance of landscape areas; and*
 - k. *Reticulation systems.*
10. *In relation to Condition 12, the detailed Movement Network Plan is to include cross-sections and engineering drawings to address:*
 - a. *all new and modified road connections and intersections;*
 - b. *access points and internal driveways;*
 - c. *car parking areas;*
 - d. *bus interchange;*
 - e. *location and design of dedicated pedestrian paths and crossings facilities through the park and ride and bus interchange facility; and*

- f. *design of cycling facilities, including paths and bicycle storage.*

The movement network plan should respond to the findings of the road safety audit where appropriate.

- 11. *In relation to Condition 13, the Drainage Management Plan is to address:*

- a. *Water sensitive urban design initiatives;*
- b. *Management of groundwater levels and any proposed dewatering;*
- c. *Final surface and groundwater levels;*
- d. *Detailed design and construction of new stormwater drainage systems to deal with 1 in 1; 1 in 5 and 1 in 100 year ARI events;*
- e. *Storm water is to be contained on-site (to the maximum extent possible), or appropriately treated and connected to the local drainage system.*
- f. *Water quality management approaches;*
- g. *Detailed engineering drawings and specifications; and*
- h. *Management, maintenance and funding arrangements.*

- 12. *In relation to Condition 15, the Public Art Strategy should demonstrate best practice (procurement, stakeholder engagement, design direction and integration within the development), and include details of the type and location of artworks how the works respond to any identified public art themes; design intent and purpose, processes to design documentation, detailed plans of the artwork, cost calculations, public liability insurance (as applicable) and maintenance details.*

The applicant should liaise with the Department of Planning, Lands and Heritage and METRONET to determine the public art contribution.

- 13. *In relation to Condition 16, the Signage and Wayfinding Plan is to address:*

- a. *The design, dimensions and locations of any signage relevant to the station and its immediate environs; and*
- b. *Signage required for the wider precinct to inform route choice in accessing the station and associated infrastructure.*

- 14. *The landowner/applicant is advised to investigate whether approval is required pursuant to the Aboriginal Heritage Act 1972. The landowner/applicant should conduct a search of the Register of Aboriginal Sites to determine if any aboriginal sites have been recorded in the vicinity of their application, and this heritage information should be submitted to the Department of Planning Lands and Heritage (Indigenous Affairs) with a request for advice.*

15. *The proponent is advised to liaise with the Water Corporation's Project Manager, Metronet Project Team (Tel. 94203332) for advice regarding the protection and/or relocation of assets and to ensure the detailed engineering designs for station works and particularly the road bridge crossings make adequate provisions for planned water and sewerage pipe crossings.*
16. *Main Roads WA advises that the installation of traffic signals requires their approval, and must be evaluated with reference to the Main Roads' Roundabouts and Traffic Signals Guidelines for the Selection of Intersection Control (November 2015) and Main Roads Traffic Signal Approval Process.*

The motion was put and carried

9.7 Alkimos Train Station Development Application (30-50419-1)

Moved by Ms McGowan

Seconded by Ms Brookes

That the Western Australian Planning Commission resolves to approve the application for works to, and associated with the upgrade of the Alkimos Train Station and within Planning Control Area No.132 subject to the following conditions and advice:

CONDITIONS:

1. *This approval relates to the development of Alkimos Train Station as depicted on the attached plans date stamped 16 September 2020 by the Department of Planning, Lands and Heritage on behalf of the Western Australian Planning Commission. This decision constitutes development approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within two years, the approval shall lapse and be of no further effect.*

Prior to the commencement of site works

2. *A Construction Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of site works. Once approved, the Construction Management Plan is to be implemented in its entirety.*
3. *A Traffic Management Plan for construction shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of site works. Once approved, the Traffic Management Plan is to be implemented in its entirety.*
4. *An Earthworks Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of site works. The plan is to show existing ground levels, extent of fill and drainage and finished ground levels which match or otherwise coordinate with the*

existing and/or proposed finished ground levels of the abutting land. Once approved, the plan is to be implemented in its entirety.

5. *A Bushfire Emergency Evacuation Plan for construction shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo and Department of Fire and Emergency Services, prior to the commencement of site works for the area included within this development.*

Prior to the commencement of relevant building works

6. *The Bushfire Management Plan submitted with this application shall be updated to address the following:*
 - *Authored by a Level 3 Accreditation of Bushfire consultant;*
 - *Bushfire Emergency Evacuation Plan;*
 - *Two vehicle access routes that connect to the public road network;*
 - *Vegetation classification;*
 - *Measures to reduce the bushfire hazard; and*
 - *Emergency services access to both side of the train station.*

The updated Bushfire Management Plan is to be submitted and approved by the Western Australian Planning Commission, on advice of the City of Wanneroo and the Department of Fire and Emergency Services and implemented in its entirety.

7. *Architectural design plans and a Schedule of Materials and Finishes showing the architectural features and design treatments being applied to the station shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.*
8. *A Lighting Plan to highlight architectural detailing and public areas and promote safety, visual interest and activation shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to commencement of relevant building works. Once approved, the plan is to be implemented in its entirety thereafter.*
9. *A detailed Landscape Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to the commencement of relevant building works. Once approved, the Landscape Plan is to be implemented in its entirety.*
10. *Road Safety Audits shall be submitted and approved by the Western Australian Planning Commission, to the specification of the Department of Transport and on the advice of the City of Wanneroo, for all permanent road connections (including all new or*

modified road connections and intersections) prior to commencement of road works.

11. *A detailed Movement Network Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Wanneroo and the Department of Transport, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.*
12. *A Drainage Management Plan shall be prepared to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Water and Environmental Regulation and the City of Wanneroo, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.*
13. *An Environmental Noise Assessment shall be prepared by a qualified acoustic consultant and submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo, prior to commencement of works. This assessment is to include the location of mechanical service plant, bus interchange and car parking. All noise attenuation measures, identified by the report shall be implemented prior to operation of the Train Station.*
14. *A Public Art Strategy being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo. Once approved, the strategy shall be implemented in its entirety.*

Prior to the commencement of station operations

15. *A Signage and Way-finding Plan shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo. Once approved, the plan is to be implemented in its entirety prior to the commencement of station operations, and maintained thereafter by the proponent.*
16. *The station shall be provided with a minimum of one public road access from the surrounding road network prior to the commencement of operation, to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo.*

General

17. *All structures which are the subject of this application are to be applied with an anti-graffiti coating immediately upon completion to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo. Any graffiti shall be removed as soon as possible by the management authority.*
18. *Any damage or removal of vegetation located outside the development area that does not form part of permanent infrastructure and incurred during the construction process shall be replaced or repaired at the cost of the landowner/applicant, to the*

satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo.

- 19. All storage areas, external fixtures and building plant, including air conditioning units shall be located so as to minimise any visual and noise impacts, and shall be screened from view from streets, civic spaces and adjacent properties to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Wanneroo.*
- 20. The approval of Car Park 1 is temporary and time limited until a permanent car park area is constructed (additional to Car Park 2). Upon completion of the additional car park area, Car Park 1 shall be removed and land shall be reinstated at the cost of the applicant to the satisfaction of the Western Australian Planning Commission, on advice of the City of Wanneroo.*

ADVICE NOTES

- 1. The applicant is advised that this is a development approval under the Metropolitan Region Scheme. It is not an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents, permits and licences required under any other law, and to commence and carry out development in accordance with all the relevant laws. All requirements under Ministerial Statement 1129 under Section 45 of the Environmental Protection Act 1986 are still a requirement of the Office of the Environmental Protection Authority.*
- 2. All development should comply with the provisions of the Building Code of Australia, Health Regulations, Public Building Regulations and all other relevant Acts, Regulations and Local Laws, including obtaining any relevant permits and licences. Additional approvals/licences may be required to ensure compliance with State Government environmental legislation.*
- 3. In relation to Condition 2, the Construction Management Plan is expected to include the site-specific management, mitigation and monitoring measures to manage the issues of surface water, groundwater, vegetation and flora, geotechnical conditions, acid sulfate soils, aboriginal heritage, noise, vibration, dust and lighting or other matters as agreed by the environmental authorities and/or in consultation with the City of Wanneroo and the WAPC.*

In addition, the Construction Management Plan is to address, but not be limited to, the following site-specific matters:

- a. A staging plan;*
- b. Storage of materials and equipment;*
- c. Delivery of materials or equipment to the site;*
- d. Parking arrangements for contractors and subcontractors;*
- e. Waste management;*

- f. *Emergency evacuation plan;*
- g. *Dust management;*
- h. *Hours of operation, timeframes and responsibility for tasks identified;*
- i. *Consultation and communication strategy; and*
- j. *Any other matters likely to impact on surrounding properties and public areas.*

Construction Management Plans may be provided for separate works packages (i.e. forward works) prior to their commencement, provided each management plan contains an overview of staging and the relationship between works packages.

- 4. *In relation to Condition 3, the Traffic Management Plan is to address:*
 - a. *Traffic volumes from proposed work/activities;*
 - b. *Construction activities;*
 - c. *Maintenance of access to adjacent private properties;*
 - d. *Arrangements for general traffic detours;*
 - e. *Process for modifying haulage routes or agreed management arrangements, including any departure outside of approved haulage operations timeframes; and*
 - f. *Communications with landowners and the wider community.*
- 5. *In relation to Condition 4, the Earthworks Plan should include the following:*
 - a. *existing and proposed ground levels; and*
 - b. *engineering drawings and detailed cross sections of the entire application area.*
- 6. *In relation to Condition 7, the Architectural Design Plan is to show the architectural features and design treatments and is to address:*
 - a. *Station buildings, entrances and façade (including glazing);*
 - b. *The screening of storage areas, external fixtures and building plant, including air condition units.*
 - c. *All service areas are to be designed as an integral component of the development or screened from public view, to minimise impacts on the architectural quality of the station buildings and public realm; and*
 - d. *Sustainability measures and associated design features included in the station design.*
- 7. *In relation to Condition 9, the Landscape Plan is to address:*
 - a. *Landscaping layout and design;*

- b. *Detailed plans illustrating responses to grade differences and transitions;*
 - c. *Detail of treatments adjacent to the Principle Share Path including the transition through the station forecourt;*
 - d. *Additional trees to be incorporated for shade canopy;*
 - e. *Deep soil locations for shading trees;*
 - f. *Planting specifications to include a plant legend including botanical and common names, and the quantity of each species;*
 - g. *Cross-sections for car park drainage swales to include drainage function, plant species, and kerbing;*
 - h. *Furniture specification and locations;*
 - i. *Fencing specification and location;*
 - j. *Maintenance of landscape areas; and*
 - k. *Reticulation systems.*
8. *In relation to Condition 11, the detailed Movement Network Plan is to include cross-sections and engineering drawings to address:*
- a. *all new and modified road connections and intersections;*
 - b. *access points and internal driveways;*
 - c. *car parking areas;*
 - d. *bus interchange;*
 - e. *location and design of dedicated pedestrian paths and crossings facilities through the park and ride and bus interchange facility;*
 - f. *the location of the Principle Share Path including any 180 degree turns (switch-backs), access through the station forecourt and crossing points of roads and pedestrian pathways; and*
 - g. *design of cycling facilities, including paths and bicycle storage.*
- The movement network plan should respond to the findings of the road safety audit where appropriate.*
9. *In relation to Condition 12, the Drainage Management Plan is to address:*
- a. *Water sensitive urban design initiatives;*
 - b. *Management of groundwater levels and any proposed dewatering;*
 - c. *Final surface and groundwater levels;*
 - d. *Detailed design and construction of new stormwater drainage systems to deal with 1 in 1; 1 in 5 and 1 in 100 year ARI events;*

- e. *Storm water is to be contained on-site (to the maximum extent possible), or appropriately treated and connected to the local drainage system.*
 - f. *Water quality management approaches;*
 - g. *Detailed engineering drawings and specifications; and*
 - h. *Management, maintenance and funding arrangements.*
10. In relation to Condition 14, the public art strategy should demonstrate best practice (procurement, stakeholder engagement, design direction and integration within the development), and include details of:
- a. *the type and location of artworks;*
 - b. *how artworks respond to any identified public art themes;*
 - c. *design intent and purpose;*
 - d. *processes to design documentation;*
 - e. *detailed plans of the artwork;*
 - f. *cost calculations;*
 - g. *public liability insurance (as applicable); and*
 - h. *maintenance details.*

The applicant should liaise with the Department of Planning Lands and Heritage and METRONET to determine the public art contribution.

11. In relation to Condition 15, the Signage and Wayfinding Plan is to address:
- a. *The design, dimensions and locations of any signage relevant to the station and its immediate environs;*
 - b. *Signage required for the wider precinct to inform route choice in accessing the station and associated infrastructure; and*
 - c. *Signage as required for the Principle Share Path to address the intersection with pedestrian and vehicle access routes.*
12. *The landowner/applicant is advised to investigate whether approval is required pursuant to the Aboriginal Heritage Act 1972. The landowner/applicant should conduct a search of the Register of Aboriginal Sites to determine if any aboriginal sites have been recorded in the vicinity of their application, and this heritage information should be submitted to the Department of Planning Lands and Heritage (Indigenous Affairs) with a request for advice.*
13. *The proponent is advised to liaise with the Water Corporation's Project Manager, Metronet Project Team (Tel. 94203332) for advice in relation to the protection and/or relocation of assets and to ensure the detailed engineering designs for station works and*

particularly the road bridge crossings make adequate provisions for planned water and sewerage pipe crossings.

14. *This property is on a site where records confirm there is a history of military activities that have resulted in residual UXO. A possibility exists that dangerous items of UXO may still be found on this site. Contact police if a suspicious item that may be UXO is found. Visit www.defence.gov.au/uxo for further information.*
15. *Main Roads WA advises that the installation of traffic signals requires their approval, and must be evaluated with reference to the Main Roads' Roundabouts and Traffic Signals Guidelines for the Selection of Intersection Control (November 2015) and Main Roads Traffic Signal Approval Process.*

The motion was put and carried

10.1 Morley Station Precinct Concept Master Plan (DPLH/1000520)

THIS ITEM IS CONFIDENTIAL

10.2 WAPC Planning Policy Framework – December 2020 Update (PLH2018P026)

THIS ITEM IS CONFIDENTIAL

The meeting was adjourned at 10:16 am.

The meeting was resumed at 10:31 am with all members present.

8.1 Position Statement - Special Residential Zone – Final Approval of amended draft (DP/10/01648/1)

THIS ITEM IS CONFIDENTIAL

9.1 Development Application for a Large Format Digital Sign in Planning Control Area 142 at the intersection of Orrong Road and Oats Street, Kewdale (15-50195-1)

Members discussed Mr Flint's deputation, in which he advised members that there are other commercial developments on Orrong Road, one with signage in excess of 60 m² on a building with identical zoning and the proposed signage would have no more detrimental impact on visual amenity than that of a number of other commercial businesses on Orrong Road.

Members were advised that the zoning for the subject site is residential, not commercial, that other uses are permitted, however these are limited, such as small-scale use, showroom of 200 m², small shop or a medium office. Members were advised that as the subject site is located in a suburban residential setting and acknowledging it is on a major road, priority must be given to minimise the impact on residents.

Members expressed concern the Development Application for a Large Format Digital Sign in Planning Control Area 142 at the intersection of Orrong Road and Oats Street, Kewdale has not been advertised for public comment.

Members were advised that the WAPC does not always advertise applications such as this. Members were advised that the WAPC and relevant local government consider whether the application is to be advertised and in this instance, as the use was not listed under the City of Belmont's scheme, it was agreed to put forward a recommendation to refuse the application.

Members were advised that the proposed structure and LED panel and consequently any advertising presented would be visible and discernible from residential properties on the adjacent side of Orrong Road. Members were advised that the neighbouring properties include eight multiple dwellings, and a single dwelling.

Members queried whether any consultation had occurred to date with the neighbours. Members were advised that neither the City of Belmont or the WAPC have had contact with the neighbours and the development application has not been advertised.

Members queried the light impacts the digital sign is likely to have in the neighbour's windows. Members were advised that it is very likely that there will be light impacts dwellings neighbouring the subject site.

Members noted that the purpose of the PCA is to facilitate the future implementation of Orrong Road upgrades and ensure no development occurs on this land which might prejudice this purpose. Members noted that the PCA in this location will be required for drainage purposes to support Main Roads Western Australia (MRWA) design concept for a future grade separated traffic intersection.

Members were advised that MRWA advises it could not accommodate the proposed Large Format Digital Sign in the longer term, however MRWA advises the proposal is acceptable as an interim use if the applicant is willing to enter into a deed of agreement with the WAPC and MRWA to specify the Large Format Digital Sign and landscaping would be removed at the proponent's cost at such time that the land is required.

Members queried whether there is a timeframe for when MRWA will require the subject site for development. Members were informed that this is a priority project for MRWA.

Members noted that the development plans were originally submitted for a Large Format Digital Sign structure that is 14.4 metres wide, 6.8 metres high and 3.2 metres deep, with the LED screen proposed to be three metres above ground level, 12.5 metres wide and 3.3 metres high (41.25m²). Members noted that the applicant subsequently submitted amended plans which reduces the size of the Large Format Digital Sign structure to 10.86 metres wide, 6.5 metres high and three metres deep with the LED screen proposed to be three metres above ground level, 9.1 metres wide and 3.1 metres high (28.21m²). Members noted that the Large Format Digital Sign structure and panel has also been shifted in the modified plans five metres towards the rear of the lot.

Members noted that there is strong local planning policy in place that does not support the use of a large format digital sign in the residential zoned area. Members were advised that the Town of Victoria Park's Local Planning Policy No. 38 - Signs, also specifies that Variable Message Signs (an electronic message sign that displays text information to road users and/or the general public) are generally not supported as they do not provide a positive contribution to the amenity and built form of the locality. Members were advised that within the Town Planning Scheme there are tables that list permitted land uses and if the requested use is not in the table, it is seen to be not permitted and the application may therefore be refused.

Members discussed the subject site and agreed that should the development application be approved, the site could be improved for use as a small park, with the addition of fencing and bench seating.

Members agreed that if the Commission were to consider approving the development application, it would first need to be advertised for public comment and a light spill study would need to be conducted.

Members discussed the notion of deferring the item to allow for public advertising of the development application, for a light spill study to be conducted and the creation of a content management plan for the advertising on the digital sign.

Members were advised that a light spill study was conducted as a part of the development application, however the plans have since been amended proposing a smaller sign that is set back further.

Members were advised that it is likely that the applicant would be amendable to an extension of the MRS timeframe for advertising.

Members agreed to defer the Item to allow for:

- the development application to be advertised by the WAPC;
- a light spill study to be commissioned by the applicant and completed prior to advertising; and
- for the applicant to consider improvements to the site to increase its amenity to the local community, such as installing fencing and seating.

Motion to defer

Moved by Ms Bennett

Seconded by Mayor Cole

That the Western Australia Planning Commission resolves to defer the item relating to Development Application for a Large Format Digital Sign in Planning Control Area 142 at the intersection of Orrong Road and Oats Street, Kewdale as detailed in the report dated 9 December 2020, to allow for:

- *the development application to be advertised by the WAPC;*

- *a light spill study to be commissioned by the applicant and completed prior to advertising; and*
- *for the applicant to consider improvements to the site to increase its amenity to the local community, such as installing fencing and seating.*

The motion to defer was put and carried.

9.4 Bayswater Station Redevelopment (14-50079-4)

Mr Chaney declared an Impartiality Interest on this item and left the meeting at 10:57am

Members discussed the main points from the depositions presented to the Commission. Members discussed Mr Turner's suggestion, on behalf of the City of Bayswater that, Condition 6 is modified to state that "Once approved, the development is to be carried out in accordance with the recommendations of the assessment at the cost of the applicant and/or the State government." Members agreed to modify Condition 6 by adding the words, "*The assessment shall include a implementation plan that allocates responsibility for the cost and delivery of any associated infrastructure changes.*"

Members agreed that the City's traffic constraints will not be caused solely due to the introduction of a train station, the issues with the current network would likely come up in due course. Members agreed that it is not appropriate at this stage to identify responsibility of costs without the necessary assessment being undertaken. It will be reasonable in the future for the applicant to pay for any works where there is a direct nexus with the development.

Members discussed Mr Shuker's suggestion that, DevelopmentWA be removed from inclusion as one of the agencies involved in advising on the conditions for the Bayswater Station Redevelopment. Members agreed that DevelopmentWA are a key stakeholder, will be involved in the preparation of design guidance for the area and will assume responsibility as the planning authority for the METRONET East Redevelopment Scheme upon gazettal, therefore it is not reasonable to remove them from the list of agencies involved in advising on conditions.

Members noted that the applicant proposed a range of uses for the tenancies at the station, including small bar and public arts studio. Members noted that due to the strategic location of the station, which will service up to three lines, the associated station infrastructure will need to accommodate increased patronage. Members agreed that the station is well placed to activate the area, offering economic opportunities within the Bayswater Town Centre.

Members queried if the Planning Control Area (PCA) will be lifted when the redevelopment scheme is enacted. Members were advised that the PCA will be lifted, as the PCA is in place for the train station redevelopment, though the WAPC will remain as the clearance authority.

Members discussed the applicant's advice that tenancy uses would be flexible and may be increased or decreased in size to accommodate different types of use with removable walls. Members agreed that other changes would need to be made to tenancies if the use was to change, such as the installation of kitchen equipment, grease traps etc for food establishments.

Members were advised that the Department of Planning, Lands and Heritage (DPLH) and the Chamber of Commerce encourage businesses to be flexible and adaptable to change, especially in light of COVID-19. Members noted that controls are important, but it is best not to be too rigid and restrictive and changes in planning legislation are designed to streamline and simplify planning requirements.

Members agreed with the DPLH recommendation that the relevant tenancy spaces are approved as part of this proposal, however, the specific use of each tenancy space and the public realm at the eastern entry building for alfresco dining and market use will require separate approval upon gazettal of the draft METRONET East Redevelopment Scheme.

Mr Sellers joined the meeting at 11:09 am

Members noted that the proposal has been the subject of three formal design reviews. Members noted that the proposal has satisfied five of the ten State Planning Policy 7 design principles and the final design review report noted that the overall proposal is supported by the State Design Review Panel (SDRP). The SDRP suggested that further improvements are to be undertaken and the recommended conditions of approval include those matters which require further design detail.

Members noted that the City of Vincent use a ten-design principle system, which is a useful guide to use at a glance, before drilling down to the issues.

Members congratulated the team at DPLH on all their hard work and a job well done.

Moved by Mr Caddy
Seconded by Mayor Cole

That the Western Australian Planning Committee resolves to approve the application for works to, and associated with the redevelopment of the Bayswater Train Station pursuant to section 116 of the Planning and Development Act 2005, subject to the following conditions and advice:

CONDITIONS:

- 1. The proposed development is to be carried out in accordance with the plans date-stamped 13 October 2020 by the Department of Planning, Lands and Heritage (Attachment A), subject to any modifications as required by the conditions of approval.*
- 2. The development approval is valid for two years from the date of this letter. If the subject development is not substantially*

commenced within a two-year period, the approval shall lapse and be of no further effect.

Prior to the commencement of development

- 3. Prior to the commencement of development, an updated construction plan being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater. Once approved, the development is to be carried out in accordance with the plan. Any modifications to the plan, post commencement of development are to be agreed in writing with the Western Australian Planning Commission, on the advice of the City of Bayswater.*
- 4. Prior to the commencement of development, an updated tree assessment and tree management report being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Baywater. Once approved, the development is to be carried out in accordance with the report. Any modifications to the report, post commencement of development are to be agreed in writing with the Western Australian Planning Commission, on the advice of the City of Bayswater.*
- 5. Prior to the commencement of development, the applicant shall agree the structures and/or walls (that are located on public lands) that require a pre-construction inspection to confirm and record the condition of the structure and/or wall. Thereafter, the condition of the nominated structure and/or wall is to be recorded prior to commencement of works to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater. The applicant will be responsible for all costs associated with any necessary remedial works as a result of the development.*

Prior to the commencement of permanent changes to the road and intersection layout

- 6. Prior to the commencement of permanent changes to the road and intersection layout within the station precinct, a traffic impact assessment (including supporting modelling) is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater, Department of Transport and Main Roads Western Australia. The assessment shall include an implementation plan that allocates responsibility for the cost and delivery of any associated infrastructure changes. Once approved, the development is to be carried out in accordance with the recommendations of the assessment.*
- 7. Prior to the commencement of permanent changes to the road and intersection layout within the station precinct, a pedestrian and cycling traffic demand and movement plan (including detailed design drawings) is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater, the Department of Transport, Main Roads Western Australia and Development WA. The plan is to*

prioritise pedestrians, cyclists and public transport over private cars in the Bayswater Town Centre. Once approved, the development is to be carried out in accordance with the plan.

8. *Road safety audits for all permanent road connections (including all new or modified road connections and intersections) being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater, Department of Transport and Main Roads Western Australia at the following stages:*
 - i. *preliminary design audit;*
 - ii. *detailed design audit; and*
 - iii. *pre-opening audit.*

Once approved, the results of the audits are to inform the detailed design and management of the permanent road connections.

9. *Prior to permanent closure of access via the right-of-way bounded by Whatley Crescent, King William Street and Hamilton Street (Lot 166 on Plan 2621), any property access, service vehicle access and waste collections affected by the closure shall be resolved by the applicant to the satisfaction of the Western Australian Planning Commission, on advice of the City of Bayswater.*
10. *Prior to the commencement of permanent changes to the road and intersection layout within the station precinct, a detailed movement network plan (including detailed design drawings) being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater, the Department of Transport and Main Roads Western Australia. Once approved, the development is to be carried out in accordance with the plan.*

Prior to the commencement of construction of building structures

11. *Prior to the commencement of construction of building structures for the southern station, final details of the proposed finishes to the exposed retaining walls along Whatley Crescent located in front of 1/79 Whatley Crescent to 1 King William Street, Bayswater, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater and the office of the Government Architect. Once approved, the development is to be carried out in accordance with the plans.*
12. *Prior to the commencement of construction of building structures for the southern station, final detailed plans for the proposed Principal Shared Path are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater, Department of Transport and Main Roads Western Australia. Once approved, the development is to be carried out in accordance with the plans.*

13. *Prior to the commencement of construction of building structures for the southern station, an updated Operational Waste Management Plan for the train station and tenancies is to be submitted and approved to the satisfaction of the Western Australian Planning Commission and on the advice of the City of Baywater. Once approved, the plan is to be implemented in its entirety thereafter.*
14. *Prior to the commencement of construction of building structures for the southern station within the station precinct, details of the pedestrian footpaths within the development application area, including connections to the existing pedestrian footpaths being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Baywater.*
15. *Prior to the commencement of construction of building structures for the southern station, detailed street lighting design plans (including lux level diagrams) being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Baywater. Once approved, the development is to be carried out in accordance with the plans.*
16. *Prior to the commencement of construction of building structures for the southern station, details of roadwork extents, pavement types and colours within the development application area, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Baywater. Once approved, the development is to be carried out in accordance with the plans.*
17. *Prior to the commencement of construction of building structures for the southern station, detailed electrical reticulation design plans including details of undergrounding of existing overhead power lines, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Baywater. Once approved, the development is to be carried out in accordance with the plans.*
18. *Prior to the commencement of construction of building structures for the southern station, a final design package, generally in accordance with the plans dated stamped 13 October 2020 by the Department of Planning, Lands and Heritage, showing the architectural features and design treatments being applied to the station, elevated rail bridge (including soffit and ground floor treatments) and associated buildings and structures, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Baywater, Development WA and the Office the Government Architect. The package will include a schedule of materials and finishes demonstrating the use of high quality, durable materials, finishes and colours being used. Once approved, the development is to be carried out in accordance with the package.*

19. *Prior to the commencement of construction of building structures for the southern station, updated plans for the western and eastern station entrances and adjoining public spaces, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Bayswater, Development WA and the Office the Government Architect. The plans will include a schedule of architectural features and design treatments being applied, materials and finishes demonstrating the use of high quality, durable materials, finishes and colours being used.*
20. *Prior to the commencement of construction of building structures for the southern station, an updated landscape plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Baywater, Development WA and the office of the Government Architect.*
21. *Prior to the commencement of construction of building structures for the southern station within the station precinct, a public art strategy and plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Baywater, Development WA and the Office of the Government Architect. Once approved, the development is to be carried out in accordance with the strategy.*
22. *Prior to the commencement of construction of building structures for the northern station, final detailed plans for the parking bays along Railway Parade adjacent to the commuter car park, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater. Once approved, the development is to be carried out in accordance with the plans.*
23. *Prior to the commencement of construction of building structures for the northern station, a lighting strategy to highlight architectural detailing and public areas and promote safety, visual interest and activation for the station building and immediate surrounding area, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Bayswater, Development WA and the Office the Government Architect. Once approved, the development is to be carried out in accordance with the plans.*
24. *Prior to the commencement of construction of building structures for the northern station, final design details of the Coode Street Pocket Park including a detailed design package that addresses universal access, park furniture and interface with the portion of the reserve immediately adjoining the Coode Street Pocket Park to the north, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Bayswater. Once approved, the development is to be carried out in accordance with the plans.*
25. *Prior to the commencement of construction of building structures for the northern station within the station precinct, final design details of*

the bespoke bus shelters, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Bayswater and Development WA. Once approved, the development is to be carried out in accordance with the plans.

Prior to the commencement of station operations

- 26. Prior to the commencement of station operations, a signage, legibility and accessibility plan (including universal access) being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater and Development WA. Once approved, the plan is to be implemented in its entirety thereafter.*
- 27. Prior to the commencement of station operations, a management agreement addressing ongoing maintenance responsibilities for landscaping and public spaces (including graffiti management) is to be agreed upon between the applicant, the Public Transport Authority and the City of Bayswater, to the satisfaction of the Western Australian Planning Commission. Once approved, the agreement is to be implemented in its entirety thereafter.*

Prior to the completion of project works

- 28. Prior to the completion of project works, all structures and associated walls, which are the subject of this application, are to be applied with an anti-graffiti coating, to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater.*
- 29. Prior to the completion of project works, all new or modified road connections, access points and car parking areas within the development application area shall be designed, constructed, drained and marked to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater and Main Roads Western Australia. This shall include appropriate treatments to implement reduced speed zones for the prioritisation of pedestrians, cyclists and public transport over private cars in the Bayswater Town Centre.*

General

- 30. Within three months of practical completion of the project works, a report shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater confirming achievement of a minimum 4 Star Green Star (Design and As-Built) rating in accordance with the METRONET Sustainability Strategy.*
- 31. All service areas, service related hardware and piped or wired services (plant areas, fire, booster cabinets, service metres, exhaust systems and air conditioning units) are to be designed as an integral component of the development or screened from public view, to minimise any detrimental impact on the architectural quality of the buildings and the public realm to the satisfaction of the*

Western Australian Planning Commission, on the advice of the City of Bayswater.

- 32. Kerbs, roadways, footpaths, open drains, stormwater pits, service authority pits and verge areas must be adequately protected, maintained and reinstated if required, during and following completion of any works associated with this development to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater.*
- 33. The right-turn traffic movement from Beechboro Road South eastbound and westbound into Rose Avenue northbound shall be limited to resident's vehicles and delivery vehicles only, controlled by suitable signage, to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater.*
- 34. All recommendations of the Operational Noise Assessment prepared by Lloyd George Acoustics, dated 29 September 2020 are to be implemented and maintained thereafter to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater and the Department of Water and Environmental Regulation.*
- 35. The proposed construction works is to be carried out in accordance with the approved Traffic and Transport Management Plan date-stamped 13 October 2020 by the Department of Planning, Lands and Heritage (Attachment B), to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater and Main Roads Western Australia. Any modifications to the plan, post commencement of development to be agreed in writing with the Western Australian Planning Commission, on the advice of the City of Bayswater and Main Roads Western Australia.*
- 36. The land uses proposed within the 850 m² of tenancy space and public realm at the eastern entry building do not form part of this approval.*

ADVICE TO APPLICANT

- 1. All development should comply with the provisions of the Building Code of Australia, Health Regulations, Public Building Regulations and all other relevant Acts, Regulations and Local Laws, including obtaining any relevant permits and licences. Additional approvals/licences may be required to ensure compliance with State Government environmental legislation.*
- 2. It is recommended that the applicant convene a regular working group with the City of Bayswater and other relevant parties to discuss works on City owned land, implementation of the conditions of development approval prior to and post development, construction matters relating to progress, staging, issues arising and any variations from the approved plans, conditions and management plans that may need to be considered.*
- 3. The Department of Water and Environment Regulation, advise that the site is situated within an area that represents a low to moderate*

risk of encountering acid sulfate soils within 3 metres of the natural soil level and a high risk of encountering acid sulfate soils at depths beyond 3 metres. Please refer to the Department of Water and Environmental Regulations acid sulfate soil guidance to inform management of ground disturbing works.

4. *In relation to Condition 3, the updated construction plan should address the following site-specific matters:*
 - a. *management and notification of ongoing changes associated with the construction works;*
 - b. *vibration;*
 - c. *dust;*
 - d. *noise;*
 - e. *waste management;*
 - f. *storage of materials;*
 - g. *construction traffic;*
 - h. *parking arrangements for contractors and subcontractors;*
 - i. *site safety/security;*
 - j. *the delivery of material and equipment to the site;*
 - k. *the storage of material and equipment's on the site;*
 - l. *the protection of street trees and other City assets;*
 - m. *a construction resource recovery plan and a construction waste management plan which incorporates sustainable management practices as recommended in the Sustainability Management Plan;*
 - n. *acid sulphate soils and dewatering management plan; and*
 - o. *any other matters likely to impact on the surrounding properties.*
5. *In relation to Condition 4, the updated tree assessment and tree management plan should address the following site-specific matters:*
 - a. *the plan is to accurately depict street tree removal and street tree retention associated with the works for the Bayswater Train Station;*
 - b. *all street trees proposed to be removed are required to be assessed and documented prior to removal;*
 - c. *the heritage listed Magnolia tree located on 92 Railway Parade, Bayswater is to be retained;*
 - d. *existing trees not directly impacted by works are to be retained unless their removal is demonstrated as necessary;*

- e. *prior to completion of project works, replacement street verge trees in addition to the trees being planted as part of the approved landscaping plan are to be planted in locations close to the development site as specified by the City of Bayswater, at a ratio of five new street verge trees for every street verge tree that is removed, at the expense of the applicant;*
 - f. *all replacement trees are to be maintained for a minimum 24-month period or as agreed to the satisfaction of the City of Bayswater. In the event that the trees do not survive, the applicant shall replace them. The applicant is responsible for engaging a qualified contractor, the cost of removing any trees and any claims that may arise from the removal of the trees; and*
 - g. *confirm how all retained street tree(s) within the development site shall have measures consistent with AS 4970-2009 undertaken to ensure their protection during construction of the subject development.*
6. *In relation to Condition 6, the traffic impact assessment is to provide recommendations on improvements and traffic management facilities needed to address the roads and intersections within and outside the station precinct caused by the permanent changes to the roads and intersections within the precinct.*
- The City of Bayswater advise that a 30km/hr zoning should be considered within the station precinct and the extent of the speed zoning shall include Railway Parade between Beechboro Road South and the Bassendean Road bend in addition to the extents outlined in the development application.*
7. *In relation to Condition 7, the plan is to take into consideration cycling and pedestrian movement networks within the station precinct, networks of routes through the precinct, approach routes and end-of-trip facilities within the station precinct. The plan shall address the accessibility including but not limited to the following:*
- a. *north south movement through the station precinct;*
 - b. *connectivity and integration of pedestrian and cycling network with all modes of transport users;*
 - c. *provision of adequate facilities that meet the required capacity;*
 - d. *ensuring the current level of service is maintained as a minimum; and*
 - e. *respond to the recommendations of the Department of Transport's letter of the 4 November 2020, including the Long-Term Cycle Network Plan for the area.*
8. *In relation to Condition 10, the detailed movement network plan should respond to the recommendations of Conditions 6, 7 and 8 and address the following matters:*
- a. *detailed plans of all new and modified road connections, access points and car parking areas should include the following;*

- i. the extent of the full roadwork's scope showing how the proposed road layout ties back into the existing road network;*
 - ii. detail on the section of road where Whatley Crescent reverts to dual carriageway; and*
 - iii. right-of-way laneways between Whatley Crescent and Hamilton Street.*
- b. detailed designs including cross sections for new and/or modified intersections, including;*
 - i. Whatley Crescent and King William Street;*
 - ii. Hamilton Street and Whatley Crescent;*
 - iii. New Beechboro Road South;*
 - iv. Beechboro Road South and Rose Avenue;*
 - v. Railway Parade and Rose Avenue;*
 - vi. Coode Street and Railway Parade;*
 - vii. Drake Street and Beechboro Road South;*
 - viii. Beechboro Road South and Railway Parade; and*
 - ix. Any other intersections affected by this proposal.*
- c. detailed designs (including cross sections) for new and/or modified roads, including;*
 - i. Whatley Crescent;*
 - ii. King William Street;*
 - iii. Hamilton Street;*
 - iv. Beechboro Road South;*
 - v. Rose Avenue (including pedestrian friendly road treatment);*
 - vi. Railway Parade (including proposed bus interchange on-street parking, and siding);*
 - vii. Coode Street; and,*
 - viii. any other road in the local road network with an affected level of service.*
- d. Detailed designs for provision of appropriate traffic management facilities to accommodate increased traffic volumes on local roads impacted by the changes associated with the station redevelopment;*
- e. detailed street lighting designs for all modified roads and intersections;*
- f. the location and design of bus interchange facilities. Bus interchange access points should be clearly delineated from the*

street treatment applied to the general road network to assist with legibility and clearly identify that the links are not for public access;

- g. the location design of pedestrian facilities, including paths and road crossings;*
 - h. the location and design of cycling facilities, including paths and bicycle storage;*
 - i. operational car parking management plan for all PTA controlled parking associated with the station;*
 - j. demonstrate how the shared zone will operate to prioritise safe and universally accessible pedestrian movement, clarify cycle access, extent of vehicle access and direction of flow, and interaction with bus requirements as well as demonstrate pedestrian accessibility to the train station from adjoining street and areas north and south of the railway line based on likely desire lines;*
 - k. The movement plan will inform the detailed design of the public realm; and*
 - l. Any other matters identified by the WAPC.*
- 9. In relation to Condition 13, the waste management plan should address the following matters:*
- a. the bins for onsite waste disposal to be shown on the operational site plan;*
 - b. the bin store area for the food business and retail shops within the train station is to be clearly defined;*
 - c. a bin store area is to be provided of not less than 15 square metres and with a permanent water supply and drainage facility for wash down. The bin area is to be screened by a gate/door and solid construction walls to a height of not less than 1.8 metres. The bin area shall be accessible via a suitably constructed service vehicle access that will allow heavy vehicle movement;*
 - d. kerbside bin collection beside the bus stand is not supported by the City. The bins should be stored inside the bin store and collected directly from the bin store by the waste removal contractor; and*
 - e. grease trap(s) are to be included/shown on the amended plan.*
- 10. In relation to Condition 18, the detailed design package and supporting information should confirm the finalised design for the following:*
- a. elevated rail bridge;*
 - b. station buildings;*

- c. soffit;
 - d. ground floor buildings and facade;
 - e. built form elements for sound attenuation and screening;
 - f. public plazas;
 - g. safety barriers; and,
 - h. glazing treatments internal/external.
11. *In relation to Condition 19, the design of the station entrances and adjoining public places should be reviewed prior to finalisation of the design. The final design should demonstrate how public art, lighting and landscaping have been incorporated at the entrances and spaces and ensure that the spaces ensure the delivery of a functional plaza that presents opportunity for a diverse range of activation outcomes.*
12. *In relation to Condition 20, the landscape plan and supporting information should address the following matters:*
- a. *the number and location of new trees and plants to be planted;*
 - b. *additional landscaping to be provided to the southern side of the station where possible;*
 - c. *details of reticulation or irrigation;*
 - d. *details of planter boxes and planting on structures;*
 - e. *details of all proposed street furniture including existing street furniture to be relocated;*
 - f. *revised paving design, including provision of permeable paving and paving in the Bayswater Town Centre;*
 - g. *refined soft and hard landscape design for the public spaces of the eastern entry of the station and bus stands to reflect the outcome of the detailed Place Activation and Management Plan;*
 - h. *ongoing maintenance arrangements;*
 - i. *planting of replacement street verge trees;*
 - j. *additional landscaping and trees within the verge area along the southern side of the station. Once approved the landscaping plan is to be implemented in its entirety prior to the commencement of station operations and maintained thereafter as agreed between the site owners and the City of Bayswater; and*
 - k. *how the plan will be implemented to include all proposed planting, irrigation, street furniture, paving, etc. and confirm that the installation works will be completed within three months of completion of all works on the northern station and maintained thereafter as agreed between the site owners.*

13. *In relation to Condition 21, the City of Bayswater advise that public art should be incorporated in areas of the development where there are blank walls such as the southern side of the western station entry building, electrical substation and noise walls. The public art strategy should demonstrate best practice procurement, stakeholder engagement, design direction and integration within the development including aboriginal artwork contributions. The strategy shall include details of the type and location of artworks, how the works respond to the Bayswater Aboriginal context in consultation with the Wadjak people of the Noongar nation, any identified public art themes; design intent and purpose; processes to design documentation; detailed plans of the artwork; cost calculations, public liability insurances (as applicable), and maintenance details.*
14. *In relation to Condition 22, the applicant is advised to liaise with the City of Bayswater regarding the potential for the proposed angled parking bays along Railway Parade adjacent to the commuter car park to be amended to 90 degree parking bays.*
15. *In regard to Condition 26, the signage, legibility and accessibility plan should address the following matters: universal/inclusive access; details of the design, dimensions and locations of any proposed signage, including maps and orientation; Aboriginal naming and overall branding which is consistent with the wider design aesthetic approach for the station and surrounding public areas; and, signage required for the wider precinct to inform route choice in accessing the station and associated infrastructure.*
16. *In relation to Condition 30, the applicant is encouraged to pursue a 5 Star rating, this in accordance with the recommendation of the State Design Review Panel and the City of Bayswater.*
17. *In relation to Condition 36, the applicant is advised that the use of the tenancy space and use of the eastern entry public realm for alfresco dining and/or market are to be subject to separate approval from Development WA upon gazettal of the METRONET East Redevelopment Scheme.*

Members suggested that approval of the Bayswater Station Redevelopment should include a condition in relation to drainage management.

Members were informed that discussions have occurred between DPLH, the Water Corporation and the City of Bayswater in relation to controls, management and integration of water sensitive urban design integration with landscape.

Members agreed to include a condition in relation to a drainage management to be implemented prior to permanent changes to the drainage network.

Amending Motion:

Moved by Mayor Cole

Seconded by Mr Rowe

Members agreed to insert an additional condition prior to permanent changes to the drainage network:

A Drainage Management Plan shall be prepared to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Water and Environmental Regulation and the City of Bayswater, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.

The amending motion was put and carried

Substantive Resolution:

Moved by Mr Caddy

Seconded by Mayor Cole

That the Western Australian Planning Committee resolves to approve the application for works to, and associated with the redevelopment of the Bayswater Train Station pursuant to section 116 of the Planning and Development Act 2005, subject to the following conditions and advice:

CONDITIONS:

1. *The proposed development is to be carried out in accordance with the plans date-stamped 13 October 2020 by the Department of Planning, Lands and Heritage (Attachment A), subject to any modifications as required by the conditions of approval.*
2. *The development approval is valid for two years from the date of this letter. If the subject development is not substantially commenced within a two-year period, the approval shall lapse and be of no further effect.*

Prior to the commencement of development

3. *Prior to the commencement of development, an updated construction plan being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater. Once approved, the development is to be carried out in accordance with the plan. Any modifications to the plan, post commencement of development are to be agreed in writing with the Western Australian Planning Commission, on the advice of the City of Bayswater.*
4. *Prior to the commencement of development, an updated tree assessment and tree management report being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Baywater. Once approved, the development is to be carried out in accordance with the report. Any modifications to the report, post commencement of development*

are to be agreed in writing with the Western Australian Planning Commission, on the advice of the City of Bayswater.

5. *Prior to the commencement of development, the applicant shall agree the structures and/or walls (that are located on public lands) that require a pre-construction inspection to confirm and record the condition of the structure and/or wall. Thereafter, the condition of the nominated structure and/or wall is to be recorded prior to commencement of works to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater. The applicant will be responsible for all costs associated with any necessary remedial works as a result of the development.*

Prior to the commencement of permanent changes to the road and intersection layout

6. *Prior to the commencement of permanent changes to the road and intersection layout within the station precinct, a traffic impact assessment (including supporting modelling) is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater, Department of Transport and Main Roads Western Australia. The assessment shall include a implementation plan that allocates responsibility for the cost and delivery of any associated infrastructure changes. Once approved, the development is to be carried out in accordance with the recommendations of the assessment.*
7. *Prior to the commencement of permanent changes to the road and intersection layout within the station precinct, a pedestrian and cycling traffic demand and movement plan (including detailed design drawings) is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater, the Department of Transport, Main Roads Western Australia and Development WA. The plan is to prioritise pedestrians, cyclists and public transport over private cars in the Bayswater Town Centre. Once approved, the development is to be carried out in accordance with the plan.*
8. *Road safety audits for all permanent road connections (including all new or modified road connections and intersections) being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater, Department of Transport and Main Roads Western Australia at the following stages:*
 - a. *preliminary design audit;*
 - b. *detailed design audit; and*
 - c. *pre-opening audit.*

Once approved, the results of the audits are to inform the detailed design and management of the permanent road connections.

9. *Prior to permanent closure of access via the right-of-way bounded by Whatley Crescent, King William Street and Hamilton Street (Lot 166 on Plan 2621), any property access, service vehicle access and waste collections affected by the closure shall be resolved by the applicant to the satisfaction of the Western Australian Planning Commission, on advice of the City of Bayswater.*
10. *Prior to the commencement of permanent changes to the road and intersection layout within the station precinct, a detailed movement network plan (including detailed design drawings) being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater, the Department of Transport and Main Roads Western Australia. Once approved, the development is to be carried out in accordance with the plan.*

Prior to the commencement of construction of building structures

11. *Prior to the commencement of construction of building structures for the southern station, final details of the proposed finishes to the exposed retaining walls along Whatley Crescent located in front of 1/79 Whatley Crescent to 1 King William Street, Bayswater, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater and the office of the Government Architect. Once approved, the development is to be carried out in accordance with the plans.*
12. *Prior to the commencement of construction of building structures for the southern station, final detailed plans for the proposed Principal Shared Path are to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater, Department of Transport and Main Roads Western Australia. Once approved, the development is to be carried out in accordance with the plans.*
13. *Prior to the commencement of construction of building structures for the southern station, an updated Operational Waste Management Plan for the train station and tenancies is to be submitted and approved to the satisfaction of the Western Australian Planning Commission and on the advice of the City of Bayswater. Once approved, the plan is to be implemented in its entirety thereafter.*
14. *Prior to the commencement of construction of building structures for the southern station within the station precinct, details of the pedestrian footpaths within the development application area, including connections to the existing pedestrian footpaths being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater.*
15. *Prior to the commencement of construction of building structures for the southern station, detailed street lighting design plans (including lux level diagrams) being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the*

advice of the City of Bayswater. Once approved, the development is to be carried out in accordance with the plans.

- 16. Prior to the commencement of construction of building structures for the southern station, details of roadwork extents, pavement types and colours within the development application area, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater. Once approved, the development is to be carried out in accordance with the plans.*
- 17. Prior to the commencement of construction of building structures for the southern station, detailed electrical reticulation design plans including details of undergrounding of existing overhead power lines, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater. Once approved, the development is to be carried out in accordance with the plans.*
- 18. Prior to the commencement of construction of building structures for the southern station, a final design package, generally in accordance with the plans dated stamped 13 October 2020 by the Department of Planning, Lands and Heritage, showing the architectural features and design treatments being applied to the station, elevated rail bridge (including soffit and ground floor treatments) and associated buildings and structures, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Bayswater, Development WA and the Office the Government Architect. The package will include a schedule of materials and finishes demonstrating the use of high quality, durable materials, finishes and colours being used. Once approved, the development is to be carried out in accordance with the package.*
- 19. Prior to the commencement of construction of building structures for the southern station, updated plans for the western and eastern station entrances and adjoining public spaces, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Bayswater, Development WA and the Office the Government Architect. The plans will include a schedule of architectural features and design treatments being applied, materials and finishes demonstrating the use of high quality, durable materials, finishes and colours being used.*
- 20. Prior to the commencement of construction of building structures for the southern station, an updated landscape plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Baywater, Development WA and the office of the Government Architect.*
- 21. Prior to the commencement of construction of building structures for the southern station within the station precinct, a public art strategy and plan is to be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City*

of Bayswater, Development WA and the Office of the Government Architect. Once approved, the development is to be carried out in accordance with the strategy.

- 22. Prior to the commencement of construction of building structures for the northern station, final detailed plans for the parking bays along Railway Parade adjacent to the commuter car park, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater. Once approved, the development is to be carried out in accordance with the plans.*
- 23. Prior to the commencement of construction of building structures for the northern station, a lighting strategy to highlight architectural detailing and public areas and promote safety, visual interest and activation for the station building and immediate surrounding area, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Bayswater, Development WA and the Office the Government Architect. Once approved, the development is to be carried out in accordance with the plans.*
- 24. Prior to the commencement of construction of building structures for the northern station, final design details of the Coode Street Pocket Park including a detailed design package that addresses universal access, park furniture and interface with the portion of the reserve immediately adjoining the Coode Street Pocket Park to the north, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Bayswater. Once approved, the development is to be carried out in accordance with the plans.*
- 25. Prior to the commencement of construction of building structures for the northern station within the station precinct, final design details of the bespoke bus shelters, being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Bayswater and Development WA. Once approved, the development is to be carried out in accordance with the plans.*

Prior to permanent changes to the drainage network

- 26. Prior to permanent changes to the drainage network, a Drainage Management Plan being submitted and approved to the satisfaction of the Western Australian Planning Commission, on advice of the City of Bayswater. Once approved, the development is to be carried out in accordance with the plan.*

Prior to the commencement of station operations

- 27. Prior to the commencement of station operations, a signage, legibility and accessibility plan (including universal access) being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of*

Bayswater and Development WA. Once approved, the plan is to be implemented in its entirety thereafter.

28. *Prior to the commencement of station operations, a management agreement addressing ongoing maintenance responsibilities for landscaping and public spaces (including graffiti management) is to be agreed upon between the applicant, the Public Transport Authority and the City of Bayswater, to the satisfaction of the Western Australian Planning Commission. Once approved, the agreement is to be implemented in its entirety thereafter.*

Prior to the completion of project works

29. *Prior to the completion of project works, all structures and associated walls, which are the subject of this application, are to be applied with an anti-graffiti coating, to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater.*
30. *Prior to the completion of project works, all new or modified road connections, access points and car parking areas within the development application area shall be designed, constructed, drained and marked to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater and Main Roads Western Australia. This shall include appropriate treatments to implement reduced speed zones for the prioritisation of pedestrians, cyclists and public transport over private cars in the Bayswater Town Centre.*

General

31. *Within three months of practical completion of the project works, a report shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater confirming achievement of a minimum 4 Star Green Star (Design and As-Built) rating in accordance with the METRONET Sustainability Strategy.*
32. *All service areas, service related hardware and piped or wired services (plant areas, fire, booster cabinets, service metres, exhaust systems and air conditioning units) are to be designed as an integral component of the development or screened from public view, to minimise any detrimental impact on the architectural quality of the buildings and the public realm to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater.*
33. *Kerbs, roadways, footpaths, open drains, stormwater pits, service authority pits and verge areas must be adequately protected, maintained and reinstated if required, during and following completion of any works associated with this development to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater.*
34. *The right-turn traffic movement from Beechboro Road South eastbound and westbound into Rose Avenue northbound shall be*

limited to resident's vehicles and delivery vehicles only, controlled by suitable signage, to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater.

35. *All recommendations of the Operational Noise Assessment prepared by Lloyd George Acoustics, dated 29 September 2020 are to be implemented and maintained thereafter to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater and the Department of Water and Environmental Regulation.*
36. *The proposed construction works is to be carried out in accordance with the approved Traffic and Transport Management Plan date-stamped 13 October 2020 by the Department of Planning, Lands and Heritage (Attachment B), to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Bayswater and Main Roads Western Australia. Any modifications to the plan, post commencement of development to be agreed in writing with the Western Australian Planning Commission, on the advice of the City of Bayswater and Main Roads Western Australia.*
37. *The land uses proposed within the 850 m² of tenancy space and public realm at the eastern entry building do not form part of this approval.*

ADVICE TO APPLICANT

1. *All development should comply with the provisions of the Building Code of Australia, Health Regulations, Public Building Regulations and all other relevant Acts, Regulations and Local Laws, including obtaining any relevant permits and licences. Additional approvals/licences may be required to ensure compliance with State Government environmental legislation.*
2. *It is recommended that the applicant convene a regular working group with the City of Bayswater and other relevant parties to discuss works on City owned land, implementation of the conditions of development approval prior to and post development, construction matters relating to progress, staging, issues arising and any variations from the approved plans, conditions and management plans that may need to be considered.*
3. *The Department of Water and Environment Regulation, advise that the site is situated within an area that represents a low to moderate risk of encountering acid sulfate soils within 3 metres of the natural soil level and a high risk of encountering acid sulfate soils at depths beyond 3 metres. Please refer to the Department of Water and Environmental Regulations acid sulfate soil guidance to inform management of ground disturbing works.*
4. *In relation to Condition 3, the updated construction plan should address the following site-specific matters:*
 - a. *management and notification of ongoing changes associated with the construction works;*

- b. *vibration;*
 - c. *dust;*
 - d. *noise;*
 - e. *waste management;*
 - f. *storage of materials;*
 - g. *construction traffic;*
 - h. *parking arrangements for contractors and subcontractors;*
 - i. *site safety/security;*
 - j. *the delivery of material and equipment to the site;*
 - k. *the storage of material and equipment's on the site;*
 - l. *the protection of street trees and other City assets;*
 - m. *a construction resource recovery plan and a construction waste management plan which incorporates sustainable management practices as recommended in the Sustainability Management Plan;*
 - n. *acid sulphate soils and dewatering management plan; and*
 - o. *any other matters likely to impact on the surrounding properties.*
5. *In relation to Condition 4, the updated tree assessment and tree management plan should address the following site-specific matters:*
- a. *the plan is to accurately depict street tree removal and street tree retention associated with the works for the Bayswater Train Station;*
 - b. *all street trees proposed to be removed are required to be assessed and documented prior to removal;*
 - c. *the heritage listed Magnolia tree located on 92 Railway Parade, Bayswater is to be retained;*
 - d. *existing trees not directly impacted by works are to be retained unless their removal is demonstrated as necessary;*
 - e. *prior to completion of project works, replacement street verge trees in addition to the trees being planted as part of the approved landscaping plan are to be planted in locations close to the development site as specified by the City of Bayswater, at a ratio of five new street verge trees for every street verge tree that is removed, at the expense of the applicant;*
 - f. *all replacement trees are to be maintained for a minimum 24-month period or as agreed to the satisfaction of the City of Bayswater. In the event that the trees do not survive, the applicant shall replace them. The applicant is responsible for*

engaging a qualified contractor, the cost of removing any trees and any claims that may arise from the removal of the trees; and

- g. confirm how all retained street tree(s) within the development site shall have measures consistent with AS 4970-2009 undertaken to ensure their protection during construction of the subject development.*

- 6. In relation to Condition 6, the traffic impact assessment is to provide recommendations on improvements and traffic management facilities needed to address the roads and intersections within and outside the station precinct caused by the permanent changes to the roads and intersections within the precinct.*

The City of Bayswater advise that a 30km/hr zoning should be considered within the station precinct and the extent of the speed zoning shall include Railway Parade between Beechboro Road South and the Bassendean Road bend in addition to the extents outlined in the development application.

- 7. In relation to Condition 7, the plan is to take into consideration cycling and pedestrian movement networks within the station precinct, networks of routes through the precinct, approach routes and end-of-trip facilities within the station precinct. The plan shall address the accessibility including but not limited to the following:*

- a. north south movement through the station precinct;*
- b. connectivity and integration of pedestrian and cycling network with all modes of transport users;*
- c. provision of adequate facilities that meet the required capacity;*
- d. ensuring the current level of service is maintained as a minimum; and*
- e. respond to the recommendations of the Department of Transport's letter of the 4 November 2020, including the Long-Term Cycle Network Plan for the area.*

- 8. In relation to Condition 10, the detailed movement network plan should respond to the recommendations of Conditions 6, 7 and 8 and address the following matters:*

- a. detailed plans of all new and modified road connections, access points and car parking areas should include the following;*
 - i. the extent of the full roadwork's scope showing how the proposed road layout ties back into the existing road network;*
 - ii. detail on the section of road where Whatley Crescent reverts to dual carriageway; and*
 - iii. right-of-way laneways between Whatley Crescent and Hamilton Street.*

- b. detailed designs including cross sections for new and/or modified intersections, including;
 - i. *Whatley Crescent and King William Street;*
 - ii. *Hamilton Street and Whatley Crescent;*
 - iii. *New Beechboro Road South;*
 - iv. *Beechboro Road South and Rose Avenue;*
 - v. *Railway Parade and Rose Avenue;*
 - vi. *Coode Street and Railway Parade;*
 - vii. *Drake Street and Beechboro Road South;*
 - viii. *Beechboro Road South and Railway Parade; and*
 - ix. *Any other intersections affected by this proposal.*
- c. detailed designs (including cross sections) for new and/or modified roads, including;
 - i. *Whatley Crescent;*
 - ii. *King William Street;*
 - iii. *Hamilton Street;*
 - iv. *Beechboro Road South;*
 - v. *Rose Avenue (including pedestrian friendly road treatment);*
 - vi. *Railway Parade (including proposed bus interchange on-street parking, and siding);*
 - vii. *Coode Street; and,*
 - viii. *any other road in the local road network with an affected level of service.*
- d. *Detailed designs for provision of appropriate traffic management facilities to accommodate increased traffic volumes on local roads impacted by the changes associated with the station redevelopment;*
- e. *detailed street lighting designs for all modified roads and intersections;*
- f. *the location and design of bus interchange facilities. Bus interchange access points should be clearly delineated from the street treatment applied to the general road network to assist with legibility and clearly identify that the links are not for public access;*
- g. *the location design of pedestrian facilities, including paths and road crossings;*
- h. *the location and design of cycling facilities, including paths and bicycle storage;*

- i. *operational car parking management plan for all PTA controlled parking associated with the station;*
 - j. *demonstrate how the shared zone will operate to prioritise safe and universally accessible pedestrian movement, clarify cycle access, extent of vehicle access and direction of flow, and interaction with bus requirements as well as demonstrate pedestrian accessibility to the train station from adjoining street and areas north and south of the railway line based on likely desire lines;*
 - k. *The movement plan will inform the detailed design of the public realm; and*
 - l. *Any other matters identified by the WAPC.*
9. *In relation to Condition 13, the waste management plan should address the following matters:*
- a. *the bins for onsite waste disposal to be shown on the operational site plan;*
 - b. *the bin store area for the food business and retail shops within the train station is to be clearly defined;*
 - c. *a bin store area is to be provided of not less than 15 square metres and with a permanent water supply and drainage facility for wash down. The bin area is to be screened by a gate/door and solid construction walls to a height of not less than 1.8 metres. The bin area shall be accessible via a suitably constructed service vehicle access that will allow heavy vehicle movement;*
 - d. *kerbside bin collection beside the bus stand is not supported by the City. The bins should be stored inside the bin store and collected directly from the bin store by the waste removal contractor; and*
 - e. *grease trap(s) are to be included/shown on the amended plan.*
10. *In relation to Condition 18, the detailed design package and supporting information should confirm the finalised design for the following:*
- a. *elevated rail bridge;*
 - b. *station buildings;*
 - c. *soffit;*
 - d. *ground floor buildings and facade;*
 - e. *built form elements for sound attenuation and screening;*
 - f. *public plazas;*
 - g. *safety barriers; and,*
 - h. *glazing treatments internal/external.*

11. *In relation to Condition 19, the design of the station entrances and adjoining public places should be reviewed prior to finalisation of the design. The final design should demonstrate how public art, lighting and landscaping have been incorporated at the entrances and spaces and ensure that the spaces ensure the delivery of a functional plaza that presents opportunity for a diverse range of activation outcomes.*
12. *In relation to Condition 20, the landscape plan and supporting information should address the following matters:*
 - a. *the number and location of new trees and plants to be planted;*
 - b. *additional landscaping to be provided to the southern side of the station where possible;*
 - c. *details of reticulation or irrigation;*
 - d. *details of planter boxes and planting on structures;*
 - e. *details of all proposed street furniture including existing street furniture to be relocated;*
 - f. *revised paving design, including provision of permeable paving and paving in the Bayswater Town Centre;*
 - g. *refined soft and hard landscape design for the public spaces of the eastern entry of the station and bus stands to reflect the outcome of the detailed Place Activation and Management Plan;*
 - h. *ongoing maintenance arrangements;*
 - i. *planting of replacement street verge trees;*
 - j. *additional landscaping and trees within the verge area along the southern side of the station. Once approved the landscaping plan is to be implemented in its entirety prior to the commencement of station operations and maintained thereafter as agreed between the site owners and the City of Bayswater; and*
 - k. *how the plan will be implemented to include all proposed planting, irrigation, street furniture, paving, etc. and confirm that the installation works will be completed within three months of completion of all works on the northern station and maintained thereafter as agreed between the site owners.*
13. *In relation to Condition 21, the City of Bayswater advise that public art should be incorporated in areas of the development where there are blank walls such as the southern side of the western station entry building, electrical substation and noise walls. The public art strategy should demonstrate best practice procurement, stakeholder engagement, design direction and integration within the development including aboriginal artwork contributions. The strategy shall include details of the type and location of artworks, how the works respond to the Bayswater Aboriginal context in consultation with the Wadjak people of the Noongar nation, any*

identified public art themes; design intent and purpose; processes to design documentation; detailed plans of the artwork; cost calculations, public liability insurances (as applicable), and maintenance details.

14. *In relation to Condition 22, the applicant is advised to liaise with the City of Bayswater regarding the potential for the proposed angled parking bays along Railway Parade adjacent to the commuter car park to be amended to 90 degree parking bays.*
15. *In regard to Condition 27, the signage, legibility and accessibility plan should address the following matters: universal/inclusive access; details of the design, dimensions and locations of any proposed signage, including maps and orientation; Aboriginal naming and overall branding which is consistent with the wider design aesthetic approach for the station and surrounding public areas; and, signage required for the wider precinct to inform route choice in accessing the station and associated infrastructure.*
16. *In relation to Condition 31, the applicant is encouraged to pursue a 5 Star rating, this in accordance with the recommendation of the State Design Review Panel and the City of Bayswater.*
17. *In relation to Condition 37, the applicant is advised that the use of the tenancy space and use of the eastern entry public realm for alfresco dining and/or market are to be subject to separate approval from Development WA upon gazettal of the METRONET East Redevelopment Scheme.*

The motion was put and carried

Mr Chaney returned to the meeting at 11:18 am

11. Reports for noting

Nil.

12. Stakeholder engagement and site visits

Nil.

13. Urgent or other business

Nil.

14. Items for consideration at a future meeting

Nil.

15. Meeting closure

The next ordinary meeting is scheduled for 9:30 am on Wednesday, 20 January 2021.

The Chairman noted that this is the last meeting of the WAPC for 2020 and wished the WAPC members and attending staff a very Merry Christmas and a safe and Happy New Year.

There being no further business before the Board, the Chairman thanked members for their attendance and declared the meeting closed at 11:26 am.

CHAIRMAN

DATE

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