

## 13. REPORTS

### 13.1 CHIEF EXECUTIVE OFFICE

Nil.

### 13.2 PLANNING AND DEVELOPMENT

#### 13.2.1 AMENDMENT TO SOUTHERN RIVER PRECINCT 3E STRUCTURE PLAN

Director: C Terelinck  
Author's Declaration Nil.  
of Interest:  
Property Number: 206249, 207969, 207968, 213334, 206593, 206595, 206597.  
Application No: PF17/00024  
Applicant: Taylor Burrell Barnett  
Owner: LWP Southern River Pty Ltd and C & R Radici  
Location: Area bound by Southern River Road, Lander Street, Matison Street and Balannup Drain.  
Zoning: MRS: Urban  
TPS No. 6: Residential Development  
Review Rights: Yes. State Administrative Tribunal against any discretionary decision of Council  
Area: 25.7781ha  
Previous Ref: Nil.  
Appendices: 13.2.1A Approved Southern River Precinct 3E Structure Plan  
13.2.1B Approved Amalgamation Plan  
13.2.1C Proposed Amended Structure Plan Map  
13.2.1D Schedule of Submissions

#### PURPOSE OF REPORT

For Council to consider endorsing a proposed amendment to the Southern River Precinct 3E Structure Plan.

#### BACKGROUND

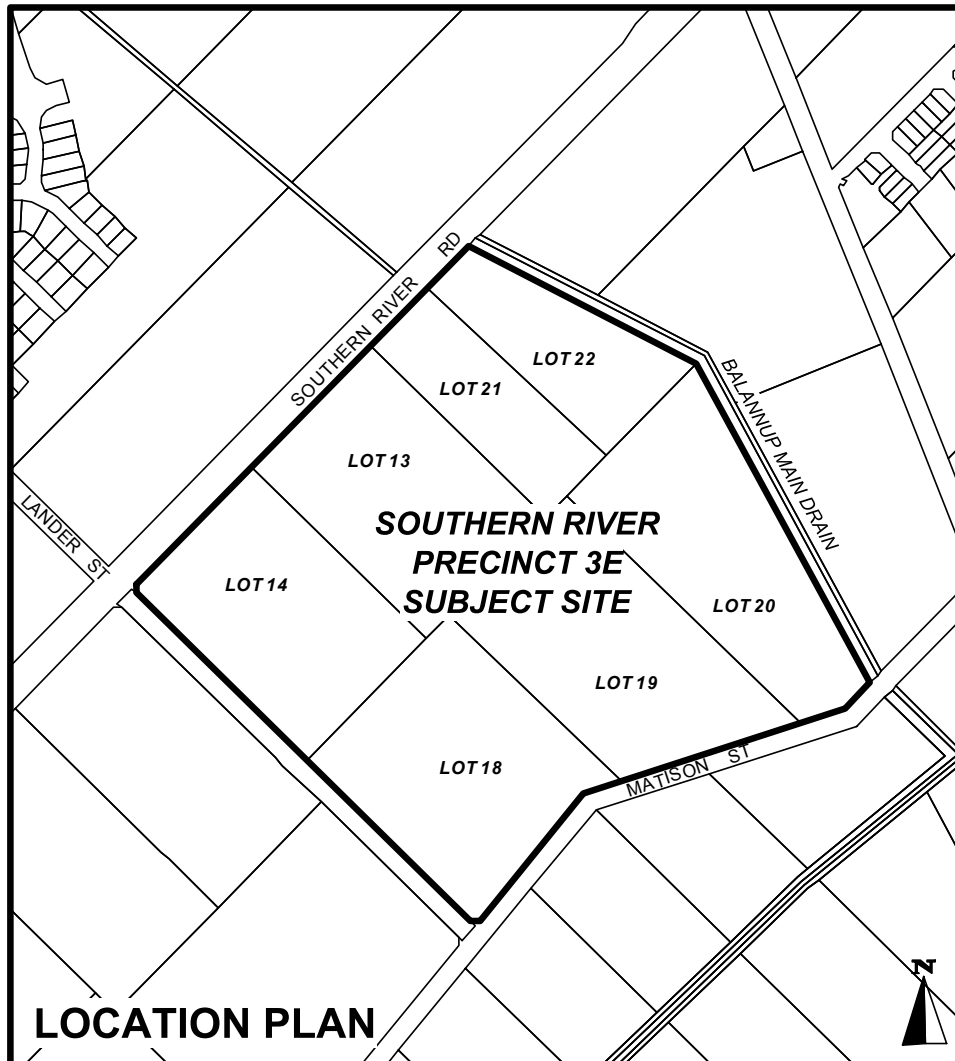
##### Site Description and Planning Framework

The Southern River Precinct 3E Structure Plan was approved by the Western Australian Planning Commission (WAPC) in May 2017. It covers 25.7781ha of land bound by Southern River Road, Lander Street, Matison Street and Balannup Drain. A copy of the approved Structure Plan is contained as Appendix 13.2.1A. The Structure Plan is intended to provide a framework to guide subdivision and development in the precinct. The entire Structure Plan area remains undeveloped apart from a Single House and Outbuildings on Lot 18 Matison Street (corner of Lander Street).

Southern River Road is reserved as an Other Regional Road under the Metropolitan Region Scheme (MRS) and the land within the Structure Plan area is zoned Residential Development under Town Planning Scheme No. 6 (TPS 6). The existing approved Structure Plan provides for areas of Residential designated land, Public Open Space (POS) and an area subject to further planning.

Item 13.2.1 Continued

A plan identifying the location of the subject site follows.



Subdivision approval was granted in November 2017 to amalgamate the lots abutting Southern River Road, with the aim being to ensure earth works can commence and sewer design discussions can be progressed. A copy of the approved amalgamation application is contained as Appendix 13.2.1B.

**Proposal**

The proposed amendment to the Southern River Precinct 3E Structure Plan involves the following:

- Revise the street block layout of the Structure Plan.
- Relocate the entry road connection to Southern River Road.
- Relocate the road connection to the southern portion of the development area and Matison Street from within Lot 18 Matison Street, to within Lot 19 Matison Street.
- Provide for additional laneway development.

Item 13.2.1 Continued

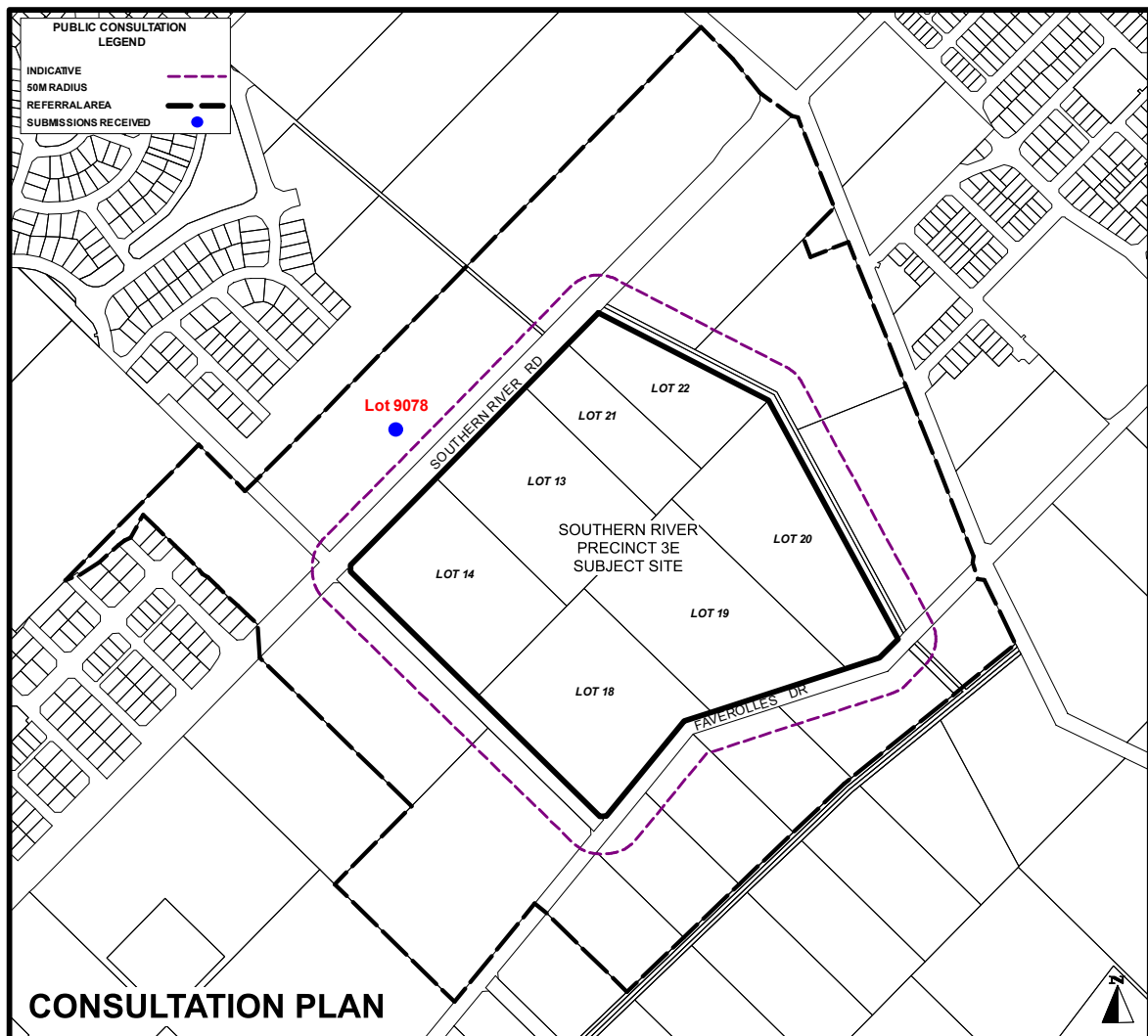
- Reconfigure the POS layout.
- Provide for additional areas of medium density (R40-R60) allocation.

A copy of the proposed amended Structure Plan is contained as Appendix 13.2.1C.

**Consultation**

In accordance with Clause 18 of Schedule 2 - Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposal was advertised for a period of 30 days (from 29 November 2017 to 29 December 2017) by way of letters to directly affected and immediately surrounding landowners and relevant authorities.

The City received five submissions during the advertising period, with four from government agencies and one from a consultant representing a landowner. A map identifying the extent of the consultation area and the origin of each submission follows.



*Item 13.2.1 Continued*

It is important to note that the landowner that provided a submission owns several properties in the Bletchley Park estate, however the submission is shown on one of those properties only.

A summary of submissions received and comments thereon are included in a Schedule of Submissions, contained as Appendix 13.2.1D. The main issues raised in the submissions relate to:

- Impact of Structure Plan on future access to Southern River Precinct 2 Phase 1.
- Restrictions on noise-sensitive land uses.
- Provision of a LWMS.
- Location of nib and slip lanes.
- Intersection spacing.
- Road reserve widths.
- Bushfire Management.

These issues are discussed in the following sections, along with any other applicable technical matters. Recommended modifications to the draft Structure Plan and further information requirements are detailed in bold and numbered in brackets.

**DISCUSSION****Proposed Zoning and Reservation**Residential Density

The approved Structure Plan contains a range of residential densities, as follows:

- Residential R25 provided as a base density code;
- Medium densities of up to Residential R40 provided in areas of high amenity including within 800m of activity centres, around areas of Public Open Space and adjacent to neighbourhood connector roads; and
- A small distribution of R40-R60 lots to provide some variety in the range of proposed lot sizes.

The draft Structure Plan proposes to increase the extent of the Residential R40-R60 designation, particularly within the northern corner of the precinct, and also within other discreet pockets of the site, as can be seen at attachment 13.2.1C.

The increase in higher density coded land in the northern portion of the precinct is within the 400m walkable catchment of a future activity centre and is therefore supported.

The remaining smaller pockets of proposed R40-R60 will provide additional lot size options in other parts of the site.

*Item 13.2.1 Continued*

The proposed densities are supported as they provide a lot yield that satisfies the minimum target density for the requirements of the WAPC's Liveable Neighbourhoods policy. This policy aims for residential densities of at least 12 to 20 dwellings per hectare for standard lots and 20 to 30 dwellings per hectare within 400m of a Local Centre.

Should Council accept the proposed changes, two technical modifications need to be made to ensure that documents and plans align, and function effectively.

Locational criteria contained within the structure plan document, requires updating to reflect the distribution of densities under the amendment (**modification 1**).

The density ranges will require an R-Code Plan which will determine specific densities for lots at the time of subdivision. The draft Structure Plan map contains an annotation identifying that the R-Code Plan, once approved, forms part of the Structure Plan. In accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, the draft Structure Plan documentation must be updated to identify the criteria that will be used to allocate the final density (**modification 2**). The R-Code Plan is to be separately approved by the WAPC prior to, or at the time of subdivision.

#### Public Open Space

In accordance with the requirements of Liveable Neighbourhoods, subdivisions should include a minimum of 10% of the gross subdivisible area to be given up free of cost for POS. For the purposes of this calculation, the gross subdivisible area includes the total site area less deductions for non-residential uses such as school sites, dedicated drainage and commercial land uses. Furthermore, since POS often provides a range of functions, including recreation and drainage, Liveable Neighbourhoods makes provision for land ceded for drainage to be counted towards satisfying the 10% requirement, although there are limitations on credit allowances. These allowances/limitations include:

- A minimum of eight per cent unrestricted POS for the purpose of active and passive recreation, which may include drainage areas that do not accommodate storm events equal or less often than a 1:5 year event.
- The remaining two per cent (of the 10%) may comprise restricted POS, being areas that incorporate stormwater capture from between 1:1 and 1:5 year events.
- The detention of stormwater for a 1:1 year event does not contribute towards unrestricted POS calculations.

The approved Structure Plan provides for 4.57% of the gross subdivisible areas as POS, comprising areas of restricted and unrestricted POS. The provision of 10% POS was not considered appropriate at the time given the substantial area of land that was given up within the subdivision area for conservation purposes and the proposed provision of District Open Space in proximity to the site as can be seen in Appendix 13.2.1C.

The revised POS Schedule provided in support of the draft Structure Plan provides for an estimated total of 5.5% of the gross subdivisible area as POS. Whilst it is noted that the area of POS is proposed to increase, there are inconsistencies between the proposed Landscape Masterplan and POS Schedule.

*Item 13.2.1 Continued*

Also, the area of deductions in the POS Schedule differ to what was originally approved for areas dedicated as drainage swales, the area required for widening of Southern River Road and areas for conservation. As such, the City is unable to determine the amount of POS provided and this point requires clarification. The draft Structure Plan documentation should be updated to rectify inconsistencies between the POS Schedule and Landscape Masterplan, prior to the draft Structure Plan being approved by the WAPC (**modification 3**).

Development of Public Open Space

In accordance with the WAPC's Liveable Neighbourhoods and Better Urban Water Management documents and the Council's Local Planning Policy 4.7 - Planning and Development of Public Open Space and Streetscapes, a proposed Structure Plan should be accompanied by a landscape masterplan detailing the size, location and proposed use of each area of POS. Furthermore, a landscape masterplan will detail whether restricted areas (that is, wetlands) are capable of use for recreational purposes so that they can be counted as a POS area for the purposes of compliance.

Whilst the draft Structure Plan was accompanied by a Landscape Masterplan, it provided preliminary indicative locations of drainage basins and swales. As such, a complete assessment could not be undertaken. Areas of drainage on the Landscape Masterplan do not appear to serve this function, given they have been shown as turfed (akin to traditional POS), and contain irrigated garden beds. Further detail of the path network in POS should also be provided.

It will therefore be recommended that prior to the draft Structure Plan being approved by the WAPC, a revised Landscape Masterplan be submitted and endorsed by the City (**modification 4**).

**Local Centre**

The City's Activity Centres Planning Strategy identifies a Local Centre to be located within the vicinity of Precinct 3E. The draft Structure Plan provides for a Local Centre within Lot 18 Matison Street. The location of the Local Centre remains unchanged from the approved Structure Plan and consequently, the Local Centre identified in the draft Structure Plan therefore remains supported.

Concerns were previously raised in relation to the ability for the Local Centre area to accommodate noise sensitive land uses given that it is located within the 500m Kennel zone buffer. In accordance with the recommendation on the approved Structure Plan, the draft Structure Plan includes restrictions on noise-sensitive land uses within the Local Centre zone. These are in accordance with the Environmental Protection Authority Guidelines and noise assessment criteria, and the recommendations of the Southern River/Forrestdale/Brookdale/Wungong District Structure Plan.

**Environmental Considerations**

The subject area is affected by Resource Enhancement and Multiple Use classifications of wetlands. The table below outlines the difference between the wetland classifications in terms of their conservation status.

*Item 13.2.1 Continued*

<b>Classification</b>	<b>Description</b>
Conservation Category Wetland (CCW)	All CCW wetlands and appropriate buffers are fully protected and any proposals that are likely to lead to a significant adverse impact on these wetlands are likely to be formally assessed by the Environmental Protection Authority (EPA).
Resource Enhancement Wetland (REW)	All reasonable measures are taken to minimise the potential impacts on REW and appropriate buffers. These wetlands have the potential to be restored to CCW, and rehabilitation is encouraged.
Multiple Use Wetland (MUW)	All reasonable measures are taken to retain the hydrological functions of the wetland (including on-site water infiltration and flood detention) and, where possible, other wetland functions.

The majority of the precinct is classified as an REW with a portion of the site classified as MUW. This mapping is reflected on the endorsed Southern River Precinct 3 LSP.

The former Department of Environment and Conservation (DEC) - now Department of Biodiversity, Conservation and Attractions (DBCA) provided comments on the previously approved Structure Plan, as follows:

- The Structure Plan contains both wetland and upland bushland areas. The site visit confirmed the vegetation proposed for protection in the central POS area is in very good condition, whereas the dampland on Lot 22 Southern River Road is very degraded.
- The DEC acknowledged the City's view that the management requirements of the degraded dampland would require significant resources to rehabilitate the area. Conversely, the bushland to be protected in the proposed POS area would require limited management other than dealing with edge effects. In addition, the DEC acknowledged that the proposed POS would provide a consolidated area with a defined management boundary and limited edge effects.
- The DEC concluded that in light of the condition of the vegetation in respective areas of the site, and the need to balance development and conservation needs, the best conservation outcomes would be achieved through what is proposed in the draft Structure Plan.

The location of POS in the draft Structure Plan is largely consistent with the approved Structure Plan, with the exception of two roads which now bisect areas of traditional POS. The revised road configuration is considered to result in more beneficial environmental outcomes, given a north/south connection will not be traversing an area of wetland. The realignment of road through the area of traditional POS will not adversely impact areas of significant vegetation.

When consulted regarding the draft Structure Plan, DBCA reaffirmed its initial recommendation that the applicant undertake a flora survey, targeted particularly at two priority species that are known to exist in the locality. DBCA also required that the City secure a commitment from the proponent for a Wetland and Conservation Area Management Plan, or similar, to be prepared. These requirements can be addressed at the subdivision or development stage. DBCA has provided advice on the appropriate time for surveys to be undertaken for the relevant species.

*Item 13.2.1 Continued*

To address concerns with the impact of the proposed development on local fauna, a requirement for a fauna survey could also be imposed at the subdivision and development stage to determine if any significant animals, such as bandicoots, are present on the site and if so what arrangements should be made for their relocation to a new and protected habitat.

**Movement Network**Laneways and Road Widths

The proposed road network shown on the draft Structure Plan is based on a modified grid pattern, with the existing road network forming the boundaries of the Structure Plan with new roads within the Structure Plan area.

The road network has been modified from the approved Structure Plan to provide additional laneways to support the increased density. A portion of laneways within the northern corner of the site are in a 10m wide loop formation. This is inconsistent with the standard 6m width for laneways provided by Liveable Neighbourhoods, but is also narrower than a standard access street. As such, the design of this road reserve should be supported by a cross section detailing what infrastructure constitutes the road reserve to justify the proposed widths. It is recommended the structure plan documentation be updated accordingly (**modification 5**).

The applicant has provided a Traffic Impact Assessment in support of the draft Structure Plan demonstrating the proposed road reserve widths and hierarchy are appropriate, in relation to laneways that are proposed to be introduced. The laneways serve as vehicle access to rear loaded lots and front loaded lots, and are indicated to be of a width between standards for a laneway and standards for a road. Additional detail should be provided in the form of cross sections to justify the proposed widths, but also to provide additional details in respect to proposed pavements and verge widths, and opportunities for embayment parking, paths, trees and lighting (**modification 6**). The provision of on-street parking is considered especially pertinent given the number of lots that will abut laneways.

The road immediately to the west of the Local Centre on the draft Structure Plan has been deleted, with a new road proposed further east to abut Lot 18. Whilst most of this road is contained within Lot 19 (the applicant's land), a small portion of road reserve is still contained within Lot 18. Given the unknown timing of the development of Lot 18, all roads abutting Lot 18 should be wholly contained within the applicant's land (including temporary and permanent turn-around areas and verges). Should the Commission accept the portion of road reserve within Lot 18, the draft Structure Plan documentation should be updated to provide dimensions of the width of the portion of road reserve within the Structure Plan area and the balance to be provided in the future (**modification 7**).

Upgrading of Matison Street

Matison Street (north of Holmes Street) will ultimately be upgraded to a Neighbourhood Connector A treatment. Given the anticipated volume of traffic on this road in the future, lots abutting Matison Street should be provided with sufficient space to enable vehicles to enter Matison Street in a forward gear. Whilst the applicant intends to provide a reversing lane in this respect, it is unclear how a reversing lane can be accommodated within the existing Matison Street road reserve and as such, further



*Item 13.2.1 Continued*

details should be provided in the structure plan documentation to this effect **(modification 8)**.

The land requirements for the ultimate design of the special treatment intersection on Matison Road (denoted as left-in/left-out on the draft Structure Plan) should be determined at the Structure Plan stage. It is therefore recommended the draft Structure Plan documentation be updated to provide detail of the land requirements to accommodate the preferred intersection treatment **(modification 9)**.

Paths and Shared Paths

The draft Structure Plan does not detail proposed locations of paths and shared paths. A shared path should be provided along the north-west to south-east road adjacent the local centre and connecting into the entry road to Southern River Road, to provide a link between Southern River Road and Matison Street. The shared path network should also provide a connection into Precinct 3A south via the only connecting road to the north east, connecting back into the aforementioned shared path adjacent to the POS. This will link into existing approved shared paths and to the local centre in that precinct to the north. The draft Structure Plan should be updated in regard to the above **(modification 10)**.

Slip Lanes

The draft Structure Plan does not detail the proposed location of nibs and slip lanes associated with the required new slip road from Southern River Road to access the Structure Plan area. These must be included on the Structure Plan Map **(modification 11)**, with the extent of the Other Regional Road reservation being contained within a future Metropolitan Region Scheme omnibus amendment once the intersection locations are confirmed and constructed. The Department of Planning Lands and Heritage has supported this approach.

The draft Structure Plan makes allowance for a road connection across the Balannup Drain reserve to provide access to adjoining Precinct 3A.

With the exception of those issues mentioned above, the movement network proposed is considered acceptable as it is consistent with the requirements of Liveable Neighbourhoods insofar as it provides for a site responsive and highly interconnected local road system which will facilitate walking, cycling and use of public transport.

**Water Management**

The WAPC's Better Urban Water Management (2008) guideline document stipulates that a Local Water Management Strategy (LWMS) is to accompany a Structure Plan. Typically, a LWMS is a broad drainage strategy for a specific development area that addresses the management of additional quantities of stormwater created from urban development.

*Item 13.2.1 Continued*

The LWMS has been previously approved and a subsequent LWMS Addendum has been prepared in support of the approved Structure Plan in accordance with the WAPC's guideline document. The main principle of the LWMS is to ensure the proposed development will manage the total water cycle in a sustainable manner, whilst adhering to the principles of Water Sensitive Urban Design.

A revised LWMS has been provided in support of the draft Structure Plan, which is required to be assessed and endorsed by the Department of Water and Environmental Regulation (DoWER).

The LWMS has been assessed and is considered to be generally acceptable, and any changes required by the City or DoWER are unlikely to significantly impact on the draft Structure Plan design.

As such, it will be recommended that prior to the draft Structure Plan being approved by the WAPC, the LWMS should be formally endorsed by the City and the DoWER (**modification 12**).

**Bushfire Hazard Management**

The applicant has provided an addendum to the current approved Bushfire Management Plan (BMP) in support of the draft Structure Plan. The required BAL Contour Map is contained in the approved BMP for the approved Structure Plan and not the addendum. Whilst the addendum provides guidance in assessing the draft Structure Plan, it is recommended that the updated BMP, including the BAL Contour Map, be incorporated into the draft Structure Plan (**modification 13**). The BAL Contour Map is to clearly demonstrate the lot, vegetation classification, slope and separation distances needed to determine the Bushfire Attack Level,

The addendum currently excludes vegetation within the unconstructed portion of Lander Street, given it is ultimately intended to be constructed. Given it is currently undeveloped and vegetated, it cannot be excluded from the assessment. The addendum must be updated to reflect the vegetation classifications in this respect (**modification 14**), with those lots impacted by an unacceptable bushfire risk (ie BAL 40 or FZ) being excluded from any future subdivision until the risk has been removed (ie Lander Street is constructed).

The treatment of POS drainage basins must also be reflected in the BMP, given planting of reeds and sedges cannot be considered excluded vegetation under *Clause 2.2.3.2 - Exclusions - Low threat vegetation and non-vegetation areas of Australian Standard 3959-2009 - Construction of buildings in bushfire prone areas*. The vegetation classification class and effective slope contained within the BMP must be updated to reflect the correct vegetation classifications (**modification 15**).

The proposed Asset Protection Zone (APZ) contained in the BMP extends over a drainage basin (POS 3), which as mentioned above, cannot be considered low threat vegetation and therefore cannot be included in the APZ. The location of APZ should be revised to accommodate this area of classified vegetation, with all APZ areas meeting the required standards of *State Planning Policy 3.7 - Planning in Bushfire Prone Areas* (**modification 16**).

Item 13.2.1 Continued

### Statutory Process

In accordance with Clauses 20(1) and (2) of Schedule 2 - Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the local government must provide a report to the WAPC containing the following:

- "(a) *A list of the submissions considered by the local government, including, if relevant, any submissions received on a proposed modification to the structure plan advertised under clause 19(2);*
- (b) *any comments by the local government in respect of those submissions;*
- (c) *a schedule of any proposed modifications to address issues raised in the submissions;*
- (d) *the local government's assessment of the proposal based on appropriate planning principles;*
- (e) *a recommendation by the local government on whether the proposed structure plan should be approved by the Commission, including a recommendation on any modifications."*

### CONCLUSION

It will be recommended that Council recommends to the WAPC that it approve the structure plan amendment, subject to the following modifications being made:

No.	Recommended Modification and/or Information Requirement	Reason(s)
1.	The Structure Plan Report being updated to identify the criteria that will be used to allocate the final densities under the amendment.	To ensure the allocation of residential densities aligns with the proposed densities within the Structure Plan.
2.	The Structure Plan Report being updated to include an R-Code Plan in the 'Part One - Implementation' section and all other information required in Schedule 2, Part 4, clause 16 of the deemed provisions of <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .	In accordance with the provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .
3.	The Structure Plan Report being updated to provide a revised POS schedule and Landscape Masterplan that are consistent.	To address inconsistencies within the Structure Plan Report and to meet the requirements of WAPC's Liveable Neighbourhoods.
4.	A revised Landscape Masterplan be submitted and endorsed by the City, including final locations of drainage basins and swales and the path network.	To address the requirements of the WAPC's Liveable Neighbourhoods and Better Urban Water Management documents and Council's Local Planning Policy 4.7 - Planning and Development of Public Open Space and Streetscapes.
5.	The Structure Plan Report and Traffic Report be amended to provide for a cross section for the 10m wide laneway.	To justify a proposed road width inconsistent with the WAPC's Liveable Neighbourhoods.

## Item 13.2.1 Continued

No.	Recommended Modification and/or Information Requirement	Reason(s)
6.	The Structure Plan Report and Traffic Report be amended to provide cross sections to justify the proposed road widths, including detail on pavements and verge widths, and opportunities for embayment parking, paths, trees and lighting.	To justify the proposed road widths in accordance with the WAPC's Liveable Neighbourhoods.
7.	The Structure Plan Report and Traffic Report be amended to provide dimensions of the width of the portion of road reserve adjacent Lot 18 and the balance of road reserve to be provided.	In accordance with the requirements of the WAPC's Structure Plan Framework.
8.	The Structure Plan Report and Traffic Report be amended to demonstrate that the road reserve can accommodate a reversing lane for those lots adjacent Matison Street.	To ensure that the reversing lane to be provided at the time of subdivision can be accommodated.
9.	The Structure Plan Report and Traffic Report be amended to determine the land requirements for the ultimate design of the special treatment intersection on Matison Street.	To ensure that the land requirement for the future intersection treatment to be provided at the time of subdivision is shown on the structure plan map.
10.	The Structure Plan Report, Structure Plan Map and Traffic Report be amended to show the location of paths and shared paths.  Paths must be provided between Southern River Road, Matison Street and linking POS.  The shared path network must provide a connection into Precinct 3A south.	To ensure that the path network to be provided at the time of subdivision is shown on the structure plan map.
11.	The Structure Plan Report and Map being modified to detail the proposed location of nibs and slip lanes associated with the required new slip road from Southern River Road to access the Structure Plan area.	To meet the requirements of WAPC's Liveable Neighbourhoods.
12.	Endorsement of the LWMS by the City and the DoWER.	To provide a broad drainage strategy for the Structure Plan area so as to inform any future detailed drainage strategies forming part of subdivision proposal.
13.	The following being updated and incorporated into the Structure Plan Report:  1. A BHL assessment;  2. A BMP; and  3. Provisions in the Structure Plan text stipulating that any subdivision and/or development shall implement any requirements of the BMP, and accord with SPP 3.7 and the Guidelines.	To address the requirements of State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the WAPC's <i>Guidelines for Planning in Bushfire Prone Areas</i> .
14.	A revised BMP to reflect the vegetation classifications in the future Lander Street road reserve.	To address the requirements of State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the WAPC's <i>Guidelines for Planning in Bushfire Prone Areas</i> .
15.	A revised BMP to reflect the treatment of POS drainage basins.	To address the requirements of State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the WAPC's <i>Guidelines for Planning in Bushfire Prone Areas</i> .

*Item 13.2.1 Continued*

No.	Recommended Modification and/or Information Requirement	Reason(s)
16.	A revised BMP to reflect APZ's in accordance with the required standards of <i>State Planning Policy 3.7 - Planning in Bushfire Prone Areas</i> .	To address the requirements of State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the WAPC's Guidelines for Planning in Bushfire Prone Areas.

**FINANCIAL IMPLICATIONS**

All costs associated with the proposed amendment will be borne by the applicant.

**STATUTORY IMPLICATIONS**

- *Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions.*
- Town Planning Scheme No. 6.
- Southern River Precinct 3E Structure Plan.
- Local Planning Policy 4.7 - Planning and Development of Public Open Space and Streetscapes.

**VOTING REQUIREMENTS**

Simple Majority required.

## STAFF RECOMMENDATION AND COUNCIL RESOLUTION (1 OF 4)

**25 Moved Cr D Griffiths Seconded Cr R Mitchell**

That Council, pursuant to Clause 20(2)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions*, notes the submissions received in respect of the proposed Structure Plan Amendment to Southern River Precinct 3E Structure Plan and endorses the responses to those submissions, as contained in Appendix 13.2.1D.

CARRIED 10/0

**FOR:** *Cr P Abetz, Cr C Brett, Cr J Brown, Cr D Goode, Cr D Griffiths, Cr T Lynes, Cr R Mitchell, Cr O Searle, Cr S Williamson and Cr G Dewhurst.*

**AGAINST:** *Nil.*

Item 13.2.1 Continued

## STAFF RECOMMENDATION AND COUNCIL RESOLUTION (2 OF 4)

**26 Moved Cr D Griffiths Seconded Cr R Mitchell**

That Council, pursuant to Clause 20(2)(d) of the *Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions*, endorses the assessment of the proposed Structure Plan Amendment to Southern River Precinct 3E Structure Plan, as outlined in this report.

CARRIED 10/0

**FOR:** Cr P Abetz, Cr C Brett, Cr J Brown, Cr D Goode, Cr D Griffiths, Cr T Lynes, Cr R Mitchell, Cr O Searle, Cr S Williamson and Cr G Dewhurst.

**AGAINST:** Nil.

## STAFF RECOMMENDATION AND COUNCIL RESOLUTION (3 OF 4)

**27 Moved Cr D Griffiths Seconded Cr R Mitchell**

That Council, pursuant to Clause 20(2)(e) of the *Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions*, recommends to the Western Australian Planning Commission that the proposed Amendment to the Southern River Precinct 3E Structure Plan be approved subject to the following modifications:

No.	Recommended Modification and/or Information Requirement	Reason(s)
1.	The Structure Plan Report being updated to identify the criteria that will be used to allocate the final densities under the amendment.	To ensure the allocation of residential densities aligns with the proposed densities within the Structure Plan.
2.	The Structure Plan Report being updated to include an R-Code Plan in the 'Part One - Implementation' section and all other information required in Schedule 2, Part 4, clause 16 of the deemed provisions of <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .	In accordance with the provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .
3.	The Structure Plan Report being updated to provide a revised POS schedule and Landscape Masterplan that are consistent.	To address inconsistencies within the Structure Plan Report and to meet the requirements of WAPC's Liveable Neighbourhoods.
4.	A revised Landscape Masterplan be submitted and endorsed by the City, including final locations of drainage basins and swales and the path network.	To address the requirements of the WAPC's Liveable Neighbourhoods and Better Urban Water Management documents and Council's Local Planning Policy 4.7 - Planning and Development of Public Open Space and Streetscapes.
5.	The Structure Plan Report and Traffic Report be amended to provide for a cross section for the 10m wide laneway.	To justify a proposed road width inconsistent with the WAPC's Liveable Neighbourhoods.
6.	The Structure Plan Report and Traffic Report be amended to provide cross	To justify the proposed road widths in accordance with the WAPC's Liveable

## Item 13.2.1 Continued

No.	Recommended Modification and/or Information Requirement	Reason(s)
	sections to justify the proposed road widths, including detail on pavements and verge widths, and opportunities for embayment parking, paths, trees and lighting.	Neighbourhoods.
7.	The Structure Plan Report and Traffic Report be amended to provide dimensions of the width of the portion of road reserve adjacent Lot 18 and the balance of road reserve to be provided.	In accordance with the requirements of the WAPC's Structure Plan Framework.
8.	The Structure Plan Report and Traffic Report be amended to demonstrate that the road reserve can accommodate a reversing lane for those lots adjacent Matison Street.	To ensure that the reversing lane to be provided at the time of subdivision can be accommodated.
9.	The Structure Plan Report and Traffic Report be amended to determine the land requirements for the ultimate design of the special treatment intersection on Matison Street.	To ensure that the land requirement for the future intersection treatment to be provided at the time of subdivision is shown on the structure plan map.
10.	<p>The Structure Plan Report, Structure Plan Map and Traffic Report be amended to show the location of paths and shared paths.</p> <p>Paths must be provided between Southern River Road, Matison Street and linking POS.</p> <p>The shared path network must provide a connection into Precinct 3A.</p>	To ensure that the path network to be provided at the time of subdivision is shown on the structure plan map.
11.	The Structure Plan Report and Map being modified to detail the proposed location of nibs and slip lanes associated with the required new slip road from Southern River Road to access the Structure Plan area.	to meet the requirements of WAPC's Liveable Neighbourhoods.
12.	Endorsement of the LWMS by the City and the DoWER.	To provide a broad drainage strategy for the Structure Plan area so as to inform any future detailed drainage strategies forming part of subdivision proposal.
13.	<p>The following being updated and incorporated into the Structure Plan Report:</p> <ol style="list-style-type: none"> <li>1. A BHL assessment;</li> <li>2. A BMP; and</li> <li>3. Provisions in the Structure Plan text stipulating that any subdivision and/or development shall implement any requirements of the BMP, and accord with SPP 3.7 and the Guidelines.</li> </ol>	To address the requirements of State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the WAPC's <i>Guidelines for Planning in Bushfire Prone Areas</i> .
14.	A revised BMP to reflect the vegetation classifications in the future Lander Street road reserve.	To address the requirements of State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the WAPC's <i>Guidelines for Planning in Bushfire Prone Areas</i> .

Item 13.2.1 Continued

No.	Recommended Modification and/or Information Requirement	Reason(s)
15.	A revised BMP to reflect the treatment of POS drainage basins.	To address the requirements of State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the WAPC's Guidelines for Planning in Bushfire Prone Areas.
16.	A revised BMP to reflect APZ's in accordance with the required standards of <i>State Planning Policy 3.7 - Planning in Bushfire Prone Areas</i> .	To address the requirements of State Planning Policy 3.7 - Planning in Bushfire Prone Areas and the WAPC's Guidelines for Planning in Bushfire Prone Areas.

CARRIED 10/0

**FOR:** Cr P Abetz, Cr C Brett, Cr J Brown, Cr D Goode, Cr D Griffiths, Cr T Lynes, Cr R Mitchell, Cr O Searle, Cr S Williamson and Cr G Dewhurst.

**AGAINST:** Nil.

STAFF RECOMMENDATION AND COUNCIL RESOLUTION (4 OF 4)

**28 Moved Cr D Griffiths Seconded Cr R Mitchell**

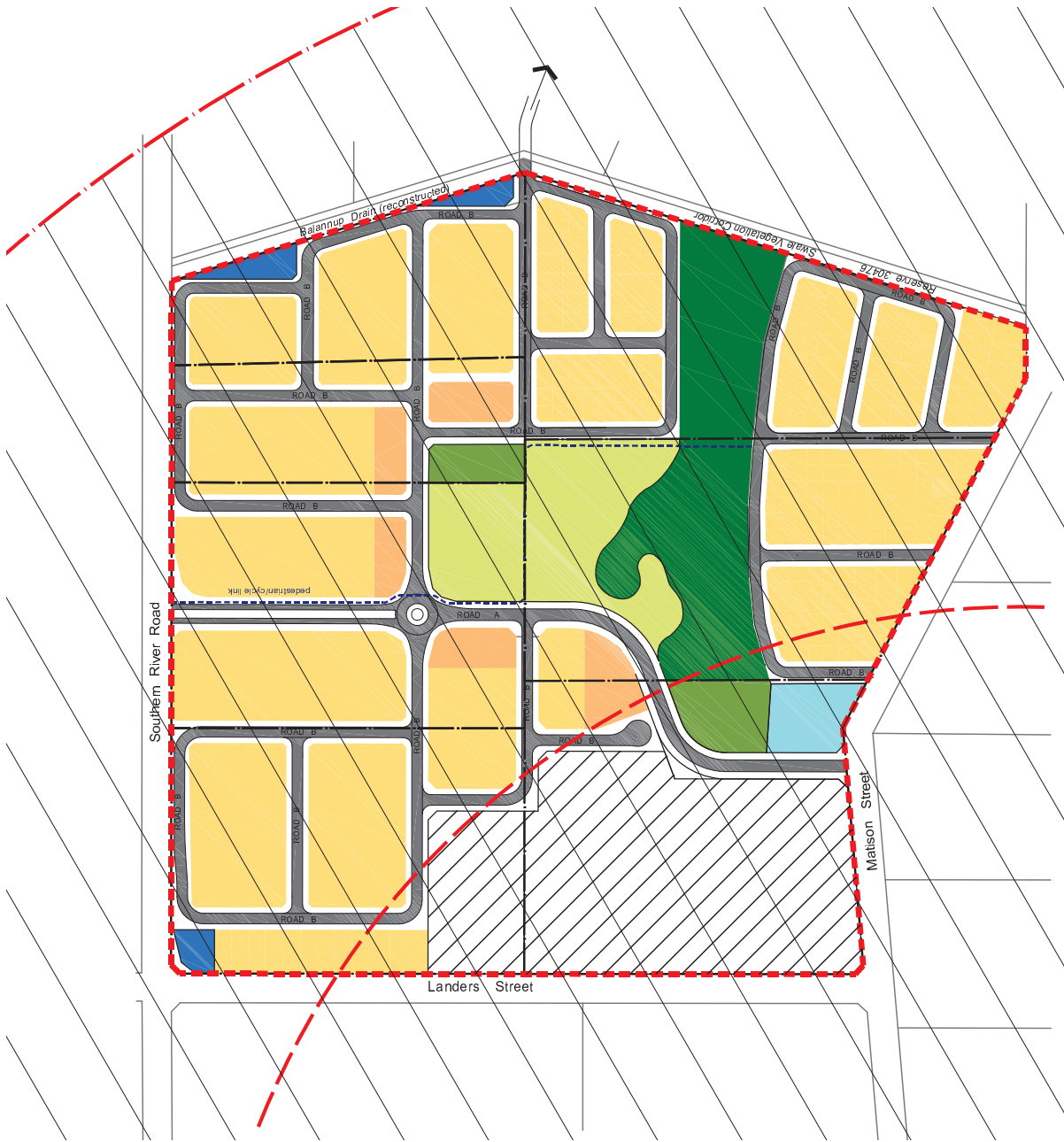
That Council, following determination of the proposal by the Western Australian Planning Commission, notifies those persons who made a submission on the Amendment to the Southern River Precinct 3E Structure Plan of the decision.

CARRIED 10/0

**FOR:** Cr P Abetz, Cr C Brett, Cr J Brown, Cr D Goode, Cr D Griffiths, Cr T Lynes, Cr R Mitchell, Cr O Searle, Cr S Williamson and Cr G Dewhurst.

**AGAINST:** Nil.





**LEGEND**

- Residential R25 - R40
- Conservation POS
- Urban Water Management POS Swale Drainage
- Subject to Further Planning  
\* Restricted Uses - Refer to Part 1 Implementation
- 1000m Kennel Notification Area
- Residential R40-R60
- Traditional POS
- POS - Swale Drainage
- Local Centre  
\* Restricted Uses - Refer to Part 1 Implementation
- Road Reserve

Structure Plan Extent

500m Buffer to the outer boundary of all kennels zone properties

ROAD A = Access Street B  
ROAD B = Access Street C

*The residential densities provide a range between the lower and higher R-Code that can be considered for each residential site. The specific residential density is subject to the preparation and approval of a Residential Code Plan. The R-Code Plan, once approved, is to form part of the Structure Plan*

Figure 1

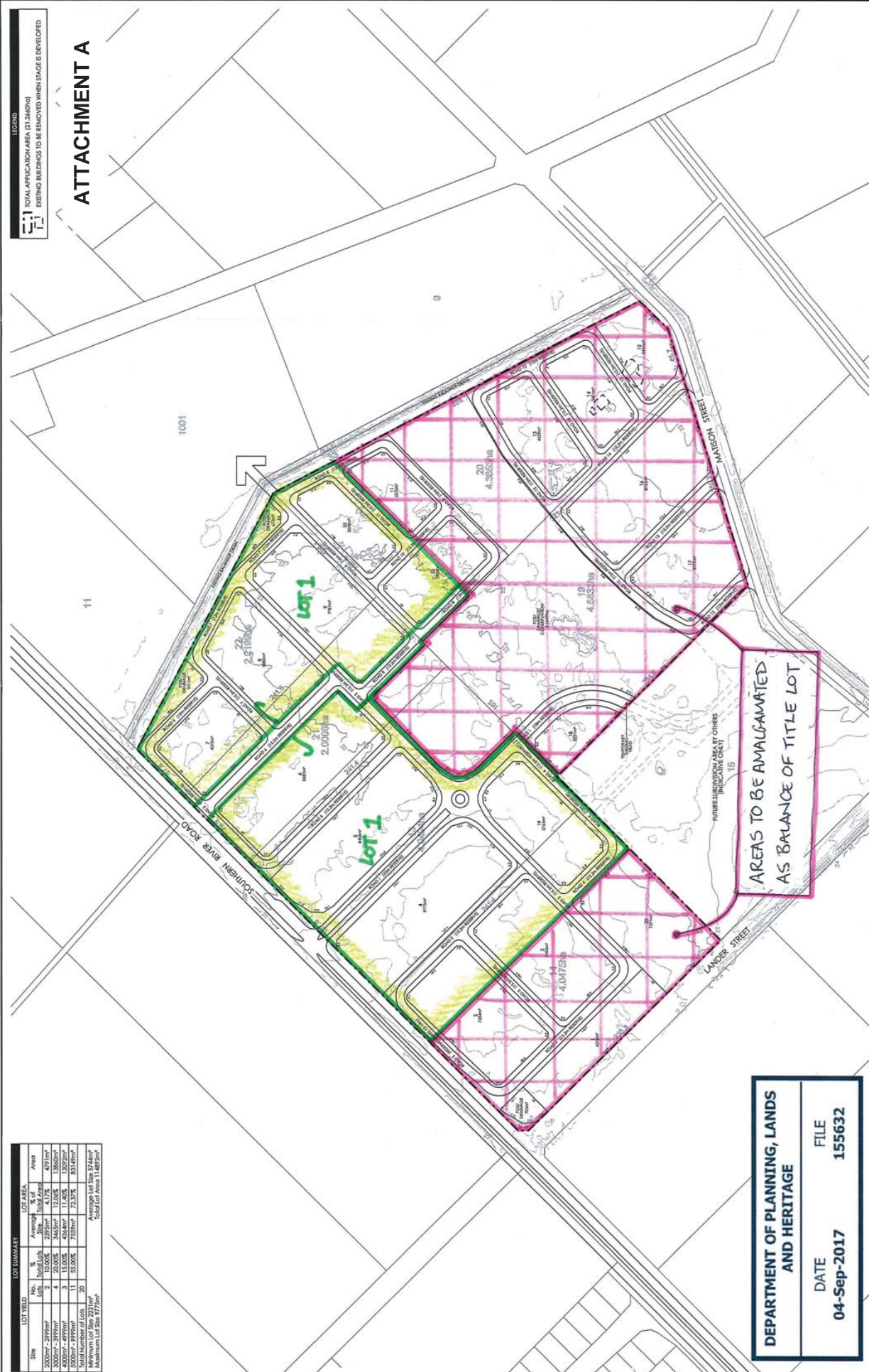
**STRUCTURE PLAN**

*(indicative plan subject to change and detailed design)*

Lots 13, 14, 18, 19, 20, 21 and 22 Southern River Road and Matison Street



**M G A**  
Town Planners  
Scale 1:3000 at A3



**DRAFT**

Taylor Kennel Small Town Planning & Design  
 155632/2017  
 25/09/2017  
 PLANNER  
 155632/2017  
 25/09/2017  
 155632/2017  
 25/09/2017

Plan of Subdivision  
 LOTS 13, 14, 21 & 22 SOUTHERN RIVER ROAD AND LOT 19 & 20 MATISON STREET, SOUTHERN RIVER  
 AN LWP SOUTHERN RIVER PTY LTD PROJECT



- LEGEND**
- Residential R25 - R40
  - Residential R40-R60
  - Conservation POS
  - Urban Water Management POS Swale Drainage
  - Traditional POS
  - POS - Swale Drainage
  - Local Centre
  - Road Reserve
  - Subject to Further Planning
  - Subject to Further Planning
  - Cycle Path
  - 1000m Kennel Notification Area
  - Structure Plan Extent
  - 500m Buffer to the outer boundary of all kennel zone properties

**NOTES**  
 ROAD A: Access Street B  
 ROAD B: Access Street D

The residential densities provide a range between the lower and higher R-Code that can be considered for each residential site. The specific residential density is subject to the preparation and approval of a Residential Code Plan. The R-Code Plan, once approved, is to form part of the Structure Plan.

**Taylor Burnett Barnett** Town Planning and Design  
 Level 7, 140 St Georges Terrace, Perth WA 6000  
 p: (08) 9226 4254 f: (08) 9222 7879  
 e: admin@tbbplanning.com.au

S: 1:3,000@A3  
 d: 10/01/2018  
 p: 16/04/016E

0m 25 50m

**MODIFIED LOCAL STRUCTURE PLAN - SOUTHERN RIVER PRECINCT 3E**  
 Lots 13, 14, 18, 19, 20, 21 and 22 Southern River Road and Mattson Street, Southern River

**PROPOSED AMENDMENT TO SOUTHERN RIVER PRECINCT 3E  
STRUCTURE PLAN**

**Schedule of Submissions**

1	<b>Affected Property:</b> 461 (Lot 9078) Southern River Road Southern River	<b>Postal Address:</b> PO Box 7348 CLOISTER SQUARE WA 6850
Summary of Submission		Comment
1.1	The submitter represents the landowner in the adjoining Southern River Precinct 2 Phase 1 Outline Development Plan, which is located directly north of the subject site.	Noted.
<u>Access</u>		
1.2	Access to the Precinct 3E Structure Plan area is proposed to shift further north along Southern River Road. It appears as though this proposed access will be approximately 300m south of the future intersection at Lockway Street and Southern River Road. This future intersection will be a roundabout facilitating full traffic movements and access into the Bletchley Park estate.	Noted.
1.3	Upon review of the Traffic Impact Assessment prepared by Cardno for the 3E Structure Plan, it is not clear if the proposed access from Southern River Road into the 3E Structure Plan area has any impact on this future intersection. We request that the City's engineers review this component of the proposal and confirm that there will be no impact on the access arrangements planned for the Southern River Precinct 2 Phase 1 ODP Area.	Refer to Movement Network section of report.
<u>Land Use Permissibility</u>		
1.4	It is noted that section 5.3.1 of Part 1 of the 3E Structure Plan proposes to include certain exclusions from land uses that would be permissible under the Local Centre zone, effectively modifying the scope of that zone under the Scheme. It is our understanding that this is no longer supported by the WAPC, since the deemed provisions to Schemes coming into effect in late 2015. It is noted, however, that we have experienced some inconsistencies in the application of this position within the different corridors of the Perth Metropolitan Region by officers at the Department of Planning, Lands and Heritage (DPLH).	Refer to Local Centre section of report.
1.5	While we do not have any in principle objection to provisions that provide guidance of discretion for decision makers within a 'due regard' planning instrument for localised area, we do advocate for consistency on behalf of the development industry. It is our understanding that the most appropriate way to achieve this is by outlining land use guidance for the decision maker in applying their discretion. It is requested that this matter is clarified with senior personnel at the DPLH. We have an interest in the outcome of those discussions as we begin detailed planning for the Mixed Business area designated in the Precinct 2 ODP area (which is likely to be subject to a future application to amend the ODP on behalf of the landowner.	Noted.

**Agencies**

2	Water Corporation PO Box 100 LEEDERVILLE WA 6902	
Summary of Submission		Comment
2.1	The subject land is situated within the Water Corporation planning areas for water and wastewater servicing. The Corporation has adopted infrastructure planning for the area, which provides a conceptual hide for servicing the future subdivision and development of the area. The developer's consulting engineers may vary, adapt and stage this planning in consultation with the Corporation's Land Servicing Team.	Noted.
2.2	The subject land falls within the Forrestdale Drainage Catchment, and a portion of the drain is located near the south-eastern boundary of the site. Post development outflows from this land must not exceed modelled pre-development levels. A LWMS is required in order to establish the drainage requirements for the proposed development and surrounding landholdings. The <i>Forrestdale Main Drain Arterial Drainage Scheme Technical Report (2009)</i> provides pre and post development flow modelling and other information. The report also identifies the need for a local compensating basin/s and overland flow paths within Precinct 3E. Land needs to be identified and set aside for the compensating basin/s and for any widening of the Forrestdale Main Drain that will receive downstream flows.	Refer to Water Management section of report.
2.3	The revised LWMS (Bioscience and Cardno) cited in the Engineering Services Report should be referred to the Water Corporation for assessment prior to the subdivision stage.	Refer to Water Management section of report.
3	Department of Planning, Lands and Heritage Locked Bag 2506 PERTH WA 6001	
Summary of Submission		Comment
3.1	A preliminary assessment of the LSP has been undertaken and the following comments are provided for your consideration. Further matters may be identified by the Department of Planning, Lands and Heritage (DPLH) in its full assessment of the LSP amendment following formal referral by the City,  <u>Southern River Road</u>	Noted.
3.2	Southern River Road is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS). Lots 13, 14 and 21 are affected by the current ORR reservation, which is intended to accommodate a left-turn slip lane and road nib for the central entry road and the truncation and slip lane requirements at Lander Street.	Noted.
3.3	The LSP amendment proposes to relocate the central entry road into Precinct 3E approximately 80m to the north. DPLH does not object to this proposed element of the amendment.	Noted.

Summary of Submission	Comment
<p>3.4 The nibs and slip lanes associated with the new slip road should be noted on the LSP Map (preferably using dark blue hatching). The extent of the ORR reservation will be contained within a future MRS omnibus amendment once the intersection locations are confirmed and constructed.</p>	<p>Refer to Movement Network section of report.</p>
<p><u>Intersection Spacing</u></p>	
<p>3.5 Evidence should be provided by the applicant to demonstrate that the intersection spacing long the proposed central entry road (Road A on the LSP map) complies with the requirements of Liveable Neighbourhoods.</p>	<p>Noted. The applicant has provided information demonstrating compliance with the requirements of Liveable Neighbourhoods.</p>
<p><u>Road Reserve Widths</u></p>	
<p>3.6 Reduced road reserve widths are proposed adjacent to future reserves for recreation, drainage and/or conservation and where single sided development is proposed DPLH is supportive of the principle of reduced verges and road reserve widths being provided in the circumstances outlined above, provided that all required servicing infrastructure and on-street parking can be accommodated within the road reserve. Consideration should also be given to any potential level changes between the road pavement and the reserve areas. Appropriate space should be provided within the cross section to accommodate these level changes, where necessary.</p>	<p>Noted.</p>
<p>3.7 Figure 6 of the Transport Impact Assessment (TIA) prepared by Transcore outlines the proposed road reserve hierarchy. DPLH recommends that Figure 6 be updated (or a new, more detailed plan be prepared) to clearly outline the proposed reserve widths for all new roads and in acknowledgement that variable widths to the standard cross-sections are proposed in numerous locations as outlined above.</p>	<p>Refer to Movement Network section of report.</p>
<p>3.8 A 10m wide laneway loop is proposed in the northern corner of the LSP amendment area. The southernmost portion of this loop is considered acceptable by DPLH, as it will act as the ear laneway for the lots fronting the central entry road. DPLH expresses its concern regarding the reserve width for the remainder of the loop. Detailed information should be provided by the applicant to demonstrate the suitability of the proposed reserve to service the proposed lots in this area. Information should be provided documenting, inter alia, carriageway width, parking requirements, landscaping and street tree planting and servicing. In the absence of information to demonstrate the suitability of the reserve, DPLH will require the reserve to be widened to an Access Street D standard, as outlined in Liveable Neighbourhoods.</p>	<p>Refer to Movement Network section of report.</p>
<p><u>Proposed Temporary Turning Head</u></p>	
<p>3.9 The LSP Amendment identifies a temporary turning head at the edge of the area identified as being 'Subject to Further Planning'. DPLH recommends that this be removed and that the road interface in this location be reinstated as depicted on the existing approved LSP.</p>	<p>Refer to Movement Network section of report.</p>

Summary of Submission	Comment
<p><u>Matison Street</u></p> <p>3.10 Precinct 3D to the south-east is heavily constrained, which acts to restrict the possible locations for road intersections onto Matison Street. A full movement four way intersection on Matison Street between Precincts 3D and 3E would not be supported by DPLH. It is noted that a left-in/left-out restriction is identified on the face of the LSP Map and this is supported by DPLH.</p> <p>3.11 DPLH also notes that the proposed LSP amendment seeks to modify the location of the new southernmost road that intersects with Matison Street. This proposed modification will also result in the number of intersections to Matison Street being reduced. DPLH supports this proposed element of the amendment, subject to the advice of the relevant environmental agencies regarding the impact of the proposed road realignment on the existing environmental assets on site.</p>	<p>Noted.</p> <p>Noted.</p>
<p><u>Residential Density</u></p> <p>3.12 An increased residential density is proposed in the northern corner of the LSP amendment area within the catchment of the future local centre identified in the approved precinct 3A South LSP, near the corner of Southern River Road and Holmes Street. Other pockets of higher density are proposed throughout the LSP in proximity to public open space (POS) areas and the future local centre on Matison Street. DPLH is generally supportive of the proposed densities, which will allow for the delivery of a mixture of housing types.</p>	<p>Noted.</p>
<p><u>Public Open Space</u></p> <p>3.13 DPLH does not object to the principle of the reconfiguration of POS to facilitate tree retention. The LSP amendment documentation identifies an overall provision of POS of 5.5% and it is noted that this shortfall will be required to be addressed as cash-in-lieu (or via a developer contribution scheme) at the subdivision stage.</p> <p>3.14 DPLH notes that the amount of POS identified on Lot 18, being the sole property within the Precinct 3E not owned by LWP, is proposed to increase from 2,906m<sup>2</sup> to 3,753m<sup>2</sup> (ie total increase of 847m<sup>2</sup>). This increase appears to have resulted from the proposed modified road alignment in this area of the LSP, with effectively no change to the development potential afforded to Lot 18 (coupled with a reduced road construction requirement).</p>	<p>The approved Structure Plan Report provided for a cash-in-lieu contribution. A revised Structure Plan Report is recommended that addresses the required information in accordance with the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, including provision for a cash-in-lieu contribution.</p> <p>Refer to Public Open Space section of report.</p>
<p><u>Bushfire Management</u></p> <p>3.15 The Bushfire Management Plan addendum indicates that some lots will be subject to BAL-40 and BAL-FZ ratings, which are unlikely to be supported as they are inconsistent with the State Planning Policy 3.7 - Planning in Bushfire Prone Areas. A modified layout and/or suitable mitigation measures will need to be outlined and presented at the subdivision and/or development stage to demonstrate how bushfire hazard matters have been appropriately addressed.</p>	<p>Noted.</p>

4	ATCO Gas Australia PO Box 3006 SUCCESS WA 6964	
Summary of Submission		Comment
4.1	ATCO Gas a has high pressure gas main located in the road reserve of Matison Street, being approximately 4m from the area the subject of the proposed structure plan.	Noted.
4.2	ATCO Gas has no objection to the proposed amendment application to facilitate the development within the land, subject to an Australian Standard risk assessment being undertake at the applicant's cost by a consulting engineering (acceptable to ATCO Gas Australia)	Noted.

5	Department of Fire and Emergency Services 20 Southport Street WEST LEEDERVILLE WA 6007	
Summary of Submission		Comment
5.1	The BAL contours cannot be validated as the inputs (ie the lot, vegetation classification, slope and separation distances) need to be included in the BMP to demonstrate the methodology applied to determine the BAL outputs within the contour map. This should generally be provided in a table format. Modifications are required to demonstrate compliance with Element 1.	Refer to Bushfire Management section of report.
5.2	Plate 7, areas along and within Lander Street road reservation (adjacent TO Class D Scrub) have been excluded from classification as per clause 2.2.3.2 (e) and (f) of AS3959. While DFES accepts this exclusion for APZ's around existing dwellings, sheds etc, no evidence has been provided for the exclusions of the remainder of lots. The resultant BAL impact is inaccurate. Substantiated evidence is to be provided to support classification as per AS3959.	Refer to Bushfire Management section of report.
5.3	Class D Scrub is considered to be an extreme hazard as per the Guidelines and should be reflected as such in the BHL Assessment (Figure 3 in the full BMP).	Refer to Bushfire Management section of report.
5.4	The proposed BAL ratings cannot be validated as indicated above. It is unclear if the structure plan amendment proposes areas subjected to BAL-40 or BAL-FZ.	Refer to Bushfire Management section of report.
5.5	DFES has assessed the proposal and accompanying BMP and has identified a number of critical issues that need to be addressed before the DFES can support the structure plan and scheme amendment. It is recommended the proposal be deferred pending receipt of the additional information, as provided above.	Noted.