



TAMALA PARK  
REGIONAL COUNCIL

# Ordinary Meeting of Council

## MINUTES

Thursday 8 February 2007  
Town of Vincent, 5.30pm

TAMALA PARK  
REGIONAL COUNCIL  
(TPRC)  
COMPRISES THE  
FOLLOWING  
COUNCILS:

Town of Cambridge  
City of Joondalup  
City of Perth  
City of Stirling  
Town of Victoria Park  
Town of Vincent  
City of Wanneroo

## MEMBERSHIP

OWNER COUNCIL	MEMBER	DEPUTY MEMBER
Town of Cambridge	Mayor Anderton	Cr Barlow
City of Joondalup	Mayor Pickard Cr John	Cr Fishwick * Cr Jacob *
City of Perth	Cr Evangel	Cr Sutherland
City of Stirling	Mayor Tyzack Cr Boothman Cr Clarey Cr Stewart	Cr Ham Cr Rose
Town of Victoria Park	Cr Nairn (Deputy Chairman)	Cr Skinner
Town of Vincent	Mayor Catania	Deputy Mayor Cr Farrell
City of Wanneroo	Mayor Kelly Deputy Mayor Cr Salpietro (Chairman)	Cr Treby Cr Roberts

\* Declaration of office to be completed

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**PRESENT**

<b>Chairman</b>	Cr Sam Salpietro
<b>Councillors</b>	Deputy Chairman Cr Vin Nairn Cr Marlene Anderton Cr Nick Catania Cr Trevor Clarey Cr Eleni Evangel Cr Michele John Cr Troy Pickard Cr Bill Stewart Cr Terry Tyzack
<b>Alternate Members</b>	Nil
<b>Staff</b>	Rod Constantine (Chief Executive Officer) Kylie Jeffs (Minute Clerk)
<b>Apologies Councillors</b>	Cr David Boothman Cr Jon Kelly
<b>Leave of Absence</b>	Nil
<b>Absent</b>	Nil
<b>Consultants</b>	Larry Smith (Koltasz Smith – Planning Consultants) Lee Rodda (Koltasz Smith – Planning Consultants)
<b>Apologies Represented Councils' Advisors</b>	Nil
<b>In Attendance</b>	Lewis Bond (City of Perth) John Bonker (Town of Victoria Park) Jason Buckley (Town of Cambridge) John Giorgi (Town of Vincent) Garry Hunt (City of Joondalup) – from 5.55pm Mike Tidy (City of Joondalup)
<b>Members of the Public</b>	Nil
<b>Press</b>	Nil

**1. OFFICIAL OPENING**

The meeting was declared open at 5.45pm.

**DISCLOSURE OF INTERESTS**

Nil

2. PUBLIC STATEMENT/QUESTION TIME

Nil

3. APOLOGIES AND LEAVE OF ABSENCE

Apologies were received from Cr David Boothman and Cr Jon Kelly.

4. PETITIONS

Nil

5. CONFIRMATION OF MINUTES

Moved Cr Catania, Seconded Cr Pickard

That the minutes of the Ordinary Council meeting of 30 November 2006 be confirmed, and signed by the Chairman, as a true and correct record of proceedings.

The motion was put and carried.

6. ANNOUNCEMENTS BY CHAIRMAN (WITHOUT DISCUSSION)

Nil

7. MATTERS FOR WHICH MEETING MAY BE CLOSED

Nil

8. REPORTS OF COMMITTEES

Nil

9. ADMINISTRATION REPORTS

9.1 Business Report – Period Ending 31 January 2007

Moved Cr Clarey, Seconded Cr John

[The Motion recommended in the agenda]

**That the Business Report to 31 January 2007 be RECEIVED.**

The Motion was put and declared CARRIED.

9.2 Financial Report (July – December 2006)

Moved Cr Clarey, Seconded Cr Stewart

[The Motion recommended in the agenda]

**That the financial statements for the period 1 July 2006 to 31 December 2006 be RECEIVED and NOTED.**

The Motion was put and declared CARRIED.

### **9.3 Enquiry by Design Workshop – 18 & 19 January 2007**

The preliminary draft Workshop Outcomes Report (96 pages) was distributed prior to the meeting to Council members and is attached as part of the minute record for this item.

Moved Cr Anderton, Seconded Cr Catania

[The Motion recommended in the agenda]

1. **That the preliminary report on the results of the Enquiry by Design Workshop (held on 18 & 19 January 2007) be RECEIVED.**
2. **That the presentation by Koltasz Smith (planning consultants to the Workshop) be RECEIVED.**

The Motion was put and declared CARRIED.

**Tamala Park Enquiry-by-Design Workshop**  
**WORKSHOP OUTCOMES REPORT**

City of Wanneroo Banksia Room

Thursday 18 January & Friday 19 January 2007

**DRAFT**

Prepared for  
**Tamala Park Regional Council**



January 2007

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## 1. INTRODUCTION

On 18 & 19 January 2007 Estill and Associates Pty. Ltd. planned and conducted an Enquiry by Design Workshop for the Tamala Park area, on behalf of Tamala Park Regional Council. The Enquiry by Design Workshop was preceded by a Site Visit on Friday 12 January 2007 which allowed stakeholders to view the site, its key features and landmarks.

The workshop objective for the Tamala Park Enquiry by Design Workshop was to develop a vision for the future Tamala Park development with input from key stakeholders.

The Tamala Park Regional Council is eager to produce a quality development for the Tamala Park area and wanted to bring together key stakeholders to demonstrate the best urban design and development practice, with the aim of creating a 'benchmark community'.

Tamala Park Regional Council's objectives for the development are to:

- Develop and improve the land.
- Maximise, within prudent risk parameters, the financial return to participants.
- Balance the economic, social and environmental issues.
- Produce a quality development demonstrating the best urban design and development practice.

Stakeholders were invited from local and state government departments and local community organisations and were provided with a Project Briefing Paper prior to the workshop. The Briefing Paper is available from Estill & Associates ([estill@estill.com.au](mailto:estill@estill.com.au)) and is also available on the TPRC Website <http://www.tamalapark.wa.gov.au>. Stakeholders were also encouraged to provide position statements, which were compiled and distributed prior to the workshop to encourage attendees to start to think about the opportunities and constraints of the project. These are provided in Attachment 1.

The two-day workshop allowed key stakeholders, including participant councils, to consider the opportunities for the future of Tamala Park, develop a vision and ultimately a mapped indication of a draft option for the site. It also identified implementation issues and areas that need further research or consultation. The workshop process was a combination of whole-group work, and smaller group, interactive work. Please refer to Attachment 2 for the Workshop Agenda.

The following document provides a brief summary of the Site Visit and a detailed summary of the Tamala Park Enquiry by Design Workshop process and outcomes.

## 2. PARTICIPANTS

Tamala Park Enquiry-by-Design Workshop was attended by 51 participants on Thursday 18 January and 43 participants on Friday 19 January.

Although the majority of participants attended the full-day, some attended only parts to allow for flexibility.

Attendees who could only attend certain parts of the workshop were encouraged to return for the final overview at 4pm on Friday to view and comment on the summarised workshop outcomes.

Please refer to Attachment 3 for the full participant list for both days of the workshop.

The project team members involved in planning and coordinating the workshop are outlined below:

- Rod Constantine, CEO, Tamala Park Regional Council
- Kylie Brock-Jeffs, Tamala Park Regional Council
- Larry Smith, Koltasz Smith Planners
- Lee Rodda, Koltasz Smith Planners
- Linton Pike, Workshop Facilitator, Estill & Associates
- Lisa Hamblin, Consultant, Estill & Associates

### 3. WORKSHOP PROCESS

The workshop was a mix of whole-of-room work and smaller, more interactive group work. Attendees were given presentations by City of Wanneroo CEO Charles Johnson, Koltasz Smith Planner Larry Smith and Tamala Park Regional Council CEO Rod Constantine.

The workshop was facilitated by Linton Pike of Estill & Associates Pty Ltd.

Please refer to Attachment 2 for the Workshop Agenda.

Key areas of focus of the groups included:

- *Vision and Key issues.*
- *Principles*, including social, environmental, economic and cultural/ community criteria that attendees were asked to consider, expand and comment on.
- *Regional and Local Links*, including regional issues, local access and traffic movement, key movement desire lines, public transport provisions, cycleways, green links and pedestrian access.
- *Land Use*, including activity centres, residential, commercial, retail, tourist, public open space, inclusion of a 13ha K-10 school, inclusion of a 1.5 ha Western Power zone substation, linking existing and proposed developments and community facilities.
- *The Environment*, including sensitive or significant areas, vegetation and landscaping treatments, sense of place, height and built form and streetscape.
- *Implementation Actions and refining the concept.*

## 4. SITE VISIT SUMMARY

On Friday 12 January 2007 the project team and invited guests attended a site visit of the Tamala Park area and surrounding developments to help set the scene for the workshop.

Key areas and themes of interest that were raised at the site visit are summarised below.

- Project Manager Ian Watkins provided an overview of the Tamala Park waste disposal facilities, including recycling, landfill site, future plans and landscaping.
- He explained that the facility does not accept commercial waste – the facility is primarily for ratepayer and local authority use.
- The facility produces 4.65 mega watts of green energy, with 0.15 mega watts being consumed on site and the rest being fed back into the grid.
- There is currently 25-30 metres of waste below the ground.
- Each year, 350 000 tonnes of waste go through the facility. In 2-3 years a site in Neerabup will take 100, 000 tonnes from this facility.
- "Mt Tamala" is currently 72m above sea level. The intent is to bring it back to 55m above sea level by 2020.
- The limestone on Mt Tamala has limited re-use capabilities. Due to a Low calcium carbonate content it cannot be used for road building, but there may be opportunities to make limestone blocks and it could be treated to make it more versatile. There are issues associated with the costs of treatment and processing.
- Access into the new development will need to be a key consideration for the workshop, and linkages with surrounding developments such as Mindarie Keys and access through to Neerabup Industrial Estate.
- Clarkson Train Station was completed in October of 2005 and there is already pressure to extend the train line further north, with the northern communities growing rapidly.
- Connolly Drive is expected to be extended through to the site by June 2007.
- There will be a future roundabout out of the Burns Beach Development.
- It is important for attendees of the workshops to carefully consider streetscape. The abundance of limestone used in newer developments can tend to have impacts on the streetscape and can be troublesome to maintain.
- There are concerns over the degree of landform changes for developments – it is important to consider landforms and try to complement these with development.
- The site is adjacent to a Waugal area (Aboriginal heritage).

The site visit agenda and map is provided on page 7.

**TPRC pre workshop**
**Site visit 12 January 2007-01-12 (1 hr 20 Min Maximum)**
**Arrangements:**

Park and meet at recycling station at MRC landfill site in Marmion Avenue.

Turn in at main Gate – Turn left at first entry and park.

30 + seater bus will be waiting.

MRC will have plan of site and disk for attendees:

Kevin Poynton, Ian Watkins and Mike Tolson will be in attendance.

NB. Mike Tolson will have 5 seater wagon to pick up late comers and catch up with Bus.

**Inspection Route -In order: Commencing 8:00am Sharp**

Bottled water available on trip;

1. MRC site
2. Along Marmion Avenue – Stop and look over West 30 Hectars.
3. On to Nerrabup travel East Stop and view Somerly north and juxtaposition of station & topography.
4. On to Clarkson Station at Junction of Neerabup Rd Bridge /Mitchell Freeway, Pedestrian Underpass and Government land
5. Back along Ocean keys Boulevard to Marmion- view Somerly, Business, shopping and Civic ( library) complex.
6. Back along Neerabup Rd to and along Connolly Drive ( to be constructed)- See Neerabup National Park and general topography.
7. Back along Marmion to MRC site and drop off for those who want to leave.
8. Burns Beach; lot 2 for those continuing -> see development and new road access point onto Marmion Avenue.
9. Back to car MRC Carpark (9:20 am)

**NB Handouts:**

MRC – plan of site and Disk

TPRC – Plan of TPRC/Govt land, Somerly Development, Burns Bch Lot 2 Development, Disk: Energising Sustainable Cities

**MRC Site**

1. View size and Scope of MRC operations
2. Appreciate activity is limited to 22 HA
3. Appreciate management Plans in Place
4. Understand changing nature of Site ( Progressive change from Organic to Organic)
5. Appreciate possibilities for creation of noise,sight and odour buffers
6. See sight lines onto TPRC development

**TPRC Site**

1. Interface Lines
2. Neerabup Road – full length
3. Connolly Drive
4. Long beach Promenade
5. Interface issues
6. With POS
7. Topography (particularly Grade differentials)
8. Traffic Intensity and Crossings

*Connolly Drive*

1. Connolly Drive – to See East View of MRC Land and West Side Neerabup National park
2. West and East views into TPRC land (topography)

*Clarkson Station Car park*

1. Views from Clarkson back into TPRC Land and MRC
2. View onto Government land included in TPRC Development
3. Future Mitchell Freeway Overpass for Neerabup Road
4. Future Pedestrian Underpass Location

*Marmion Avenue*

1. Traffic Artery
2. MRC West side ops fencing and visual barrier Planting
3. Westerly Views
4. Grade changes through limestone – immediately off Road edge

*Long Beach Promenade*

1. Location of Long beach Promenade - Leading onto Marmion Avenue
2. Location of Long beach Promenade - Leading onto Mindarie Beach Front

*Somerly Development*

Quick Run Through to see Standard of Development (Plans required)

*Burns Beach Lot 2*

Quick Run through to see standard of development (Plans required)



Figure 1: Site Visit Map



Some photographs of key areas of interest are provided below.



Figure 2: Mt Tamala



Figure 3: View of Somerly from waste disposal site



Figure 4 – Landfill site



Figure 5: View from waste disposal site toward Clarkson showing landfill gas irrigation lines



Figure 6: View of project site west of Marmion Avenue

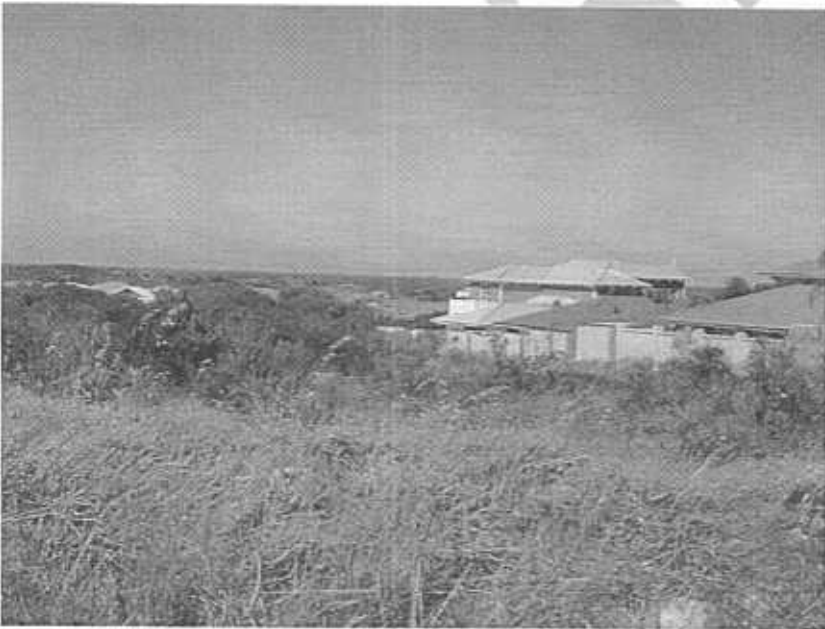


Figure 7: Site boundary and adjacent development, Mindarie



Figure 8: View to Clarkson Train Station Along Ocean Keys Boulevard



Figure 9: Connolly Drive extension -limestone stage

## 5. WORKSHOP OUTCOMES

The Tamala Park Enquiry by Design Workshop process and outcomes are summarised in the section below.

### 5.1 Presentations

Presentations were provided by Tamala Park Regional Council Chairman and City of Wanneroo Deputy Mayor Sam Salpietro, Tamala Park Regional Council CEO Rod Constantine, City of Wanneroo CEO Charles Johnson and Koltasz Smith Consultant Planner Larry Smith. On day 2, Sharmini Wijay from Department of Education and Training provided an Education context of the region and Ian Lau provided a Western Power perspective. A summary of their presentations is provided below.

#### 5.1.1 *Tamala Park Regional Council Chairman and City of Wanneroo Deputy Mayor, Sam Salpietro*

Sam Salpietro provided a welcome to participants on behalf of Tamala Park Regional Council and thanked them for their attendance.

Sam notes that this was the largest large area of land to be developed in the northern coastal corridor and that he looked forward to hearing some innovative and forward thinking ideas come out of the workshop.

### 5.1.2 Tamala Park Regional Council CEO, Rod Constantine

Rod provided a project overview from a Tamala Park Regional Council perspective.

An indication of the project site is provided over the page.

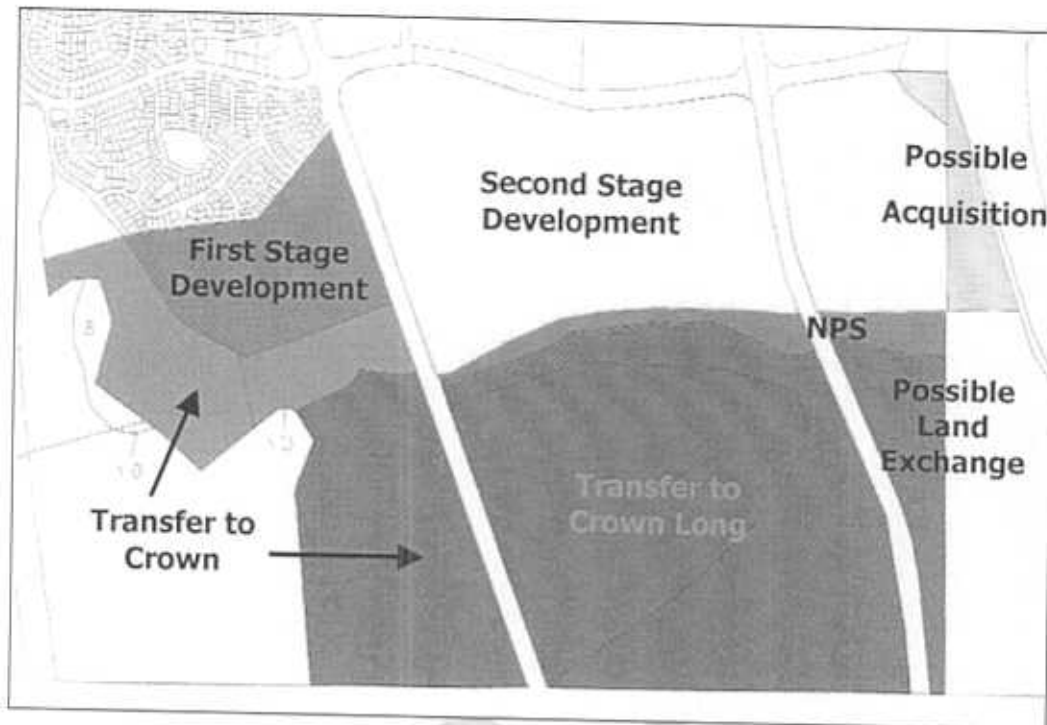


Figure 10: Project Site

Rod provided a summary of the constituent councils, indicated below.

Council	Project Shareholding Joint Development Shares
Town of Cambridge	1/12
City of Perth	1/12
Town of Victoria Park	1/12
Town of Vincent	1/12
City of Joondalup	2/12
City of Wanneroo	2/12
City of Stirling	4/12

Rod also gave an overview of the land components associated with the project, indicated over the page.



**Figure 11: Land Component**

Rod defined the key challenges relating to planning and policy framework as being:

- Metropolitan Region Scheme.
- Wanneroo Planning Scheme.
- Agency Policies and Guidelines.
- Existing paradigms about development.

The social, economic and environmental challenges were outlined as being:

- To establish a sense of community.
- To provide for the safety of people and property.
- To ensure that the community services are locally available.
- To provide convenient access to facilities and the wider transport network.
- To respond to contemporary concerns about the environment.
- To protect the economic investment made by the future community in the TPRC urban development area.
- To facilitate local employment opportunities.
- To provide economic return to the owner local authorities.
- To provide a low maintenance self-care environment and low maintenance infrastructure systems.

The short term project outcomes were outlined as being:

- A statement of principles and values through the development of a structure plan and the development of the Tamala Park Regional Council Future Plan.
- A notional representation of how the principles and values might be given expression in a plan.
- Representation showing how land might be located and used, accessed and put into a design configuration that would be conducive to:
  - Community access to facilities.
  - Local employment.
  - Security and safety.
  - Reduced use of motor vehicles.
  - Choice.
  - Environmental responsibility.

The long term project outcomes were outlined as being:

- Community connectivity.
- A sustainable environment.
- Conservation of resources.
- A high degree of self sufficiency.
- Community shared values.

Rod also provided an outline of the role of owners, custodians and stakeholders as being to:

- Think about the possibilities for the Tamala Park Community of the future.
- Apply the best practices of the past, but to provide infrastructure that can change to meet new standards in the future.
- Apply our abilities as land use and social planners to design access, location of land uses and physical infrastructure to support community cohesiveness, safety and interaction.
- Be prepared to extend our minds and resources and risk innovation, particularly in the areas of resource utilisation and conservation and the long term care of the environment.
- Show leadership and best practice in creating a demonstration urban development.

Rod outlined some special items to consider. These are summarised below.



- Optical fibre to provide possibilities for communication.
- Local shopping, local medical and business services.
- Home industry.
- Communal arrangements (bulletin boards, car share etc).
- Water sensitive design, including:
  - All water coming into the site to be utilised and recycled/ recharged.
  - Look for possible synergies with Mindarie Regional Council.
  - Local laws/ guidelines for multiple pipe systems in homes.
- Energy, conservation and generation including considerations such as :
  - Building design.
  - Solar grid connections.
  - Utilisation of green energy from adjacent landfill.
  - Funding options.

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### 5.1.3 City of Wanneroo CEO, Charles Johnson

Charles welcomed attendees to the workshop and provided an overview from City of Wanneroo's perspective.

Charles outlined the growth in City of Wanneroo, noting:

- 5.9% growth average for 2000 – 2004, 7.1% for 2004 – 2005 and 8.33% for 2005 – 2006.
- The current population of 118 000 will grow to 350 000.
- City of Wanneroo accounts for 25% of metro growth to 2021.
- The last quarter, City of Wanneroo accounted for 33% of lots sold in metropolitan Perth.

Charles also provided an overview of sustainable development, explaining that the current growth pattern of settlement in Wanneroo is not sustainable as there has not been a balance of environmental, economic and social considerations. The City of Wanneroo currently experiences:

- Rapid population growth.
- Reducing employment ratios.
- Loss of bush land and wetlands.
- Loss of agricultural lands.
- Lack of services to new isolated suburbs, including public transport.
- Excessive costs in servicing new development.

Charles commented that City of Wanneroo and Council is supportive of innovative urban development projects provided they can demonstrate more sustainable (smart growth) solutions.

The City of Wanneroo's vision is:

- "The City of Wanneroo, the Centre for creative and sustainable growth, delivering strong, vibrant and connected communities."

The City of Wanneroo's Smart Growth Strategy is recognition that growth will continue, but that it needs to be more balanced incorporating economic, social and environmental elements. Principles include:

- Lifestyle and housing choice.
- Effective use of land and infrastructure.
- Health of the environment.
- Identity, equity and inclusiveness.
- Long term economic health.
- People and government.

Smart Growth initiatives for Tamala Park should include:

- Significant increase in housing choice to support Local Housing Strategy.

- Major contribution to employment to support Economic Development Strategy and Employment Policy.
- Best practice, water sensitive design, energy conservation and local biodiversity protection in support of Local Environment Strategy.
- Adoption of UDIA/WALGA Community Infrastructure Model.

Charles commented on the regional employment targets, noting:

- Corridor targets are 60% by 2031.
- This means that 68 000 new jobs are needed to balance population growth.
- There may be an opportunity for a business park near Connolly/ Somerly Railway Station.
- There are also opportunities to create linkages to Ocean Keys Business Park.

The key characteristics of the development from City of Wanneroo's perspective are:

- Mixed in use and population. More urban than suburban but scaled for pedestrians.
- Features a high quality, well defined sustainable public realm.
- Interconnected street system to support pedestrians, cyclists and transit uses.
- "The issue is not density but design, the quality of place its scale, mix and connections." (Calthorpe and Fulton 2001).

City of Wanneroo's project vision was defined as:

"An outstanding, award-winning mixed use demonstration of smart growth."

#### 5.1.4 *Koltasz Smith Planner, Larry Smith*

Larry provided an overview of the site and context, noting:

- Major Aboriginal Waugal site just outside of the site and therefore indigenous consultation will be essential. There may be good opportunities here for interpretation.
- Unique and well serviced location that is possibly the last large coastal land release of its kind in Perth.
- Surrounded by a great deal of green space.
- Adjacent Mandarie Regional Council site is a Conservation Estate
- No known flora or fauna of regional significance
- Vegetation in good condition west of Marmion Avenue
- There are opportunities to retain local vegetation - look for ways and areas in which to do this. It is important to do this so we don't lose the floral characteristics of the environment. Examples of things that we may want to retain include Christmas Trees, Tuarts and Eucalypts.
- When Connolly Drive extension is constructed later this year it will provide excellent connectivity into the site.
- Train Station and Ocean Keys shopping precinct is close.
- Tamala Park waste disposal site is expected to run until 2032.
- A key question is what to do with 'Mt Tamala'.
- Burns Jindalee Coastal Planning Strategy 2002 should be considered.
- Need to consider connections and interfaces with the beach and adjacent developments.

### 5.1.5 *Department of Education and Training (DET), Sharmini Wijay*

Sharmini provided an overview from Department of Education & Training, noting:

- According to DET policy, DET would require 13 hectares within the site to provide for a K (Kindergarten) – Year 10 School.
- Surrounding primary schools include Mindarie Primary School, Clarkson Primary School, Somerly Primary School (future), Kinross Primary School.
- Surrounding high schools include Clarkson Community College (Years 8-12), Mindarie Senior College (Years 11 & 12) and Kinross Middle School (Years 6-10).
- It is envisaged that there would be around 450 high school aged children and 900 primary school children needing a placement as a result of the Tamala Park Development.
- It is important that the school is located central to the catchments, between Marmion Avenue and Connolly Drive.
- It should be surrounded by distributor roads to provide good access.
- DET is happy to provide community access to facilities, but the level this operates at is generally dependent on the principal.
- DET would not expect children to cross Marmion Avenue to get to school (Primary).

### 5.1.6 Western Power, Ian Lau

Ian advised that Western Power is looking at the development of a zone substation within the next 15-20 years to meet increasing network demand and community growth in the expanding northern corridor.

There are currently several sites being considered, and that arose from workshop participants for Western Power consideration. Transmission line routes will also need to be determined. This is indicated in the diagram below.



**Figure 12: Western Power substation locations for further consideration**

Western Power is keen to be kept informed of developments by Tamala Park Regional Council so that the best site can be chosen.

Western Power will try their best to accommodate the wishes of TPRC, but the substation will definitely be required in the future and it is best that it is taken into consideration now.

Western Power will consider under grounding the lines where possible and practicable.

## 5.2 Questions & Answers

<b>Q.</b>	<b>What has been the highest rating "Smart Growth" subdivision so far?</b>
A.	The amendment to the Club Capricorn Structure Plan. But this doesn't pick up on issues of employment targets. The Tamala Park project offers enough scale to pick up on all issues. Banksia Grove and Alkimos Eglinton have also used it. It is a developing scale.
<b>Q.</b>	<b>There are currently 7 landowners managing 2 investments. What outcomes are expected for future landfill land uses?</b>
A.	All Council's need input and ownership. There may be a recreational usage opportunity in the future (golf, playing fields, other). In the long term we need to monitor and stabilise the site. It also lacks structural integrity for significant development at a reasonable cost. We lack a regional sporting focus in the northern region and this may be an opportunity. There is also a tourism opportunity to put City of Wanneroo 'on the map'.
<b>Q.</b>	<b>How much height can realistically be taken off the landfill site in the long term?</b>
A.	At cost, all existing materials can be removed to whatever level is appropriate. We could look at possibly turning this into a tourist attraction/ site. We shouldn't overlook the possible use of this material for development purposes such as fill, road base or other.
<b>Q.</b>	<b>How do we deal with an ageing population and affordable housing provision? In older cities the population is stabilising in built up areas it is at around 1.8 people per building. Brighton is different. Adaptable use and reuse is important.</b>
A.	This is an important consideration for this workshop but there is no definitive answer at this time for this project.
<b>Q.</b>	<b>Will job creation be provided on government owned land and will the owners be expected to provide land for this purpose?</b>
A.	The opportunity to share the area exists particularly around public transport. Some should be on government land and some on Tamala Park land. There is an opportunity for Neerabup Industrial Park occupants to have offices here also.
<b>Q.</b>	<b>What do we mean by affordability, housing variety and diversity? How do we balance that with affordability?</b>
A.	It is generally measured against the 4 bed 2 bath benchmark. We need diversity to cater for the range of population and demographic needs. Affordability can also change with finance methods over time. We may need to look at new finance models in the future. We shouldn't be relying on HomesWest to provide affordable and public housing or even "Access Housing" targeting the first home buyer.
<b>Q.</b>	<b>Where does small lot sit in the market? Is it affordable?</b>
A.	It may not be for first home buyers. Could be DINK's, OINK's, shared occupancy, investment, empty nesters. May also offer leasehold, strata or other tenure arrangements.
<b>Q.</b>	<b>Does the COW anticipate that the developer will be paying for ongoing maintenance of community infrastructure?</b>

A.	Best practice models should be followed to provide public space and to use best practice sustainable principles for subsequent management by Council after an agreed initial period. The use of Community Chest projects for building and other needs and project generated demand may also be appropriate. People moving here will expect appropriate high quality community facilities using the UDIA/WALGA model with developer contributions to be under this model.
Q.	<b>Smart Growth offers positive principles but the long term health of the environment rates fairly lowly. The 'Doomsday' clock has moved forward two minutes recently. What about these considerations as a key driving issue?</b>
A.	The weighting reflects the various priorities of Council. This project has already made a significant contribution with 278 out of 432 ha in tota being transferred as POS and Bushforever I.
Q.	<b>What is the appeal of Brighton and what is lacking?</b>
A.	Work has been done and raises the need for greater variety and choice with high standards set. People are moving here for a variety of reasons with a sense of family, community and affordability being key determinants. Investment is another key factor. Brighton is still reliant on cars with 3 and 4 cars commonly seen at each property. We need to consider how to encourage people to walk and cycle.
Q.	<b>Will we have design guidelines?</b>
A.	Yes, to provide guidance rather than prescriptive requirements. Best practice principles like engaging a town architect may be suitable. A planning framework will still be required with a hierarchical approach. Our approach needs to avoid the potential creation of 'sameness'. A Design Review panel may be appropriate.

Comments made by participants are summarised below:

- The northern region is currently lacking a regional and active sporting reserve. The City of Joondalup would like to have that considered as a part of this exercise.
- There is an ageing population in the area. We would like to see the project work with HomesWest to provide a level of affordable and suitable housing for this segment of the population.
- There is a need to attract tourists to the Wanneroo area if it is going to be an active and exciting area. This project should develop a tourist attraction to put the City of Wanneroo 'on the map'.
- Job creation within the City of Wanneroo is an important part of this project.
- The workshop should be considering affordability and different financing methods. Innovative housing types and industry partnerships is the key to creating a forward-thinking development.
- Council would expect that public open space would be provided and developed by Tamala Park Regional Council, then handed over to City of Wanneroo after a two year period.
- The development would be about selling a lifestyle and the people moving here would expect facilities to be provided and efficient early on.
- The long term health of the environment will continue to be a key issue. This project has an important contribution to make to biodiversity.



## 5.3 Workshop Session 1 – Vision & Key Issues

### 5.3.1 Vision

Workshop participants were asked to share their vision for the development. Their comments and ideas are summarised below.

- The key group vision was for a development that provides 'places for people' and 'breaks the mould'.
- The development needs to ensure that there is integration with surrounding built form, linking together the various developments as a unified environment.
- There is a need to address the serious dividing arteries.
- Tamala Park should be a landmark model for future lifestyles driven by a strong sense of community.
- The vision is to provide places for people to celebrate and stay healthy as they age and stay in the environment. It should be a 'cradle to grave' development with facilities for the people. There is a need to look at how we deal with patterns of overlapping facilities within a residential site.
- There should be less need for people to travel and a range of employment opportunities within the local area.
- We should be providing greater opportunity for people to develop small business, provide for self employment opportunities and develop new industries and services, possibly offering themes and points of differentiation or appeal in this development.
- Tamala Park should be reflecting and building our cultural identity as part of a multi-cultural environment in a form that better related to the land.
- The development should offer comparable or better transit links to retain people in the district.
- The development need to have a correlation between housing and employment needs with a possible move away from service and shop based industry. We need to consider small business, self-supporting trades and other industries that will support the establishment of the new development. The project needs to reflect the different themes, perhaps offering something for tourism and human services (child care, aged care).
- The target market segment of the development identified at the workshop is outlined below:
  - Diversity of product to attract people to live and work in the area.
  - Offering affordable product for young people in the area.
  - Younger people or older adults prepared to look for something different and unique.
- We need to contribute to or create a point of difference for this development.
- The development aims to 'break the mound' through various mechanisms such as setbacks, provision for parking, people utilising front of their houses in a social and active way, a walkable focus and a master-planned community (not just vacant lots) and a departure from the norm to create a market that doesn't already exist.
- Strong human interaction with surrounding bush and parkland to build a sense of place that celebrates the location.
- The development should be self sustaining from a water and energy perspective.
- An outstanding, award winning development project.
- Based on City of Wanneroo's Smart Growth Strategy.
- Best practice design, infrastructure, accessibility and sustainability.
- The development should provide a maximum return to landowners.
- There needs to be a provision of quality transit links that not only transport people from the site, but attract commuters and visitors to the site.

- The development should consist of a series of community hubs.
- The site should be mixed use, including residential, shops, work and offices to allow for diversity and choice. It needs to be mixed in use and population. It should be more urban than suburban, but scaled for the pedestrian. Diversity in built form is also important to offer a range of product and choice.
- The development should offer a sense of environmental identity.
- The development features a well-defined, high quality, sustainable public realm.
- It requires an interconnected street system to support pedestrians, cyclists and transit uses.
- It should promote bio-diversity and possibly create a cat free environment, or offer some other point of difference.
- Adjoining a 'Kings Park of the north' as a regional focal point.
- The project should leverage the attributes of the local areas as a part of the staging process to maximise local opportunities. It should be themed to reflect adjoining uses, with the greatest potential for this probably to the east of Marmion Ave.

### 5.3.2 Issues

Workshop attendees were asked to outline the key issues associated with the project. The identified issues include:

- Design, the quality of place, its scale, mix and connections. It is important to think creatively and not just come up with more of the same.
- Local area impacts and links to neighbouring areas.
- People are working less hours and looking for recreational pursuits and technological opportunities, creating a new work environment. We need to recognise and accommodate these themes.
- Avoiding the 'ghetto' mentality of secured complexes, crime prevention through environmental design themes and safe and secure communities.
- Vandal-proofing of the resultant product.
- There are no theme parks or other tourism or other activities in this region that would attract more visitors to the area.
- Coastal care including global warming and increased usage issues.
- Infrastructure growth demands including:
  - Power,
  - Gas, and
  - Water.
- Department of Education and Training advised that they will require a 13ha site within the project area on which to locate a K-10 school and associated facilities.
- The site is located on a Priority 3 drinking water area – approvals will be required with a management focus but there should be no obvious constraints from this.
- Stormwater management objectives.
- Regional and local access.
- Strong environmental links and values.
- An electric sub station site is required in the project area, as well as associated distribution feeders.
- Length of the lead-time required for development of required infrastructure.
- Needs recognition of the underpinning financial model.
- Need to promote alternate transport modes such as public transport, walking and cycling with the associated need for supporting densities.
- Need to develop the mechanisms for controlling design outcomes to achieve our goals.
- Need a financially sustainable outcome that doesn't create a long term financial liability.

- Maximising the potential benefit offered by the train system
- Ensuring the provision of the supporting communication and information technologies.
- The project should be looking for alternative landscaping treatments and use of third pipe.
- Maximising energy efficiency including power generation in the area.
- Consider adopting a 'WABasix' type of development model.
- The project may need to consider having a smaller secondary school and separate primary school and not the integrated K-10 school.
- Different scales of affordability apply to reflect the characteristic of the adjoining neighbourhoods. Affordability may not be achievable.

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## 5.4 Workshop Session 2 - Principles

In Workshop Session 2, participants were provided with a draft set of sustainability principles, which were developed by the project team as a starting point for discussion.

Attendees debated the Categories (Social, Economic, Environment and Community/Cultural), Criterion and then worked as groups to define the characteristics of the criteria.

The resulting 'Principles' assessment as developed at the workshop is provided below. An aggregated priority that was provided by some tables on feedback forms is recorded under 'priority'.

Criterion	Priority	Characteristics
<b>SOCIAL</b> Provision of effective transport	2	Higher density at transit nodes. Access to transport and train station. Other transport to nodes such as a small community bus or use of communal car/scooters. Integrated cycling and pedestrian network. Any measures to reduce car dependency. Higher density as a catalyst for other initiatives. Taking a regional view to maximise transport effectiveness – such as providing links to regional routes. Provision of bus shelters and other facilities at inception.
Funding for transport infrastructure		Alternative forms of transport linking to a regional point and the surrounding suburb as a circular community route. Pathways linking public open space areas.
Safe and secure	4	Walkability as a critical element – 'know your neighbour'. Community celebrations. CPTED principles of passive surveillance. Improved community care and connection.
Affordable		
Provide a range of housing options and density	1	Providing high density near the district centre and near the train station. Provision of intergenerational housing within the development. Flexible construction to allow adaptable form and changing space usage. Maximum living areas with minimal vehicle provision.

<p>Provision for cultural events and integration.</p>		<p>Provision of arts and cultural celebration. Spaces for art, sculpture and innovative household products and other examples on show to others as a part of creating capital. Collaboration with industry partners. Better integration of cultures through support events and services.</p>
<p>Provision of a range of housing to reflect changing community needs (land, home and workplace).</p>	5	<p>Designing flexibility into housing for lifecycle changes. Providing a range of affordable housing styles. Looking for shared outdoor areas. Providing housing close to employment (time or distance).</p>
<p>Innovative use of land for green spaces (parks etc) etc.</p>	3	<p>Look at models of best practice for public open space, with passive and active areas combined. Supporting amenities to be provided such as shade, water fountains, benches etc. Promoting healthy lifestyles.</p>
<p>Application of traditional community work and social change to modern and service provision and operation.</p>		
<p>Levels of community</p>		<p>Public open space or village green. Community of communal facilities. Promoting a sense of identity through local characteristics. Safe and secure streetscapes. Use of corner shops as part of a house. Provision of a community hub. Co-location of important services with early provision as a community glue.</p>
<p>Levels of community</p>		<p><i>Common space for different religious groups. Various forms of housing but not specific cultural overlays. Cultural integration - not adaptation to suit other cultures</i></p>

Criterion		Characteristics
<b>ENVIRONMENTAL</b>	Priority	
Net power reduction including solar power		Use of micro power and self sufficiency. Use of alternative energy sources.
Water reuse and recycling - triple water systems, storm water and grey water reuse, etc	2	Important issue - rainwater and stormwater as a mandated requirement. Grey water as a desirable requirement or possible mandatory requirement. Water-wise gardens and landscaping. Grey water reuse at a local and community level. Possible reuse of Beenyup treated waste water for watering POS and landscaping. Water conservation with a mandatory requirement for sub-soil irrigation. Provide incentive packages for water efficient appliances
Maximising the potential benefits offered by the regional parkland		Priority 2 for Table 4 - include the coast in the regional parkland also. Provide public access for recreational use. Public access and asset maximisation as an integrated community asset.
Linking green spaces to provide green corridors with appropriate landscaping	3	Priority 3
Integration with regional parkland and access to the coast		
Minimising energy use and maximising energy efficiency	1	Mandating solar passive design. Community bike facilities and equipment. Priority 3 for Table 4. Solar design and small scale wind power. Creating energy through additional solar panels as a mandated requirement. Requirement for energy efficient building materials. Promoting alternative modes of transport - minimal provision of residential parking with communal facilities promoted. Encouraging water wise landscaping and tree plantings instead of air conditioning.

Maximising the potential energy generation opportunities		
Enhancing local biodiversity (landscaping, relocation, translocation, education) and retention at key locations	4	Priority 2 for Table 6 - use of local species. Links to bushland areas and ecological corridors. Sympathetic environmental housing design.
Seek to implement carbon sinks eg attractive and appealing open space, bushland, streetscapes and open space with appropriate plantings		
Retaining natural land form	5	Priority 5 for Table 2. Design housing to be sympathetic to environment and roads to be sympathetic with houses.
Water budget landscaping design - macro and micro levels		
Waste minimisation and reuse at source		To pursue available options.
Design alternatives for incorporating the environment		Integrated green space with remnant vegetation. Developer commitment to contribute to front/back yard landscaping with a requirement for trees. Interaction of public and private realm with shared spaces.
Building design, orientation and interaction		Solar design and north south orientation to maximise passive heating.
Maximising the environment as a creative capital initiative		Regional tourist attractors and some level of accommodation and activities. Opportunities for reuse of MRC site – a biosphere was suggested.

Criterion		Characteristics
<b>ECONOMIC</b>	Priority	
Provision of home employment opportunities		
Provision of local employment opportunities	2	<p>Priority 1 Table 5 - Provision for small business to grow within the area. 3 to 4 storey clusters with an aligned service base.</p> <p>Creating a possible tourist node with access via the BushForever site.</p> <p>Table 4 - Pre approval of relevant uses to address existing limitations.</p> <p>Provide a range of softer services such as training facilities and support services.</p> <p>Incentives such as tax concessions to attract core industries.</p> <p>Minimum development standards – stipulate minimum building requirements rather than maximum.</p> <p>Review in the context of the wider region to explore regional opportunities.</p> <p>Ability to change the proportions of home and office space over time.</p> <p>Incubation units with shared services.</p> <p>Fast track construction of the Neerabup Road extension.</p> <p>High speed broadband link.</p> <p>Provision of a business park linking to Ocean Quays.</p>
Whole of life management and maintenance costs		<p>Blend of commercial properties suited to business growth with entry level and provision for growth to a mature business.</p> <p>Provision of "Hot" facilities.</p> <p>Consider lifecycle costs of the development with funding via tax incentive/s.</p>
Promoting home employment - home employment precincts, home design, display homes		
Adaptive use of housing and community facilities		<p>Priority 2 Table 5 - Changing use of facilities over time with adaptable reuse.</p> <p>Early provision of facilities.</p> <p>Housing in mixed use areas also for business use.</p> <p>Provision of community resources.</p> <p>Provision of school in shops.</p> <p>Multi purpose community facilities.</p> <p>Incorporate State Government services in the area.</p>



		More planning flexibility to allow for changing land uses over time.
Promoting service that increase the potential for self employment and sustainability		
Promoting opportunities for continued growth of local business		
Create residential, community and business spaces allow for community growth and development	3	
Minimising the associated infrastructure maintenance costs		Ensure infrastructure whole of life costs are considered. Consider material costs from a maintenance perspective. Water wise public open space. Use of service tunnels for multi use services.
Offering flexibility to allow for emerging technologies and community needs	5	Provision of village centres to allow easy roll out to areas of greatest need. Access to new and emerging technologies simplified by co-location.
Reducing car dependency	4	
Maximise the financial return	1	This is a key requirement for member Councils.
Provide for emerging business needs for the region		Looking outside the estate to provide for a strong regional link. Provision of a service hub for Neerabup based industry support.
Adopting alternative financing models		Homestart type programs. Use of reverse mortgages. Developer provided funding options.
Future proofing		

Criterion		Characteristics
<b>CULTURAL / COMMUNITY</b>	<b>Priority</b>	
Sense of place (and ownership of place)	1	<p>Diversity of building size, scale and use.            Range of activities.            Visual interest.            Use of landmark structures as a pointer to the development.            Develop a strong brand and marketing campaign.            Leveraging cultural, natural and heritage strengths.            Sense of community with a focus on getting to know your neighbours by provision of community meeting places.            Identifying local characteristics for each development cell. Mini neighbourhoods and community meeting places.            Use of innovative and unique design.            Focus on sustainable living.            Increased need for places of social interaction.            Clear and legible beach links from east of Marmion Ave taking bikes and pedestrians safely and easily through the development.            Building a sense of sustainability as a cultural focal point for this development.            Inclusion of beach facilities and improvements as part of a 'northern Kings Park', including a beach link.</p>
Attractive from a commercial perspective		
Catering for special needs (people with disabilities, aged care, etc)	4	
Housing mix - heterogeneous streets		
Offering a safe and secure community		<p>Adapting CPTED principles with a focus on lighting and public spaces.            Neighbourhood watch program.            Permeability, connectivity and legibility in street design.            Housing close to the street.            Active frontage - possibly smaller setbacks and use of the front of houses.</p>

Create a thriving and interactive community with active meeting and celebratory spaces	3	Important to Table 6 and Table 4. Key interest for a cross section of the community.
Offering a mixture of land uses with blurred boundaries		
Attracting creative capital		
Providing for the needs of children and young people	2	
Promoting community wellbeing, legibility, services and facilities	5	

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## 5.5 Workshop Session 3, 4 & 5 – Regional & Local Links, Land Use & Environment

In Workshop Session 3 participants were encouraged to use mapping and overlays provided at their tables to indicate the key regional and local links, land uses and environmental considerations.

Participants were divided into small groups on separate tables. 3 groups were asked to develop 'Out there' plans to encourage innovative thinking. The other 3 Groups were instructed to use their discretion in designing their Tamala Park development.

Key prompts and considerations (such as the 13ha school site and Western Power zone substation) were provided to participants and they used the visioning and principle assessment information from previous workshop sessions to build a clearer picture of what they see the future Tamala Park development looking like. They were also aided by the Background Briefing Paper.

The table overlays and subsequent feedback provided by the table facilitators on behalf of the groups is summarised below. All participants were encouraged to comment on their likes and dislikes of each of the plans and these are also recorded below.

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## 5.5.1 Table 1

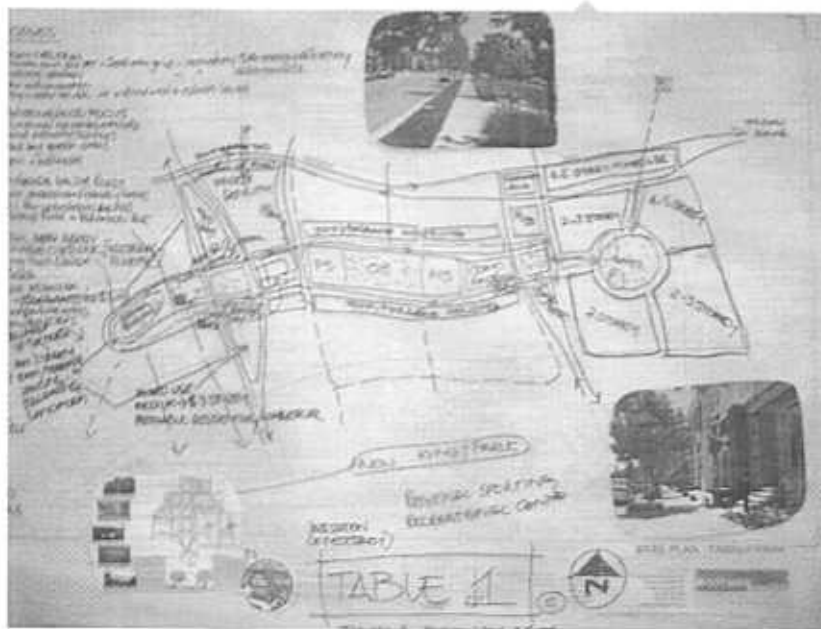


Figure 13: Table 1 Overlay

Key themes that emerged from Table 1 include:

- Table 1 named their design 'Tamala Eco-Village'.
- Their design features a significant mix of housing and business styles, with a diversity and robustness of designs over time.
- There is an urban form focus, with an emphasis on people and their interaction with linked public places and spaces (streets will be 30% of the site).
- There need to be supplementary programs and projects to make the 'forward thinking' development it work. Examples include incentives for building companies and demo projects, wind farms etc. A Structure Plan is only one part of it.
- 4 to 5 storey buildings around the station and district centre.
- Use of a couplet treatment to minimise the divisive effect of main roads, as 2 x 20m road reserves each way and functioning as a neighbourhood focal point. See Figure 14 below.

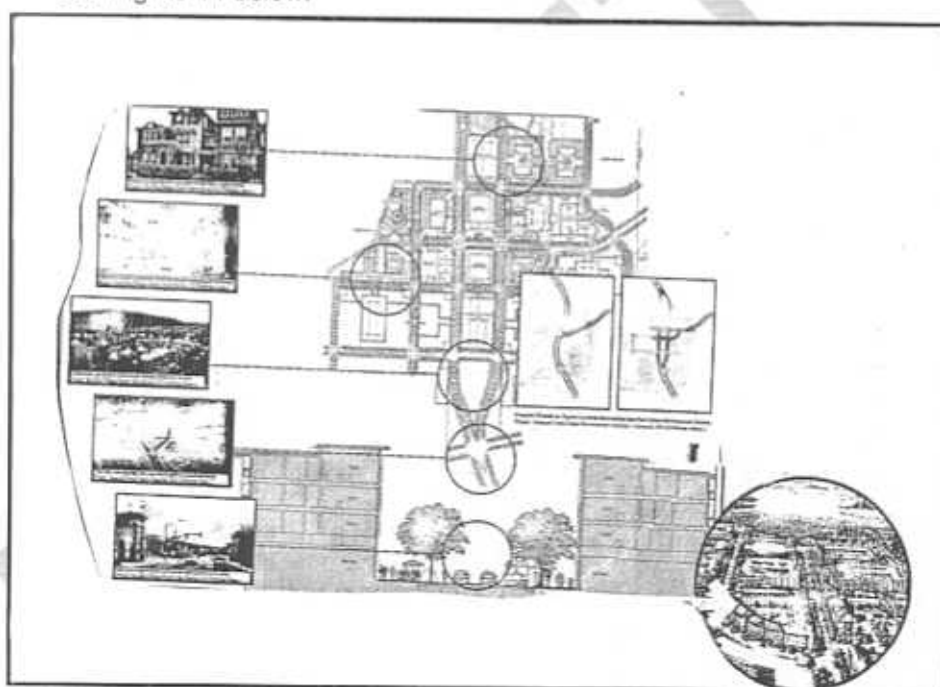


Figure 14: Couplet example

- Strong east west links through the site with pedestrian focus.
- Strong links to the train station.
- School running east-west with shared community facilities.
- Tourism facilities with short stay accommodation located at the southern edge of the western cell.
- Urban parks and town squares within the couplets to allow for safer pedestrian movement. Green areas and high density to have "eyes on" public spaces.
- Provision for a secondary district transport system.
- Tamala Park should be an energy neutral estate. It should generate its own power and then feed it back into a grid. Mandatory 5 star energy efficiency and

mandatory 5 star solar panels should be a requirement of the estate. There should be localised power generation – such as a wind farm.

- A recycling station is suggested.
- Waste minimisation and grey water reuse at an individual and estate level.
- There should be a neighbourhood focus, with individual neighbourhoods built around activity centres, linked by green areas. Spaces should be green and walkable. A central green and walkable corridor is suggested linking the train station to the beach.
- Major roads should be downgraded and pedestrian friendly areas created. Links should be provided for pedestrians across Neerabup Road and Marmion Avenue. It is suggested that a portion of Neerabup Road be downgraded close to Marmion Avenue.
- Minimum motor vehicle reliance.
- Reduced parking ratios.
- West of Marmion Avenue has been labelled 'Yallingup of the North'. Minimum 3 storey town and terrace housing is suggested, following the landform.
- The area closer to Marmion Avenue is mixed use, medium density, permeable residential and commercial.
- Universal flexibility in design and whole of life permeable housing.
- Financial viability to be maximised by greater intensity of urban development rather than suburban.
- 12 storeys either side of the Marmion Ave couplet.
- Regional sporting facilities to be located between Marmion Avenue and Connolly Drive.
- Open space as the 'Kings Park of the north' – not fenced but a place for people, conservation, education, recreation. It should function as a community asset, not just a conservation area.

Likes	Issues
<ul style="list-style-type: none"> <li>• The couplets</li> <li>• The environmental treatments.</li> <li>• It is unique</li> <li>• Strong east west link</li> <li>• Traffic calming</li> <li>• Minimising the road crossing distances.</li> <li>• Intensity of land use around Marmion Ave and ocean linkages</li> <li>• Expanded opportunities around the train station and Ocean Quays Drive.</li> <li>• Treatments around the station but greater density around the station is suitable with views to the park as mixed use precinct.</li> <li>• Green space and links to the west of Marmion Ave to the beach</li> <li>• Intensification of Tamala Park with a diversity of use allowing for things that reflect the topography of Tamala Park – eg. skate, ski, ramps, grass skiing.</li> </ul>	<ul style="list-style-type: none"> <li>• Get more out of the beachside with more attractions there too.</li> <li>• One way roads don't work and many centres are moving away from them.</li> <li>• Topographical impacts</li> <li>• Couplet – shouldn't be one way and trenched to allow for land bridges. Cost implications and legibility.</li> <li>• Road crossings</li> <li>• Links to and access to the beach and north and south along the coast.</li> <li>• Practicality of couplet at the station</li> <li>• Need a critical mass of intensity to support the proposed infrastructure along Connolly Drive.</li> </ul>



5.5.2 Table 2

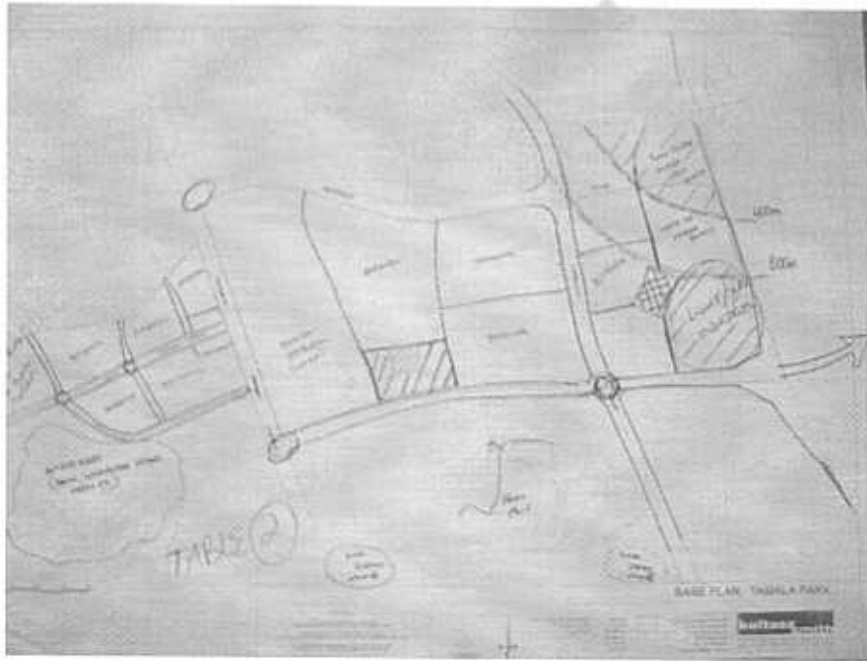


Figure 15: Table 2 Overlay

Key themes that emerged from Table 2 include:

- Suggest downgrading Neerabup Road and increasing activity on a new link to the south along the landfill site.
- Intensity of use is changing and diminishing as you move away from the station but high intensity at and around the station. Service industry to be located at the 800m boundary.
- School to mid-south of the central section between Marmion Ave and Connolly Drive.
- Boulevard beach link from the western cell.
- A more active beachfront is suggested with additional features to include a jetty, cafes, restaurants, and possibly a theme park. Table 2 would like to have a tourism focus in the beach area with a low-rise Rottneest-style resort and an art gallery. An attraction should be created to draw people to the area.
- There should be a more active use of the landfill site to create a regional attractor.

Likes	Issues
<ul style="list-style-type: none"> <li>• Southern link.</li> <li>• Proposed coastal attractions and possible beach link</li> <li>• Provision of transmission line routes.</li> <li>• Co-location of power and water</li> </ul>	<ul style="list-style-type: none"> <li>• Bush Forever may change over time but a road may not be appropriate.</li> <li>• History is repeating itself with this plan.</li> <li>• What about fauna crossings and bio-diversity impacts for small animals.</li> <li>• Link to the south forms another barrier.</li> </ul>

5.5.3 Table 3

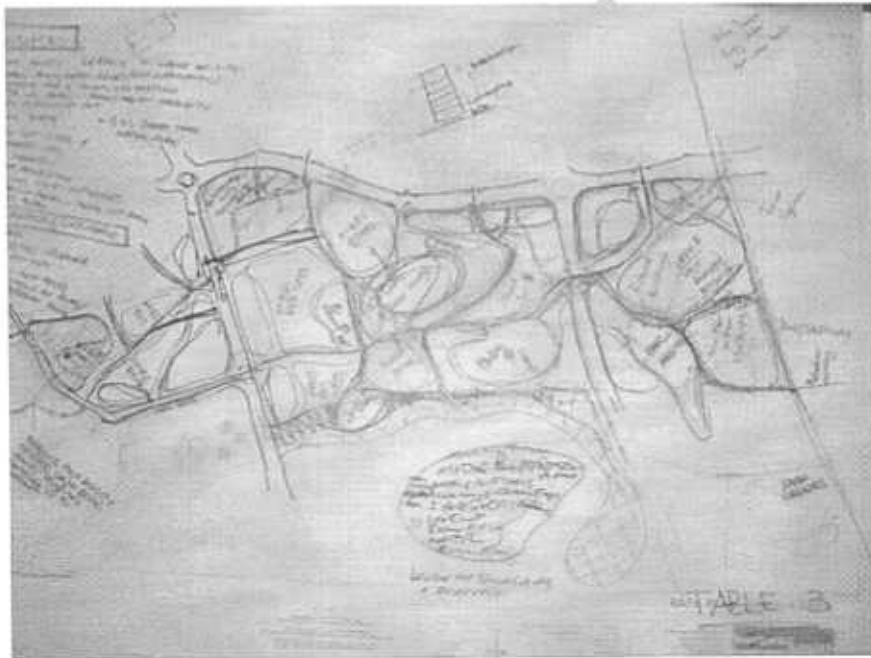


Figure 16: Table 3 Overlay

Key themes that emerged from Table 3 include:

- Driven by key topographical features with continuous pathways through the site, with reduced gradients and rideable links.
- Terraced high density housing, stepped green areas, to follow the contours up to Mt Tamala.
- The school is running north south, using fill from the landfill site.
- Apply WABasix principles to the whole of the site.
- High points to be used for landmark sites.
- There is an 800m walkable catchments from the train station with high density around station and vertical zoning – retail at ground floor, commercial above and residential above that. Structures should be multi storey using steel frame buildings that are adaptable to suit changing needs.
- Neerabup Road and Marmion Ave should be framed with stacked vertical zoned buildings.
- Active frontages along main roads.
- Mandated conditions for items like:
  - Solar panels.
  - Salvage plant and water reuse (self sufficiency) for watering of public open space.
  - Internal power generation.
  - Streets to function as parks with pedestrian priority.
  - Rainwater collection.
  - Optical fibre.
  - Minimum lot sizes and development standards.
  - Service channels.
  - Active built form.
  - Zero set-back on major roads.
  - 3 pipe system.
  - Separate sewerage farm for POS and power generation.
  - Service channels.
  - Minimal lot sizes.
- Look for the opportunity to defer the construction of the substation and transmission lines if acceptable local generation is achieved.
- 'Shell buildings' with high internal flexibility are suggested with fit out to allow for change of usage requirements over the years.
- Soft edged roads (no kerbs).
- Demonstration projects on the landfill site with a physical activity focus and built to complement the natural features.
- A 3 hole golf course is suggested.
- A demonstration wind farm is suggested.
- Shade systems on roads and major pedestrian routes.
- Harvestable fruit trees could be included on the site.

- A dual use path linking Mindarie to Joondalup and Burns Beach to provide connectivity.
- Signalised intersections should be a feature.
- Town Square at station with mixed use development surrounding it.
- Initially there may be a need for some retained ownership by council.
- Separate sewerage system with water reuse and power generation.
- Fauna underpass under Marmion Avenue.
- Pedestrian crossing to be constructed over the freeway.
- Design Mt Tamala as a feature of the area.

Likes

- Movement systems following the topography
- Shade movement systems.
- High intensity uses addressing major roads.
- Good east west connectivity.
- Need to ensure high density opportunities aren't lost with ribbon development
- Community node.
- POS in low lying areas for drainage attenuation.
- Park connection through the site
- Southern natural boundary moved closer to ridge line rather than arbitrary line.
- Mandates are positive.
- Linkage to Mindarie RC is a positive
- Built form and pedestrian movement
- Up to 8 storeys in the transit zone.

5.5.4 Table 4

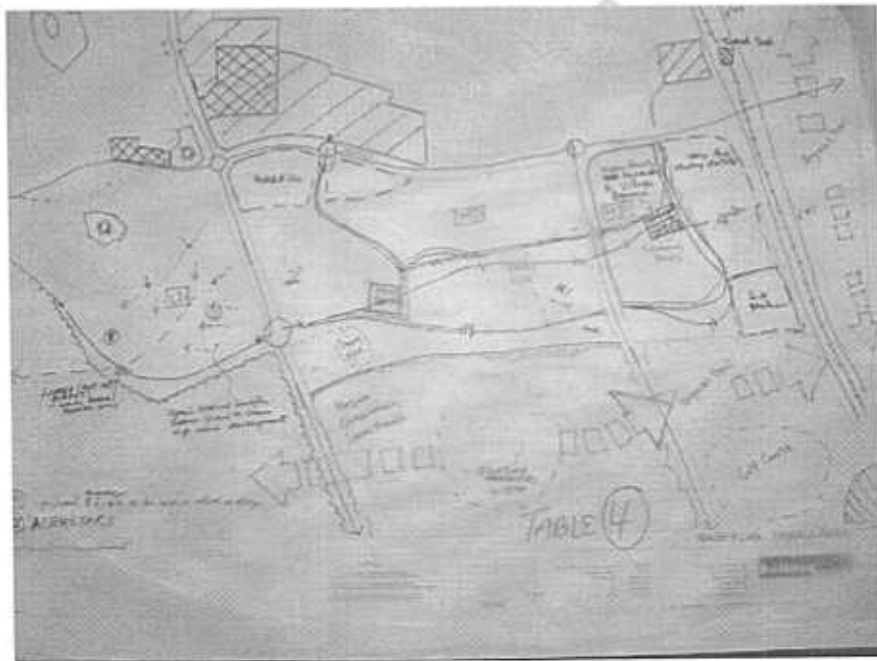


Figure 17: Table 4 Overlay

Key themes that emerged from Table 4 include:

- Link to be constructed between the Tamala development and adjacent development to the north, west of Marmion Ave (local traffic only).
- Extension of Neerabup Road.
- Lower density development nearer to the beach – this should be a high value development (west of Marmion Avenue in particular).
- Various green areas to be incorporated in the design, retaining particular areas of natural vegetation.
- Neerabup Park trails network to be utilised, with an east west link as passive recreation, conservation and local and regional trails.
- Use of landfill site as a sporting facilities area, with a size of approximately 40-50 ha required for sports grounds.
- A golf course to be located between Connolly Drive and the train station.
- Office park, factory outlets and showrooms to be located near the freeway.
- Retain the natural shape of the landscape in the area.
- Retain views to the ocean where possible.
- Higher density near the train station. Locate a central civic facility in the same area.
- The school sites should reflect travel distance for those west of Marmion Ave with shared sporting facilities.
- A Mixed use development framing Neerabup Road to be located near Ocean Quays district Centre.
- Retain high quality remnant vegetation in the north-west of the site.
- Provide adequate beach access from the new development west of Marmion.
- A link to be provided to Ocean Key Road but it should be traffic calmed to avoid creating a rat run.
- Small scale neighbourhood shops.
- Density decreasing to the west.
- View sheds to be maximised from elevated land near Marmion Ave.
- It is important to separate local open space from regional open space with a road link.

Likes	Dislikes
<ul style="list-style-type: none"> <li>• Sub station location close to freeway reservation with transmission lines along corridors of least impact.</li> <li>• Possible inclusion of a business park on Neerabup Road.</li> <li>• Split schools offer advantages from a walkability perspective.</li> </ul>	<ul style="list-style-type: none"> <li>• Showrooms are too reliant on cars and are located close to the station.</li> <li>• Split schools with implications for economies of scale, provided we have walkability.</li> <li>• Beach access and BushForever implications in the western cell.</li> </ul>





Key themes for Table 6 include:

- Similar themes to Table 4.
- Tiered development to Marmion Avenue to take advantage of the views.
- There should be a 5 star eco-hotel development at the beach.
- Mt Tamala should be an attraction, with viewing areas, a funicular and possibly a theme park.
- Ensure there is adequate and safe community access over Marmion Ave to the beach.
- Possible retirement village to be located in the eastern part of the site.
- Limit height to 1-2 stories near the beach.
- All roads to should have dual use paths.
- Streetscape should be green, tree lined and walkable.
- There is a focus on existing regional links along roads and to the station.
- West of Marmion Ave should be developed as a first priority. This should be similar to the Mindarie development to the north and needs to be fast-tracked.
- Key themes are "Bushwalk, beach walk and beach access".
- A key focus should be on the beach, the station and the commercial precincts and providing access to and between these features.
- The school should be located in a central area and should also include shared community facilities and public open space. Negotiation is required with DET regarding the area required for the school.
- Higher density to be located near the station as focal point of the development.
- The Western Power substation to be located at the site on Marmion Ave at the landfill site and distribution lines to be under grounded in key areas along Neerabup Road, Connolly Drive and overhead through Tamala Park.

Likes	Dislikes
<ul style="list-style-type: none"> <li>• Having the substation near freeway reduces the need for overhead power lines with distribution lines under grounded in this area.</li> <li>• Opportunities for power generation within the development should be sought to lessen the impact.</li> <li>• Higher density around POS with passive surveillance.</li> <li>• Fast track of stage 1 west side.</li> </ul>	<ul style="list-style-type: none"> <li>• Freeway location for sub station – land is too valuable. Co-location with Water Corp would be better.</li> </ul>

### 5.5.6 *Common Themes from all Tables*

Common themes that emerged from all tables included:

- In the area west of Marmion the general feeling was for residential development with possibly higher density along the coastal strip (around two storeys).
- A 'Kings Park of the North' to be created in the landfill site.
- Beach access through the landfill and new development, with ease of access for all.
- A traffic calmed Ocean Keys link is suggested.
- The focus should be on keeping the development pedestrian friendly and walkable.
- Density and intensity decreasing toward the coast.
- The K-10 School to be centrally located with shared community facilities and public open space. Consultation required with DET to determine best practice model for the school and surrounding area.
- Selective under grounding of the power lines where possible.
- A continuous east west link from station to the coast for pedestrians.
- Intensification of land uses in Mindarie Regional Council landfill site as a regional attractor. Look for opportunities to attract people to the area (perhaps via tourism, providing good commercial opportunities near the train station etc.)
- Up to five storeys in intensive land use areas.
- Opportunities to move some Neerabup Road traffic south with a new link to integrate the existing developments with the new development.
- Higher density around public open space to provide good passive surveillance.
- Diversity and robustness of facility design over time which would allow for changes to the inside of buildings as demands for certain types of housing or commercial facilities change over time. This would mean that buildings would not become redundant and could allow for a 'cradle to grave' development.
- Look for opportunities to provide state of the art transport systems that will draw people to the area for work purposes.
- Provide adequate commercial facilities and supporting industries to make the area an attractive, economically viable and suitable place to do business from.

## 5.6 Implementation Actions

In the final Workshop session, Linton asked half of the workshop participants to develop the key implementation actions as the 'next steps' to this workshop. The actions and objectives identified are outlined below.

Objective	Action
Test workshop outcomes	Seek TPRC feedback on the resultant concepts Brief individual Councils
Test workshop outcomes	Seek feedback and comment from stakeholder agencies on issues affecting them Examine potential for advancing a local Structure Plan for land west of Marmion Ave
Intensify use of Bush Forever land with associated access and interface to coastal conservation and Bush Forever land	Involve TPRC planning with current proposed coastal conservation and Bush Forever planning
Secure future use of MRC disturbed land for possible recreation use and to promote sense of place	Establish joint planning team TPRC and MRC to Master Plan future of current MRC site
Examine implications of alternative regional road alignments	Involve WAPC, CoW and Main Roads
Adopt water sensitive design characteristics to the maximum: <ul style="list-style-type: none"> <li>• On-site</li> <li>• Communal</li> <li>• Government support policies</li> </ul>	Investigate supporting guidelines rules and policies. Estimate volumes and uses Establish likely collection points
Resolve energy supply infrastructure needs	Explore options including use of MRC generating capacity, solar communal grid, under grounding major transmission lines including costs and other possibilities
Identify DET requirements for schools	Review school numbers with DET. Identify need for single or multiple sites. Involve CoW in shared facility discussion
Commence Structure Planning	Complete pre-assessment of Smart Growth assessment tool. Prepare individual briefs for components such as:

	<ul style="list-style-type: none"> <li>• Density</li> <li>• Building shell design</li> <li>• Water and energy conservation</li> <li>• Pedestrian routes and amenity</li> <li>• Transportation</li> </ul>
Examine possible JV opportunities	Provision of infrastructure. Maintenance of infrastructure. Support for local employment.
Examine local public transport options	Establish viability: <ul style="list-style-type: none"> <li>• Local bus services</li> <li>• Communal bikes</li> <li>• Electric scooters</li> <li>• Part time second cars</li> </ul>

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## 5.7 Refined Design Concept

In the final session, Linton asked the other half of the participants to work together to refine the table concepts that had been presented back from each group. The groups decided that the Table 1 concept would provide a basis for the refined concept.

The final refined concept is indicated in the graphic below, and the key themes that emerged from the Final Concept are summarised below.

Please note that this is just an indication of the themes that emerged from the workshop and did not necessarily enjoy consensus agreement, although was well supported as a good concept by most participants.

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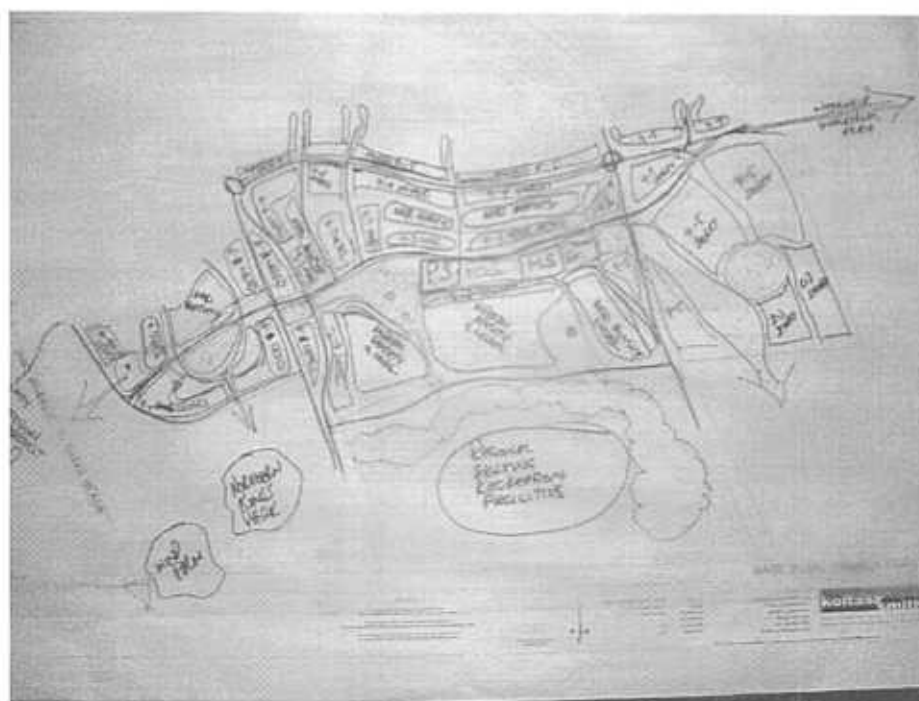


Figure 19: Refined Table Concept

Key themes:

- Aimed to build opportunities for the site and turn any constraints that exist into opportunities.
- Suggest that Neerabup Road be aligned further south and link to the couplet arrangement. Traffic will then be split to create a pedestrian friendly environment, but the remaining traffic will be important to create an energised environment and create business opportunities and diversity within the area.
- Ensure connectivity is created between the key nodes.
- A 'Kings Park of the North' to be created in the landfill area. Sporting facilities to be provided on the tip site.
- Make the most of the attractive coastal location of the development.
- Activity centres should be high density with a range of mixed used including commercial, business, home offices, education facilities, leisure facilities, residential etc. Housing types should also be diverse including apartments, terraces, shop-tops. Heights should go up to around 5 or 6 stories, transitioning out to 3 or 4 and then further out to 1 or 2. Peripheral areas to be less intense in terms of density.
- The couplet areas are important in providing a full range of activities.
- The north south connection is very important. There are big opportunities for links to the marina and to the regional parks.
- Location of open space areas follows the natural topographical landscape.
- The K-10 School should be clustered together in the centre with shared community facilities.
- The train Station is close to the site which presents transit opportunities for the site. The area should be walkable, and the level of density and compactness of the development is vital in capitalising on this.
- Neerabup Road should aim to be like Hay Street in West Perth.
- The orientation of the buildings needs to be carefully considered.
- Safety and security through passive surveillance to be integrated into design across the site.
- The project should be part of a broader district strategy.
- Look for opportunities for a light rail or district bus to provide regular and attractive connections to key areas and the train station.
- The estate should be carbon neutral.
- Look for opportunities to construct a wind farm as an alternative power source. This could be co-located with a waste water treatment plant.

### 5.7.1 *Comments on refined concept*

Attendees that had returned to view the final presentation were given the opportunity to comment on the refined table concept. Some comments were as follows:

- We need to look at best practice developments across the world to understand what we should be doing to make this a landmark development in terms of sustainability and the environment.
- The concept provides a good coverage of the big picture issues, and the green belt is an excellent feature of the design. Concern that the requirement for the school may impinge on the opportunities for the site as it may create an unsafe area on weekends and out of hours.
- Local employment generation needs to be a strong focus. The node next to the train station should be the key employment node with appropriate facilities to be provided for professional uses to complement the industry at Neerabup Industrial Estate.
- It is critical that the State Government becomes partners with the development and looks for opportunities for 'best practice' in terms of their requirements such as the school, the substation etc. We don't want this development to be the 'same old' thing.
- Cultural heritage needs to be incorporated into this development and we feel that this needs to be more of a focus in future planning and consultation regarding the site.
- Concern that the couplet concept may not work. This needs to be further investigated.
- The income from this development is critical to a number of local authorities. We need some preliminary numbers to determine the financial viability of the development. The return on investment needs to be proven within an expected timeframe. It may be a good idea to fast track the development west of Marmion Ave.



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**5.7.2 Koltasz Smith Critique on Refined Concept Plan**

To be inserted – from Lee Rodda

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### **5.7.3 Next Steps and Workshop Close**

Linton Pike thanked the workshop participants for their contribution and key stakeholders for returning to view the final presentation.

Linton advised that Rod Constantine would distribute the workshop summary for comment in approximately two weeks time.

Tamala Park Regional Council will move forward with the actions arising from this workshop and report back to key stakeholders subsequently.

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**ATTACHMENT 1. STAKEHOLDER STATEMENTS**  
**TAMALA PARK ENQUIRY BY  
DESIGN WORKSHOP**  
**STAKEHOLDER POSITION STATEMENTS**

Prepared for  
Tamala Park Regional Council



January 2007

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## 1. INTRODUCTION

This document contains the stakeholder position statements as provided by various invitees to the Tamala Park Enquiry by Design Workshop in January 2007.

Key organisations were asked to provide a position statement to Estill and Associates as a way for their key issues, considerations and views to be shared with others prior to the workshop.

This document has been circulated to all workshop participants who have indicated to Estill that they will be attending.

We hope that the following position statements help to spark some ideas and thoughts in preparation for the workshop on Thursday and Friday!

DRY

## 2. CITY OF WANNEROO

The objectives of the TPRC are acknowledged.

- (a) to develop and improve the value of the Land;
- (b) to maximize, within prudent risk parameters, the financial return to the Participants;
- (c) to balance economic, social and environmental issues; and
- (d) to produce a quality development demonstrating the best urban design and development practice.

In respect to objectives (c) and (d) the City of Wanneroo expects that the project will be an outstanding and award winning demonstration project highlighting the implementation of the City's Smart Growth Strategy which integrates the triple bottom line principles of environmental, social and economic development.

Wanneroo's Smart Growth Strategy is based on six principles:

### LIFESTYLE AND HOUSING CHOICE

*The provision of a variety of housing types and the enhancement of lifestyle options.*

Comment: Tamala Park should provide a wide variety of housing types in accordance with the City's housing strategy. It should also cater for changing lifestyle needs ensuring access to a range of social and recreational opportunities.

### EFFECTIVE USE OF LAND AND INFRASTRUCTURE

*The effective use and development of land and buildings for the benefit of the local area.*

Comment: Tamala Park should compliment and support existing infrastructure including the use of public transport links. It must incorporate world's best practice urban design principles. Consideration should be given to more compact forms of urban development based on the application of form based codes.

### LONG TERM HEALTH OF THE ENVIRONMENT

*Development that minimises environmental impact, together with practices that conserve and enhance natural areas.*

Comment: Tamala Park has made a significant contribution to the protection of regional biodiversity. It also needs to consider any further opportunities for local biodiversity protection. It must incorporate best practice water sensitive urban design and energy conservation measures.

### **IDENTITY, EQUITY AND INCLUSIVENESS**

*Opportunities to enhance and develop the identity of our places and our people.*

Comment: Tamala Park should value the diverse cultural heritage of the area creating attractive interconnected places for a wide range of people.

### **LONG TERM ECONOMIC HEALTH**

*Opportunities that enhance industry growth and promote job creation within our region.*

Comment: Tamala Park needs to be a major source of local and regional employment. The land east of Connolly Drive provides significant opportunities for business and light industry concentrations.

### **PEOPLE AND GOVERNMENT**

*Encourages citizen and stakeholder participation in governance and development decisions.*

Comment: The process of preparing structure plans for the area provides opportunities for community involvement which should be enhanced by public workshop processes.

The principles of Smart Growth are supported by a range of Council strategies which need to be considered including:

- Local Housing Strategy
- Economic Development Strategy;
- Employment Policy;
- Local Environmental Strategy; and
- Community Development Strategy.

It is expected that the project will be planned using and be assessed against the City's "Smart Growth Assessment Tool" (SGAT). SGAT facilitates consideration and evaluation of development proposals based on the Strategy through an integrated assessment of the environmental, social and economic impacts of a development.

In respect to funding contributions to provision of infrastructure it is expected the project will adopt the approach taken in the recently completed study by UDIA, WALGA and DPI into funding contributions to community infrastructure.

### 3. KINROSS RESIDENTS ASSOCIATION

The purpose of the KRA is to represent the suburb residents in matters that may affect them as far as the standard of living in the suburb such as the general amenity options available, standard of the estate and its surrounds, traffic, safety etc.

These can be impacted both negatively and positively by any development carried out in close proximity to Kinross.

Also interested in the Coastal Care plan and matters affecting the Neerabup State Park, its surrounds and its connection to the coastal strip.

### 4. CITY OF PERTH

As a responsible local government and landowner, the City of Perth wishes to see development on the site achieve best practice in terms of design, infrastructure, accessibility and environmental and social sustainability, while giving the maximum return to landowners.

### 5. DEPARTMENT OF EDUCATION AND TRAINING

The Department of Education and Training requires one primary school site for every 1500 housing units, and one high school site for every 6000 housing units.

Primary School sites should be located in the centre of the school catchment it is intended to serve and be surrounded by at least three roads.

Secondary schools service a larger catchment (generally four primary school catchments) and accessibility becomes an important issue in locating the site. School site requirements are covered by WAPC Policy – DC 2.4 School Sites.

The closest operating schools to Tamala Park are Mindarie and Clarkson Primary Schools, Clarkson Community High School and Mindarie Senior College to the north. To the south of Tamala are Kinross Primary School and Kinross College.

### 6. TOWN OF CAMBRIDGE

Key considerations for the Town of Cambridge are:

1. As a landowner Cambridge would be seeking an optimum financial return for the project.
2. In terms of the development itself, it is somewhat remote to the Town of Cambridge and therefore there are no direct concerns. In general terms, Town of Cambridge would support the principles outlined in the briefing paper as espoused in the City of Wanneroo "Smart Growth" Strategy" and as further defined through their Local Environment Strategy and Local Housing Strategy.



## 7. DEPARTMENT OF WATER

### Water licensing

- The subject site is located within the Quinns sub-area of the Perth Groundwater Area.
- Groundwater licences apply under the *Rights in Water and Irrigation Act 1914* as administered by the Department of Water.

### Public Drinking Water Source Protection

- The north eastern half of the subject site is located within a Priority 3 Underground Water Pollution Control Area.
- Most activities are compatible within P3 areas, although some require conditional approval.
- The Water Quality Protection Note *Land Use Compatibility in Public Water Source Areas* provides a list of activities that are considered to be compatible or conditional within P3 areas.
- Water Quality Protection Notes (WQPNs) are available and provide Best Management Practice for a range of land uses within Public Drinking Water Source Areas and are available at [www.water.wa.gov.au](http://www.water.wa.gov.au) under 'Water Quality' - 'Publications'.
- A Well Head Protection Zone (WHPZ) exists in a 300m radius around drinking water supply production bores and no high risk land uses (e.g. Service stations) should be located within the WHPZ.

### Stormwater management

- Stormwater should be managed in accordance with the principles contained in the *Stormwater Management Manual for Western Australia*.
- The *Stormwater Management Manual* can be accessed at [www.water.wa.gov.au](http://www.water.wa.gov.au) under 'Water Management' - 'Stormwater'.
- See attached summary of objectives for Stormwater Management.

## Stormwater Delivery Approach for WA

### **Protect water quality**

*Stormwater remains clean and retains its high value*

- Implement best management practice on-site.
- Implement non-structural controls, including education and awareness programs.
- Install structural controls at source or near source.
- Use in-system management measures.
- Undertake regular and timely maintenance of infrastructure and streetscapes.

### **Protect infrastructure from flooding and inundation**

*Stormwater runoff from infrequent high intensity rainfall events is safely stored and conveyed*

- Safe passage of excess runoff from large rainfall events towards watercourses and wetlands.
- Store and detain excess runoff from large rainfall events in parks and multiple use corridors.
- Safely convey excessive groundwater to the nearest watercourse.

### **Minimise runoff**

*Slow the migration of rainwater from the catchment and reduce peak flows*

- Retain and infiltrate rainfall within property boundaries.
- Use rainfall on-site or as high in the catchment as possible.
- Maximise the amount of permeable surfaces in the catchment.
- Use non-kerbed roads and carparks.
- Plant trees with large canopies over sealed surfaces such as roads and carparks.

### **Maximise local infiltration**

*Fewer water quality and flooding problems*

- Minimise impervious areas.
- Use vegetated swales.
- Use soakwells and minimise use of piped drainage systems.
- Create vegetated buffer and filter strips.
- Recharge the groundwater table for local bore water use.

### **Make the most of nature's drainage**

*Cost effective, safe and attractive alternatives to pipes and drains*

- Retain natural channels and incorporate into public open space.
- Retain and restore riparian vegetation to improve water quality through bio-filtration.
- Create riffles and pools to improve water quality and provide refuge for local flora and fauna.
- Protect valuable natural ecosystems.
- Minimise the use of artificial drainage systems.

### **Minimise changes to the natural water balance**

*Avoid summer algal blooms and midge problems and protect our groundwater resources*

- Retain seasonal wetlands and vegetation.
- Maintain the natural water balance of wetlands.
- No direct drainage to Conservation Category Wetlands or their buffers, or to other conservation value wetlands or their buffers, where appropriate.
- Recharge groundwater by stormwater infiltration.

### **Integrate stormwater treatment into the landscape**

*Add value while minimising development costs*

- Public open space systems incorporating natural drainage systems.
- Water sensitive urban design approach to road layout, lot layout and streetscape.
- Maximise environmental, cultural and recreational opportunities.

### **Convert drains into natural streams**

*Lower flow velocities, benefit from natural flood water storage and improve waterway ecology*

- Create stable streams, with a channel size suitable for 1 in 1 year ARI rainfall events, equivalent to a bankfull flow.
- Accommodate large and infrequent storm events within the floodplain.
- Create habitat diversity to support a healthy, ecologically functioning waterway.

**Note:** Selection of appropriate methods should be determined by site conditions.

## Western Australian Stormwater Management Objectives

### Water Quality

To maintain or improve the surface and groundwater quality within the development areas relative to pre development conditions.

### Water Quantity

To maintain the total water cycle balance within development areas relative to the pre development conditions.

### Water Conservation

To maximise the reuse of stormwater.

### Ecosystem Health

To retain natural drainage systems and protect ecosystem health.

### Economic Viability

To implement stormwater management systems that are economically viable in the long term.

### Public Health

To minimise the public risk, including risk of injury or loss of life, to the community.

### Protection of Property

To protect the built environment from flooding and waterlogging.

### Social Values

To ensure that social, aesthetic and cultural values are recognised and maintained when managing stormwater.

### Development

To ensure the delivery of best practice stormwater management through planning and development of high quality developed areas in accordance with sustainability and precautionary principles.

## Western Australian Stormwater Management Principles

- Incorporate water resource issues as early as possible in the land use planning process.
- Address water resource issues at the catchment and sub-catchment level.
- Ensure stormwater management is part of total water cycle and natural resource management.
- Define stormwater quality management objectives in relation to the sustainability of the receiving environment.
- Determine stormwater management objectives through adequate and appropriate community consultation and involvement.
- Ensure stormwater management planning is precautionary, recognises inter-generational equity, conservation of biodiversity and ecological integrity.
- Recognise stormwater as a valuable resource and ensure its protection, conservation and reuse.
- Recognise the need for site specific solutions and implement appropriate non-structural and structural solutions.



Tamala Park Subject Site & location of P3 area



**LEGEND**

- State Water Trust Act, State of
- Waterways of Hawaii - 1964, 27-28
- Local Ordinances - Old 1958
- California - 201
- Comprehensive Zoning - Honolulu
- UP - Medium Density - 1985
- UP - 1992
- UP - 2002
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- UP - 2100

**Scale**

1" = 100'

**North Arrow**

**Map Information**

Map Date: 1/2007

Map Scale: 1" = 100'

Map Author: [Name]

Map Title: [Title]

Map Project: [Project Name]

Map Client: [Client Name]

Map Contact: [Contact Info]

Map Copyright: [Copyright Info]

Map Disclaimer: [Disclaimer Text]

## 8. CATHOLIC EDUCATION OFFICE

Catholic Education is unable to attend the workshop but would like to be kept informed of any developments via newsletters, papers etc.

Catholic Education Office has sufficient school sites surrounding the development but are interested in seeing how road access to St Andrew's Clarkson develops to ensure that parents in Tamala Park can readily exercise their choice of school.

## 9. PETER MOYES ANGLICAN COMMUNITY SCHOOL

Peter Moyes Anglican Community School is in support of the development of the currently undeveloped residential land in Mindaire, based on the reported land shortage that Perth is experiencing.

In November 2006 the school was awarded an Environmental Excellence Award by the City of Wanneroo that was sponsored by ECU (Joondalup) for the projects undertaken within the foreshore at Clayton's Beach, Mindarie including dune restoration and replanting, a clean up of the area and consistent monitoring of the dune erosion.

Therefore Peter Moyes Anglican Community School would seek a partnership arrangement with the TPRC to continue the environmental projects conducted to date in the area, and also to assist with the community attitude within the nominated location.

## 10. WESTERN POWER

As the area between Clarkson and Joondalup starts to develop, electricity load growth will require a zone substation in this area. The extent and the pace of development will determine when the substation is required – currently estimated 10-20 years. Western Power hopes to have secured a 1hectare substation site by 2008.

A site within Tamala Park refuse disposal (close to the existing landfill gas generating facility) has been suggested for the substation - it is central to where the demand for electricity is highest, which is important from a network design perspective. An alternative site in Neerabup Road, Clarkson (close to the freeway) is also being investigated.

Any future zone substation will need to connect with the existing zone substations in the region e.g. Wanneroo Substation and Clarkson Substation via overhead 132kV transmission lines. These lines will be strung on 20-30m high steel poles, usually located within road reserves. *For possible transmission line alignments to a location within Tamala Park refuse facility see Figure 14 (appendix A of the briefing paper). The existing overhead infrastructure is shown in red and optional connections are shown in yellow and blue.*

In addition, distribution lines will also be required to supply customers within future developments, Western Power has calculated that it will require at least 2 distribution feeders to the Tamala Park site, which will link up to the existing distribution network, most likely via underground cables.

To ensure Western Power has enough time to build both the distribution and transmission networks it will be important that it has a clear understanding of the timing of future developments.

## 11. NORTH METRO CONSERVATION GROUP

North Metro Conservation Group is a community-based, non government organisation and has been working in the urban north area of Perth, Western Australia for over twelve years.

The primary focus of the organisation is managing, protecting and restoring the natural environment of the urban north for the future, through working with state and local government, regional environmental groups and the community.

North Metro Conservation Group was the winner of the Western Australia Environment Awards.

## 12. ALINTA GAS

Engineering studies indicate that Alinta's existing infrastructure has the capacity to service 1400 residential dwellings in this locality. Depending on the timing and speed of the development, it may be necessary to reinforce Alinta's network to accommodate growth in excess of this number. A capital contribution towards the cost of any such reinforcement may be required from the developer.

Please refer to the attached map which indicates the locality of existing infrastructure in relation to the site in question. To avoid headworks costs and new stages of development should be abutting our existing network.

Attached also is a copy of our current policy on reticulating residential subdivisions (this is subject to change over time).



### ALINTA GAS NETWORKS POLICY FOR RETICULATING RESIDENTIAL SUBDIVISIONS

#### NEW SUBDIVISIONS ABUTTING EXISTING GAS DISTRIBUTION INFRASTRUCTURE

Where a new residential development abuts an existing gas distribution network Alinta will install gas reticulation within the development at no cost to the developer if the following conditions apply:

- (a) The lot frontages do not exceed 20 metres.
- (b) All necessary trenches are provided by the developer.
- (c) Any boring/drilling under established roads that may be necessary to connect the new subdivision to the existing network is provided by the developer.

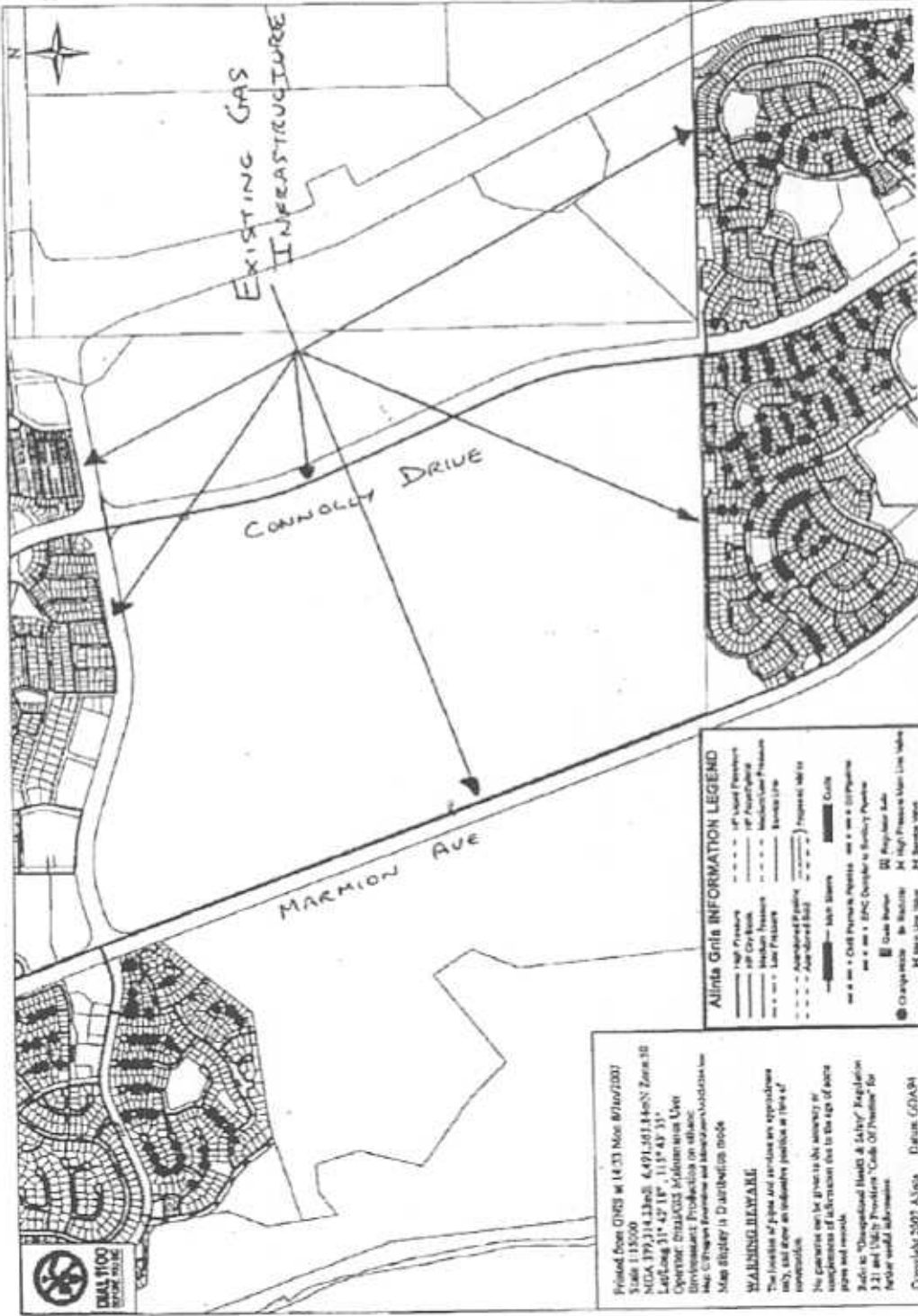
#### NEW SUBDIVISIONS NOT ABUTTING EXISTING GAS DISTRIBUTION INFRASTRUCTURE

Where a new residential development does not abut an existing gas distribution network, a capital contribution towards the cost of construction of the required connecting infrastructure is required. These constructions are generally described as "headworks". This also applies to a situation where it is necessary to construct a pressure reducing station if the supply to the new development needs to be fed from a high-pressure gas main. The contribution charges are calculated on the following basis:

- (a) Where a trench is provided by the developer for the necessary works (usually where gas can share with another service such as water) the contribution is based on the minimum size pipe that is required to supply stage 1 of the development. The actual size of pipe installed is usually much larger and is calculated to accommodate future requirements of the area. Alinta bears the cost difference in pipe size.
- (b) Where Alinta is required to provide the trench for the necessary works, the contribution is based on the minimum sized pipe required to supply stage 1 of the development, but includes the cost of trenching.
- (c) Where the supply for the new development needs to be sourced from a high pressure gas main, the contribution is based on the minimum sized pressure reducing station required to supply stage 1 of the development. The actual size of pressure reducing station installed is usually larger to accommodate future requirements of the area. Alinta bears the cost difference in PRS size.

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### 13. CITY OF JOONDALUP

The City of Joondalup acknowledges and supports the operations of the Tamala Park Regional Council as encompassing:

- a) to develop and improve the value of the Land;
- b) to maximize, within prudent risk parameters, the financial return to the Participants;
- c) to balance economic, social and environmental issues; and
- d) to produce a quality development demonstrating the best urban
- e) design and development practice.

From the City of Joondalup perspective, as an owner of the land, we would seek to achieve a high level rate of return on our investment through the development of the site in accordance with contemporary design involving recognition and application of concepts of sustainability. The desired outcome being the provision of community facilities which enhance the long term viability of the community in this locality.

It is also important to recognise the interface of the northern boundary of the City of Joondalup with the development site.



## 14. DPI / WAPC

### **TRANSIT ORIENTED DEVELOPMENT is...**

"moderate to higher density development, located within an easy walk of a major transit stop, generally with a mix of residential, employment and shopping opportunities designed for pedestrians without excluding motor cars. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate transit use."

### Key Elements of Transit Oriented Development

- **Multiple good quality transit services connecting to a network of other TOD places and centres:** TOD places should be a hub to easily access transit services to a number of other destinations. The transit services may be long distance rapid transit such as trains, or shorter distance local transit such as buses or light rail (eg. trams). To be high quality, the transit services should be frequent, reliable, easily accessible, comfortable and deliver passengers to their destinations quickly. Transit stops should be within an easy walk or cycle.
- **Development shaped by transit:** The importance of transit within TOD is emphasised by ensuring land use and development takes best advantage of its proximity to transit. For instance, land uses near transit stops should encourage the greatest number of transit users to be closest to the transit stops (eg. intensive employment such as offices, medium to high density residential development). Buildings should be oriented to include the transit stops as an important element of the place. There may be scope to reduce the amount of parking in TOD.
- **Mixed uses:** TOD should contain a diverse mixture of land uses and activity, to encourage as far as possible self-contained communities whose needs are mostly satisfied within or nearby to the TOD place. TOD communities should contain a mixture of housing as well as places to work, shop, recreate and participate in the community. Mixed-use development includes buildings containing more than one use; such as shops, offices and residential in one building. These places could also attract visitors.
- **Most regular destinations are close by:** TOD encourages employment and the range of daily and weekly services people need to be located close together and nearby people's homes. This results in people spending less time and money travelling to and between them.
- **Reduced dependency on cars for every trip:** TOD provides access to transit and endeavours to locate the places people need to travel close by, therefore people have the choice to travel to those places by means other than car, such as walking, cycling or public transit.
- **A rich mix of choices:** TOD contains a mixture of uses and activities and offers a rich mixture of choices to residents, workers and visitors. For instance, TOD

encourages a mixture of business and employment types, and a mixture of housing types and costs.

- **Ensuring places are liveable and integrated with existing communities:** The elements outlined above as well as proximity and access to transport options, people's needs and open space contribute to a place's liveability. Further, TOD endeavours to ensure places are liveable and strike a balance between improving the liveability of the place and integrating with the values of its community.

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### Key Benefits of Transit Oriented Development

- **Increased quality of life and sense of community:** "Quality of life" is often used to represent a host of factors that collectively describe a good place to live. It includes concepts such as safe neighbourhoods, access to jobs and recreation, a sense of community, ease of getting around, and moderate cost of living. TOD provides and emphasizes public space that affords residents spending opportunities for face-to-face contact and thereby building a sense of community.
- **Increased choice of mobility:** This includes pedestrian orientation, mix of uses, and access to transit. TOD provides more choices about how people travel by improving the attractiveness of public transit, cycling and walking.
- **Community cost savings:** Cost savings include reduced public expenditure on urban expansion, urban maintenance, health care and crime prevention. These savings provide the opportunity to redirect funds, for instance to better amenities and services for the community.
- **Reduce household transportation costs:** A large proportion of household income is typically spent on transport, mainly due to the cost of owning, maintaining and using private motor vehicles. By providing more of people's needs closer to their homes and workplaces, and providing more attractive choices for travel, TOD can help reduce household expenditure on travel, and enable that income to be used for other purposes (eg. lifestyle).
- **Increased lifestyle choices:** TOD provides a greater mixture of housing types and a wider variety of places to work, socialise and recreate. This, together with reduced household expenditure on travel, provides Perth's residents with more choices about how and where to live, work and play.
- **Better housing choice and affordability:** TOD encourages a wider variety of housing types in TOD places and endeavours to provide the opportunity for people of varied incomes to live in and benefit from these places.
- **Health Benefits:** By providing more opportunities for walking and bicycling, TOD offers direct health benefits—significant at a time when obesity is becoming a national concern, fuelled partly by the sedentary lifestyle associated with sprawl.
- **Increased property values:** Research suggests that, due to the attractiveness and benefits of TOD places, over time property values in and near TOD places increase proportionally more than other places.
- **Jobs-Housing Balance:** A jobs-housing imbalance occurs when jobs are located far from housing. Bringing jobs, housing, and services closer together and linking them with transit helps mitigate this mismatch.
- **Reduced air pollution:** By providing the opportunity to reduce the use of private motor vehicles, TOD contributes towards reducing emissions from vehicles and reducing air pollution.
- **Reduced Congestion:** To the extent that TOD allows more people to use transit, walk, and bicycle, it reduces road and highway congestion.
- **Better conservation of environmental assets:** By concentrating development, TOD helps to curtail sprawl, which helps protect areas of environmental value.
- **Redevelopment Opportunities:** TOD can combine public and private investment, so that scarce public funds can be used most efficiently and effectively.

State government support for TOD in Perth and Peel will provide for:

- A whole of government approach to sustainable transit oriented development bringing together planning, infrastructure, public transport and development agencies
- Promotion and encouragement of private investment and local public/private partnerships
- A policy framework for assessing, planning, coordinating, delivering or promoting TOD project which assists in achieving the objectives of the State Sustainability Strategy and Network City
- Government commitment as leaders in a programme that utilises State Government resources to facilitate opportunities for public and private sector regeneration activities in and around TOD locations, Activity Corridors and Activity Centres in existing urban areas.
- Strategic approach to sustainable urban regeneration based upon a comprehensive Framework to guide Government action and establish high quality standards, but which focuses in on particular physical and economic redevelopment opportunities of the Government.
- Maximising Government infrastructure and assets through acquisition and protection of land for long term TOD opportunities around built and future transit nodes, including bus, rail and road
- Coordinated delivery, by aligning transport systems and land use to optimise liveability, accessibility and amenity, promoting a connected network pattern of urban development and promoting a more successful transit system in Perth
- Improved access and mobility for all sectors of Perth's population through application of TOD principles at key transit locations
- Efficiency in the use of urban land, existing and planned infrastructure and capital expenditure
- Variety and choice within the urban form, including opportunities for a diverse range of housing, employment and activity options
- Empowering local initiative and capacity to engage and invest in development opportunities through building partnerships

Mechanisms for project and program assessment and associated accountable governance.

### TOD Design Assessment Checklist (taken from DC 1.6 and LN 3)

Plans for land with 800m of train stations and other major transit facilities should encourage and promote the following:

#### General Design

- more compact urban form
- diversity of lot sizes – range and mixture, potential for intensification
- TOD supportive town planning scheme provisions

#### Residential Development

- higher densities – min 25 dwellings per urban ha/30-40 dwellings per site ha
- affordable housing

#### Other Uses

- diversity of mixed uses
- higher activity levels
- transit supportive uses, such as:
  - employment
  - intensive leisure
  - aged persons
  - high schools
  - cafes
  - hospitals
  - civic uses
- transit supportive design – inclusion of the transit stops in the place
- identity of place and community

#### Movement Networks

- robust and interconnected street layout
- diversity of street layout
- walkable street patterns that are:
  - permeable
  - interconnected
  - provide choices of routes
  - provide linkages
  - demonstrate efficient ped-shed
  - safe and secure
  - provide surveillance down laneways
- good access to station/s, including:
  - directness of access
  - footpaths both sides of streets
  - crossings of major thoroughfares
  - access by bicycle
  - enhanced cycling facilities
- provision for bus services by:
  - service and routes being accommodated by street design
  - bus service to providing access to community facilities

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  - service and routes being accommodated by street design
  - bus service to providing access to community facilities





### DC 1.6 Planning to Support Transit Use and Transit Oriented Development

Desirable Uses	Undesirable Uses
<p>The following uses are encouraged to be located within Transit Places as defined by the above policy:</p> <ul style="list-style-type: none"> <li>• Amusement Parlour</li> <li>• Betting Agency</li> <li>• Child Care Premises</li> <li>• Cinema/Theatre</li> <li>• Civic Use</li> <li>• Club Premises</li> <li>• Community Purpose</li> <li>• Consulting Rooms</li> <li>• Convenience Store</li> <li>• Educational Establishment (only intensive occupation by people)</li> <li>• Exhibition Centre</li> <li>• Family Day Care</li> <li>• Fast Food Outlet</li> <li>• Home Business</li> <li>• Home Occupation</li> <li>• Home Office</li> <li>• Home Store</li> <li>• Hospital</li> <li>• Hotel</li> <li>• Lunch Bar</li> <li>• Market</li> <li>• Medical Centre</li> <li>• Motel</li> <li>• Motor Vehicle Repairs</li> <li>• Night Club</li> <li>• Office</li> <li>• Place of Worship</li> <li>• Reception Centre</li> <li>• Recreation - private</li> <li>• Residential Building</li> <li>• Restaurant</li> <li>• Shop</li> <li>• Tavern</li> </ul>	<p>The following uses are discouraged to be located within Transit Places as defined by the above policy:</p> <ul style="list-style-type: none"> <li>• Caravan Park</li> <li>• Carpark</li> <li>• Educational Establishment (extensive open spaces)</li> <li>• Park Home Park</li> <li>• Rural uses</li> <li>• Showroom</li> <li>• Storage</li> <li>• Warehouse</li>   <li>• Industrial Uses with a low ratio of workers per area and which pose an unacceptable risk to surrounding people</li> </ul>

## Development Control Policy 1.6

### Planning to Support Transit Use and Transit Oriented Development

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January 2006

## Background notes

Amendments to Development Control Policy 1.6 Planning To Enhance Public Transport Use DC 1.6 (1999), was adopted by the Western Australian Planning Commission (WAPC) in 2005 to reflect the Government's vision for a sustainable future as outlined in the Network city and the State Sustainability Strategy. The amended policy is titled Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented Development.

The Perth and Peel region now has a public transport system that is sufficiently extensive to consistently promote land uses that maximise the opportunities for land use and public transport integration. This integrated approach serves to enhance accessibility by travel modes other than the private car, and plays a significant part in the promotion and maintenance of urban sustainability.

Within existing developed areas, there are clear opportunities to intensify existing activities and to promote new uses that will make better use of transit facilities and services. As the public transport system is further refined and extended, there will be emerging opportunities for new development that is focused upon, and maximises the benefits derived from significant new public investments in transit infrastructure.

There are obvious benefits of a planning policy that encourages the integration of land use and transit facilities. Higher residential densities and mixed use developments in the walkable catchments of transit facilities have the potential to reduce car dependence; to increase accessibility for those without access to private cars; to reduce congestion on the road network and the demand for new road space; to reduce fuel consumption and air pollution; and to provide quality diverse and affordable forms of housing and development. These benefits combine to produce an attractive and viable alternative to car-based suburban and urban fringe development.

Mixing compatible uses in transit-oriented precincts within an environment that favours walking and cycling makes it possible to reduce private vehicle use. It becomes feasible for trips to become multi-purpose (ie to serve several trip purposes at the one location) and to include travel on multiple modes, therefore reducing the number of separate trips requiring private vehicle use. Mixing uses also promotes more efficient operation of the system by generating transit demand in both directions and spreading transit use beyond the morning and evening peak periods.

This policy seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use, and which will achieve the more effective integration of land use and public transport infrastructure.

The policy is an integral part of a range of policies directed towards greater urban sustainability in accordance with the State Planning Strategy and Statement of Planning Policy 3 Urban Growth and Settlements (SPP3). The following policy measures from SPP3 are particularly relevant to this policy.

- Supporting higher residential densities in and around neighbourhood centres, high frequency public transport nodes and interchanges.
- Clustering retail, employment, recreational and other activities which attract large numbers of people in activity centres around major public transport nodes so as to reduce the need to travel, encourage non-car modes and create attractive, high amenity mixed use urban centres.
- Providing access for all to employment, health, education, shops, leisure and community facilities by locating new development so as to be accessible by foot, bicycle or public transport rather than having to depend on access by car.

## I Introduction

### Policy approach

The development potential related to transit facilities in metropolitan Perth is variable, and the nature of the relationship between transit and land use cannot easily be classified into a consistent set of development scenarios that readily lend themselves to corresponding individual policy approaches.

The nature and role of transit facilities themselves is also not static, but changes over time, sometimes in response to localised factors but also in response to wider policy decisions, for example on service frequencies, fare structures and other operational factors. The actual physical form of transit facilities may also change, through the improvement of individual components of the system, or through wider network revisions and extensions.

In this context, and in recognition of the level at which the WAPC is able to influence these issues, this policy takes a generalised rather than geographically place-based approach, while still seeking to ensure that the provisions reflect and address the variety of situations in which the relationship between urban form, land use and transit may be enhanced, promoted and planned for.

This approach places much of the emphasis for the detailed delivery of transit related development outcomes upon local government planning processes, through the preparation and consistent application of appropriate provisions within town planning schemes, and associated planning policies and design controls, developed and applied under the guidance provided by this WAPC policy. Achieving the policy's objectives will therefore require a collaborative approach between the WAPC and local governments.

It is also critical to the effectiveness of the policy that state government agencies apply its principles in the development and implementation of government projects.

### Defining 'transit oriented precincts'

Research into the relationship between accessibility and the use of transit facilities consistently indicates that there is a common 'threshold' for walking to those facilities. This equates to:

- about 10-15 minutes walking time, or at 800 m distance, for rail stations, transit interchanges or major bus transfer stations or terminals; and
- about 5-7 minutes walking time, or 400 m, for bus stops located on bus routes with multiple bus services that are high frequency of 15 minutes or less during peak periods (see map attached).

It is also accepted that these distances may be exceeded under particular circumstances, for example where a rail station lies centrally within a confined 'corridor' of development that may somewhat exceed 1000 m in total width. They may also be limited in some local cases, for example where physical barriers prevent access.

Where the nature of bus services and facilities are such that they can be considered to offer the same level of service and 'permanence' as rail based services, the provisions of this Policy will normally be applied to the precincts around those facilities. In the case of typical on-road bus stops on normal local routes, it is accepted that the potential lack of permanence of such facilities and services may make a direct transit oriented development (TOD) response difficult, however the general guidance provided in this Policy on planning for bus-based transit in the urban structure should still be applied.

It is accepted that the development potential in TOD precincts as defined in this policy will be variable. The policy establishes principles that should be adhered to wherever possible, but TOD requires a place-based approach to precinct planning and design to define, protect and secure optimal TOD outcomes.

### Measuring accessibility

In making a broad assessment of accessibility to transit facilities, and in reviewing the associated urban structure, the threshold distances described above can be taken as simple radial measurements, however a much more accurate picture of real accessibility can be obtained by using the 'ped-shed', or walkable catchment, technique, plotting actual walking distances against the existing or proposed street network.

As well as providing a very good picture of the overall level of accessibility to transit afforded by neighbourhood structure, this technique can also be very helpful in identifying specific issues and shortcomings of a development pattern that may be addressed.

by making in some cases relatively simple changes that have a significant impact on the overall level of accessibility within a place.

The WAPC therefore encourages the use of the 'ped-shed' and related techniques for designing and testing subdivisions for accessibility to transit facilities, and will itself apply those techniques in assessing relevant proposals.

## 2 Application of the policy

This policy applies to all areas of the state, within transit precincts as defined under the policy, and is intended to inform government agencies, local government, landowners and prospective developers of the policy approach which will be applied by the WAPC when considering:

- development or redevelopment within transit oriented precincts as defined in section 1 of this policy;
- the need for transit services and the provision proposed to be made for those services in new development areas; and
- proposals for the redevelopment of existing transit facilities and other network changes and improvements.

The policy will be applied by the WAPC:

- in determining subdivision and development applications;
- in advising on town planning schemes, scheme amendments and local planning strategies;
- in preparing and reviewing structure plans for developing areas and areas undergoing redevelopment;
- in preparing amendments to the Metropolitan Region Scheme and to country region schemes; and
- in providing advice to the Minister for Planning and Infrastructure on matters relevant to the application of the policy.

## 3 Policy objectives

- To promote and facilitate the use of public transport as a more sustainable alternative to the private car for personal travel, to enhance community accessibility to services and facilities, including employment opportunities, community services and recreational facilities, and to improve equity in accessibility for those who do not own or have access to a car.
- To encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services, and for the existing and potential users of public transport to access those services.
- To encourage balanced public transport rider-ship along transit corridors by creating places that are destinations as well as points of departure.
- To ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services.
- To ensure that opportunities for transit supportive development are realised, both on public and privately owned land, and that transit infrastructure is effectively integrated with other development, to maximise safety, security and convenience for transit users.
- To promote and facilitate walking and cycling within transit oriented precincts by establishing and maintaining high levels of amenity, safety and permeability in the urban form, and to promote and facilitate opportunities for integrating transport modes by creating opportunities for convenient, safe and secure mode interchange.

## 4 Policy measures

### 4.1 Transit-supportive development patterns

Urban structure is the foundation of a transit-supportive environment. Effective transit is fostered by a more compact urban form, mixed uses, higher development densities and activity levels, and especially by spatial patterns of development that make it easier to plan and efficiently operate transit services, and for users to access those services once they are in place. For these reasons:

- 4.1.1 The street pattern within transit-oriented precincts should be designed to enhance general walkability, and to facilitate pedestrian access to transit facilities. A responsive grid pattern provides good general permeability and connectivity, and a choice of routes, but may need to be modified to accommodate radial connections focused on transit stops, particularly closer to the stop, to provide more direct access and reduce the need for pedestrians to 'zigzag' through the grid of streets.
- 4.1.2 Street patterns that require pedestrians to divert from the most direct routes, and especially to backtrack, should be avoided. If absolutely necessary, short lengths of pedestrian access way may be used to provide 'missing links' through the grid, provided that their safety and security can be ensured, however under most circumstances good street layout and design should be used to minimise walking distances, rather than a segregated system of pedestrian routes.
- 4.1.3 The street pattern within transit-oriented precincts should be designed to enhance commuter and recreational cycling, and to facilitate cyclist access to transit facilities. A responsive grid pattern with on and off road facilities provides good general permeability and connectivity and a choice of routes.
- 4.1.4 A diversity of lot sizes in subdivisions within transit-oriented precincts, matched with a robust street layout, is encouraged as it provides greater flexibility of development options, and enhances the robustness of the urban structure, making it easier for the precinct to evolve over time through a progressive intensification of activities and change to uses that will more effectively support transit use.

4.1.5 Structure plan preparation and subdivision design in 'greenfield' situations should make appropriate provision for the planning and operation of bus services. A grid-based street pattern is supported because it provides for more direct, better spaced transit routes, disperses general traffic more effectively to limit congestion that can impede bus services, and provides permeability and maximum flexibility in bus route planning. Road network planning should also ensure that all relevant local and district facilities, including shopping facilities, recreation facilities, schools and other community facilities, can be accessed by bus services.

4.1.6 As with rail stations, bus stations and major bus interchanges should be serviced by a well connected network of local streets that maximises accessibility for those within walking distance of the facilities, and in general, the provisions of this policy relating to matters such as accessibility, amenity, safety and security also apply to the bus services and facilities provided at those locations.

### 4.2 Land use to support transit

The level of transit patronage is closely linked to the quality and frequency of the service provided. In turn, the service able to be provided is a function of the density and mix of land uses that generate potential transit users. An appropriate mix and balance of land uses can be a major contributor to the use and effectiveness of transit facilities. Within transit-oriented precincts, the emphasis should be on uses which are likely to promote transit use, and which will benefit by being accessible to and by transit facilities.

Mixing-compatible uses in transit-oriented precincts within an environment that favours walking, makes it possible for one transit trip to serve a wide variety of purposes, compared to dispersed uses that are more likely to generate several separate trips, which will be made mainly by car. For these reasons:

- 4.2.1 Residential development should be encouraged close to transit facilities, to help in creating a sense of place that makes a TOD precinct more than just a place where transit is available, giving places an individual identity within the urban fabric.

- 4.2.2 Higher density residential development, in particular, places greater numbers of residents close to transit services, increasing the potential for those residents to look to transit as a travel option, with a corresponding increase in patronage. In reviewing town planning schemes and proposed scheme amendments that include transit precincts as defined by this policy, the WAPC will expect local governments to identify and promote opportunities for residential development at a minimum density of 25 dwellings per hectare, and will expect the application of densities substantially higher than 25 dwellings per hectare where sites have the advantage of close proximity to a rail station, major bus interchange or bus route that provides service frequencies equivalent to rail. The WAPC will also work with local governments in the development of measures and incentives to ensure that desired densities are achieved in practice.
- 4.2.3 Densities should be increased through a subdivision pattern, which allows for the progressive intensification of activities. In newer suburbs it is sometimes not practical to achieve higher densities at the initial stages of subdivision, particularly when public transport services are not yet fully implemented. In such cases the subdivision pattern should be robust, to allow for future more intensive subdivision and development as the suburbs mature and demand for public transport increases.
- 4.2.4 Other uses that are likely to be significant generators of transit trips should also be located close to transit facilities wherever possible. Relevant uses include offices and other 'high-density' employment-generating activities, intensive leisure facilities, and retailing. Similar considerations apply to uses such as aged persons development, schools and tertiary education uses, hospitals, community facilities and social services.
- 4.2.5 Locating educational buildings within transit-oriented precincts is appropriate where they include the more intensive elements of the institution such as teaching facilities and indoor recreation facilities, however the more land extensive/low-intensity elements of schools and other similar 'public' uses, for example playing fields, should not be dominant elements within the walkable catchment of transit facilities.
- 4.2.6 Encouraging the greater use of transit services for journeys to work is an important policy objective; however, land-extensive, low development-and-employment density activities such as some general industrial uses, bulky goods retailing and business parks, and warehousing should not be located within transit oriented precincts unless it can be demonstrated that the particular circumstances of a development will favour transit use.
- 4.2.7 Building robustness into the planning of transit oriented precincts is also encouraged because it can make it easier for the area to evolve, and for the progressive replacement of less intensive uses and activities, for example replacing surface level car parking with structured parking and more intensive uses, including more compact mixed use developments and higher density residential uses.
- 4.2.8 The development of transit supportive uses on publicly owned land has the potential to catalyse other similar changes within transit oriented precincts, especially where the public land is strategically located. The WAPC will encourage public agencies, in either disposing of surplus publicly owned land within transit oriented precincts, or developing their own land for public purposes, to consider the implications for accessibility to, and the use of transit services.
- 4.2.9 It can be particularly desirable to locate major civic buildings in TOD precincts, where they can actively contribute to the amenity of the area and act as significant generators of transit use.

### 4.3 The public domain in transit oriented precincts

Almost all transit users are pedestrians for at least a part of their journey, even if only for a short walk from a train or bus to a park and ride facility. The amenity, quality and safety of the public domain within transit oriented precincts are therefore important factors in establishing and maintaining an environment that will encourage people to access transit

facilities on foot, as well as promoting walking generally within these neighbourhoods. For these reasons:

- 4.1 Streetscapes should include features that will help to promote walking by improving the general level of amenity along pedestrian routes to and from the transit facility. Climate moderation in the form of verandas, canopies and arcades, and landscaping, will help to increase the level of comfort for pedestrians and the likelihood that people will see walking to the transit stop as an attractive option. Well lit pedestrian routes and waiting areas are also essential for convenience and safety.
- 4.2 Continuity of footpaths should be ensured along both sides of the street within transit precincts. Neighbourhood layouts should be planned to avoid pedestrians having to cross major roads, or to traverse or be forced out of their direct way to by pass other obstacles to access transit facilities.

#### 4.4 Transit supportive design

Section 1 of this policy highlights the importance of an appropriate framing urban structure in transit-oriented precincts. Design and structure planning, including subdivision plans and road design, must also take into account bus services and their design requirements. The design of individual developments, especially where they have an immediate relationship with transit facilities, can be a significant factor in encouraging increased use of public transport. For these reasons:

- 4.1 Land uses that promote interest, interaction and activity should be used to animate frontages along the principal pedestrian routes leading to and from the transit facility. Uses should be oriented to the street and the public domain, and should include activities at ground floor level that promote interaction and surveillance, provide interest for pedestrians, enhance security, and increase the attractiveness of walking to access transit facilities.
- 4.2 Development should be designed to facilitate access to and enhance the legibility of transit facilities. There may be opportunities for the physical integration of developments with transit infrastructure, incorporating uses that

support the station, for example retail uses that will provide services to, and benefit from the custom of transit users.

- 4.3 The design of developments, especially in proximity to stations, should be robust, to allow for the use of buildings to change over time, to uses that may be more appropriate to a transit-oriented precinct and supportive of transit use.

#### 4.5 Integrating transit infrastructure

The integration of transit facilities and other land uses is actively promoted by this policy, and the design and operation of transit infrastructure should assist in integrating transit facilities with their surroundings. For these reasons:

- 4.1 Transit infrastructure should be designed to suit the scale and character of its surroundings.
- 4.2 Transit facilities should be designed to provide a high standard of amenity for transit users, with appropriate station-based facilities, and a safe and secure environment, especially for those users accessing the facilities on foot or by bicycle.
- 4.3 Transit facilities should be designed to facilitate mode interchange in a safe, secure and convenient manner, and without dominating the station setting or restricting easy pedestrian access.
- 4.4 Where the transit facility includes significant building structures, it should be designed to reflect the civic nature of the transit function, to contribute to the quality of the public realm, and to assist in the legibility of the station in its precinct setting.
- 4.5 The development of new transit infrastructure should consider the possible severance effects of new line work on existing and future local community connections. Where an existing or proposed station development incorporates a pedestrian crossing point that plays an important role in assisting local connectivity and accessibility, the design of the station should allow for that crossing to be available for public use at all times, rather than just during the operating hours of the station.



#### 4.6 Precinct planning

In order to maximise the potential of transit oriented precincts to support and engender increased use of transit services, they will typically require comprehensive planning, which has regard for community values. In the case of new development areas, this will generally occur through the preparation of a structure plan. In the case of already developed areas, it may be through the preparation of a precinct plan, either on an individual basis or as a part of the process for developing a local planning strategy, and leading to the inclusion of appropriate provisions within the local town planning scheme. Liaison with the Public Transport Authority is highly desirable at this stage.

Local planning strategies should describe the existing and proposed public transport network serving the strategy or plan area, should identify specific opportunities for integrating land use and public transport and maximising the use of transit facilities within the study area, and should clearly articulate how those opportunities will be realised through the inclusion of appropriate planning provisions within the local town planning scheme. The WAPC will work collaboratively with local government to ensure that relevant opportunities are identified and optimised.

In carrying out the necessary analysis as part of the local planning strategy process, and in developing related planning provisions, local governments should have particular regard to matters such as:

- residential density and diversity;
- the scale and intensity of non residential uses, especially car oriented land uses;
- the encouragement of public transport use over car use;
- the encouragement of mixed use development, both generally and within individual developments;
- flexible and robust planning provisions that allow for uses and activities in a transit oriented precinct to change and intensify over time;
- the development and application of scheme parking standards that reflect the availability within the precinct of transit facilities and that provide discretion to vary standards, and to progressively replace surface level car parking close to stations with other more transit supportive uses over time; and

- the potential to use planning provisions to provide incentives for appropriate development in transit oriented precincts, including reduced parking standards and floor-space "bonuses".

For the immediate environs of transit facilities, local government is encouraged to consider the preparation of precinct plans that provide greater detail with respect to both land use and the physical form and relationship of development in the precinct to the transit facility, including design guidelines.

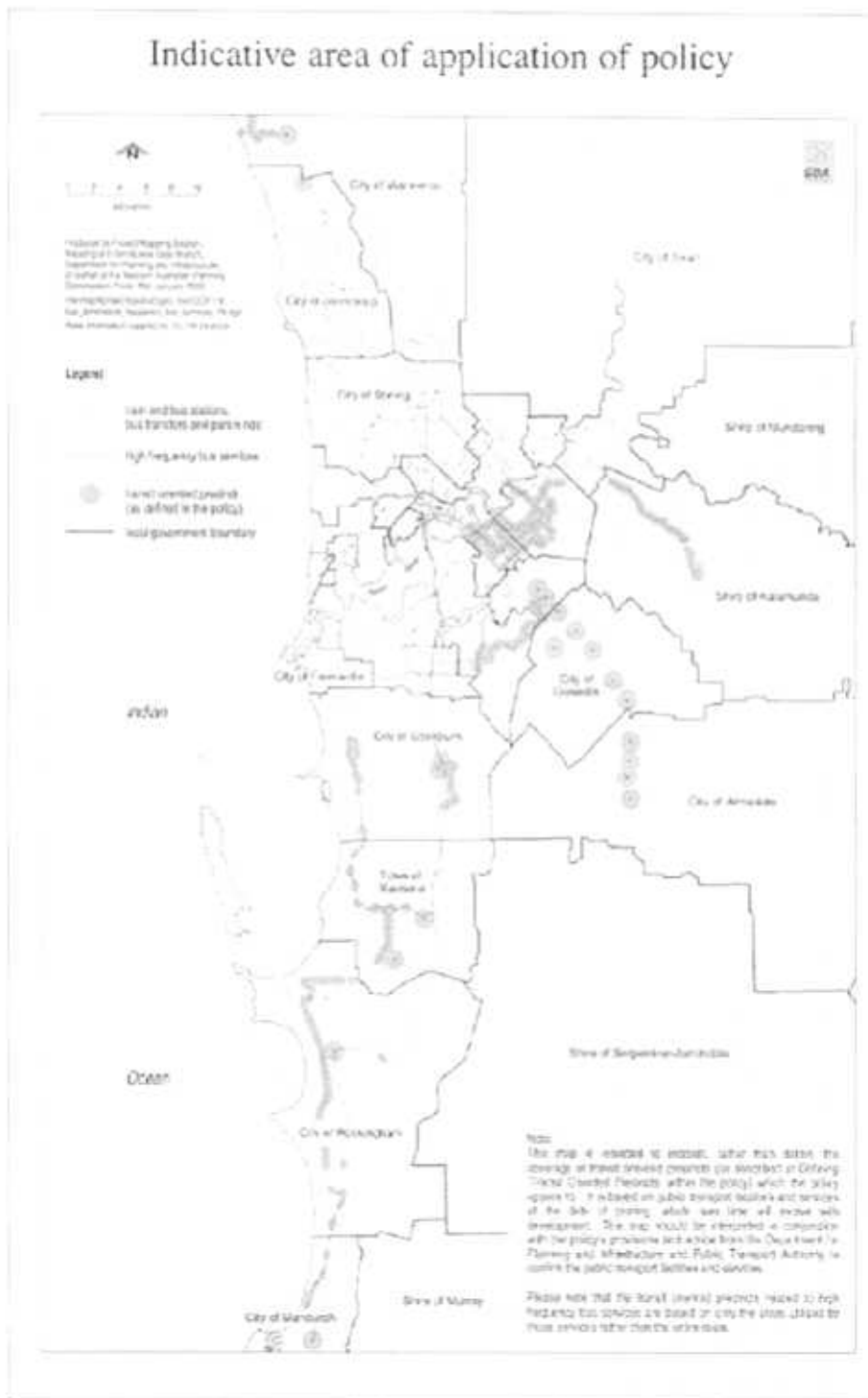
## 5 Implementation

This policy will be implemented by the WAPC in the following ways:

- In providing advice to the Minister on the preparation, review and amendment of town planning schemes;
- In providing advice to local government on the preparation, review and amendment of town planning schemes, and the preparation of local planning strategies;
- In considering applications to subdivide land within transit oriented precincts;
- In determining applications to develop land within transit oriented precincts;
- In considering structure plans for new development areas and for the re-development of existing urban areas.

The WAPC will support the policy by:

- promoting and publicising successful transit oriented development projects;
- supporting the ongoing development of a TOD program within government as a key mechanism for implementing the principles of Network city;
- encouraging community engagement in local visioning processes with a TOD focus;
- working to develop local and state government partnerships for the implementation of TOD;
- providing ongoing guidance to the development industry and local government in the application of this policy; and
- providing incentives for affordable housing near transit.



Development Control Policy - Planning to Support Transit Use and Transit-Oriented Development January 2006 9

## ATTACHMENT 2. AGENDA

### AGENDA – DAY 1 (18 January 2007)

Start Time	Item	By
8:45	Arrival, tea and coffee	
9:00	Welcome	Rod Constantino
9:10	Workshop purpose and process	Linton Pike
9:20	City of Wanneroo perspective	Charles Johnson
9:30	Tamala Park structure planning context	Larry Smith
10:00	Questions and answers	All
10:20	Group Session 1 – Vision and key issues	Large Group
11:00	Morning Tea – Part time participants leave	
11:15	Group Session 2 – Objectives for the Future Designing for the community Sustainability (Social, Environmental, Economic) Affordability Future proofing	Small Groups
12:45	Lunch	
1:30	Present back Group Session 2 Objectives and relative importance	Group presenter
3:00	Afternoon Tea	
3:15	Group Session 3 – Regional and local links Regional access Local access and traffic movements Key movement desire lines Public Transport provisions Cycleways Green links and pedestrian access	Small Groups
4:00	Present back Group Session 3	Group presenter
4:50	Questions, answers and preparation for day 2	All
5:00	Close Workshop	Linton Pike

## AGENDA – DAY 2 (19 January 2007)

Start Time	Item	By
8:45	Arrival, tea and coffee	
9:00	Days purpose and process – recap Day 1	Linton Pike
9:10	Group Session 4 – Land Use Activity Centres Land uses – residential, commercial, retail, tourist, public open space, other Linking existing and proposed developments Community facilities	Small Groups
10:15	Present back Group Session 4	Group presenter
10:45	Morning Tea	
11:00	Group Session 5 – The Environment Environmentally sensitive or significant areas Vegetation and landscaping treatments Sense of place Height and built form Streetscape	Small Groups
12:00	Present back Group Session 4	Group presenter
12:45	Lunch	
1:30	Group Session 6 – Implementation of the vision Tenure and land ownership arrangements Affordability Waste management treatments Implementation priorities	Small Groups
2:30	Present back Group Session 4	Group presenter
3:00	Afternoon Tea	
3:15	Group Session 7 – Refine table concepts and review vision and objectives.	Groups
4:00	Part time participants rejoin the workshop	
4:00	Present suggested Structure Plan to part time participants	All
4:30	Questions, answers and follow up actions	All
4:50	Next Steps	All
5:00	Close Workshop	

## ATTACHMENT 3. ATTENDEE LISTS

### DAY 1 – ATTENDEES

Last Name	First Name	Organisation
Anderton	Ann	Catholic Education Office of WA
Ayad	Elias	City of Wanneroo
Barlow	Kate	Town of Cambridge
Bentley	Fiona	City of Wanneroo
Bignell	Ian	City of Stirling
Blair	Dennis	City of Wanneroo
Bond	Lewis	City of Perth
Bonker	John	Town of Victoria Park
Boothman	David	City of Stirling
Cahill	Marion	North Metro Catchment Group
Clarey	Trevor	City of Stirling
Constantine	Rod	Tamala Park Regional Council
Corbeski	Leni	City of Wanneroo
Cowie	Ian	City of Joondalup
de Han	Ben	North Metro Catchment Group
Dickson	Mark	City of Wanneroo
Halligan MLC	Ray	Member for North Metropolitan Region
Hartley	Leanne	Department of Water
Higham	Clayton	City of Joondalup
Hunt	Garry	City of Joondalup
Korenhof	Rob	City of Wanneroo
Johnson	Charles	City of Wanneroo
Lavery	Rochelle	Town of Victoria Park
Lucas-Smith	Nicole	DPI
McLeish	Sandra	DPI

Last Name	First Name	Organisation
Meyers	Clare	City of Stirling
Peake	Rod	City of Wanneroo
Pickard	Troy	City of Joondalup
Pike	Linton	Estill & Associates Pty Ltd
Poynton	Kevin	Mindarie Regional Council
Pumphrey	Melissa	DPI
Rhodes	Alix	City of Stirling
Roberts	Tracey	City of Wanneroo
Rodda	Lee	Kotasz Smith
Rofe	John	City of Wanneroo
Sheridan	Alex	Town of Victoria Park
Sheridan	Ross	Department of Water
Simms	Daniel	City of Wanneroo
Slavin	Murray	Catholic Education Office of WA
Smith	Larry	Kotasz Smith
Spinks	Shane	City of Wanneroo
Tay	Terry	DPI
Terelinck	Chris	City of Joondalup
Travers MLC	Ken	Member for North Metropolitan Region
Treby	Brett	City of Wanneroo
Tyzack	Terry	City of Stirling
van der Heever	Ian	City of Perth
Wijay	Sharmini	Department of Education
Wilson	Marissa	City of Joondalup
Wolker	Rainer	City of Stirling
Zagwocki	Roman	City of Wanneroo

## DAY 2 - ATTENDEES

Last Name	First Name	Organisation
Abel	Des	
Anderton	Ann	Catholic Education Office of WA
Bentley	Fiona	City of Wanneroo
Bignell	Ian	City of Stirling
Blair	Dennis	City of Wanneroo
Bond	Lewis	City of Perth
Bonker	John	Town of Victoria Park
Boothman	David	City of Stirling
Clarey	Trevor	City of Stirling
Constantine	Rod	Tamala Park Regional Council
Corbeski	Leni	City of Wanneroo
Cowie	Ian	City of Joondalup
de Han	Ben	North Metro Catchment Group
Dickson	Mark	City of Wanneroo
Gaudoin	Carrie	City of Wanneroo
Halligan MLC	Ray	Member for North Metropolitan Region
Hartley	Leanne	Department of Water
Heymans	Daniel	City of Stirling
Higham	Clayton	City of Joondalup
John	Michele	City of Joondalup
Johnson	Charles	City of Wanneroo
Korenhof	Rob	City of Wanneroo
Lau	Ian	Western Power
Lavery	Rochelle	Town of Victoria Park
Peake	Rod	City of Wanneroo
Pekin	Keith	North Metropolitan Catchment Group
Pickard	Troy	City of Joondalup

Last Name	First Name	Organisation
Pike	Linton	Estill & Associates Pty Ltd
Rodda	Lee	Kotasz Smith
Royle	John	City of Wanneroo
Sheridan	Alex	Town of Victoria Park
Simms	Daniel	City of Wanneroo
Slavin	Murray	Catholic Education Office of WA
Smith	Larry	Kotasz Smith
Spinks	Shane	City of Wanneroo
Tay	Terry	DPI
Terelink	Chris	City of Joondalup
Torrens	Rod	Western Power
Tyzack	Terry	City of Stirling
van der Heever	Ian	City of Perth
Wijay	Sharmini	Department of Education
Wolker	Rainer	City of Stirling
Zagwocki	Roman	City of Wanneroo



#### 9.4 Enquiry by Design Workshop (18 & 19 January 2007) Presentation of Major Planning Concepts – Koltasz Smith

Mr Larry Smith (Koltasz Smith) gave a PowerPoint presentation on the overview of the outcomes from the Enquiry by Design Workshop (refer attachment), held at the City of Wanneroo on 18 & 19 January 2007, which included:

- The Vision Statement
  - Place for people that 'breaks the mould' (looks laterally at and responds positively at contemporary community needs standards and trends)
  - Innovative and benchmark development
  - Maximise the return to the joint venture partners
- Emerging Themes (Design)
  - Marmion Avenue calming
  - Green link
  - Mixed business
  - 'Kings Park of the North'
  - Beachfront tourist node
  - Regional recreational and sporting centre
  - Medium density
  - Mixed density residential
  - Neerabup Road relocation
  - District School K-10
  - Western Power substation requirement
- Emerging Themes (Planning)
  - Community
    - Thriving and interactive community
    - Socially and ethnically integrated
    - Strong sense of place and ownership
    - Safe and secure environment
    - Affordable living
    - Provide community based care for the young, elderly and disabled
    - Encourages the attraction of 'creative capital'
  - Environment
    - Enhance local bio-diversity
    - Minimise the 'eco-footprint'
  - Economic
    - Maximise opportunities for local and home employment
    - Optimise diversity in housing style and choice
    - Promote effective, alternative models for housing design, construction, ownership and financing
    - Recognise whole of life cost and minimise infrastructure maintenance costs
    - Recognise and provide flexibility to facilitate emerging technologies and community needs
- Emerging Themes (Implementation)
  - Briefs for structure planning to include
    - Water sensitive design in land use, public infrastructure, residential and commercial buildings.
    - Long term integration of the TPRC urban development with surrounding POS and Bush Forever land
    - Energy conservation and generation
    - Objectives expressed in City of Wanneroo Smart Growth Wanneroo Smart Growth

- Road innovation measures to calm and if necessary to redirect traffic on major North South and East West arteries where pedestrian/bicycle movements and local catchment area viability issues are important (eg; to Clarkson rail station, east west generally, to beach areas, POS and to Clarkson business and retail centre.
- Early discussions with major stakeholders about inclusion of road and POS integration ideas to inform outcomes possible in structure planning.

NB: It was noted that the final workshop report will include an implementation plan for consideration by the Council.

Moved Cr Clarey, Seconded Cr Anderton

[The Motion recommended in the agenda]

**That the presentation by Koltasz Smith be RECEIVED.**

The Motion was put and declared CARRIED.

# TAMALA PARK

## Tamala Park Regional Council Overview of EBD Workshop Outcomes

January 18<sup>th</sup> and 19<sup>th</sup> 2007

## TAMALA PARK

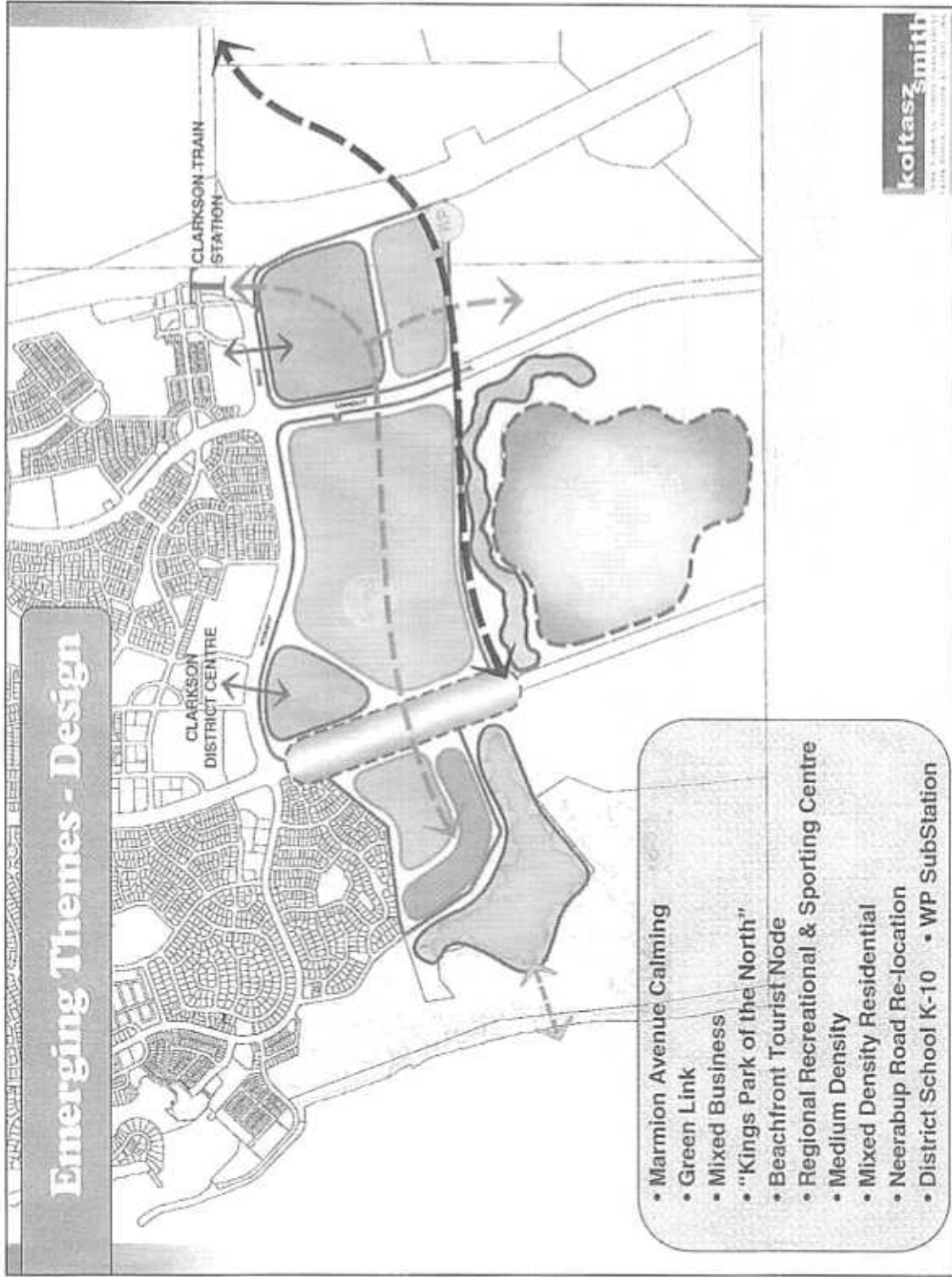
### Tamala Park Regional Council Overview of EBD Workshop Outcomes

- **Vision Statement**
- **Emerging Themes – Design** (Larry Smith)
- **Emerging Themes – Planning** (Larry Smith)
  - Community
  - Environment
  - Economic
- **Emerging Themes – Implementation**  
(Rod Constantine – TPRC)

## Vision

- Place for People that breaks the mould.
- Innovative and benchmark development that capitalises on its regional location and attributes.
- Maximise the return to the joint venture partners

## Emerging Themes - Design



- Marmion Avenue Calming
- Green Link
- Mixed Business
- "Kings Park of the North"
- Beachfront Tourist Node
- Regional Recreational & Sporting Centre
- Medium Density
- Mixed Density Residential
- Neerabup Road Re-location
- District School K-10 • WP SubStation

**koltaszsmith**  
THE PARTNERSHIP BETWEEN ARCHITECTURE  
PLANNING, ENGINEERING & URBAN DESIGN

## Emerging Planning Themes

### Community

- Thriving and interactive community.
- Socially and ethnically intergrated.
- Strong Sense of Place and Ownership.
- Safe and Secure environment.
- Affordable living that reflects the changing cultural and community needs.
- Provide for and promotes community based care for the young, the elderly and the disabled.
- Provides for and encourages the attraction of 'creative capital'.

## Emerging Planning Themes

### Environment

- Enhance local bio-diversity.
- Minimise the 'Eco-Footprint' through:
  - Working with the existing landform.
  - Recovery and re-cycling of grey water.
  - Recovery and re-use of stormwater.
  - Innovative use of green spaces and the application of "Xeriscape" principles in public and private landscaping.
  - Minimise net power requirements.
  - Reducing car dependency through provision of effective transport.



## Emerging Planning Themes

### Economic

- Maximise opportunities for local and home employment.
- Provides for a range of densities that optimises diversity in housing style and choice.
- Promotes effective, alternative models for housing design, construction, ownership and financing.
- Recognises whole of life costs and minimises infrastructure maintenance costs.
- Recognises and provides flexibility to facilitate emerging technologies and community needs.

**Emerging Planning Themes**

**Implementation**

**9.5 Proposed Planning Study – Future Use of the Completed Mindarie Regional Council Landfill Site (Part Lot 9505 Tamala Park)**

Moved Cr Catania, Seconded Cr Tyzack

[The Motion recommended in the agenda]

That it be **PROPOSED** to the 7 local authority owners of Lot 9504 Tamala Park, Mindarie Regional Council and the City of Wanneroo that a planning study be undertaken to examine the potential future of the completed MRC landfill site and matters associated with remediation, final contour, possible future uses and integration with the Tamala Park Regional Council land development and other local and regional developments.

The Motion was put and declared **CARRIED**.

**9.6 Aboriginal Heritage Site Identification and Investigation**

Moved Cr Catania, Seconded Cr Anderton

[The Motion recommended in the agenda]

That Australian Interaction Consultants (AIC) be appointed to undertake the aboriginal heritage site identification and investigation in accordance with the brief issued by the Council and specifically:

Part A – Desktop study for the amount of \$6,270 and, subject to a requirement being established in consequence of the completion of Part A;

Part B – Site survey archaeological and ethnographic study for an amount of \$28,798.

The Motion was put and declared **CARRIED**.

**9.7 Repayment of Equity Contribution - \$120,000 Participant Councils**

Moved Cr Anderton, Seconded Cr Clarey

[The Motion recommended in the agenda]

That equity contributions totalling \$120,000 representing \$10,000 per equity share, to be refunded to participant Councils in June 2007.

The Motion was put and declared **CARRIED**.

**10. ELECTED MEMBERS MOTIONS OF WHICH NOTICE HAS BEEN GIVEN**

Nil

**11. QUESTIONS BY ELECTED MEMBERS OF WHICH DUE NOTICE HAS BEEN GIVEN**

Nil

12. URGENT BUSINESS APPROVED BY THE CHAIRMAN

Nil

12.1 COUNCILLOR QUESTIONS APPROVED BY THE CHAIRMAN

Nil

13. MATTERS BEHIND CLOSED DOORS

Nil

14. FORMAL CLOSURE OF MEETING

The Chairman declared the meeting closed at 7.04pm.

These minutes were confirmed at a meeting on .....

SIGNED this ..... day of ..... 2007

as a true record of proceedings.

\_\_\_\_\_  
CHAIRMAN