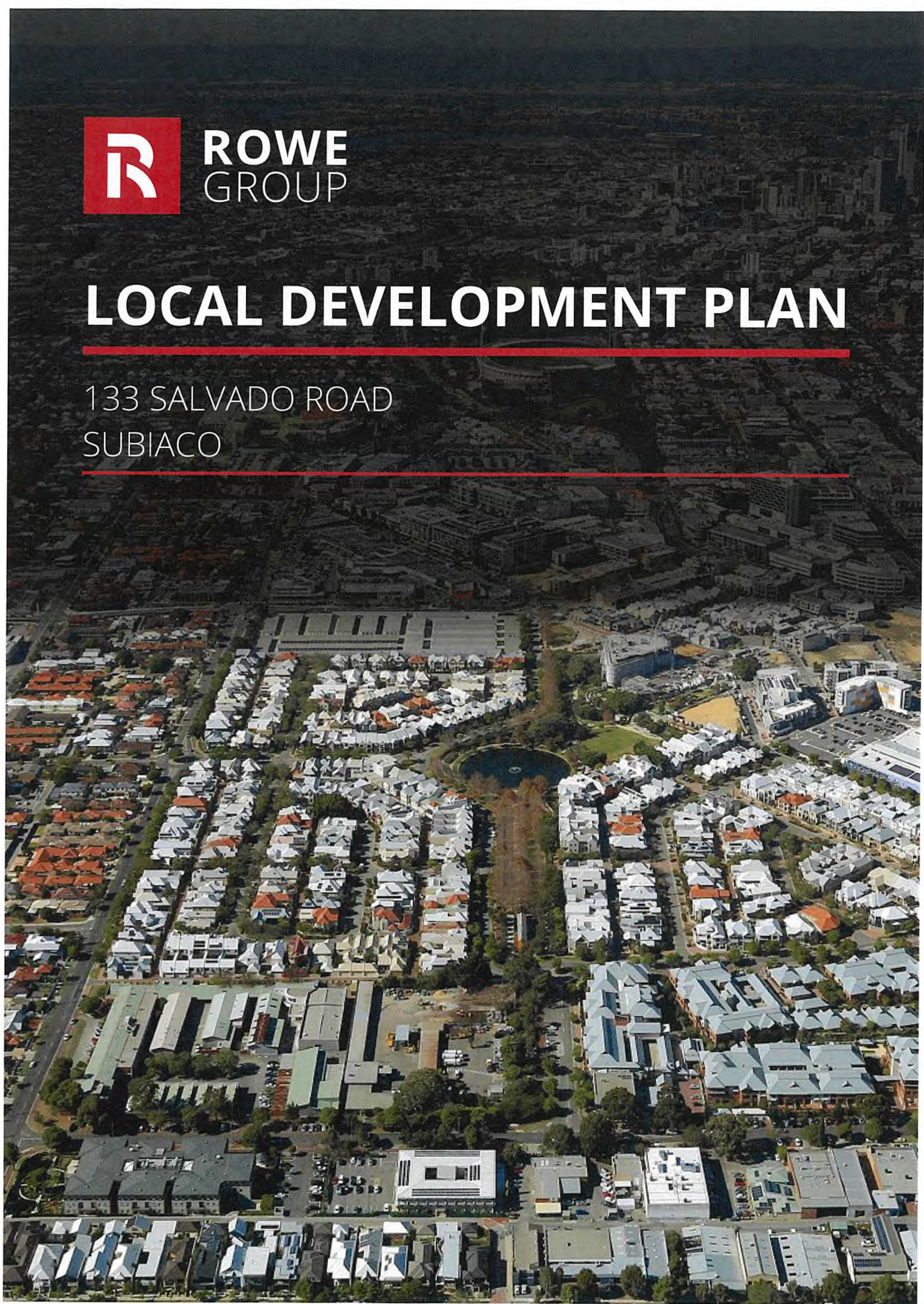




ROWE
GROUP

LOCAL DEVELOPMENT PLAN

133 SALVADO ROAD
SUBIACO



PREPARED BY:



FOR:



IN CONJUNCTION WITH:





DOCUMENT CONTROL

Printed 31 Jul 2020

9039_20jul01LDP_dh

VERSION	FILE NAME	PREPARED BY	APPROVED BY	DATE
1	9039_20jul01LDP_dh	D. Hollingworth	G. Hajigabriel	31/07/2020
2	9039_20sep02LPD_dh	D. Hollingworth	G. Hajigabriel	20/01/2021

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RECORD OF ENDORSEMENT

This Local Development Plan has been approved pursuant to Chapter 9 of Subiaco Redevelopment Scheme No. 2.

IT IS CERTIFIED THAT THIS LOCAL DEVELOPMENT PLAN WAS APPROVED BY RESOLUTION OF DEVELOPMENT WA ON:

..... Date 15/2/21

Signed for and on behalf of the Executive Director Planning, Metropolitan Redevelopment Authority:

.....



TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY OF AMENDMENT	DATE APPROVED BY THE CITY OF SUBIACO

EXECUTIVE SUMMARY

This Local Development Plan ('LDP') applies to the former Subiaco TAFE campus located on Lots 437 and 438 (No. 133) Salvado Road, Subiaco (the 'LDP Area'). The LDP has been prepared on behalf of Cedar Woods, the contracted purchaser of Lots 437 and 438.

The LDP provides a framework for the comprehensive redevelopment of the LDP Area to accommodate medium and high-density residential and complementary uses, including communal facilities and private and public open space.

Residential development is primarily proposed in the form of low-scale townhouses (grouped dwellings) and multi-storey apartments (multiple dwellings). Redevelopment of the LDP Area is expected to generate approximately 100 - 200 new dwellings.

The preparation of this LDP has been informed by consultation with the City of Subiaco, DevelopmentWA, various State Government agencies, and the local community.

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TECHNICAL APPENDICES

APPENDIX NUMBER	DOCUMENT TITLE	NATURE OF DOCUMENT	REFERRAL/ APPROVAL AGENCY	APPROVAL STATUS AND MODIFICATIONS
01	Transport Assessment Report	Supporting	DevelopmentWA	
02	Landscape Plan	Supporting	DevelopmentWA	
03	Waste Management Plan	Supporting	DevelopmentWA	
04	Water Management Plan	Supporting	DevelopmentWA	



PART ONE IMPLEMENTATION

01: LOCAL DEVELOPMENT PLAN AREA

This Local Development Plan ('LDP') has been prepared pursuant to Schedule 2, Part 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('Regulations') and Part 9 of the Subiaco Redevelopment Scheme No. 2. The LDP applies to Lots 437 and 438 (No. 133) Salvado Road, Subiaco ('LDP Area'), only, as contained within the inner edge of the line denoting the LDP boundary on the LDP Map (Sheet 1).

02: PURPOSE

The purpose of the LDP is to guide future development within the LDP Area. It contains a series of general and sub-precinct-specific development standards that will form the basis upon which future Applications for Development Approval within the LDP Area will be assessed and determined by the decision-maker.

The LDP also sets out the circumstances wherein the Deemed-to-Comply provisions or Acceptable Outcomes of the Residential Design Codes (State Planning Policy 7.3 Volumes 1 and 2) are augmented or replaced.

This LDP should be read in conjunction with the City of Subiaco Local Planning Scheme No. 5 ('LPS5') and applicable local planning policies.

03: CONTENT

This LDP comprises:

- ▲ Part One - Implementation section containing the LDP maps and development standards;
- ▲ Part Two – Non-statutory (explanatory) section to be used as a reference guide to interpret and justify Part One; and
- ▲ Appendices – Technical reports.

04: OPERATION

In accordance with Schedule 2, Part 6 of the Regulations, this LDP shall come into operation on the date it is approved by DevelopmentWA.

05: RELATIONSHIP TO RESIDENTIAL DESIGN CODES

A Residential Density Coding of R-AC3 applies to the LDP Area in accordance with the City of Subiaco Local Planning Scheme No. 5 ('LPS5').

The LDP proposes grouped and multiple-dwelling residential development. In this regard, the provisions of the Residential Design Codes (State Planning Policy No. 7.3) Volumes 1 and 2 apply.

06: PRECINCTS

The LDP Area comprises two Sub-Precincts, as shown on the LDP Map (Sheet 1). Specific development provisions are provided for each Sub-Precinct.

07: VISION, AIMS AND OBJECTIVES

7.1 VISION

The vision for the LDP Area is as follows:

To transform the former Wembley TAFE Campus into a vibrant residential neighbourhood that makes a positive contribution to the locality.

7.2 OBJECTIVES

The objectives of this LDP are as follows:

- ▲ Achieve high quality urban renewal.
- ▲ Provide high quality residential infill development that is respectful of the scale of existing and future development in the locality.
- ▲ Provide high quality, publicly accessible open space.

7.3 PRINCIPLES

The provisions and development standards contained within this LDP are based on the following principles:

Land use and urban structure

- ▲ Residential development should provide for a variety of dwelling types and sizes to accommodate a range of housing needs.
- ▲ The urban structure should enable extensive pedestrian accessibility.
- ▲ The urban structure should establish identifiable public / communal places.

Built Form and Massing

- ▲ The built form is to respond to the nature and scale of surrounding development, both existing and future.
- ▲ Passive surveillance of the public realm is to be provided through the orientation of major openings toward public and publicly accessible areas.
- ▲ All building entrances are to be clearly defined, safe and well lit. Buildings should use architectural features to establish visually distinct pedestrian access points.
- ▲ All buildings and shared spaces within the LDP Area are to incorporate design principles of Crime Prevention Through Environmental Design (CPTED).

Public Realm

- ▲ Public spaces within the LDP Area should offer safe and comfortable access for pedestrians.
- ▲ All public and communal spaces within the LDP are to be sensitively landscaped.
- ▲ The public realm should connect with the surrounding area and foster a sense of place whilst enhancing the enjoyment of the locality.

Movement

- ▲ The pedestrian and vehicle movement networks must be legible and connect with the surrounding area.
- ▲ Pedestrian connections are to be provided throughout the LDP Area to facilitate a high level of east-west and north-south pedestrian and cyclist permeability.
- ▲ The principle pedestrian accessways are to be treated with high quality hard and soft landscaping.
- ▲ Public access to pedestrian connections over private land within the LDP Area is to be facilitated via Easement in Gross, in favour of the City of Subiaco. Public access to the pedestrian connections within the LDP Area is to be provided for at the time the specific stage or stages are constructed.

Landscaping

- ▲ Shared use spaces within the LDP Area are to incorporate a high level of soft and hard landscaping to foster a sense of place and enhance the enjoyment of the LDP Area and locality.
- ▲ Landscaping should incorporate native and low water demand plant species.

Universal Access

- ▲ The development is to incorporate accessible dwellings in accordance with DWA's Accessible and Adaptable Housing Policy.
- ▲ All multiple dwellings within the Precinct are to be provided with a safe, continuous and step-free path of travel from the street entrance and / or residents' parking area to a dwelling entrance (front or rear) that is level.
- ▲ Subject to building height, consideration is to be given to the provision of multiple lifts within each core to provide universal access redundancy in the event of lift failure.

08: DEVELOPMENT PROVISIONS

General development provisions applicable to the LDP Area are contained in the proceeding sections and Sheet 1 of the Local Development Plan. Specific development provisions applicable to each of the Sub-Precincts are shown on Sheets 2 and 3 of the Local Development Plan.

Green Link

- ▲ A north-south, pedestrian linkage is to be provided through the LDP Area.
- ▲ The pedestrian linkage is to a minimum width of 10 metres, providing for pedestrian and low speed cyclist movement and passive recreation opportunities.
- ▲ The pedestrian linkage is to be ceded to the Crown for the care, control and management of the City of Subiaco in perpetuity.
- ▲ The north-south pedestrian linkage will satisfy the requirement for a 'green link' provided through the Subiaco Redevelopment Scheme No. 2.
- ▲ The north-south pedestrian linkage is to be constructed and thereafter maintained by the developer for a period of 2-years following the build out of Sub-Precinct 1.
- ▲ Following the expiry of the 2-year period, the north-south pedestrian linkage is to be maintained by the City of Subiaco by way of management order.

Pedestrian Access Way

- ▲ An east-west Pedestrian Access Way is to be provided through the LDP Area.
- ▲ The Pedestrian Access Way is to be provided adjacent the southern boundary of the LDP Area, connecting Accessway C to Greenwood Lane.
- ▲ The Pedestrian Access Way is generally to be a width of 3 metres.
- ▲ The Pedestrian Access Way is to be ceded to the Crown for the care, control and management of the City of Subiaco in perpetuity.
- ▲ The Pedestrian Access Way is to be constructed and thereafter maintained by the developer for a period of 2-years following the build out of Sub-Precinct 1.
- ▲ Following the expiry of the 2-year period, the Pedestrian Access Way is to be maintained by the City of Subiaco by way of management order.

Accessways A, C and D

- ▲ Accessways A, C and D are to be ceded to the Crown for the care, control and management of the City of Subiaco in perpetuity.
- ▲ A 3.0 metre by 3.0 metre truncation is to be provided at the south eastern corner of Sub-Precinct 2, being the intersection of Accessways C and D.

DevelopmentWA Development Policies

- ▲ DevelopmentWA Development Policies are applicable to the LDP Area.
- ▲ In respect of DevelopmentWA Development Policy 9, the requirement for Affordable Housing dwellings generated through the development of Sub-Precinct 1 is to be provided within Sub-Precinct 2.

Passive Surveillance

- ▲ Development is to provide passive surveillance to the adjoining public and private realm.
- ▲ The provision of habitable space above the garage for dwellings accessed via Greenwood Lane or Accessway D is encouraged, however, is not mandatory.
- ▲ The provision of habitable space above the garage for dwellings accessed via Greenwood Lane is required in the three locations shown on Sheet 2 of the Local Development Plan.

Vehicle Parking

- ▲ Each Grouped Dwelling is permitted to provide two residential parking bays.
- ▲ Visitor parking for Grouped Dwellings may be provided within the driveway of a dwelling which is accessed via Greenwood Lane.

Technical Appendices

- ▲ Development of the LDP Area, including all public, publicly accessible and private areas is to be implemented in a manner which is generally consistent with the Technical Appendices attached to this LDP.

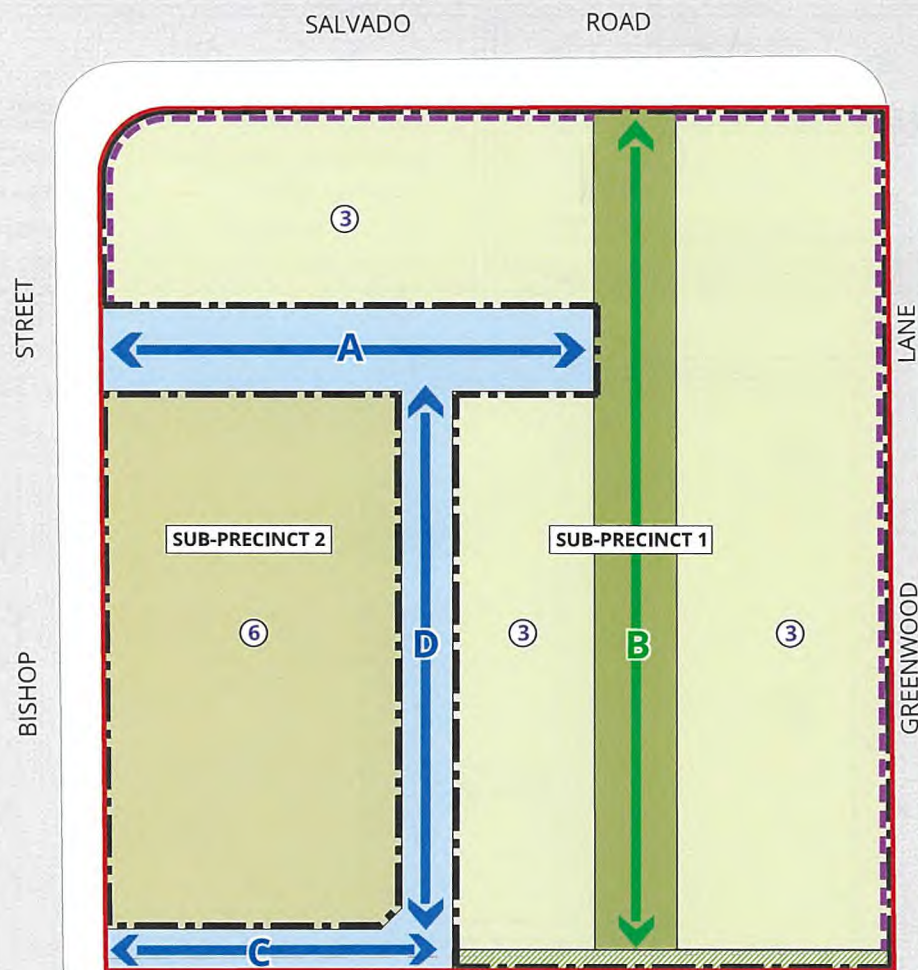
Stormwater Management

- ▲ All lots are to be designed to retain all stormwater onsite, up to and including a 1 in 100-year storm recurrence interval and used for landscape irrigation purposes, pursuant to Water Urban Design Principles.
- ▲ All land areas vested with the City of Subiaco are to be design to retain stormwater from at least a 1 in 20 year storm event.
- ▲ Underground infiltration systems are to be provided within areas designated for vehicle parking, public open space and public access ways.

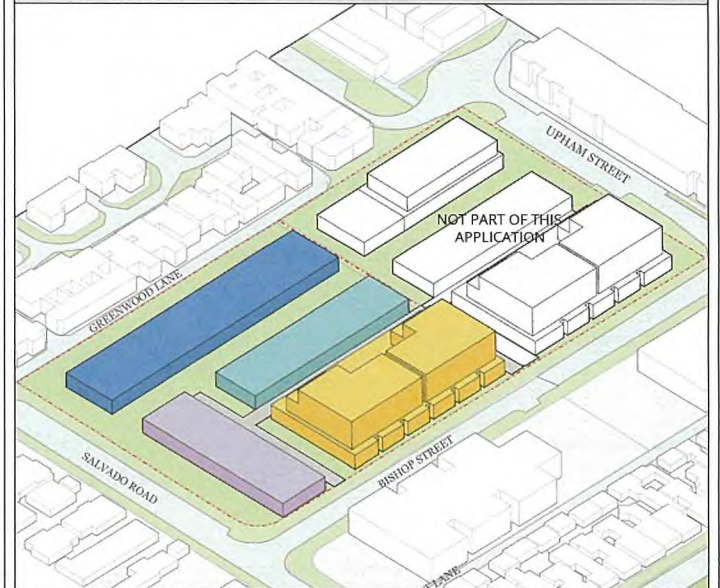
Open Space

- ▲ Clause 5.1.4 C4 of State Planning Policy 7.3 'Residential Design Codes Volume 1' does not apply to the LDP Area.

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INDICATIVE MASSING




LEGEND

- LDP BOUNDARY
- SUB-PRECINCT BOUNDARIES
- SUB-PRECINCT 1
- SUB-PRECINCT 2
- PUBLIC OPEN SPACE
- PEDESTRIAN ACCESSWAY
- PUBLICLY ACCESSIBLE ACCESSWAY
- VEHICLE ACCESSWAYS
- DEDICATED PEDESTRIAN GREEN LINK
- (3) MAXIMUM BUILDING HEIGHTS (STOREYS)
- SINGLE RESIDENTIAL INTERFACE
- CADASTRAL BOUNDARIES

APPROVAL SIGNATURE BOX

THIS LOCAL DEVELOPMENT PLAN HAS BEEN APPROVED PURSUANT TO CHAPTER 9 OF SUBIACO REDEVELOPMENT SCHEME No. 2.



EXECUTIVE DIRECTOR PLANNING, METROPOLITAN REDEVELOPMENT AUTHORITY

DATE 15/2/21

LOCAL DEVELOPMENT PLAN

133 SALVADO ROAD, SUBIACO

SHEET 1 OF 3

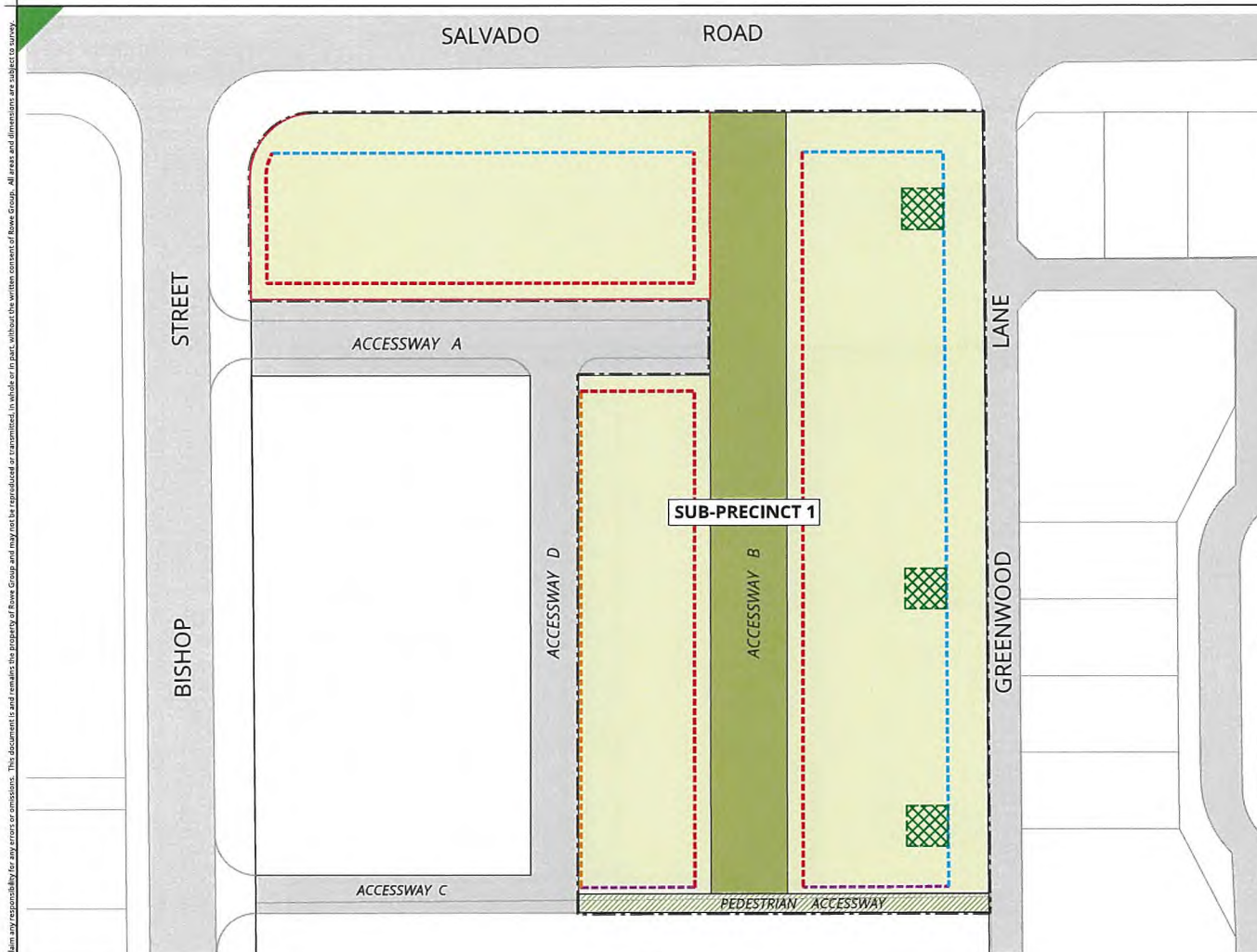


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SUB-PRECINCT 1 PROVISIONS

The R-Code for this LDP is R-AC3 in accordance with LSP5. Sub-Precinct 1 is intended to accommodate grouped dwelling development in the form of two to three storey townhouses.

In accordance with SPP 7.3 Volume 1 Table 1, development standards for single houses and grouped dwellings within the R-AC3 Code are as per the R80 Code. In this regard, the provisions of SPP 7.3 Volume 1, LP55 and the City of Subiaco Local Planning Policies apply unless varied below.

5.1.2 Street Setbacks

C2.1(iv) The following minimum street setbacks apply:

STREET / ACCESSWAY	GROUND FLOOR	UPPER FLOORS
Salvado Road*	6.0m**	6.0m
Bishop Street	1.5m	1.5m
Greenwood Lane*	6.0m	6.0m***
Accessway A	1.5m	1.0m
Accessway B	2.5m	1.5m
Accessway D	Nil	Nil
Pedestrian Access Way	1.0m	1.0m

- * 6m setback to Salvado Road and Greenwood Lane is to accommodate the alignment of services. The setback may be reduced (as approved by the decision maker) where services are realigned and no longer impact the LDP Area.
- ** Setback from Salvado Road is to the predominant building line. Minor ground level intrusions into the setback are permitted, generally in the form of low-level boundary walls or fencing.
- *** In accordance with LP55, three (3) storey development shall be set back a distance of at least 16m from Greenwood Lane.

5.1.3 Lot boundary setback

C3.2 Nil side setbacks are permitted to all side boundaries behind the street setback line, which are not specifically mentioned above.

5.1.6 Building height

C6 Maximum building heights are to comply with Category C in Table 3 as follows

PORTION OF BUILDING	MAXIMUM BUILDING HEIGHT
Tops of external walls	9.0m
Top of concealed wall	10.0m
Top of pitched roof	12.0m

LEGEND

- SUB-PRECINCT BOUNDARY
- PUBLIC OPEN SPACE
- PEDESTRIAN ACCESSWAY
- APPROXIMATE LOCATION FOR UPPER LEVEL HABITABLE SPACE
- NIL SETBACKS
- 2.5m BUILDING SETBACK LINE
- 1.0m BUILDING SETBACK LINE
- 6.0m BUILDING SETBACK LINE

APPROVAL SIGNATURE BOX

THIS LOCAL DEVELOPMENT PLAN HAS BEEN APPROVED PURSUANT TO CHAPTER 9 OF SUBIACO REDEVELOPMENT SCHEME No. 2.

EXECUTIVE DIRECTOR PLANNING, METROPOLITAN REDEVELOPMENT AUTHORITY

DATE:

15/2/21

LOCAL DEVELOPMENT PLAN - SUB-PRECINCT 1

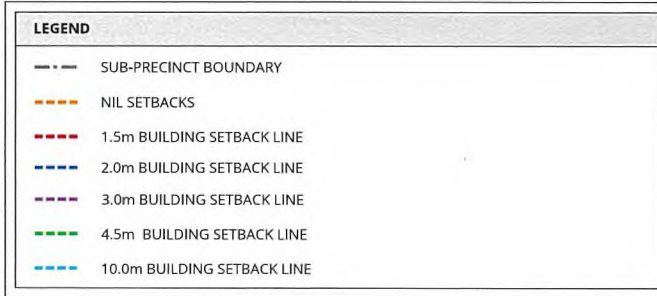
133 SALVADO ROAD, SUBIACO

SHEET 2 OF 3



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DATE: 15/2/21

Plot ratio for development within Sub-Precinct 2 shall not exceed 3.0:1 of the lot area.



PART TWO

EXPLANATORY SECTION

01: INTRODUCTION AND PURPOSE

This LDP applies to the former Wembley TAFE campus located on Lots 437 and 438 (No. 133) Salvado Road, Subiaco ('LDP Area'). This LDP has been prepared on behalf of Gaythorne Pty Ltd (Cedar Woods).

This LDP provides a framework for the comprehensive redevelopment of the LDP Area to accommodate medium and high-density residential and complementary uses, including communal facilities and open space.

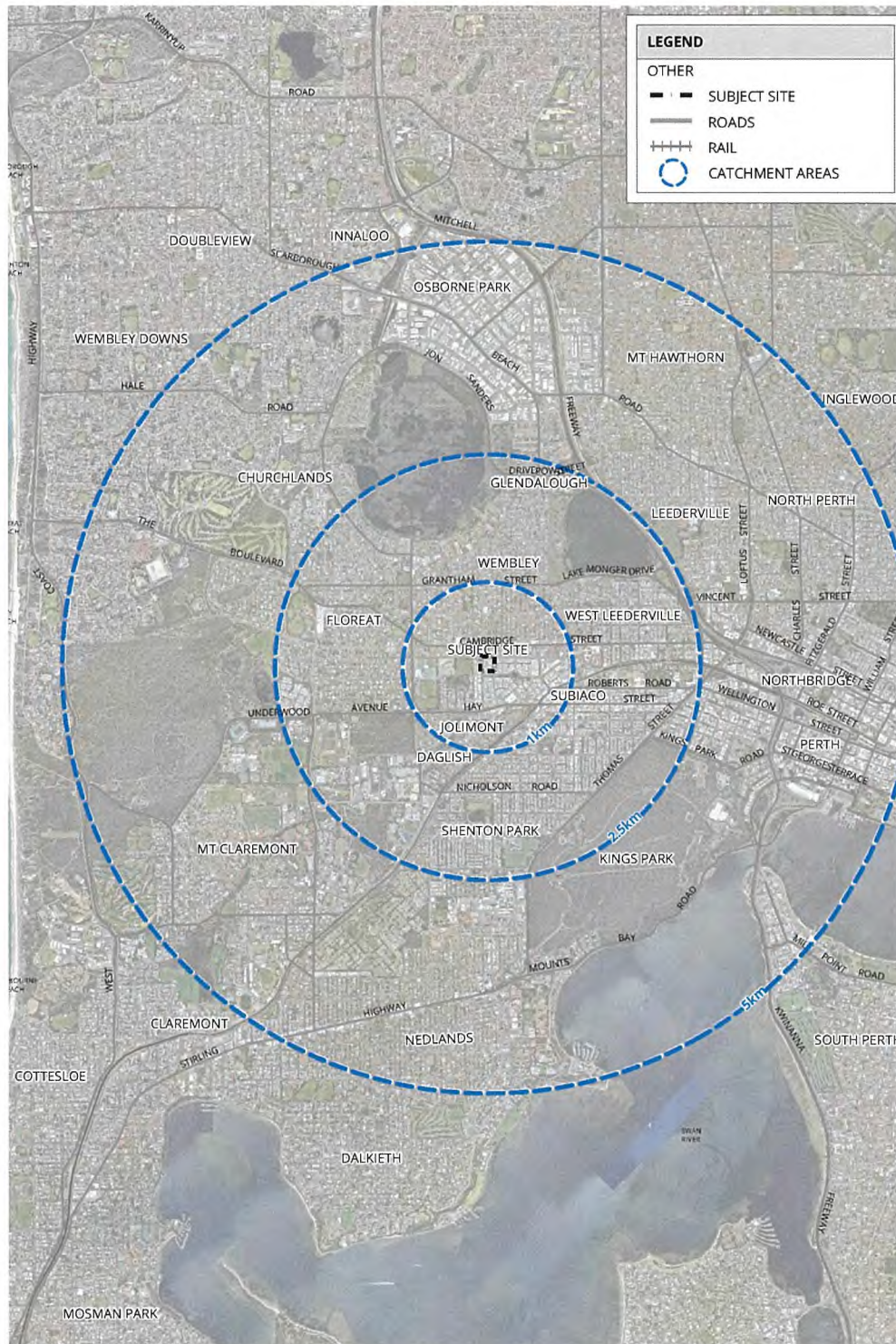
Residential development is proposed primarily in the form of low-scale townhouses (grouped dwellings) and multi-storey apartments (multiple dwellings). Redevelopment of the LDP Area is expected to generate approximately 100 - 200 new dwellings.

The purpose of the LDP is to guide future development within the LDP Area. It contains a series of general and sub-precinct-specific development standards that will form the basis upon which future Applications for Development Approval within the LDP Area will be assessed and determined by the decision-maker.

02: DESCRIPTION OF SITE

2.1 LOCATION

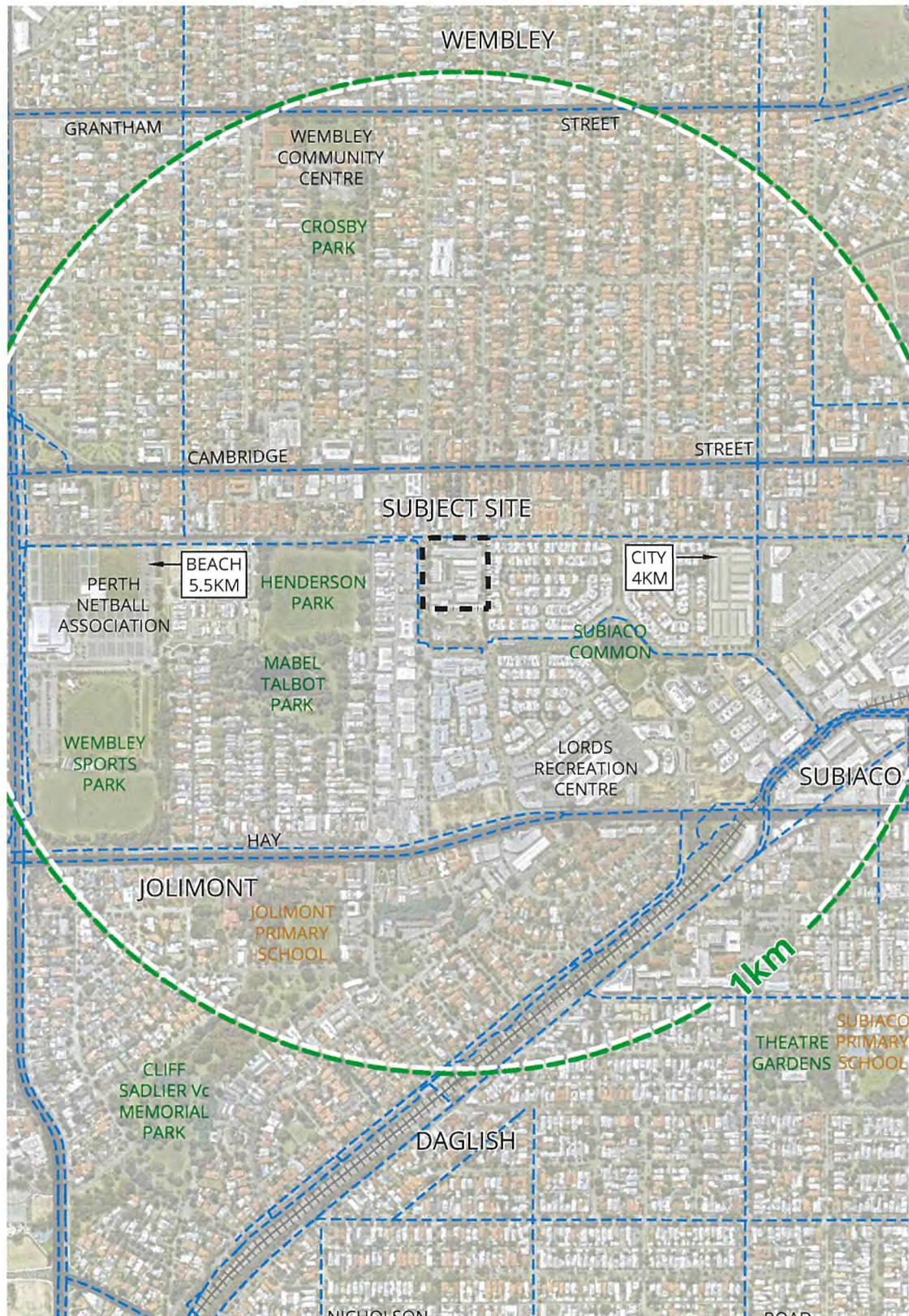
The LDP Area is located in the suburb of Subiaco, within the municipal district of the City of Subiaco. The LDP Area is positioned approximately 4.5 kilometres west of the Perth Central Business District and within 1.0 kilometre of the Subiaco City Centre.



1. Regional Location

02: DESCRIPTION OF SITE

The LDP Area is bounded by Salvado Road to the north, Bishop Street to the west, Greenwood Lane to the east and the City of Subiaco Truck Depot to the south.



2. Locality

03: LOCALITY

3.1 CADASTRAL INFORMATION

The LDP Area comprises two (2) land parcels, legally described as follows:

- ▲ Lot 437 (No. 133) Salvado Road on Diagram 20304, CT Title Volume 2835 Folio 34.
- ▲ Lot 438 (No. 133) Salvado Road on Deposited Plan 173043, CT Volume 2835 Folio 35.

Lot 437 measures 1.4189 hectares in area; Lot 438 measures 0.0232 hectares. The combined total land area is 1.4421 hectares.

The two lots which make up the LDP Area are currently owned by the City of Subiaco. Cedar Woods is the contracted purchaser of the LDP Area.

3.2 EXISTING LAND USE AND IMPROVEMENTS

Lots 437 and 438 (No. 133) Salvado Road were formerly used for educational purposes, comprising the Wembley TAFE campus. The campus has been vacant since 2014. The lots contain existing buildings and improvements associated with its historical use. Some of the buildings incorporate distinct industrial forms; particularly those fronting Bishop Street, which display a sawtooth roof profile.

Vehicular and pedestrian access to the former campus is via two crossovers along Bishop Street. Vehicle parking and pedestrian access is also provided along Salvado Road. The site is largely fenced and is not accessible by the public at large.

Lot 13 (No. 2) Upham Street, Subiaco, located immediately south of the LDP Area, contains the City of Subiaco Works Depot. The Depot contains several single storey buildings but is predominantly a hardstand area. Vehicular and pedestrian access to the Depot is via Upham Street.

On-street parking is located within the Salvado Road, Bishop Street and Upham Street road reserves.

A pedestrian pathway is located between Mere View Way and Greenwood Lane, immediately outside the eastern boundary of the LDP Area.

The LDP Area has been largely cleared of vegetation. Some trees and shrubs remain but are generally confined to the perimeter and central part of Lot 437. Salvado Road and Bishop Street setback areas contain mature trees.

03: LOCALITY

3.3 SURROUNDING LAND USES

The immediate locality is predominantly residential in nature, comprising a mix of detached single and double storey dwellings, units (grouped dwellings) and apartments (multiple dwellings, aged care and retirement living).

Residential densities in the immediate locality range from R30 to R80. The housing stock is generally of a high quality; existing 2-3 storey detached housing and townhouse development being located to the east, adjacent Greenwood Lane, while more significant development (in terms of height and density) is located to the south and west of the Site.



3. Immediate locality

03: LOCALITY

Vehicle access to dwellings on the northern side of Salvado Road is provided directly off Salvado Road. Vehicle access for dwellings on the southern side of Salvado Road, immediately east of the LDP Area, is provided from the rear, via Greenwood Lane.

Street parking, which has historically serviced the LDP Area, is provided within the Salvado Road and Bishop Street road reserves. Redevelopment of the LDP Area will include the retention and use of the on-street parking.

An aged care facility is located to the west of the Salvado Road and Bishop Street intersection. The facility, known as “Bethanie Subiaco”, comprises a three (3) storey building amongst landscaped gardens. Pedestrian access and a ‘port cochere’ are provided along its Bishop Street frontage.

The ‘St Ives Centro’ aged care / retirement facility is located on the southern side of Upham Street, occupying a large area between Bishop and Tighe Streets. The facility comprises some 225 villas and apartments, which are provided within nine (9) separate, three (3) and four (4) storey residential buildings.

The broader locality contains a range of commercial, retail and entertainment uses, such as those along Cambridge Street to the north of the LDP Area and further east, within the Subiaco Town Centre. The LDP Area is also located in proximity to recreational uses and open spaces, including Henderson Park, Mabel Talbot Park, Wembley Sports Park and Subiaco Common.

3.4 CONTEXT AND INTEGRATION WITH LOCALITY

As part of the urban form proposed for the LDP Area, the distinctive characteristics of the locality have been analysed and integrated into the built form and publicly accessible spaces proposed.

The scale of built form throughout the LDP transitions in consideration of the varied development within the immediate context. Building heights and dwelling typology proposed for the Precincts have been determined having regard to the single and double storey dwellings north of Salvado Road, higher density single and grouped dwellings to the east and three (3) to four (4) storey retirement / aged-care facilities to the south and west.

The transition of building height and dwelling typology responds positively to the surrounding built form, reinforcing the distinctive local building forms and pattern of development.

A key element in the design of the urban form is the integration of well-designed public and publicly accessible spaces through the LDP Area, which build on the existing pedestrian network within the locality. Significantly, the connections proposed for the LDP (north-south through the centre, and east-west parallel with the southern boundary to Upham Street) provide for legible movement from Subiaco Common to the south-east, toward Henderson Park and the Cambridge Street retail precinct to the west.

The north-south green “link” has been designed with people in mind. The public space provides an attractive Public Open Space area that offers both passive and active uses, extending public amenity established by Subiaco Common through the LDP Area. Hard and soft landscaping elements shall be incorporated throughout the green link to provide for considered interaction with the adjacent built form, creating an engaging movement corridor between buildings that will contribute to local identity.

Pedestrian legibility through the LDP Area and wider locality is maximised through the provision of a dedicated Pedestrian Access Way, which facilitates unobstructed east-west movement. The Pedestrian Access Way works in tandem with the north-south green link to provide high-quality, safe and engaging contribution to the regional open space network.

03: LOCALITY

The formal connection of the LDP to established pedestrian routes and open spaces successfully builds on the existing amenity of the locality. The publicly accessible spaces within the LDP offer a variety of uses and activities while maximising internal amenity for future residents and passers-by.

Orienting dwellings toward the internal and external pedestrian and vehicle movement network promotes safety and security within and around the LDP. It also provides a positive and clearly defined relationship between the public and private realm, optimising active and passible surveillance of the locality.

The LDP design and built form provisions fosters social engagement, through the mix of dwelling typologies, location of publicly accessible spaces and interaction of the public and private realm.

The built form and publicly accessible spaces proposed within the LDP respond intelligently and sensitively to the established and desired character of the locality, building on the sense of place to deliver a considered, respectful infill precinct.

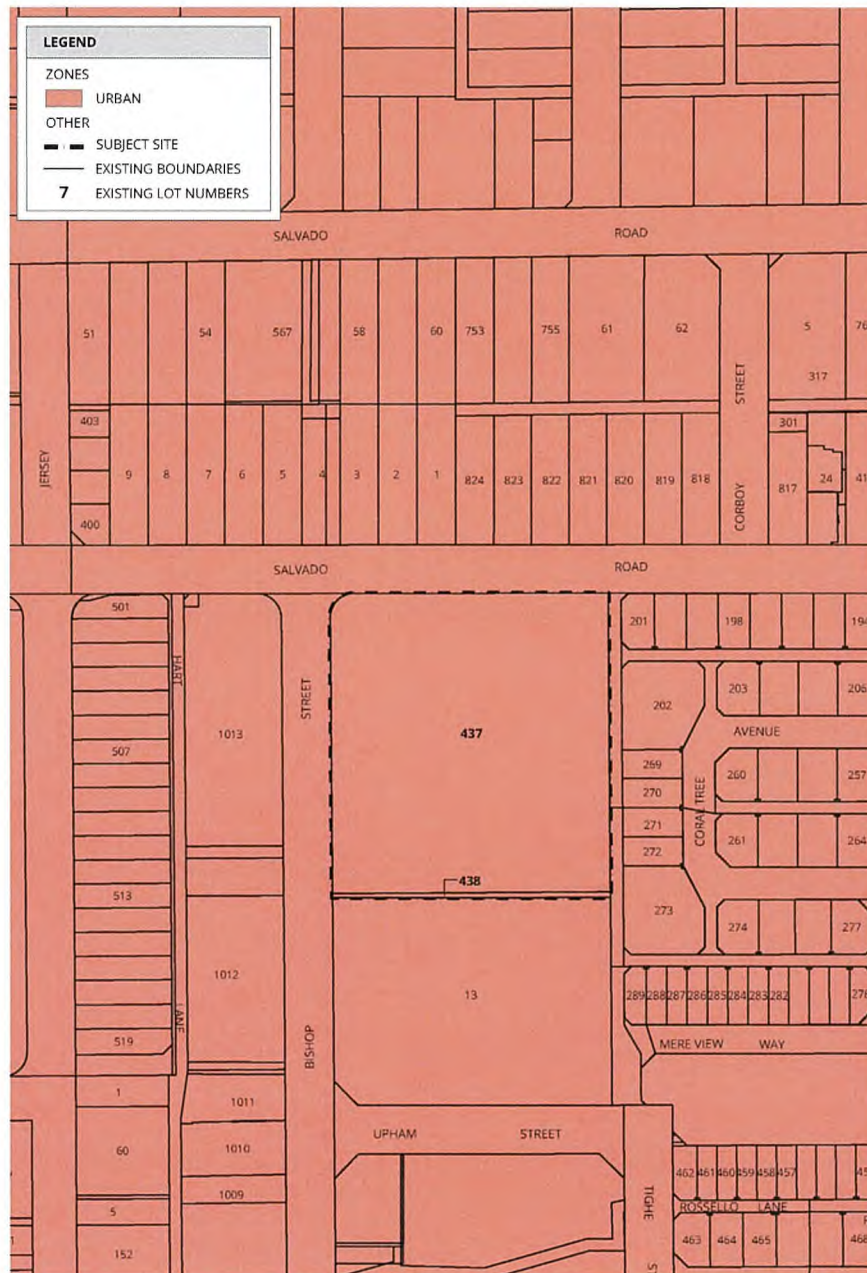
04: PLANNING FRAMEWORK

4.1 REGIONAL PLANNING

4.1.1 ZONING

Lots 437 and 438 (No. 133) Salvado Road were the subject of MRS Amendment 1356/57 which zoned and reserved portions of land currently under the planning control of DevelopmentWA ("DWA"). MRS Amendment 1356/57 has been approved by the Minister for Planning and is therefore effective.

Accordingly, Lots 437 and 438 are zoned 'Urban' pursuant to the provisions of the MRS.



4. Proposed MRS Zoning

04: PLANNING FRAMEWORK

4.2 LOCAL PLANNING

4.2.1 ZONING

Lots 437 and 438 are reserved for the purpose of “Public Purpose – Tertiary School” pursuant to the City’s Local Planning Scheme No. 5 (LPS5), gazetted on 21 February 2020.

It is understood that the “Public Purpose” reservation has been allocated to Lots 437 and 438 as the Lots remain within the DWA Redevelopment Area. We are advised by the Department of Planning, Lands and Heritage that Lots 437 and 438 will be rezoned to “Mixed Use R-AC3” at the time when normalisation has occurred.

Given the intention for the entire LDP Area to be zoned “Mixed Use”, this LDP has been prepared having regard to the intent, desired development outcome and provisions relating to the “Mixed Use” zone and the allocated a density code of R-AC3.

The objectives of the Mixed Use Zone are as follows:

- a) *To provide for a wide variety of active uses on the street level which are compatible with residential and other uses on upper levels.*
- b) *To develop a lively, eclectic and diverse mixed use area providing for an extensive range of residential and commercial uses to be established either in association with each other or in a compatible manner.*
- c) *To encourage buildings of high quality design that respond to and enhance the special character, contributing to a sense of place and a recognition of local history and built form.*
- d) *To promote residential land uses as a vital and integral component of the mixed use zone, supporting the vibrancy and economic sustainability of the zone and the nearby Subiaco Town Centre.*
- e) *The consolidation and development of appropriately located, sustainable, commercial land uses that can exist in harmony with residential uses.*
- f) *To encourage active transport opportunities for residents, workers and visitors.*
- g) *To promote interaction between mixed use development and surrounding facilities and amenities including entertainment, retail and cultural uses and avoiding buildings that discourage residents, workers and visitors from engaging with nearby amenities.*
- h) *To maintain and improve the urban tree canopy across the City.*

The form of development facilitated by the LDP reflects these objectives insofar as the redevelopment promotes residential land uses; encourages high quality built form that considers the form and character of surrounding buildings; provides accessible green space and enhances the urban tree canopy of the locality.

The LDP Area is currently under the control of DWA and forms part of the Subiaco Redevelopment Area, known as “Subi Centro”. The LDP Area corresponds to the Bishop Street Precinct within the Subi Centro Project Area, provided through the (DWA) Subiaco Redevelopment Scheme No. 2. The Statement of Intent for the Bishop Street Precinct is provided at cl. 3.2.2 of the Redevelopment Scheme as follows:

Redevelopment of the former Wembley TAFE Precinct bound by Salvado Road to the north, Greenwood

04: PLANNING FRAMEWORK

Lane and Mere View Way to the east, the City of Subiaco Depot to the south and Bishop Street to the west will include medium density development, primarily residential in use, and comprising a variety of housing forms such as town houses and apartments. There is also the potential to service the local residential and worker population in the immediate area with some small scale commercial, dining and entertainment and retail land uses. Built form will respond to the Precinct context and the scale of the surrounding development and will be designed to reflect the industrial history of the area, but with a contemporary aesthetic.

An extension to the existing green spine will be important to ensure 'Subiaco Common' connects with Henderson Park to the west. Pedestrian and cyclist routes through the Precinct will reinforce the eastwest connection.

Part of the Subiaco Redevelopment Area, including Lots 437 and 438 Salvado Road, have been programmed for project handover or "normalisation", in the later part of 2020. As part of normalisation, Subiaco Redevelopment Scheme No. 2 will be repealed, and the City of Subiaco Local Planning Scheme No. 5 will apply.

4.2.2 LAND USE PERMISSIBILITY

The permissibility of land uses is determined having regard to Table 3 of the City's LPS5. Any Application for Development Approval lodged with DWA or the City is to be assessed having regard to the permissibility of the proposed use(s) within the corresponding zone or reserve.

4.2.3 CITY OF SUBIACO LOCAL PLANNING STRATEGY

The City of Subiaco has prepared a Local Planning Strategy ("Strategy") to provide the framework for integrated and sustainable planning and development over the next 10 to 15 years. The Strategy was endorsed by the WAPC on 28 February 2020.

The Strategy identifies the Precinct as an opportunity for substantial redevelopment within the Jolimont District Centre precinct, noting that the Precinct is *"largely unconstrained and is provided with a good level of supporting infrastructure"*. The draft Strategy recommends that *"further work is undertaken to investigate appropriate land uses and development standards for the Jolimont centre, including the former Wembley TAFE Precinct and the Council depot Precinct"* and identifies the Precinct as one of its seven strategic growth areas.

4.2.4 PLANNING POLICIES

Both DWA and the City of Subiaco maintain a series of local planning policies which provide guidance on specific development issues. These policies will apply to any Application for Development Approval within the LDP Area unless varied in this LDP.

04: PLANNING FRAMEWORK

4.3 REGIONAL AND SUB-REGIONAL STRATEGIES

4.3.1 PERTH AND PEEL @ 3.5 MILLION

Perth and Peel @ 3.5 million is a high level spatial and policy framework that establishes a vision for future growth in the metropolitan Perth and Peel regions. It provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios across the metropolitan region.

The City of Subiaco forms part of the "central sub-region" which has been allocated a target of 215,000 additional dwellings by approximately 2050. The City's Strategy demonstrates that the City will exceed its additional dwelling target of 6,140 by the year 2050, taking into account dwelling growth that has occurred since 2011 and the strategies set out in the draft Strategy. One of the strategies includes redevelopment of the Precinct (refer Clause 7.1.2 of the Strategy).

In this regard, redevelopment of the Precinct is viewed as an opportunity to accommodate residential infill development in accordance with the targets outlined in Perth and Peel @ 3.5 million.

4.3.2 CENTRAL SUB-REGIONAL PLANNING FRAMEWORK (MARCH 2018)

The WAPC's Central Sub-Regional Planning Framework ('Framework') aims to deliver on the main objectives of the Perth and Peel @ 3.5 million spatial plan to develop a consolidated urban form that places a greater emphasis on increased urban infill, residential density, people living close to where they work, while maximising the use of existing infrastructure where there is a concentration of urban and employment opportunities.

The Precinct presents an opportunity for residential infill development consistent with the urban consolidated principles set out in the Framework. This is reflected in the Precinct's designation as part of the Subi Centro project and through its designation as a future "mid-rise urban centre" under the provisions of the City's draft LPS5 and a "key development Precinct / targeted growth area" in the City's Local Planning Strategy.

The Precinct Design Guidelines have been prepared having regard to urban consolidation principles sets out in the Framework. These include:

- ▲ Principle 1: Provide well-designed higher-density housing that considers local context, siting, form, amenity and the natural environment, with diverse dwelling types to meet the needs of the changing demographics;
- ▲ Principle 8: Ensure more efficient use of existing and planned infrastructure to achieve a more sustainable urban environment. Protect existing and proposed infrastructure from incompatible urban encroachment to promote a system where land use developments and infrastructure are mutually compatible; and
- ▲ Principle 9: Preserve and enhance, where appropriate, the green network of parks, rivers, sporting and recreation areas, facilities for active open space, conservation and biodiversity areas, and areas with a high level of tree canopy coverage, considered important for the health and wellbeing of the community.

04: PLANNING FRAMEWORK

4.3.3 CAPITAL CITY PLANNING FRAMEWORK (FEBRUARY 2013)

The Capital City Planning Framework sets out a spatial strategy for Central Perth - the 12km by 12km area around the city centre. The framework indicates how the objectives of Directions 2031 and Beyond (now superseded) and the Central Metropolitan Perth Sub-regional Strategy (also superseded) can be delivered.

The City's Local Planning Strategy notes that the *"objectives set out in the Capital City Planning Framework are encompassed in the City's draft Local Planning Strategy which emphasises the consolidation of development within the Subiaco Activity Centre and key transport/activity corridors which connect the City with other major destinations of activity within the metropolitan central region"*.

The Precinct is identified as a "key development Precinct / targeted growth area" in the Strategy. The LDP will facilitate redevelopment of the LDP Area as recommended in the Strategy and in doing so, will assist in achieving the objectives set out in the Capital City Planning Framework.

4.4 STATE PLANNING POLICIES

4.4.1 STATE PLANNING POLICY 7.0: DESIGN OF THE BUILT ENVIRONMENT

State Planning Policy 7.0: Design of the Built Environment ('SPP 7.0') forms part of the Design WA suite of documents released by the WAPC in May 2019. It sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system.

Preparation of this LDP has involved consideration of the 10 Design Principles set out in SPP 7.0 as explained below.

DESIGN PRINCIPLE 1: CONTEXT AND CHARACTER

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place

- ▲ In consideration of the existing height of adjoining development, building heights adjacent to Salvado Road and Greenwood Lane are limited to two and three storeys to provide for a transition between lower and higher density development.
- ▲ Building design within the LDP Area is encouraged to draw on and incorporate elements of the previous built form of the site and the locality.
- ▲ Larger scale development is to be located adjacent to existing, multiple dwelling style development to the west and south of the LDP Area.
- ▲ The Sub-Precincts within the LDP Area define the urban form and public realm spaces, building on the established pattern of residential development within the locality.
- ▲ The scale and massing of development is positioned throughout the LDP Area in consideration of the existing local identity created through building height, setbacks, and land use as informed by density.
- ▲ To manage the competing interests of high-quality infill development, higher density / larger scale development has been centrally located along Bishop Street, reducing in height and intensity as the site transitions towards Salvado Road.
- ▲ The orientation, proportion and articulation of the built form elements works in conjunction with the existing locality to define the public domain, maintain existing vistas and landmarks, contribute to the character of adjacent streetscapes and provides increased amenity.

04: PLANNING FRAMEWORK

DESIGN PRINCIPLE 2: LANDSCAPE QUALITY

Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context

- ▲ The central green “link” shown within Sub-Precinct 1 has been designed in consideration of both public and private use.
- ▲ The green “street” is a pedestrian-only environment, incorporating formal and informal spaces that encourage socialisation, safety and a link with Subiaco Common to reinforce the sense of place.
- ▲ Hard and soft landscaping is provided throughout the LDP area; areas of higher pedestrian usage have been identified for landscaping treatment which facilitates and encourages active and passive use.

DESIGN PRINCIPLE 3: BUILT FORM AND SCALE

Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area

- ▲ The scale and massing of development is positioned throughout the LDP Area in consideration of the existing local identity created through building height, setbacks, and land use as informed by density.
- ▲ Higher density development has been located along Bishop Street, reducing in height and intensity across the LDP area as the site transitions towards Salvado Road.
- ▲ In consideration of the existing height of adjoining dwellings, building heights adjacent to Salvado Road and Greenwood Lane are limited to two and three storeys.
- ▲ Larger scale development is to be located adjacent to existing, multiple dwelling development to the west and south of the LDP Area.

DESIGN PRINCIPLE 4: FUNCTIONALITY AND BUILD QUALITY

Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle

- ▲ The LDP facilitates a range of compact townhouse and apartment layouts that offer functionality, choice and affordability for a wide range of users and their needs, including their varied reliance on vehicles.
- ▲ The LDP complements the surrounding pedestrian networks and promotes the walkability of the locality.
- ▲ Public and private spaces throughout the Precinct have been designed to provide well-designed, functional environments.
- ▲ The LDP includes provisions for the incorporation of durable materials, finishes, elements and systems into the design of the built form as part of all applications for Development Approval.

04: PLANNING FRAMEWORK

DESIGN PRINCIPLE 5: SUSTAINABILITY

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes

- ▲ The LDP requires the adoption of water sensitive urban design principles for public and private spaces.
- ▲ Passive technologies are to be incorporated which reduce energy use, resource consumption and operating costs over the life cycle of the Precinct.
- ▲ Relevant Local Planning Policies of DWA and the City will be applied, as appropriate, to the development of the LDP Area, in a view to implement technologies to minimise energy and resource consumption.

DESIGN PRINCIPLE 6: AMENITY

Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy

- ▲ A variety of dwelling typologies and built form is encouraged throughout the Precinct, which respond to and build on the diversity of uses and users within the locality.
- ▲ The public realm spaces provide welcoming, comfortable urban environments that incorporate formal and informal protection from the elements.

DESIGN PRINCIPLE 7: LEGIBILITY

Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around

- ▲ The Precinct adopts a logical grid network, facilitating clear sightlines and well-connected movement routes for easy navigation.
- ▲ The central green “link” is a pedestrian friendly environment that takes advantage of rear lane garage access that is consistent across the Subi Centro locality and complements the existing green pedestrian movement network within the locality, prioritising safe pedestrian routes through high-quality environments.

DESIGN PRINCIPLE 8: SAFETY

Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use

- ▲ The nature and orientation of the dwellings within the sub-precincts offer a high level of passive and active surveillance of the spaces between buildings.
- ▲ The use of vehicle laneways, private driveways and suitably wide, pedestrian-friendly shared-zones, encourages safe vehicle movement and prioritise pedestrian activity.
- ▲ All public and private spaces are clearly defined, well-lit and incorporate secure, visible access points.
- ▲ The relationship between public and private spaces is to be well defined through the use of informal and formal demarcation.

04: PLANNING FRAMEWORK

DESIGN PRINCIPLE 9: COMMUNITY

Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction

- ▲ The central green “lane” within Sub-Precinct 1 promotes social engagement and activity in an inclusive manner, providing an active space between dwellings, as well as connecting the Precinct with the wider locality.
- ▲ The development incorporates a diversity of dwelling types that provide a range of housing options for a variety of users.
- ▲ Townhouse development provides ample off-street parking, including driveway parking for visitors, reducing the potential impact on existing street parking.

DESIGN PRINCIPLE 10: AESTHETICS

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses

- ▲ The LDP encourages the use of roof forms, building scale and materials that respond to the existing urban character to the east, whilst respecting the industrial history of the locality.
- ▲ The arrangement of the built form responds to the scale and density of surrounding urban development. This provides the opportunity to enhance the existing streetscapes through increased setbacks and the creation of quality internal open spaces that add to the linear tree canopies.
- ▲ All publicly accessible spaces have been carefully designed to provide accessible, attractive and usable urban spaces.

05: PRE-LODGEEMENT ENGAGEMENT

This LDP has been informed in part by responses received from a community engagement process undertaken by Cedar Woods. The engagement process was undertaken through a 'letter drop' to landowners and tenants of residential, aged care and commercial properties within a radius of at least 150m from the boundaries of the LDP Area. The extent of the letter-drop is depicted in Figure 5 – Extent of Engagement.



5. Extent of Engagement

05: PRE-LODGEEMENT ENGAGEMENT

Participants were advised that Cedar Woods was contemplating a development outcome comprising a mix of townhouses and apartments (grouped and multiple residential dwellings). Participants were invited to contact Cedar Woods by email, mail or telephone as to their preferences for the redevelopment of the LDP Area, with the following questions offered as guidance:

- ▲ *What other land uses do you consider to be appropriate for integration within a new development?*
- ▲ *How should the development feel? Is there a particular character, style or feel that should be applied?*
- ▲ *Where should more intensive forms of development be located on the site (including consideration of building heights)?*
- ▲ *Where should pedestrian and vehicular interfaces occur? To what extent would new development be beneficial with respect to access through the site?*

Comment was also invited outside of the specific questions listed above.

Cedar Woods received 26 replies from local residents, including a collective response from a small strata complex. Common themes identified by respondents include:

- ▲ Potential over-development of the LDP Area;
- ▲ Ensuring that future development is reflective of and complementary to the existing character of Subiaco Centro;
- ▲ The potential impact of building height and residential density on visual amenity, vehicle traffic and street parking (noting that the previous use of Bishop Street parking bays by TAFE students appears to have been replaced by visitors and workers of the former Berrington aged care facility); and
- ▲ The inclusion and nature of non-residential uses.

Common suggestions included:

- ▲ Low rise / low density residential development over the eastern portion of the site with any increased height and density being positioned to the western extent of the LDP Area.
- ▲ Building height to respect the existing Bethanie and St Ives Retirement / Aged Care complexes.
- ▲ Vehicle access to be generally limited to Bishop Street.
- ▲ The integration of high-quality landscape treatments and accessible, pedestrian-friendly open space.
- ▲ Continuation of the Subiaco Common with pedestrian and cycle connections through the LDP Area.

Whilst some respondents also supported a limited extent of retail space within the LDP Area, including a café, some respondents were of the view that the existing, nearby retail precinct provided ample non-residential amenity.

The above is not intended to reflect an exhaustive list of comments but rather represents a summary of common themes and comments.

05: PRE-LODGE MENT ENGAGEMENT

The proposed LDP has sought to address these concerns and to accommodate / incorporate many of the suggestions through the following:

- ▲ A significant setback of buildings to Greenwood Lane, which will visually widen the lane and improve sightlines, whilst facilitating a significant amount of off-street visitor parking.
- ▲ A significant setback of buildings to Salvado Road to extend the public realm and provide for an extended dual-use pathway along Salvado Road, provide for the retention of existing mature trees within the LDP Area, and create a high quality landscaped interface with Salvado Road and the City of Subiaco's boundary with the Town of Cambridge.
- ▲ Townhouse style development over approximately two-thirds of the LDP Area with a two to three storey building height at the Greenwood Lane and Salvado Road frontages.
- ▲ Multiple dwellings being limited to locations where additional height and varied built form will complement the positioning of the adjacent Bethanie and St Ives aged care / retirement facilities.
- ▲ Vehicular access is predominantly taken via Bishop Street, respecting and not impacting on the proposed east-west dual-use path and street parking along Salvado Road, maintaining the local function of Greenwood Lane.
- ▲ The addition of a new north-south "green lane" shown within Sub-Precinct 1 shall be publicly accessible at all times, limited to pedestrian and cycle use only, and shall include community infrastructure such as shade structures and public seating.
- ▲ The opportunity for limited retail / commercial use(s) (e.g. café).

06: LDP PROVISIONS

The LDP contains a series of general and sub-precinct-specific development standards which will form the basis upon which future Applications for Development within the LDP Area will be assessed and determined. The LDP also sets out the circumstances wherein the Deemed-to-Comply provisions or Acceptable Outcomes of the Residential Design Codes (State Planning Policy 7.3 Volumes 1 and 2) are augmented or replaced.

This section of the Report explains the basis for, and rationale behind, the augmentation and replacement of specific Residential Design Code provisions.

6.1 STREET SETBACKS

The minimum primary and secondary street setback requirement for residential development at the R-AC3 Density Code is 2.0m, or nil where commercial uses are proposed at ground floor. Under the R80 density code (which applies to single and grouped dwellings in the R-AC3 Zone), the minimum primary and secondary street setback requirement is 1.0m.

The context analysis undertaken as part of the LDP process revealed a varied setback pattern in the immediate locality, largely due to the varying age of surrounding development, and the range of zones and residential densities. In the interests of ensuring a sensitive interface with surrounding development, the LDP proposes to modify the street setback requirements of SPP 7.3 Volumes 1 and 2.

Within the front setback areas, all fencing is to be no higher than 1.2m above natural ground level and a minimum of 70% visually permeable.

Salvado Road and Greenwood Lane

The setback of existing residential development to the north and east of the LDP Area is largely a consequence of its typical R40 density coding. In these areas, street setbacks range from approximately 2.0m to 8.0m, depending on the age of the dwelling and access arrangements (i.e garage, carport, rear laneway access).

The LDP proposes a minimum building setback of 6.0m to Salvado Road and Greenwood Lane, responding to the alignment of existing underground services and the prevailing pattern of development in the locality.

Bishop Street

The setback of existing development to Bishop Street is similarly varied. The aged care facility located at the corner of Bishop Street and Salvado Road is set back approximately 2.0m, whereas mixed use/commercial development further south is set back approximately 5.0m to 8.0m.

The LDP proposes a primary street setback of 2.0m to Bishop Street, with greater setbacks at the upper levels for multiple dwelling development.

This setback requirement is less than the minimum required for the R-AC3 Zone (2.0m/nil for commercial) but greater than the minimum required for the R80 Zone (1.0m). In this regard, it proposes both an increase to and a reduction of the minimum standard, depending on which RD Code applies. A 2.0m setback is appropriate as it reflects the setback of similar built form adjacent to Bishop Street and is therefore consistent with the existing built form character and streetscape.

Mature vegetation and a pedestrian footpath are provided within the Bishop Street setback area. It is intended that the development of the LDP Area will, insofar as it is practicable, retain the footpath and mature

06: LDP PROVISIONS

vegetation within the setback area.

Internal Accessways

Internally, the LDP proposes setbacks to all accessways, depending on the role of the accessway as either a pedestrian only connection, a vehicular connection, or a shared vehicular/pedestrian connection. Importantly, where development adjoins a pedestrian or shared accessway, setbacks generally perform the role of a primary street setback. In these locations, the minimum setback ranges between 1.5m and 3.0m. A nil minimum setback only applies to vehicle laneways.

Overall, the setbacks proposed in the LDP are appropriate given they:

- ▲ Reflect the setback of existing buildings in the immediate locality and are consistent with the existing built form character and streetscape;
- ▲ Provide for the alignment of existing services (where applicable); and
- ▲ Are generally consistent with the setback requirements contained within SPP 7.3 (Residential Design Codes Volumes 1 and 2).

6.2 LOT BOUNDARY SETBACKS

The LDP includes a provision enabling nil side setbacks to all side boundaries behind the street setback line.

This provision is included on the basis that the form of development envisaged within the LDP includes grouped dwellings in the form of townhouses, which are expected to share common walls. Whilst Deemed-to-Comply provision C3.2(i) under Design Principle 5.1.3 - Lot Boundary Setbacks (SPP 7.3 Volume 1) permits the construction of walls up to a lot boundary where a wall abuts an existing or simultaneously constructed wall of similar or greater dimension, as is expected here, the provision has been included in the LDP for completeness and to avoid confusion at the Development Application stage, particularly in the likely event of staged development

6.3 OPEN SPACE

The LDP proposes predominantly built strata subdivision. As such, there is no statutory obligation which requires the provision of Public Open Space (POS). Notwithstanding this observation, the LDP incorporates the 10m wide 'green link', which is to be ceded as Public Open Space in addition to the significant open space in the form of increased setbacks to Salvado Road and Greenwood Lane.

Separately, but related, a dedicated Pedestrian Access Way is to be provided adjacent the southern boundary of the LDP Area, serving as an east-west connection between Bishop Street, the green link and Greenwood Lane. The Pedestrian Access Way is to be ceded to the Crown.

Due to the provision of functional and usable public open space, together with considerable outliving living areas, the open space requirements for grouped dwellings under Clause 5.1.4 of the R-Codes is not applicable to the LDP area.

06: LDP PROVISIONS

6.4 BUILDING HEIGHT

The maximum permitted height of buildings in the R-AC3 Zone is six (6) storeys. In addition, the maximum height of development on the Site, together with the immediately adjacent City Depot Site, permitted by the City's LPS 5 is six (6) storeys.

Under the R80 density code (which applies only to single and grouped dwellings within the LDP Area), the maximum permitted building height is two (2) storeys, which may be increased to three (3) storeys where identified in a local planning policy, local development plan or similar.

In the interests of ensuring a sensitive interface with surrounding development, the LDP proposes to reduce the building height requirements of SPP 7.3 at the northern and eastern interfaces. A maximum permitted building height of three (3) storeys will apply along the Salvado Road, Greenwood Lane and a portion of the Bishop Street frontages as shown in the LDP Map (Sheet 1).

Whilst a three (3) storey height limit in these locations is significantly less than the maximum permitted building height in the R-AC3 Zone, it is considered appropriate given it:

- ▲ reflects the overall height of existing buildings in the immediate locality and is consistent with the existing built-form character and streetscape along the southern side of Salvado Road.
- ▲ is consistent with the building height limits for the R80 density code under SPP 7.3 (Residential Design Codes Volume 1) through this LDP.

The LDP proposes to maintain the maximum building height permitted via the R-Codes (Volume 2) and the City's LPS5 for Sub-Precinct 2.

6.5 STREET SURVEILLANCE

Street surveillance is to be provided in a manner consistent with the provisions of SPP 7.3 Volumes 1 and 2. Accordingly, dwellings are to incorporate surveillance in the form of major openings from habitable rooms to the street, or pedestrian/vehicle accessways. This provision has also been included in the LDP to ensure dwellings with dual frontage provide an acceptable level of surveillance over the public realm. This is particularly relevant for dwellings abutting Accessway B, which performs an important function of pedestrian legibility.

Greenwood Lane currently provides vehicle access to the rear-loaded dwellings to the east of the LDP Area. The Lane does not provide a pedestrian function; separately, the LDP, through the provision of the green link and Pedestrian Access Way, encourages pedestrians to make use of the pedestrian network within the LDP Area. Notwithstanding, passive surveillance of Greenwood Lane is to be considerably improved through the instillation of street lighting (refer Landscape Plan), active dwelling frontages, and the provision of double storey elements as shown on Sheet 2 of the LDP.

6.6 PLOT RATIO

Plot ratio for any multiple dwelling development within Sub-Precinct 2 has been allocated having regard to existing and desired built form within the locality. The potential location for multiple dwelling development

06: LDP PROVISIONS

within the LDP Area has been determined in consideration of the submissions made by the wider community and appropriate siting of more intense development.

Sub-Precinct 2 is allocated a base Plot Ratio of 3.0:1 consistent with the provisions of the City's LPS5.

6.7 DWELLING ORIENTATION

The proposed semi-detached dwelling configuration of Sub-Precinct 1 limits the proliferation of vehicle crossovers, maximises the landscape opportunity to Salvado Road and Greenwood Lane, enabling wider frontages consistent with the established residential streetscape north and east.

The orientation of dwellings ensures a primary frontage to complement the internal shared-use zones within the LDP Area, which will incorporate landscaping, lighting and pedestrian pathways, providing an appropriate residential outlook for internally-facing dwellings.

6.8 MOVEMENT NETWORKS

The LDP has been prepared in a manner that limits vehicle access and crossovers to Salvado Road and Bishop Street. All vehicle access to the LDP Area is proposed as follows:

▲ Accessway A:

- East-west crossover to Bishop Street within the northern 'third' (approx.) of the LDP Area, providing access to an internal driveway network. Accessway A provides public access into the LDP Area.
- Provides rear access to all dwellings that front Salvado Road. Accessway A removes the need for vehicle access via Salvado Road, maximising activation of the adjacent landscaped public realm space.

▲ Accessway C:

- East-west crossover approximately midblock between Salvado Road and Upham Street. Accessway C provides public access into the LDP Area.
- The accessway is provided entirely within the LDP Area.
- Accessway C provides an internal connection to Sub-Precincts 1 and 2 via Accessway D.

▲ Accessway D:

- North-south accessway, providing a public connection between Accessways A and C.
- The accessway provides vehicle access to dwellings within Sub-Precincts 1 and 2, orienting dwellings east toward, and thereby activating, the green lane (Accessway B) or Bishop Street.

Separately, a public access is proposed within the LDP Area as follows:

▲ Accessway B:

06: LDP PROVISIONS

- North-south pedestrian oriented 'green link' connecting Salvado Road and the Pedestrian Access Way.
- Accessway B provides a high-quality public connection from the landscaped Salvado Road road reserve through to the western extension of Subiaco Common (via the existing pedestrian connection within Greenwood Lane and Mere View Way).
- Dwellings with frontage to Accessway B are to be oriented toward the green link, facilitating increased levels of active and passive surveillance and activation.

▲ Pedestrian Access Way

- ▲ East-west Pedestrian Access Way providing pedestrian oriented access between Greenwood Land, Accessway B and Bishop Street (via Accessway C).
- ▲ The Pedestrian Access Way provides an east-west connection to the wider regional open space network, facilitating unobstructed pedestrian access between Subiaco Common and the proposed Salvado Road Principal Shared Path.
- ▲ Dwellings within Sub-Precinct 1 will similarly benefit from the set back provided to future development on the City's Depot Site.

The movement network that is proposed for the LDP Area minimises the impact of increased vehicle movements associated with infill development. The proposed network facilitates the orientation of residential development toward Salvado Road, Greenwood Lane and Accessway B in a view to provide for increased activation and surveillance within the LDP Area and wider locality.

07: EQUITABLE DEVELOPMENT OUTCOME; CITY OF SUBIACO DEPOT SITE

The City's Depot Site is not subject to the provisions of the DevWA Redevelopment Scheme, rather, is included within the City's LPS5. In that regard, this LDP does not apply to the City's Depot Site.

Notwithstanding, the development provisions applicable to the LDP Area, as shown on LDP sheets 2 and 3 and included within this Report, have been prepared having regard to the potential future development immediately south, located on the City's Depot Site.

Included at Figure 6 below is a massing diagram which demonstrates the manner in which the development provisions prepared for the LDP Area could potentially be applied to the City's Depot Site. The development outcome which may reasonably be achieved on the Depot Site will provide a suitable transition in built form intensity from north-east to south-west while maintaining a development scale which is consistent with the provisions of LPS5.

Note that the built form massing shown below is indicative only, and does not limit or otherwise guide, control or pre-empt the development outcome which may be achieved on the Depot Site through LPS5 or a separately prepared Local Development Plan.



6. Equitable Development Scenario; City of Subiaco Depot Site

08: DEVELOPER CONTRIBUTION ARRANGEMENTS

The LDP is not within a Developer Contribution area and as such there is no statutory requirement for contributions. Notwithstanding this observation, the LDP incorporates the provision of significant community benefit through the provision of public open space through the 'green link' area in addition to the public access to the accessways via easements.

09: INFRASTRUCTURE AND SERVICING

An engineering investigation of the Site has been undertaken by Wood & Grieve Engineers. Key findings from the investigation are discussed below.

9.1 WATER

The Site is serviced by water reticulation mains located in Salvado Road, Greenwood Lane and Bishop Street. The Water Corporation has advised that there is sufficient capacity within the existing network to accommodate redevelopment of the LDP Area.

A significant trunk water main traverses the LDP area east-west, approximately 500mm inside the Salvado Road property, and also north-south, within 1.5m of the Greenwood Lane property boundary. With exception of the LDP Area, this infrastructure is contained within road reserves.

9.2 WASTEWATER

The LDP Area is serviced by existing sewer reticulation mains located in Bishop Street. Sewer infrastructure is also located in Greenwood Lane and Salvado Road.

The Water Corporation have advised that existing services are sufficient to accommodate redevelopment of the Site.

9.3 GAS

Medium Pressure gas mains are located within Salvado Road and Greenwood Lane and are anticipated to have sufficient capacity to service the proposed development.

9.4 POWER

The existing Western Power network surrounding the site consists of Overhead High and Low Distribution lines along the northern side of Salvado Road and Underground High & Low Voltage Distribution Cables along the western side of Bishop Street.

9.5 TELECOMMUNICATIONS

Existing NBN assets are located in Salvado Road and Bishop Street and will provide telecommunications connections to the Site.

010: CONCLUSION

This LDP has been prepared pursuant to Schedule 2, Part 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015 ('Regulations')* and Part 9 of the Subiaco Redevelopment Scheme No. 2. The LDP applies to Lots 437 and 438 (No. 133) Salvado Road, Subiaco, only.

This LDP has been prepared for Gaythorne Pty Ltd, the contracted purchaser of No. 133 Salvado Road, Subiaco.

The LDP establishes a built form pattern and movement network which has been informed by community engagement and an assessment of the existing and desired development within the locality.

The urban structure and built form proposed through the LDP provides for a variety of residential and potential non-residential development, maximising pedestrian accessibility throughout the LDP Area and to the pedestrian network beyond the LDP Area. Care has been taken to provide a built form outcome that responds to the nature and scale of existing and future development, while incorporating activity and surveillance of adjacent spaces.

A key consideration in the preparation of the LDP is the incorporation of a pedestrian and vehicle movement network that is legible and minimises the impact of vehicle movements. Public access to the LDP Area is facilitated to all internal Accessways, by way of ceding to the Crown for the care, control and management of the City of Subiaco in perpetuity.

Landscaped shared spaces are to be provided within the Salvado Road and Greenwood Lane setback areas and the green link. The landscaped spaces represent a considerable contribution to the improvement of the public realm, assisting in the interaction between public and private spaces. The extent and quality of landscaping seeks to enhance the sense of place already experienced within the locality.