

**PART 1 –  
STATUTORY REPORT  
AMENDMENT NO 1**

**BUTLER JINDALEE DISTRICT STRUCTURE PLAN**  
Amendment 1 – Lots 1001 & 1002 Marmion Avenue, Alkimos (formerly known as Lot 3, Alkimos), Lot 2966 & Lot 8210 Halesworth Parade, Butler (formerly known as Lot 8, Butler)



**AMENDMENT NO 1  
TO  
AGREED BUTLER JINDALEE DISTRICT STRUCTURE PLAN**

This Amendment to the Agreed District Structure Plan is prepared under the provisions of Part 9 of the City of Wanneroo District Structure Planning Scheme No 2.

**RECORD OF AMENDMENTS MADE TO THE  
BUTLER JINDALEE DISTRICT STRUCTURE PLAN**

<b>Amendment No.</b>	<b>Description of Amendment</b>	<b>Finally Endorsed Council</b>	<b>Finally Endorsed WAPC</b>
1	<p>Modify and update the Butler Jindalee District Structure Plan to:</p> <p><b>MAP MODIFICATIONS</b></p> <ol style="list-style-type: none"> <li>1. Removing notation and reference to the Romeo Road Station.</li> <li>2. Replacing a portion of 'Service Industrial' in the eastern portion of Lot 1001 with 'Urban Development'.</li> <li>3. Inserting a new western and north eastern 'Business' zone on Lot 1001.</li> </ol> <p>Note: A portion of Service Industrial to be retained in the north east part of Lot 1001.</p> <ol style="list-style-type: none"> <li>4. Replacing 'Other (Local) Centre' in the northern portion of Lot 1001 with 'Urban Development' and 'Business' zone.</li> <li>5. Relocating the western and eastern 'Other (Local) Centre' to reflect the approved locations under Agreed Local Structure Plan No 60.</li> <li>6. Relocating the 'Civil and Cultural' (Government Primary School and Government High School) and District Open Space to reflect the approved locations under Agreed Local Structure Plan No 60 and Agreed Local Structure Plan No 27.</li> <li>7. Updating the location of Transport and Movement Networks (including Neighbourhood Connectors) to reflect Agreed Local Structure Plan No 60 (and amendments).</li> <li>8. Relocating Romeo Road consistent with the Metropolitan Region Scheme.</li> </ol> <p>As depicted on Plan 1 and Amendment Plan No. 2.</p> <p><b>TEXT MODIFICATION</b></p> <ol style="list-style-type: none"> <li>1. Reference updated Lot numbers for former Lot 3, Alkimos and a primary/high school with District open space on former Lot 8, Butler in Part 1 Statutory Report.</li> </ol>		

**AMENDMENT NO 1**  
**TO**  
**AGREED BUTLER JINDALEE DISTRICT STRUCTURE PLAN**

The City of Wanneroo pursuant to Part 9 of District Planning Scheme No 2 hereby amends the statutory section of the above Agreed Structure Plan by:

**MAP MODIFICATION**

Modifying mapping applicable to Lots 1001 and 1002 Marmion Avenue, Alkimos and Lots 2966 and 8210 Halesworth Parade, Butler as follows;

1. Removing notation and reference to the Romeo Road Station.
2. Replacing a portion of 'Service Industrial' in the eastern portion of Lot 1001 with 'Urban Development'.
3. Inserting a new western and north eastern 'Business' zone on Lot 1001.

Note: A portion of Service Industrial to be retained in the north east part of Lot 1001.

4. Replacing a 'Other (Local) Centre' in the northern portion of Lot 1001 with 'Urban Development' and 'Business' zone.
5. Relocating the western and eastern 'Other (Local) Centre' to reflect the approved locations under Agreed Local Structure Plan No 60.
6. Relocating the 'Civil and Cultural' (Government Primary School and Government High School) and District Open Space to reflect the approved locations under Agreed Local Structure Plan No 60 and Agreed Local Structure Plan No 27.
7. Updating the location of Transport and Movement Networks (including Neighbourhood Connectors) to reflect Agreed Local Structure Plan No 60 (and amendments).
8. Relocating Romeo Road consistent with the Metropolitan Region Scheme.

As depicted on Plan 1 and Amendment Plan No. 2.

## **TEXT MODIFICATION**

### **1.0 STRUCTURE PLAN AREA**

The land subject of the original Butler Jindalee District Structure Plan comprised then of Lots 7, 8, 11, 31, 32 and 33 Butler and part Ridgewood, Lot 3 Alkimos and Lots 9, 10 and 12 Jindalee.

Amendment 1 only applies to Lot 1001 and 1002 Marmion Avenue, Alkimos (originally known as Lot 3 Romeo Road, Alkimos). Amendment 1 also includes Lot 2966 and 8210 Halesworth Parade, Butler (originally known as part of Lot 8 Butler).

**CERTIFIED THAT AMENDMENT NO 1  
TO THE**

**AGREED BUTLER JINDALEE DISTRICT STRUCTURE PLAN  
(AS APPLICABLE TO LOTS 1001 & 1002 MARMION AVENUE ALKIMOS  
AND LOTS 2966 & 8210 HALESWORTH PARADE, BUTLER)**

WAS ADOPTED BY  
RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION  
ON .....

Signed for and on behalf of the Western Australian Planning Commission

.....  
an officer of the Commission duly authorised by the Commission pursuant to Section  
24 of the Planning and Development Act 2005 for that purpose,  
in the presence of:

..... Witness

..... Date

**AND BY**

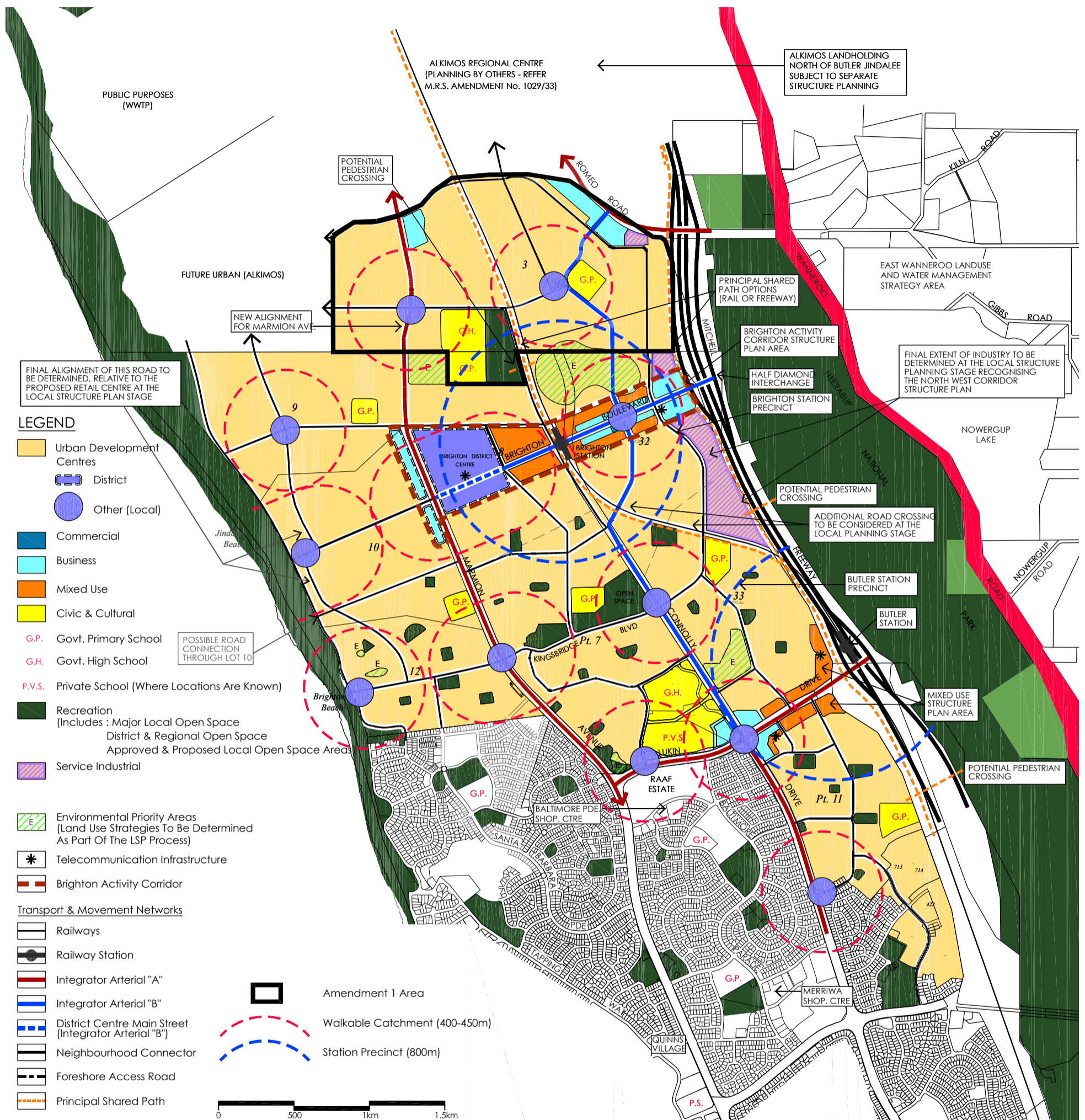
RESOLUTION OF THE COUNCIL OF THE CITY OF WANNEROO  
(or as otherwise delegated under section 9.1 of its Delegated Authority Register)  
ON .....

AND THE SEAL OF THE MUNICIPALITY WAS PURSUANT  
TO THE COUNCIL'S RESOLUTION HEREUNTO AFFIXED IN THE  
PRESENCE OF:

.....  
Mayor, City of Wanneroo

.....  
Chief Executive Officer, City of Wanneroo

..... Date

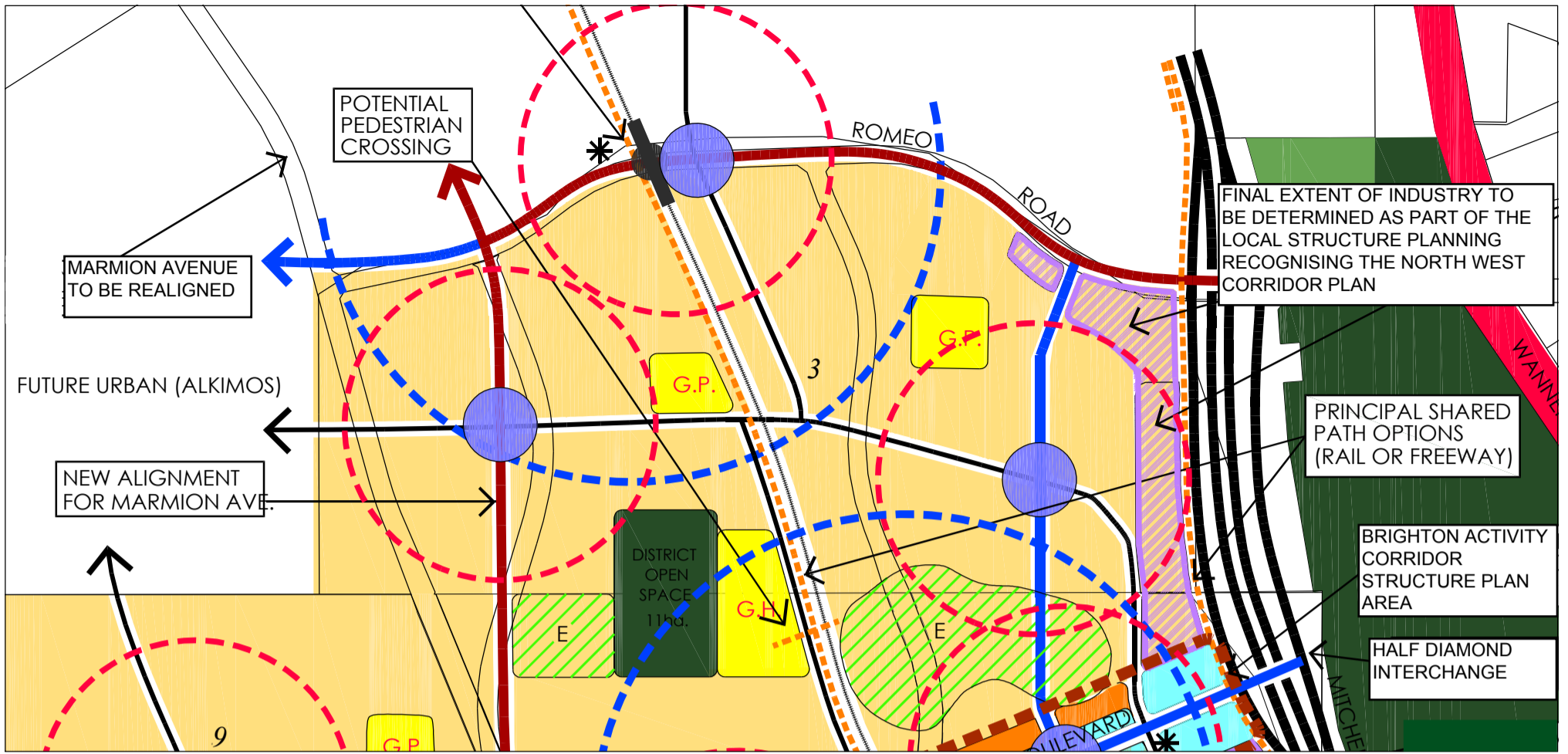


**NOTES**

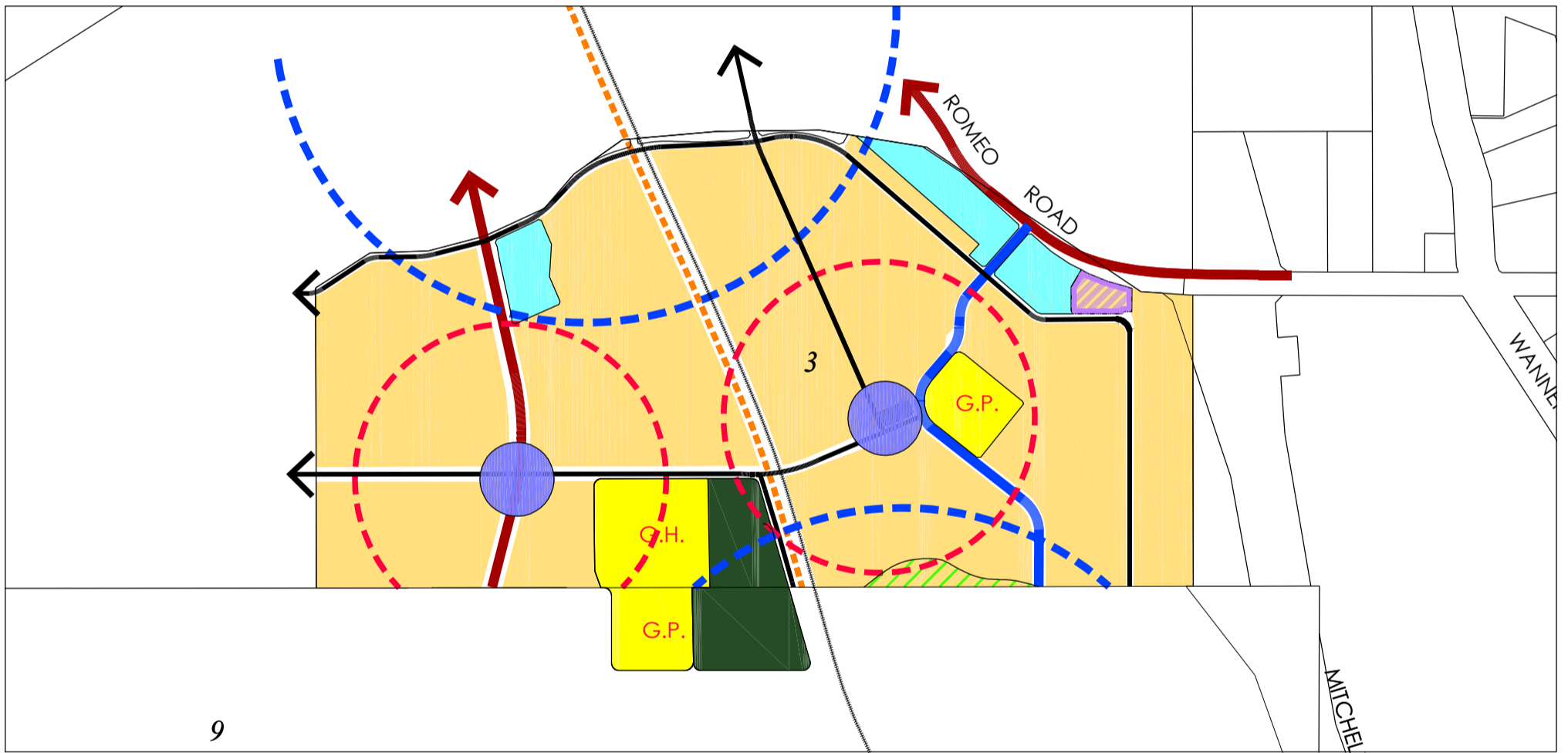
- Final location of the Alkimos Regional Centre to be determined as part of the review of the North West Corridor Structure Plan & MRS Amendment.
- The final locations and configurations of the government schools depicted on this Structure Plan will occur at the local structure planning stage through landowner consultation with the Department of Education and Training and the Department for Planning & Infrastructure. Locations depicted are notional and approximate to reflect catchment requirements.
- Further study will be required to identify appropriate pedestrian/cycle crossing locations once final levels along the rail are known.
- All Centre retail floorspace allocations to be determined through reference to the Metropolitan Centres Policy, the City Of Wanneroo Retail Strategy and the Shrapnel Urban Planning Retail Assessment included within the District Structure Plan report.
- Concerning public open space this Structure Plan depicts;
  - Regional Open Space
  - The nominated District Open Space site
  - Major local open space areas
  - Other local open spaces either approved or proposed as part

- Each of the study area superlots shall provide at least 8% public open space in accordance with Liveable Neighbourhoods with the distribution to be determined at the local structure plan and subdivision phases. Land set aside for District Public Open Space will count towards the 8% requirement.
- The Structure Plan nominates a Brighton Activity Corridor, extending from the Mitchell Freeway to Marmion Avenue, encompassing the Station and District Centre Precinct. This area will require a separate amendment to the Butler Ridgewood local structure plan which pursues an adaptable and flexible urban framework to facilitate higher residential densities and mixed use development once the railway and other major transit infrastructure is in place.
- The structure plan nominates a Mixed Use Area extending from the future Butler Station, along Lukin Drive to Connolly Drive. This area will require a separate amendment to the Butler Ridgewood local structure plan to establish the extent of mixed use development, residential densities and built form provisions to ensure appropriate development in close proximity to the station.

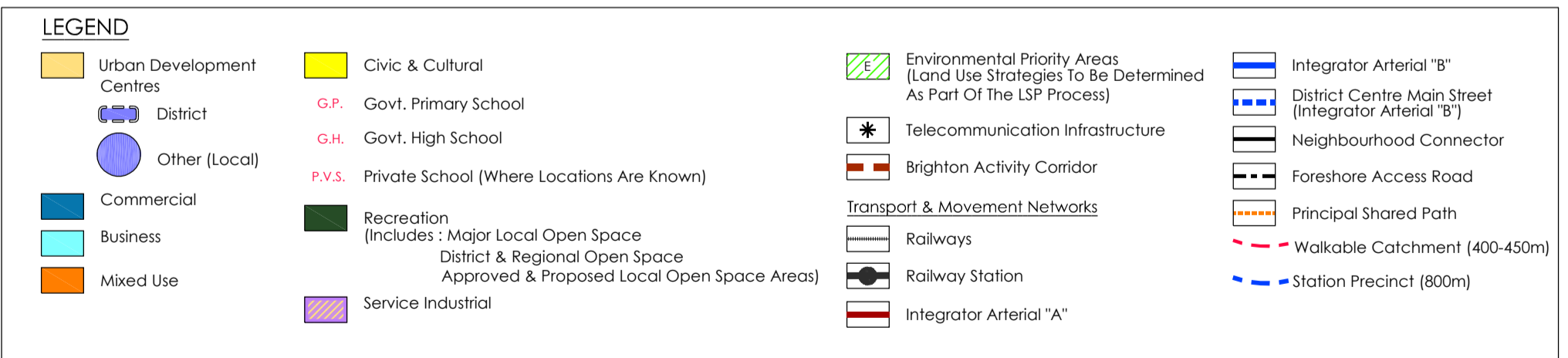
THE ORIGINAL BJDSP WAS PREPARED BY CHAPPELL & LAMBERT (2005) THIS BASE PLAN HAS BEEN PROVIDED BY CLE TOWN PLANNING & DESIGN AND HAS BEEN MODIFIED BY GRAY & LEWIS LANDUSE PLANNERS TO ILLUSTRATE AMENDMENT 1



AGREED BUTLER - JINDALEE DISTRICT STRUCTURE PLAN



PROPOSED AMENDMENT No. 1 TO AGREED BUTLER - JINDALEE DISTRICT STRUCTURE PLAN

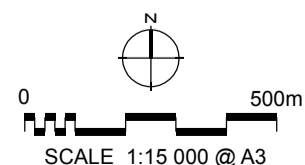


**AMENDMENT 1**  
**BUTLER - JINDALEE DISTRICT STRUCTURE PLAN**  
**LOTS 1001 & 1002 MARMION AVENUE, ALKIMOS**  
**LOTS 2966 & 8210 HALESWORTH PARADE, BUTLER**

**PLAN 2**



**GRAY & LEWIS**  
**LAND USE PLANNERS**  
 Suite 5, 2 Hardy Street  
 South Perth, WA 6151  
 T (08) 9474 1722  
 F (08) 9474 1172  
 perth@graylewis.com.au





**PART 2 –  
EXPLANATORY REPORT  
AMENDMENT NO 1**

**BUTLER JINDALEE DISTRICT STRUCTURE PLAN**

Amendment 1 – Lots 1001 & 1002 Marmion Avenue, Alkimos (formerly known as Lot 3, Alkimos), Lot 2966 & Lot 8210 Halesworth Parade, Butler (formerly known as Lot 8, Butler)



**AMENDMENT NO 1  
TO  
AGREED BUTLER JINDALEE DISTRICT STRUCTURE PLAN**

This Amendment to the Agreed Structure Plan is prepared under the provisions of Part 9 of the City of Wanneroo District Structure Planning Scheme No 2.

**RECORD OF AMENDMENTS MADE TO THE  
BUTLER JINDALEE DISTRICT STRUCTURE PLAN**

Amendment No.	Description of Amendment	Finally Endorsed Council	Finally Endorsed WAPC
<b>1</b>	<p>Modify and update the Butler Jindalee District Structure Plan to:</p> <p><b>MAP MODIFICATIONS</b></p> <ol style="list-style-type: none"> <li>1. Removing notation and reference to the Romeo Road Station.</li> <li>2. Replacing a portion of 'Service Industrial' in the eastern portion of Lot 1001 with 'Urban Development'.</li> <li>3. Inserting a new western and north eastern 'Business' zone on Lot 1001.</li> </ol> <p>Note: A portion of Service Industrial to be retained in the north east part of Lot 1001.</p> <ol style="list-style-type: none"> <li>4. Replacing 'Other (Local) Centre' in the northern portion of Lot 1001 with 'Urban Development' and 'Business' zone.</li> <li>5. Relocating the western and eastern 'Other (Local) Centre' to reflect the approved locations under Agreed Local Structure Plan No 60.</li> <li>6. Relocating the 'Civil and Cultural' (Government Primary School and Government High School) and District Open Space to reflect the approved locations under Agreed Local Structure Plan No 60 and Agreed Local Structure Plan No 27.</li> <li>7. Updating the location of Transport and Movement Networks (including Neighbourhood Connectors) to reflect Agreed Local Structure Plan No 60 (and amendments).</li> <li>8. Relocating Romeo Road consistent with the Metropolitan Region Scheme.</li> </ol> <p>As depicted on Plan 1 and Amendment Plan No. 2.</p> <p><b>TEXT MODIFICATION</b></p> <ol style="list-style-type: none"> <li>1. Reference updated Lot numbers for former Lot 3, Alkimos and a primary/high school with regional open space on former Lot 8, Butler in Part 1 Statutory Report.</li> </ol>		

# Table of Contents

1.0	INTRODUCTION.....	1
2.0	DISTRICT STRUCTURE PLAN AREA.....	1
3.0	RELEVANT LOCAL STRUCTURE PLANS .....	3
4.0	DISTRICT STRUCTURE PLAN AMENDMENTS.....	4
4.1	Reflect Agreed Local Structure Plan No 60 .....	4
4.2	Amendments to the 'subject to further planning' areas under Agreed Local Structure Plan .. No 60 .....	4
4.2.1	Replace the eastern area identified for 'service industry' with urban development .....	5
4.2.1.1	Accessibility .....	5
4.2.1.2	Interface Issues.....	6
4.2.1.3	Existing and Proposed Service/Light Industrial Land Use.....	6
4.2.2	Introduce a new Business zone.....	9
4.2.2.1	Romeo Road Frontage (west portion Lot 1001).....	9
4.2.2.2	Marmion Avenue Road Frontage.....	10
4.3	Remove reference to the Romeo Road Station .....	10
4.4	Realignment of Romeo Road .....	11
4.5	Reflect correct location of government schools and district open space .....	11
4.6	Reference updated Lot numbers for former Lot 3, Alkimos and a primary school and regional open space approved on former Lot 8, Butler. ....	12
5.0	Employment Assessment.....	13
6.0	Conclusion .....	14

## **List of Figures**

- Figure 1 - Butler Jindalee District Structure Plan Area
- Figure 2 - Existing Butler Jindalee District Structure Plan
- Figure 3 - Original Agreed Local Structure Plan No 60 (2010)
- Figure 4 - Agreed Local Structure Plan No 60 (advertised copy of Amendment 2)
- Figure 5 - Agreed Local Structure Plan No 60 (Amendment 2 adopted by City of Wanneroo)
- Figure 6 - Amendment 1 Plan : Butler Jindalee District Structure Plan
- Figure 7 - Revised BJDSP with Amendment 1
- Figure 8 - Amendment 3 to Agreed Local Structure Plan 60
- Figure 9 - Land Area Comparison
- Figure 10 - Alkimos Eglinton District Plan (extract)
- Figure 11 - Meridian Park location plan
- Figure 12 - Alkimos Eglinton District Structure Plan (extract)
- Figure 13 - Location Plan school site and regional open space

## **List of Attachments**

- Attachment 1 – Department of Education advice
- Attachment 2 – Employment Assessment of Amendment 1 to BJDSP (July 2014)

Gray & Lewis Landuse Planners – Document Control

Report file name	Report Status	Date
Part 2 Explanatory Report September 2014	Version 1	5 September 2014

## **1.0 INTRODUCTION**

The Butler Jindalee District Structure Plan which sets out the broad landuse structure over Lots 7, 8, 11, 31, 32 and 33 Butler and Ridgewood, Lots 9, 10 and 12 Jindalee; and Lots 1001 and 1002 Alkimos (formerly Lot 3, Alkimos) was adopted by the City of Wanneroo in November 2005, and endorsed by the Western Australian Planning Commission in November 2006.

The Agreed District Structure Plan provides the framework for more detailed local structure planning and incorporates general landuses, major roads, rail and other community infrastructure including schools sites and district open space.

The District Structure Plan was prepared by CLE Town Planning and Design (then known as Chappell & Lambert Town Planning and Urban Design) and was a result of a joint effort with the Department of Planning.

The District Structure Plan provided the overall district context for planning of the area and has formed the basis for development of more detailed Local Structure Plans in Butler and Alkimos.

Some elements of the Butler Jindalee District Structure Plan in relation to Lots 1001 and 1002 have been superseded by subsequent planning, in particular, the removal of the Romeo Road railway station and relocation of Romeo Road north in accordance with the adopted Alkimos Eglinton District Structure Plan.

This report provides an explanation and justification for an amendment to the District Structure Plan. It is a non-statutory document and serves as the Explanatory Report to the separate Part 1 Statutory Report.

Amendment No 1 to the Butler Jindalee District Structure Plan proposes to reflect changes that have occurred relative to Lots 1001 and 1002 (and adjacent land to the south) since the plan was originally approved by the Western Australian Planning Commission in 2006.

Amendment 1 only affects Lots 1001 & 1002 Marmion Avenue (formerly known as Lot 3, Alkimos) and Lots 2966 & 8210 Halesworth Parade, Butler (formerly part of Lot 8, Butler).

## **2.0 DISTRICT STRUCTURE PLAN AREA**

The original District Structure Plan study area was based on an area covered by the Butler Charette conducted in August 2001.

The Butler Jindalee District Structure Plan has guided Local Structure Planning and staged subdivision of Lots 7, 8, 11, 31, 32 and 33 Butler and Ridgewood, Lots 9, 10 and 12 Jindalee; and Lots 1001 and 1002 Alkimos (formerly known as Lot 3, Alkimos) – [Figure 1](#).

The original landholdings have progressively become subdivided in stages and the district structure plan area is substantially developed.

Elements of the Butler Jindalee District Structure Plan (BJDSP) further to the south have been superseded by Local Structure Plan amendments without amendment to the BJDSP.

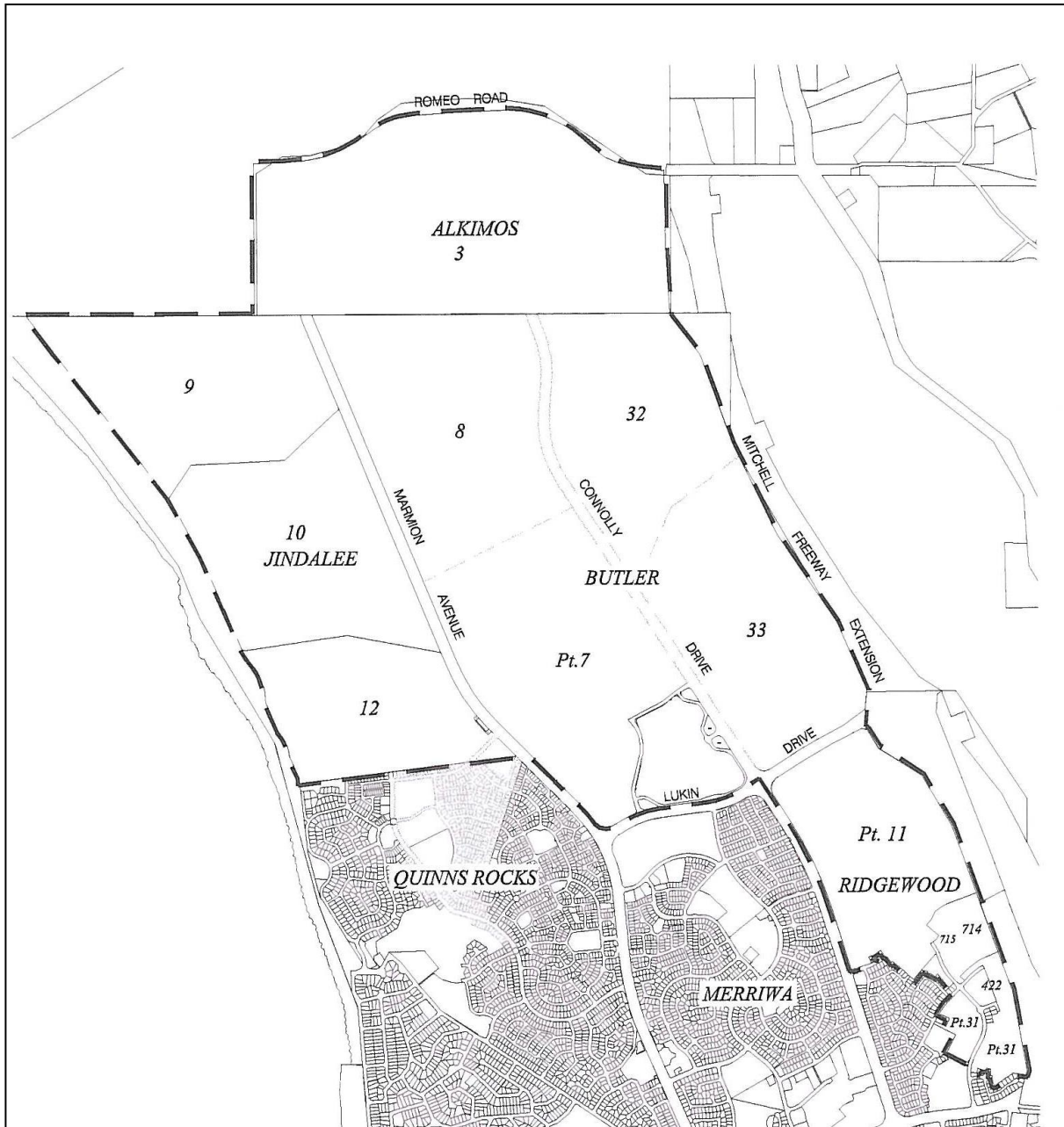
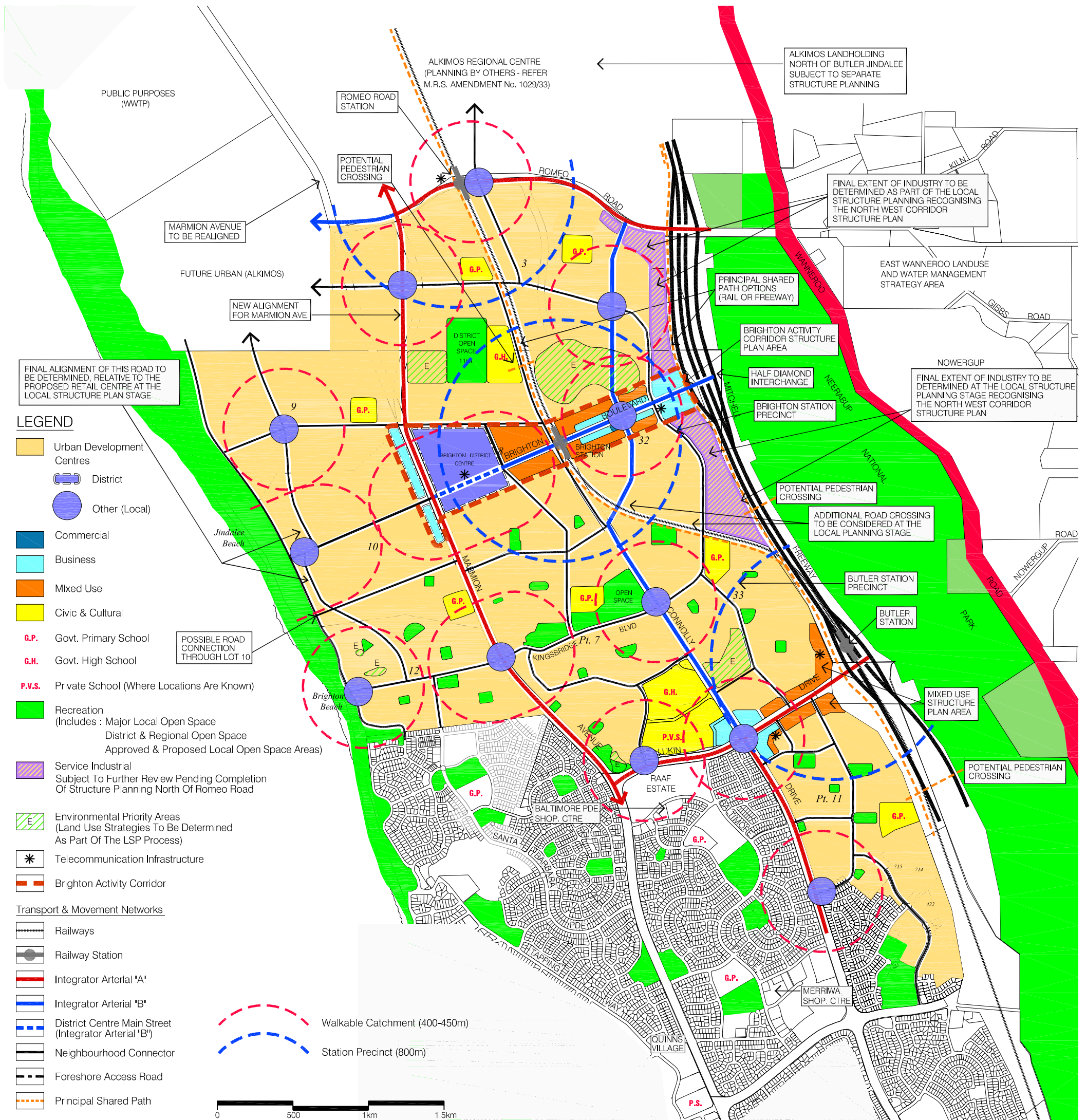


Figure 1 – Extract Butler Jindalee District Structure Plan Explanatory report

In respect to Lots 1001 and Lot 1002, the Butler Jindalee District Structure Plan depicts the majority of the land as residential with a service industry corridor along the eastern boundary of the lot; two primary school sites; portion of a high school site (4ha) and district open space (5.5 ha); three local centres; the major road structure including Marmion Avenue; and the northern suburbs railway running north south through the property – [Figure 2](#).

The government high school and district open space extended into land to the immediate south of the Lot 3 boundary.





**NOTES**

- Final location of the Alkimos Regional Centre to be determined as part of the review of the North West Corridor Structure Plan & MRS Amendment.
- The final locations and configurations of the government schools depicted on this Structure Plan will occur at the local structure planning stage through landowner consultation with the Department of Education and Training and the Department for Planning & Infrastructure. Locations depicted are notional and approximate to reflect catchment requirements.
- Further study will be required to identify appropriate pedestrian/cycle crossing locations once final levels along the rail are known.
- All Centre retail floorspace allocations to be determined through reference to the Metropolitan Centres Policy, the City Of Wanneroo Retail Strategy and the Shrapnel Urban Planning Retail Assessment included within the District Structure Plan report.
- Concerning public open space this Structure Plan depicts;
  - Regional Open Space
  - The nominated District Open Space site
  - Major local open space areas
  - Other local open spaces either approved or proposed as part of lodged subdivision plans.
- Each of the study area superlots shall provide at least 8% public open space in accordance with Liveable Neighbourhoods with the distribution to be determined at the local structure plan and subdivision phases. Land set aside for District Public Open Space will count towards the 8% requirement.
- The Structure Plan nominates a Brighton Activity Corridor, extending from the Mitchell Freeway to Marmion Avenue, encompassing the Station and District Centre Precinct. This area will require a separate amendment to the Butler Ridgewood local structure plan which pursues an adaptable and flexible urban framework to facilitate higher residential densities and mixed use development once the railway and other major transit infrastructure is in place.
- The structure plan nominates a Mixed Use Area extending from the future Butler Station, along Lukin Drive to Connolly Drive. This area will require a separate amendment to the Butler Ridgewood local structure plan to establish the extent of mixed use development, residential densities and built form provisions to ensure appropriate development in close proximity to the station.

**FIGURE 2 - AGREED STRUCTURE PLAN NO 39  
BUTLER JINDALEE DISTRICT STRUCTURE PLAN  
ADOPTED CITY OF WANNEROO 29 NOV 2005  
ENDORSED WAPC 20 OCT 2006**

### 3.0 RELEVANT LOCAL STRUCTURE PLANS

The City of Wanneroo and the Western Australian Planning Commission (WAPC) have endorsed Local Structure Plans in Alkimos and Butler generally based on the broader Butler Jindalee District Structure Plan (BJDSP).

Agreed Local Structure Plan No 60 ('ASP 60') applicable to Lots 1001 and 1002 Marmion Avenue, Alkimos was adopted by the Western Australian Planning Commission on 13 November 2009, and endorsed by the City of Wanneroo on the 27 January 2010 - [Figure 3](#).

Amendment 1 to the ASP No 60 was only a text change adopted by the WAPC in September 2011.

Amendment 2 to the Local Structure Plan initially proposed to:

- Realign neighbourhood connectors
- Consolidate the western activity centre and surrounding residential area
- Introduce a new Centre zone east of Marmion Avenue
- Replace the 'service industry' zone on the east boundary with residential with a new 'Centre' zone in the north east closer to Romeo Road – [Figure 4](#).

The City of Wanneroo and Department of Planning require an amendment to the BJDSP for any variations between the Local Structure Plan and District Structure Plan.

Areas proposed as 'centre' zone under Amendment 2 to Agreed Local Structure Plan 60 were required to be deleted and earmarked as 'subject to further planning' as they were assessed as being contrary to the BJDSP.

Amendment 2 proceeded in a modified form and was supported by the City of Wanneroo in May 2014 – [Figure 5](#). The amendment requires endorsement by the Western Australian Planning Commission.

This District Structure Plan amendment is being pursued in order to facilitate a separate Amendment 3 to ASP 60.

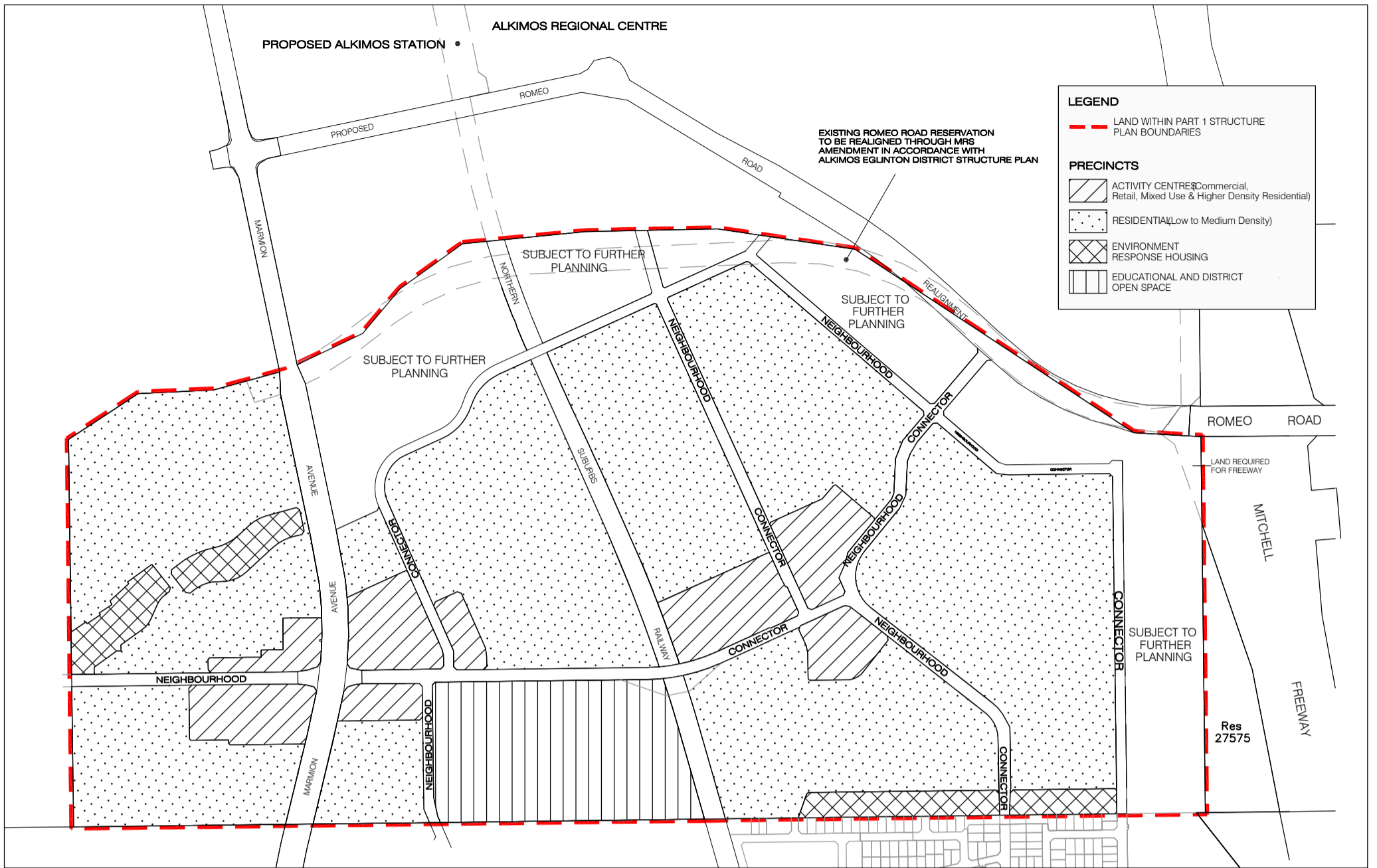
Amendment 3 to the Local Structure Plan will introduce a Business zone east of Marmion Avenue and in the north east portion near Romeo Road, to ensure that employment opportunities are provided. Residential development will not be permitted within the new Business zones.

A portion of the Service Industrial zone designated under the BJDSP in the north east part of Lot 1001 will be retained in both the district and local structure plan.

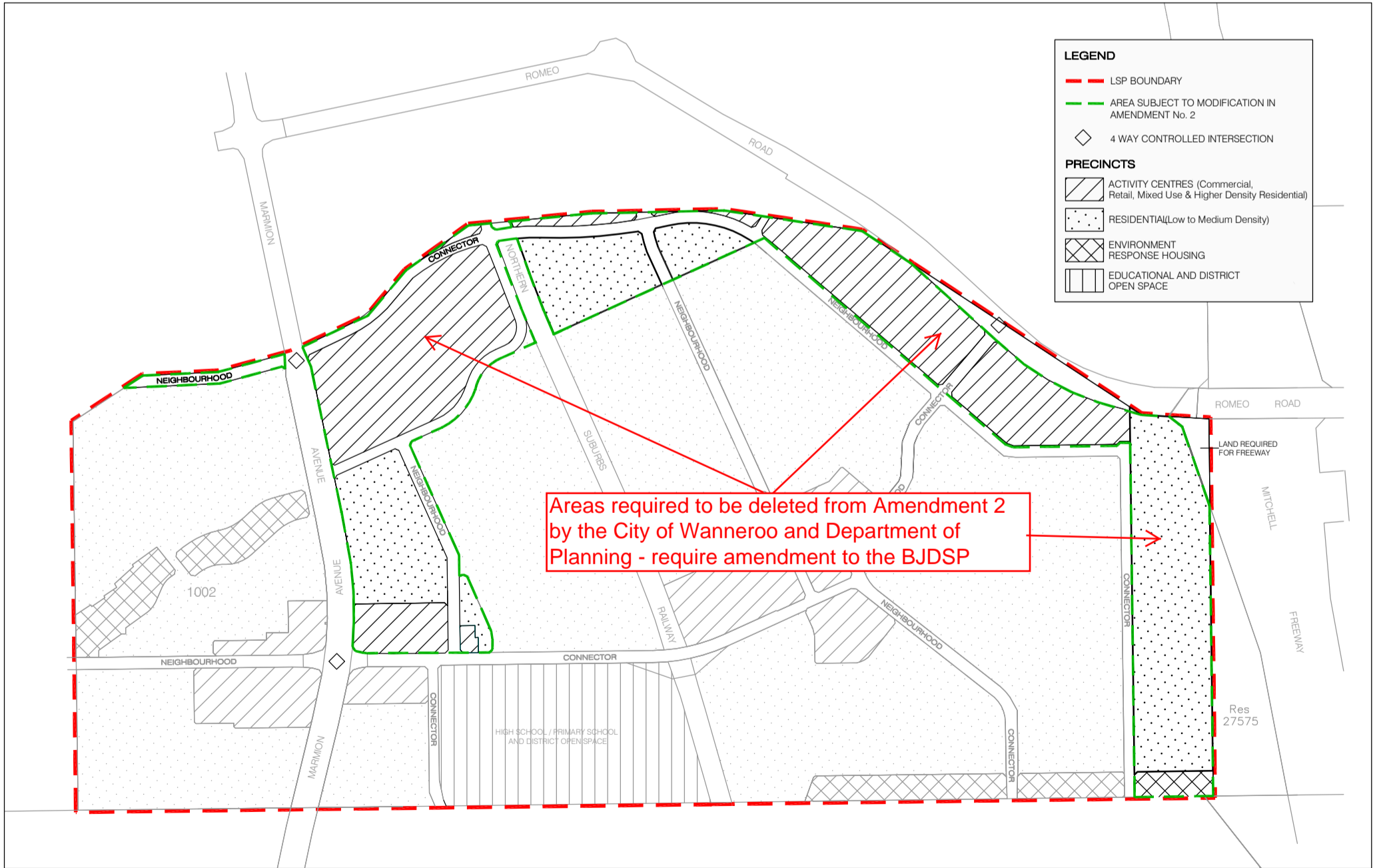
Subdivision of land to the immediate south of Lots 1001 & 1002 is guided by Agreed Local Structure Plan No 27, which includes a shared public high school and district open space on the boundary with Lots 1001 and 1002.

The primary school site on Lot 1001 has been co-located with district open space at variance to the location originally planned for as part of the BJDSP. This District Structure Plan amendment will reflect the final agreed school sites and district open space which traverse land south of Lots 1001 & 1002.





EXISTING AGREED LOCAL STRUCTURE PLAN



ADVERTISED COPY OF AMENDMENT 2 TO AGREED LOCAL STRUCTURE PLAN - NOT ADOPTED

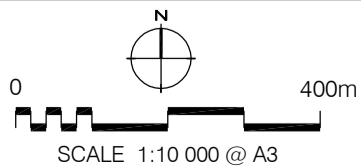
FIGURE 4

AMENDMENTS TO AGREED LOCAL STRUCTURE PLAN

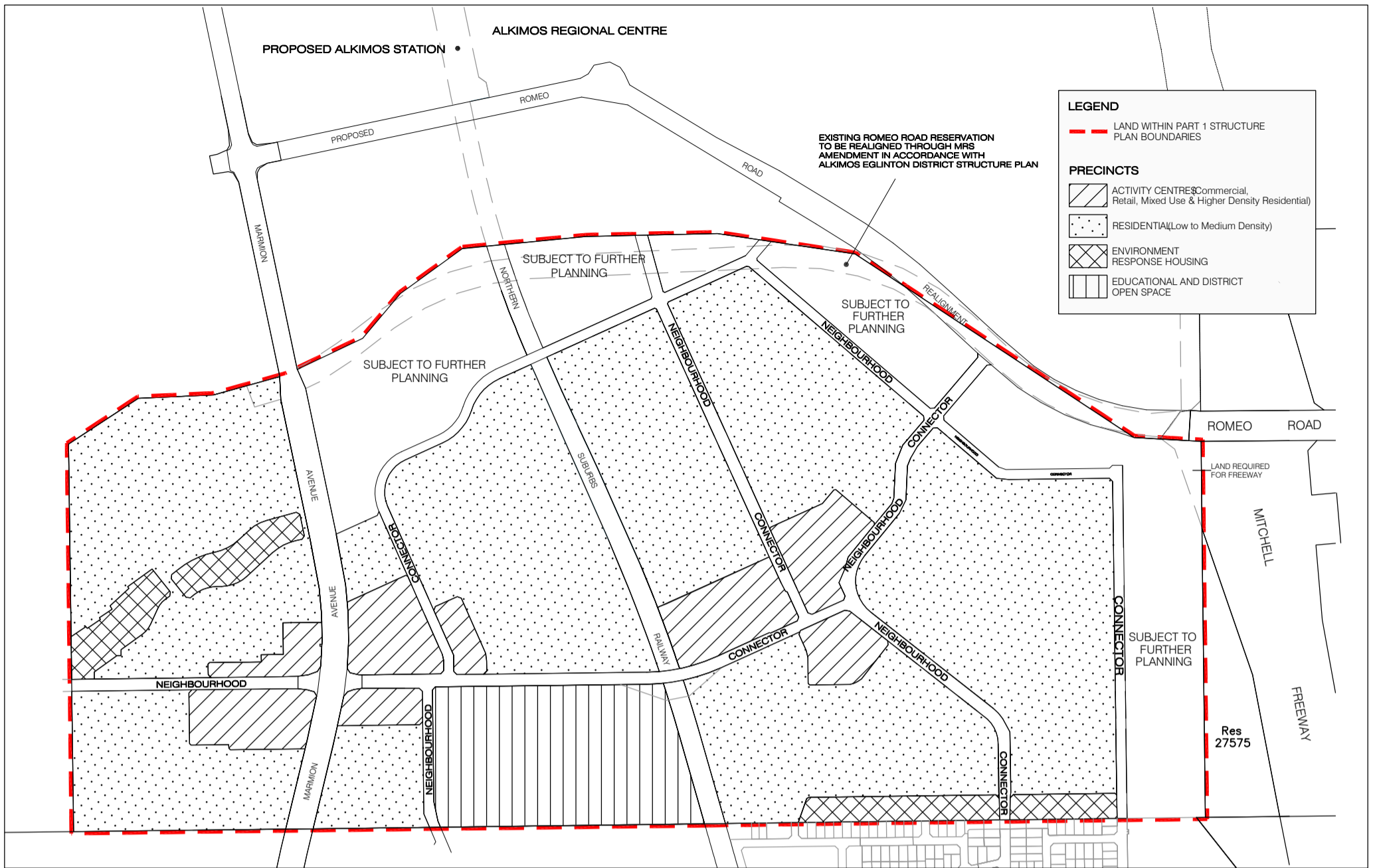
PLAN 2

5th March 2013

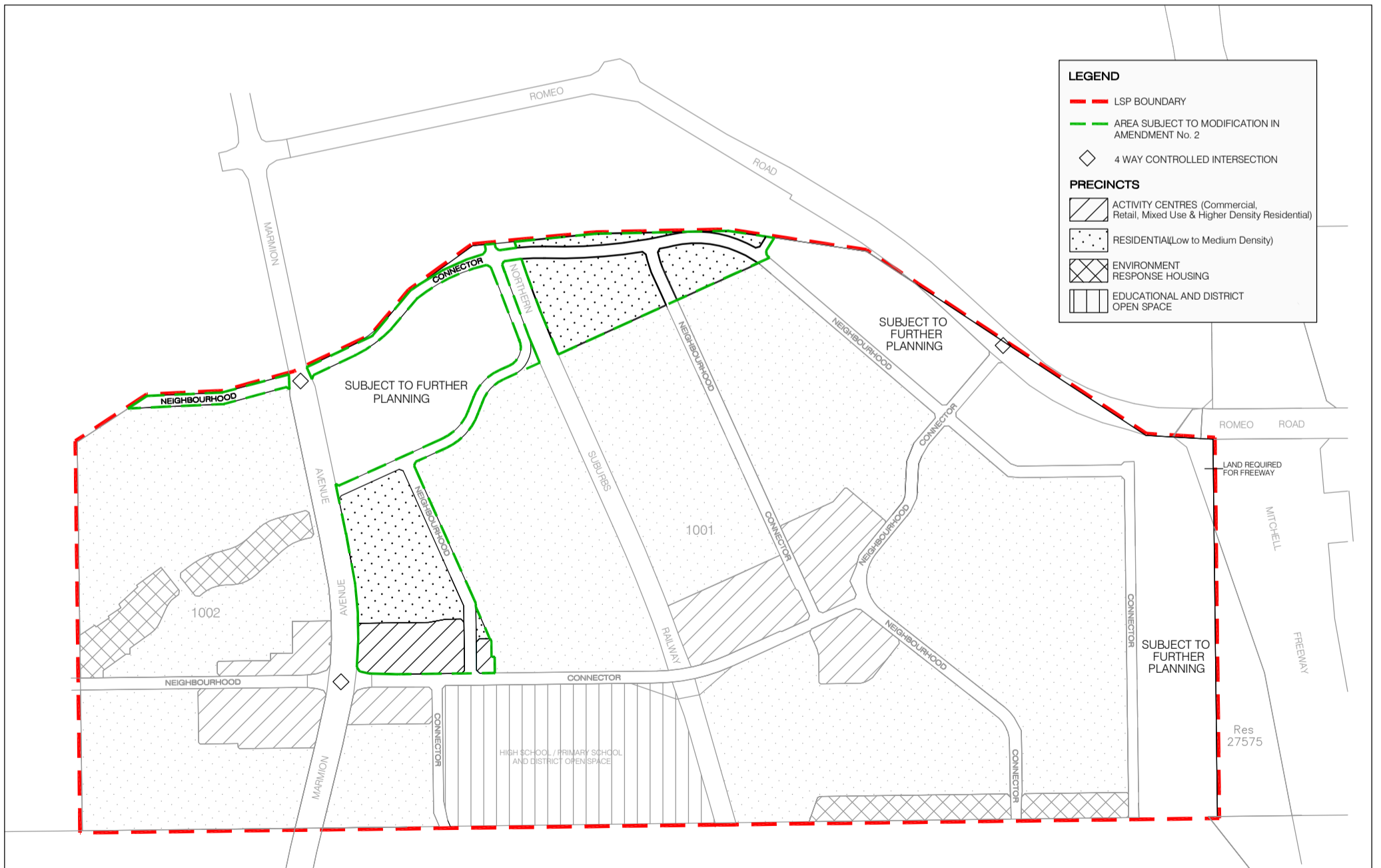
THE DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT FOR THE COMMISSION. UNAUTHORISED USE OF THIS DOCUMENT IN ANY FORM WHATSOEVER IS PROHIBITED.



Suite 5, 2 Hardy Street  
 South Perth, WA 6151  
 T (08) 9474 1722  
 F (08) 9474 1172  
 perth@graylewis.com.au



**EXISTING AGREED LOCAL STRUCTURE PLAN (2010)**



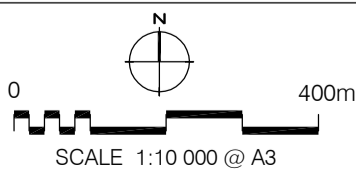
**PROPOSED LOCAL STRUCTURE PLAN - AMENDMENT 2**

**FIGURE 5**

**AMENDMENT 2 TO  
AGREED LOCAL STRUCTURE PLAN  
PLAN 2**

25th March 2014

THE DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT FOR THE COMMISSION. UNAUTHORISED USE OF THIS DOCUMENT IN ANY FORM WHATSOEVER IS PROHIBITED.



Suite 5, 2 Hardy Street  
South Perth, WA 6151  
T (08) 9474 1722  
F (08) 9474 1172  
perth@graylewis.com.au

## 4.0 DISTRICT STRUCTURE PLAN AMENDMENTS

Amendment 1 proposes modifications to the District Structure Plan discussed in detail individually below.

A District Structure Plan Amendment map is included as [Figure 6](#) and a revised BJDSP is included as [Figure 7](#).

The District Structure Plan amendment will facilitate a separate Local Structure Plan Amendment 3 - [Figure 8](#).

### 4.1 Reflect Agreed Local Structure Plan No 60

Since development of the BJDSP there have been regional planning changes such as realignment of Romeo Road and establishment of a railway station further north. These factors have influenced the more detailed planning for Agreed Local Structure Plan No 60 (ASP 60).

Amendment 1 will ensure that the Butler Jindalee District Structure Plan (BJDSP) reflects Agreed Local Structure Plan No 60 including:

- (i) The approved number and location of local centres. The original BJDSP catered for 3 local centres however the most northern centre did not proceed as the then planned Romeo Road Station has been located further north.
- (ii) The location of district open space.
- (iii) The correct location of the government primary and high school sites.
- (iv) Approved Amendment 2 to the ASP 60 which realigned a north south neighbourhood connector, extended the residential zone to the north area previously 'subject to future planning' and consolidated the western local centre.

### 4.2 Amendments to the 'subject to further planning' areas under Agreed Local Structure Plan No 60

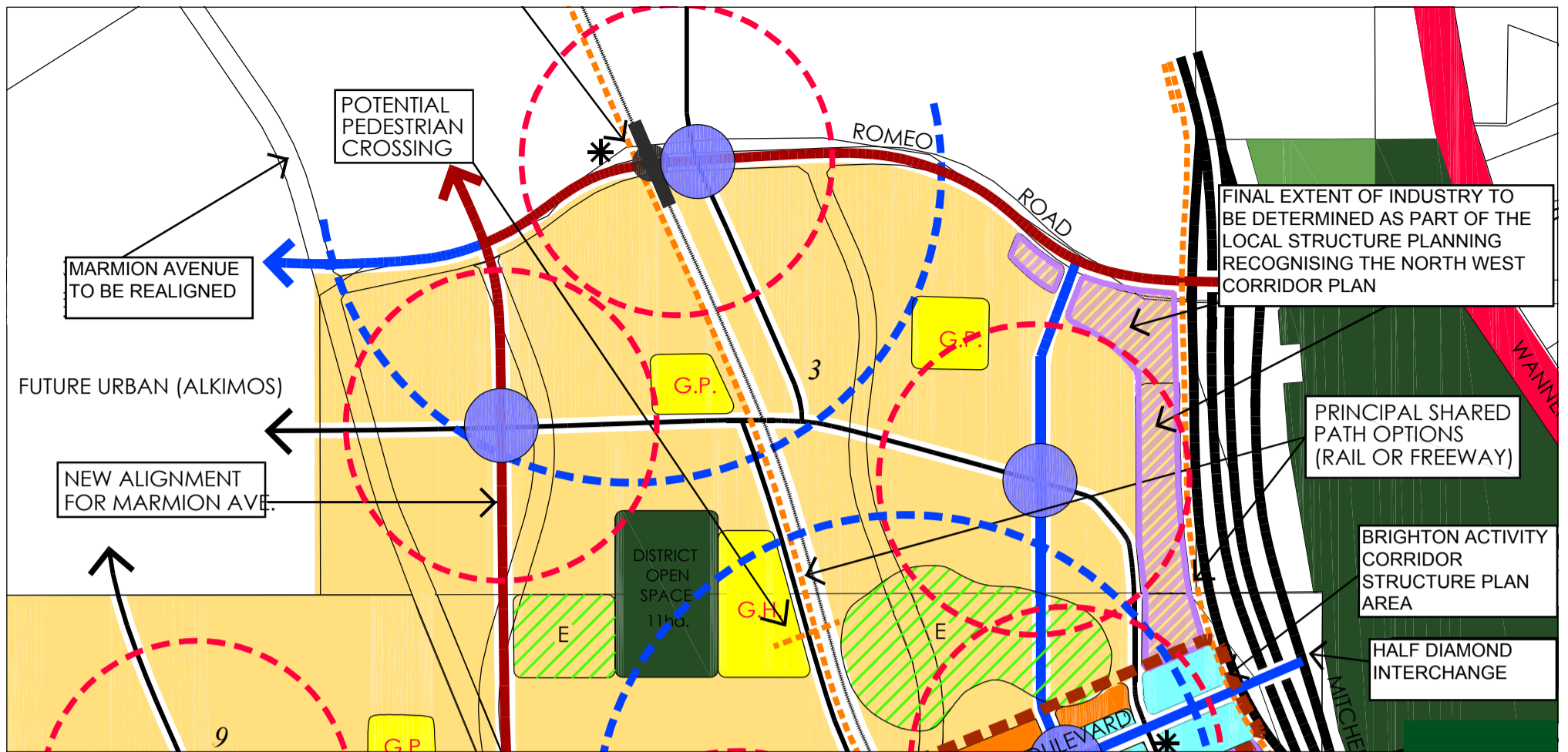
The Butler Jindalee District Structure Plan depicts an area of service industrial use over a band 200m – 300m wide adjacent to the eastern boundary of Lot 1001 and the Brighton land holdings extending from Romeo Road south to the future railway alignment.

The indicative 'service industry' zone is accompanied with a notation that '*final extent of industry to be determined as part of the Local Structure Planning recognising the north west corridor structure plan*'.

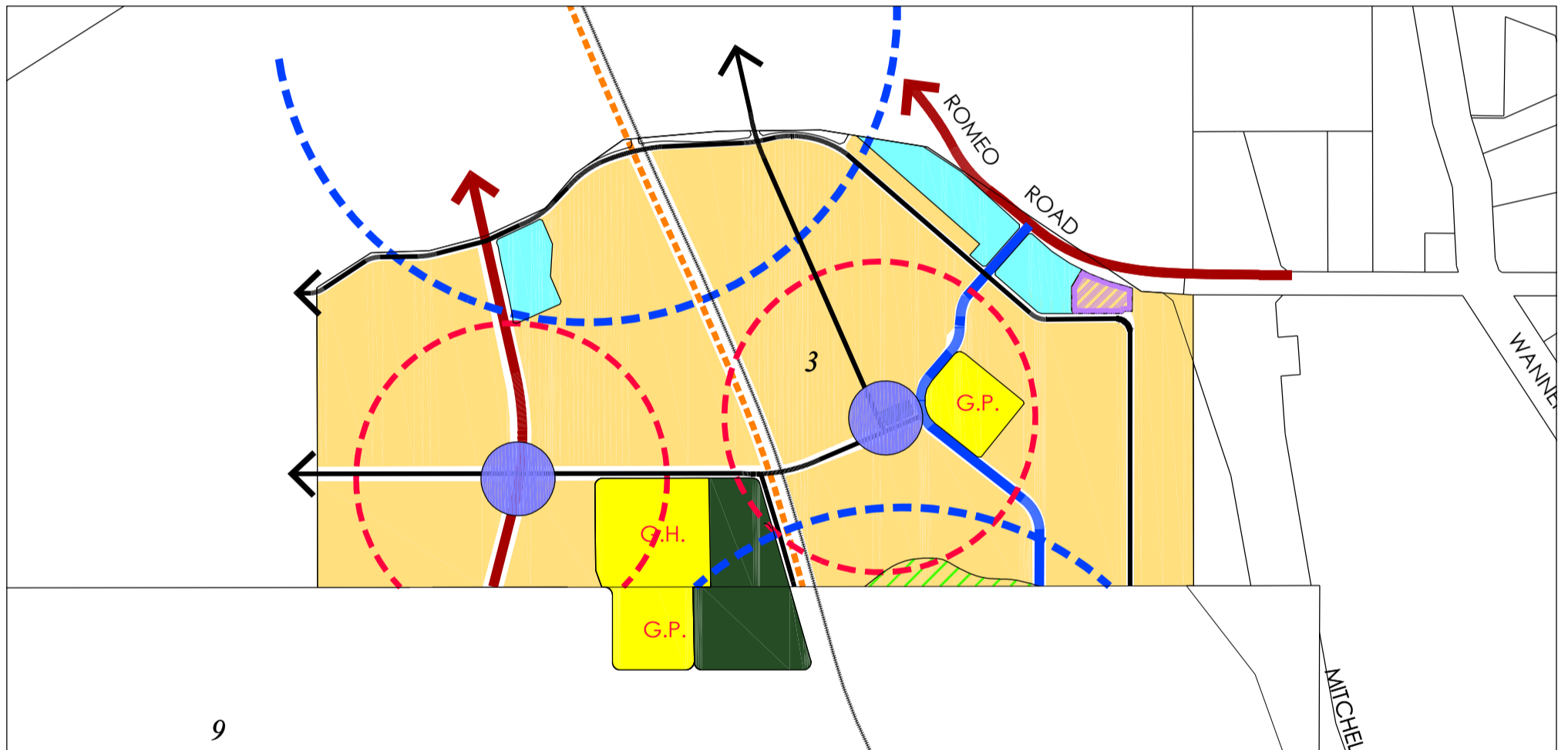
This District Structure Plan amendment is being pursued to facilitate a separate Local Structure Plan (Agreed Structure Plan No 60) amendment and both comprise of two main elements:

- Replace a portion of the eastern area identified for 'service industry' with urban development;
- Introduce a new Business zone east of Marmion Avenue and in the north east adjacent to Romeo Road.

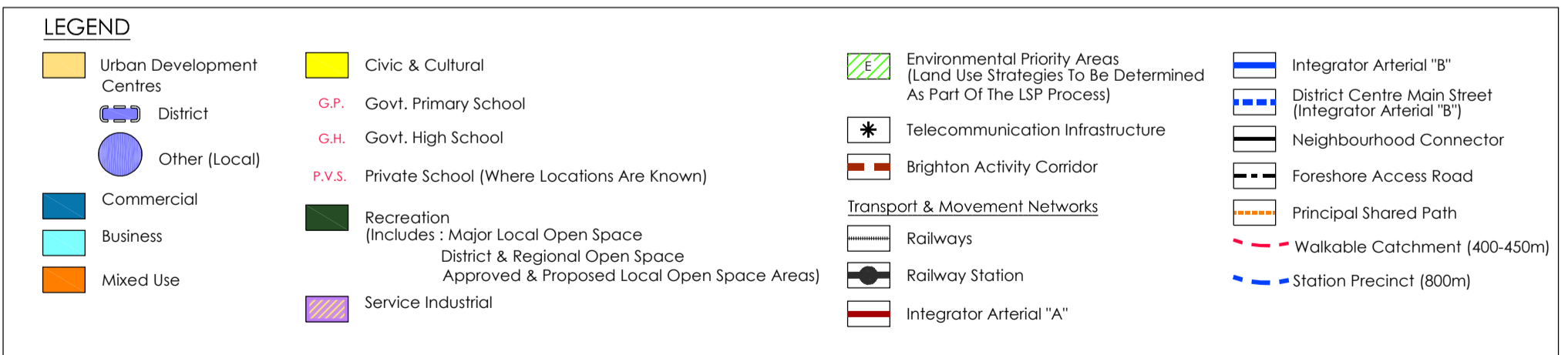
A Service Industrial zone will be retained in the north east portion of Lot 1001.



AGREED BUTLER - JINDALEE DISTRICT STRUCTURE PLAN



PROPOSED AMENDMENT No. 1 TO AGREED BUTLER - JINDALEE DISTRICT STRUCTURE PLAN



AMENDMENT 1  
 BUTLER - JINDALEE DISTRICT STRUCTURE PLAN  
 LOTS 1001 & 1002 MARMION AVENUE, ALKIMOS  
 LOTS 2966 & 8210 HALESWORTH PARADE, BUTLER

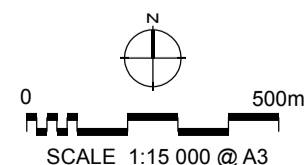
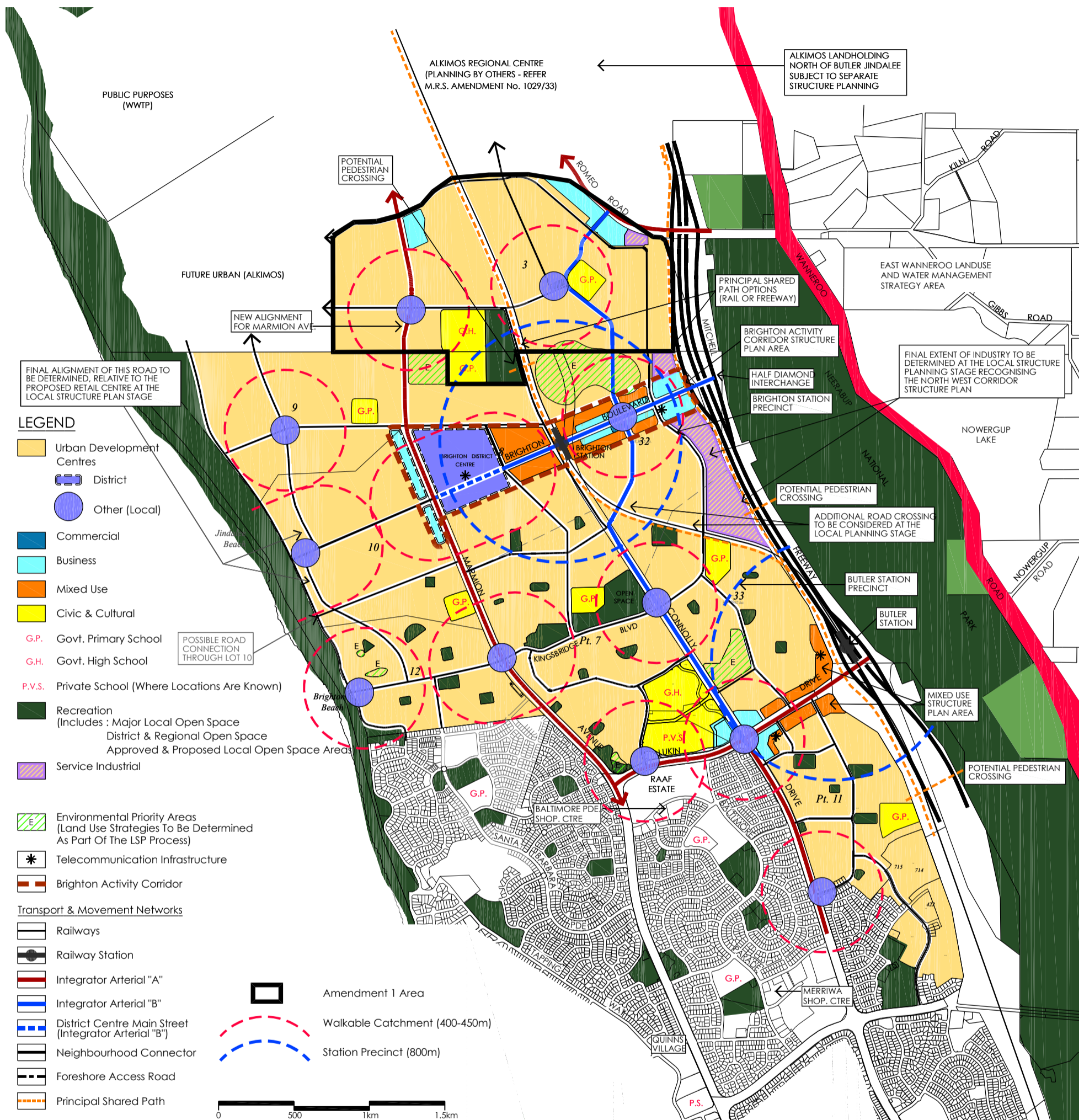


FIGURE 6

**GRAY & LEWIS**  
 LAND USE PLANNERS  
 Suite 5, 2 Hardy Street  
 South Perth, WA 6151  
 T (08) 9474 1722  
 F (08) 9474 1172  
 perth@graylewis.com.au



**NOTES**

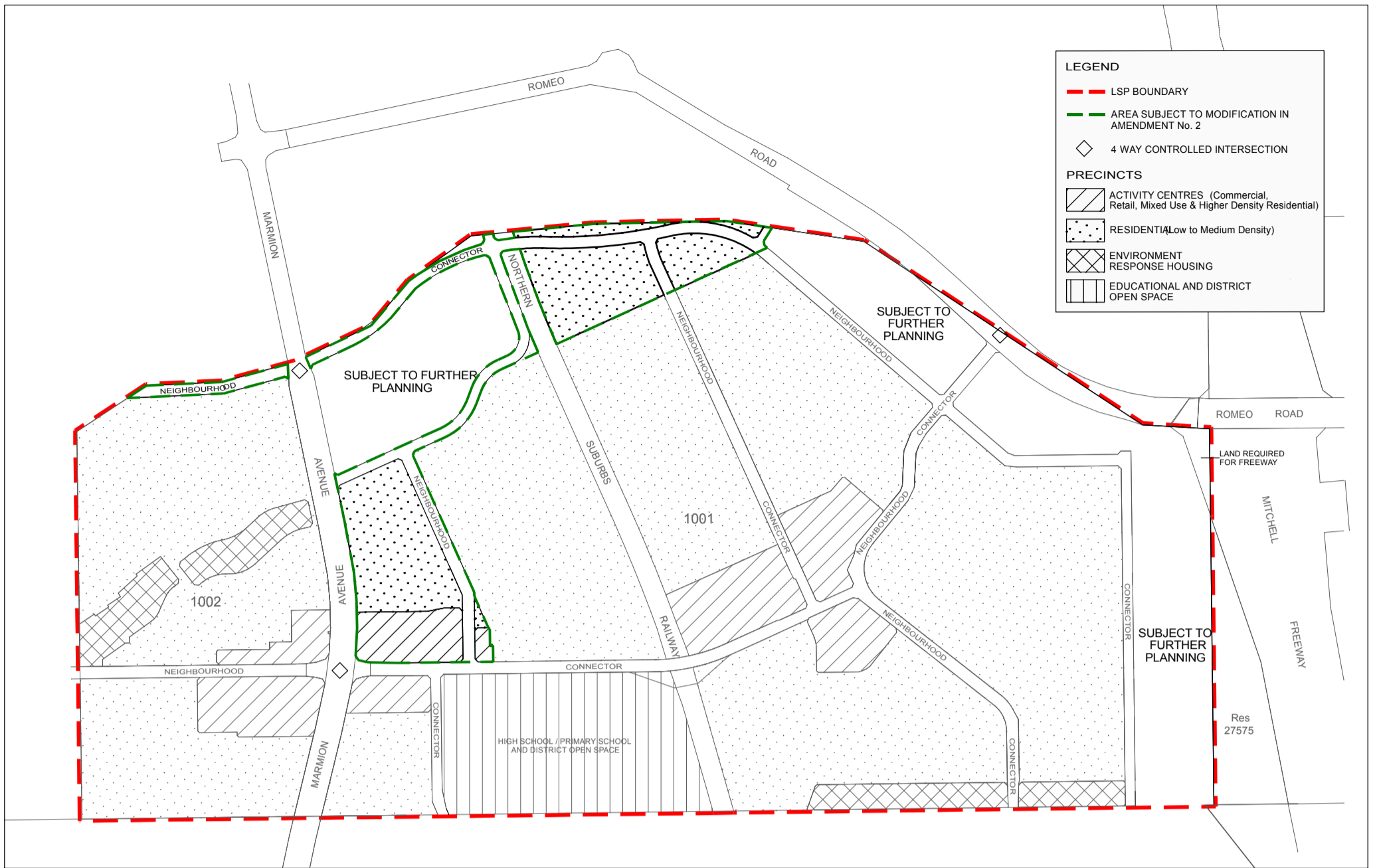
- Final location of the Alkimos Regional Centre to be determined as part of the review of the North West Corridor Structure Plan & MRS Amendment.
- The final locations and configurations of the government schools depicted on this Structure Plan will occur at the local structure planning stage through landowner consultation with the Department of Education and Training and the Department for Planning & Infrastructure. Locations depicted are notional and approximate to reflect catchment requirements.
- Further study will be required to identify appropriate pedestrian/cycle crossing locations once final levels along the rail are known.
- All Centre retail floorspace allocations to be determined through reference to the Metropolitan Centres Policy, the City Of Wanneroo Retail Strategy and the Shrapnel Urban Planning Retail Assessment included within the District Structure Plan report.
- Concerning public open space this Structure Plan depicts;
  - Regional Open Space
  - The nominated District Open Space site
  - Major local open space areas
  - Other local open spaces either approved or proposed as part

- Each of the study area superlots shall provide at least 8% public open space in accordance with Liveable Neighbourhoods with the distribution to be determined at the local structure plan and subdivision phases. Land set aside for District Public Open Space will count towards the 8% requirement.
- The Structure Plan nominates a Brighton Activity Corridor, extending from the Mitchell Freeway to Marmion Avenue, encompassing the Station and District Centre Precinct. This area will require a separate amendment to the Butler Ridgewood local structure plan which pursues an adaptable and flexible urban framework to facilitate higher residential densities and mixed use development once the railway and other major transit infrastructure is in place.
- The structure plan nominates a Mixed Use Area extending from the future Butler Station, along Lukin Drive to Connolly Drive. This area will require a separate amendment to the Butler Ridgewood local structure plan to establish the extent of mixed use development, residential densities and built form provisions to ensure appropriate development in close proximity to the station.

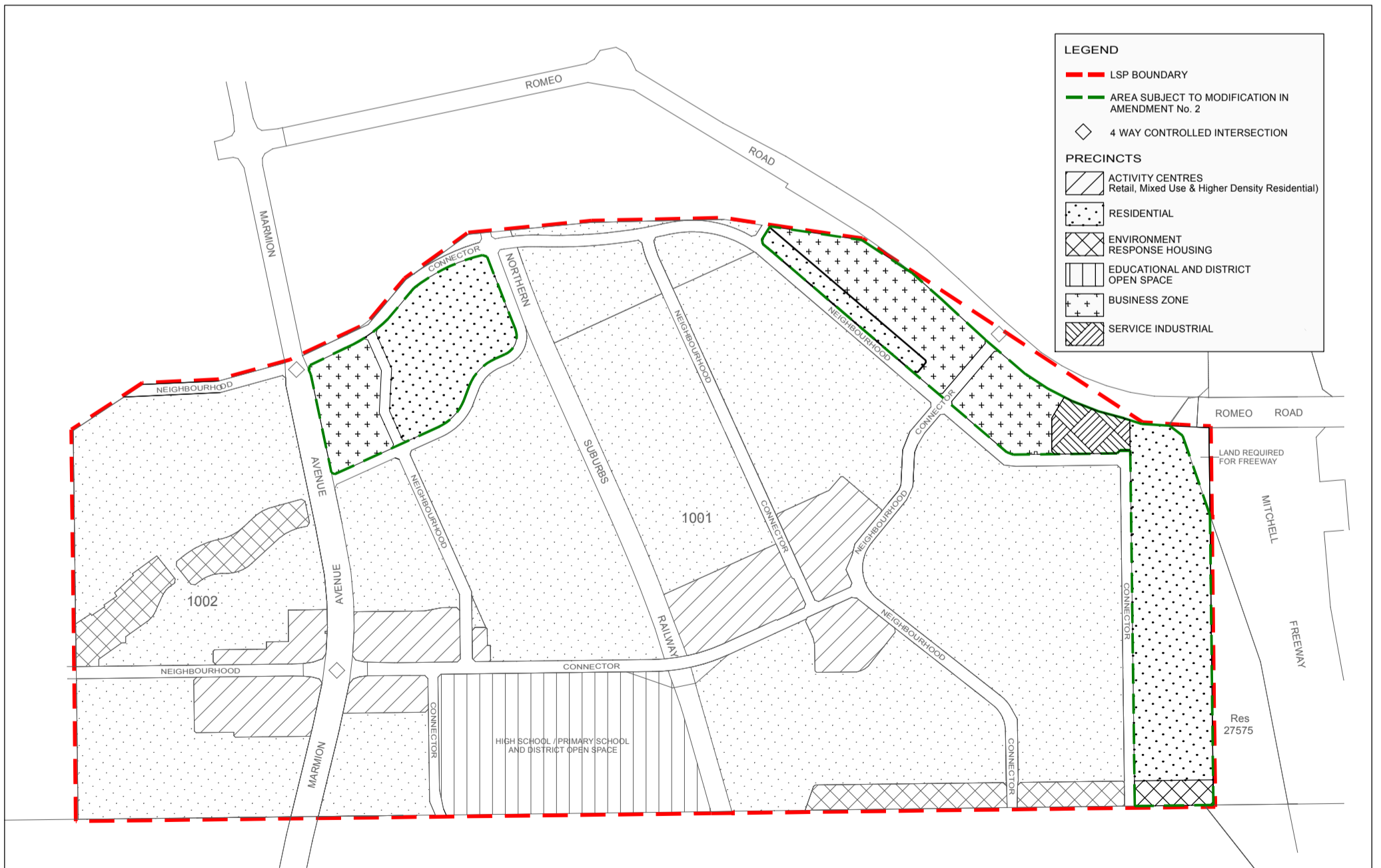
THE ORIGINAL BJDSP WAS PREPARED BY CHAPPELL & LAMBERT (2005) THIS BASE PLAN HAS BEEN PROVIDED BY CLE TOWN PLANNING & DESIGN AND HAS BEEN MODIFIED BY GRAY & LEWIS LANDUSE PLANNERS TO ILLUSTRATE AMENDMENT 1

**FIGURE 7**





AGREED LOCAL STRUCTURE PLAN WITH AMENDMENT 2



PROPOSED AMENDMENT 3 LOCAL STRUCTURE PLAN

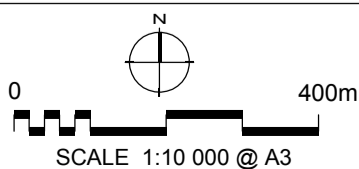
FIGURE 8

PROPOSED AMENDMENTS TO  
AGREED LOCAL STRUCTURE PLAN

PLAN 2

3rd September 2014

THE DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT FOR THE COMMISSION. UNAUTHORISED USE OF THIS DOCUMENT IN ANY FORM WHATSOEVER IS PROHIBITED.



Suite 5, 2 Hardy Street  
South Perth, WA 6151  
T (08) 9474 1722  
F (08) 9474 1172  
perth@graylewis.com.au

This District Structure Plan amendment is required by the City of Wanneroo and Department of Planning for any variations to the BJDSP.

In discussion with both the City of Wanneroo and the Department of Planning, it has generally been agreed that the eastern service industrial area can be replaced with residential providing there will be a 'like for like' exchange in land area and there are job creation opportunities elsewhere in the Structure Plan.

The Department of Planning has advised that a portion of the Service Industrial zone should be retained to accommodate light industries required to service local community needs, such as mechanical repairs. The proposed 'like for like' landuse scenario forms the basis of Amendment 1 to the BJDSP as reflected in - [Figure 9](#).

There is also some recognition that self-sufficiency employment numbers may not need to be fully sustained within employment generating activities on Lots 1001 and 1002, as some regard can be given to overlap from adjacent regional and district centres.

The review of the employment impacts of the proposed amendment is explained under Section 5.0.

#### **4.2.1 Replace the eastern area identified for 'service industry' with urban development**

The extent of 'service industry' area earmarked along the eastern boundary under the BJDSP will not be viable given the relatively poor accessibility, timing for the Freeway construction and strong competition from the proposed significantly larger commercial / industrial areas to the north within the Alkimos Regional Centre, and also to the south within the Jindalee District Centre.

Whilst there may be a need to accommodate some local service industrial uses these can be catered for in a more confined area. There are other service industrial areas planned which offer more suitable locations than within Lots 1001 and 1002.

These issues are further discussed below.

##### **4.2.1.1 Accessibility**

Any service industrial area requires good access to the regional transport network. It is considered unlikely that the development of the narrow band of land on the eastern boundary of Lot 1001 for service industrial activity will be viable given the sites' relatively poor accessibility. A small service industrial zone can provide for any light industries that may be needed to provide services at a local level, convenient to residents in the immediate catchment.

Clearly, no direct access to the proposed service industrial area will be allowed off the Freeway when it is finally constructed. The nearest access would be from the intersection of Benenden Avenue and Romeo Road some 450m west of the Freeway/Romeo Road interchange. Such connection would be extremely indirect and also result in heavy vehicles being forced back through the residential area to access the proposed service industrial area.

Furthermore, given that the Freeway will not be constructed for at least another 20 years, the connection to the regional road structure is limited and would make it very difficult to establish any service industry, particular those related to transport distribution. Only smaller service industries are likely to be justifiable however these will rely on local consumers.



#### 4.2.1.2 Interface Issues

Extensive encroachment of any service industrial use into the residential area is not considered desirable in terms of residential amenity. It has the potential to create heavy vehicle traffic conflicts, noise and interface issues with the residential properties located to the west.

Potential for landuse conflict may cause uncertainty for potential service industries due to the proximity to a predominantly residential area. The eastern site does not provide an optimal location for service industrial given the significant concentration of such landuses in more accessible locations with separation from residential areas.

It is for this reason that the Service Industrial zone is being consolidated into a contained area that can cater for local demand for light and service industries.

#### 4.2.1.3 Existing and Proposed Service/Light Industrial Land Use

##### ➤ Alkimos Eglinton District Structure Plan (AEDSP) and BJDSP

The Alkimos-Eglinton District Structure Plan was prepared on behalf of the combined landowners north of Lots 1001 and 1002 Marmion Avenue to provide an overall district framework for the area north of the Butler Jindalee District Structure Plan – [Figure 10](#).

The Plan covers an area of approximately 2,626 hectares with 7.5 kilometres of coastal frontage, located to the immediate north of Lots 1001 and 1002.

The major road structure includes Marmion Avenue and the east-west connection to the Freeway. The alignment of the northern suburbs railway (and stations) is also identified.

Alkimos Eglinton will include two major mixed use town centres. The Alkimos Regional Centre is proposed directly to the north of Lots 1001 and 1002 with an indicative potential GLA of 65,000m<sup>2</sup>. The Eglinton District Centre is identified on Marmion Avenue approximately 6 kilometres north of Lots 1001 and 1002. It has an indicated potential of 15,000m<sup>2</sup> to 20,000m<sup>2</sup> NLA.

The AEDSP incorporates two large service industrial areas as follows:

- Area 1 : Between the Alkimos Regional Centre and the Eglinton District Centre an area of approximate 150 hectares of service industrial use is proposed adjacent to the Freeway.
- Area 2 : Approximately 100 ha of land is located in the eastern portion of the Alkimos Regional Centre area adjacent to Mitchell Freeway directly north of Romeo Road. Area 2 has significant buffers and separation between the service industrial area and residential areas as it is located east of the Eglinton District Centre and south of regional open space.

The two areas within the AEDSP adequately cater for service industries and could provide for many hundreds of thousands of square metres of Service Industrial floorspace.

Any significant development of land for service industrial activity would face considerable competition from the significantly larger service industrial area planned to the north and to the south of the subject property within the Butler Jindalee District Structure Plan (BJDSP) and Alkimos Eglinton District Structure Plan (AEDSP).

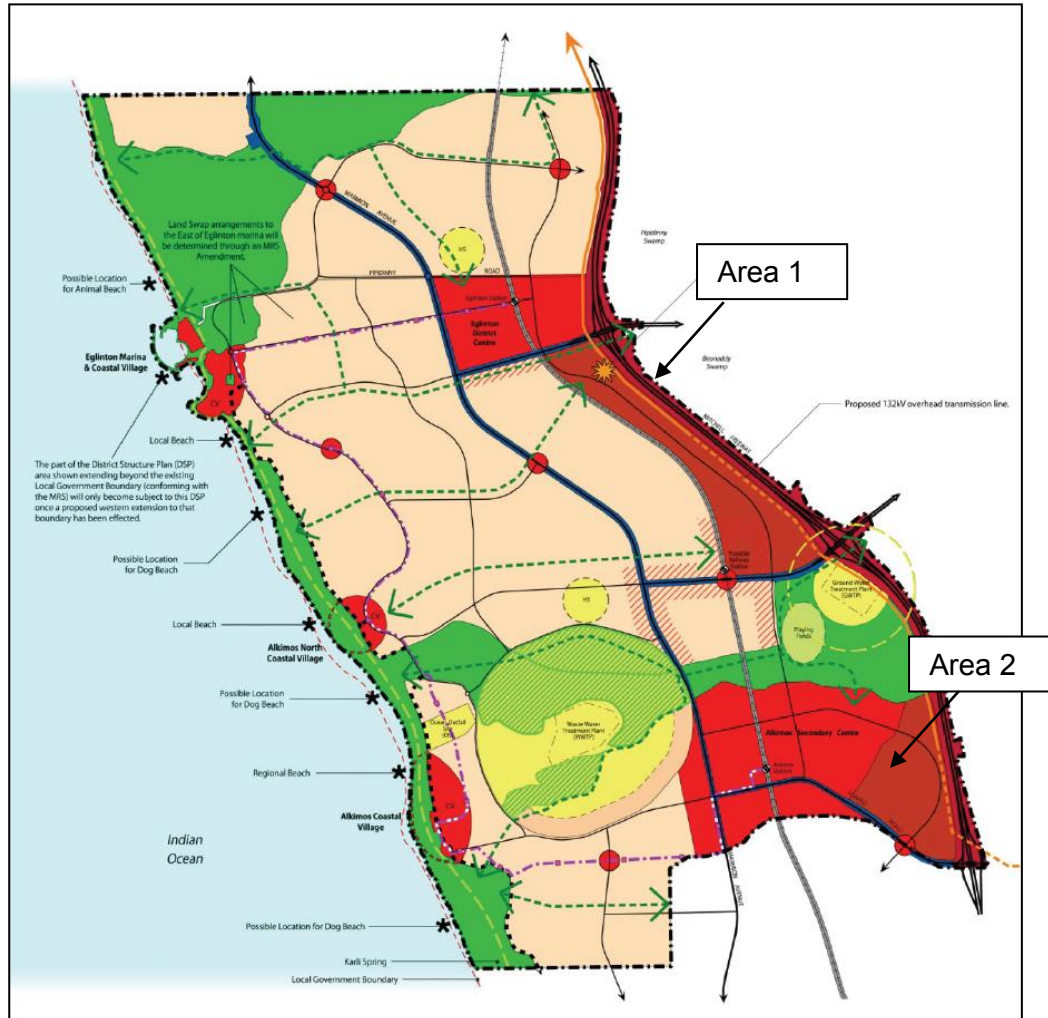


Figure 10 : AEDSP

➤ **Alternative Preferred Service Industrial location in Meridian Park**

Apart from the land immediately to the north and south, there will be significant service industrial land supply from Meridian Park, currently being developed some 8kms south of Lots 1001 and 1002.

Meridian Park in Neerabup comprises approximately 1,000 hectares of industrial land and is located approximately 30 km north of the Perth City Centre, and 4 kilometres north east of the Joondalup City Centre - Figure 11.

Meridian Park will be the largest strategic industrial area in the North West Corridor of Perth, containing over 1.5 million sqm of general industrial, service industrial and business floor space across 400 hectares, and accommodating up to 20,000 jobs at full development.



Figure 11 : Location Plan Meridian Park

Service Industries will be well catered for within Meridian Park which has specifically been designed as a high profile quality industrial estate. The Service Industrial Zone within Meridian Park is generally located adjacent to Flynn Drive and the major internal spine roads connecting to Flynn Drive, to take advantage of the greater exposure in these locations.

Meridian Park has superior locational and design qualities more suitable for service industrial than within Lot 1001 due to the following:

- The estate has been designed for B-double trucks, and has easy access to major roads including the proposed Mitchell Freeway extension, construction of Neerabup Road and realignment of Flynn Drive.
- Located 10 minutes from Mitchell Freeway and 30 minutes from the Perth CBD.
- The estate already contains a number of high profile anchor tenants, including One Steel Reinforcing, Bunnings Trade, Appliances Online and Trackspares.
- The subdivision design caters for an adaptable and wide range of lot size needs ranging from 1,535sqm to 1ha with flexibility to create larger lots. Fully serviced lots are currently available for sale within Meridian Park.
- Comprehensive Design Guidelines have been developed to ensure quality design and architecture is achieved throughout the Estate.
- The Park is close to the northern residential growth area but is solely dedicated to industrial development. This provides certainty for industrial uses that there will not be any landuse conflict as there are buffers to residential areas.

Meridian Park is expected to meet the industrial land supply needs in the region for the next 20 years.

Given that there is a significant amount of planned service industrial land it is considered that employment opportunities within Lots 1001 and 1002 would be more successful through a more flexible Business zone that can accommodate landuses more compatible with the predominantly residential area. Service Industries that may simply cater for local residents needs can be provided for in the north west portion of Lot 1001.

#### **4.2.2 Introduce a new Business zone**

The original BJDSP Explanatory Report identified the need for integrated Business Centres that '*synergistically combine superior locations for different types of activities*'. The need for local employment generation and job self-sufficiency were clearly identified at the district structure plan level, to avoid unsustainable reliance on long distance commuting between residential areas and workplaces.

As a substitute for the removal of a portion of the service industrial area and associated employment opportunities, it is proposed to introduce a new Business zone to accommodate a range of commercial and service industry uses along:

- The Romeo Road frontage in the north east portion of Lot 1001 (6.01 hectares) and;
- West of Marmion Avenue (2.9 hectares).

A reduced 1.35 hectare Service Industrial zone will be retained in the north east part of Lot 1001.

For all the above reasons it is therefore proposed to designate the eastern portion of Lot 1001 previously identified for service industrial on the BJDSP with a more compatible and viable use - residential under this amendment to the BJDSP.

##### **4.2.2.1 Romeo Road Frontage (east portion Lot 1001)**

The first area where such commercial type activities could be accommodated that has good direct access to a regional road and which could be integrated to minimise its impact on the surrounding residential areas is along the frontage to Romeo Road.

The City's desire is to create a vibrant commercial edge on both sides of Romeo Road from the Freeway leading towards the Alkimos sub regional centre. This is interpreted as showroom / warehouse type activities (for example, Freedom Furniture, Beds Plus etc.). These activities can be accommodated in a Business zone so landuses are controlled through 'Table 1: The Zoning Table' of the City of Wanneroo District Planning Scheme No 2.

The intention is for something similar to the service commercial areas along Balcatta Road in Balcatta, Scarborough Beach Road in Osborne Park or Albany Highway, Cannington but with far more controlled access / egress and carparking arrangements off Romeo Road. The application of reciprocal rights of access and easements in gross to control the access arrangements is supported in principle by the City where they comply with the requirements of Liveable Neighbourhoods and the City's Local Planning Policy 3.8.

It is proposed to sleeve in some residential lots backing on to the business zone to minimise any residential interface issues with the adjoining land to the south and also restrict truck movements into the local road network. No residential uses will be permitted in the Business zone.

The portion of Lot 1001 fronting Romeo Road that could be used for showroom / warehouse activities is approximately 6.01 hectares. Combined with the retained 1.35 hectares of Service Industrial, this leaves a shortfall of approximately 1.9 hectares to match the previously identified 9.28 ha of service industrial land under the BJDSP.

#### 4.2.2.2 Marmion Avenue Road Frontage

The second area where such commercial / employment generating activities could be accommodated is in the north western corner of Lot 1001 fronting Marmion Avenue.

The benefit of having a signalised intersection as defined in the City of Wanneroo Marmion Avenue Access Strategy at the intersection of the realigned neighbourhood connector to Marmion Avenue and being bound by three neighbourhood connectors makes this site an ideal location for a major Business zone site. The commercial exposure to passing traffic on Marmion Avenue would be advantageous to any Business zone and likely to attract showrooms with larger land requirements.

As depicted on [Figure 9](#) the Marmion Avenue site comprises an area of approximately 2.9 hectares. The proposed Business zone under Amendment 3 combined with the Service Industrial zone results in an overall increased employment generating land area of approximately one hectare (10.26 hectares compared to BJDSP 9.28 hectares).

The extension of a neighbourhood connector to the north will separate the Marmion Avenue Business zone from the planned residential zone to the immediate east. Future development will incorporate landscaped buffers.

The proposed Business zones will provide more employment opportunities than would otherwise be generated by any service industrial land use. This issue is addressed further under Section 5.0.

#### 4.3 Remove reference to the Romeo Road Station

The original Butler Jindalee District Structure Plan earmarked a Romeo Road Railway Station, however it is not proceeding in that location. A railway station is planned further north under the Alkimos Eglinton District Plan – [Figure 12](#).

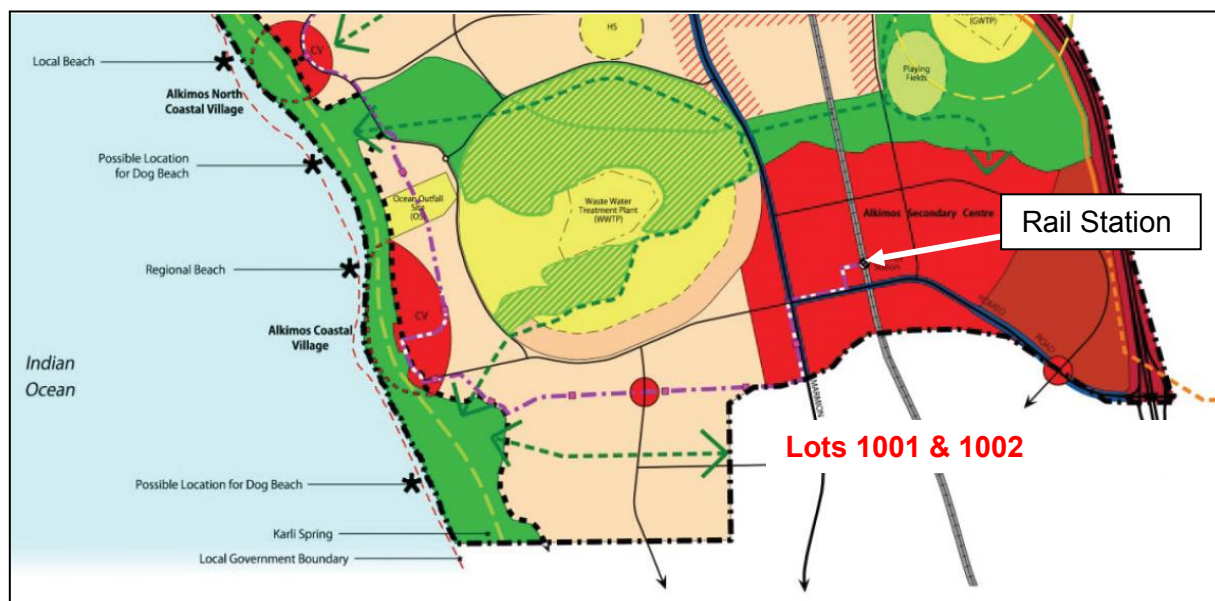


Figure 12 : Extract Alkimos Eglinton District Structure Plan (rail station location)

Amendment 1 will update the BJDSP to reflect current planning.



#### 4.4 Realignment of Romeo Road

Since the BJDSP was adopted there have been changes under the Metropolitan Region Scheme within the District Structure Plan area. Amendment 1 will ensure that the District Structure Plan is consistent with the Metropolitan Region Scheme.

The 'other regional roads reservation' for Romeo Road between the Mitchell Freeway and Marmion Avenue was realigned under Metropolitan Region Scheme Amendment 1192/57.

The key outcome for the Romeo Road realignment northwards was to provide more direct access to the Alkimos Regional Centre, Alkimos Coastal Village, Mitchell Freeway and Marmion Avenue.

#### 4.5 Reflect correct location of government schools and district open space

The Butler Jindalee District Structure Plan originally catered for two government primary schools on Lots 1001 and 1002. A separate government high school and district open space were also planned traversing the south boundary of Lot 1001.

Since development of the BJDSP, the location of a government primary school and district open space to the south of Lots 1001 and 1002 have been refined through development of Agreed Local Structure Plan No 27 in consultation with the Department of Education – [Attachment 1](#).

At the Local Structure Plan stage plans were developed to provide for co-location of a public high school, district open space and primary school in a central location with good accessibility.

The combined location extended into a portion of the Butler Joint Venture holding to the south to comprise of 23.5 hectares made up as follows:

- District Open Space 11.0ha 50% (5.5ha) from Lots 1001 and 1002
- High School site 9.0 ha 50% (4.5ha) from Lots 1001 and 1002
- Primary school site 3.5 ha 100% (4.5ha) from Lots 1001 and 1002  
23.5ha

Of the total land requirement, 13.5 hectares is to be provided from Lots 1001 and 1002 within Agreed Local Structure Plan 60 and 10 hectares from landholdings to the south as part of Agreed Local Structure Plan 27 (refer [Figure 6](#)).

With the 3.5 ha primary school shifted to the south, the high school component of land within Agreed Local Structure Plan 27 is only 1.0 hectare. Lot 1001 now has 5.5 hectares of District Open Space and 8 hectares of District High School (total 13.5ha).

The primary school site and 1ha portion of the high school site has been created as Lot 2966, owned by the Minister for Education.

Part of the district open space has been created as Reserve 51292 (5.5 ha). There is a Management Order to the City of Wanneroo over Reserve 51292 for 'public recreation'.



## 5.0 Employment Assessment

Amendment 1 proposes a slightly greater area of employment generating landuses in locations with greater accessibility and lesser impact upon adjoining residential areas than the existing BJDSP. This approach is reflected in the designation of the Business Zone areas along Romeo Road and east of Marmion Avenue as described in this District Structure Plan amendment.

A consolidated 'Service Industrial' zone will be retained in the north east portion of Lot 1001 as required by the Department of Planning.

Employment generating activities will be sustained by replacing a portion of the previously undefined 'Service Industrial' area with two better located core Business zones.

Urbis has assessed the employment impacts of the amendment and formed the view that the businesses in the broad 'service industry' area designated under the current BJDSP would struggle due to lack of visibility from any major roads, and strong competition from larger and better located commercial/industrial areas to the north and south – [Attachment 2](#).

The employment generating land use area under this amendment is larger than the original planned 'Service Industrial' area under the current BJDSP (10.26 hectares compared with 9.28 hectares). The combination of a Service Industrial zone and two Business zones also allows greater flexibility to cater for a wide range of businesses.

The first Business zone logically takes advantage of good direct access to a regional road allowing more commercial and showroom uses to establish along the frontage to Romeo Road.

The types of employment generating activities proposed for Lots 1001 and 1002 should be less intrusive and more 'commercial' related as opposed to 'Industrial' related activities.

The second area where such commercial / employment generating activities will be accommodated is in the north western corner of Lot 1001 fronting Romeo Road. The benefit of having a signalised intersection as defined in the City of Wanneroo Marmion Avenue Access Strategy at the intersection of the realigned neighbourhood connector to Marmion Avenue and being bound by three neighbourhood connectors with exposure to Marmion Avenue makes this site an ideal location for a major service commercial site.

With Romeo Road being realigned further to the north it is practical to create business zones further to the south into Lot 1001 with focus on exposure to Marmion Avenue and Romeo Road.

There is a significantly higher level of employment associated with service commercial uses / bulky goods/ showrooms compared with service industries. Urbis estimates that the new Business zones will accommodate approximately 734 jobs compared with 455 jobs for the service industry designated under the current BJDSP. This will only be negligibly reduced by retaining a small Service Industrial zone in the north east portion of Lot 1001 which will cater for local service industries (as requested by the Department of Planning).

The BJDSP amendment is expected to achieve an Employment Self Sufficiency (ESS) ratio of 55% compared 43% under the original BJDSP. This is in line with the City of Wanneroo ESS target objective of 60% as outlined in the Smart Growth Strategy.

It is recognised that Lots 1001 and 1002 will likely accommodate businesses which cannot afford to locate in larger centres. It is unlikely to be commercially viable to provide any larger area of employment floor space than currently proposed under the BJDSP amendment within Lots 1001 and 1002 due to the location between the Brighton Regional Centre and Alkimos Regional Centre.

The proposed amendment will result in better located employment generating activities in locations more attractive to businesses (with increased exposure), and clearly will achieve increased employment and a higher ESS ratio than the existing Butler Jindalee District Plan.

## **6.0 Conclusion**

The majority of changes to the BJDSP are minor and simply reflect updated planning that has occurred at a state planning level or as part of more detailed Agreed Local Structure Plans.

The most significant modification is reduction of the previously nominated 'service industrial' zone on Lot 1001 which has been compensated with two better located and versatile 'Business' zones which can accommodate a wider range of landuses and increased employment generating activities.

It is maintained that any form of extensive industrial activity would be more appropriately located within the Alkimos sub regional centre to the north which has substantial areas set aside for such uses that are also buffered from residential areas by regional open space and public purpose reservations. Retention of a smaller Service Industrial zone will still cater for local residents needs for convenient access to service based industries.

A separate Amendment 3 to the Agreed Local Structure Plan No 60 will be pursued once this this District Structure Plan amendment has significantly progressed. Under Amendment 3 no residential development will be permitted in the Business zone to ensure employment opportunities are maintained within the Local Structure Plan area.