

BUTLER DISTRICT CENTRE ACTIVITY CENTRE STRUCTURE PLAN

PART TWO - EXPLANATORY REPORT



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BUTLER DISTRICT CENTRE
ACTIVITY CENTRE STRUCTURE PLAN
EXPLANATORY REPORT (PART TWO)



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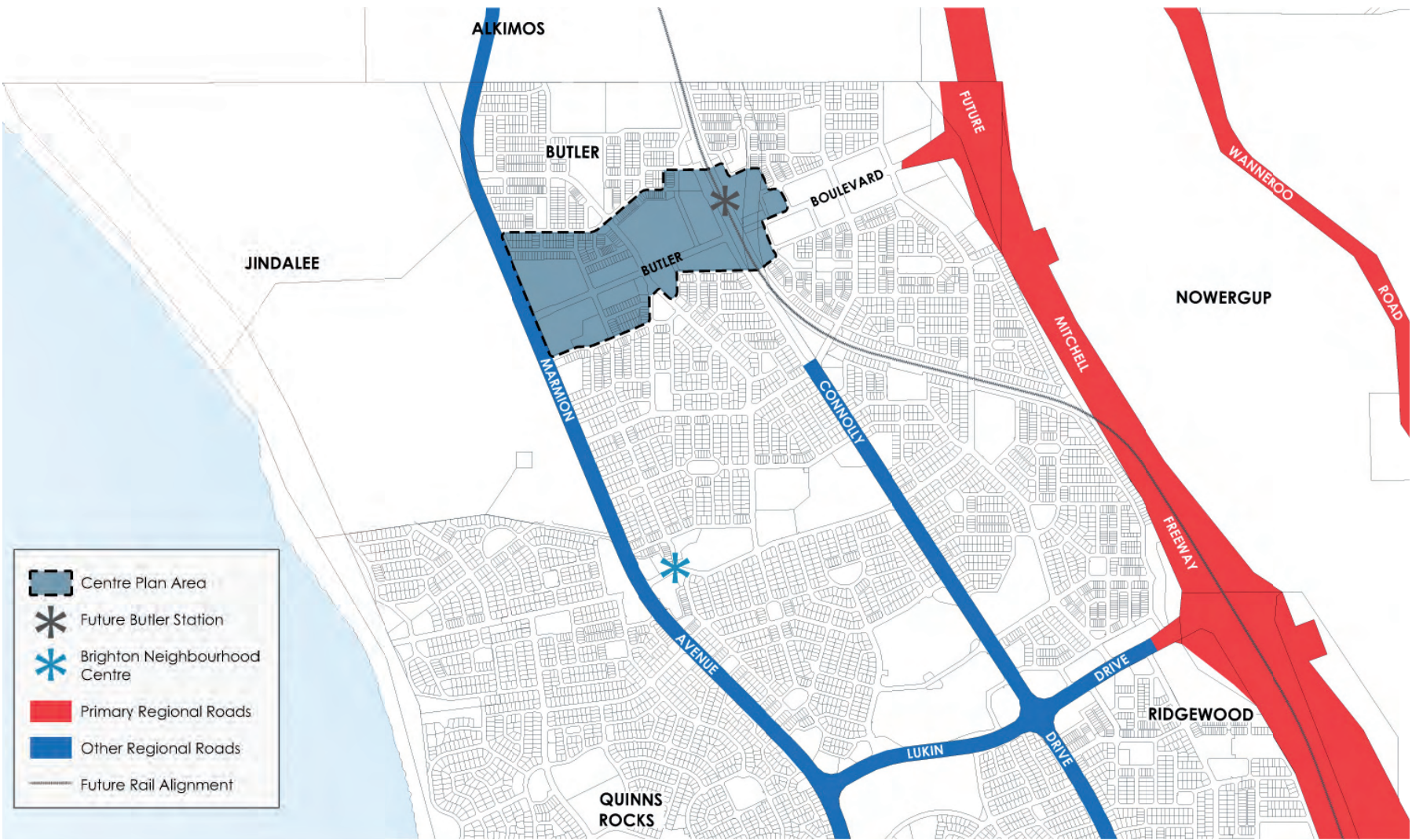


Figure 1: Location Plan





1.0 INTRODUCTION

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1.1 Purpose & Background

This Report constitutes a Structure Plan for the Butler District Centre, pursuant to the City of Wanneroo District Planning Scheme No. 2 Centre Zone requirements, and an Activity Centre Structure Plan pursuant to State Planning Policy (SPP) No. 4.2 Activity Centres for Perth and Peel, and is referred to as the Centre Plan for the purposes of this report.

The Centre Plan covers approx 45ha within part of what was formerly Lot 8 Marmion Avenue, Butler.

The Butler District Centre Plan area is a 1km mixed use corridor extending along Butler Boulevard from the existing Marmion Avenue at the western edge to the future Mitchell Freeway extension at the eastern edge, with the Butler rail station central to the corridor, refer Figure 1. The Centre will comprise retail, business, mixed use, residential, entertainment, community and recreational uses. The Centre is comprised of five precincts, defined by their character, location, land use and staging.

The Butler District Centre hierarchy, size and location has been recognised and documented in a number of endorsed state and local government planning policies, as well as endorsed District and Local Structure Plans, as outlined in Section 2.0 below.

The Centre Plan area is covered by the Butler - Jindalee District Structure Plan No. 39 and comprises part of the endorsed Butler Ridgewood Agreed Local Structure Plan 27 (ALSP 27) which zones the length of Butler Boulevard from Marmion Avenue to the Freeway Centre Zone. An amendment to ALSP 27 has been lodged to ensure consistency between this Centre Plan and ALSP 27, refer Section 2.1 below.

This Centre Plan covers the western portion of the Butler Boulevard activity corridor between Marmion Avenue and the Butler Station. The Butler Station is planned to be opened in 2014, with PTA currently undertaking detailed design of the rail line and station. The first stages of the District Centre are planned to be opened generally in line with the opening of the station.

The eastern portion of Centre Zone, Butler Boulevard between the rail station and the planned Freeway extension, will be subject to a future, second phase, Centre Plan. The timing for development of the eastern section is related to the timing of the Mitchell freeway extension and interchange construction, which without government intervention could be 15 years away. A preliminary concept plan was prepared for the eastern precinct in 2005 and reflects broad land use intentions to be refined as part of future planning, refer Appendix 1.



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1.2 Centre Research & Consultation

The Centre Plan has been informed by extensive review and research, including consideration of:

- The precinct and table format of the City's Local Planning Policy 4.2: Structure Planning.
- The direction and intent of the City's and WAPC's current and draft Centre policies, described in Section 2.0 below.
- A review of the provisions of a number of centres in the City of Wanneroo (Two Rocks, Clarkson, Banksia Grove and Wanneroo Town Centre), Ellenbrook District Centre, as well as the examples the City provided in Gosnells, described in Section 3.0 below.
- Case study examples gathered on the project team's local main street study tour and the eastern states tour, described in Section 3.0 below.

In addition to this review and research extensive stakeholder liaison and consultation has occurred in the preparation of the Centre Plan and has formed the basis for the agreed Concept Plan and implementation framework. This consultation included a number of meetings with the City and Department of Planning, as well as the following workshops:

- Workshop on 2 March 2010 with the City of Wanneroo and Department of Planning to discuss and agree on the preliminary Concept Plan and implementation framework. Appendix 2 contains the PowerPoint presentation from the workshop, as well as the agreed summary and key outcomes distributed to all workshop attendees.
- Submission of the draft Part 1 Centre Plan provisions to the City of Wanneroo and Department of Planning for review on 16 June 2010.
- Workshop on 2 July 2010 with the City of Wanneroo and Department of Planning to discuss and agree on the draft Butler Boulevard design and discuss the draft Part 1 Centre Plan Provisions provided. Appendix 3 contains the PowerPoint presentation from the workshop, the agreed summary and key outcomes distributed to the workshop attendees as well as the summary of modifications made to the Part 1 as a result of the workshop outcomes.

In addition to this there has also been a number of meetings between the Public Transport Authority and the project team on the Centre Plan and the finalisation of the station design and park 'n' ride facilities. These discussions have also included the City of Wanneroo. The outcomes of these discussions are summarised in Bruce Aulabaugh's Traffic and Movement Network Report, refer Appendix 5, and Section 10.0.

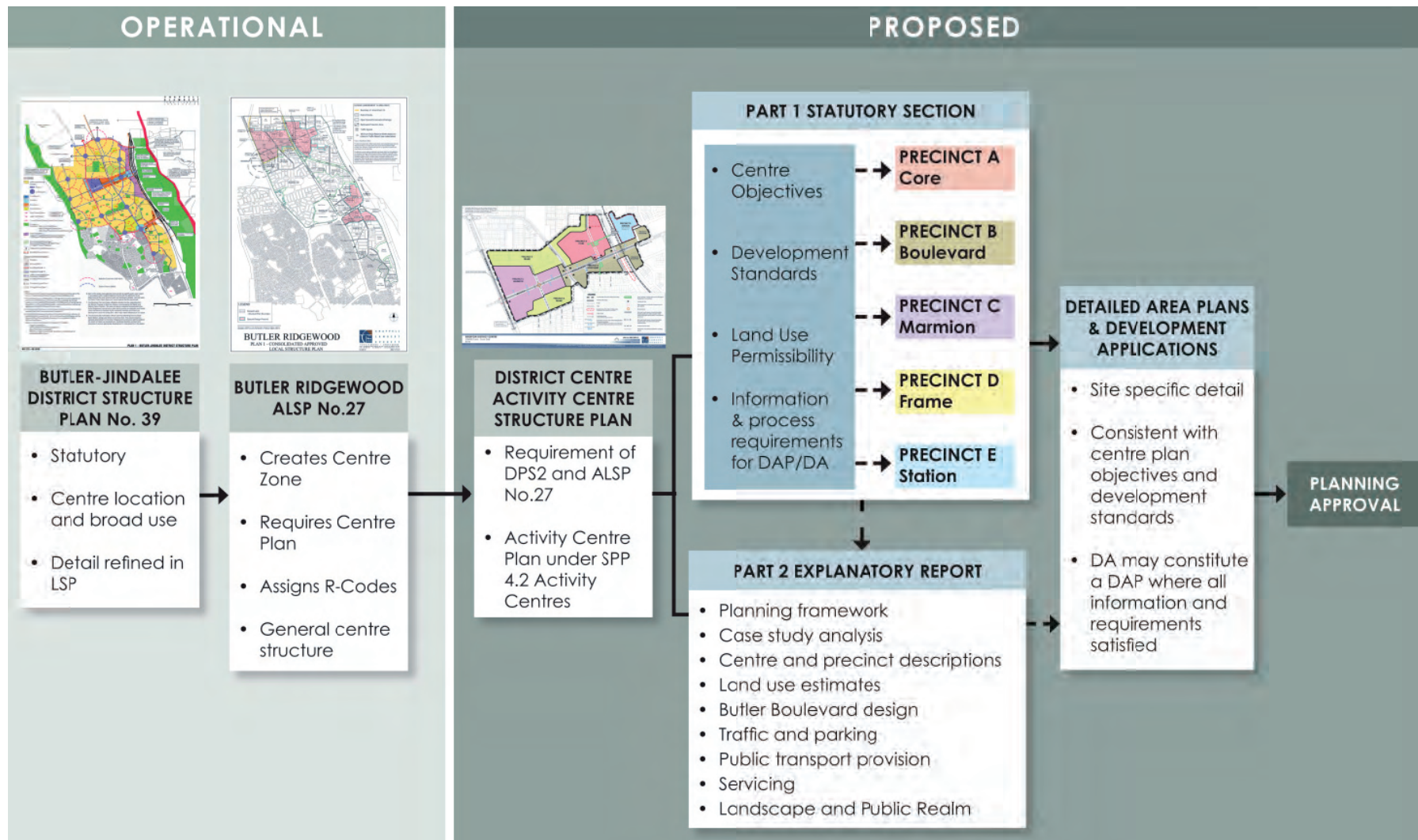


Figure 2: Butler District Centre Planning Framework



Cossill & Webley have also liaised with Water Corporation, Western Power and Alinta Gas regarding the servicing of the Centre as part of the ongoing delivery of the Brighton project. The outcomes of these discussions are summarised in the Servicing and Drainage Infrastructure Strategy, refer Appendix 7.

1.3 Report Structure and Implementation Framework

The Centre Plan is comprised of a Part 1 Statutory Section and Part 2 Explanatory Report, as summarised in Fig 2 and outlined below.

1.3.1 Part 1: Statutory Provisions

Part 1 Statutory Section sets out the detailed provisions that apply to the Centre Plan area, having the force and effect of the Scheme, pursuant to Clause 9.8 of City of Wanneroo District Planning Scheme No. 2.

Part 1 describes provisions that apply to the whole Centre Plan area and each precinct within the Centre. The Centre Plan creates a structure for future detailed area planning and development applications.

The following summarises the Part 1 structure and operation, as discussed and agreed with the City and Department of Planning at the 2 July 2010 workshop.

1.3.1.1 Centre Plan Area & Precincts

- Objectives and core development standards are established for the whole Centre Plan area.
- Each objective directly relates to a specific development standard, to ensure the objectives are meaningful and able to be implemented. The Appendix 4 lists all the Centre objectives and the related development standard that ensures implementation of the objective, this is also summarised in the description of each Precinct.
- Five precinct areas are created, each defined by their location, built form, land use, staging and treatments in the public realm, rather than a traditional land use zoning approach.

Precinct A - Core is the main street centre core, characterised by uses that maximise development intensity adjoining with the station and built form that encourages pedestrian activity.

Precinct B - Boulevard is a mixed use area, transitioning from the car based environment of Marmion Avenue to the pedestrian environment around the station and centre core.

Precinct C - Marmion, the gateway to Butler Boulevard, allows for car based retail uses at the edge of the centre, in their most appropriate location in closest proximity to Marmion Avenue.



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Precinct D - Frame is a residential and mixed use transition, providing an interface between the Centre non-residential core and surrounding residential areas.

Precinct E – Station accommodates the Butler Station PTA park ‘n’ ride, as well as recognising and facilitating opportunities for future redevelopment of all or part the park ‘n’ ride with intensive land uses consistent with the principles of transit oriented development.

- Part 1 includes:

Core development standards – applicable to the whole Centre Plan Area, prescribing those design elements critical to delivering the Centre objectives, including car parking provision and location, vehicular access locations, land mark buildings and active frontages to the public realm.

Precinct specific development standards – applicable to each precinct, setting out those elements critical to the delivery of the character the precinct, but are not common to the whole Centre. This includes elements such as setbacks, car parking variations, awnings, building articulation, relationship to the station and town squares / public spaces.

1.3.1.2 Land Use Permissibility

- Land Use permissibility is prescribed for each precinct, directly related to the precinct character. Importantly, land use permissibility seeks to encourage vibrant mixed use areas that recognise the Centre’s district status and the need for robustness and flexibility to accommodate land use change over time, as well as a logical transition to the surrounding residential areas.
- The provisions identify ‘P’ and ‘D’ uses in accordance with the District Planning Scheme No 2 use class categories.
- The provisions do not encumber appropriate change of use, where the change is between logical and acceptable uses. A change from a ‘P’ use to a ‘P’ use does not require a planning application, where the application does not include any building or development that would not otherwise require planning approval. The proponent is required to advise the City of the change of land use for information purposes.



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1.3.1.3 Detailed Area Plans

- Detailed Area Plans (DAPs) are to be prepared prior to development.
- The purpose of a DAP is to address more detailed site specific development matters, such as side setbacks, pedestrian access, signage and land use interface, to ensure the development application responds appropriately to the surrounding development. It is important that the Centre Plan does not second guess, compromise or stifle future development outcomes that are consistent with the objectives of the Centre Plan.
- A DAP can be prepared over all or part of a precinct where the City considers the DAP adequately addresses the site's context, integration and co-ordination with surrounding built form, general and precinct specific development requirements. This ensures that DAPs and development applications, prepared subsequent to the Centre Plan by potentially different proponents, respond to the site's context, but also allow staged development.
- In addition to the provisions of District Planning Scheme No. 2 Part 1 sets out information to be submitted as part of the DAP for each precinct.
- To avoid additional unnecessary process, where a

Development Application addresses the information and context requirements of a DAP the Development Application can constitute a DAP.

1.3.2 Part 2: Explanatory Report

The Part 2 provides detailed explanatory detail and supporting technical information as background to the Part 1 provisions.

The content, structure and format of the Part 2 is directly related to the content of Part 1. The headings for the General Centre Objectives: structural elements and networks, land use, built form and public realm; have been used as the structure to describe each of the Precincts in Sections 6.0 – 10.0 of this report.

In summary this Part 2 Report covers the following key areas:

- The current statutory and strategic planning framework. Importantly outlining the endorsed state and local planning documents that provide the context to the hierarchy and location of Butler District Centre. This section also summarises the current policy framework centre design requirements.
- Case study analysis of main street centres throughout Australia, including a summary of key learnings and implications for the Butler District Centre.
- The vision and objectives of the Butler District Centre.



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- An indicative concept plan, demonstrating one way the Centre could develop in line with the objectives and core development standards.
- Land use estimates for each precinct.
- A description of the Centre, outlining the fundamental elements of each precinct that defines their character and a summary of the core statutory provisions to deliver this. These descriptions incorporate the outcomes of the detailed traffic, landscape and engineering studies, providing a complete overview of the Centre development outcome, rather than being defined by the traditional boundaries of technical disciplines.
- The Part 2 is supported by the following technical reports, contained as Appendices:
 - Traffic & Movement Network – Bruce Aulabaugh (Appendix 5)
 - Landscape and Public Realm Design Guidelines – Emerge (Appendix 6)
 - Servicing and Infrastructure – Cossill & Webley (Appendix 7)

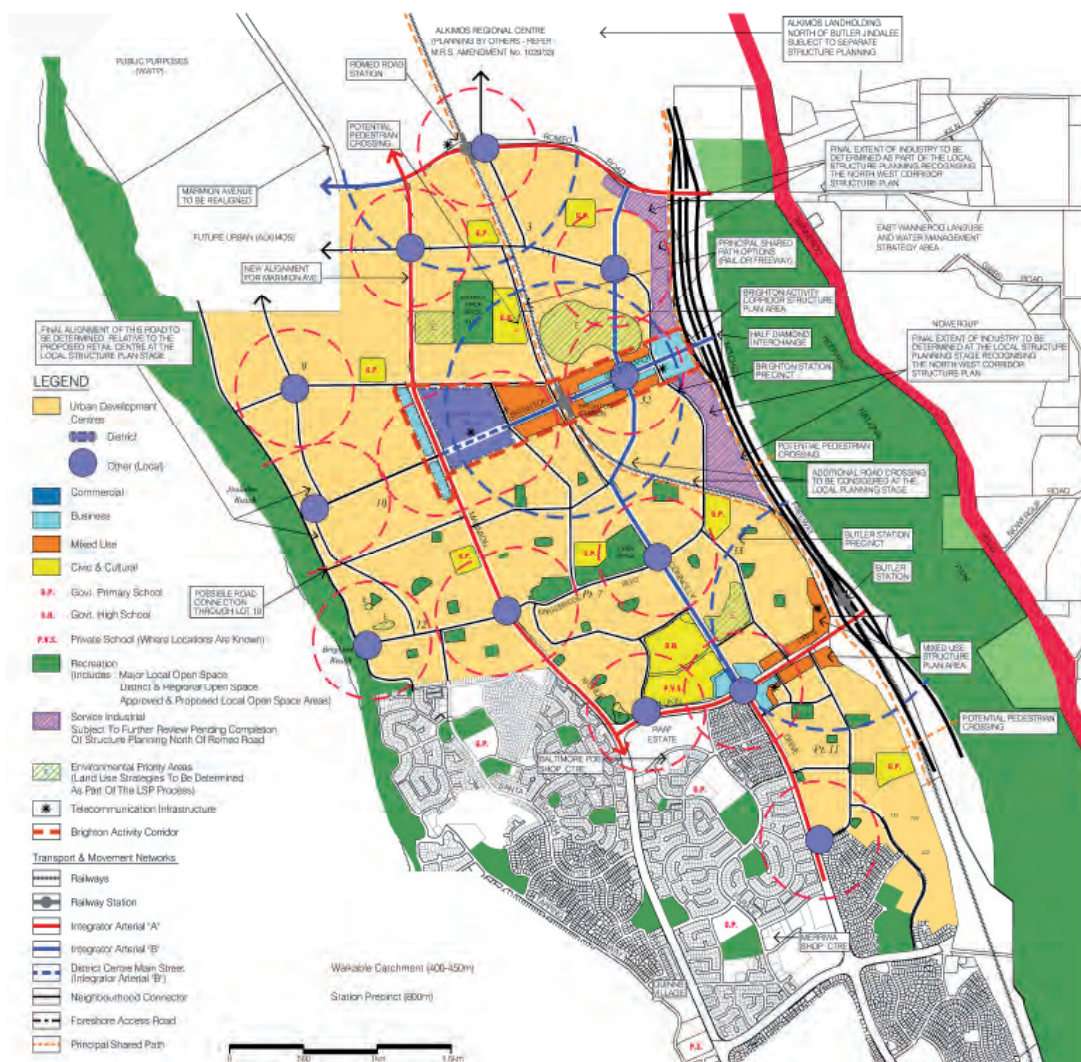


Figure 3: Butler-Jindalee District Structure Plan

- NOTES
1. Final location of the Alkimos Regional Centre to be determined as part of the review of the North West Corridor Structure Plan & MRS Amendment.
 2. 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.
 3. Further study will be required to identify appropriate pedestrian/cycle crossing locations once final levels along the rail are known.
 4. All Centre retail floorspace allocations to be determined through reference to the Metropolitan Centres Policy, the City Of Wanneroo Retail Strategy and the Shire of Urban Planning Retail Assessment included within the District Structure Plan report.
 5. 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.
 6. 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.
 7. 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.
 8. 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.





2.0 BACKGROUND & PLANNING FRAMEWORK

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2.1 Strategic Planning Framework: Centre Hierarchy and Location

The Butler District Centre is recognised in a number of endorsed planning strategies and structure plans over a number of years.

The draft Metropolitan Centres Policy Statement for the Perth Metropolitan Region 1997, advertised for public comment, identified a District Centre at Butler (Brighton) of 22 000m² NLA retail floor space.

The final SPP 9: Metropolitan Centres Policy Statement for the Perth Metropolitan Region (2000) identifies a District Centre at Butler (Brighton).

The Butler District Centre is identified in subsequent strategic regional plans, including Network City (2004) and Directions 2031 and Beyond (2010).

SPP 4.2: Activity Centres for Perth and Peel (2010), superseding SPP 9, also recognises the Butler District Centre.

The endorsed City of Wanneroo Centres Strategy (2000) identifies the Butler District Centre, with 23 500m² retail floorspace and potential for mixed business. The draft City of Wanneroo Activity Centres Strategy also identifies the future Butler District Centre.

The Butler – Jindalee District Structure Plan (DSP) (2006) confirms the provision of the Butler District Centre in accordance with the strategic planning framework, refer Fig 3. The DSP Commercial Centres Study includes detailed modeling of the retail floorspace distribution throughout the DSP area, refining the City's Centres Strategy. The DSP confirms 22 500m² NLA retail floorspace within the District Centre.

The location of the Centre was examined as part of the Butler Charette (2005) and confirmed as part of the DSP. The DSP shows the District Centre retail core and mixed use on Brighton (now referred to as Butler) Boulevard, between Marmion Avenue and the rail. Under the DSP the District Centre comprises a commercial, mixed use, retail and business corridor between Marmion Avenue and the Freeway. This is consistent with SPP 4.2 and the City's Centre Strategy, which sees centres comprising of more than just retail uses and typically being located on and adjacent to major roads and public transport links.

It is clear that given the number of endorsed state and local strategies and studies that identify the Butler District Centre, and the endorsement of the estimated retail floorspace in a number of documents, it is not necessary to revisit the Centre's role in terms of hierarchy, location or retail floorspace provision. Therefore, the Centre Plan more logically focuses on the rationale behind and implementation of the land use structuring and core design elements.



Figure 4: Butler-Ridgewood Agreed Local Structure Plan (Proposed Amendment 17)



2.2 Agreed Local Structure Plan 27 & Current Applications

The Butler Ridgewood Agreed Local Structure Plan No. 27 (ALSP) covers the District Centre, pursuant to DPS 2 and the Bulter-Jindalee District Structure Plan. ALSP 27 establishes a Centre Zone from Marmion Avenue to the Freeway, requiring the preparation of a structure plan, pursuant to Clause 3.13 of DPS No. 2.

Amendment 17 to ALSP 27 was lodged in December 2010 ensure consistency between ALSP 27 and this Centre Plan, as well as facilitate surrounding subdivision approvals, refer Figure 4.

Amendment 17 removes the R Codes for the Centre Plan area, allowing codings to be set through this Structure Plan and rationalises the Centre Zone area consistent with the Centre Plan. The entire corridor is identified as a Special Design Precinct allowing for variations to the Residential Design Codes to maximise dwelling density and diversity.

For the purposes of the ALSP 27 Centre Zone this document constitutes a Structure Plan for the portion of the District Centre west of the rail alignment to Marmion Avenue.

The Centre Plan area is covered by subdivision approval issued on 12 March 2010 (WAPC Ref 138548), allowing for the creation of superlots. A subsequent superlot subdivision application was lodged on 29 July 2010 (WAPC Ref 142626) to bring the superlot boundaries in line with the Centre Plan and allow for delivery of the Centre Core by 2014, in line with the Butler Station opening, refer Appendix 8.

A subdivision application was lodged in December 2010 for the residential transition area generally to the north of the Centre Core (WAPC Ref 143472), refer Fig 5. The transition subdivision application is consistent with the provisions of the Centre Plan.

2.3 Centre Structure and Design Considerations

There are a number of operational and draft state and local planning documents that provide guidance on design elements to be considered in the planning of centres and the preparation of centre plans. The following provides a brief summary of the relevant requirements and their implications for the Butler District Centre Plan, which is reflected in the Concept Plan and Precinct Descriptions, Sections 5.0 – 10.0 below.

2.3.1 Liveable Neighbourhoods

Liveable Neighbourhoods Element 7 addresses Activity Centres and Employment. The following summarises the relevant provisions in relation to the Butler District Centre:

- The retail mixed – use component of the Centre should be primarily main street, focusing on the quality of the public realm. Main streets typically carry volumes of between 10 000 – 18 000 vpd in a slow speed environment generally over 200m to 400m in length. The main street is typically best located adjacent to and visible from Integrator Arterials (District Distributors).

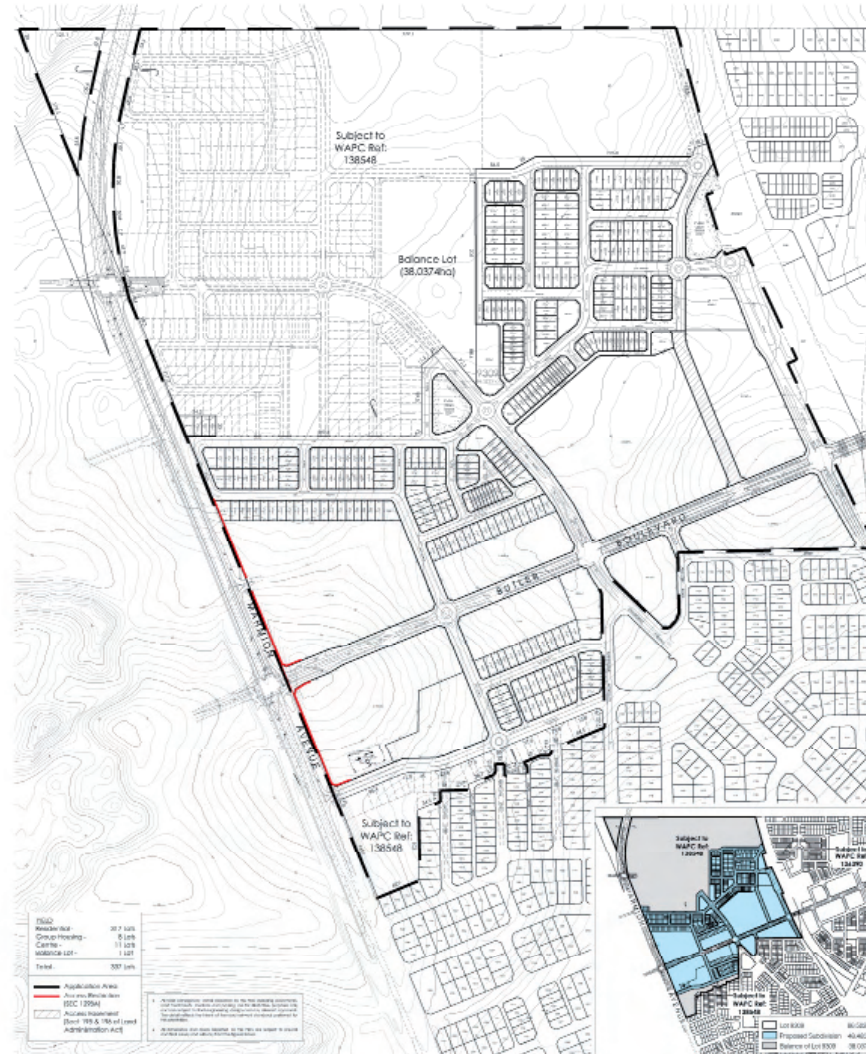


Figure 5: Residential Transition Subdivision (WAPC Ref: 143472)



- Centres should be considered as high mixed use activity centres incorporating business, commercial and community uses, not just shopping centres.
- Centres should be structured with high intensity activities in the immediate catchment to public transport facilities.
- Car parking provision may be reduced where there is reciprocity between uses. On street car parking is encouraged and off street parking should be sleeved beside or behind buildings. To encourage the evolution of the Centre it may be appropriate to provide temporary car parking areas that are suitable for future redevelopment, and designate areas for future decked parking structures.
- Centres should have an appropriate range of higher density housing in and surrounding the Centre Core. Liveable Neighbourhoods requires 30 to 40 dwellings per site hectare within 400m of town centres and rail stations.
- Large format bulky goods, that rely on a regional, rather than district or neighbourhood catchments, should be located on the fringe of activity corridors on high volume transit corridors and generally should not be within the walkable catchment to centres. The design of these uses needs to be considered to minimise the impact of parking on the public realm and ensure buildings address the street.

2.3.2 SPP 3: Urban Growth and Settlements & DC 1.6: Planning to Support Transit Use and Transit Oriented Development

SPP 3 includes a number of objectives to maximise urban sustainability. DC 1.6 includes provisions to integrate land use and transit planning to reduce car dependence and facilitate public transport provision. The provisions of these policies are relevant to the integration of the Centre Core with the train station and bus interchange.

These policies recognise that the successful operation of a centre and rail station are co-dependent. The provision of public transport is dependent on the density and mix of land uses within the catchment, while the type and intensity of land uses is driven by the public transport being provided.

Like Liveable Neighbourhoods, SPP 3 and DC 1.6 support the clustering of retail, employment, recreational and other high intensity activities within 800m of major transport nodes.

The relevant provisions of these policies in relation to the Butler District Centre are summarised below:

- Streetscape and the public realm should promote pedestrian activity, including provision of shade and lighting. The street pattern is to be direct to facilitate pedestrian access to transit facilities, and includes off road cycle facilities.



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- A diversity of lot sizes to be provided for robustness, transition and intensification of use and density over time.
- Residential development should be encouraged close to transit facilities, with a minimum of 25 dwellings per hectare, recognising that densities can increase over time.
- Bulky goods and other low intensity land extensive uses should not be located within the immediate catchment to the station.
- The future provision of decked parking to replace at grade parking within the immediate catchment to the station should be considered.
- The WAPC will encourage public agencies in developing their land around stations to consider use and accessibility to the station.

2.3.3 State Planning Policy 4.2: Activity Centres for Perth and Peel

SPP 4.2, replacing SPP 9, was advertised for public comment in June 2009 and gazetted in August 2010.

SPP 4.2 includes a Model Centre Framework (MCF) setting out a suite of guidelines for the planning and design of activity centres. The MCF includes an Assessment Checklist, which has been completed for the Butler District Centre and is contained at Appendix 9.

The core design considerations from SPP 4.2, relevant to the Butler District Centre, are:

- Centres should comprise a mix of uses that encourage activity outside of normal business hours, provide local employment opportunities, high amenity public realm and encourage multi-purpose trips, rather than being a single purpose shopping centre.
- A main street layout is the preferred format for the planning and development of centres, large format internally focused buildings should be avoided.
- District centres should deliver a mix of land uses. For centres with a shop retail component of 20 000m² (Butler District Centre is 22 500m²) the mix of land use floorspace as a portion of the Centre's total floorspace is 30%. A mix of land uses includes office, civic, business, health, community, entertainment and cultural uses.
- The Centre should be structured around a grid of streets.
- The amount of land allocated to car parking should be minimised. The predominant built form should allow the majority of buildings to be accessed via the public realm, rather than separated via large areas of car parking.
- Mixed business and bulky good retailing should be located within centres as peripheral uses accessible to the regional road network and public transport.



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- Centre plans should optimise the potential for residential development in activity centres. SPP 4.2 establishes a minimum density targets of 20 dwellings per gross hectare (equating to R40 to R60) within 400m of the Centre, with a desirable target of 30 dwellings per gross hectare (equating to R60 – R100).

2.3.4 Draft City of Wanneroo Activity Centres Strategy (August 2008, Version 3)

The City of Wanneroo have prepared and advertised a draft Activity Centres Strategy. While the Strategy remains in draft it is understood that it will be finalised shortly, now that SPP 4.2 has been gazetted.

The Strategy provides a comprehensive list of design considerations that apply to the Butler District Centre. The key considerations are summarised below:

- Activity centres are mixed use places, with at least two retail magnets, café, restaurants and commercial.
- Create main street environments with high amenity public realm.
- More intensive housing is encouraged in and around centres, in line with Liveable Neighbourhoods. The City's Housing Strategy (2005) recommends R40 within 800m of town centres and rail stations, R60 within 200m of rail stations.

- For district centres the Policy sets out the following targets: a total size of up to 50 000sqm of floor space, including 30 000sqm of retail floor space, 2 000sqm for commercial and 2 000sqm for educational, health, leisure or community purposes. A detailed breakdown of the Butler District Centre floorspace is contained at Section 5.0.

- Develop bulky goods precincts at the edge of, but connected to, the Centre.
- Facilitate public and private ownership and a range of owners and operators to encourage diversity.
- Work to achieve slow traffic speeds and integrated pedestrian phases at crossings to improve safety and pedestrian amenity.
- Facilitate the provision of compact car parking areas that do not segregate areas
- Provide flexibility in staging centres to allow for the transition of places.

2.3.5 Achieving Policy Objectives at Butler District Centre

There are a number of consistent themes and issues identified in the current policy framework that provide important context to the consideration of the Butler District Centre Plan.



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The following summarises the policy implications for the Butler District Centre and how this has been addressed:

- The Centre should not be defined as just the retail core, but as a corridor of high intensity mixed use, with a series of distinct characters between Marmion Avenue and the rail line, as well as ultimately the Freeway.

The distinct character of each precinct is described in Sections 6.0 to 10.0.

- Land use mix is essential to the delivery of a vibrant Centre.

The Centre achieves the mixed use and density targets of SPP 4.2 and the City's Activity Centres Strategy, refer Section 5.0.

- The quality and amenity of the public realm is a core consideration in the delivery of the Centre.

The public realm of each precinct is described in Sections 6.0 to 10.0 and delivered through the Part 1 provisions and implementation of Landscape and Public Realm Guidelines, refer Appendix 6.

- The retail core must reflect main street design principles, creating a place that encourages people to visit regularly and stay longer.

The Centre Core is main street based, controlled and required through the statutory Part 1 provisions, refer Section 6.0.

- The Centre must be integrated with and connected to the station, with high activity generating uses located closest to the station.

The Centre Core, comprised of a mix of high intensity uses, is located closest to the station, refer Section 6.0.

- Medium to high density residential within the catchment to the Centre is important to encourage public transport use, minimise travel distances and promote activity.

SPP 4.2 provides the most current density targets:

1. A minimum of 20 dwellings per gross hectare or R40 to R60 within 400m of the Centre.
2. A desirable target of 30 dwellings per gross or R60 – R100 within 400m of the Centre.

The Centre achieves both these minimum and desirable density targets within 400m of the station, in addition to mixed use, high intensity non-residential uses, refer section 5.0.

- It is important to recognise the staged development of centres, to allow their growth and transition over time as the catchment and infrastructure matures. This includes opportunities for future decked car parking, a robust network of streets and opportunities for increased density and change of use over time. The WAPC should also encourage other public agencies to ensure the development of their land reflects its strategic location in terms of use and density, in this case primarily PTA.



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The Part 1 provisions allow for future flexibility in land use and development outcomes through the land use permissibility table, core development standards and requirement for DAPs to allow staging.

- Bulky goods and car based uses are an important part of centres, ensuring that they are appropriately located and do not end up locating inappropriately in industrial areas. Bulky goods should generally be at the edge of the centre, outside the rail station catchment, but accessible to major transport routes.

The large floorplate, car based uses are located in the Marmion Precinct, closest to Marmion Avenue, refer Section 8.0.

- Car parking provision should take into account the potential for reciprocity between uses and the potential for public transport use, to avoid large expanses of car parking dominating centres. Car parking should generally be dispersed, on street where possible and sleeved behind or beside buildings. The location of car parking areas must take into account the character of the precinct and types of uses surrounding.

The location and number of car parking bays is specified, consistent with the above, for each precinct in Part 1 and described in Sections 6.0 – 10.0 below.



*Main street
Rouse Hill, NSW*



*Main street
Point Cook, VIC*



*Pedestrian crossing
Gungahlin, ACT*





3.0 MAIN STREET CENTRE CASE STUDY ANALYSIS: CENTRE PLANNING OBJECTIVES

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3.1 Eastern States Case Study Analysis: Implications for Butler District Centre

In November 2009 the project team, including representatives of CLE, Satterley Property Group, Butler Land Company, Department of Housing and City of Wanneroo, went on an eastern states study tour looking at the following examples of recently established town centres:

- Rouse Hill, North West Sydney, New South Wales - Joint Venture between Delfin Lend Lease and Landcom
- Point Cook, South Melbourne, Victoria – Walker Corporation
- Caroline Springs, North West Melbourne, Victoria – Delfin Lend Lease
- University Hill, North East Melbourne, Victoria – MAB Corporation
- Gungahlin, North West Canberra, Australian Capital Territory – Land Development Agency
- Orion Springfield, West Brisbane, Queensland – Mirvac
- Varsity Lakes, Gold Coast, Queensland – Joint Venture between Delfin Lend Lease and University of Queensland
- Mawson Lakes, North Adelaide, South Australia – Joint Venture between Delfin and SA Land Management Corporation

The study tour focused on the retail component and configuration of the centres. A comprehensive review of all of these centres is contained at Appendix 10.

While many of the centres were significantly larger than the Butler District Centre, up to 200 000m² of retail floor space, there were a number of important and consistent design themes and important lessons for Brighton:

1. Main Street Based Centres

The public realm focus for all centres was primarily the main street. Centres were typically a four quadrant main street configuration, with a town square often the focus at the central intersection. The quadrants can be defined by either road (public or private) or pedestrian mall / walkways.

It was important that the main street length was kept tight and populated with high activity generating uses at the ground floor and not “stretched” out in a manner that diluted activity and interest in the public realm. Depending on the size of the centre successful main streets generally varied in length between 200m



*Main street
Point Cook, VIC*



*Business precinct
Varsity Lakes, QLD*



*Private main street
Orion Springfield, QLD*





to 400m. The Brighton retail floorspace is significantly lower than many of the centres visited, the main street length fits at the lower end of this range at 260m.

Large floorplate users (i.e. Coles or Woolworths) were sleeved behind specialty retail that fronts directly onto the main street, with a parallel mall to the rear. The parallel malls were generally kept short to maintain a balance on internal and external retailing.

2. Main Street Cross Section & Design Standards

The successful main streets were not high traffic volume streets (integrator arterials), but more intimate, lower volume roads intersecting with integrator arterials at the edge, such as Point Cook and Rouse Hill.

The main street reserve widths, building to building, of those highly intensive and active centres varied between 18m and 23m. Reserve widths that were wider than this, such as Gungahlin at 25m, did not provide the same pedestrian scale or intimacy. Brighton main street is within an 18m reserve.

3.5m to 4m footpaths from the edge of the carriageway to the front of the building provided sufficient width for pedestrian traffic, alfresco dining and temporary trade displays.

Cycle lanes were typically not provided on the main street, with cycle lanes on major roads surrounding the Centre Core, consistent with the provision of cycle lanes at Brighton.

While some main streets had a planted central median this generally prevented informal pedestrian crossing, for example Point Cook and Rouse Hill. Given the typically low volumes a median was not required as a pedestrian refuge. A central planted median is not considered an essential component of a successful main street.

The total carriageway width varied between 7.5m, where the street was a bus route, to between 6m and 7m.

Raised pedestrian crossing points connecting key pedestrian desire lines across the main street were common. In the case of Orion Springfield, a private main street, the raised crossing was also covered.

Traffic signals were used to control high volume four way intersections. Tight kerb radii and short or no turn pockets prevented the reserve width being unnecessarily wide and maintaining the tight main street character. Roundabouts were not used and in the case of Rouse Hill an intersection offset avoided signalised control.

Street trees were an important feature in creating amenity, shelter and a pedestrian scale along the main street.



*Arterial edge with on-street parking
Caroline Springs, VIC*



*Internal mall area
Rouse Hill, NSW*



*Private Main street
Orion Springfield, QLD*





3. Town Squares

Public meeting places and town squares were common features of successful centres, typically located at the intersection of the four quadrants. The size and intimacy of these spaces was critical to their success.

Expansive, oversized and empty spaces did not encourage casual use and interaction, but rather hurried users through.

The smaller, tighter spaces with direct relationships were better used. Interactive public art, seating and soft landscaping features were important. The central Rouse Hill town square reflected these characteristics and was the most effective use of a public space within a town centre. The Brighton town square has been modeled on these principles.

4. Building Design

Continuous, pedestrian scale canopies at the main street frontage were a critical component in the delivery of comfortable pedestrian environments, for example at Rouse Hill, Point Cook and Orion Springfield. Awnings that were higher than the first floor or angled at greater than 90 degrees to the main street generally did not provide shelter or create intimate spaces.

Building height was important in acknowledging the scale of the Centre in the regional context, providing surveillance and

boosting activity in the centre; however, the first stage of most centres did not include a second storey. Building heights of between 2 to 7 storeys came as the centre, infrastructure and catchment matured.

The mall parallel to the main street was often designed with an indoor / outdoor feel, including natural light and ventilation where possible, demonstrating a direct relationship with the outdoor, main street environment.

Articulation to the front façade of buildings was important in creating interest and diversity along the main street. Orion Springfield successfully achieved this through varying setbacks, building height and balconies.

These core characteristics are key components of the Brighton Part 1 Centre Plan provisions.

5. Car Parking

Car parking was typically dispersed around the centre. At grade parking behind the main street was common in the first stage of most centres, including temporary parking areas, with underground or decked parking part of later stages.

At grade parking was typically visible to customers at the entry to centres.



*Warehouse style mixed use
Mawson Lakes, SA*



*Narrow front terrace
Varsity Lakes, QLD*



*Transit interface
Rouse Hill, NSW*





On street parking was used extensively. Nibbed parking in groups of 2 to 3 bays provided opportunities for planting and landscape features within the road reserve. Although, it is important that the size and number of nibs be limited to maximise the amount of on street parking.

These principles have been reflected in the distribution of parking at the Brighton Centre.

6. Integration with Public Transport

The integration with and connection to public transport was important. Rouse Hill had a bus transit station at one end of the main street; however, a large open space and expansive bitumen separated the bus station from the centre. There were also no visual cues on the main street that there was a bus transit station at one end.

The design of the Butler District Centre will more closely relate to the station, with high activity uses located close to the station and parking / kiss and ride being located on the eastern side of the station (opposite to the Centre Core).

7. Housing

Rouse Hill provided an example of residential uses within the retail centre core, while other equally as successful centres, such as Point Cook, University Hill, Mawson Lakes and Caroline Springs did

not have residential within the centre core, but had high density residential immediately adjoining and surrounding the centre in a mixed use fringe, as will occur at Brighton. In some instances housing within and surrounding the centre will come as part of future stages, such as Orion Springfield.

There were a number of medium to high density and innovative housing examples which could be considered in the implementation of the Butler District Centre:

- 4.5m – 7m wide x 22m to 25m deep front and rear loaded terrace housing, which could work in an R60 precinct
- SOHO's (small office home office) double frontage lots, with a commercial business entrance adjoining the centre and a residential address fronting the street. This was an effective interface use at the "back" of commercial uses.
- Warehouse style houses where the internal walls and fit out was limited to provide flexibility in use and minimise construction costs.
- Student housing
- Short stay accommodation, as seen at Caroline Springs and Varsity Lakes
- Apartments from 2 up to 7 storeys above the main street retail and surrounding the centre.



*Main street
Rokeby Road, Subiaco, WA*



*"Main Street" business precinct
Osborne Park, WA*



*Newcastle / Oxtord Street town centre
Leederville, WA*



3.2 Perth Main Street Study Analysis: Implications for Butler District Centre

In September 2009 the project team undertook a study tour of existing, re-developed and recently constructed main streets in the Perth metropolitan area to examine the main street cross section, the relationship between the public and private realm and how the older main streets have evolved.

The following main streets were reviewed:

- Newcastle Street, Northbridge
- Beaufort Street, Highgate
- Oxford Street, Leederville
- Mezz, Scarborough Beach Road
- Main Street, Osborne Park
- Rokeby Road, Subiaco
- Ellenbrook, District Centre

A detailed description of each of the streets is provided at Appendix 9.

The following summarises the valuable and transferrable learnings of this study tour for the Butler District Centre:

- A 20m road reserve width was applied almost universally, carrying volumes of up to 30 000vpd. This reserve width was shown to be flexible for retail, mixed use and residential functions. The 20m reserve allowed for embayed parking, 2.5m to 3m footpath, single carriageway and median of up to 1.5 to 2m. This reserve width creates an intimate urban space suited to a main street environment.
- Tight kerbi radii at intersections, narrow median widths, smaller (but adequate) pedestrian waiting areas, no dedicated right turn pockets and reduced or nil truncations are important in maintaining the intimacy and character of the main street, rather than the reserve width ballooning at the intersection.
- These variations to typical engineering standards will be required at Brighton to deliver a centre of similar intensity and intimacy.
- The older style main streets demonstrate how, through robust lot and road layout, land uses and character can evolve. It was found that rear laneways to cottage lots, a modified grid road network, and lots with a 30m depth provide maximum flexibility for land use transition.



*Main street
Rokeby Road, Subiaco, WA*



*Main street
Rokeby Road, Subiaco, WA*



*Arterial road business precinct
Newcastle Street, Northbridge, WA*





- On street parallel parking is used on all main streets. Embayed parking provides an opportunity for additional landscaping, although this should be balanced with landscaping to ensure the maximum number of on street bays is provided.
- Perpendicular parking within the road reserve is used on secondary streets, for example Beaufort Street and Rokeby Road.
- It is common for embayed parking to be dropped out in the approach to lights, or in the case of Beaufort Street, a peak hour clearway created to accommodate turn pockets.
- On street cycle lanes were not provided on any of the main streets examined, including the recently developed Ellenbrook District Centre.
- There were a number of examples of residential uses interfacing with car parking areas to the rear of centres, such as Rokeby Road and Beaufort Street. Where the parking areas are landscaped this can be an attractive interface that maximises passive surveillance.
- Many of the main streets demonstrate how the character of the street can change along its length from a transit / car based function to pedestrian scale through the use of built form, landscaping and modifying the street cross section. This is similar to how Brighton Boulevard will function between Marmion Avenue and the freeway, changing character and function along its length.
- Land use distribution is an important part of activating the main street. Locating high activity generating uses on opposite sides of the street, such as Paddington Ale house opposite the retail core on Scarborough Beach Road ensures activity is dispersed along the main street and the public realm.
- Deciduous trees are an important part of main street landscaping, such as Rokeby Road, allowing sun penetration during winter and shade in summer.
- Newcastle Street represents a mixed use main street likely to be typical to portions of Brighton Boulevard. Newcastle Street accommodates 13 000 to 15 000 vpd, similar to Brighton Boulevard, with single carriageway, 2.5m median and efficient embayed parking for 3 to 4 cars.
- Main Street Osborne Park is an example of car based business uses effectively relating to a main street environment. In this instance two rows of perpendicular parking and an access aisle are provided between the buildings and the street. While providing customer parking in front of the buildings, necessary for this type of use, two rows minimises and disperses car parking rather than dominating the streetscape. The heavily landscaped verges and median on Main Street, Osborne Park also softens the hard environment typically associated with car based uses, enhancing pedestrian amenity.



Varsity Lakes, QLD



*Narrow median in Main street
Rouse Hill, NSW*



*Town square and public art
Rouse Hill, NSW*





4.0 BUTLER DISTRICT CENTRE VISION & OBJECTIVES

4.1 Vision

The **Butler District Centre** will be an **attractive**, **diverse**, **high intensity mixed use place** for **work**, **recreation** and **shopping functions**, that the **community** want to **visit**, **stay** and **enjoy** regularly.

4.2 Objectives

The following sets out the objectives for the Butler District Centre, informed by the background review and case study analysis outlined above. These objectives are consistent with the general and precinct specific objectives contained in Part 1.

4.2.1 Structural Elements and Networks

- Provide a highly connected street and path network that encourages pedestrian and cyclist connectivity to, and through, the Centre with regular road crossing points and managed crossover locations to Butler Boulevard and other public spaces.
- Encourage the integration of land uses with major pedestrian routes to the rail station.

- Encourage road design standards that deliver main street principles and that manage traffic behavior and speed in areas of high pedestrian movement to encourage pedestrian activity.
- Facilitate strong and direct pedestrian connectivity between the station and the main street, as well as ease of pedestrian movement across the main street.

4.2.2 Land Use

- Facilitate high intensity land uses that increase public transport use, enable shared trips, and stimulate activity in close proximity to the rail station, including: uses that generate activity outside core business hours; town squares and other open spaces as community meeting spaces; retail uses such as specialty stores and supermarket uses in the retail core.



Mawson Lakes, SA



*Main street and arterial road intersection
Point Cook, VIC*



*Mixed use development
Northbridge, WA*





- Recognise that large floor plate land uses will be attracted to, and most suitably located adjoining, the high traffic environment of Marmion Avenue.
- Recognise a logical change in land use and building character between bulky uses adjoining Marmion Avenue and smaller scaled retail uses adjoining the rail station.
- Encourage richness in the streetscape, including articulation of buildings, windows and openings to create visual interest at street level, particularly in the Centre Core and Boulevard precinct.
- Enable the opportunity for temporary activities in the street, such as alfresco dining and external displays
- Allow for a diversity of housing types and tenure within the Centre, with a managed interface to non-residential land uses that recognise the scale of centre in the overall centres hierarchy.
- Encourage mixed use activities surrounding the centre compatible and complementary to residential uses and allow home based business.

4.2.3 Built Form

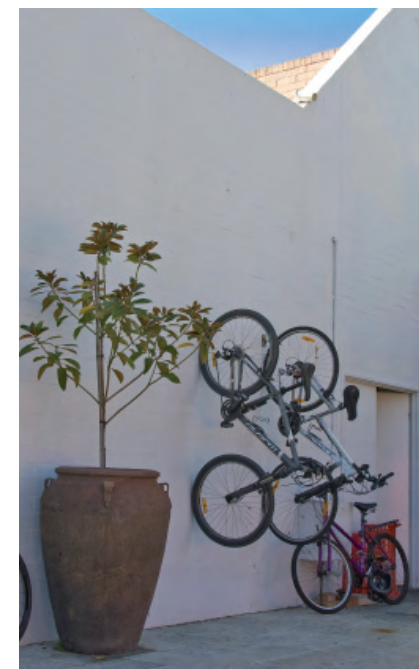
- Encourage building designs to address street frontages and public spaces, maximising opportunities for passive surveillance through the placement of entrances and a high degree of street front glazing.
- Facilitate appropriate built form controls that enable continuity of frontage to Butler Boulevard and the Main Street.
- Provide opportunities to integrate signage with buildings at an appropriate scale and character.
- Create a largely open air main street retail core with high amenity, a strong sense of place and a rich streetscape.
- Develop a balanced approach to the location of car parking areas on Butler Boulevard closest to Marmion Avenue, acknowledging that access to, and visibility of, car parking areas is an important factor for uses of this nature.
- Ensure appropriately managed and co-ordinated access to development from Marmion Avenue and Butler Boulevard, to avoid excessive disruption to traffic flow.



*Pedestrian amenities
Rouse Hill, NSW*



*Use of recycled water
Rouse Hill, NSW*



*Bicycle racks
Oxford Street, Leederville, WA*



4.2.4 Public Realm: Streetscape & Landscape

- Encourage local landmarks, artwork, landscape and street trees to improve legibility.
 - Recognise Crime Prevention Through Environmental Design principles as a tool to create a safe and enjoyable pedestrian experience.
 - Provide parking areas in locations that allow co-ordinated access, reciprocal use of bays and strong pedestrian connectivity, whilst minimising their visual impact on the streetscape. Allow on street parking wherever possible in the Centre Core and parking to the rear of buildings in the Boulevard precinct.
 - Allow for a combination of public and private realm spaces for community meeting, pedestrian activity and traffic flows.
- Create a structure and land use control regime that will facilitate land use change over time, in a staged manner.
 - Allow for park and ride and associated facilities to be located adjoining the Butler rail station. Although, recognise and encourage future redevelopment of the park and ride to accommodate development and uses consistent with transit oriented development principles.

4.2.5 Sustainability

- Consider solar passive design principles in the detailed design of buildings.
- Promote the use of plants that are drought tolerant, low maintenance and provide shade from summer sun and allow sun penetration during winter.

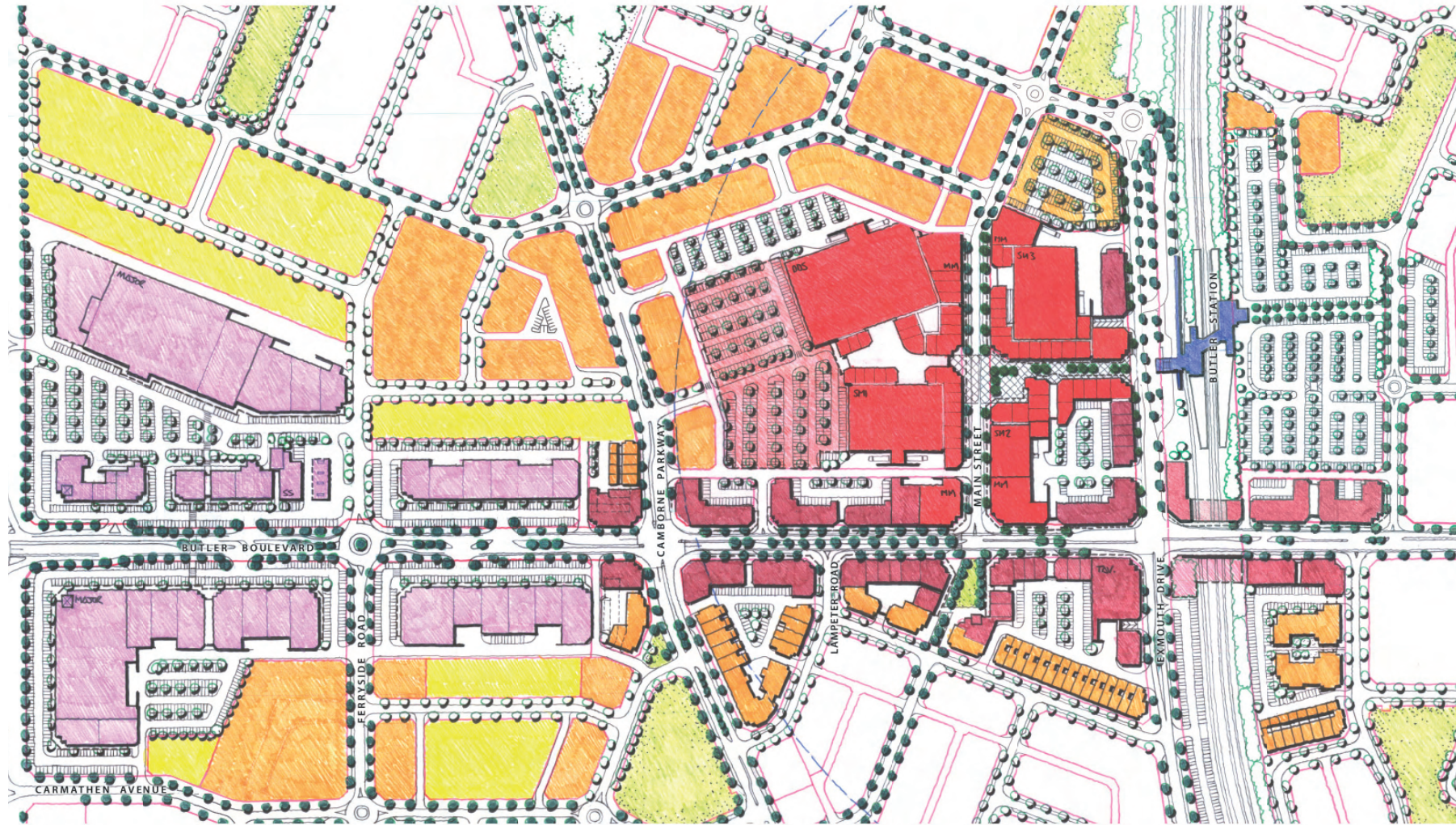


Figure 6: Butler District Centre Concept Plan





5.0 PRECINCTS, INDICATIVE CONCEPT PLAN AND LAND USE ESTIMATES

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5.1 Indicative Concept Plan

The Butler District Centre Plan extends from Marmion Avenue to the Butler Station, with Butler Boulevard forming the central spine. The Centre is defined by a series of precincts, each with a distinct character, derived from their proximity to key infrastructure, catchments and staging.

An indicative concept plan has been prepared for the centre which shows, based on the provisions of the Centre Plan, one way the Centre could develop in the long term, refer Fig 6 and Appendix 10. Section 11.0 discusses in more detail the possible staging and first stage development areas.

The indicative concept plan reflects a long term, mature development scenario. Development of the centre will be staged and the land use mixed will evolve as the Centre, surrounding catchment and infrastructure, matures. Initial stages of development are likely to focus on Marmion Avenue and the main street, with mixed use uses along Butler Boulevard developing over time. Appendix 11 shows one way stage 1 of the Centre Core could develop, focused on the main street with surrounding at grade parking visible from Butler Boulevard that will ultimately be screened by mixed use development.

The subsequent sections 6.0 – 10.0 outline the components and character of each of the precincts and summarise of the Part 1 core development standards that are essential to the delivery of the precinct intent. The precinct descriptions also incorporate the outcomes of the detailed technical analysis supporting the Centre Plan:

- A detailed traffic and movement network report has been prepared by Bruce Aulabaugh, and is contained at Appendix 5
- Landscape and Public Realm Design Guidelines, prepared by Emerge Consulting, are contained at Appendix 6.
- A servicing and drainage strategy, prepared by Cossill & Webley, is contained at Appendix 7.

5.2 Land Use Estimates

The following outlines the estimated land use breakdown within the Centre Plan area based on the indicative concept plan, refer Fig 7. Importantly the forecasts reflected in Table 1 are an estimate only, and the final non-retail commercial and residential yields will be determined as part of detailed design and subdivision planning and development applications.

The total retail floor space estimate of 22 500m² is based on the approved Butler – Jindalee District Structure Plan, and is also consistent with the District Centre classification under SPP 4.2 and the City's Activity Centres Strategy. The retail floorspace will be predominately within the Centre Core.



Table 1: Butler District Centre - Indicative Floorspace and Dwelling Unit Yield Estimates

DESCRIPTION	PRECINCTS					TOTAL
	A Core	B Boulevard	C Marmion	D Frame	E ⁵ Station	
Retail ² NLA	20,000	1,500	500	0	500	22,500
Non-Retail Commercial ³ NLA	3,000	10,000	35,000	1,000	5,000	54,000
Total Retail/Commercial Floorspace	23,000	11,500	35,500	1,000	5,500	76,500

Notes:

1. Estimates are indicative only, based on the indicative concept plan (Plan No. 885-494-01) development outcome. The actual yields will be confirmed at subdivision and development stage.
2. Retail floorspace NLA as per Planning Land Use Category 5.
3. Non-retail commercial floorspace NLA constitutes Mixed-Use as defined by the Draft SPP Activity Centres for Perth and Peel and includes office, showroom, entertainment and medical uses.
4. District Centre Retail Floorspace is in accordance with the Butler - Jindalee District Structure Plan.
5. The yield estimates recognise the potential for the park 'n' ride to be redeveloped in whole or a part to include high intensity uses, consistent with transit oriented development principles.





The Brighton Centre has the potential for approximately 50 000m² of mixed use floor space. The demand for the mixed use floorspace is generated by the site's exposure to Marmion Avenue, significant residential catchment and limited supply in the area.

SPP 4.2 sets a mixed use target of 30% of the retail floor space, in the case of Brighton this would equate to 6 750m². The Butler District Centre forecast mixed use floor space of approximately 50 000m² significantly exceeds this forecast target. Mixed use floor space, in accordance with the SPP 4.2 definition, includes: office, civic, business, health, community, entertainment, cultural uses and showrooms.

Shrapnel Urban Planning have prepared preliminary employment estimates based on the indicative floorspace areas. At full development the Centre presents an opportunity for a significant diversity in future employment opportunities, including: retail, hospitality (restaurants / café), health, commercial / office and service industry. The Butler District Centre is estimated to ultimately deliver approximately 750 shop retail jobs, 300 showroom / bulky goods retail jobs and 960 jobs in office and other commercial, as demonstrated in Table 2.

SPP 4.2 establishes a minimum residential density target of 20 dwellings per gross hectare, or R40 to R60, and a desirable target of 30 dwellings per gross hectare or R60 to R100 within 400m of the Centre.

The Centre Frame is coded Residential R60 and the Centre Core, Station and Boulevard Precincts (adjoining Butler Boulevard) are coded R160.

Housing within the Frame will be a combination of single, grouped and multiple dwellings, similar to housing already delivered at Brighton Junctions North, which achieves Residential R60 through the delivery of two bed apartments, studios over garages and town houses, refer Fig 7.

The residential Frame achieves approximately 27 dwellings per gross hectare, achieving the SPP 4.2 minimum of 20 dwellings per gross hectare and in line with the desirable target of 30 dwellings per gross hectare.

SPP 4.2 requires a minimum of 20 dwellings per gross urban zoned hectare and a desirable target of 30 dwellings per gross urban zoned hectare within the walkable catchment to train, bus transfer stations & high frequency bus routes. There is the potential for up to approximately 1700 dwellings within 400m of the Butler Rail Station and bus transfer, this is based on yields within the Structure Plan area and the surrounding approved subdivisions. This equates to 38 dwellings per gross hectare, at a gross area of 44ha, exceeding SPP 4.2 minimum and desirable targets.

The areas coded R160 have longer term potential for the delivery of multiple dwellings above ground floor retail or commercial uses. It is likely at Brighton, similar to the centres visited on the eastern states study tour, Residential R160 multiple dwellings will not be delivered as part of initial stages, but as the Centre, catchment and infrastructure matures and evolves. The density coding allows for robustness and change over time.



Figure 7: Example Of Studios & Townhouses Delivered By Satterley Property Group At Brighton



Table 2 - Butler District Centre Estimated Employment (Source: Shrapnel Urban Planning 2010)

DESCRIPTION	PRECINCTS FLOORSPACE (sqm NLA)					TOTAL
	A Core	B Boulevard	C Marmion	D Frame	E Station	
Shop Retail	20,000	1,500	500	0	500	22,500
Other (Bulky Goods) Retail	0	2,000	28,000	0	0	30,000
Office and Other Commercial	3,000	8,000	7,000	1,000	5,000	24,000
Total Retail / Commercial Floorspace	23,000	11,500	35,500	1,000	5,500	76,500
Residential Dwelling Units *				201		

DESCRIPTION	Sqm per Employee**	ESTIMATED NUMBER OF EMPLOYEES					TOTAL
		A Core	B Boulevard	C Marmion	D Frame	E Station	
Shop Retail	30	667	50	17	0	17	750
Other (Bulky Goods) Retail	100	0	20	280	0	0	300
Office and Other Commercial	25	120	320	280	40	200	960
Total Retail / Commercial		787	390	577	40	217	2,010
Home Based Employment ***		0	0	0	29	0	29
Total Employment		787	390	577	69	217	2,039

Notes:

* Dwelling Units in Precinct 'A' and 'B' have not been included due to uncertainty as to the eventual number of units.

** Based on analysis of the DPI Commercial and Industrial Land Use Surveys and other sources.

*** Source: ABS Catalogue 6275.0; November 2008 (and assumes 70% of Precinct D residents are in workforce).



Point Cook, VIC



Rouse Hill, NSW



Rouse Hill, NSW

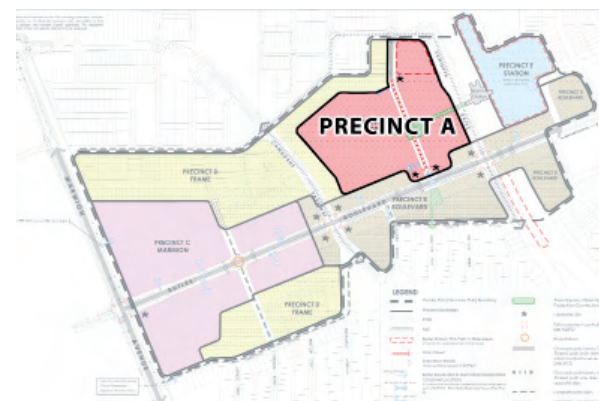
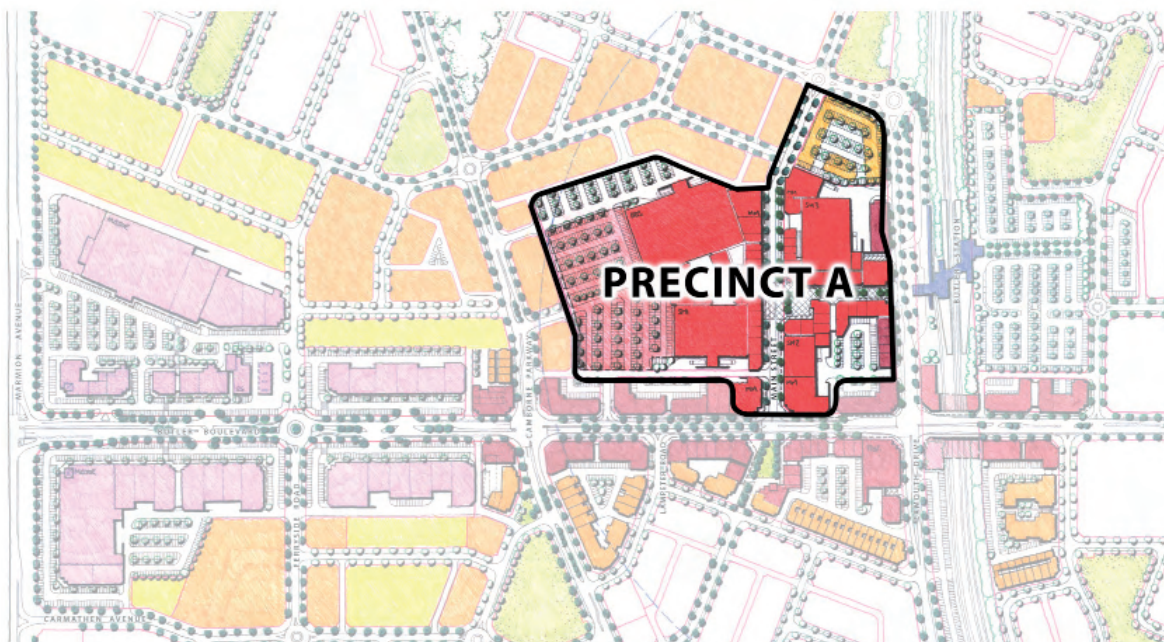




6.0 PRECINCT A – CORE

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Precinct A is the main street Centre Core immediately adjoining the Butler Station. The principal objective of Precinct A is to create a north south main street, parallel to the rail line, with Butler Boulevard at the southern end transitioning to the residential Frame to the north. The main street is approximately 230m in length, ensuring a focused and high activity place.



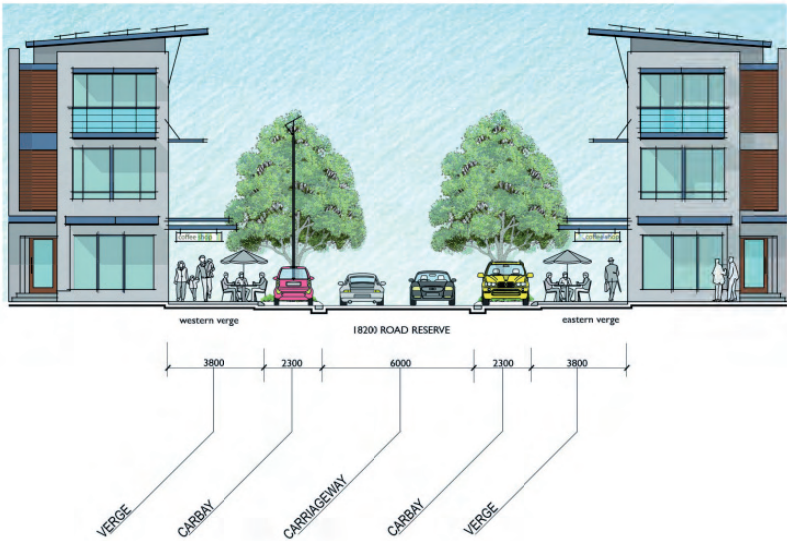
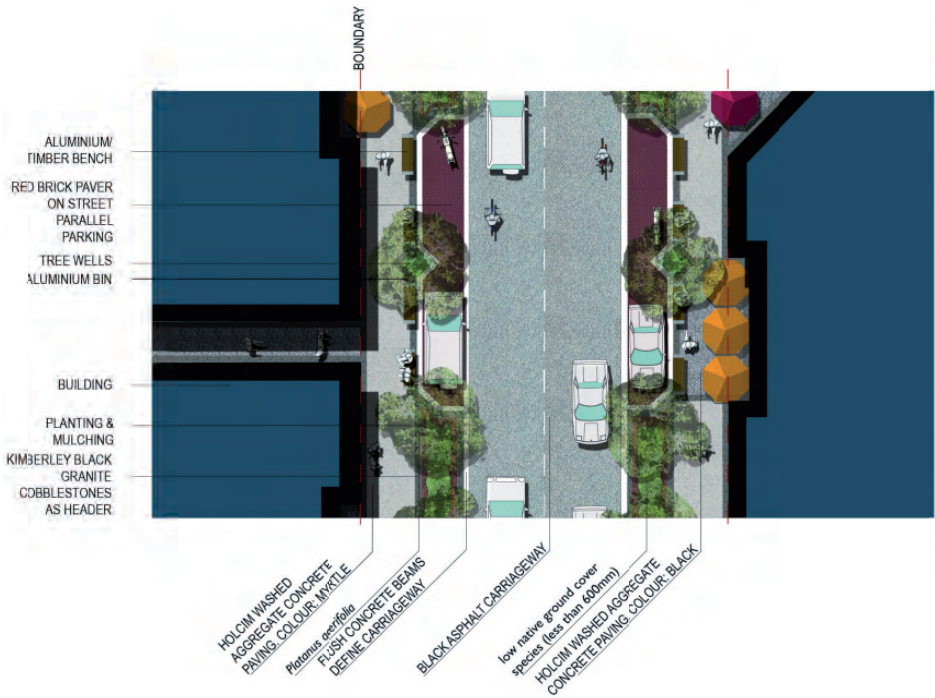


Figure 8: Main Street Cross Section





6.1 Structural Elements and Networks

Precinct A is focussed on a north-south main street spine, parallel to the rail line, connecting to a signalised intersection at Butler Boulevard to the south.

6.1.1 Main Street

The main street will be a pedestrian based environment, with buildings fronting onto and addressing the main street. Buildings will generally have a continuous awning along the main street. Uses will be encouraged to spill out onto the main street, such as alfresco dining.

The main street cross is contained within an 18.2m road reserve and accommodates, refer Fig 8:

- 3.8m verge for pedestrian movement, as well as allowing opportunities for alfresco dining and street displays
- 2.3m embayed parking on both sides
- tree planting within the verge wherever possible
- 6m road carriageway, creating a tight urban space (the main street is not an identified bus route, refer Appendix 5)

Designated vehicular crossover locations are limited to reduce the breaks in the main street built form character, and are only permitted at the northern and southern ends of the main street on the western side, with the eastern side accessed via Exmouth Drive. The location of additional cross over locations may be considered as part of the Detailed Area Plan or Development Application process.

The main street is forecast to carry between 2 500 to 4 000vpd, with the majority of north south flows on Exmouth Drive (6 500vpd) and Camborne Parkway (6000 – 8 500vpd). These alternate north south routes and lower volumes on the main street facilitate the creation of a predominately pedestrian based main street environment.

6.1.2 Exmouth Drive, Station and Bus Interchange

Exmouth Drive is located between the Centre Core and the bus interchange / station. The design of the bus interchange and station is being determined by PTA, in consultation with Satterley Property Group. The current bus route planning is shown at Fig 9.

It is critical that the design of Exmouth Drive encourages pedestrian movement between the Centre and the station. It is strongly recommended that a covered awning extend west beyond the station to, and potentially across, Exmouth Drive with a prioritised pedestrian crossing, similar to the Clarkson Station interface to adjoining mixed use.

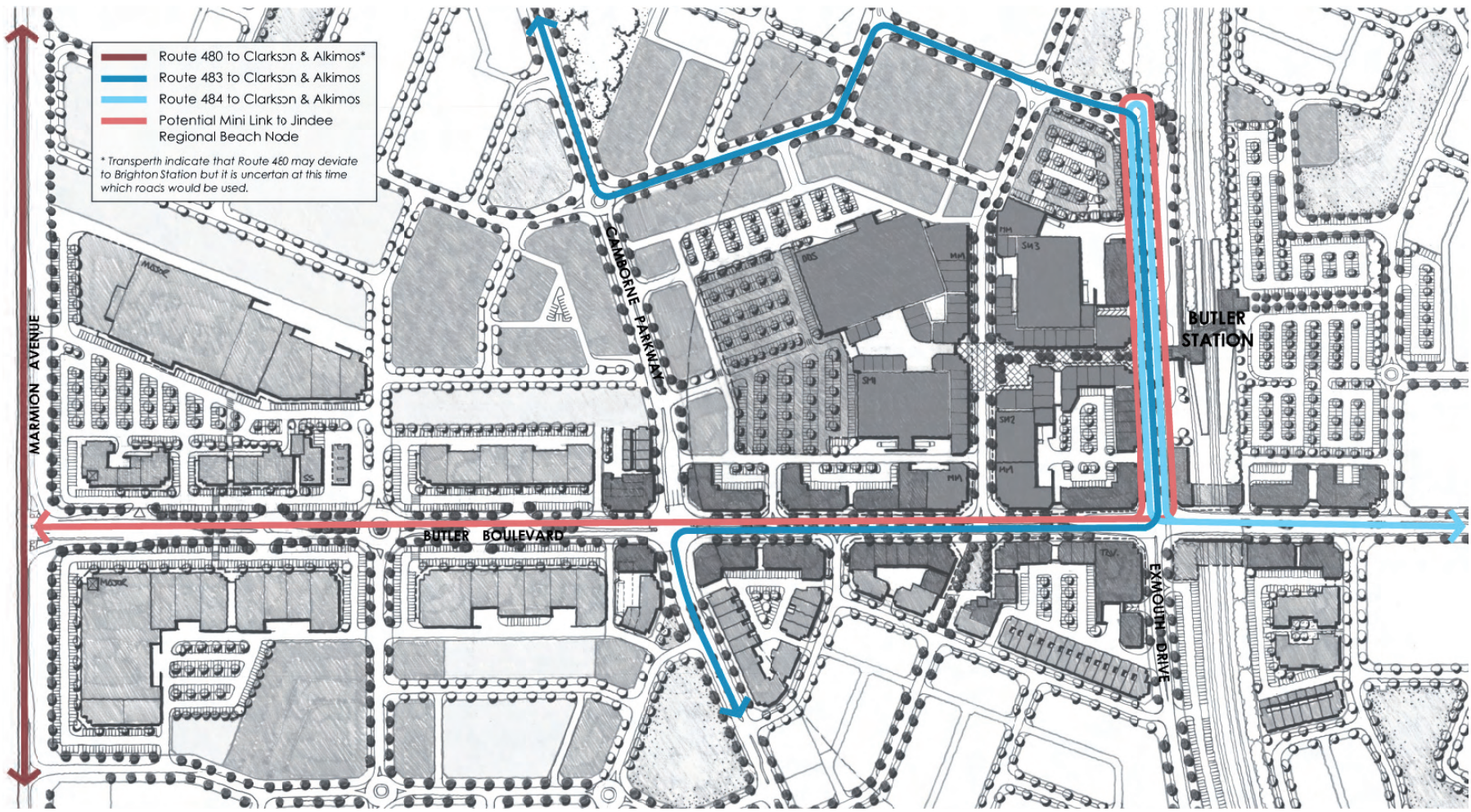


Figure 9: Bus Route Plan





Exmouth Drive will be within a 25m reserve, including on street car parking, cycle lanes and a 7.4m carriageway for buses. In some parts the reserve is wider to allow for the bus exchange.

6.2 Land Use

6.2.1 Retail and Commercial Uses

Land uses within the Centre Core will be predominantly high activity / intensity and public transport trip generating land uses (as defined by SPP 4.2) including: retail, entertainment, leisure and commercial services.

Centre Core is likely to include approximately 20 000m² retail floorspace (NLA), of the available 22 500m² allocation. The additional retail floor space will be distributed between e Boulevard, Marmion and Station Precincts, allowing for small amounts of complementary retail uses. It is forecast that there could be up to 3 000m² of non-retail commercial uses, such as local offices and entertainment uses.

The retail component of the Core could comprise the following potential uses:

- discount department store, such as Target or Big W at 6 500m² to 8 500 m²
- full line supermarket such as Coles or Woolworths at 3 500m² to 4 500m²

- small supermarket such as IGA or Dewsons at 600m² to 2 500m²
- Mini majors, such as The Reject Shop, Adairs or Priceline at approximately 1 000m²
- Specialty stores fronting the main street at between 80m² to 200m² each

In addition to retail, entertainment and recreation uses, such as restaurants, cafe, tavern, gym and cinema uses are encouraged to generate activity outside core business hours. Commercial uses, such as banks and small offices are also encouraged, providing a diversity of uses and employment functions.

6.2.2 Residential

The main street core is coded Residential R160, allowing multiple dwellings above the main street ground floor uses.

6.2.3 Butler Station Park'n'Ride

The Centre Core includes a 6 500m² PTA park 'n' ride area accommodating approximately 200 - 250 parking bays, located to north between the main street and Exmouth Drive.

The Centre Plan allows for the future re-development of the at grade car park in the future recognising that in such close proximity to the station at grade car parking is not the optimal



*Pedestrian crossing at main street
University Hill, VIC*



*Mall linking into Main Street
Point Cook, VIC*



*Nil setbacks and awnings
Orion Springfield, QLD*





land use to maximise transit oriented development principles. The Centre Core land use permissibility and Residential R160 coding applies to this park'n'ride.

6.3 Built Form

It is critical that the built form directly adjoining the Centre Core main street, town square, pedestrian connection to station and Exmouth Drive create a tight urban environment reflecting the location adjoining the station and deliver a public realm that encourages the community to meet, stay and visit regularly.

There are a number of critical built form elements that must be applied to ensure the delivery of a quality main street that achieves this objective. These core requirements are outlined below and form statutory provisions in Part 1 (refer Part 1, Table 2 Section 3.0).

- A nil setback to the ground floor front facade of buildings adjoining the main street and Exmouth Drive, except to provide a forecourt, building articulation, alfresco dining, or other feature that adds amenity and interest to the streetscape.
- Buildings adjoining the main street are to have a continuous frontage, except where required for vehicular access, servicing or provides articulation and interest to the streetscape. Coupled with the nil setback this will create a strong edge and tightness to the main street.
- A covered, and continuous, pedestrian awning is an essential component of the centre to provide pedestrian shelter. An awning is to be provided to the front facade of buildings adjoining the main street, Exmouth Drive and principal pedestrian connections to the rail station. The awning is to be designed at a pedestrian scale and provide an acceptable degree of shade and shelter.
- The principal pedestrian access to tenancies adjoining the main street and other public spaces is to be from the public realm to avoid buildings backing onto the main street.
- Speciality stores and small floorplate uses are encouraged to front directly onto the main street to ensure the frontage is diverse and active. To avoid the frontage being dominated by a large super market, discount department store or mini-major tenancies the gross retail floorspace of all tenancies directly adjoining the main street should be less than 1000m². The larger tenancy can be screened behind smaller tenancies with the entry of the large floor plate tenancy directly opening onto the main street for not more than 10m.
- To encourage activation of the main street ground floor elevations are to be glazed to a minimum of 70% of the building frontage to ensure provision of unobstructed views to the street. All glazing shall meet energy efficiency requirements and BCA standards.

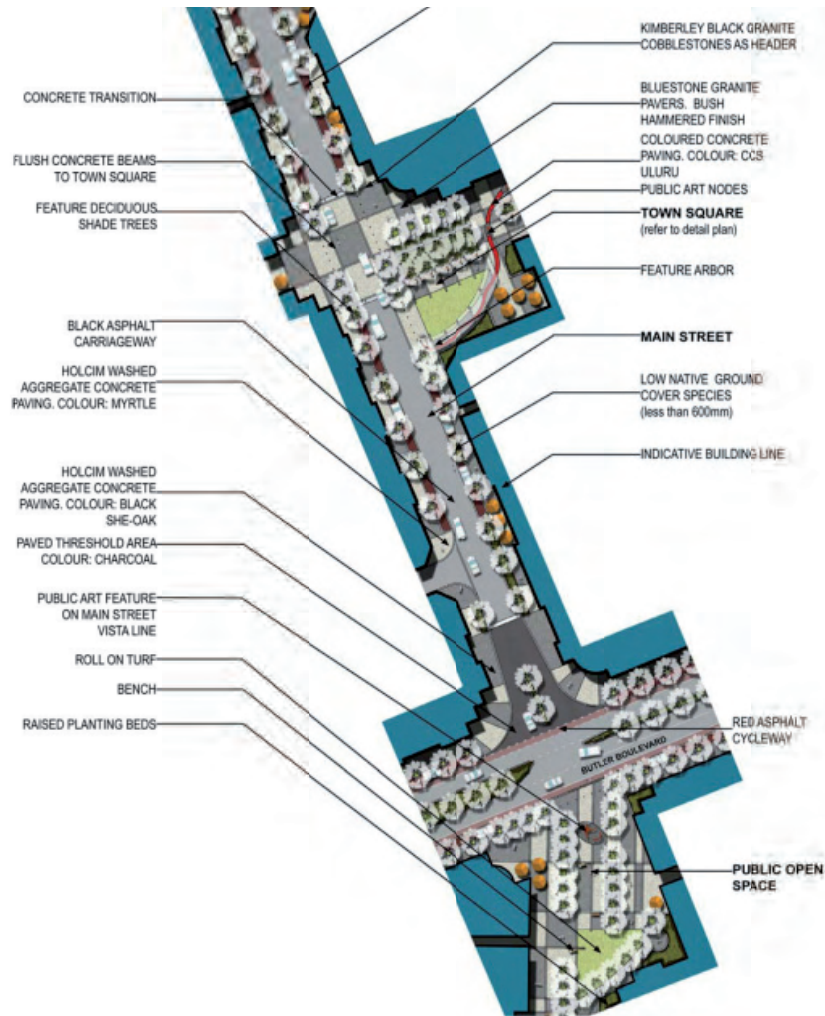


Figure 10: Main Street & Town Square Plan View Indicative Concept

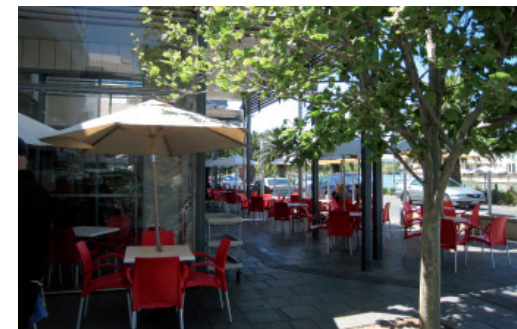
*Embayment parking
Rouse Hill, NSW*



*Main street
Armadale, WA*



Mawson Lakes, SA





- No maximum building height applies, to optimise the land use intensity, potential floorspace yield and encourage redevelopment in the future.

6.4 Public Realm

The creation of an active, diverse and enjoyable public realm is fundamental to successful delivery of the Butler District Centre

6.4.1 Car Parking

On street car parking will be maximised in the Centre Core, which will slow vehicles on the main street and minimise large at grade bituminised car parking areas. Shared and reciprocal car parking is strongly encouraged to reduce areas dedicated for car parking within the Centre Core. Large car parking areas are to be located behind buildings and not directly fronting the main street, to ensure that buildings and uses relate directly to the street. It is likely in the first generation of development that much of this car parking will be at grade; however, undercroft, decked and rooftop parking is encouraged as the centre, catchment and infrastructure provision increases and intensifies, refer Section 11.0.

Where car parking is appropriately designed and reciprocal use allowed, a reduced ratio of 1 bay per 25 GLA of non-residential floorspace applies. This incentive based approach, linked to a good built form outcome is consistent with the approach taken at the Gosnells Town Centre. This ratio is consistent with the

recommended provision of 4 to 5 bays per 100m² for shops under SPP 4.2.

The application of a broad car parking ratio across the centre avoids complexities associated with calculating car parking provision for mixed uses sites and change of use. This recognises, like SPP 4.2 and the City's District Planning Scheme No. 2 'supermarket' blanket ratio, that car parking in centre environments is inevitably shared and avoiding overprovision of large areas of at grade parking is critical to creating a high amenity public space.

6.4.2 Main Street & Town Square

The landscape treatments to the main street will signify a sense of arrival, with a noticeable increase in furnishings, a tightening of the carriageway and change in pavement materials from Butler Boulevard, refer Fig 10.

The town square is located centrally to the main street. A change in pavement level and materials will extend through the town square to highlight the presence of the public space from a motorists perspective and sense of arrival, with furnishings defining the edge of the main street carriageway.

The town square is a key meeting place that links the Station and the Centre Core and provides local amenity for restaurants and cafes to open onto day and night, refer Fig 10. The town square design will encourage pedestrian use, with sheltered, shaded and

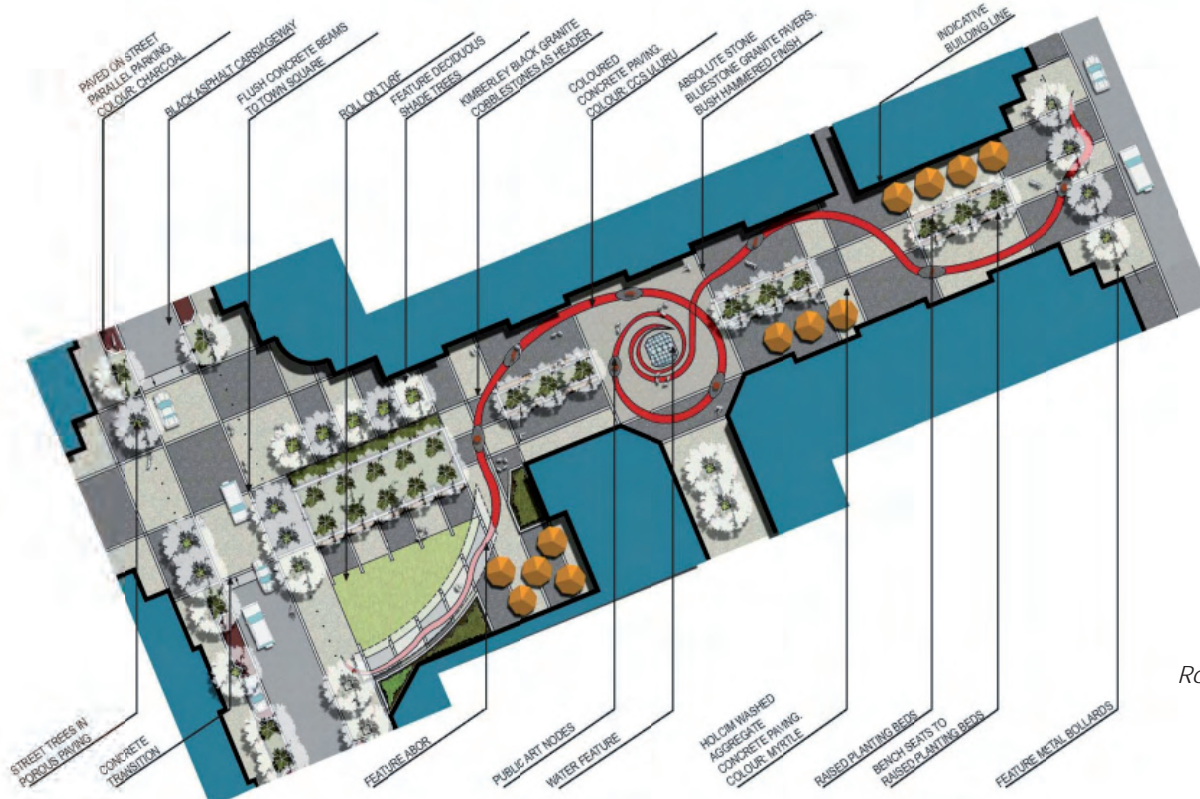


Figure 11: Town Square Concept Plan

Rokeby Road
Subiaco, WA



Open Mall
Armadale, WA



Open Mall
Rouse Hill, NSW





safe spaces. The town square will include formal and informal seating, shade and shelter, public art and planting. Community activities such as art displays, markets, community activities, street entertainment and fundraising activities will be encouraged in the town square.

The town square is linked to the station via a pedestrian only walkway, creating an opportunity for tenancies to open onto this walkway and create a 'mall' style environment maximising activation to passing trade.

6.4.3 Street Trees

Tree planting will be maximised along the main street in the verges and nibs between parking embayments. The street tree species will be determined as part of the detailed design in accordance with Council's policy and to the satisfaction of the Director Planning and Sustainability. The species will be chosen for its form, height, provision of shade in summer, allowance for sun penetration in winter and ability to adapt to urban conditions, as well as the requirements of Council's policy. Tree planting will be located as close as possible to the street to ensure clear visibility to retail outlets, continuity in the pavement and create a green shady canopy to the street.



Table 3 - Achieving Key Objectives in Precinct A – Core

PRECINCT A – KEY OBJECTIVES	PART 1 DEVELOPMENT STANDARD / S
Create a largely open air main street retail core with high amenity, a strong sense of place and a rich streetscape.	<ul style="list-style-type: none"> Table 1; Clauses 3.2, 3.3, 3.4, 3.6, 3.9 & 3.13 Table 2; Clauses 3.1, 3.2, 3.3, 3.4, 3.5, 3.7, 3.8, 3.9, 3.10 & 4.1
<p>Encourage a mix of intensive uses and treatments compatible with the rail station including:</p> <ul style="list-style-type: none"> uses that generate activity outside core business hours; town squares and other open spaces as community meeting spaces; retail uses such as specialty stores and supermarket uses; enable the opportunity for temporary activities in the street, such as alfresco dining and external displays. 	<ul style="list-style-type: none"> Table 1; Clauses 3.2, 3.8, 3.9, 3.11, 3.11,3, 3.17 Table 2; Clauses 2.1, 3.1, 3.4, 3.8, 3.9, 3.10 & 4.1 Butler District Centre: Plan One
Facilitate strong and direct pedestrian connectivity between the station and the main street, as well as ease of pedestrian movement across the main street.	<ul style="list-style-type: none"> Table 1; Clauses 3.3, 3.4, 3.5 & 3.6 Table 2; Clauses 2.2, 3.3, 3.4, 3.5 & 3.8
Allow on street parking where possible and encourage on-site parking to be located behind buildings adjoining the main street and Exmouth Drive.	<ul style="list-style-type: none"> Table 1; Clauses 3.3 & 3.4 Table 2; Clauses 3.1, 3.2, 3.5 & 3.7





6.5 Achieving Key Objectives in Precinct A – Core

The Part 1 provisions set out precinct specific objectives for the Centre Core, consistent with the character described above. Part 1 prescribes detailed development standards to ensure that the intent of the objective is achieved. Table 3 clearly demonstrates how each of the objectives and the character described above will be delivered in the Centre Core through the Part 1 development standards.



*Town centre landmark
Gungahlin, ACT*



*Town centre mixed use
Mawson Lakes, SA*



*Mixed use office development
Newcastle Street, Northbridge, WA*

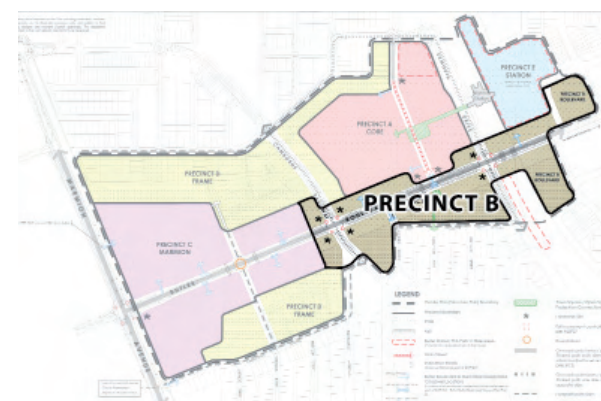
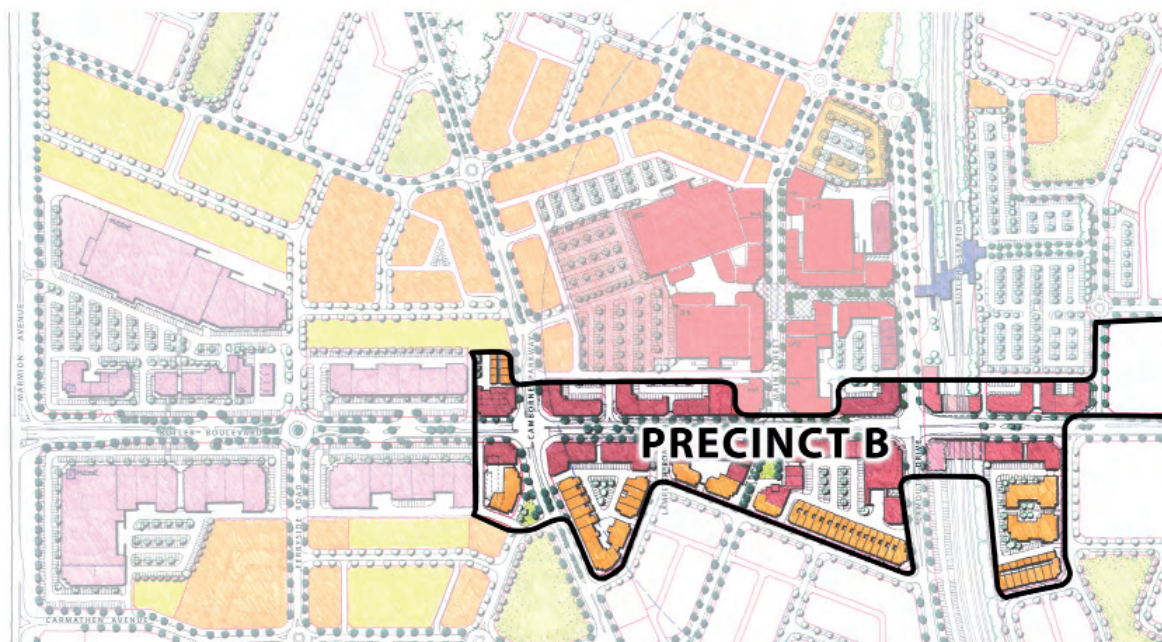




7.0 PRECINCT B – BOULEVARD

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The Boulevard Precinct is a mixed use environment, providing for a range of office, commercial retail and residential type uses focussed on Butler Boulevard. This precinct signifies a change in the character of Butler Boulevard, moving from the car based environment of Marmion Avenue to the pedestrian focussed Station and Centre Core. It is important to recognise that Butler Boulevard continues to primarily serve a transport function between Marmion Avenue and the Freeway.



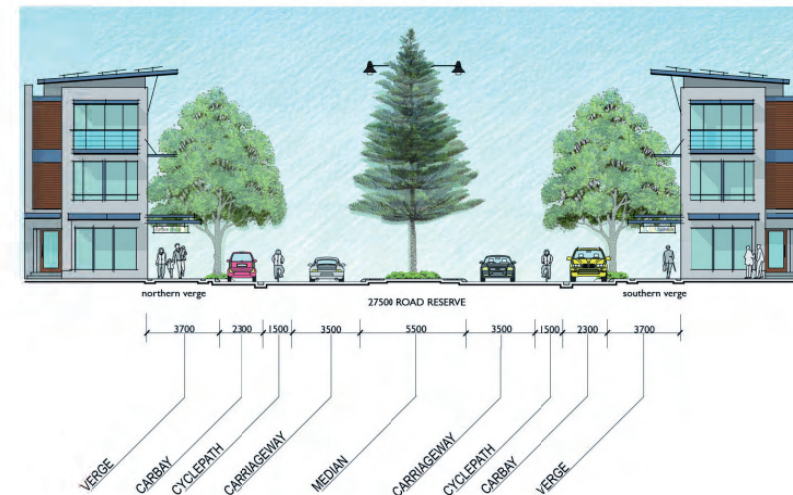
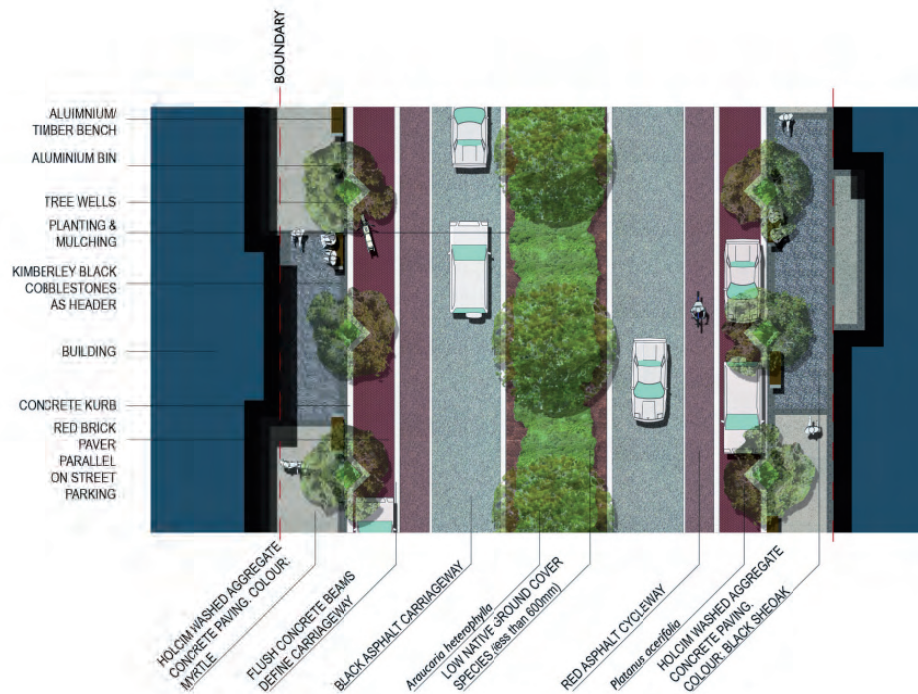


Figure 12: Butler Boulevard Cross Section between Camborne Parkway & Exmouth Drive (Precinct B)



7.1 Structural Elements & Networks – Butler Boulevard

Butler Boulevard between Camborne Parkway and Exmouth Drive forms the spine of this precinct.

Butler Boulevard is contained within a 27.5m road reserve, comprising, refer Fig 12:

- 3.7m verge incorporating share paths or urban footpaths adjoining retail uses providing an opportunity for street displays and alfresco dining
- 2.3m car bay, signified from the carriageway by line marking and a change in the pavement type
- 1.5m cycle lane
- 3.5m carriageways
- Central 5.5m median for planting of large trees

In Precinct B Butler Boulevard is an Integrator Arterial Type B, carrying 9000 – 10 000vpd west of the rail approximately 13 000 vpd adjoining the station.

The fourway intersections on Butler Boulevard, to Camborne Parkway and Exmouth Drive, are both signalized.

Butler Boulevard is designed to allow safe pedestrian crossing at the signals, as well as at pedestrian crossing points with kerb ramps and median gaps, as identified on the Centre Plan.

Vehicle cross over locations to adjoining lots on Butler Boulevard are controlled by minimum spacing requirements to street intersections. There is one designated left in left out cross over location to the north between Camborne Parkway and the main street to allow access to the car parking at the rear of the Centre Core. There are no crossovers to private lots on the southern side of Butler Boulevard, with all access from rear / adjoining streets.

7.2 Land Use

Land uses within Precinct B will provide a logical transition between smaller scale retail uses adjoining the rail station and larger floorplate car oriented uses that are attracted to Marmion Avenue. Mixed uses will adjoin Butler Boulevard, including: medical centre, consulting rooms, offices, gym, beautician or bank.

The Boulevard indicatively has the potential for 10 000m² NLA of non-retail commercial use and 1 500m² of retail use.

Grouped and multiple dwellings are also permitted, providing the opportunity for a residential transition at the rear to existing residential and apartments above ground floor non-residential uses adjoining Butler Boulevard. The strip adjoining Butler Boulevard is codes Residential R160, with the area to the rear coded R60.



*Office development
Mawson Lakes Town Centre, SA*



*Railway Station precinct
Clarkson, WA*



*90° street parking - Town centre
Subiaco, WA*





It is recognised that in the first generation of the centre there may be residential uses adjoining Butler Boulevard at the ground floor, until such time as there is sufficient demand and catchment to support the proposed mixed uses. Provisions have therefore been included in the Part 1 to ensure that the built form adjoining Butler Boulevard could accommodate a transition from residential to non-residential use, similar to the requirements for buildings adjoining the Clarkson Station on Ocean Keys Boulevard. The following minimum standards apply to residential uses adjoining Butler Boulevard:

- Potential for a separate building entrance (exclusive to dwelling) off street
- Minimum floor to floor height of 3.2m for all ground floor dwellings
- Minimal change in level between ground floor accommodation and the adjacent street, or demonstration of how universal access can be achieved.

The interface to surrounding residential provides the opportunity for a home based business or small office home office transition.

7.3 Built Form

The scale and character of the built form will seek to create a more intimate, urban space than that adjoining Marmion Avenue, signifying a the increasing pedestrian focus.

The following summarises the key characteristics of the built form for the Boulevard Precinct, required pursuant to the Part 1 statutory provisions:

- A maximum 3m building setback to Butler Boulevard to encourage a tighter, urban feel
- Awnings to the front of the buildings to provide pedestrian shade and shelter
- Uses are to front onto Butler Boulevard, with their principle access from the street
- Glazing to the front elevation is mandated through a minimum 60% glazing requirement
- No maximum building height applies to the Residential R160 area adjoining Butler Boulevard. Building height for the R60 portion to the rear, adjoining existing residential is as per the Residential Design Codes.



*Arterial road on street parking
Caroline Springs, VIC*



*On street parking
Newcastle Street, Northbridge, WA*



*Arterial road cafe strip
Caroline Springs, VIC*





Land mark structures are required at the gateway to the precinct, at each of the corners of the Camborne Parkway and Butler Boulevard signalled intersection and on the Butler Boulevard west of the rail line.

7.4 Public Realm

The Butler Boulevard forms the focus of the public realm.

7.4.1 Car Parking

In order to maximise the relationship between the built form and the street, all on site car parking within the Boulevard Precinct will be located at the rear of the buildings. On street car parking will be provided wherever possible on Butler Boulevard and is able to be included in calculating car parking provision for the development immediately adjoining. On street car parking and cycle lanes will be distinguished from the carriageway through the use of red asphalt.

To facilitate mixed use development and avoid complicated calculations for car parking provision on mixed use sites a blanket requirement of one bay per 25m² is required for non-residential development where car parking access and management allows for reciprocal use.

7.4.2 Open Space and Principal Pedestrian Connection

An open space area is located on Butler Boulevard immediately south of the intersection with the main street. This is space provides a break in the built form on Butler Boulevard and creates a meeting place, a shaded location for office workers at lunch time and green vista at the southern end of the main street. This open space area includes a landscaped pedestrian walkway connecting to Tredgar Street to improve walkability to the Centre Core and Station.

7.4.3 Streetscape

Verge and median trees will provide shade and assist in tightening the street and connecting buildings. Norfolk Island Pines, continuing the established theme in Brighton, will be used in the 5.5m median. Where the median is narrowed to 2m to allow for turn pockets Bradford Pears will be used for their small trunk diameter and columnar growth habit, allowing for continuous planting within the median.

The deciduous Machurian Pear will be used in verges, allowing winter sun penetration. Trees within the verge will be planted as close to the road pavement as possible to shade both the street and footpath as well as ensure visibility to commercial uses.

Paving materials, street furniture and lighting will be in keeping with the increased pedestrian focus of this precinct.



Table 4 - Achieving Key Objectives in Precinct B – Boulevard

PRECINCT B KEY OBJECTIVES	DEVELOPMENT STANDARDS
Recognise a logical change in land use and building character between bulky uses adjoining Marmion Avenue and smaller scaled retail uses adjoining the rail station.	<ul style="list-style-type: none"> • Table 1; Clauses 3.2, 3.10 & 3.17 • Table 3; Clause 3.10 • Butler District Centre: Plan One
Encourage a mix of intensive uses, compatible with the rail station and the residential frame, including uses that generate activity outside core business hours. Enable the opportunity for temporary activities in the street, such as alfresco dining and external displays.	<ul style="list-style-type: none"> • Table 1; Clauses 3.2 & 3.17 • Table 3; Clauses 3.10 & 4.1
Encourage richness in the streetscape, including articulation of buildings, windows and openings to create visual interest at street level.	<ul style="list-style-type: none"> • Table 1; Clauses 3.11, 3.13 & 3.17 • Table 3; Clauses 3.1, 3.2, 3.8 & 3.10
Encourage on site car parking to be located behind buildings.	<ul style="list-style-type: none"> • Table 1; Clauses 3.3 & 3.4 • Table 3; Clauses 3.1, 3.3 & 3.4
Acknowledge the potential for land use change, allowing for residential buildings adjoining Butler Boulevard to accommodate future non-residential uses.	<ul style="list-style-type: none"> • Table 1; Clauses 3.12, 3.13 & 3.17 • Table 3; Clauses 3.10 & 4.1





7.5 Achieving Key Objectives in Precinct B - Boulevard

The Part 1 provisions set out precinct specific objectives for the Boulevard Precinct, consistent with the character described above. Detailed development standards are prescribed in Part 1 to ensure that the intent of each objective is achieved. Table 4 clearly demonstrates how each of the objectives and the character described above will be delivered in the Centre Core.



*"Main Street" business precinct
Osborne Park, WA*



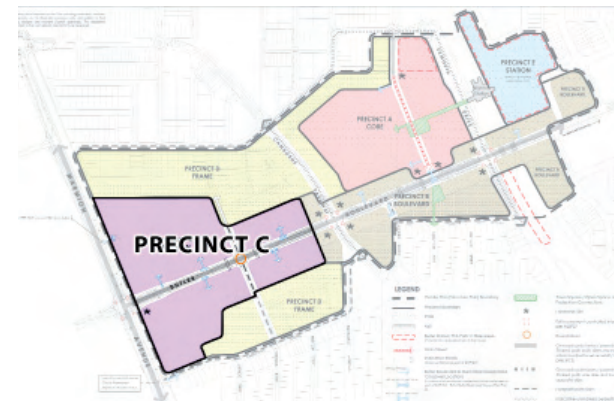
Traditional showroom development



*Business & retail development
Cedric Street, Stirling, WA*



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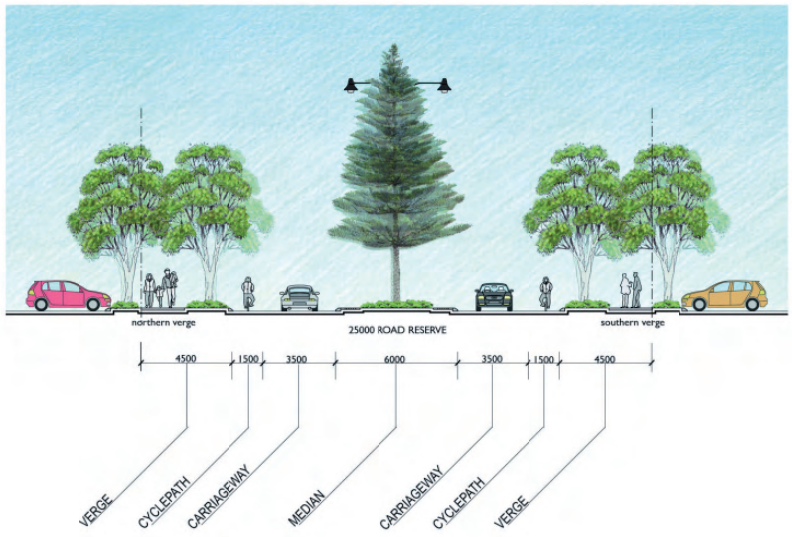
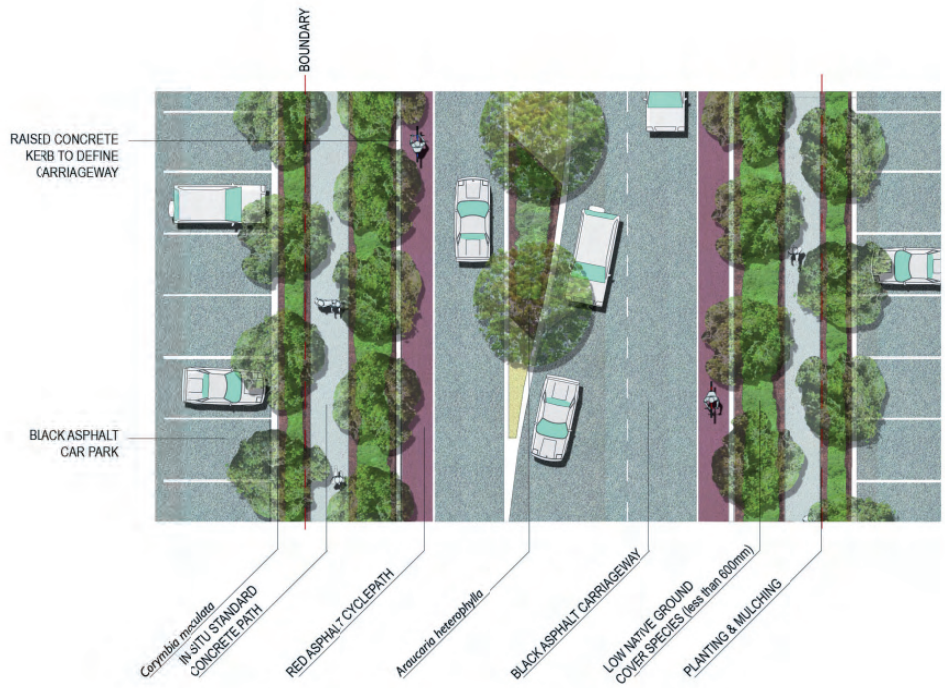


Figure 13: Butler Boulevard Cross Section between Marmion Avenue & Camborne Parkway (Precinct C)





8.1 Structural Elements & Networks

The Marmion Precinct comprises the western end of Butler Boulevard, between Marmion Avenue and Camborne Parkway.

8.1.1 Butler Boulevard

For this precinct Butler Boulevard is within a 25m reserve and classified as an Integrator Arterial Type B, carrying between 7 500 and 9 500vpd.

In comparison, Butler Boulevard east of Camborne (Precinct B) is within a 27.5m reserve to incorporate on street parking consistent with the pedestrian oriented uses and transition to the Centre Core.

West of Camborne on street parking has been removed as a result of restrictions associated with the Marmion Avenue and Camborne Parkway signals, street intersections, vehicle crossovers and central roundabout. Onsite parking is also better suited to the type of adjoining uses and bulky nature of goods sold. The 25m reserve continues to ensure a tight urban environment, avoiding large, unnecessary areas of verge and bitumen.

The 25m reserve incorporates, refer Fig 13:

- 4.5m verge, including a shared path
- 1.5m cycle lane

- 3.5m carriageways
- 6m median, narrowing to 2m where there are turn pockets.

8.1.2 Marmion Avenue

Marmion Avenue, a major north south transport route, defines the western boundary of the precinct. Marmion Avenue, an Integrator Arterial A, is an Other Regional Road under the MRS and is forecast to carry approximately 28 000vpd adjoining the Butler District Centre.

The City recently adopted LPP 3.8: Marmion Avenue Arterial Road Access Policy, which recognises the need for sufficient and safe vehicle access as well as pedestrian and cyclist crossing opportunities.

There are four agreed connections to Marmion Avenue from the Butler District Centre precinct, from north to south, refer Fig 14:

- Signalised T intersection at Camborne Parkway, approved as part of ALSP 27 and subsequent subdivision and to be constructed shortly as part of surrounding residential subdivision (outside the Centre Plan area).
- Left in left out access to Precinct C 150m north of the Butler Boulevard intersection. This connection is critical to the operation of future uses on this site. This connection is shown on LPP 3.8 and has been discussed and agreed with the City at our 2 July workshop (refer minutes at Appendix 3).

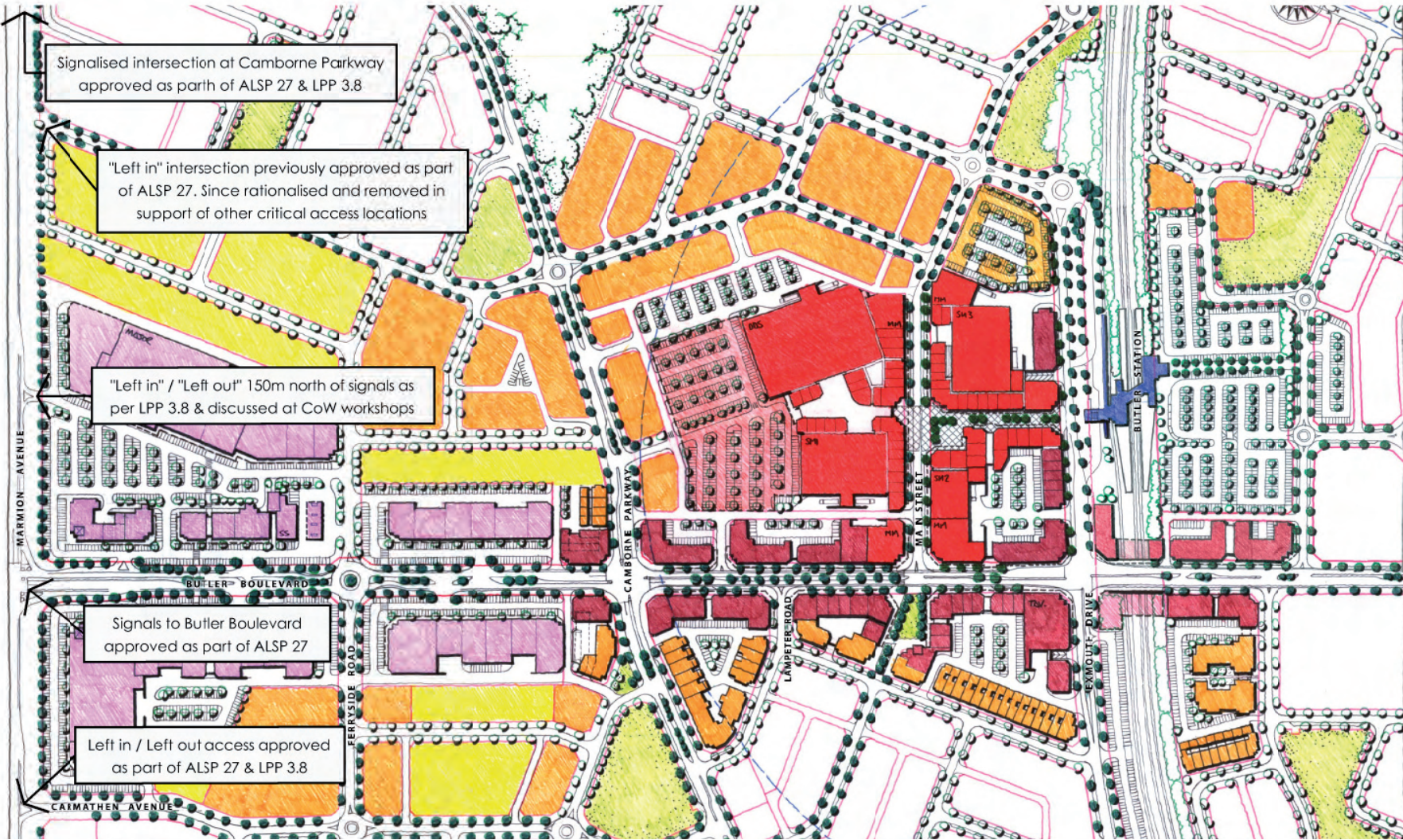


Figure 14: Marmion Avenue Access Locations



- Signalised four way intersection at Butler Boulevard, approved as part of ALSP 27 and subsequent subdivision.
- Left in left out access at Carmathen Avenue, in accordance with ALSP 27 and LPP 3.8 (outside of the Centre Plan area).

Given the strategic significance of the centre and scale of future development these agreed connections are critical to the effective operation of the centre.

An additional left in connection approximately 380m north of the north of the Butler Boulevard intersection was approved as part of ALSP 27. However, this connection has since been rationalised and removed to ensure only those access points critical to the operation of the centre are constructed.

The principal location for pedestrian crossing east and west of Marmion Avenue at the Butler District Centre will be at the signalised intersection to Butler Boulevard.

8.2 Land Use

Land uses within the Marmion Precinct will be predominantly showroom and bulky good type activities, such as: auto service and accessories, electrical goods, furniture, kitchen and bathroom fittings, hardware, garden supplies and pool services (as defined by SPP 4.2). Other uses likely to occur in this precinct, and compatible with the large floorplate uses and similarly car

based, include takeaway food, car wash and service station.

The Marmion Precinct could accommodate approximately 30 000 – 35 000m² NLA of non-retail commercial uses and approximately 500m² NLA of retail floorspace. The minor retail floorspace allocation allows for incidental retail uses associated with bulky good sales.

State and local policy, including SPP 4.2, recognises that bulky goods and car based uses are an important part of centres and there is strong demand for these uses, refer Section 2.2 above. It is critical to ensure that car based uses are appropriately located at the edge of centres, outside the rail station catchment, but accessible to major transport routes. Alternatively, if not appropriately located in centres these uses can end up being located inappropriately in industrial areas.

The location of the these uses at the periphery of the Butler District Centre, adjoining the high traffic environment of Marmion Avenue and outside the 400m catchment to the rail station is consistent with State and Local Policy and sound planning practice.

Residential land uses are not considered compatible with the nature of the commercial uses and are therefore not permitted in Precinct C.



*Mixed business development
Wanneroo Road, WA*



*Business / office parking
"Main Street", Osborne Park, WA*



*Business / retail development
South Street, Bullcreek, WA*





8.3 Built Form

The Marmion Precinct is the commercial gateway to the Butler District Centre and accordingly built form and landscape treatments within this Precinct must address both Butler Boulevard and Marmion Avenue.

There are several key development standards applied within Part 1 to deliver this built form outcome:

- No more than two rows of perpendicular parking is to be located between the building and Butler Boulevard to ensure the built form relates to Butler Boulevard.
- A covered pedestrian walkway is to be provided to the façade of buildings adjoining Marmion Avenue and Butler Boulevard to provide shade and shelter.
- A landmark structure is to be located at on the southern side of the Butler Boulevard and Marmion Avenue intersection to signify the entry to the place.

These built form provisions are supported by treatments to the public realm.

8.4 Public Realm

8.4.1 Car Parking

As outlined above no more than two rows of perpendicular parking is to be located between Butler Boulevard and the building. Large areas of car parking are to be predominately screened from public view.

It is anticipated that sites will include a number of tenancies, with car parking shared between uses. There is potential for easements to be created between lots to ensure reciprocal parking and access to shared crossovers to Butler Boulevard.

Similar to Precincts A and B car parking is also provided as a blanket ratio in Precinct C, in this case at 2 bays per 100m², consistent with the SPP 4.2 recommended ratio for showroom and office uses. This blanket ratio only applies where development has an active presentation to the street and car parking management / access allows for reciprocal use.

As requested by the Department of Planning at the 2 July workshop a specific requirement has been included in Part 1 (Table 1, Section 6.0, applying to all Precincts) to ensure that any future subdivision does not compromise shared access and parking arrangements.



Table 5 Achieving Key Objectives in Precinct C - Marmion

PRECINCT C KEY OBJECTIVES	DEVELOPMENT STANDARDS
Encourage general continuity of built form along Butler Boulevard.	<ul style="list-style-type: none"> • Table 4; Clauses 2.1, 3.1, 3.2 & 3.3
Recognise that there is a demand for showrooms and bulky goods retailing in the centre and these uses are most appropriately located at the periphery of the centre in proximity to arterial roads and not in the immediate catchment to the rail station, in accordance with State Planning Policy 4.2 and City draft Activity Centres Policy.	<ul style="list-style-type: none"> • Table 1: Clause 3.17 • Table 2; Clause 3.9 • Table 4; Clauses 3.1 & 4.1 • Butler District Centre: Plan One
Not detract from Precinct A Centre Core as the location for shop retail uses, such as super-markets and smaller floorplate retail uses.	<ul style="list-style-type: none"> • Table 1; Clauses 3.17 • Table 4; Clause 4.1 • Butler District Centre: Plan One
Develop a balanced approach to the location of car parking areas on Butler Boulevard, acknowledging that access to, and visibility of, car parking areas is an important factor for uses of this nature.	<ul style="list-style-type: none"> • Table 1; Clauses 3.3 & 3.4 • Table 4; Clauses 3.1 & 3.2
Ensure appropriately managed and co-ordinated access to development from Marmion Avenue and Butler Boulevard, to avoid excessive disruption to traffic flow.	<ul style="list-style-type: none"> • Table 1; Clauses 2.1, 3.1 & 3.2 • Table 4; Clauses 3.3, 3.5, 3.6 & 3.14 • Butler District Centre: Plan One
Co-ordinate the scale and character of signage visible from Marmion Avenue.	<ul style="list-style-type: none"> • Table 1; Clause 3.15





8.4.2 Streetscape - Butler Boulevard

The 25m reserve provides significant opportunity for planting and landscaping within Butler Boulevard to create a green and landscaped entrance to the District Centre precinct.

There will be two rows of planting, Spotted Gum, on either side of the shared path in the northern and southern verges. The location of planting will recognise the need to maintain visibility to signage and tenancies.

Norfolk Island Pines will be used in the 6m median, the same as Precinct B and continuing the existing theme in Brighton. Where the median narrows to 2m, for turn pockets, the Spotted Gum will be used, slightly distinguishing the Marmion Precinct from the Boulevard Precinct where Bradford Pears will be used.

Low growing shrubs and ground covers will be used in sections of the verge and median to soften the landscape and direct pedestrian flows.

8.4.3 Marmion Avenue Interface

While the Marmion Avenue road reserve is outside the Centre Plan area, the management of the interface to Marmion Avenue is important to provide a high amenity gateway to the centre, provide an attractive environment and address the need for visibility to the commercial tenancies from passing traffic.

The Part 1 provisions set out minimum landscaping requirements between the building / car parking areas and the western lot boundary adjoining Marmion Avenue. These provisions require the planting of a suitable native species with a minimum trunk clearance of 4m at maturity at a density of two trees per 100m² of landscaping. The Landscape and Public Realm Design Guidelines (Appendix 6) include a list of suitable native trees that could be used to create consistency.

In addition to tree planting a combination of irrigated roll on turf and / or irrigated garden beds at a density of 3 plants per square metre, mass planting arrangements with a suitable mulch is also required.

8.5 Achieving Key Objectives in Precinct C

The Part 1 provisions set out precinct specific objectives for the Marmion Precinct, consistent with the character described above. Detailed development standards are also prescribed in Part 1 to ensure that the intent of the objective is achieved. Table 5 clearly demonstrates how each of the objectives and the character described above will be delivered in the Marmion Precinct.



*"Soho" residential mixed use
Varsity Lakes, QLD*



*Terrace housing (R60)
Brighton, WA*



*Front load terrace housing
Mawson Lakes, SA*

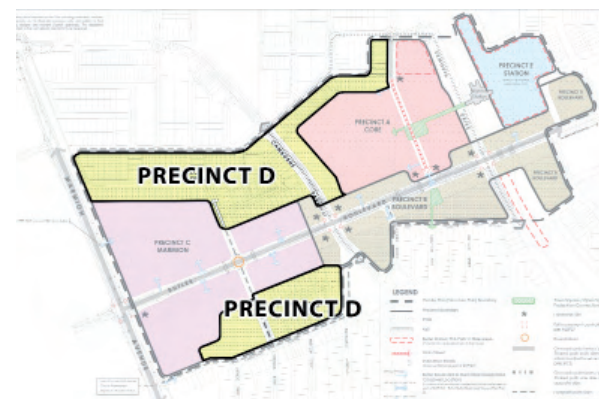
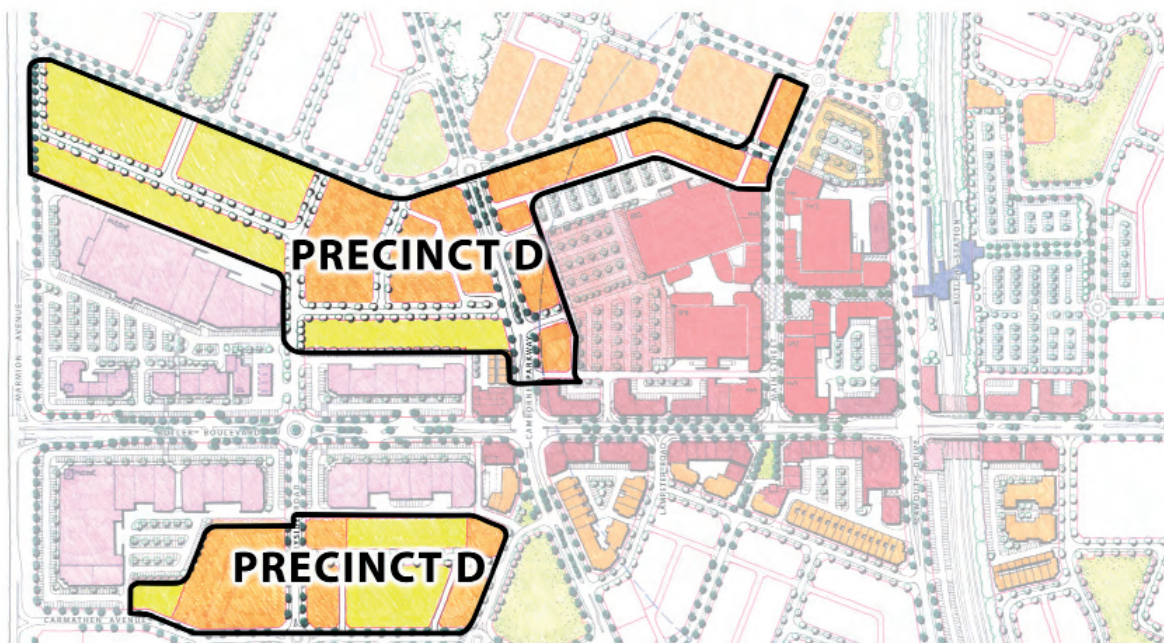




9.0 PRECINCT D – FRAME

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Precinct D is a higher density residential and mixed use Frame, providing a transition between the non-residential core of the centre and the surrounding residential areas. Precinct D covers the interface areas north and south of the Butler Boulevard that are not yet constructed or subject to an approved subdivision.



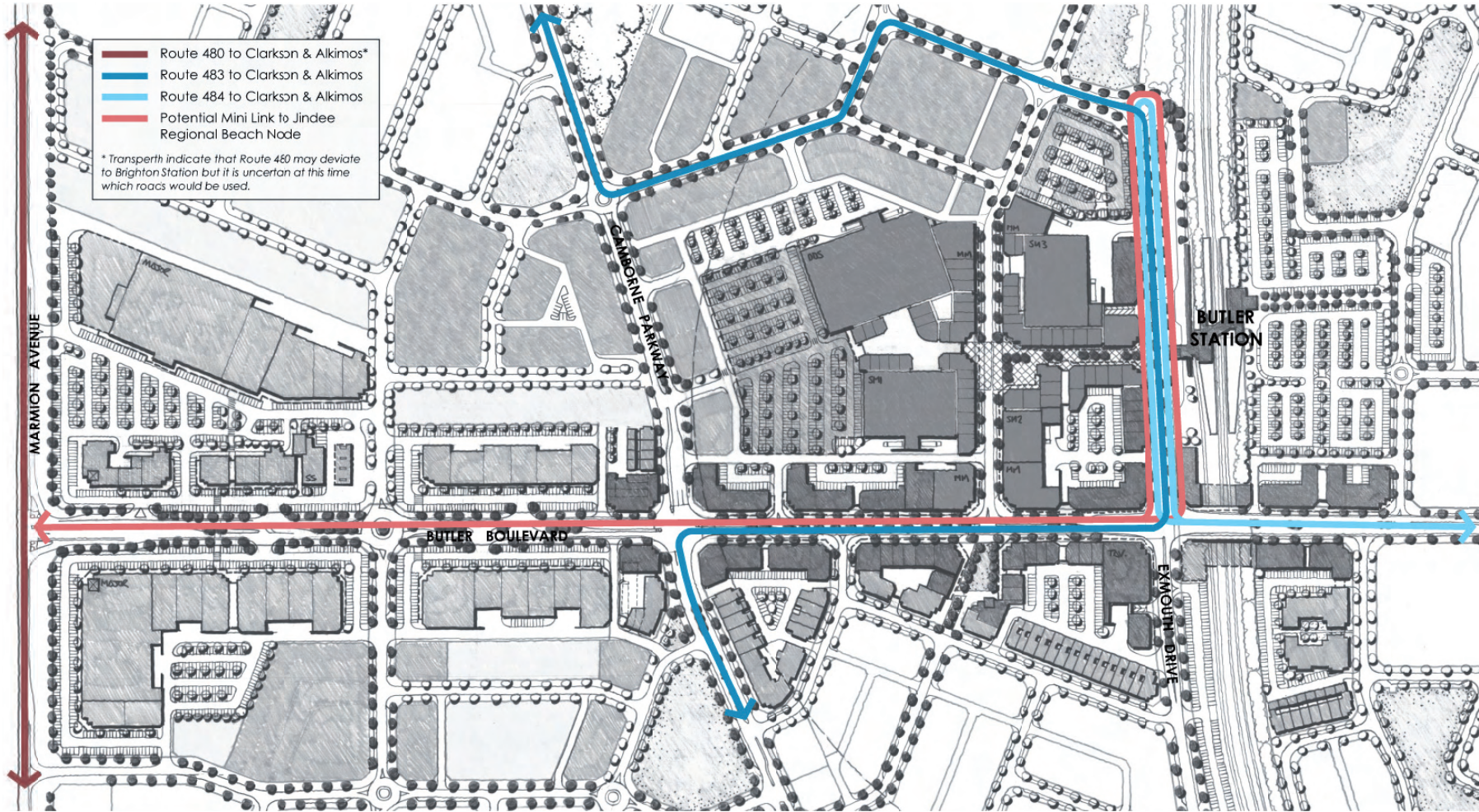


Figure 9: Bus Route Plan





9.1 Structural Elements & Networks

9.1.1 Camborne Parkway

Camborne Parkway, a Neighbourhood Connector carrying 6 000 – 9 000vpd, is the principal network element connecting the Frame to the Centre. Camborne Parkway is signalised at Marmion Avenue to the north, forming an important northern entry to the District Centre.

Camborne Parkway will be within a 25m reserve, consistent with existing subdivision approvals, accommodating a central median, 3.5m carriageways for bus routes, on road cycle lanes, shared path one side and footpath on the opposite side.

9.1.2 Bus Route east of Camborne Parkway

As discussed in Section 6.1.2 above there are a number of bus routes that feed into the Butler Station bus interchange, refer Fig 9.

The bus route (planned PTA route 483) east of Camborne Parkway feeding into the bus interchange forms the northern boundary of the Frame and is accommodated within a 20m road reserve. This provides sufficient width for a 7.4m carriage way, embayed parking both sides, on road cycle lane, footpath one side and shared path opposite side.

9.1.3 Local Access Streets

The key structural elements of the Frame Precinct are local access streets within a 16m road reserve consistent with the current pattern at Brighton. The 16m reserve allows for footpaths both sides or shared path one side where required, on street parking embayments on both sides and a 6m carriageway. This reserve width, with on street parking on both sides, is well suited to accommodate mixed uses over time.

It is recognised, as discussed at the 2 July workshop with the City, that permeability surrounding the Centre is critical. The surrounding transitional road network maximises opportunities for pedestrians, cyclists, private vehicle and service vehicle access into the centre and north – south connections. In particular the extension of the main street north into the Frame has been oriented (amended from the approved subdivision WAPC 138548) to allow direct access to the centre and station from the north west of the rail line, addressing concerns raised at the 2 July workshop.

9.2 Land Use

9.2.1 Residential

The Frame Precinct will provide a logical transition between the retail and residential uses. The Frame Precinct is expected to be predominately residential, with an estimated 217 dwelling units, achieving 32 dwellings per site hectare in line with the Liveable



*R60 single storey terraces
Brighton, WA*



*Narrow two storey terrace housing
Varsity Lakes, QLD*



*"Soho" residential mixed use facing carpark
Varsity Lakes, QLD*





Neighbourhoods minimum target of 30 dwellings per site hectare around centres and stations.

As discussed in Section 5.0 housing will be delivered through a combination of single, grouped and multiple dwellings, including the opportunity for integrated build outs as occurred in Junctions North, refer Fig 9.

9.2.2 Mixed Use

In addition to residential there is also the potential for non-retail commercial uses such as home business, beauty parlour, bed and breakfast, child centre, consulting room, costume hire or hair dresser uses as a transition between the Centre Core and surrounding residential and acting as a local business and employment incubator.

While the Part 1 land use permissibility allows these commercial uses as discretionary uses it is anticipated that in the initial phases of development these mixed uses will be, most appropriately, located on Butler Boulevard attracted by the passing trade and proximity to the Centre Core. However, as the centre matures, residential catchment grows and demand for retail and commercial uses increases it is likely that some of these uses, particularly at establishment phase, will be located in the Frame where rents are likely to be cheaper. This provides the opportunity for a natural evolution of a type of business incubator.

Commercial uses are likely to be attracted to the area directly adjoining the Centre Core, given the exposure to passing traffic and proximity to the Core.

Home occupations or home business uses are likely to be more common west of Camborne Parkway.

9.3 Built Form

9.3.1 Residential

The Frame is coded Residential R60, allowing for single, grouped and multiple dwellings. There is the potential for walkup style apartments to be developed, as well as townhouses and studios over garages, refer Section 5.0.

Residential development will be subject to the same built form controls as the balance of the high density precincts in Brighton. These controls are specified under ALSP 27 New Choices Special Design Precinct, refer to ALSP 27 Amendment for a description of these provisions.

9.3.2 Mixed Use

The Part 1 provisions establish requirements for non-residential development within the Frame to ensure consistency and compatibility with the surrounding residential built form, while also not being overly onerous and becoming a disincentive to mixed use development.



*Public realm interface
Frasers Landing, WA*



*Off street parking with single garage
Mawson Lakes, SA*



*Single terrace housing
Harvest Lakes, WA*





The following provisions apply to non-residential development:

- A maximum setback of 3m applies to development fronting the street. This setback may be varied to allow for building articulation, architectural features that contribute positively to the streetscape or to maintain consistency in the streetscape. This is consistent with residential setbacks, which are a minimum of 2m and a 4m front setback to the dwelling.
- A covered pedestrian walkway should be provided to the front facade of buildings adjoining the street. The awning shall be designed at a pedestrian scale and provide an acceptable degree of shade and shelter. The awning shall be a minimum of 3.0m and a maximum of 4.5m in height, and a minimum of 2.5m deep.
- The principal pedestrian access to tenancies directly adjoining the street should be from the public realm to ensure commercial uses, like residential, address the street.

9.4 Public Realm

9.4.1 Car Parking

Car parking for residential uses is to be as per ALSP 27, which is two bays per dwelling with one covered and no bay required for studios over garages.

The provision of car parking for non-residential uses is as per District Planning Scheme No. 2, with the following additional provisions to encourage mixed use development:

- On street car parking should be provided where possible and is able to be included in calculating car parking provision. This seeks to minimise the requirement for on street parking and encourage mixed uses, recognising the proximity to the station.
- Reciprocity between uses can be considered in determining car parking requirements. This recognises that demand for residential visitor bays is likely to be highest outside of core business hours.
- Where on site car parking is provided it should not be located between the building and the primary street, with parking areas predominantly sleeved behind buildings to minimise impact on the street.

9.4.2 Streetscape

Streetscape treatments within the Frame will be in keeping with the existing treatments and established pattern at Brighton, including: black asphalt for road surfaces; red paving for embayed car parking and laneway / street thresholds and red asphalt for laneways.



Table 6: Achieving Key Objectives in Precinct D - Frame

PRECINCT D KEY OBJECTIVES	DEVELOPMENT STANDARDS
Facilitate residential development and density commensurate with the size and scale of the centre, maximising the potential residential catchment of the centre and rail station.	<ul style="list-style-type: none"> • Table 1: Clause 3.17 • Table 5; Clauses 2.1, 2.2, 4.1 & 5.1 • Butler District Centre: Plan One
Allow home based business.	<ul style="list-style-type: none"> • Table 5; Clauses 2.2, 4.3 & 5.1
Encourage mixed use activities compatible and complementary to residential uses, typical of inner city residential areas.	<ul style="list-style-type: none"> • Table 5; Clauses 2.1, 2.2, 4.2, 4.3 & 5.1 • Butler District Centre: Plan One





A street tree will be planted for every lot, creating shady, walkable neighbourhoods. Native shrub understorey planting, not more than 600mm high, will be planted in medians and central to roundabouts.

9.5 Achieving Key Objectives in Precinct D

The Part 1 provisions set out precinct specific objectives for the Frame, consistent with the character described above. Detailed development standards are prescribed in Part 1 to ensure that the intent of each objective is achieved. Table # clearly demonstrates how each of the objectives and the character described above will be delivered in the Frame.



*Efficient engineering response
Point Cook Town Centre, VIC*



*Transit node
Armadale, WA*



*Bus interchange
Clarkson, WA*

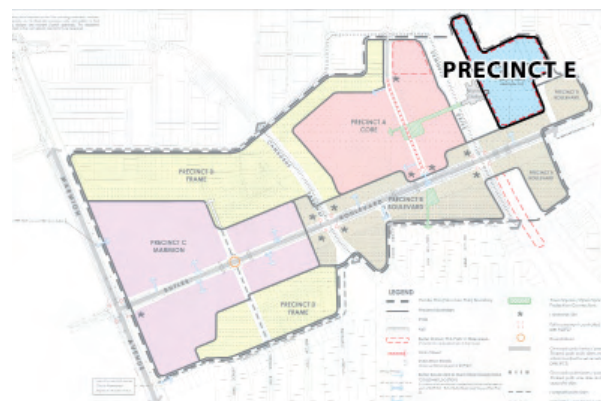
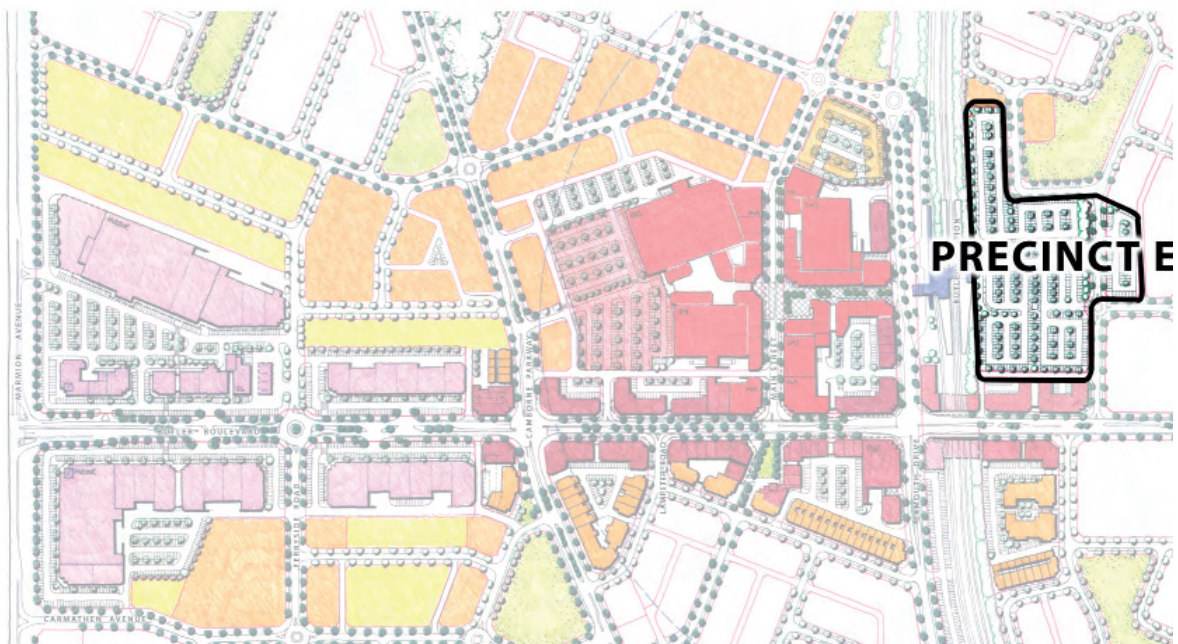




10.0 PRECINCT E – STATION

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Precinct E – Station accommodates the area agreed with PTA for park’n’ride east of the rail line. It is recognised that in the short term the use is likely to be predominately at grade parking; however, the Centre Plan puts in place mechanisms to facilitate future redevelopment of all or part of the park n ride for high intensity land uses consistent with SPP 4.2.



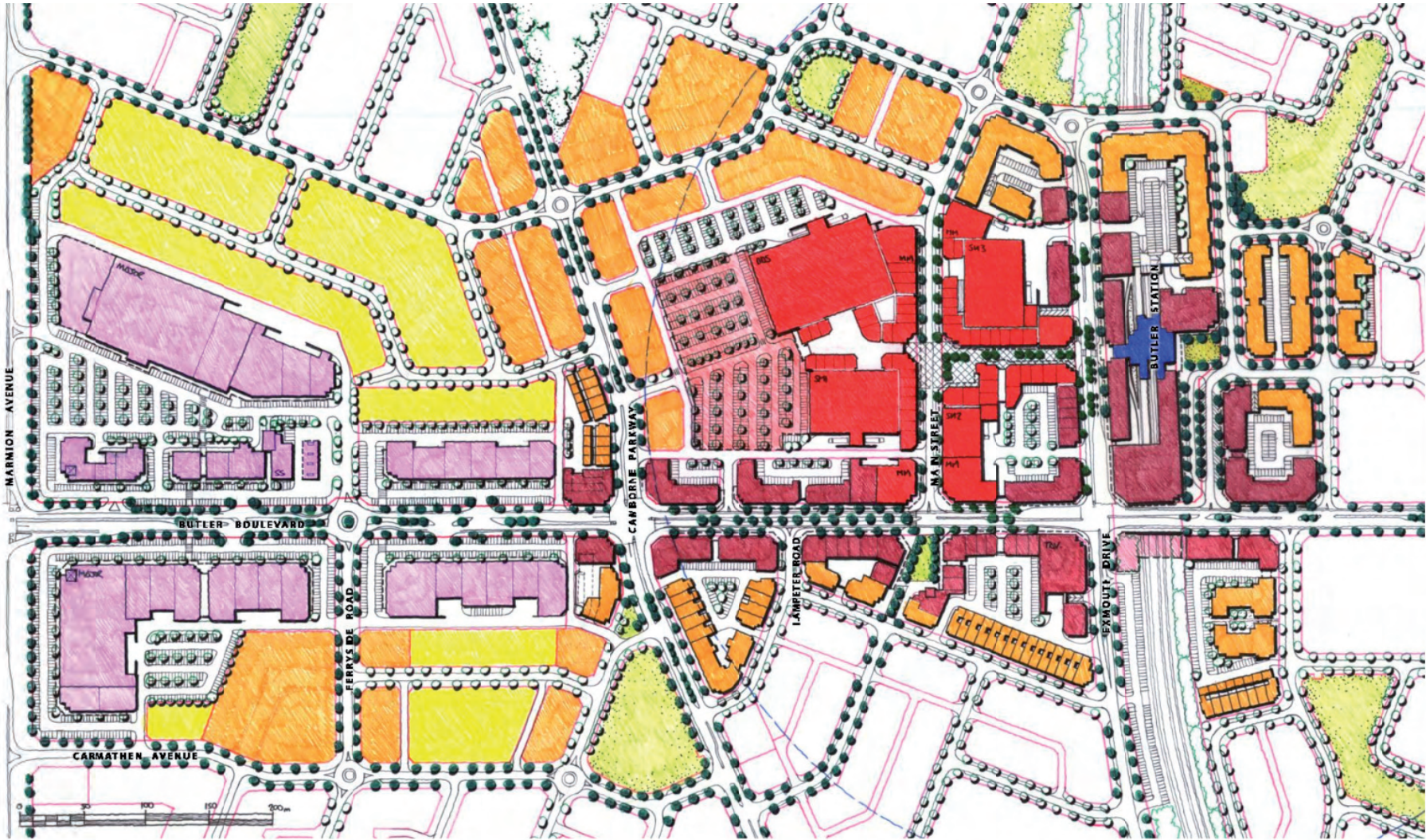


Figure 15: Butler District Centre Transit Oriented Development Option





10.1 Structural Elements & Networks

The fundamental component of the Station Precinct is the PTA park'n'ride facility comprising approximately 2.6ha and accommodating approximately 700 – 800 bays east of the rail line.

A subdivision layout has been approved for the Station precinct, and is being refined in accordance with agreements with PTA (WAPC Ref 142 158), refer Appendix 13. The surrounding road network allows for direct connection to and circulation around the park'n'ride

As discussed in Section 6.0 above, approximately 200 – 250 bays are temporarily being provided in a leasehold arrangement west of the rail line in the centre core.

This results in approximately 1 000 park'n'ride bays being provided within the 400m walkable catchment to the Station.

10.2 Land Use & Built Form

As described above the predominant short term land use will be a 700 – 800 bay park'n'ride, with associated facilities.

SPP 4.2 states that high trip generating land uses should be located within 400m of high frequency public transport. These uses include shop, office, education, non-food retail and restaurant / tavern / night club.

While it is acknowledged that at grade park'n'ride is required in the short term it is critical that this does not become the long term land use.

An alternate, long term concept plan has been developed demonstrating how, in the future, the park'n'ride could be redeveloped to maximise land use intensity surrounding the Station, refer Fig 15. This includes, as an option (not essential to the plan), development over the rail line similar to Subiaco Station.



TABLE 7: Achieving Key Objectives in Precinct E - Station

PRECINCT E SPECIFIC OBJECTIVES	DEVELOPMENT STANDARDS
Allow for park and ride and associated facilities to be located adjoining the Butler rail station.	<ul style="list-style-type: none">Table 6; Clauses 2.1, 2.2, 3.1 & 3.2Butler District Centre: Plan One
Recognise and encourage future redevelopment of the park and ride to accommodate development and uses consistent with transit oriented development principles	<ul style="list-style-type: none">Table 6; Clauses 2.2, 3.1Butler District Centre: Plan One





In recognition of this the Part 1 statutory provisions include the same land use permissibility and development control standards for the Station Precinct as the mixed use Boulevard Precinct to facilitate future redevelopment.

The Station precinct is also coded Residential R160, allowing for longer term residential development above ground floor retail and commercial.

10.3 Public Realm

The park'n'ride is largely screened from Butler Boulevard and public view by the commercial lot on Butler Boulevard. This commercial lot is an extension of Precinct B, subject to the Precinct B land use permissibility and development control. This ensures that the urban character of Butler Boulevard is continued and not diluted by large areas of exposed at grade parking. The treatment of Butler Boulevard adjoining the Station precinct will to the same character and standard as the balance of the reserve east of Camborne Parkway, refer Fig 15.

Landscaping treatments within the Station Precinct will be developed by PTA. The Brighton Joint Venture will work closely with PTA to ensure treatments are consistent with, and to the standard of, the established Brighton development.

10.4 Achieving Key Objectives in Precinct E

The Part 1 provisions set out precinct specific objectives for the Station Precinct, consistent with the character described above. Detailed development standards are prescribed in Part 1 to ensure that the intent of the objective is achieved. Table # clearly demonstrates how each of the objectives and the character described above will be delivered in the Station Precinct.

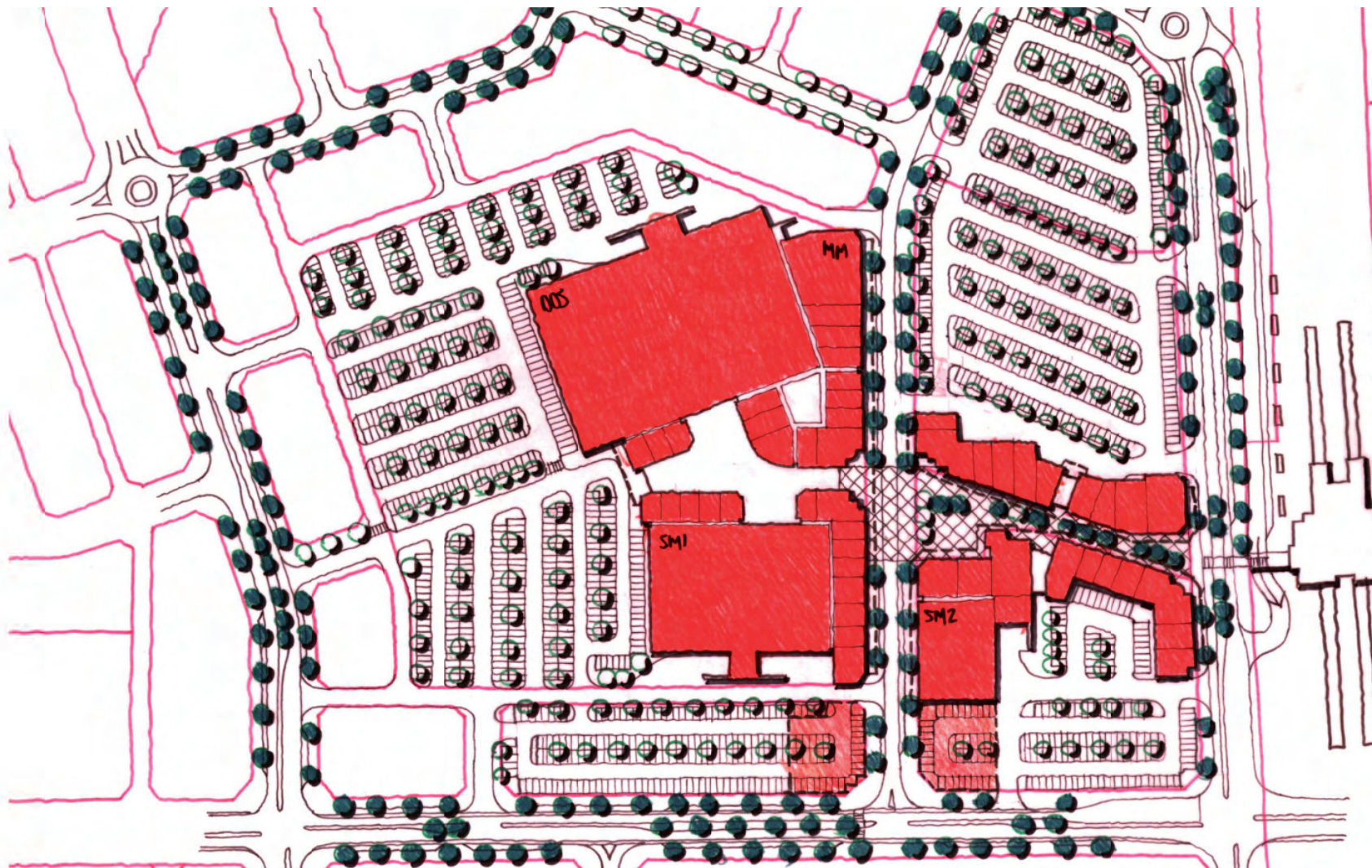


Figure 16: Butler District Centre Core: Indicative Stage 1 Concept Plan



11.0 IMPLEMENTATION & INDICATIVE STAGING

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The indicative concept plan reflects a long term, mature development scenario. Development of the Centre will be staged and the land use mixed will evolve as the centre, surrounding catchment and infrastructure, matures.

Initial stages of development will focus on Marmion Avenue and the main street, with mixed use uses along Butler Boulevard developing over time. The western portion of Butler Boulevard is likely to be completed in 2011, with the eastern portion constructed in 2013 – 2014 in line with the station opening.

The first stage of the Centre Core is likely to be completed in line with the opening of the Butler Station and could comprise a supermarket, core specialties and mini-major. Figure 16 shows one way stage 1 of the Centre Core could develop, focused on the main street with surrounding at grade parking visible from Butler Boulevard, which will ultimately be screened by mixed use development.

Future stages of the Centre Core could be completed 3-6 years after the initial stage subject to market conditions. Stage 2 may possibly include an additional mini major, second supermarket, discount dept store, additional specialties and potentially a food court precinct.

It is likely that the first stages of the Marmion Precinct will be completed in 2013 – 2014.

The Frame Precinct will be developed as part of the staged development of surrounding residential lots, and is likely to be in 2012 – 2013.

ROAD CARRIAGEWAY DETAIL :
• All carriageway detail depicted on this Plan including pavements, medians and embayments are for illustrative purposes only and subject to final engineering designs and relevant Council approvals. The depictions reflect the intent of the road network standards to be developed.

Land to be set aside as a separate lot pending option for District Open Space

