

**CLARKSON**  
**(LOT 16 CONNOLLY DRIVE)**  
**AGREED STRUCTURE PLAN**  
**(AS AMENDED)**

**Structure Plan No. 33**  
**Agreed: 3 November 2003**

**This Structure Plan was prepared under the Provisions of Part 9 of the City of  
Wanneroo District Planning Scheme No. 2**

**RECORD OF AMENDMENTS MADE TO  
AGREED STRUCTURE PLAN NO. 33: CLARKSON LOT 16**

<b>Amendment No.</b>	<b>Description of Amendment</b>	<b>Finally Endorsed Council</b>	<b>Finally Endorsed WAPC</b>
1	Modifies the existing base density coding of the land from R20 to R30, adds several pockets of R40-coded land to the Structure Plan area, and introduces various design provisions	16.6.2004	17.1.2005
2	Modifies some of the existing development provisions relating to street setbacks.	3.2.2005	17.1.2005
3	Modifies base plans, modifies various existing development provisions, and deletes clauses relating to 'alternative uses'.	4.7.2005	19.8.2005
4	<ul style="list-style-type: none"> <li>• Relocates the public open space;</li> <li>• Amends the Structure Plan design to facilitate the preservation of an area of Aboriginal significance; and</li> <li>• Amends Clause 5.3.2.3 (h)</li> </ul>	2.12.2005	3.3.2006

## **OVERVIEW**

### **PARTS OF THE STRUCTURE PLAN**

This Structure Plan comprises two parts.

Part 1: Statutory Planning Section  
Part 2: Explanatory Report

Clause 9.8 of the City of Wanneroo District Planning Scheme No. 2 (hereinafter called “the Scheme”) provides, amongst other things, that a provision, standard or requirement of a Structure Plan approved under Part 9 of the Scheme shall be given the same force and effect as if it was a provision, standard or requirement of the Scheme. It is hereby provided that such force and effect shall only be given to Part 1 of the Structure Plan. Part 2 of this Structure Plan is for explanatory purposes only, providing a descriptive analysis of the structure plan.

Subclause 9.8.3 (f) of the scheme, states that, where, in the event of there being any inconsistency or conflict between any provision, requirement or standard of the Scheme and any provision, requirement or standard of an Agreed Structure Plan, the provision, requirement or standard of the Scheme shall prevail.

### **SUMMARY**

This Structure Plan refers to Lot 16 Connolly Drive, and portion of the controlled access highway (Mitchell Freeway) which will form part of the Clarkson Main Street/Station Precinct, Clarkson, which is bounded by Neerabup Road to the south, Connolly Drive to the west, Ridgewood Estate to the North, and the proposed Mitchell Freeway reservation to the east. The subject land is currently included within the “Urban Development Zone” of the City of Wanneroo District Planning Scheme No. 2.

The Structure Plan shall determine the overall detailed land use and form for development within the subject land. The area is divided into 4 precincts which accommodate broad land use groupings. The Explanatory Report provides a descriptive analysis of the Structure Plan and the intended design.

## **PART 1**

### **STATUTORY PLANNING SECTION**

As provided for under the provisions of Clause 9.8.2 and Part 9 of the Scheme, this part of the Structure Plan has the same force and effect as a provision, standard or requirement of the Scheme. It is required that the Structure Plan be reviewed after a period of five years from the date of it becoming an Agreed Structure Plan.

#### **SUBJECT AREA**

The Structure Plan area comprises approximately 120 hectares and includes Lot No. 16 Connolly Drive and portion of the adjacent Controlled Access Highway (Mitchell Freeway) to form part of the Clarkson Transit Precinct.

#### **1. ZONES AND PRECINCTS**

Plan 1: 'The Structure Plan Map' indicates the land use zones and precincts for the subject area, together with main road structure, public open space, landmark sites, and 'Main Street'.

The Structure Plan Map defines the following zones and precincts over the subject area:

1. Residential Zone
2. Small Lot Residential Precinct
3. Centre Zone
4. Transit Precinct

#### **2. THE SCHEME**

Unless provided for by specific requirements in this Structure Plan, all requirements shall be in accordance with the Scheme.

#### **3. RESIDENTIAL DENSITY CODING**

Residential land within the subject area shall be developed in conformity with the provisions of the Residential Design Codes (RD Codes) of Western Australia as given effect by the Scheme. In the event of there being any conflict or inconsistency between any requirement, provision or standard of the RD Codes and requirement, provision or standard of the Structure Plan, the requirement, provision or standard of the Structure Plan shall prevail. The enclosed **Plan 2**: 'Residential Code Map' indicates the Residential Density Codes that apply to the subject land and shall take the place of the map referred to in the Scheme.

#### **4. RETAIL FLOOR-SPACE**

Under the provisions of the Scheme and City of Wanneroo Centres Strategy, Lot 16 has been allocated 3,000m<sup>2</sup> of retail net lettable area. A maximum of 2,800m<sup>2</sup> of retail net lettable area will be located within the Main Street (east) Mixed Use area, as depicted in **Plan 3**. Potential also exists for a small

quantity of retail net lettable area, not exceeding 200m<sup>2</sup>, to be provided at the northern neighbourhood centre.

Whilst the details of retail floor-space development are unknown at this stage, the allocated 3,000m<sup>2</sup> will not be exceeded.

## **5. PROVISIONS**

The provisions, standards and requirements of the zones as included in the Scheme, apply, in addition to any requirements included within this Structure Plan.

This document identifies four zones or precincts, distinguished by their land use intent and built form character. Together they will provide a diversity of housing choice and lifestyle options supported by a viable amount of commercial uses, which can develop to create a robust 'urban village'.

Landmark sites and Main Street are also identified for which special provisions apply.

The provisions may be augmented by the preparation of Guidelines at subdivision stage which detail specific planning, design and constructional requirements for particular zones or precincts.

### **5.1 Residential Zone**

The permissibility of uses and development shall be in accordance with the provisions of the Residential Zone.

#### **5.1.1 Objectives**

General objectives intended for lots within the Residential Zone include:

- a) Encourage an attractive streetscape where garages and carports do not dominate the visual appearance of the building façade.
- b) Encourage variation in building shape of individual residences to create visual interest.
- c) Promote dwelling layouts that provide for pedestrian friendly streetscapes with passive surveillance of the public streets.
- d) Provide sufficient building scope to allow for suitable single storey accommodation and encourage detail in the building façade.
- e) Encourage provision of high amenity outdoor living space.

## **5.1.2 Criteria**

### **5.1.2.1 Lots with Street Frontages of 15m or less in width**

- a) The front setback to the street boundary shall be 3m minimum.
- b) Walls up to 3.5 metres in height shall have a minimum 1m setback from the side boundary.
- c) Notwithstanding the above, walls behind the front setback line may be built up to a side boundary provided they do not exceed 3.5 metres in height and 10 metres in length.
- d) Garages and carports shall be setback a minimum of 5 metres from the primary road frontage.
- e) Car parking access shall be gained from laneways, where provided.
- f) The setback to garages and carports from the rear laneway shall be a minimum of nil. A sight truncation is not required at the sides of garage openings at ground level.
- g) The minimum open space shall not be less than 40% of each individual lot, provided the outdoor living area is directly accessible from a habitable room of a dwelling other than a bedroom, and is not used for any utilitarian purposes such as clothes drying.

### **5.1.2.2 Lots with Street Frontages greater than 15m in Width**

#### **Laneway Lots**

The laneway lots are those lots that have rear access via a laneway.

- a) The front setback to the street boundary shall be 3 metre minimum and 4.5 metre minimum average.
- b) Walls behind the front setback line may be built up to a side boundary provide they do not exceed 3.5 metres in height and 10 metres in length.
- c) Car parking access shall be gained from laneways.
- d) The setback to garages and carports from the rear laneway shall be a minimum of nil. A sight truncation is not required at the sides of garage openings at ground level.

### Standard Lots

The Standard lots are those lots that do not have rear access via a laneway.

- e) The front setback to the street boundary shall be 3 metre minimum.
- f) Walls behind the front setback line may be built up to a side boundary provide they do not exceed 3.5 metres in height and 10 metres in length.
- g) Garages and carports shall be setback a minimum of 5 metres from the primary road frontage.

#### 5.1.2.3 General Criteria

The general criteria apply to all lots within the Residential Zone.

- a) Where lots directly abut a Public Open Space reserve, the dwelling shall be setback 1.5m minimum from the open space boundary. The dwelling shall be setback no greater than 3.0m at its closest point to the public open space.
- b) For lots abutting Public Open Space, fencing along Public Open Space boundaries may be solid to 750mm above ground level or retaining wall. Above this, the fence shall be 50% visually permeable to a maximum height of 1800mm. Where a side boundary of a lot abuts Public Open Space, 50% visually permeable fencing shall be constructed to at least 5.0m from both the front and rear boundaries, and solid fencing to a height of 1800mm may be constructed between the front and rear setback distances.
- c) For lots with potential for development for two single houses or two grouped dwellings, a dwelling may not be constructed unless it directly fronts a public street.

## **5.2 Small-Lot Residential Precinct**

The small lot residential zone is intended primarily for residential development at a range of densities with a variety of housing to meet the needs of different household types.

The permissibility of land uses within this precinct shall be in accordance with the provisions of the Residential Zone of the Scheme. Residential land within this precinct shall be developed in conformity with the provisions of the Residential Design Codes as given effect by the Scheme in addition to the criteria set out below. Plan No. 2 depicts the Residential Codes that apply to the subject land and shall constitute the Residential Density Code Map of the Scheme.

### 5.2.1 Objectives

General objectives intended for the Small Lot Residential Precinct include:

- a) Encourage a diversity of housing types, including single residential, grouped dwellings, and multiple dwellings;
- b) Encourage a strong sense of architectural identity at special locations, such as opposite public open space;
- c) Promote layouts that provide for pedestrian friendly streetscapes with passive surveillance of the public streets and open spaces such as parks.

### 5.2.2 Criteria

- a) The front setback to the street boundary shall be 1.5m minimum and 3.0m minimum average.
- b) Garages and carports shall have a 4.5m minimum setback from the street boundary.
- c) Side setbacks shall be in accordance with the Residential Planning Codes. All dwelling units may be constructed with one or more walls built up to one or more side or rear boundaries provided every dwelling shall have a courtyard with a minimum dimension of 4.0m.
- d) Where small lots directly abut a Public Open Space reserve, the dwelling shall be setback 1.5m minimum from the open space boundary and street boundary. A 1.5m side setback is permitted to the open space boundary and street boundary.
- e) For lots abutting Public Open Space, fencing along Public Open Space boundaries may be solid to 750mm above ground level or retaining wall. Above this, the fence shall be 50% visually permeable to a maximum height of 1800 mm. Where a side boundary of a lot abuts Public Open Space, 50% visually permeable fencing shall be constructed to at least 5.0m from both the front and rear boundaries, and solid fencing to a height of 1800mm may be constructed between the front and rear setback distances.
- f) Utility areas such as bins and service areas shall be screened from view from streets and Public Open Spaces.
- g) Car parking access shall be gained from laneways, where applicable.

### 5.3 Transit Precinct

The Transit Precinct is intended to accommodate a mixture of land use activity including residential, office, retail, entertainment and civic.

The purpose of the Transit Precinct is to provide a flexible approach to the planning, design and implementation of land uses. This will facilitate the establishment and economic sustainability of uses within transit precinct.

**Plan 3** – ‘Transit Precinct Land Use Plan’ – indicates the proposed land uses within the precinct and areas subject to alternative land uses.

### 5.3.1 Objectives

The objectives of this Precinct are:

- a) To create a Main Street as an active focus for the community with a balance of viable uses and a diversity of retail and commercial uses and leisure opportunities that generate day and evening activity;
- b) Encourage a diversity of land uses and housing types;
- c) Encourage high standards of built form and streetscape;
- d) Provide continuity of activity along streets;
- e) Provide efficient vehicle access whilst maintaining a high level of pedestrian amenity; and
- f) Emphasise landmark sites.

### 5.3.2 Criteria

The permissibility of uses and development within the various land use sectors of the Transit Precinct as depicted in Plan 3 shall be in accordance with the following criteria.

#### 5.3.2.1 Main Street (West) Mixed Use

The permissibility of uses shall be in accordance with the provisions of the Residential Zone. Development shall be in accordance with the criteria of the Small-Lot Residential Precinct, with the exception that the front building setback from the street boundary shall be a minimum of 3.0m with a 4.0m minimum average.

#### 5.3.2.2 Main Street (Central) Mixed Use

The permissibility of uses shall be in accordance with the provisions of the Mixed Use Zone. All development shall contain a minimum of one residential dwelling.

Development shall be in accordance with the criteria of the Small-Lot Residential Precinct, with the exception of the following:

- a) The front setback to the street boundary may be reduced to 0.0m when the portion of the building in front of the 3.0m average setback line is used for non-residential activity. Where a nil street setback is used, development shall be in accordance with Criteria (e), (f) and (h) to (l) of Main Street (East) Mixed Use.

In areas coded R80, the 'minimum site area per dwelling' and 'plot ratio' requirements for multiple dwellings, as prescribed in the Residential Design Codes, shall also apply to Grouped Dwellings and Single Houses.

### 5.3.2.3 Main Street (East) Mixed Use

The permissibility of uses shall be in accordance with the provisions of the Commercial Zone. Development shall be in accordance with the following criteria:

- a) Lots with frontage to Main Street shall have nil building setback to the front street boundary and side boundaries.
- b) There is no rear setback requirement for non-residential development.
- c) Lots fronting secondary streets may have a nil front setback, with a 3.0m maximum front setback and nil side setback. On lots with frontage to more than one street the maximum setback may be varied.
- d) The rear setback requirement for residential and residential/mixed use development serviced by laneways shall be in accordance with the criteria for the Small-Lot Residential Precinct.
- e) Glazing of ground floor level of commercial/retail buildings should be maximised along the street and Town Square facades. At least 50% of the area of the ground floor façade shall be glazed and the horizontal dimension of the glazing shall be at least 75% of the height of the ground floor facade.
- f) The corners of buildings should be designed to articulate street corners where applicable, especially for landmark locations as identified in Plan 1.
- g) The eastern and northern edges of the Town Square shall be completely formed by buildings or, alternatively, a colonnade (at least 4m high and 3m wide), as depicted in Plan 3. The ultimate shape of the Town Square will be determined by the positions of buildings and colonnade. The ultimate area of the Town Square shall be between 1,500 m<sup>2</sup> and 1,600 m<sup>2</sup>.
- h) Buildings shall be designed to have active frontages with no blank facades fronting the street. Buildings with a nil setback to the front street boundary shall have continuous awnings and/or colonnades along public frontages to give pedestrians protection from the weather.
- i) Buildings and all streets, parks and parking areas shall be well lit to encourage safe use after hours.
- j) Service areas, bins and storage areas and services such as air conditioners shall be located away from public areas and screened from view from streets and public areas by an enclosure in the style and material of the building.
- k) Signage shall be integrated with buildings and shall be appropriate in character. Development approval is required for any signage not included within the original submission.
- l) Direct vehicle access to lots will not be permitted from Main Street frontage. Car parking and access shall be provided to Main Street sites from secondary streets by means of rear lanes or easements in gross.
- m) In areas coded R80, the 'minimum site area per dwelling' and 'plot ratio' requirements for multiple dwellings, as prescribed in the Residential Design Codes, shall also apply to Grouped Dwellings and Single Houses.

#### 5.3.2.4 Mixed Use

The permissibility of uses shall be in accordance with the provisions of the Mixed Use Zone.

Development shall be in accordance with the criteria of the Main Street (Central) Mixed Use and criteria j, k and l of the Main Street (East) Mixed Use.

Additionally, non-residential buildings shall be developed in accordance with criteria b to f of Main Street (East) Mixed Use.

#### 5.3.2.5 Residential

The permissibility of uses and development shall be in accordance with the provisions of the Residential Zone.

Notwithstanding the requirements for development under the Scheme, lots abutting laneways shall be developed in accordance with the criteria of the Small-Lot Residential Precinct.

### 5.4 Centre Zone

The Centre Zone is intended to accommodate a mixture of residential development with small scale businesses in a primarily residential scale environment. The predominant uses will be residential, office, consulting, dining and limited retail uses occupying the street frontage of lots.

The permissibility of uses shall be in accordance with the provisions of the Commercial Zone.

Development of non-residential buildings shall be in accordance with the criteria of Main Street (East) Mixed Use. Development of residential and residential/mixed use buildings shall be in accordance with the criteria of Main Street (Central) Mixed Use.

### 5.5 Landmark Sites

Any building developed on a Landmark site shall have special building elevation and window treatments that draw attention to the location, including such means as distinctive roof forms, balconies, articulation of corner wall elements, entry forecourts, materials and colour.

### 5.6 Car Parking – Main Street East

The car parking strategy for the Village Centre, Main Street East, has been prepared with regard to the urban design and development principles for the centre and the key objective of a reciprocal parking arrangement for all future land owners. A key aspect to facilitating a vibrant mixed-use centre is the

creation of smaller blocks to improve walkability, a highly permeable street layout to improve access, and adaptable street environments to allow changes in land use and street use over time. The maximisation of on-street parking enables the reduction in block sizes. On-street parking helps to reduce traffic speeds, thereby facilitating an active and safe street environment.

The transit station building and associated car parking stations are situated close to the Village Centre, thereby encouraging patrons parked in the Park-and-Ride stations to use the centre without using the on-street or off-street parking bays. Also, the proximity to the bus interchange means that people with limited private transport have greater access to the facilities within the Village Centre. Furthermore, the mixed use nature of the Village Centre means that the different uses will generate parking demand at different times, thereby enabling a reduction in parking provision facilitated by a reciprocal parking arrangement. Given these factors, it is considered appropriate that a dispensation be granted for the reduction of parking provision within the Village Centre. The AUSTRROADS Better Practice Guide (1998) recommends that for transit nodes, parking reductions of 5-25% be allowed for Office use and 10-15% for other commercial uses. A reduction rate of 15% is considered to be reasonable for the Village Centre.

The provision of car parking in the Village Centre has been designed on a holistic basis, with all on-street and off-street parking bays in the centre (as specified on **Plan 4**) being shared between land owners. **Plan 4** illustrates the hypothetical maximum development of the Village Centre, in terms of commercial floorspace and facilities, and shows indicative building footprint and parking configurations (that are subject to change). The possible number of car bays generated by the hypothetical land uses and the number of bays that could be achieved on-street and off-street are outlined below. This is an indicative calculation only and actual parking requirements will be subject to detailed assessment at the development approval stage using the criteria specified in Clause 5.7.1.

**Possible Car Parking Generators:**

Possible Land Use	Floorspace/Number	Car Parking Ratio	Required Parking Bays
Retail	2,500m <sup>2</sup>	7 bays/100m <sup>2</sup>	175
Office	1,500m <sup>2</sup>	1 bay/30m <sup>2</sup>	50
Civic Hall	1 x 250 people	1 bay/4 people	63
Church	1 x 100 people	1 bay/4 people	25
Residential	18 R80 dwellings	1 bay/dwelling	18
Sub-total			<b>331</b>
15% Reduction			<b>-50</b>
<b>TOTAL</b>			<b>281</b>

**Possible Provision of Parking Bays (refer to Plan 4):**

<b>Possible On-street Parking Bays</b>		<b>Possible Off-street Parking Bays</b>
Street 1:	38	Block 1:30-44
Street 2:	33	Block 2:60-70
Street 3:	24	Block 3:18-24
Street 4:	18 (non-peak hours)	Block 4:16-20
Street 5:	16	Block 5:15-20
Street 6:	18	
<b>Total</b>	<b>147 bays</b>	<b>Total 139-178 bays</b>
<b>TOTAL BAYS: 286-325</b>		

The hypothetical exercise indicates that the parking requirements for the Village Centre can be achieved through holistic and flexible planning and design.

**5.6.1 Criteria**

- a) Carparking is to be provided on-site at the rate prescribed in the Scheme for the use proposed, with consideration for the following provisions.
- b) On-street parking immediately abutting a lot may be included in the calculation for on-site parking. Council also has discretion to approve the allocation of on-street parking not abutting a lot if the parking bays are within 200m of the subject lot and are not considered to be required by any other non-residential use.
- c) A reduction of 15% is permitted for the provision of parking for each lot, as a result of the close proximity to the transit station and associated parking stations.

**5.7 Four Pack Housing**

As the name suggests, 4 Pack Housing is generally developed in groups of four dwellings but this may be varied depending on the site characteristics and development circumstances. Dwellings with street frontage are orientated to overlook the street and the other dwellings are orientated in the opposite direction to overlook public open space, major roads or other public environments. Each group of dwellings is served by a single driveway, formed by access-legs with reciprocal rights in favour of the all dwellings in the development.

It is intended that land designated for four pack housing be located in areas of high amenity, adjacent public open space and where passive surveillance of the public realm is encouraged.

### **5.7.1 Objectives**

General objectives for land designated for four pack housing:

- a) Promote layouts that provide for pedestrian-friendly streetscapes with passive surveillance of the public streets, laneways and open spaces such as parks.
- b) Promote the relationship between public open space and adjacent lots through encouraging a strong sense of architectural identity toward and overlooking the public open space areas.
- c) Maintain a high level of pedestrian amenity.
- d) Encourage dwellings to have a relationship to the street.

### **5.7.2 Criteria**

- a) The front setback to the street boundary shall be 2.0 metre minimum and 4.0m average.
- b) The setback to public open space shall be a minimum of 1.5 m. The dwelling shall be setback no greater than 3.0m at its closest point to the public open space.
- c) For corner lots with street and public open space frontage, the street shall be deemed a secondary street for the purpose of calculating the necessary setback.
- d) Garages and carports shall be located on the common boundary generally in accordance with the example depicted on Plan 5, and generally setback a minimum of 1m from the driveway.
- e) Side setbacks shall be in accordance with the Residential Design Codes. All dwellings may be constructed with one or more walls built up to one or more side boundaries provided every dwelling shall have a courtyard with a minimum dimension of 4.0 m.
- f) Vehicular access to garages and carports shall be via the reciprocal right of way. Buildings shall address the street, or in the case of lots abutting or overlooking the public open space, shall address the public open space areas.

## **6.0 MISCELLANEOUS DEVELOPMENT PROVISIONS**

No subdivision or development approval shall be granted within the Structure Plan area prior to the following provisions being addressed, to the satisfaction of the City of Wanneroo:

- a) The finalisation of the Somerly Employment and Community Development Strategy, prepared by SGS Economics and Planning, and the implementation of the strategies arising from the final report.
- b) The implementation of the four initiatives put forward by Urban Pacific to recognise the heritage significance of the Mindarie Pastoral Company Homestead, which are:
  - Naming the main northern entry from Connolly Drive into the application area after the homestead (eg Homestead /Pastoral Drive);
  - Naming the nearest park to the former location of the homestead in recognition of the building (eg Mindarie Homestead Park);
  - Installation of a plaque in the park in recognition of the former Homestead;
  - Work with any local historical groups wishing to participate in the naming or wording of the plaque and road.
- c) Sufficient details being provided to the City at the subdivision stage to justify any proposed encroachment of subdivisional roads into the Connolly Drive road reserve.
- d) Revised design guidelines being implemented for the various zones and precincts being introduced into the Structure Plan area.

## **7.0 SUBDIVISION REQUIREMENTS**

In addition to the normal requirements of subdivision, the following conditions will be recommended by Council to the WAPC at the time of subdivision

- Ethnographic and archaeological study to be prepared;
- Insert detailed design guidelines for the zones;
- Preparation and implementation of a drainage, nutrient and water management plan;
- Preparation and implementation of a wetland management plan;
- The preparation and Implementation of a vegetation management plan;
- Protection of site worthy vegetation;
- Provision of appropriate traffic signalling and management devices within the subdivision.