

AUTHORISATION Adopted 7 February 2012

REVIEW 2014

PART 1 - POLICY OPERATION

Policy Development

This Policy has been prepared under the provisions of Section 8.11 of the City of Wanneroo District Planning Scheme No. 2 (DPS 2).

Application and Purpose

The purpose of this Policy is to expand and elaborate on the existing Wanneroo Town Centre Structure Plan provisions to provide greater control and influence over development outcomes and the quality of built form in the Town Centre. The application area of this Policy and the Structure Plan are shown in **Figure 1** of this Policy.

Objectives

The objectives of this Policy are to:

- 1.1 Ensure decisions made in respect to planning proposals do not prejudice the long term plans for the future of the Wanneroo Town Centre.
- 1.2 Apply the Policy Objectives of State Planning Policy 4.2: Activity Centres for Perth and Peel (2010) (SPP 4.2) to the Wanneroo Town Centre as depicted in **Table 1** below:

TABLE 1: INTERPRETATION OF SPP 4.2 OBJECTIVES IN LPP 5.2

SPP 4.2 Objective	LPP 5.2 Objective
Activity Centre Hierarchy	1. Facilitate the development of the Town Centre into a Secondary Centre.
Activity	<ol style="list-style-type: none">2. Concentrate a diversity of land uses, including a greater range of mixed-use development, to facilitate the emergence of the Town Centre as a focus of local economic development.3. Increase the range and quality of employment opportunities in the Town Centre to contribute to the achievement of sub-regional employment self-sufficiency targets.4. Establish higher density residential development within the Town Centre to improve land efficiency, housing variety and service viability.
Movement	5. Provide a well connected movement network that

SPP 4.2 Objective	LPP 5.2 Objective
	<p>maximises access to and within the Town Centre by walking, cycling and public transport while reducing private car trips.</p> <p>6. Maximise levels of short term on-street parking in the public realm, and rationalise on-site parking in order to promote viable development and encourage the use of alternative modes of transport.</p>
Urban Form	<p>7. Develop a compact urban structure consisting of a legible street network and small, walkable blocks that improve accessibility within the Town Centre.</p> <p>8. Provide a public realm that serves to connect commercial, recreational and residential activity in a safe and legible manner.</p> <p>9. Activate street frontages to enhance streetscape amenity, maximise pedestrian movement and support passive surveillance opportunities.</p>
Out-of-Centre Development	<p>10. Concentrate activities, particularly those that generate high number of trips, within the Town Centre.</p>

- 1.3 Provide **Figures 2 and 3** as graphical representations of possible scenarios of the form and nature of development in the Wanneroo Town Centre once the Policy objectives in Table 1 have been achieved.

Structure

This Policy is made up of two parts:

Part 1 Policy Operation: This includes the policy context and objectives.

Part 2 Policy Provisions: This sets out:

- Positions relating to various design elements which are directed to producing high standards of development and quality built form in the Town Centre;
- Standards that are considered acceptable in order for the relevant Policy Positions to be satisfied;
- Standards that are considered unacceptable; and
- Illustrations that reflect the Standards.

FIGURE 1: WANNEROO TOWN CENTRE POLICY AREA AND STRUCTURE PLAN

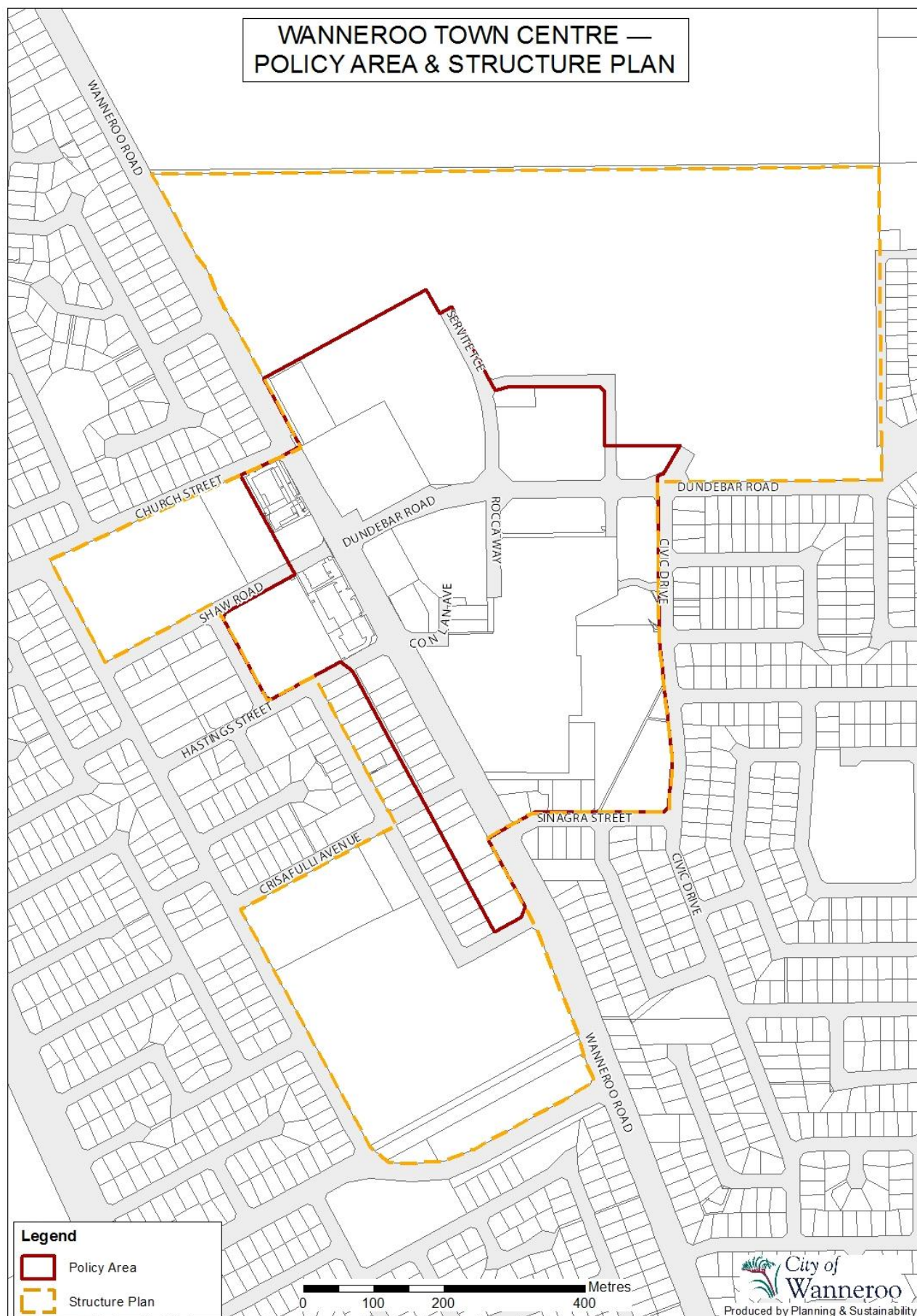


FIGURE 2: LONG TERM VISION



FIGURE 3: PERSPECTIVE DRAWINGS



RESIDENTIAL STREET VIEW

Image shows townhouses and small apartment buildings that can deliver high quality urban housing in proximity to the services of the town centre.



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DUNDEE ROAD VIEW

Image shows mixed use buildings on Dundee Road and retention of a small pocket park at the intersection of Wanneroo Road as a welcoming landscape gesture.



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ROCCA WAY VIEW - MAIN STREET

Image shows mixed use buildings facing onto the Rocca Way main street, and looking over a multi-functional piazza/car park space.



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WANNEROO ROAD VIEW

Image shows how Wanneroo could be transformed from its current role as a suburban expressway lined with car-based commercial uses into an integrated urban arterial with slower-moving traffic, on-street parking, and good pedestrian amenity, which together provides a context for urban-scaled mixed use buildings.



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PART 2 - POLICY PROVISIONS

2. Development Standards

- 2.1 Applications for planning approval pursuant to Section 8.1.2 of DPS 2 that comply with the standards specified in Column B of **Table 2** are deemed acceptable and may therefore be approved without referral to neighbours for comment.
- 2.2 Applications that meet any of the unacceptable development standards specified in Column C of Table 2 will, unless exceptional circumstances exist, be refused.
- 2.3 Unless otherwise stated, applications that fall outside the relevant standards specified in Column B but which do not meet any of the standards specified in Column C of Table 2 will generally be refused, unless in Council's opinion the objectives of the Policy and the stated Policy Positions specified in Column A of Table 2 are met by an alternative form of development.

3. Precinct Standards

- 3.1 Applications for planning approval pursuant to Section 8.1.2 of DPS 2 that fall within either of the three precincts specified in **Table 3** will be assessed against the Standards specified in Table 3 in addition to the Standards specified in Table 2.
- 3.2 Notwithstanding the land use permissibilities of the various zones of District Planning Scheme 2, Column B of Table 3 prescribes preferred land uses within the identified precincts for the purpose of facilitating the emergence of the Town Centre as a focus of local economic development and increasing the range and quality of employment opportunities.
- 3.3 Applications for planning approval that comply with the standards specified in Column C of Table 3 are deemed acceptable and may therefore be approved without referral to neighbours for comment.
- 3.4 Applications that meet any of the unacceptable development standards specified in Column D of Table 3 will, unless exceptional circumstances exist, be refused.
- 3.5 Unless otherwise stated, applications that fall outside relevant standards specified in Column C of Table 3 but which do not meet any of the standards specified in Column D of Table 3 will generally be refused, unless in Council's opinion the objectives of the Policy and the stated Policy Positions specified in Column A of Table 3 are met by an alternative form of development.

4. Subdivision Standards

- 4.1 Applications for subdivision that are likely to result in the creation of lots that are incapable of being developed in accordance with the standards specified in Column B of Table 2 and Column C of Table 3 will not be supported by the City.

TABLE 2: DEVELOPMENT STANDARDS

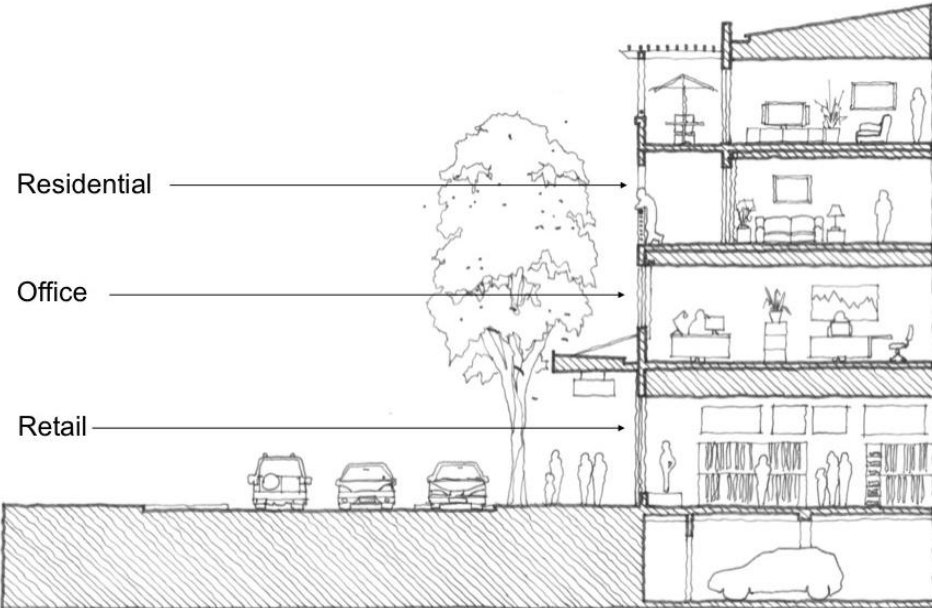
COLUMN A	COLUMN B	COLUMN C	COLUMN D
Policy Positions	Acceptable Standards (unless otherwise stated, all standards must be met)	Unacceptable Standards (unless otherwise stated, if any one of the following standards are met or exceeded, the application will be refused)	Illustration
1. LAND USE			
<p>1.1 Encourage a mix of land uses within the town centre; and</p> <p>1.2 Enable generational change of land uses to occur.</p>	<p>a) Establish mixed use developments along Dundobar Road, Rocca Way and Conlan Avenue.</p> <p>b) Buildings which can accommodate the preferred uses specified in Column B of Table 3 Precinct Standards.</p> <p>c) Providing adaptable building designs capable of multifunctional ground floor use and the provision of additional levels without the need for demolition; and</p> <p>d) In considering whether a building is capable of adaptive re-use Council will have regard to the following:</p> <ul style="list-style-type: none"> • Use of load bearing columns and walls in a regular grid pattern which allows the addition or removal of dividing walls for the reconfiguration of leasable retail/commercial spaces within the building; • Location of service cores and stairs at the sides or rear of the building; and • Maximisation of the number of openings to the primary street to allow future opportunities for the creation of additional entrances to multiple tenancies. <p>e) All development applications involving construction of new buildings within the precincts identified in Table 3 must be accompanied by a plan demonstrating the capability of the building for adaptive re-use in the future.</p>	<p>Development that is structurally incapable of adaptive reuse.</p>	 <p>Example of mixed-use development</p>

TABLE 2: DEVELOPMENT STANDARDS

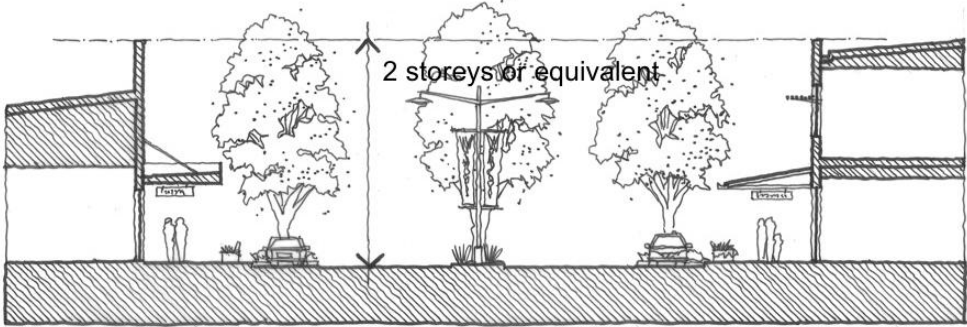
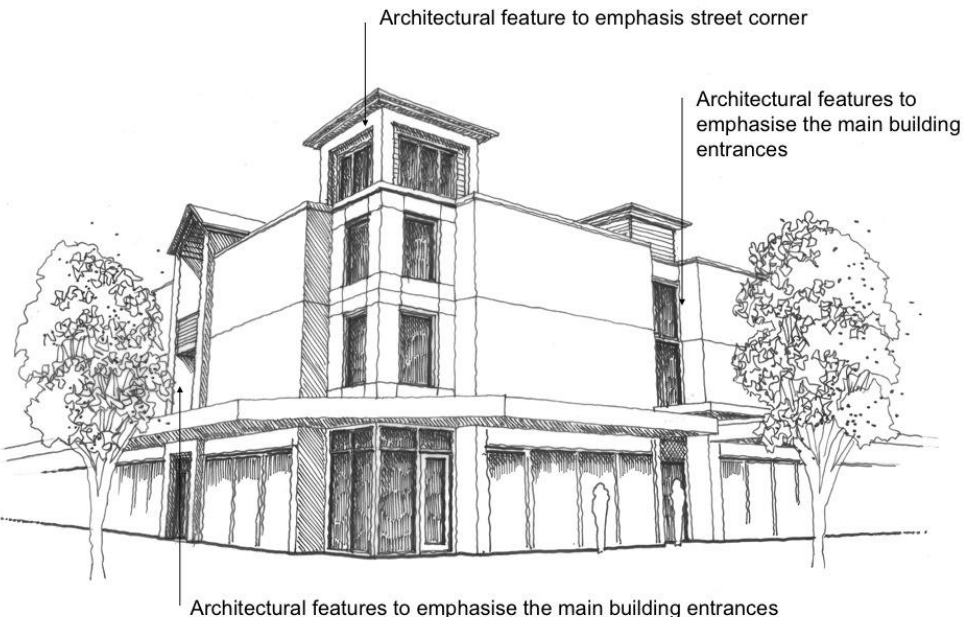
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Policy Positions	Acceptable Standards (unless otherwise stated, all standards must be met)	Unacceptable Standards (unless otherwise stated, if any one of the following standards are met or exceeded, the application will be refused)	Illustration
2. BUILT FORM			
2.1 Buildings are of an appropriate scale and design to contribute to the built form of the Town Centre.	a) Commercial or mixed use development must present a minimum two storey façade to the public street.	Development that presents a single storey façade to the public street.	 <p>Minimum 2 storey scale</p>
	b) Employ architectural features to create landmark buildings that emphasise corners and building entrances to increase legibility of the town centre.	Development that does not employ any architectural features to emphasise corners and building entrances.	

TABLE 2: DEVELOPMENT STANDARDS

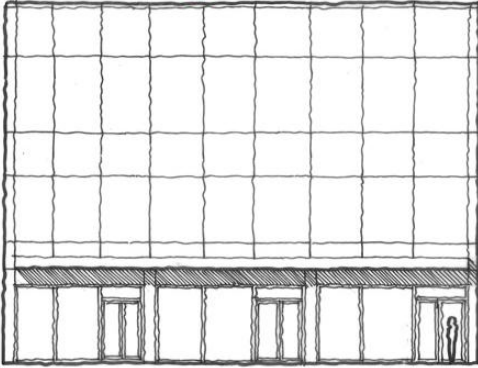

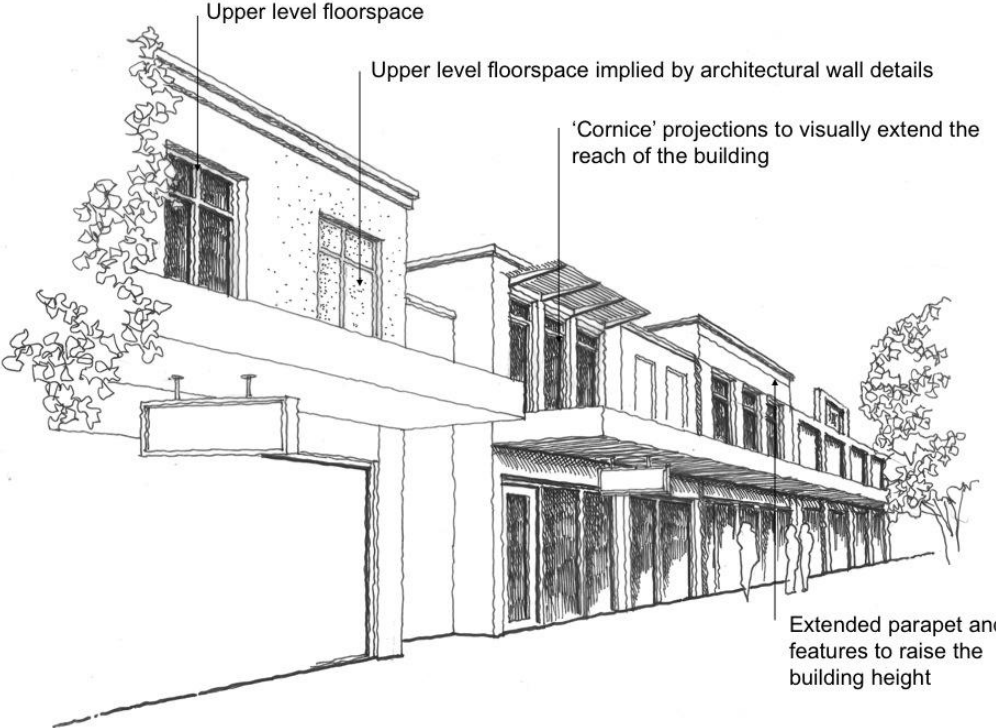
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Policy Positions	Acceptable Standards (unless otherwise stated, all standards must be met)	Unacceptable Standards (unless otherwise stated, if any one of the following standards are met or exceeded, the application will be refused)	Illustration
	<p>c) Utilise an architectural treatment that breaks down building mass to provide visual relief through building structure, cladding and glazing.</p>	<p>Development that presents blank, monotonous facades and limited architectural relief.</p>	<div><div><p>Limited architectural relief</p></div><div><p>Architectural relief provided through building structure, cladding and glazing</p></div></div>
	<p>d) Incorporate architectural features to add to the scale, height and presence of the development;</p> <p>e) Employ changes in material, height and elevation plane, and use features such as balconies to create visual interest.</p>	<p>Development that does not incorporate a variety of materials, height and elevation treatments.</p>	<div><p>Upper level floorspace</p><p>Upper level floorspace implied by architectural wall details</p><p>'Cornice' projections to visually extend the reach of the building</p><p>Extended parapet and features to raise the building height</p></div>

TABLE 2: DEVELOPMENT STANDARDS

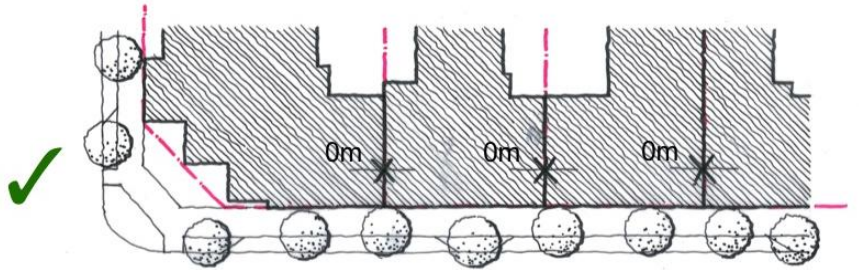
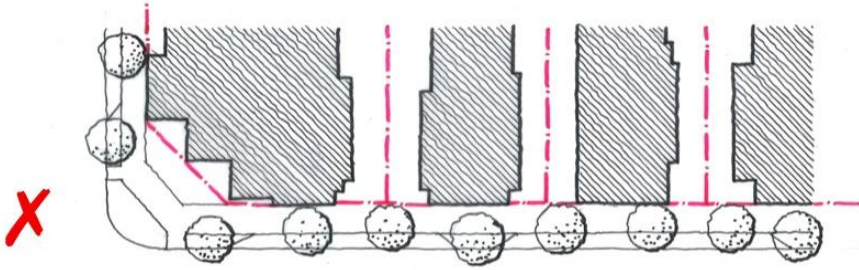
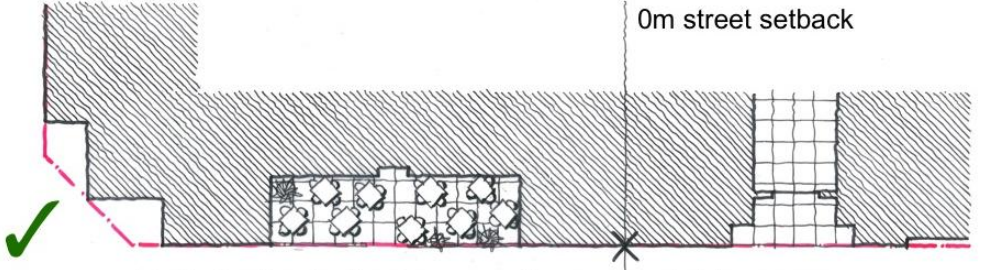
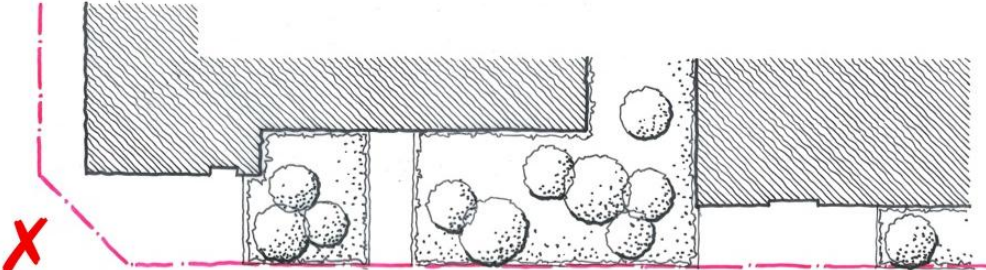
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Policy Positions	Acceptable Standards (unless otherwise stated, all standards must be met)	Unacceptable Standards (unless otherwise stated, if any one of the following standards are met or exceeded, the application will be refused)	Illustration
3. BUILDING PLACEMENT			
3.1 Buildings are appropriately placed on each site.	a) All development must be built to the side boundaries of the lot in order to present a contiguous built frontage to the street.	Development that does not provide a contiguous street frontage.	 <p>Contiguous street frontage (0m side setbacks)</p>  <p>Non-contiguous street frontage</p>
	b) Commercial or mixed use development must achieve a nil street setback, except at building entrances or dedicated al-fresco dining areas; and	Commercial or mixed use developments that are setback from the street.	 <p>Limited setbacks for corners, entrances, and al fresco areas</p>  <p>Setbacks waste space and reduce urban character in commercial areas</p>

TABLE 2: DEVELOPMENT STANDARDS

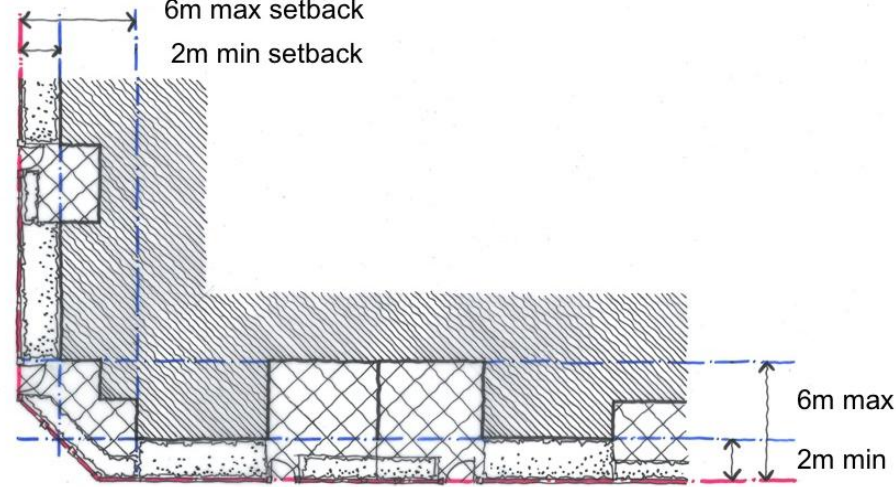
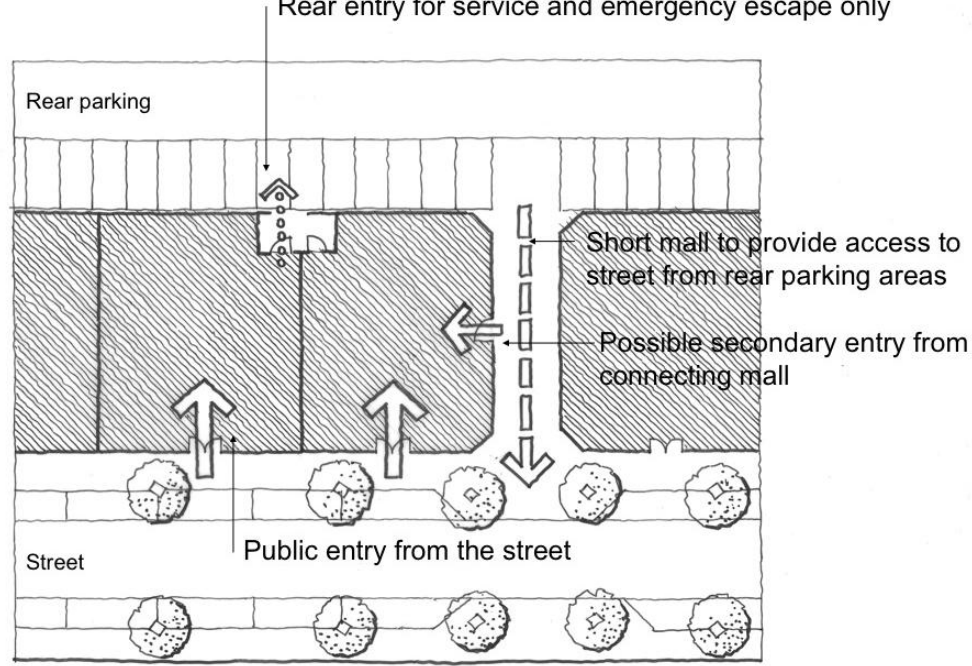
COLUMN A Policy Positions	COLUMN B Acceptable Standards (unless otherwise stated, all standards must be met)	COLUMN C Unacceptable Standards (unless otherwise stated, if any one of the following standards are met or exceeded, the application will be refused)	COLUMN D Illustration
	c) Residential development must be setback a minimum of 2.0 metres and a maximum of 6.0m from the street boundary.	Residential developments that are setback less than 2.0 metres or setback more than 6.0 metres.	 <p>Modest setbacks provide a degree of separation from the street for residents, but large setbacks waste space and reduce urban character</p>
4. STREET INTERFACE			
4.1 Development presents a predominantly activated frontage to public streets.	a) All development must provide the primary building entrance from the street.	Development that does not provide the primary building entrance from the street.	 <p>Principal entrances from the street</p>

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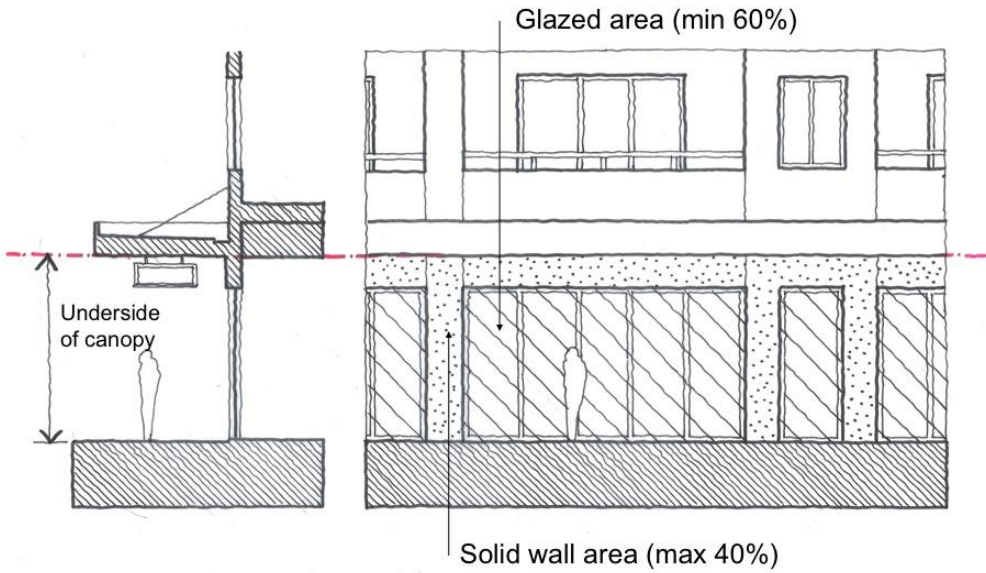
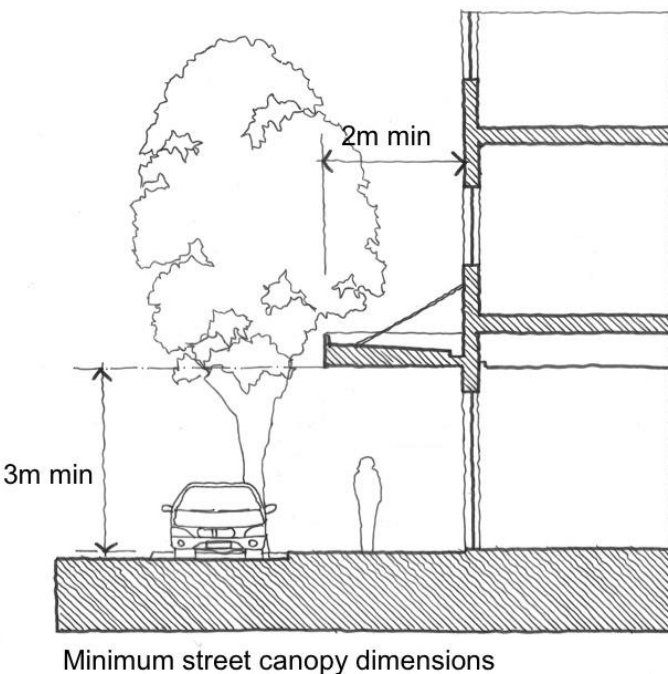
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	<p>b) Provide glazed areas along the building's street frontage to provide lines of sight into and from the building with no more than 40% solid walls.</p>	<p>Development that provides more than 40% solid walls along the building's street frontage.</p> <p>Development that does not provide lines of sight into and from the building.</p>	
	<p>c) Commercial or mixed use development must provide a weather protecting awning over the pedestrian footpath along the entire street frontage of the building.</p> <p>The minimum dimensions are:</p> <ul style="list-style-type: none"> • 2 metres in depth; and • 3 metres in height above footpath. 	<p>Development that does not provide weather protecting awnings along the entire street frontage and does not meet the minimum dimensions specified in Column B.</p>	

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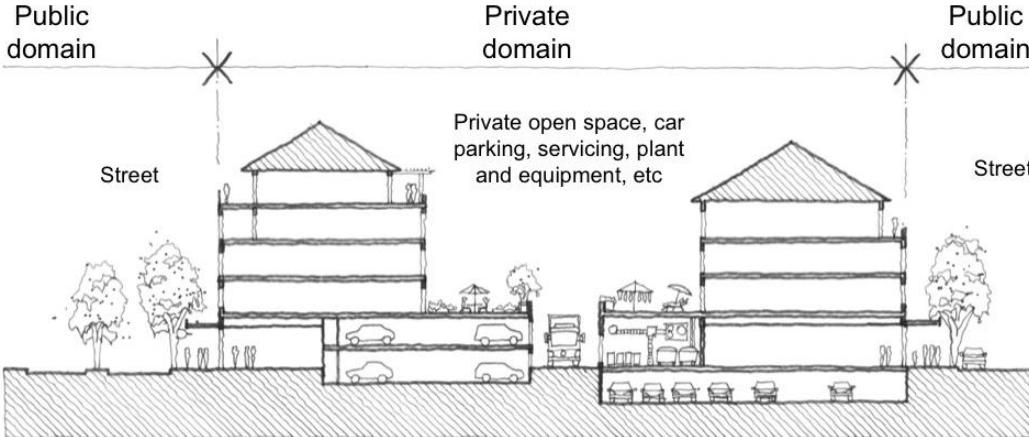
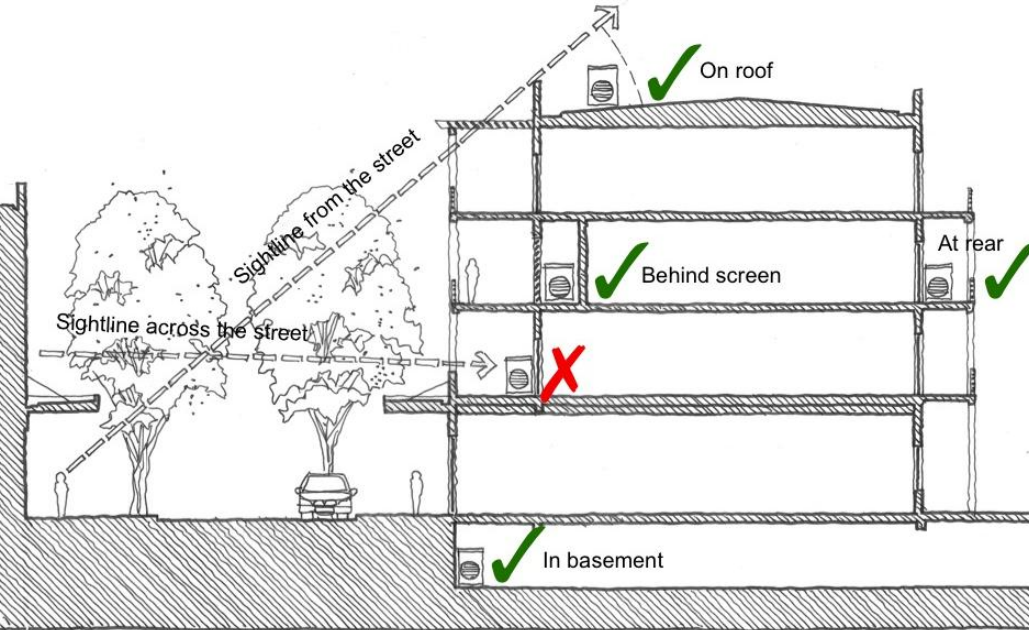
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Policy Positions	Acceptable Standards (unless otherwise stated, all standards must be met)	Unacceptable Standards (unless otherwise stated, if any one of the following standards are met or exceeded, the application will be refused)	Illustration
	d) Private areas for the sole use of occupants and for the location of services, shall be clearly demarcated from the public domain, and preferably located at the rear of developments.	Development that does not clearly demarcate the private domain from the public domain.	 <p>Public domain Private domain Public domain</p> <p>Street Private open space, car parking, servicing, plant and equipment, etc Street</p> <p>Public and private areas should be clearly distinguished from each other</p>
	e) Locate servicing, plant and equipment out of sight from the public domain and other users of the street.	Development that locates servicing, plant and equipment in view of the public domain.	 <p>Sightline across the street Sightline from the street</p> <p>On roof ✓ Behind screen ✓ At rear ✓ In basement ✓</p> <p>Mechanical plant and services located out of view from the public domain</p>

TABLE 2: DEVELOPMENT STANDARDS

COLUMN A	COLUMN B	COLUMN C	COLUMN D
Policy Positions	Acceptable Standards (unless otherwise stated, all standards must be met)	Unacceptable Standards (unless otherwise stated, if any one of the following standards are met or exceeded, the application will be refused)	Illustration
5. CONNECTIVITY			
5.1 Development contributes to the connectivity of the centre.	All development must facilitate vehicular and pedestrian connections of: a) Rocca Way to Conlan Avenue; b) Rocca Way to Civic Drive; c) Yagan Place to Windan Way; and d) Servite Terrace to Wanneroo Road.	Development which compromises the vehicular and pedestrian connectivity of the centre.	
6. CAR PARKING			
6.1 New development is provided with sufficient vehicle parking bays that do not detract from the streetscape or built form outcomes.	a) Provide vehicle parking bays for non-residential development at a rate of 1 bay/50m ² net floor area; b) Provide vehicle parking bays for residential development at a rate of 1 bay/unit; c) Vehicle parking is made available for general use and access into and through these areas is protected by an easement in gross.	<i>Note: There are no unacceptable standards. Where a proponent is unable to meet the acceptable standards, a financial contribution as determined by the City may be required to be payable to the City for the provision of a public car park.</i>	

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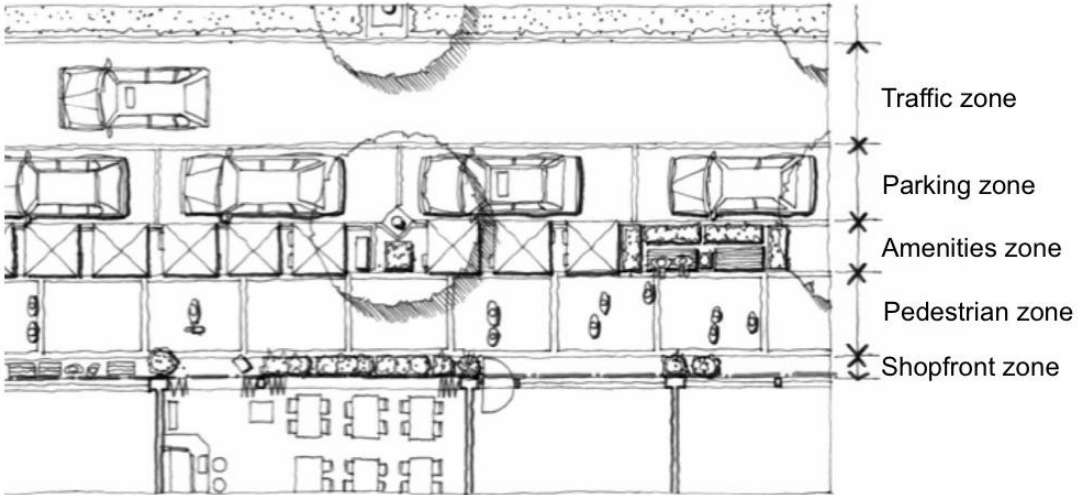
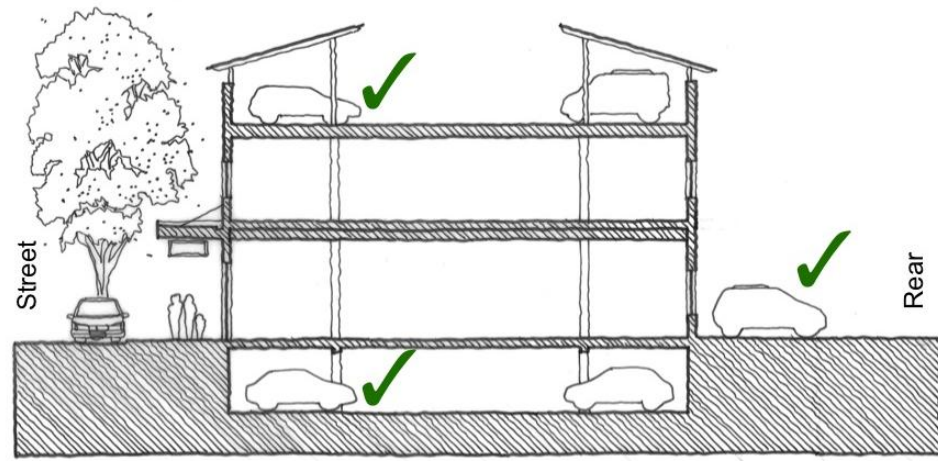
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Policy Positions	Acceptable Standards (unless otherwise stated, all standards must be met)	Unacceptable Standards (unless otherwise stated, if any one of the following standards are met or exceeded, the application will be refused)	Illustration
	d) Provide on-street vehicle parking parallel to the public street where required.	Development that compromises the provision of on-street vehicle parking parallel to the street.	
	e) Locate on-site vehicle parking areas above, below or at the rear of buildings away from public view.	Development that proposes on-site vehicle parking areas within the public view.	 <p>Off-street parking located under, above, or behind the building</p>

TABLE 2: DEVELOPMENT STANDARDS

COLUMN A	COLUMN B	COLUMN C	COLUMN D
Policy Positions	Acceptable Standards (unless otherwise stated, all standards must be met)	Unacceptable Standards (unless otherwise stated, if any one of the following standards are met or exceeded, the application will be refused)	Illustration
	f) Locate vehicle parking and servicing access from a Right of Way where available, or from a secondary street where there is no alternative access from a Right of Way.	Development that provides access to vehicle parking and servicing from a primary street where access from a secondary street or Right of Way is available.	
	g) Provide crossovers from secondary streets and from a Right of Way.	Development that provides crossovers from a primary street. Development that provides a second crossover from the same street.	

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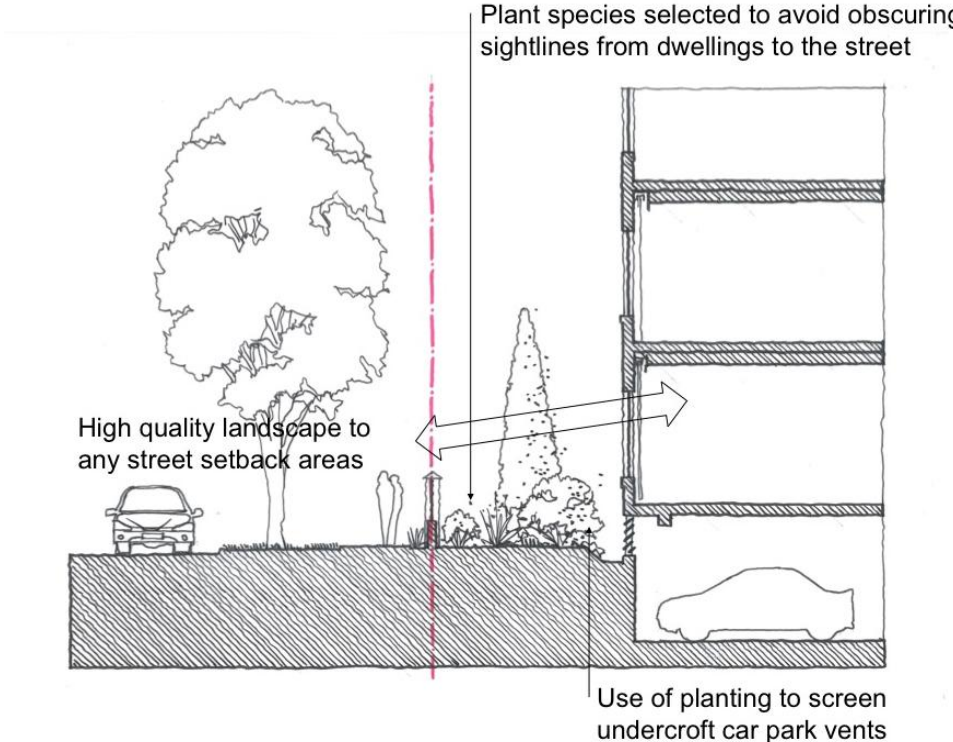
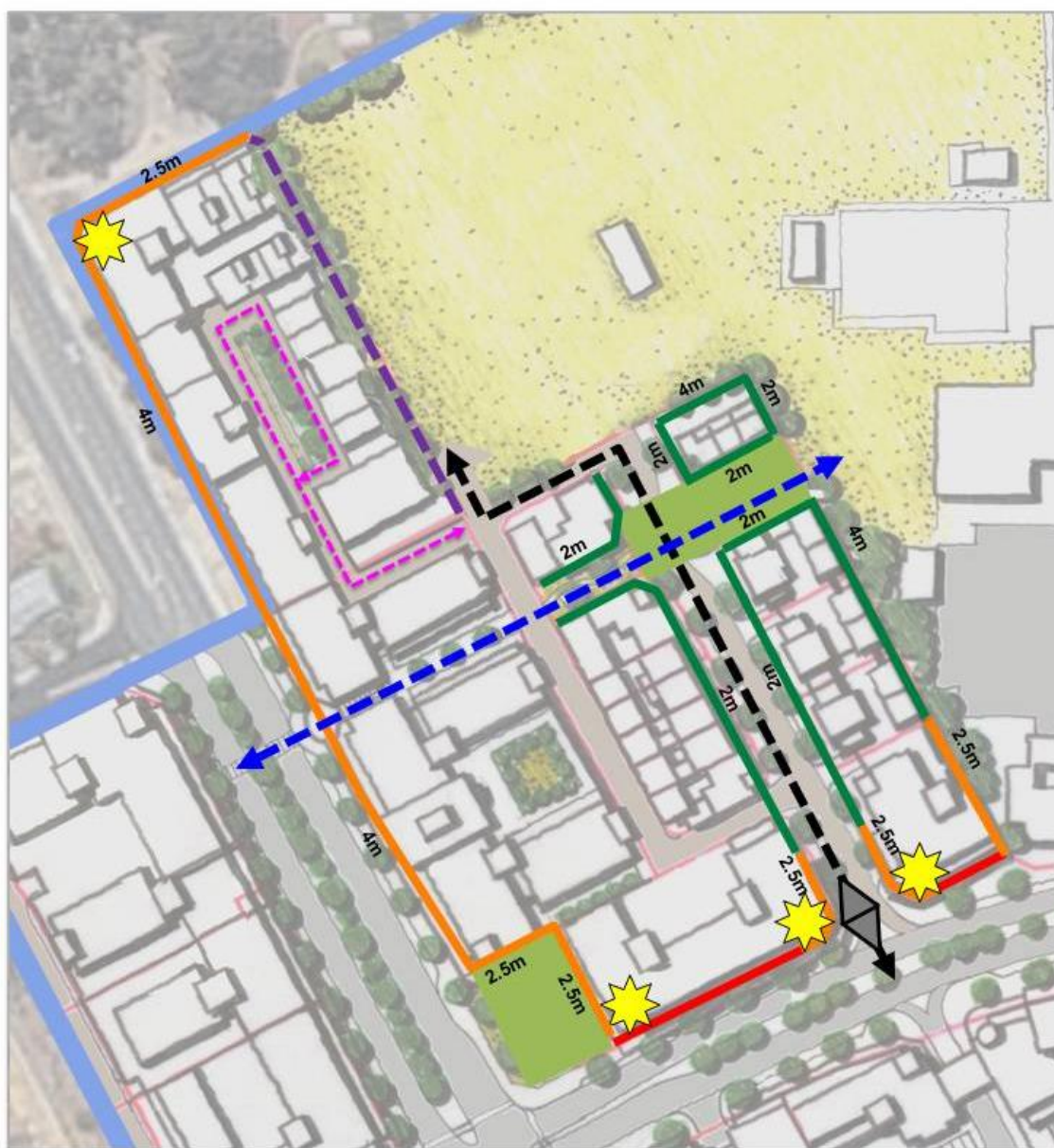
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Policy Positions	Acceptable Standards (unless otherwise stated, all standards must be met)	Unacceptable Standards (unless otherwise stated, if any one of the following standards are met or exceeded, the application will be refused)	Illustration
7. LANDSCAPING			
7.1 Landscaping is provided to enhance streetscapes, pedestrian environment and generally improve the visual amenities of the area.	<p>a) All development must provide landscaping treatments in car parking areas and access ways.</p> <p>b) Where development is setback from the street, landscaping must be provided within the front façade.</p>	<p><i>Note: There are no unacceptable standards. The provision of landscaping on site may be waived subject to the applicant agreeing to fund the cost of upgrading and/or landscaping the adjoining verge areas in accordance with Council's requirements.</i></p>	

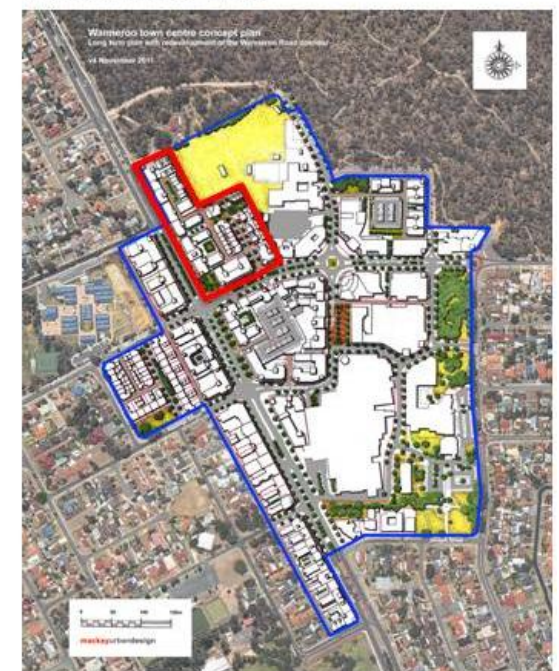
TABLE 3: PRECINCT STANDARDS - NORTHERN SUB-PRECINCT

COLUMN A	COLUMN B	COLUMN C	COLUMN D
Policy Positions	Preferred Uses	Acceptable Standards	Unacceptable Standards
<ol style="list-style-type: none"> To create high density urban housing in proximity to services of the Town Centre; and To consolidate a mix of employment generating land uses. 	<ul style="list-style-type: none"> Educational establishment Medical centre Office Residential R60 to R-AC3 Showrooms 	<p>In accordance with the Northern sub-precinct framework plan shown below, development must:</p> <ol style="list-style-type: none"> Facilitate vehicular and pedestrian access points and linkages; Accord with the lot layout/arrangement; Retain significant vegetation in open spaces and street reserves; Provide appropriate setbacks; Incorporate architectural features that have been endorsed by a suitably experienced and qualified urban designer or architect. 	<p>Development of land which may adversely prejudice the future planning and development of the Northern Sub-Precinct Plan where:</p> <ol style="list-style-type: none"> The scale and extent of the proposed development impedes the eventual achievement of a coordinated road network between lots; and The nature, extent and permanency of the proposed development presents a long-term constraint to the ultimate development of the area.

NORTHERN SUB-PRECINCT FRAMEWORK PLAN



LOCATION PLAN



LEGEND

- Architectural landmark feature (utilising a bolder architectural treatment or a taller architectural element), with definition of such at the City of Wanneroo's discretion.
- Two-way vehicular exit / entrance
- Mandatory zero street setback
- Allowable zero street setback (figure indicates maximum street setback)
- Other setback with minimum dimension in figures
- 24hr pedestrian access required
- Preferred road location
- Interface treatment
- Indicative internal road arrangement
- Opportunity for tree retention in open space or street reserve



TABLE 3: PRECINCT STANDARDS - WESTERN SUB-PRECINCT

COLUMN A	COLUMN B	COLUMN C	COLUMN D
Policy Positions	Preferred Uses	Acceptable Standards	Unacceptable Standards
<ol style="list-style-type: none"> To create medium to high density urban housing in proximity to services of the Town Centre; and To allow for low intensity commercial uses that can be integrated with medium to high density housing. 	<ul style="list-style-type: none"> Consulting rooms Home business Residential R60 to R-AC3 	<p>In accordance with the Western sub-precinct framework plan shown below, development must:</p> <ol style="list-style-type: none"> Facilitate vehicular and pedestrian access points and linkages; Accord with the lot layout/arrangement; Retain significant vegetation in open spaces and street reserves; Provide appropriate setbacks; Incorporate architectural features that have been endorsed by a suitably experienced and qualified urban designer or architect. 	<p>Development of land which may adversely prejudice the future planning and development of the Western Sub-Precinct Plan where:</p> <ol style="list-style-type: none"> The scale and extent of the proposed development impedes the eventual achievement of a coordinated road network between lots; and The nature, extent and permanency of the proposed development presents a long-term constraint to the ultimate development of the area.

WESTERN SUB-PRECINCT FRAMEWORK PLAN



LOCATION PLAN



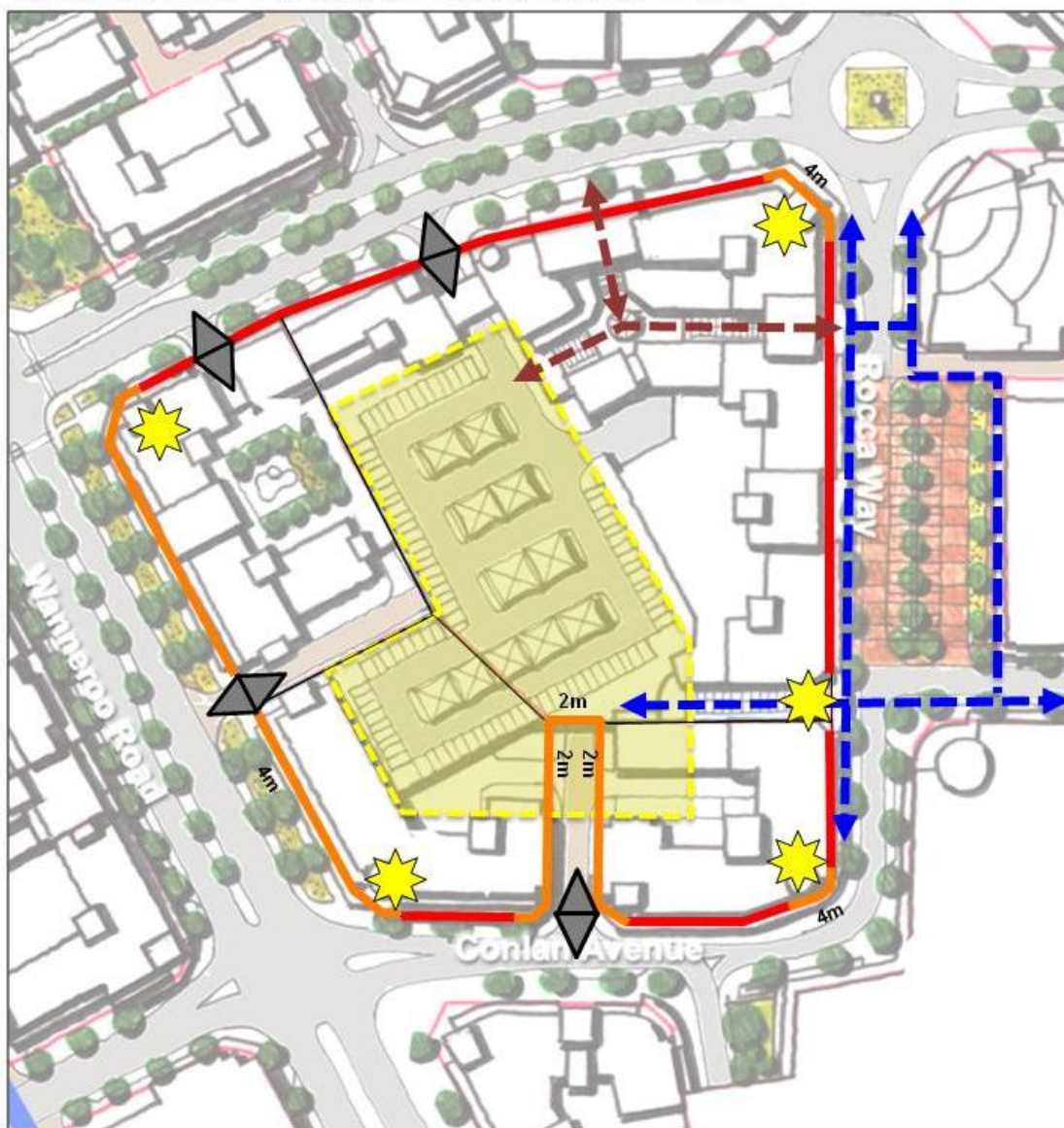
LEGEND

- Architectural landmark feature (utilising a bolder architectural treatment or a taller architectural element), with definition of such at the City of Wanneroo's discretion.
- Two-way vehicular exit / entrance
- Other setback with minimum dimension in figures
- 24hr pedestrian access required
- Preferred road location
- Opportunity for tree retention in open space or street reserve

TABLE 3: PRECINCT STANDARDS - CENTRAL SUB-PRECINCT

COLUMN A	COLUMN B	COLUMN C	COLUMN D
Policy Positions	Preferred Uses	Acceptable Standards	Unacceptable Standards
<ol style="list-style-type: none"> To provide a coordinated pattern of development to manage the fragmented nature of land ownership; To generate a mix of commercial and entertainment uses; To create a vibrant and active main street along Rocca Way; To provide an accessible and consolidated car park; and To facilitate greater pedestrian connectivity. 	<ul style="list-style-type: none"> Department store Hotel Office Restaurant Shop Tavern 	<p>In accordance with the Central sub-precinct framework plan shown below, development must:</p> <ol style="list-style-type: none"> Facilitate vehicular access points and pedestrian linkages; Accord with the lot layout/arrangement; Provide a centralised car park; Provide appropriate setbacks; and Incorporate architectural features that have been endorsed by a suitably experienced and qualified urban designer or architect. 	<p>Development of land which may adversely prejudice the future planning and development of the Central Sub-Precinct Plan where:</p> <ol style="list-style-type: none"> The scale and extent of the proposed development impedes the eventual achievement of a coordinated road network between lots; and The nature, extent and permanency of the proposed development presents a long-term constraint to the ultimate development of the area.



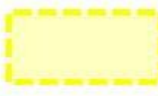





CENTRAL SUB-PRECINCT FRAMEWORK PLAN



LOCATION PLAN



LEGEND

-  Architectural landmark feature (utilising a bolder architectural treatment or a taller architectural element), with definition of such at the City of Wanneroo's discretion.
-  Two-way vehicular exit/entrance
-  Indicative area for a main car park for the central sub-precinct
-  Mandatory zero street setback
-  Allowable zero street setback (figure indicates maximum street setback)
-  24hr pedestrian access required
-  Business hours pedestrian access required
-  Opportunity for tree retention