

The background image shows a modern, multi-story building with a dark facade and large glass windows. A silver car is parked on the street in front of the building. A large, semi-transparent blue triangle is overlaid on the left side of the image, pointing towards the bottom right. The text is placed within this blue area.

BRABHAM DISTRICT CENTRE Precinct Structure Plan

Part One - Implementation Report

AUGUST 2022

CLE Town Planning + Design

Title: Brabham District Centre Precinct Structure Plan
Part One | Implementation Report

Prepared for: Stockland Pty Ltd

CLE Reference: 2142Rep958C

Date: 17 August 2022

Status: Final

Prepared by: CLE Town Planning + Design

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ENDORSEMENT PAGE

This activity centre plan is prepared under the provisions of the City of Swan Local Planning Scheme No. 17.

IT IS CERTIFIED THAT THIS ACTIVITY CENTRE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

10 April 2018

Signed for and on behalf of the Western Australian Planning Commission:



an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:



Witness

13 April 2018

Date

10 April 2028

Date of Expiry

Table of Amendments

| AMENDMENT NO. | DESCRIPTION OF AMENDMENT | AMENDMENT TYPE | DATE APPROVED BY WAPC |
|---------------|---|----------------|-----------------------|
| 1 | Reconfigure the Shopping Centre Precinct by introducing a larger residential component. | Standard | 01 November 2022 |
| | Facilitate a new layout for the Mixed Use / Community Precinct. | | |

EXECUTIVE SUMMARY

The Brabham District Centre Precinct Structure Plan will facilitate the development of a district centre for the growing residential community in Brabham and surrounding suburbs including Dayton, West Swan, and Henley Brook.

Located at the corner of Youle-Dean Road and Everglades Avenue, the centre has been contemplated and provided for in a range of higher-level planning documents, including SPP4.2 – Activity Centres for Perth and Peel (SPP4.2), the Albion District Structure Plan (DSP), and the Albion (Brabham) Local Structure Plan 1C (LSP). The City of Swan Local Planning Scheme No. 17 (LPS 17) also outlines the objective for Special Use zone 10, the applicable zone for the structure plan area, to provide for retail and commercial facilities to service the needs of the Albion (now Brabham) area.

This structure plan is made pursuant to LPS 17, including the deemed provisions for local planning schemes of the Planning and Development (Local Planning Schemes) Regulations 2015 (the deemed provisions).

The planning for this activity centre has been led by Stockland, as the primary landowner of the structure plan area, in consultation with the WAPC, the Department of Planning, Lands and Heritage ('DPLH') and the City of Swan ('City').

The activity centre is planned to provide:

- A shopping centre that will ultimately grow to accommodate a supermarket/s and a discount department store, with associated speciality stores and mini-majors, providing up to 20,000sqm of retail floorspace.
- A pedestrian-focused main street, with highly active edges, accommodating retail, commercial, and potential residential uses (at upper levels).
- A district community centre.
- Car-based retail and commercial uses along major roads.
- A variety of residential sites, both for short-term and long-term development.
- Consolidated car parking areas.
- Highly legible, well-designed pedestrian linkages to connect all parts of the activity centre.
- Suitable provisions to allow for the transition from the activity centre to surrounding residential areas.

This structure plan, as required by the relevant clauses of the deemed provisions and relevant provisions of LSP 1C, provides the primary land use, built form and strategic planning controls for the Brabham District Centre, and is to be given due regard in the consideration of development and subdivision applications by the relevant determining authority.

The District Centre will be developed over a number of stages, the first of which is complete. Further development will proceed according to market demand.

The DSP and LSP have already planned for the delivery of relevant services, infrastructure and roads that will support the activity centre.

The structure plan will facilitate the provision of a district centre to service the rapidly emerging surrounding residential community, in a manner and form consistent with higher level planning documents.

Table 1: Land Use Summary

| ITEM | DATA | STRUCTURE PLAN REF. |
|-------------------------------------|---|------------------------------------|
| Structure Plan area (ha) | 12.9 | Part 1, s. 1 Structure Plan Map |
| Area of each land use proposed (ha) | Residential: 4.76 Commercial: 6.88 Community Centre: 0.50 | Part 2, s.2.1 and 2.2 |
| Estimated lot yield | 119 | Part 2, s.2.2.2 |
| Estimated dwelling yield | 119 | Part 2, s.2.2.2 |
| Estimated dwelling density | 16.7 (gross Urban-zoned) | Part 2, s.2.2.2 |
| Estimated population | 320 (2,000+ within walkable catchment) | Part 2, s.2.2.2 |
| Number of secondary schools | Nil | Refer to Albion DSP |
| Number of primary schools | Nil | Refer to Brabham LSPs |
| Estimated commercial floorspace | 30,000sqm NLA (20,000sqm shop-retail NLA) | Part 2, s.2.1 |
| Open space (ha) | Nil | Part 2, s.2.4 |

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1.0 STRUCTURE PLAN AREA

This structure plan applies to the Brabham District Centre at the intersection of Youle-Dean Road and Everglades Avenue, Brabham, Western Australia.

The structure plan applies to all areas within the boundary identified on the structure plan map.

2.0 STRUCTURE PLAN CONTENT

This structure plan consists of:

- Part One – Implementation (as amended) (this section)
- Part Two – Explanatory Section
- Appendices – Technical reports supporting the structure plan, and planning reports supporting the amendments to the structure plan

Part One of the structure plan comprises the structure plan map and planning provisions. Part Two and all Appendices are references provided to guide the interpretation and implementation of Part One.

3.0 STRUCTURE PLAN OPERATION

This structure plan comes into effect on the day it is approved by the WAPC, the date of which is outlined on the endorsement page. As per the deemed provisions from the date of endorsement this structure plan is to have effect for a period of 10 years, unless otherwise determined by the WAPC.

Unless otherwise specified, the words and expressions used in this structure plan shall have the respective meanings given to them in LPS 17.

Nothing in this structure plan is to be interpreted as limiting clause 5.5 of LPS 17 which allows for variations to site and development standards and requirements.

Nothing in this structure plan is to be interpreted as limiting clause 43 of the deemed provisions that outlines that a decision-maker for an application for development approval or subdivision approval in an area that is covered by an structure plan is to have due regard to, but is not bound by, the structure plan.

4.0 STAGING

Development in the structure plan area can be progressed in the near term, as services and some adjoining roads are already under development or in place due to the ongoing development of the Whiteman Edge residential estate by Stockland.

The following infrastructure items are required prior to the occupation of development in the structure plan area:

- Construction of Youle-Dean Road between Lord Street and Everglades Avenue.
- Construction of Everglades Avenue between Youle-Dean Road and Woollcott Avenue.
- Appropriate provision of all essential services.
- Construction of Mayfield Drive between Woollcott Avenue and Youle-Dean Road (to enable stage 2 of development in the Shopping Centre Precinct only).

The configuration of the above roads is to be line with the Transport Impact Assessment at Appendix 2.

The staging of the retail and residential components will take place in line with market demand, with further discussion of potential staging of development outlined in part two of this structure plan.

Development in the Mixed Use/Community Precinct can only commence upon agreement being made between the landowner and the City of Swan on a district community centre site within that precinct, or elsewhere in the activity centre or locality.

5.0 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

5.1 District Centre Objectives

Development in the structure plan area shall align with the following objectives:

- The Brabham activity centre is to offer the local community a high-quality, retail-focused mixed use district centre development.
- All parts of the activity centre are to be connected via a pedestrian spine from Youle-Dean Road to Jungle Park at the activity centre's northern boundary.
- A main street is to be provided between Everglades Avenue and Mayfield Drive. This street will be the focus of activity in the centre, and will be treated with high quality landscaping and activated frontages.
- The centre should accommodate safe and pleasant pedestrian and cyclist internal movement, and connections to surrounding areas.
- Community and other non-retail, commercial land uses are to be accommodated in the centre to ensure there is a diversity of land uses.
- Non-residential development is to be designed with consideration of potential amenity and visual impacts to residential development within and beyond the activity centre boundary.
- Surrounding and internal roads, intersections and crossovers are to be designed to allow for the safe and efficient movement of vehicles to and from the centre.

Subdivision and development of land within the structure plan area should be generally in accordance with the structure plan and the corresponding zone or reserve under TPS 3.

5.2 Precincts

As outlined on the structure plan map, the structure plan area is divided into precincts. In addition to the overall activity centre objectives, development in each of the precincts should respond to the precinct vision statement and objectives in Table 2.

Table 2: Precinct Vision and Objectives Table

| | MIXED USE / COMMUNITY | SERVICE COMMERCIAL | SHOPPING CENTRE | RESIDENTIAL |
|-------------------------|--|---|---|--|
| Vision Statement | <p>This precinct will accommodate the northern portion of the main street, with a mixture of commercial buildings fronting the main street.</p> <p>A community centre will be located fronting Jungle Park.</p> | <p>This precinct will predominantly accommodate a mix of car-based retail uses and car parking, drawing such uses away from the main street environment to ensure it is not negatively impacted by these incompatible uses.</p> <p>The built form will offer appropriate presentation to Youle-Dean Road and Everglades Avenue.</p> <p>Some non-retail commercial uses may also be accommodated in this precinct.</p> | <p>This precinct will accommodate a mix of retail and commercial land uses in a shopping centre environment, with active uses concentrated toward the main street.</p> <p>The precinct will include some large format retail uses (including supermarket/s, a discount department store, and mini majors), and a consolidated area for car parking in the southern portion of the precinct.</p> | <p>This precinct will accommodate medium-density residential development provided in accordance with the yield and density targets in SPP 4.2.</p> |
| Objectives | <p>Provide for a mix of uses, including commercial.</p> <p>Provide a district community centre site.</p> <p>Provide a safe and pleasant connection from the Shopping Centre Precinct to Jungle Park.</p> <p>Provide for development that activates the main street.</p> <p>Provide an amenable interface to surrounding development.</p> | <p>Provide for car-based uses away from the main street.</p> <p>Provide development that is attractive to Youle-Dean Road and Everglades Avenue.</p> <p>Provide for development that is also accessible for pedestrians, and linked to the Shopping Centre Precinct.</p> | <p>Provide a convenient district shopping centre environment for the surrounding community.</p> <p>Provide for development that activates the main street.</p> <p>Provide safe and pleasant pedestrian connections.</p> <p>Provide an amenable interface to surrounding development.</p> | <p>Provide for a mix of residential housing types.</p> <p>Provide an amenable interface to the Service Commercial and Shopping Centre Precincts.</p> |

5.3 Land Use Permissibility

The structure plan precincts have land use permissibility as per Table 3. Where precincts are allocated a zone as defined in LPS 17, that precinct shall have the same land use permissibility as that zone unless a variation to that land use permissibility is outlined in Table 3.

Table 3: Land Use Permissibility Table

| CONTROL | MIXED USE / COMMUNITY | SERVICE COMMERCIAL | SHOPPING CENTRE | RESIDENTIAL |
|---|---|---|--|--|
| Land use permissibility as per LPS 17 zone | General Commercial | General Commercial | General Commercial | Residential |
| Variations to land use permissibility of the identified zone | Aged or Dependent Persons Dwelling – P Amusement Parlour – P Civic Use – P Grouped Dwelling – P Home Business – P Home Occupation – P Home Office – P Market – P Multiple Dwelling – D Place of Worship – D Recreation – Private – P Single Bedroom Dwelling – P | Amusement Parlour – P Convenience Store – P Market – P Motor Vehicle Repair – A Place of Worship – D Recreation – Private – P Service Station – A | Aged or Dependent Persons Dwelling – D Amusement Parlour – P Convenience Store – P Grouped Dwelling – D Home Business – P Home Occupation – P Home Office – P Market – P Motor Vehicle Repair – A Multiple Dwelling – D Place of Worship – D Recreation – Private – P Service Station – A Single Bedroom Dwelling – D Single House – D Tavern – A | Grouped Dwelling – P Multiple Dwelling – D Single Bedroom Dwelling – P |

Limitations on Use

Residential land uses are not permitted on the ground level when directly fronting the main street.

Residential land uses are not permitted on the ground level when directly fronting the main street.

Other Requirements

Community-related land uses shall comprise the predominant use of the Community Centre Site as identified on the structure plan map. The final cadastral boundaries are to be determined in consultation with the City.

5.4 Built Form Controls

The development standards outlined in Table 4 apply to development in each of the precincts.

Table 4: Built Form Controls Table

| CONTROL | MIXED USE / COMMUNITY | SERVICE COMMERCIAL | SHOPPING CENTRE | RESIDENTIAL |
|--|--|--------------------|--|---|
| R-Code | R60 - 80 | n/a | R60 - 80 | R60 - 80 |
| Residential Development | <p>Residential density and development standards shall be in accordance with the allocated R-code.</p> <p>The allocation of specific residential densities shall be in accordance with the following criteria:</p> <p>(a) A base residential density coding of R60;</p> <p>(b) An R80 coding for lots that:</p> <ol style="list-style-type: none"> (i) Are within, abut or are in very close proximity to the Shopping Centre Precinct; (ii) Are larger than 800sqm in area, excluding balance of title lots. <p>Lot-specific residential densities, within the defined range, are to be assigned via a Residential Density Code Plan approved at the subdivision stage pursuant to Table 5 of this report.</p> | | | |
| Maximum Overall Building Height | <p>Architectural features and minor projections may extend above the maximum height at the discretion of the responsible authority.</p> <p>Maximum overall building height may be increased at the discretion of the responsible authority where it can be demonstrated any variation is consistent with the objectives of the structure plan and would not unduly adversely affect surrounding properties.</p> | | <p>Architectural features and minor projections may extend above the maximum height at the discretion of the responsible authority.</p> <p>Maximum overall building height for development within a High Speed Frontage to not exceed 12m.</p> <p>Maximum overall building height may be increased at the discretion of the responsible authority where it can be demonstrated any variation is required to achieve a four storey built form outcome and would not unduly adversely affect surrounding properties.</p> | <p>Architectural features and minor projections may extend above the maximum height at the discretion of the responsible authority.</p> <p>Maximum overall building height may be increased at the discretion of the responsible authority where it can be demonstrated any variation is consistent with the objectives of the structure plan and would not unduly adversely affect surrounding properties.</p> |
| Frontages | <p>Frontage types have been allocated for street frontages on the structure plan map. These frontage types, each with their own development standards, are to ensure that activity and built form is scaled and designed to respond to the relevant street context and foster the desired experience for users of the street.</p> <ul style="list-style-type: none"> • Development to street boundaries shall be in accordance with the standards for the allocated frontage type. • The standards are to be interpreted as minimums and therefore frontages can be developed at a higher activation level. For example, an allocated semi-active frontage may be developed as an active frontage. The frontage types, in order from highest to lowest activation are: Active; Semi-Active; Attractive; High-Speed. • Where a site is developed for solely residential purposes, then the applicable R-code provisions apply to the street interface of that development. | | | |

Active Frontages

This frontage type is concentrated around the main street, where a high level of activation and clear visual engagement with pedestrians is promoted. Built form along the active frontage shall be in accordance with the following:

- Default nil building street setback. Building setbacks may be supported where desirable to provide alfresco dining or similar activities that promote interaction between the internal use and public realm.
- Minimum ground floor to ceiling height of 3.6 metres. Minimum façade height of 5.2 metres to create a sense of enclosure for the pedestrian environment.
- Maximum building height of two storeys at the street interface. Additional storeys may be supported where setback further to create a clear separation of building forms and to not detract from pedestrian scaled street environment, solar access and view lines.
- Building façades to maximise building articulation, including 70% glazing (with at least 50% of glazed area unobscured) at ground floor and entrances directly accessible and visible from the street or public realm.
- Narrow, continuous building frontages to maximise tenancy opportunities and mix of uses.
- Awnings provided along at least 80% of each building frontage. Awnings to have minimum 3m under clearance and be wide enough to provide shelter to pedestrians without impeding surveillance.

Semi-Active Frontages

This frontage type relates to areas intended to reflect an urban character but do not necessarily accommodate highly active functions. Built form along the semiactive frontage shall be in accordance with the following:

- Default nil building street setback. Building setbacks may be supported to allow activities, landscaping and similar uses that create interest and surveillance between the building and public realm.
- Minimum and maximum building heights as per active frontages.
- Building façades to maximise building articulation, including 50% glazing at ground floor and windows and entrances accessible or visible from the street or public realm.
- Building frontages to be continuous where possible. Exceptions include where desirable to provide for access, parking or other public spaces and facilities.
- Awnings provided in accordance with active frontages where practicable to provide shelter to pedestrians.

Attractive Frontages

This frontage type is intended to ensure good design outcomes for areas where design limitations associated with 'big box' retail and commercial environments and service areas may occur, such as loading areas and inactive walls. Built form along the attractive frontage shall be in accordance with the following:

- Nil building street/reserve setback is permitted. Vehicle access and parking may be sited between the street and built form where adequately screened from view, or landscaped, so as to complement the amenities of adjacent streets and surrounding development.
- Maximum building heights as per high-speed frontages.
- Building façades to incorporate variations in depth, height, colour, texture and/or materials as well as openings (windows and doors) where practicable to create interest and surveillance and avoid visual monotony and blank walls to the public realm.
- Awnings to be provided along building frontages where practical to provide shelter to pedestrians.

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| High-Speed Frontages | <p>This frontage type reflects built form that is primarily experienced from passing vehicles travelling at speed, and not located in core pedestrian areas. This frontage will typically not consist of continuous built form. High-speed frontages should be designed generally in accordance with the following:</p> <ul style="list-style-type: none"> • Building setbacks up to 10 metres are permitted for the purposes of providing landscaping, vehicle access, circulation and queuing areas. Vehicle access, queuing and parking areas shall otherwise be sleeved behind buildings and designed so as not to visually dominate street frontages or other public spaces. • Maximum building heights to achieve visibility from passing trade on integrator roads while maintaining a human scale, solar access, and view lines that do not detract from the amenities of surrounding development. • Building façades, including entries, glazing and signage, to incorporate building articulation and be oriented toward and clearly visible from the street where practicable to create interest and surveillance and avoid blank walls and inactivity to the public realm. • Awnings to be provided along each building frontage where practicable to provide shelter to pedestrians. Building entries to be connected via a legible footpath to the road. |
| Building Emphasis Locations | <p>Entryways to the centre and other key wayfinding locations as indicated on the structure plan map are to be highly visible and easily recognisable from street level and from a distance. Built form should generally incorporate the following to emphasise the 'landmark' role of these locations:</p> <ul style="list-style-type: none"> • Second storeys and/or prominent parapet heights and/or more pronounced facades at key points. • Distinct architectural features, materials and textures such as detailed panels, vertical and horizontal lines, and glazing. • Facades, glazing and entrances that address both street frontages and/or the public realm. |
| Architectural Design | <p>Architectural design across all precincts shall ensure variations in building plane, as well as materials, colours and textures.</p> |
| Vehicle Access Points | <p>Major vehicle access points should be in the general location and function as outlined on the structure plan map.</p> <p>All major site access arrangements are subject to a Transport Impact Assessment at the development application stage.</p> |
| Pedestrian Paths | <p>All road verges (except laneways) shall be provided with a pedestrian path with a minimum width of 2 metres.</p> <p>Pedestrian paths in road verges shall connect with major building entries.</p> <p>Dual use paths shall be designed to give priority to pedestrians and cyclists at vehicle access points to the activity centre.</p> |
| Pedestrian Linkages | <p>Pedestrian linkages through the structure plan area are to be provided generally where indicated on the structure plan map. Routes identified on the structure plan map should be considered indicative, and demonstrate one possible way of providing for a pedestrian connection through the activity centre.</p> <p>Designated pedestrian linkages are to provide direct connections through the structure plan area, and should be designed generally in accordance with the following:</p> <ul style="list-style-type: none"> • Be continuously sheltered and/or tree-lined. • Be of a typical minimum width of 3 metres. • Be of a grade and treatment so that it is able to be utilised by all sectors of the community. • Provide wayfinding signage at appropriate points to direct users of the activity centre. • Be well lit and provide seating at appropriate intervals. • Where the linkage passes through a building (for example a shopping centre), appropriate arrangements are to be put in place to allow for pedestrian passage at reasonable hours. |

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| Open Space | For multiple dwelling residential development, the minimum open space (% of site) is 20%. |
| Landscaping | All landscaped areas, including car parking areas, pedestrian links, and the main street, should demonstrate the implementation of high water efficiency design, including through the use of waterwise plans and trees as identified by the Water Corporation Plants Directory. |
| Car Parking | <ul style="list-style-type: none"> Car parking for all non-residential land uses shall be provided at a rate of 4 car spaces per 100sq.m of NLA, with the exception of Office and Showroom which shall be provided at a rate of 2 car spaces per 100sqm of NLA. Car parking for the activity centre is to be supplied in the form of off-street reciprocal and shared parking facilities and on-street or other public parking wherever possible. On-street parking opportunities shall be concentrated in the main street and within both sides of the Everglades Avenue road reserve as well as other convenient locations appropriate to different users and modes. Bays are to be designed to AS2890.1 and AS2890.6. Car parking for all residential uses is to be provided as per the Residential Design Codes. Small car bays (to the specifications of AS2890.1) are permitted off-street to a maximum of 25% of the non-residential off-street car-parking provided. At-grade car parking shall include a minimum 2 metre landscaping strip in the verge or in the lot along all street boundaries. At-grade car parking shall be provided with one tree for every 6 car parking bays. Non-residential car parking requirements are encouraged to be provided and/or shared across different sites within the activity centre boundary, subject to appropriate agreements being put in place. |
| Bicycle Parking and End of Trip Facilities | <ul style="list-style-type: none"> Residential development: in accordance with the R-codes. Non-residential development less than 500sq.m NLA: Minimum 2 bicycle parking rack spaces for occupants or visitors. Non-residential development 500sq.m or greater: <ul style="list-style-type: none"> For building occupants: <ul style="list-style-type: none"> Secure bicycle storage bays at a rate of 1 bay per 500sq.m NLA. End of trip facilities are required where 10 or more secure bicycle bays are required, with a minimum of 1 locker per bay, and a minimum of 2 showers (1 male, 1 female) for each bloc of 10 bays, to a maximum of 10 total showers. End of trip facilities are to be secure and conveniently located. For visitors: <ul style="list-style-type: none"> Bicycle parking rack spaces are to be provided at a rate of 1 per 750sq.m NLA and shall be located near building entrances. |
| Screening of Services | <ul style="list-style-type: none"> External fixtures (e.g. utilities, plant, equipment, infrastructure) are to be a similar colour to the building to which they are affixed and adequately screened so as not to be visually obtrusive when viewed from the road reserve or public realm. Service areas, including refuse and storage areas and loading docks, shall not front or face the street or public spaces unless these areas are fully integrated with the design of the centre so as to be 'sleeved' behind other externally-oriented buildings, and/or adequately screened from view of the public realm; and segregated to allow service vehicles to enter the public road in forward gear and avoid conflict with users of customer parking areas and pedestrian movement linkages. |

| | |
|----------------------------------|---|
| Signage | <ul style="list-style-type: none"> • A single pylon/monolith sign of no more than 16m in height shall be permitted for the purpose of providing a consolidated business sign for the centre visible from the road reserve. • All other signs shall not exceed 12m in height or be located so as to detract from the primacy of the consolidated centre sign. Signage shall be compatible in scale and siting so as not to detract from the amenities of the road frontages and nearby development. • Except where stated in this structure plan, signage is to be designed in accordance with the City's local planning policy for advertising signs within commercial zones (POL-C-070) or equivalent. |
| Main Street | <p>The main street, as identified on the structure plan map, is to be provided between Mayfield Drive and Everglades Avenue.</p> <p>The main street shall:</p> <ul style="list-style-type: none"> • Have a minimum width of 20 metres, and a maximum width of 25 metres. • Be appropriately designed and treated to slow vehicle speeds and prioritise pedestrian movement. • Be limited to a single crossover, for the purposes of facilitating access to the community centre site. • Be designed and landscaped to the satisfaction of the City of Swan. • Be designed and landscaped to a high standard that is reflective of its position as a main feature and gathering place for the surrounding community, and broader catchment. <p>The main street may be retained under private ownership providing that legal instruments are put in place to allow for City and public access at all times, with allowances for temporary, short-term closures for events.</p> |
| District Community Centre | <ul style="list-style-type: none"> • A district community centre site is to be provided in the Mixed Use / Community Precinct. • The district community centre site shall have a minimum area of 0.5 hectares in accordance with the Development Contribution Plan for DCA 1 – Brabham (Albion). • The final boundaries of the district community centre site are to be determined in consultation with the City. • The district community centre site shall interact with and be oriented to the adjacent pedestrian linkage and Jungle Park. • Vehicle Access to the district community centre site can be provided via the eastern edge of the main street and/or via a connection from Mayfield Drive. |

6.0 LOCAL DEVELOPMENT PLANS

A Local Development Plan may be required pursuant to a condition of subdivision approval prior to the development of any single houses or grouped dwellings within the structure plan area. Local Development Plan/s required pursuant to this provision should:

- Provide for R-code variations that reflect the desired urban character of the locality.
- Ensure that dwellings (where applicable) address the pedestrian linkage(s) that connects the main street to Jungle Park, enabling casual surveillance of the pedestrian linkage.
- Ensure that the potential visual and amenity impact of garages, bin storage, and other service facilities is minimised.
- Ensure that dwellings are appropriately protected from potential amenity impacts of non-residential development.
- Seek to minimise crossovers.

7.0 OTHER REQUIREMENTS

Land within the Precinct Structure Plan boundary is within Development Contribution Area 1 (DCA 1) as identified in the scheme map and schedule 13 of LPS 17, and the Development Contribution Plan for DCA 1 - Brabham (Albion) (as amended) should be read in conjunction with this Precinct Structure Plan.

A landowner shall be liable to make a cost contribution at the time and in the circumstances contemplated in Part 5A.2 of LPS 17 (as amended), and this will be imposed as a condition of subdivision or development approval, generally whichever is granted first.

8.0 ADDITIONAL INFORMATION

Table 5 outlines additional information required to ensure the fulfillment of the requirements of the structure plan. The below is in addition to the lodgement requirements of LPS 17.

Table 5: Additional Information Requirements

| ADDITIONAL INFORMATION | APPROVAL STAGE | CONSULTATION REQUIRED |
|--|--|-----------------------|
| Residential Density Code Plan allocating specific densities in accordance with the criteria in Table 4 of this report. | At subdivision and/or development application stage, at which time the Plan becomes part of this structure plan. | City of Swan |
| Landscape concept masterplan, including details of the main street, any pedestrian linkages, and any landscaped edges. | Prior to development approval of stage 1A in the Shopping Centre Precinct, and each subsequent stage of development. | City of Swan |
| Environmental Noise Assessment demonstrating capacity for non-residential development to comply with noise regulations, including taking into account future residential development in the structure plan area. | Prior to non-residential development approval in the Shopping Centre Precinct and Mixed Use / Community Precinct. | City of Swan |
| Signage strategy outlining the location and nature of signage. | At relevant development application stages in consultation with the City of Swan. | City of Swan |
| Safe Walk/Cycle to School Assessment, in accordance with WAPC Transport Impact Assessment Guidelines to inform the design of roads and safe crossing facilities. | At subdivision and/or development application stage. | City of Swan |

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| LEGEND | | |
|--|---|--|
| | District Centre Boundary | |
| PRECINCTS AND ZONES | | |
| | Mixed Use / Community Precinct | |
| | Residential Precinct | |
| | Service Commercial Precinct | |
| | Shopping Centre Precinct | |
| LAND USE | | |
| | Indicative Commercial Areas | |
| | Indicative Residential Areas | |
| OTHER | | |
| | Indicative Major Vehicle Access (Full Movement) | |
| | Indicative Major Service Vehicle Access (Full Movement) | |
| | Other Vehicle Access Points | |
| | Pedestrian Linkage | |
| | Dual Use Path | |
| | Building Emphasis | |
| FRONTAGES | | |
| | Active Frontage | |
| | Semi Active Frontage | |
| | Attractive Frontage | |
| | High Speed Frontage | |
| PROVISIONS | | |
| 1. A site for a District Community Centre shall be agreed with the City of Swan within the Mixed Use / Community Precinct. | | |
| 2. All site access arrangements are subject to a Transport Impact Assessment at the subdivision and/or development stage. | | |





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BRABHAM DISTRICT CENTRE Precinct Structure Plan

Part Two - Explanatory Report

JULY 2022

CLE Town Planning + Design

Title: Brabham District Centre Precinct Structure Plan
Part Two | Explanatory Report for Amendment 1

Prepared for: Stockland Pty Ltd

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Date: 6 July 2022

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1.0 BACKGROUND

1.1 Amendment Purpose and Scope

The primary purpose of Amendment 1 to the Brabham District Centre Precinct Structure Plan ('structure plan') is to reduce the geographic size of the Shopping Centre Precinct and facilitate an equivalent District Centre with a smaller footprint. This will necessitate a multi-level outcome, as opposed to the single-level District Centre envisaged in the original Activity Centre Plan ('Brabham ACP').

The land made available through the consolidation of the Shopping Centre Precinct will be included in a new Residential Precinct coded R60/80. This is a relatively high residential density for the local area and is appropriate given the proximity of the land to the District Centre and the planned Whiteman Park railway station. An overall development concept appears at Figure 1.

The opportunity is also being taken to edit the structure plan to reflect recent discussions with the City of Swan regarding the District Community Centre site shown on the existing ACP between Nuysia Way and Jungle Park. Flexibility to locate this either at the Everglades Avenue or Mayfield Drive end of the street block is being provided.

Progression of this amendment will facilitate subdivision and development of the new Residential Precinct and support, subject to market demand, the future expansion of the District Centre beyond its current 'Stage 1' configuration.

1.2 Existing Framework and Development Progress

The Brabham ACP was approved by the WAPC in April 2018. It covers the land identified in the overarching, pre-existing Albion (Brabham) District Structure Plan ('DSP') and the Brabham Local Structure Plan 1C ('LSP 1C') for a District Centre, fulfilling the requirements of those documents for more detailed, site-specific planning.

A copy of the approved ACP appears as Figure 2. It provides a framework for:

- Up to 30,000sqm of commercial Net Lettable Area, of which up to 20,000sqm may be Shop-Retail NLA;
- Limited residential areas coded R80 and R100;
- A range of frontage types including Active, Semi-active, Attractive and High Speed, depending on the street;
- Vehicular and pedestrian access points and routes; and
- A 5000sqm District Community Centre site as required by the City of Swan.

An Illustrative Concept Plan forms part of Part 2 of the existing ACP and envisages, for the Shopping Centre Precinct, a single-level shopping centre across the northern half of the precinct stretching from Everglades Avenue to Mayfield Drive. A large, single-level car-park is proposed across the southern half.



Figure 1 - Whiteman Edge District Centre Concept Plan

Source: Nearmaps

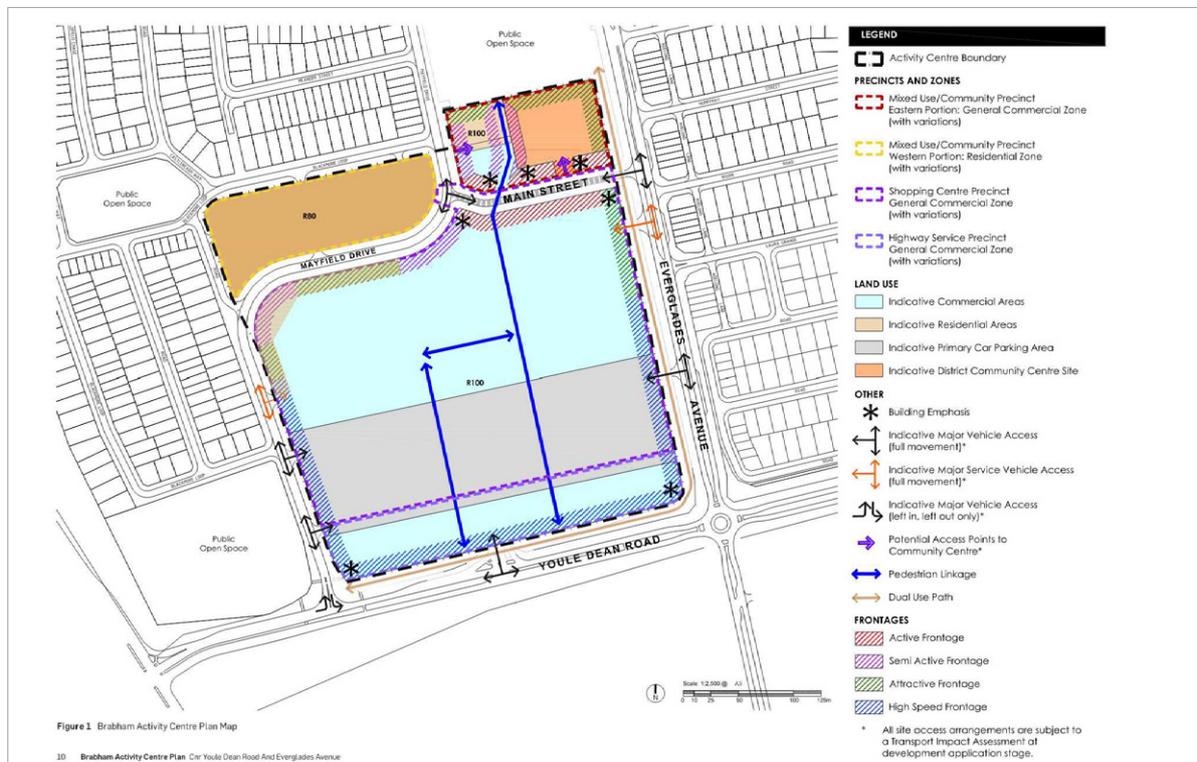


Figure 2 - Brabham Activity Centre Plan

Source: URBIS

Development of the District Centre pursuant to development approvals issued since finalisation of the ACP has progressed significantly, as follows:

- The entire structure plan area north of Youle-Dean Road has been bulk-earthworked and the surrounding streets, except for a portion of Mayfield Drive to the west, are complete and open to the public.
- Stage 1 of the Shopping Centre Precinct, anchored by a Coles supermarket and a number of specialty stores and a gym, opened in June 2021.
- Construction of the Highway Service Precinct is scheduled to commence in the second half of 2021, with tenants engaged for the majority of the floorspace identified for that area.
- Subdivision approval for the District Community Centre site has been granted and design work for the Community Centre is underway by the City of Swan and the landowner, Stockland. This process may result in a review of the approved site.

Over the course of the processes mentioned above, the Brabham area has urbanised steadily and planning for the Morley-Ellenbrook railway has progressed. These factors are combining to drive growth in land values to the extent that options for more efficient use of the original eleven-hectare District Centre are being sought. The District Centre is still considered viable and necessary, however, the expanse of at-grade car-parking envisaged in the original Brabham ACP is being reconsidered. A multi-level parking outcome is now favoured. This would facilitate a reduction in the geographic size of the Shopping Centre Precinct and make land available for another use in its western portion. Various options have been investigated over the past twelve months or so, including a primary school, and a residential outcome has been identified as the preference.

2.0 PROPOSAL

2.1 Consolidated Shopping Centre Precinct

2.1.1 Current ACP

The current ACP envisages a single-level shopping centre across the northern half of the Shopping Centre Precinct, stretching from Everglades Avenue to Mayfield Drive. A large, single-level car-park is shown across the southern half. Whilst typical of traditional and contemporary suburban shopping centre layouts, it is no longer considered that this outcome is appropriate for Brabham. More efficient use of the land is being sought, and with Stage 1 of the Shopping Centre Precinct operational, planning and design attention has turned to potential future stage/s.

2.1.2 Proposed Refinements

The project team has investigated options for a more efficient land use outcome for the Shopping Centre Precinct and proposes that it be reduced in size to approximately 7.5 hectares, as shown on the new Structure Plan Map. The resultant area makes use of the street frontages and access opportunities available from Nuytsia Way, Everglades Avenue and Youle Dean Road. Achievement of the net lettable commercial floorspace target being carried over from the current Brabham ACP depends on the delivery of a multi-level shopping centre outcome rather than the low-density, single-level shopping centre that was previously envisaged. One potential scenario for delivering this has been prepared by project architect Urbis and appears as Appendix 1. It demonstrates delivery of around 20,000sqm of net lettable commercial floorspace through:

- A minor, ground-level expansion of the existing shopping centre ('Stage 1') via a westward extension (necessitating remodelling of the existing car-park) and completion of a new component adjacent Nuytsia Way;
 - A two-level expansion on the southern part of the Shopping Centre Precinct comprising approximately 12,014sqm of net lettable commercial floorspace ('Stage 2').
 - Emphasis on the provision of a range of specialty stores to complement the major anchor tenants.
- Provision of a ground-level plaza between Stages 1 and 2 to act as a focal point and knit together the two components;
- Provision of two levels of car-parking above Stage 2, minimising the need for at-grade car-parking and freeing up other parts of the Shopping Centre Precinct for alternative uses;
- Delivery of the north-south pedestrian link shown on the existing Brabham ACP from Youle Dean Road up to Nuytsia Way and beyond;
- Maintenance of the existing service access areas and provision of a standalone service access for Stage 2 from either the entry road off Youle Dean Road or Everglades Avenue; and
- An appropriate interface to the commercial pad sites located within the Highway Service Precinct through co-location of service areas.

The basic principles applicable to this concept are all essentially unchanged from the scenario included with the current Brabham ACP and tested through the Retail Need and Sustainability Assessment that accompanied that document (LocationIQ, February 2017). The purpose of this structure plan amendment is not to change the function of the District Centre, only its form.

2.1.3 Commercial Floorspace Density

As stated, the development concept shown at Appendix 1 has been designed with the intention of maintaining the District Centre status of the Brabham Activity Centre. Despite being on a smaller site, the development concept offers an equivalent level of potential floorspace and service provision and, importantly, is not out of keeping with the commercial floorspace density evident at other suburban District Centres. Consideration of the commercial floorspace density enables assessment of the extent of commercial floorspace relative to the land area on which it is developed (similar to plot ratio). Project architects Urbis maintain a database of this information for Perth and Peel, and an extract is provided in Table 1 below.

Table 1: Performance of the District Centre concept relative to other suburban District Centres

| DISTRICT CENTRE (LARGELY COMPLETED, EX CENTRAL SUB- REGION) | LAND AREA (SQM) | NET LETTABLE FLOOR SPACE (SQM) | LAND AREA PER SQM OF NET LETTABLE FLOORSPACE |
|--|-----------------|-----------------------------------|---|
| Warnbro | 84,205 | 23,873 | 3.5 |
| Spearwood | 107,582 | 30,367 | 3.5 |
| Brabham (Proposed) | 70,936 | 19,442 | 3.6 |
| Girrawheen | 59,564 | 15,622 | 3.8 |
| Woodvale | 26,083 | 6,621 | 3.9 |
| Sorrento | 12,437 | 2,828 | 4.4 |
| Alexander Heights | 57,866 | 12,798 | 4.5 |
| Thornlie | 65,199 | 14,191 | 4.6 |
| Currambine | 149,943 | 32,181 | 4.7 |
| Forrestfield | 91,111 | 19,050 | 4.8 |
| Livingston | 94,499 | 19,285 | 4.9 |
| Gosnells | 232,526 | 46,748 | 5.0 |
| Brabham (Extg ACP) | 104,936 | 19,442 | 5.4 |
| Forest Lakes | 82,927 | 15,404 | 5.4 |
| Kalamunda | 247,765 | 41,522 | 6.0 |
| Byford | 59,148 | 9,567 | 6.2 |
| Madeley | 160,816 | 25,481 | 6.3 |
| Greenwood | 48,118 | 6,937 | 6.9 |
| North Forrestdale | 77,026 | 10,169 | 7.6 |
| Secret Harbour | 100,584 | 12,071 | 8.3 |

The District Centres listed are those located outside the Central Sub-region and largely completed. For comparison, the densest District Centres in Perth and Peel overall are Canning Bridge and West Leederville, with a ratio of 1.2 (i.e. for every 1sqm of net lettable floorspace, 1.2sqm of land area is occupied). The least dense is Secret Harbour, with a ratio of 8.3 (Others have lower ratios but have been excluded because of their immaturity). This demonstrates that the development concept for Brabham is realistic and makes efficient use of the site.

[2.1.4 Zoning and Land Uses](#)

The development concept informs the extent of the new Shopping Centre Precinct shown on the new Structure Plan Map. As it is currently, this precinct is proposed to be zoned 'Commercial'. Associated with this, limited changes to Part 1 (specifically, Tables 2, 3 and 4) are proposed.

[2.1.5 Staging](#)

The development concept should not necessarily be seen as a short-term development prospect. The existing shopping centre is sufficient to service the emerging Brabham community, and expansions are entirely market-dependent. The purpose of the development concept is to confirm that a District Centre is a feasible prospect on the smaller Shopping Centre Precinct and inform the built form requirements.

2.2 New Residential Precinct

[2.2.1 Precinct Description](#)

This amendment proposes to create a new Residential Precinct comprising:

- The western portion of the original Shopping Centre Precinct (approximately 3.4ha); and
- The residential cell north of Mayfield Drive that was formerly the 'Western Portion' of the Mixed Use / Community Precinct (approximately 1.3ha).

The original Brabham ACP made the following provisions for residential development in the area now proposed to be within the Residential Precinct:

- A Residential zone was applied to approximately 0.4 hectares of land fronting the south side of Mayfield Drive. This is configured in a narrow strip that would have accommodated one row of dwellings backing onto a commercial area.
- An R100 coding was applied to the above-mentioned Residential zone and the Commercial-zoned portion of the Shopping Centre Precinct. The Brabham ACP makes provision for multiple dwellings and grouped dwellings in this area.
- A Residential zone was applied to the above-mentioned 1.3 hectare land parcel north of Mayfield Drive and an R80 code applied. Subdivision approval across this area has not yet been sought.

Although capable of delivering apartments, the above-mentioned residential areas have not, to date, proven feasible for that purpose. At Brabham and in equivalent outer-urban locations, economic feasibility for apartments is proving marginal. Townhouses and cottages, including as grouped dwellings, have found a market in areas coded up to R80, however, smaller products are still often among the last to sell. The Morley-Ellenbrook railway is unlikely to change this scenario for Brabham because of the distance to the nearest planned station (Whiteman Park) and the distance to major destinations such as the Perth Central Business District.

The above-mentioned factors illustrate that the prospect of any residential development occurring in the context of the existing planning framework in the foreseeable future is limited. As such, a more residential-focused precinct with a lower density code is proposed. To this end, this amendment proposes a new 'Residential Precinct' characterised by the following:

- Inclusion of approximately 3.4 hectares of land no longer needed for the Shopping Centre Precinct, south of Mayfield Drive;
- Inclusion of the land north of Mayfield Drive that is currently in the 'Western Portion' of the Mixed Use / Community Precinct;
- A location-appropriate and market-responsive residential density coding of R60/80; and
- Provision for R-Codes variations via future Local Development Plan/s.

This amendment is accompanied by a development concept (shown within Figure 1) that envisages approximately 120 residential dwellings, including twelve grouped dwellings. This would be an increase of 55 on the previously-proposed residential scenario.

2.2.2 Dwelling Yields and Density Targets

The *Perth and Peel @3.5 million* planning framework sets an overall residential density target of 15 dwellings per gross hectare of urban-zoned land. This target was carried over from the previous planning framework, *Directions 2031 and Beyond* and is reflected in *Liveable Neighbourhoods*. LN also contains a yield target of 22 dwellings per hectare of net developable area ('NDA', being the land area available to the developer for sale for residential purposes).

For locations within the walkable catchment of an Activity Centre, such as Brabham, additional yield and density requirements apply via State Planning Policy No. 4.2: Activity Centres for Perth and Peel. Land within the walkable catchment of a District Centre is assigned a Target of 20 dwellings per gross Urban-zoned hectare and a 'Desirable' target of 30. In this context, the DSP and LSP 1C set a target of 30 dwellings per hectare of NDA within the walkable catchment of the District Centre, which is identified in the Brabham ACP as the 'Frame' area.

Table 2 summarises the performance of the LSP 1C area against these objectives if the residential development concept shown within Figure 1 is assumed.

Table 2: Performance of this structure plan against applicable yield targets

| PLANNING INSTRUMENT | METRIC | MIN. DWELLINGS PER HECTARE | NO. LOTS PROVIDED (EST) | LSP AREA | RESULTANT YIELD |
|---------------------|--|----------------------------|-------------------------|----------|-----------------|
| LN | Gross urban-zoned hectare | 15 | 1126 | 64.0 | 17.6 |
| LN, DSP, LSP 1C | Site hectare | 22 | 1126 | 33.6 | 33.5 |
| SPP 4.2* | Gross urban hectare within 400m of a District Centre | 20 | 713 | 42.7 | 16.7 |
| DSP, LSP 1C | Site hectare within 400m of the District Centre | 30 | 713 | 21.1 | 33.8 |

*August 2010 version. Revised version has been released yet.

The development concept shown within Figure 1 is subject to change at the subdivision stage, in which case the Net Developable Area would also change.

Table 1 demonstrates that the structure plan provides a framework for the achievement all applicable yield targets specified all applicable planning instruments. This performance reflects the density of the Whiteman Edge estate, which is Stockland's densest estate. It has a lower median lot size (292sqm) than the North-East corridor as a whole (377sqm) and accounts for 55% of the total market share for lots less than 250sqm in that corridor.

It should be noted that Figure 1 is not necessarily representative of the confirmed subdivision or development outcome for the Residential Precinct; it is one scenario, currently considered realistic, that could eventuate.

[2.2.3 Built Form](#)

The Residential Precinct is proposed to comprise residential densities of R60 to R80, with confirmation to occur through submission and approval of an R-Code Plan at the subdivision stage. This area benefits from its proximity to the District Centre, the District Community Centre planned for a site on Nuytsia Way and the Jungle Park on Everglades Avenue. The type of lot product envisaged for this area is as per Table 3 below.

Table 3: Potential lot products for the Residential Precinct

| | CONTEMPORARY FRONT-LOADED | REAR-LOADED COTTAGE | TERRACE | SMALL FRONT-LOAD |
|--------------------|---------------------------|---------------------|---------------|------------------|
| Typical width (m) | 10.5 to 15 | 6 to 10.5 | 4.5 to 6 | 7.5 |
| Typical depth (m) | 25 to 30 | 25 to 30 | 25 to 30 | 15 |
| Approx. area (sqm) | 260+ | 180+ | 112.5 to 180 | 112.5 |
| Built form control | R-Codes; LDPs | R-Codes; LDPs | R-Codes; LDPs | R-Codes; LDPs |

Built form controls will be implemented through a Local Development Plan/s prepared at the subdivision stage. Precinct Structure Plans can implement built form controls (including variations to the variations to the deemed-to-comply criteria of the Residential Design Codes, however, in this case LDPs are preferred because house designs for the Residential Precinct have not yet been confirmed. Section 6 of Part 1 of this structure plan makes provision for future LDPs.

2.3 Movement Network

2.3.1 Existing Movement Network

The structure plan, as amended, covers the same extent as the Brabham ACP, which itself was designed within roads that were either in place at the time, or proposed to be created in accordance with the DSP and LSP 1C. These perimeter roads are:

- Youle-Dean Road, which is a constructed, public Integrator A and B road providing access into the suburb of Brabham and, relevantly, into the District Centre via a full-movement intersection mid-way between Everglades Avenue and Mayfield Drive. Youle-Dean Road forms the southern boundary of the substantive District Centre site.
- Everglades Avenue, which is a constructed, public Integrator B road aligned north-south along the eastern edge of the District Centre. It provides access into the District Centre via Nuytsia Way (the constructed, public 'main street') and a private road south of the Stage 1 District Centre development.
- Mayfield Drive, which is a constructed, public Neighbourhood Connector road that forms the western and northern boundary of the existing Shopping Centre Precinct. This road is currently partly complete. Its northern and southern sections are open, the former providing access into the Stage 1 District Centre car-park and the latter providing access into (relevantly) the Highway Service Precinct via a new public road approved via WAPC Ref. 159316.

A Transport Impact Assessment prepared by Transcore (June 2021, 'the TIA', refer to Appendix 2) has confirmed that no changes to the standard or hierarchy applicable to the perimeter roads are required. In addition, no changes to the perimeter roads in terms of alignment are required as a result of the amendment. The requirements of LSP 1C in terms of technical standards and pedestrian / cyclist accessibility will continue to apply.

2.3.2 Proposed Movement Network

The only change to previously-proposed and/or approved internal streets occurs within the Residential Precinct. Specifically, the development concept provided at Figure 1 envisages:

- Two new Access Streets intersecting with the north-south section of Mayfield Drive; and
- One Access Street and two laneway intersections with Wanderer Way, which delineates the Residential Precinct and the Highway Service Precinct.

The TIA considers these roads and intersections in the context of the traffic volumes anticipated to be generated by the proposed District Centre, including the expanded Residential Precinct and assesses the adequacy of all internal and external roads, whether planned or completed.

The TIA concludes that the proposed structure plan amendment will not increase traffic flows on any roads adjacent to the District Centre such that further analysis or any change to the road hierarchy is required, nor any upgrades to existing roads.

2.4 Public Open Space

LSP 1C provides a framework for the provision of at least 10% of the Gross Subdivisible Area to be reserved for public open space ('POS'), consistent with Liveable Neighbourhoods. The actual delivery of POS through subdivision approvals and the pro-rata credit for district open space permitted via LSP 1C has resulted in approximately 12.7% of the gross subdivisible area being contributed to date.

The addition of new residential land within the Residential Precinct, as proposed in this amendment, results in the overall POS contribution for LSP 1C falling to 12.5%, which remains compliant with Liveable Neighbourhoods requirements.

Table 4: POS Schedule for LSP 1C incorporating the new Residential Precinct

| Public Open Space Schedule (all areas are in hectares) | | | |
|---|--|------------------------------|----------------------------|
| Site Area | | | 71.74 |
| Deductions | | | |
| | Everglades Avenue | 1.08 | |
| | Everglades / YDR widening | 0.49 | |
| | Public Purposes reserve | 1.60 | |
| | Primary Regional Roads reserve | 2.21 | |
| | Other Regional Roads reserve | 2.99 | |
| | DBNGP Easement | 0.28 | |
| | 1:1 Year Drainage within POS | 0.61 | |
| | District Centre (incl. Community Centre) | 6.88 | |
| | Restricted Open Space Surplus | 0.00 | |
| Total Deductions | | 16.14 | |
| Gross Subdivisible Area | | | 55.60 |
| POS @ 10% | | | 5.56 |
| Public Open Space Requirement | | | |
| May Comprise: | | | |
| | Min 8% unrestricted POS | 4.45 | |
| | Max 2% restricted POS | 1.11 | |
| TOTAL POS REQUIRED | | | 5.56 |
| Public Open Space Provided | | Unrestricted POS Area | Restricted POS Area |
| 1 | Local Park Central | 1.39 | 0.12 |
| 2 | Neighbourhood Park 1 | 0.40 | 0.19 |
| 3 | Neighbourhood Park 2 | 0.24 | 0.02 |
| 4 | Neighbourhood Park 3 | 0.45 | 0.00 |
| 5 | Neighbourhood Park 4 | 0.00 | 0.00 |
| 6 | Local Open Space (Drainage) | 1.51 | 0.00 |
| 7 | MU Corridor 1 | 0.64 | 0.30 |
| 8 | Pro-rata contribution to offsite POS | 1.69 | 0.00 |
| TOTAL (ha) | | 6.31 | 0.63 |
| Additional Deductions | | | |
| | Restricted Open Space Surplus | | 0.00 |
| Revised Public Open Space Contribution | | | |
| | Min 8% unrestricted POS provided | 6.31 | 11.4% |
| | Max 2% restricted POS provided | 0.63 | 1.1% |
| Total Creditable POS Provided | | 6.95 | 12.5% |

2.5 Bushfire Hazard Management

A portion of the structure plan area is identified as being bushfire-prone in the map database administered by the Department of Fire and Emergency Services ('DFES'). As such, State Planning Policy 3.7: Planning for Bushfire-Prone Areas ('SPP 3.7') applies. In accordance with SPP 3.7, a Bushfire Management Plan (Bushfire Prone Planning, May 2021; 'the BMP', refer to Appendix 3) incorporating a Bushfire Attack Level ('BAL') Contour Plan forms part of this structure plan. This assesses the bushfire hazards that are applicable to the parts of the structure plan area that are being modified.

The structure plan area is affected by BAL ratings arising from retained vegetation within the public open space near the Youle-Dean Road/Mayfield Drive intersection, which is classified as 'Forest' and 'Shrubland'. Vegetation classified as 'Scrub' on the south side of Youle-Dean Road also generates a bushfire hazard.

These bushfire hazards translate to Bushfire Attack Level ratings of up to 12.5 for portions of the Residential Precinct and the existing Highway Service Precinct. This is acceptable in the context of the requirements of SPP 3.7 for structure planning. Update/s to the BMP will be required at the subdivision stage to confirm BAL ratings for individual lots ahead of final certification prior to the issue of titles. These steps will be taken in accordance with SPP 3.7 in the normal manner.

3.0 CONCLUSION

Progression of this amendment to the Brabham District Centre Precinct Structure Plan will facilitate the provision of additional residential-zoned land through a reduction in the geographic extent of the Shopping Centre Precinct defined in the current Activity Centre Plan. It does not propose to downgrade the approved District Centre to enable this to occur. Instead, the single-level shopping centre outcome that was originally envisaged is proposed to be replaced with a multi-level option. The multi-level option is not currently needed and is not a binding scenario, however, it demonstrates that the smaller Shopping Centre Precinct is capable of supporting a District Centre as envisaged in previous planning. This represents a balanced land use outcome that ensures efficient use of increasingly valuable land near the planned Whiteman Park 'Metronet' station and facilitates the development of a District Centre that will meet the retail and service needs of the Brabham urban precinct.