



To this end the DAP identifies a north-south road-link through the property. This has been reviewed by Riley Consulting, which has advised that the link would not be required from a demand or safety/security perspective.

An open space area to retain trees is designated on the plan. After consultation with the Shire, an area of open space is designated in the NE corner of the property.

A matrix comparing the proposed subdivision and development outcomes facilitated by this LSP against DAP outcomes is provided at **Table 3** along with a justification for any departures proposed. The matrix demonstrates that, overall, the proposal would implement (or at least provide for the implementation in future stages) the significant majority of outcomes anticipated by the DAP and that where departures are proposed, they are minor and based on sound planning principles.

TABLE 3: LOCAL STRUCTURE PLAN AND BYFORD TOWN CENTRE DETAILED AREA PLAN COMPARISON

Detailed Area Plan Element	LSP	Comment
Battle axe lots not supported unless used to provide access to lots fronting the highway or POS.	✓	No battle axe lots are proposed.
Any fencing to the South West Highway and to open space is not to exceed 1.2 m.	✓	Noted – this will be reflected in detailed landscape design. Note that some higher walls may be required for noise attenuation.
No driveway access onto South West Highway.	✓	No driveway access is proposed.
Landscaping to be provided between subdivision and South West Highway.	✓	Noted – this will be reflected in detailed landscape design.
R20 densities implemented south of the Beenyp Brook.	✓	The Villages site implements densities greater than R20.
Service Road with landscape buffer to Nettleton Road.	✓	While a service road isn't required for the Villages development, a landscape buffer is provided allowing the protection of mature trees as far as possible.
Open space located to maximise tree retention.	✓	While not per the open space locations of the DAP, tree retention across the site has been informed by specific and detailed arbor and floristic survey. It has resulted in a road and open space network that maximises tree retention through vegetated buffers, pocket parks, conservation area and arbor ways.
Transition R5 and R10 to adjoining Rural Residential subdivision.	X	A 15 metre wide landscaped area is proposed as an alternative to ensure the retention of trees and to act as a visual buffer between Rural Residential lots and the Aspen Villages development.
R20/30 densities north of Beenyp Brook.	X	An equivalent average density of approximately R40 is achieved north of the Beenyp Brook. The household types catered for by this LSP require smaller dwelling and 'lot' sizes thereby allowing for a greater density. This is supported by the land's proximity to the Town Centre.
Road connections and layout per the DAP.	X	South of the Beenyp Brook the road layout is essentially per the DAP. North of the Brook, public road and/or pedestrian access is not compatible with the form of development proposed for safety and security reasons and the leasehold nature of development. No road connection is provided across the Brook, though pedestrian connection will be provided for. The bulk of vehicle movements would gravitate to the Highway then northwards to the Town Centre. This is catered for by the existing street network and, in the case of the pedestrians, the Beenyp Brook reserve.

**Lot 2 Nettleton Road, Byford
Local Structure Plan**

Detailed Area Plan Element	LSP	Comment
		<p>The DAP road layout north of the Brook is not required by the development form facilitated by the LSP. The Villages and Communities sites are separate entities catering to private residences and, therefore, have their own internal street network reflective of the function of each development.</p> <p>A road isn't proposed south of existing lots fronting to Beenyup Road. With uncertainty as to the timing and aspirations for the subdivision of these lots, a road in this location would likely become a poor street environment bounded by solid fencing (to the Communities and Villages sites) to the south and various standards of fencing and rear yard to the north. Lots fronting Beenyup Road could still subdivide albeit in a battleaxe arrangement.</p>
<p>Building setbacks – shall confirm with an R20 code unless specified otherwise.</p>	<p>N/A</p>	<p>South of the Brook setbacks shall be per the R10 density code on the residential lots. North of the Brook setbacks shall be self-regulated and cater to the dwelling site areas and modular building options available.</p>
<p>Dwelling Placement and Orientation – all dwellings shall front the street to maximise casual surveillance of the street or open space. At least 1 habitable room to face the street and to be on cardinal access for solar access. Living areas to be on northern side.</p>	<p>✓</p>	<p>This may be implemented on the single residential allotments south of the Brook at building licence stage.</p> <p>On the Community and Villages sites, although the street network is a private one, all dwellings will be oriented to provide surveillance of the street and, as far as practicable, solar orientation.</p>
<p>Building Materials and Colours – recommended walls of masonry construction, either rendered or un-rendered or weatherboard or fibro cement look weatherboards. Also colours that take inspiration from the local soils and vegetation.</p> <p>Walls of custom orb steel sheeting or concrete tilt up panels not supported. Colours that are garish and sharply contrasting with neighbouring dwellings not supported. Roofing of zincalume or white or off white powder coated metal not supported unless demonstrated that glare is not an issue.</p>	<p>✓</p>	<p>This can be implemented via conditions of development and/or building license approval.</p>
<p>Corner sites – new dwellings on a corner must provide a frontage to both streets. Achieved by feature windows, wrap around verandas, arch detailing to reduce visual impact. No blank building facades facing either street.</p>	<p>✓</p>	<p>This may be implemented on the single residential allotments south of the Brook at building licence stage.</p> <p>On the Community and Villages sites, although the street network is a private one, all dwellings may be oriented and designed accordingly.</p>
<p>Fences – new front fencing not encouraged. No fences over 1.2 m. Acceptable fencing includes open or closed timber pickets in keeping with the period of the house, brick in keeping with the period of the house, hedges, colours that compliment the house.</p> <p>Unacceptable fence types includes steel, swimming pool surround type, corrugated fibro cement, colours that are dark, garish and conflict with the dwelling, brush fencing, limestone.</p>	<p>✓</p>	<p>This may be implemented on the single residential allotments south of the Brook at building licence stage.</p> <p>On the Community and Villages sites, no fences are proposed.</p>



Detailed Area Plan Element	LSP	Comment
Boundary fences behind front setback line shouldn't exceed 1.8 m.	✓	This may be implemented on the single residential allotments south of the Brook at building licence stage. On the Community and Villages sites, fences will be provided between units not exceeding 1.8 m.
Garages/Carports – Ensure garage doesn't become dominant in order to maintain open character of streets and passive surveillance. Constructed from same or similar materials as the dwelling. Garages not to be in front of the building of the setback – unless open on all sides except where it abuts the dwelling, no other available or accessible location and no existing carport/garage. They must be visible from the street and be no wider than 6 m. If rear or side access available then it must be utilised for access. Crossovers shall be maximum width of 4.5 m.	✓	This may be implemented on the single residential allotments south of the Brook at building licence stage. On the Community and Villages sites, the carports will be of similar materials to the dwelling and will be located such that they do not dominate the internal street network. By way of example, tandem parking will be provided.
Servicing – Bin storage, clothes drying areas, air conditioning units, water heating systems and other plant or equipment to be located so not visible from the street. Noisy plant and equipment shall be located and insulated to minimise impact on neighbouring properties.	✓	This can be secured through appropriate development and/or building approval conditions.
Solar hot water system panels are acceptable to the street front facing north.	✓	As applicable.
Environmentally sensitive design – The Shire is committed to achieving environmentally sensitive development through sustainable building and design (water and energy efficiency, waste management) in subdivision design and development. Score sheet to be completed and submitted with each application for a new dwelling.	✓	Acknowledged – score sheet may, if required by Council, be submitted at time of development application for the Communities and Villages development.
Thermal mass internal wall or concrete floor with access to northern sun is encouraged.	✓	This can be secured through appropriate development and/or building approval conditions for the single residential allotments. Such outcome is not provided for by the construction methods employed in the Communities and Villages sites though alternative means to maximise sun penetration will be employed.
Non-glare materials.	✓	Glare generating materials will be avoided.
All northern glazed areas to be shaded by eaves, awning or permanent shade device extending between .4 and .7 times the height of the glazed area.	✓	This can be secured through appropriate development and/or building approval conditions for the single residential allotments. On the Communities and Villages site, appropriate shading mechanisms will be employed.
Design dwellings to maximise cross ventilation and insulation shall be provided.	✓	This can be secured through appropriate development and/or building approval conditions.
Water heating systems with 4-5 star energy rating is encouraged	✓	This can be encouraged at detailed design/approval stages.
Rainwater storage tanks encouraged – minimum size of 1000 litres	✓	This can be encouraged at detailed design/approval stages.
Re-use of grey water on gardens	✓	This can be encouraged at detailed design/approval stages.

**Lot 2 Nettleton Road, Byford
Local Structure Plan**

Detailed Area Plan Element	LSP	Comment
Stormwater – Subdivision to confirm with BDWP. This requires developers to achieve particular design objectives relating to water quality and quantity.	✓	A Local Water Management Strategy has been prepared to ensure compliance with the relevant objectives.
Sub soil drainage – where not present it shall be installed as a condition of building license.	✓	Drainage strategies are described in detail in the Local Water Management Strategy and Servicing Report with additional detail provided in the Urban Water Management Plan.
Water Sensitive Design – Local measures to reduce water export such as reduction in paved areas, use of pervious paved areas and installation of rain tanks encouraged.	✓	This can be secured through appropriate development and/or building approval conditions. Tree retention, use of arbor ways, pocket parks and buffer areas assist to reduce hardstand areas.
Landscaping – water wise and water efficient design principles.	✓	To be secured via detailed landscaping design.
Paving – where paths are necessary, wide concrete paths are most appropriate. Interruptions by crossovers should be minimised. Paths should be constructed at the back of kerb. Appropriate intersection treatments (coloured paving, ramps etc) may be required.	✓	As required, pathways in the public street network can be designed to this standard.
Walls & Structures – Limestone is inappropriate. Materials consistent with the natural environment of the locality are appropriate.	✓	To be secured via detailed landscaping design.
Street Trees – Planted at a rate of 10 per 100 metres. Type of street trees to be determined by Council & to be cognisant of above and underground services.	✓	To be secured via detailed landscaping design.
Road reserves – new reserves to be 20 metres wide to enable tree planting and allowing for drainage.	X	No new road reserves are proposed north of the Beenyup Book. South of the Brook the road reserves proposed are appropriate for the type of subdivision proposed and to accommodate a full range of services and landscaping. Reserves will tie in with existing roads, noting the 18 m width of Lazenby Drive.

4.6.3 DRAFT COMMUNITY FACILITIES & SERVICES PLAN 2020

A workshop was held in relation to this draft Plan on Thursday 19 June 2008.

The plan seeks to ensure a coordinated approach to the provision of public and private services within the Shire.

The Plan identifies that by 2020 the population of the Shire is expected to increase from approximately 13,500 people to 51,000 people. Byford is expected to accommodate a significant proportion of this. The population growth will result in increased pressure on existing infrastructure while necessitating investment in new infrastructure.

Furthermore, it is expected that the current population aged between 47 and 62 years will be retained within the Shire and progress to retirement over time. As such there is likely to be an increasing demand for aged care and health services.