

## TABLE OF CONTENTS

1. ATTENDANCE & APOLOGIES: .....	1
2. PUBLIC QUESTION TIME: .....	1
3. PUBLIC STATEMENT TIME: .....	3
4. PETITIONS & DEPUTATIONS:.....	3
5. PRESIDENT’S REPORT: .....	3
6. DECLARATION OF COUNCILLORS AND OFFICERS INTEREST: .....	3
7. RECEIPTS OF MINUTES OR REPORTS AND CONSIDERATION FOR RECOMMENDATIONS: .....	4
SCM01/09/06 REVIEW OF BYFORD STRUCTURE PLAN 2005 (A1320).....	4
SCM02/09/06 LOCAL STRUCTURE PLAN – SOUTHWEST BYFORD DOLEY ROAD PRECINCT VARIOUS LOTS (A1364/02) .....	14
8. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN.....	17
9. CHIEF EXECUTIVE OFFICER’S REPORT.....	17
10. URGENT BUSINESS: .....	17
11. COUNCILLOR QUESTIONS OF WHICH NOTICE HAS BEEN GIVEN:.....	17
12. CLOSURE:.....	17

- NOTE:**
- a) The Council Committee Minutes Item numbers may be out of sequence. Please refer to Section 10 of the Agenda – Information Report - Committee Decisions Under Delegated Authority for these items.
  - b) Declaration of Councillors and Officers Interest is made at the time the item is discussed.

MINUTES OF THE SPECIAL COUNCIL MEETING HELD IN THE COUNCIL CHAMBERS, 6 PATERSON STREET MUNDIJONG ON FRIDAY 1<sup>ST</sup> SEPTEMBER, 2006. THE PRESIDING MEMBER DECLARED THE MEETING OPEN AT 11.05AM AND WELCOMED MEMBERS OF THE PUBLIC PRESENT IN THE GALLERY, COUNCILLORS AND STAFF.

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**1. ATTENDANCE & APOLOGIES:**

IN ATTENDANCE:

**COUNCILLORS:** DL Needham ..... Presiding Member  
AW Wigg  
WJ Kirkpatrick  
KR Murphy  
JC Star  
EE Brown

**OFFICERS:** Mr B Gleeson ..... Acting Chief Executive Officer  
Mr S Bell ..... Director Engineering  
Mr R Montgomery . Executive Manager Strategic Community Planning  
Mrs S Langmair ..... Minute Secretary

**APOLOGIES:** Crs JE Price  
J Scott  
Mr D Long ..... Director Corporate Services

**GUEST:** Malcolm McKay - Consultant

**GALLERY: 17**

**2. PUBLIC QUESTION TIME:**

Public Question Time commenced at 11.06am

A Spagnolo

Q The proposed Orton Road bridge on the Byford Structure Plan (BSP) crosses over through their family property. Sought clarification when and if this will go through. This situation is affecting the sale of their property and when will her mother likely to be compensated for the loss of the sale of their property.

A The Executive Manager Strategic Community Planning (EMSCP) advised that this is a draft plan which is out for public comment. The Byford District Structure Plan 2006 (BDSP2006) seeks to better clarify a number of issues and regional road requirements is one of these which will require further liaison between State Government and Shire. Should there be any future requirement for land to be acquired by WAPC it will be dealt with under the Metropolitan Region Scheme and any compensation will be dealt with at the time pursuant to State Government legislation. The recommended course of action is to make a submission when the draft plan is released for public comment.

Q What is the timeframe.

A The EMSCP outlined public comment time frame as a 28 day period.

Colleen Rankin, South Crescent, Byford

Q Have any changes been made to the plan since Monday night.

A The EMSCP advised that some drafting modifications have been made to the plan and copies of the altered plan have been available on the Shire's website for the past two days and will be available to the public and Councillors for the purpose of this meeting.

Joe Gangemi

Q Why have the previous Byford Structure Plans been scrapped and questioned about staff input into this process?

A The EMSCP advised that the 2005 plan had several difficulties in important areas. Consultants were employed by the Shire. Supplementary studies are completed and proposed plans drafted. These plans are to be available as a part of the public consultation process.

Q How long has this revised process taken?

A The EMSCP explained the timeframe.

Q When was Council given this information ?

A The EMSCP advised that the report was provided to Councillors prior to the Ordinary Council Meeting on 28th August, 2006.

Q Mr Gangemi urged Councillors not to support the revised plan or the recommendation as put to Council at this Special Council Meeting.

Tony Simpson, MLA - Member for Serpentine Jarrahdale

Q Is Council going to hold a public meeting with regard to the proposal land if so when?

A The Shire President advised that a public meeting would be held and advised that this information is contained within the officers report to Council. She also advised that a date would also be determined which would follow the public comment timeframe.

Pino Gangemi

Q What is the reason for changing this structure plan?

A The Presiding Member advised that the original Byford Structure Plan did not take into account certain aspects eg traffic, urban design and the relationship between commercial centres throughout Byford.

Q It appears that 8 years of consultation have been a waste of time.

A The Presiding Member advised that this was not a waste of time and that this review was to clarify and give further detail to the existing plan to make it an exciting and liveable town.

Q Regarding through traffic and the effects it will have on existing business

A The Presiding Member clarified that this was not the case it was just diverting traffic from Byford. The plan proposed to create a main street which would attract pedestrians, cyclists and people to shop and spend time in town.

Q Regarding Abernethy Road

A The Presiding Member advised that a portion of Abernethy Road will become a local road linking across the railway between old and new town precincts and traffic lights will be constructed at the South Western Highway to further enhance amenity and safety.

Mike Keirnan, Mead Street, Byford

Q Is it correct that there will be two sets of road crossings over the railway line within a short distance?

A The EMSCP confirmed that this was the case in the proposed plan however as the populations grows and rail travel develops the need for crossings may be re-evaluated in the future.

Q The Abernethy Road diversion will go past the primary school and old peoples home.

A The EMSCP outlined this diversion would be a moderate volume of traffic only and would be designed to account for nearby uses.

Steven Kargotich

Q Proposal for relocation of the proposed primary school from Byford by the Scarp to Nettleton Road.

A The EMSCP outlined advice from the Department of Education regarding this proposal that at present the Byford by the Scarp site might not be developed for a school because its location was not optimal in terms of access to the catchment east of South West Highway.

Public Question Time concluded at 11.20am

**3. PUBLIC STATEMENT TIME:**

Nil

**4. PETITIONS & DEPUTATIONS:**

LWP Property Group – Phil Cuttone and Samantha Thompson

The statement included an introduction, comment on the submitted main precinct structure plan, the review of the Byford Structure Plan, comments on the Byford District Structure Plan 2006, the revised Main Precinct Local Structure Plan, Plan attributes, and an alternative recommendation for Council's consideration.

*(A full copy of the statement was provided to the meeting IN06/10648).*

**5. PRESIDENT'S REPORT:**

Nil

**6. DECLARATION OF COUNCILLORS AND OFFICERS INTEREST:**

Nil

**7. RECEIPTS OF MINUTES OR REPORTS AND CONSIDERATION FOR RECOMMENDATIONS:**

<b>SCM01/09/06 REVIEW OF BYFORD STRUCTURE PLAN 2005 (A1320)</b>		
Proponent:	Serpentine Jarrahdale Shire	In Brief
Owner:	Various	
Officer:	Ross Montgomery – Executive Manager Strategic Community Planning	Review of the Byford Structure Plan 2005 to Byford District Structure Plan 2006.
Signatures Author:		
Senior Officer:		To consider reports relating to various components of the adopted district Byford Structure Plan.
Date of Report	22 August 2006	
Previously	Various reports	It is recommended that this review be advertised for public comment pursuant to the provisions of Town Planning Scheme No. 2
Disclosure of Interest	No officer involved in the preparation of this report is required to declare an interest in accordance with the provisions of the Local Government Act.	
<b>Delegation</b>	<b>Council</b>	

Date of Receipt:	Not applicable
Advertised:	Required as per Scheme
Submissions:	Not applicable
Lot Area:	(As per Byford Structure Plan report)
L.A Zoning:	Various
MRS Zoning:	Urban, Urban Deferred and Rural
Byford Structure Plan:	Entire area
Rural Strategy Policy Area:	Not applicable
Rural Strategy Overlay:	Not applicable
Municipal Inventory:	Some properties are included
Townscape/Heritage Precinct:	Byford Town Centre
Bush Forever:	Various – Brickwood Reserve
Date of Inspection:	Not applicable

**Background**

Council resolved the following at its Ordinary Council Meeting held on Monday 28<sup>th</sup> August, 2006:

**OCM04/08/06 COUNCIL DECISION**

*Moved Cr Star seconded Cr Wigg*

- 1. Council defer consideration of the Byford District Structure Plan 2006 to a Special Council Meeting to be held on Friday 1<sup>st</sup> September, 2006 at 11.00am. The purpose of the deferment is to allow the Plan to be updated to reflect existing land uses in the Structure Plan area as identified by Councillors.*
- 2. The Department of Planning and Infrastructure be advised of Councils decision.*

*CARRIED 8/0*

The Byford District Structure Plan (BDSP) was adopted by the Shire in March 2005 after eight years of work by the Shire and planning consultants Taylor Burrell Barnett. The Plan was adopted by the Department for Planning and Infrastructure (DPI) in September 2005. Compared to District Structure Plans completed elsewhere in the Perth Region the BDSP lacks clarity in retail planning, traffic modelling, infrastructure staging and implementation and some elements of urban design. In addition there is some confusion evident with

respect to depiction of the Byford Urban Stormwater Management Strategy requirements in spatial terms on the Plan.

***A copy of the Byford Structure Plan is with the attachments marked SCM01.1/09/06***

A number of Local Structure Plans (LSP's) have been prepared and submitted for Shire for approval to advertise. Experience with implementing these through to subdivision has highlighted some areas of the Byford Plan which do not meet the Council expectations for sustainable urban design which includes walkable neighbourhoods, lots which are oriented for cost-effective and energy efficient housing design, and urban stormwater systems which are proving to be difficult to implement and commission at the time of subdivision. From this perspective it is evident the Plan can be improved and can be made more effective at meeting contemporary urban design and sustainability targets.

Byford Main Precinct

In December 2005, a local structure plan was submitted by LWP for the Byford Main Precinct. This plan was prepared for the Shire by Taylor Burrell Barnett, the authors of the BDSP. Somewhat surprisingly, given TBB had provided professional input and advice into the preparation of the BDSP, the LSP was lodged within a relatively short timeframe of adoption of the BDSP. Whilst this is not unusual, the fact that the LSP was inconsistent with the adopted BDSP was a cause for concern given the recent involvement of TBB in the district structure planning process.

Notwithstanding the above, the LSP for the Byford Main Precinct is inconsistent with the adopted BDSP in the following areas:

- Road location, function, hierarchy and cross section
- Location of retail centres
- Location of drainage corridors and function
- Provision of permanent water bodies; and
- Location of educational facilities

The BDSP adopted in 2005 did not have traffic modeling, retail strategy planning or any consideration to the staging of urban development and subdivision throughout the Byford Urban Cell. The changes to the LWP LSP therefore make it difficult for the Shire to adequately assess changes in a district wide context or to ascertain whether the redesign proposed by the LSP for the Byford Main Precinct provides a more sustainable planning and environmental outcome and/or to which landholdings.

Other Local Structure Plan

Other developers have also submitted LSPs for their individual landholdings and although many of these were consistent with the approved BDSP, in the course of assessing these some doubt has arisen about the efficacy and robustness of the BDSP 2005 as a tool for coordinating the implementation of urban development equitably to achieve the outcomes required by the Shire for sustainable urban development across all landholdings.

Comment

The particular issues raised by the Main Precinct LSP reinforced officer and Councillor concerns that the BDSP may possibly no longer be an appropriate basis for future planning of the Byford Cell. The author of the plan now describes it as a diagram rather than a plan and has previously called for Council to ignore the BDSP 2005 and supersede this with individual LSP's regardless of their consistency.

Council understands and remains committed to the importance of the BDSP to provide the overview and coordination for planning the entire urban district cell. Council also

appreciates that to ignore the BDSP 2005 could result in inconsistent and ad-hoc urban development using different design standards across development and creating incompatible examples of urban infrastructure and long-term costs to Council and the community.

These matters are currently highlighted as causing concern for all local governments and their communities in WA.

### The Review

Sensing the urgency of resolving this issue, Council resolved in March 2006 to undertake a prompt review of the Byford Structure Plan to enhance its capacity to direct local structure planning and to provide the necessary planning content and technical rigour against which different LSP proposals may be assessed. Recognising that the progress of the BDSP 2005 had taken several years of study and an extensive budget staff were requested to undertake a prompt and effective technical update study to bridge those gaps in technical areas such as traffic, retail strategy, drainage and infrastructure staging and sustainable urban design.

The Shire has engaged an urban design consultant, a retail planning consultant, a traffic engineering company and convened an interdepartmental drainage implementation and review panel to provide the necessary additional technical information to enhance the BDSP, to more fully understand the implications of proposed changes and to assist individual developers to refine their proposals to meet Shire expectations for sustainable urban development.

### Summary of Changes

The Updated Plan – the Byford District Structure Plan 2006 (BDSP2006) features the following:-

- A report covering issues of urban design, retail strategy, traffic model assumption, and strategy addressing the provision of infrastructure and staging of development.
- A plan depicting the urban form, commercial centres, roads, multi-use corridors, service corridors, environmental areas and public facilities.
- A staging plan identifying sub-cells and staging consistent with achieving cohesive planning and development of all necessary urban infrastructure including roads, foot paths, parks schools, community facilities, commercial centres, water management systems and green corridors.
- Criteria for drainage, urban design, landscaped open space and road function hierarchy and construction specifications are being prepared and will issue in the following months.

***A copy of the Byford District Structure Plan 2006 is with the attachments marked SCM01.2/09/06.***

### Changes

The update exercise has sought to maintain overall land use composition of and continuity with the Byford Structure Plan 2005 but to provide greater clarity of purpose and strategy to guide local structure and subsequent implementation to a cohesively sustainable urban outcome.

Some areas of deficiency have been identified and remedial measures effected to the new plan. In summary these are as follows:-

### Landuse

Employment - The BDSP 2005 has insufficient provision for employment generating land uses. This is one of its fundamental weaknesses and the revised plan seeks to set an

objective to create Byford as a centre for workers as well as residents. Employment areas will provide opportunities for local people to work within their community, and without a requirement to commute to work remote from the Shire. This is especially important given the lack of certainty to electric passenger rail services on the south-eastern railway. Until there is more certainty, the Shire will actively promote the establishment of employment generating land uses within Byford.

Residential diversity - The BDSP 2006 proposes a revision of the residential densities to create a greater spread of housing choice and to match better to the existing character of the town, which has larger lots, more trees and open spaces. The Byford Town Centre and to a lesser extent the Neighbourhood Centres, will contain precincts of mixed residential and retail/commercial development. This trend is already proving popular in urban hubs elsewhere in Perth and is more consistent with Network City ideas. It is also possible with mixed residential to create special needs housing for the elderly and other special needs groups. Larger lots are proposed for the margins of Byford where appropriate. Developers are also encouraged to consider different approaches to the tracts of suburban R20, in some cases Radburn principles may be warranted to achieve a walkable and green neighbourhood outcome.

## **Roads**

Functional Hierarchy - A functional road hierarchy has been identified and established within Byford as part of this redesign. This system intends to better manage through-traffic and to set a framework of street blocks which reinforce a north-south/east-west orientation. These roads will provide a more direct and purposeful route for cycling and public transport between neighbourhood centres, the Byford Town and other nodes. This will result in more sustainable access in terms of travel time, and in the reduction of car-dependence for accessing local needs.

In addition this cardinal north/south and east/west orientation will provide the best opportunity for lots to be created for optimum solar access and cost-effective passive solar energy design.

The Byford Town Centre is now more resolved in form and its frame of distributor roads no longer encourages busy routes of through-traffic in the centre. Pushing the distributor routes to the edge of the Town will activate the edges yet liberate the town main-street for slower access traffic, for walking and cycling and civic activities which may inspire future residents to spend time in the Town Centre.

A Town Centre Vision – urban form and design guidelines study will be commenced before the end of this year to provide a better indication to how the Town Centre will be laid-out in detail with open spaces and public roads and private space.

Deletion of the Thomas Road redirection into the Byford Cell - Based upon preliminary traffic volume estimates from our traffic model, this BDSP 2005 proposal is judged to be an unsatisfactory design idea due to its potential to congest the northern neighbourhoods with through-traffic and to interrupt the important District role of Thomas Road as a major through-route for the district and the sub-region. The deviation also imposed a large and unnecessary scale of road into what are intended to be walkable neighbourhoods. Following analysis it is concluded that such a busy road will jeopardise pedestrian activity and also create detail design issues leading to poor lot orientation and the creation of service roads and laneways, further reducing lot yield in the north-western neighbourhoods. Although the distributor road remains, in part because it has been already created through to pre-cal subdivision it is proposed to be engineered and constructed for slower traffic and with direct access possible in some places.

Distributor Roads Realigned - The relocation of the distributor roads has provided better linkage at the edge of neighbourhoods rather than splitting them. North Avenue now better links the neighbourhood centre to the Town Centre. It has been shifted away from primary



schools in recognition of the importance of promoting safe walking and cycling access to school, something a busy through-route does little to foster. South Avenue links from the Town Centre to the Southern Neighbourhood Centre via the District Recreation Centre and the proposed High School. West Avenue connects North and South Neighbourhood Centres via the western neighbourhoods.

In the case of Orton Road the Shire is not privy to the plans of the MRWA and DPI for this freight route at this stage. However, a distributor route Cardup Drive is proposed parallel to Orton Road just a block to the north to connect southern neighbourhoods with a direct but low-speed street. The Plan also depicts Orton Road as a grade-separated crossing of the railway to connect much needed employment zones to the Tonkin and South West Highways.

Abernethy Road (renamed Abernethy Drive) has been realigned at its eastern edge to connect via Mead Street to cross the railway to meet at Nettleton Road. This change has been made to provide a more effective crossing of the railway, to link the western and eastern districts of Byford and to create a spine of movement through the centre of the cell. The realignment also provides the opportunity and space for a Town Centre and main-street which is walkable, and can have centre development which is at a human scale rather than 'car oriented strip development'.

The western end of Abernethy Drive is ultimately intended to flyover the Tonkin Highway to link the Town Centre with Rural Residential areas to the west. This is planned with no access to Tonkin Highway to respect MRWA and DPI requirements.

### **Centres**

The BDSP 2006 creates a more clearly legible hierarchy of centres, a primary centre and retail hub of Byford Town Centre, and two neighbourhood centres; one near Thomas Road and the other close to Doley and Orton Road. Urban design of the three centres is intended to promote a core which is walkable and able to be used for civic purposes. Each centre will have its own character inspired by the landscape attributes of the setting.

The northern centre will overlook the Thomas Brook – trees will be protected within the proposed site to enable a sense of nature and maturity of townscape. Long views back towards the Darling Range will be possible along the Brook corridor and North Avenue. These views of a beautiful 'borrowed' Byford landscape will reinforce our desire to respect our native plants and landforms, within an urban context that remembers it is in Byford.

The southern centre will adopt a more urban character by virtue of a main street, a minor square or plaza and will also have long-view visual reference east to Brickwood Park and the Darling Scarp courtesy of South Avenue.

In terms of location the design considers two possible locations for the southern centre. The retail study identifies that it is important for the centre to be located where it is accessible to the majority of its neighbourhood cell. This requires that it be well south of Abernethy Brook to ensure that the Cardup Brook residents are able to avail themselves of the neighbourhood facilities without needing to drive to the neighbourhood village.

One option is for the centre to be central to a precinct framed by the multi-use corridors of the Abernethy Brook and Orton Brook thus providing easily accessible green margins to the neighbourhood.

The other option is for a neighbourhood centre to be located near the junction of Doley and Orton Roads.

This framework of brooks and roads creates a distinct sense of green neighbourhoods throughout Byford, each with a green edge heralding the borders of each neighbourhood.

Necessary additional green space has been identified to connect parkland and provide even greater opportunity for trails throughout the Byford District.

Byford Town Centre (BTC) has been laid out to make greater use of the natural qualities of the Beenyup Brook. Instead of piping this into a drain, the plan now proposes a series of linked parks connected by the Brook. Each park will be overlooked by medium density housing with small shops and offices on the ground floor. This will not only serve an aesthetic purpose but will participate in the active detention of stream flows in storm events.

A pedestrian and cycle crossing will be established to connect the existing east-side town with the new west-side precinct. A new pocket-park is proposed to the north of Pitman Way and this will save a stand of mature trees and the small creek which presently runs through this land.

### **Trees and Bush**

Due to the amount of landfill required in Byford to achieve drainage (in excess of 1 metre in most places) it has been evident in the first twelve months of development that Byford will lose most of its remaining mature native trees.

Given that our community is strongly attached to trees and their beauty, the BDSP2006 has been revised to save those significant stands of native and mature trees which can be incorporated into road reserves, local parks and other public areas. This has been possible by shifting roads from areas of quality remnant native vegetation. In the case of Mead Street, this has been shifted 20 metres to the north to protect a band of trees which provide an important green-edge to the Briggs Park recreation campus. Alexander Rd has likewise been changed – terminated before Marri Grove Primary to save what remains as good quality remnant urban bushland: the makings of a green corridor for walking and cycling next to the railway line.

As a general principle subordinate local structure plans will need to strive to protect trees and bush through measures such as these and to devise feasible methods for the protection and ongoing management of bush remnants.

### **Infrastructure**

The BDSP2005 did not adequately address the provision of infrastructure. This has now been addressed. The BDSP2006 allows for a 30 metre infrastructure corridor immediately adjacent to the eastern boundary of the Tonkin Highway. This is to initially construct a pressure mains sewer however it will also buffer the Tonkin Highway edge and facilitate the staged implementation of the drainage strategy.

It highlights what is the development service front for the western district. This corridor will also provide a vegetated buffer to the Tonkin Highway. A Primary School has been shifted to complement this corridor.

Drainage and multi-use corridors are intrinsic to the future urban design of Byford. Just as the creeks and gullies in the old town add character and a reminder of the importance of water to our daily urban lives, so too the western areas of Byford will have corridors which exhibit natural landscape qualities with walk and cycle trails and places for repose and play. As a design principle drainage detention areas for urban run-off are not to encroach on these creek corridors. It is an important design principle of BDSP 2006 that water is conserved and re-used for human use and environmental water requirements.

Artificially constructed and ornamental water bodies so prevalent in suburban estates throughout the Swan Coastal Plain are not supported by the Shire. These features are not sustainable due to their reliance on energy for pumping, the diversion of water from the environment and also the ongoing management issues for the Shire associated with healthy waterways and community health.

The landscape design aesthetic for Byford will be predominantly ephemeral water landscapes; ones which provide the habitat for those living things presently adapted to this water regime and recognise our predominantly dry climate with brief periods of inundation over the winter.

### **Staging**

This is a founding principle of sustainable planning in the local government sphere and is part of Network City strategy.

Byford is a large urban area and will not develop cohesively if it is only subject to the ad-hoc vagaries of the land market.

Often the commercial interests of individual land developers seldom extend beyond the period of sale for the real estate. The Shire however is responsible for cost-effective planning and ongoing management of infrastructure and reserves. A truly robust plan should make provision and take account for the incrementalism of development and extension of services and facilities to meet demand and supply of resources. BDSP2006 seeks to achieve this in its staging overlay.

Development of corridors of parkland for example must be coordinated to ensure contiguous and consistent standards of work and landscape design. Centres are to be regulated in the town planning scheme to ensure that early growth supports and nourishes the BTC. Neighbourhood centres are restricted in size and to those functions which are appropriate to a neighbourhood rather than the Byford Town Centre.

A Discount Department Store is proposed to be located somewhere in the BTC and so it is important that this threshold is protected in the Scheme and this plan. The *Town Centre Vision – Urban Form and Design Guidelines* study will further define this overall layout and location however the concept illustrated in the BDSP2006 identifies a Shopping Centre that will have an open-air street in-lieu of the usual enclosed mall. It also shows a mixture of shopping and residential uses within the centre – adding life and after-hours activity to the town. All landowners within the Byford Town Centre are to be invited to participate in the preparation of the *Town Centre Vision – Urban Form and Design Guidelines* study.

Public transport within the Byford District needs to be planned and staged thoughtfully. At present Byford has a bus service which takes all passengers out of the Shire towards Armadale. Other destinations are not considered by public transport, for example Rockingham or Kwinana are not directly connected to Byford at all. The Australind Passenger train is the only public rail service to Byford and links Byford to Perth and Bunbury. This service may be better utilised to provide access between Byford and the regions.

Extension of more frequent passenger services and ultimately electrification of the rail corridor south from Armadale is a priority for the Shire. The BDSP already provides some guidance to how Byford Town Centre will be designed to promote Transit Oriented Development (TOD).

The new Byford Station is proposed located to a position north of the present Abernethy Road crossing. This may be the initial park'n'ride station however eventually Cardup will become the primary park'n'ride site for the Byford District.

Land set aside in the Town Centre for car parking will eventually be redeveloped for town centre activities but not until the service extends south to Cardup and on to Mundijong. This illustrates that staging is an important part of the overall strategy for public transport services.

A local bus circuit for Byford is facilitated by the distributor road network to be implemented as urban build-out occurs and seeks to connect neighbourhood centres to the Byford Town and to other activity hubs within Byford such as Briggs Park and Schools.

### **Old Byford Townsite**

The eastern district of Byford will be increased in density to promote integrated redevelopment of existing housing stock. This will be R30 – 80 mixed use zoning. The plan proposes employment based (non-retail) land use along the railway and this is intended to provide the growing community with jobs locally in accordance with sustainability and cleaner production principles.

Provision is made for a new Primary School site to the north of Nettleton Road on the Beenyup Brook. This School site is central to the eastern Byford area and may ultimately result in the development of a modern school and community facility. Further discussions with the Department of Education and Training are required on this proposal.

### **Sustainability Statement**

***Effect on Environment:*** The BDSP 2006 has been reviewed and changes made to account for the importance of protecting areas of remnant vegetation, habitat and biodiversity. Impacts upon areas such as Brickwood Reserve and the natural waterways of Byford have been ameliorated by thoughtful changes to the overall plan layout and urban design. Better connectivity and walkability within the district will reduce car-dependency to access services locally and provide a reduction in the emission of greenhouse gas and fuel consumption. Stronger re-orientation of urban form to east-west cardinal axis for lots will promote better opportunity for cost-effective housing designed for solar access and energy efficiency. The BDSP 2006 also promotes the better management of water for optimum re-use within the environment.

***Use of local, renewable or recycled resources:*** The BDSP 2006 replaces the BDSP 2005 and makes use of many of its fundamental principles by building upon its framework of multiple use corridors.

***Economic Viability:*** The BDSP 2006 focuses on environmental and resource sustainability of use and design appropriate to purpose and community need. The Plan also devotes its attention to the identification of a development front basis for urban development in definite urban sub-cells. Rather than degrade existing rural standard infrastructure this approach promotes the cost-effective use of resources, reduction of traffic across Byford and builds and maintains roads capable of carrying heavy traffic for earthworks and landfill materials.

***Social – Quality of Life:*** The Plan proposes the creation of neighbourhood centres which serve local community needs in a cost effective and with sustainable access routes. The centres have maximum walkable catchments surrounding them and so promote social interaction through street-activity. The Plan also creates urban landscapes which celebrate the Byford setting, also its rural history. These dimensions enrich the experience of living in the Byford community and promote community attachment to place beyond the formulaic suburban experience.

### **Statutory Environment:**

The Byford District Structure Plan is a requirement of the Shire Town Planning Scheme (Scheme No.2) and guides the location and development within the Urban Development Zone. The Plan once adopted will be advertised in accordance with the Scheme No.2.

Local Structure Plans are required to be prepared consistent with the District Structure Plan. Once adopted by Council these are advertised in accordance with the Scheme No.2.

### **Policy/Work Procedure**

#### **Implications:**

Staff will be required to receive and respond to enquiries during advertising period. Following the close of this period submissions will be reviewed and a report prepared for Council making recommendation as to the finalisation of the District Structure Plan. It is recommended that a public presentation be made to the community prior to the close of the advertising period.

#### **Financial Implications:**

The cost of the additional work of consultants and the advertisement of the Plan and review of submissions are matters to be undertaken to accord with Budget. The estimated cost of the studies is in the order of \$30 000. Additional costs will include mapping and advertisement.

#### **Strategic Implications:**

This proposal relates to the following Key Sustainability Result Areas:-

##### **1. People and Community**

*Objective 2: Plan and develop towns and communities based on principles of sustainability*

##### Strategies:

1. Increase information and awareness of key activities around the Shire and principles of sustainability.
4. Foster a strong sense of community, place and belonging.

*Objective 3: High level of social commitment*

##### Strategies:

1. Encourage social commitment and self determination by the SJ community.
2. Build key community partnerships.

#### **Next steps**

Provided Council accepts the Byford District Structure Plan 2006 as an improved, more sustainable and more readily implemented plan for Byford district, it then needs to be advertised for public information and comment.

Prior to advertising the plan developers, community and other stakeholders will be apprised of the changes and additional planning detail as an aid to them bringing their local structure plans into alignment and refining urban infrastructure designs and implementation programs, or to prepare written submissions which relate to the BDSP 2006 during the period of advertising.

#### **Conclusion**

The updated plan reflects a number of important revisions to improve the clarity of the District Structure Plan to lead development and set the vision for a sustainable new Byford. The BDSP 2006 set a clear and spatially resolved direction for all subordinate local structure plans. It is more than a diagram and should therefore be heeded in the subsequent local structure planning.

It is important that the Council consider the proposed changes and if satisfied that these are sufficiently resolved for discussion in a broader audience agree to adopt the plan for advertisement and public consultation as a priority.

**Moved Cr Murphy seconded Cr Wigg**  
**To suspend standing orders 9.5, 9.6, 10.7 at 11.32am.**  
**CARRIED 6/0**

**Moved Cr Wigg seconded Cr Brown**  
**To reinstate standing orders 9.5, 9.6, 10.7 at 11.47am**  
**CARRIED 6/0**

**SCM01/09/06 Officer Recommended Resolution:**

1. In accordance with clauses 5.18.3.1 and 5.18.3.2, Council determines that the Byford District Structure Plan 2006 as attached at SCM01.2/09/06 is satisfactory for advertising for a period of 28 days.
2. Council authorises the Chief Executive Officer to convene a public meeting be held in Byford to present BDSP2006 to the community.
3. Council officers prepare a Briefing Paper and a Media Release for the WA Planning Commission and Hon Minister for Planning and Infrastructure explaining the updated plan, its importance for sustainable urban development in Byford and its key benefits.
4. Following completion of advertising of the Byford District Structure Plan 2006, a further report be presented to Council to consider all submissions and adoption of the Byford District Structure Plan 2006.
5. Council adopts the draft plan as its policy position with respect to urban development and subdivision in Byford.

**SCM01/09/06 COUNCIL DECISION**

**Moved Cr Star seconded Cr Murphy**

1. In accordance with clauses 5.18.3.1 and 5.18.3.2, Council determines that the Byford District Structure Plan 2006 with the addition of a small park east of the South Western Highway at SCM01.2/09/06 (dated 01.09.06 revision 1) is satisfactory for advertising for a period of 28 days.
2. Council authorises the Chief Executive Officer to convene a public meeting be held in Byford to present BDSP2006 to the community. Convene a public meeting on Tuesday 19<sup>th</sup> September, 2006 at the Community Recreation Centre commencing at 7.30pm.
3. Council officers prepare a Briefing Paper and a Media Release for the WA Planning Commission and Hon Minister for Planning and Infrastructure explaining the updated plan, its importance for sustainable urban development in Byford and its key benefits.
4. Following completion of advertising of the Byford District Structure Plan 2006, a further report be presented to Council to consider all submissions and adoption of the Byford District Structure Plan 2006.
5. Council adopts the draft plan as its policy position with respect to urban development and subdivision in Byford.

**CARRIED 6/0**

**Special Council Meeting Note:** The Officers Recommended Resolution was changed by adding information about a small park on the east of the South Western Highway and the revised Byford Structure Plan drawing to part 1 of the recommended resolution. The date of the public meeting was also confirmed.

**Special Council Meeting Note:** The Byford Structure Plan Review – Market Sustainability and Centre Design Review (August 2006) (E06/4291), the Byford Structure Plan Traffic Modelling Report (IN06/10605) and Appendix A – Asset Services Department Comments – LWP Traffic IMPACT Assessment (E06/4247) and Appendix B – Asset Services Department Comments WATER QUALITY MANAGEMENT (E06/4248) were distributed in hard copy to Councillors prior to the Special Council Meeting and are attached to these minutes and marked **SCM01.3/09/06, SCM01.4/09/06, SCM01.5/09/06 and SCM01.6/09.06.**

SCM02/09/06 LOCAL STRUCTURE PLAN – SOUTHWEST BYFORD DOLEY ROAD PRECINCT VARIOUS LOTS (A1364/02)		
Proponent:	Taylor Burrell Barnett	In Brief  To consider a Local Structure Plan for properties bounded by Abernethy Road, Warrington Road, Orton Road and Tonkin Highway reserves and for Lot 2 George Street on the western side of Perth – Bunbury Railway Line.  It is recommended that Council defer consideration of the Local Structure Plan until a revised Plan is submitted to Council .
Owner:	LWP Property Group Pty Ltd	
Officer:	Sylvester Tan – Strategic Planner	
Signatures Author:		
Senior Officer:		
Date of Report	25 August 2006	
Previously	N/A	
Disclosure of Interest	No officer involved in the preparation of this report is required to declare an interest in accordance with the provisions of the Local Government Act	
<b>Delegation</b>	<b>Council</b>	

Date of Receipt:	August 2006
Advertised:	To be undertaken
Submissions:	N/A
Lot Area:	330 hectares
L.A Zoning:	Urban Development
MRS Zoning:	Urban
Byford Structure Plan:	To be consistent with BDSP2006
Rural Strategy Policy Area:	NA
Rural Strategy Overlay:	NA
Municipal Inventory:	NA
Townscape/Heritage Precinct:	NA
Bush Forever:	NA
Date of Inspection:	Various - Last August 2006

### **Background**

Council resolved the following at its Ordinary Council Meeting held on Monday 28<sup>th</sup> August, 2006:

#### **OCM05/08/06 COUNCIL DECISION:**

*Moved Cr Murphy seconded Cr Price*

- 1. Council defer consideration of the Local Structure Plan – South West Byford Doley Road Precinct Various Lots to a Special Council Meeting to be held on Friday 1<sup>st</sup> September, 2006 at 11.00am. The purpose of the deferment is to allow the Plan to be considered in conjunction with the review of the Byford District Structure Plan.*
  - 2. The Department of Planning and Infrastructure be advised of Councils decision.*
- CARRIED 8/0*

The land subject of this Local Structure Plan consists of nineteen (19) separate allotments covering 330 hectares. The Precinct is generally bounded by Abernethy Road to the north, South Western Highway to the east, Orton Road to the south and the future Tonkin Highway.

In December 2005, a LSP was submitted by LWP for the Byford Main Precinct. This plan was prepared by Taylor Burrell Barnett, the authors of the Byford Structure Plan (BSP) 2005. Surprisingly, given Taylor Burrell Barnett had provided professional input and advice into the preparation of the BSP, the LSP was lodged within a relatively short timeframe of adoption of

the BSP. Whilst this is not unusual, the fact that the LSP was inconsistent with the adopted BSP was a cause for concern given the recent involvement of TBB in the district structure planning process.

In particular the location of the proposed neighbourhood centre has shifted 600 metres from the centre of the Precinct resulting in the majority of residents in the area having no walkable access to the centre. The location of the proposed primary school in the vicinity of the proposed neighbourhood centre further isolates the majority of residents in the Precinct. Considering the scale of development within the Precinct, no public transportation has been planned and specifically bus routes servicing the Precinct.

The BDSP 2006 shows a buffer housing belt of semi rural/ rural residential properties to mitigate noise in areas of amenity impact. BDSP 2006 shows R30 density and higher housing surrounding each of the three activity centres in the Precinct and redesigned road networks. The neighbourhood centre is centrally located in the Precinct.

Provided a revised LSP is to be prepared by the applicant consistent with the BDSP2006 to the satisfaction of the Executive Manager Strategic Community Planning then this LSP can be advertised for public comment.

### **Sustainability Statement**

***Effect on Environment:*** Land is zoned for Urban Development – Multi use corridors will ensure adequate water quality and quantity to accord with Byford Urban Stormwater Strategy.

***Economic Viability:*** Local Structure Plan seeks to maximise lot yield and to implement urban development to accord with Byford Structure Plan.

***Economic Benefits:*** Some local employment during construction (possible) and an increase in the number of rateable households.

***Social – Quality of Life*** Good urban design as per Byford Structure Plan.

### **Statutory Environment:**

Advertising is required in accordance with Shire of Serpentine-Jarrahdale Town Planning Scheme No. 2.

### **Policy/Work Procedure**

#### **Implications:**

There are no work procedures/policy implications directly related to this issue.

#### **Financial Implications:**

There are no Financial implications to Council related to this application/issue. Need to review Byford Structure Plan with respect to traffic/road design.

### **Strategic Implications:**

This proposal relates to the following Key Sustainability Result Areas:-

#### **1. People and Community**

*Objective 1: Good quality of life for all residents*

##### **Strategies:**

1. Provide recreational opportunities.
2. Develop good services for health and well being.
3. Retain seniors and youth within the community.
4. Respect diversity within the community.
5. Value and enhance the heritage character, arts and culture of the Shire.



6. Ensure a safe and secure community.

*Objective 2: Plan and develop towns and communities based on principles of sustainability*

Strategies:

1. Increase information and awareness of key activities around the Shire and principles of sustainability.
2. Develop compatible mixed uses and local employment opportunities in neighbourhoods.
3. Design and develop clustered neighbourhoods in order to minimise car dependency.
4. Foster a strong sense of community, place and belonging.
5. Protect built and natural heritage for economic and cultural benefits.

**3. Economic**

*Objective 1: A vibrant local community*

Strategies:

1. Attract and facilitate appropriate industries, commercial activities and employment.
2. Identify value-adding opportunities for primary production.

*Objective 2: Well developed and maintained infrastructure to support economic growth*

**Community Consultation:**

Required: Yes, as a requirement of the Town Planning Scheme

**Comment:**

The South West Byford Doley Road Precinct Local Structure Plan as analysed is deficient in a number of areas. As such it presents a number of implications for Byford and the wider Shire of Serpentine Jarrahdale, which undermine Shire objectives to promote sustainable development.

A detailed analysis of the Local Structure Plan report has been made and is included as a separate attachment.

**Voting Requirements:** Normal

**SCM02/09/06 Officer Recommended Resolution:**

1. The Shire receives the Local Structure Plan (LSP) for South West Byford Doley Road Precinct.
2. Pursuant to Clause 5.18.3.2 Council determine that the proposed Local Structure Plan is not to be advertised until modification are undertaken to bring the Plan into conformity with the Byford District Structure Plan 2006.
3. The applicant be advised that Council has determined not to advertise the Local Structure Plan as submitted for the following reasons:
  - 3.1 No sustainability statement and assessment provided
  - 3.2 Conflict between the neighbourhood centre and Byford town centre.

- 3.3 Poor access to ill defined road network.
- 3.4 Other reasons as detailed in this report and the technical assessment appendix in the report as identified by the Executive Manager Strategic Community Planning.
4. That the Western Australian Planning Commission be advised of this decision.

**SCM02/09/06 COUNCIL DECISION/REVISED OFFICER RECOMMENDED RESOLUTION:**

**Moved Cr Kirkpatrick seconded Cr Brown**

1. The Shire receive the revised Local Structure Plan for the Byford Main Precinct tabled at the Special Council Meeting on 1<sup>st</sup> September, 2006.
2. The applicant be required to submit an updated Local Structure Plan report reflecting the revised Plan received on 1<sup>st</sup> September 2006 for review by the Executive Manager Planning and Regulatory Services.
3. Subject to 2 above, to the satisfaction of the Executive Manager Planning and Regulatory Services, that pursuant to Clause 5.18.3.2, Council determine that the revised Local Structure Plan is satisfactory for advertising.
4. The Western Australian Planning Commission be advised of this decision.

**CARRIED 6/0**

**Special Council Meeting Note:** A revised Local Structure Plan for the Byford Main Precinct was submitted to Council by LWP Property Group.

**8. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN**

Nil

**9. CHIEF EXECUTIVE OFFICER'S REPORT**

Nil

**10. URGENT BUSINESS:**

Nil

**11. COUNCILLOR QUESTIONS OF WHICH NOTICE HAS BEEN GIVEN:**

Nil

**12. CLOSURE:**

There being no further business the Presiding Member closed the meeting at 12.00pm.

I certify that these minutes were confirmed at the ordinary council meeting held on 25<sup>th</sup> September, 2006

.....  
Presiding Member

.....  
Date