

TAMALA PARK  
REGIONAL COUNCIL

# Special Meeting of Council

## AGENDA

Wednesday 23 January 2008  
City of Joondalup, 5.30pm

TAMALA PARK  
REGIONAL COUNCIL  
(TPRC)  
COMPRISES THE  
FOLLOWING  
COUNCILS:

Town of Cambridge  
City of Joondalup  
City of Perth  
City of Stirling  
Town of Victoria Park  
Town of Vincent  
City of Wanneroo

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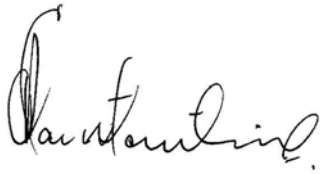
**TAMALA PARK REGIONAL COUNCIL**

Councillors of the Tamala Park Regional Council are respectfully advised that the special meeting of Council will be held in conference room one of the City of Joondalup, 90 Boas Avenue, Joondalup at 5.30pm on Wednesday 23 January 2008.

The business papers pertaining to the meeting follow.

Your attendance is requested.

Yours faithfully



**R A CONSTANTINE**  
Chief Executive Officer

**MEMBERSHIP**

<b>OWNER COUNCIL</b>	<b>MEMBER</b>	<b>ALTERNATE MEMBER</b>
Town of Cambridge	Mayor Simon Withers	
City of Joondalup	Cr Albert Jacob Mayor Troy Pickard	
City of Perth	Cr Eleni Evangel	
City of Stirling	Cr Paul Collins Cr John Italiano Cr David Michael Cr Bill Stewart	Cr Kathryn Thomas Cr Terry Tyzack
Town of Victoria Park	Mayor Trevor Vaughan	
Town of Vincent	Mayor Nick Catania	Cr Steed Farrell
City of Wanneroo	Cr Tracey Roberts Cr Bob Smithson	Cr Alan Blencowe Cr Frank Cvitan

NB: Although some Councils have nominated alternate members, it is a precursor to any alternate member acting that a Council carries a specific resolution for each occasion that the alternate member is to act, referencing Section 51 of the Interpretation Act. The current Local Government Act does not provide for the appointment of deputy or alternate members of Regional Councils. The DLGRD is preparing an amendment to rectify this situation.

## PRELIMINARIES

### 1. OFFICIAL OPENING

## DISCLOSURE OF INTERESTS

### 2. PUBLIC STATEMENT/QUESTION TIME

### 3. APOLOGIES AND LEAVE OF ABSENCE

### 4. PETITIONS

### 5. CONFIRMATION OF MINUTES

N/A

### 6. ANNOUNCEMENTS BY CHAIRMAN (WITHOUT DISCUSSION)

### 7. MATTERS FOR WHICH MEETING MAY BE CLOSED

### 8. REPORTS OF COMMITTEES

N/A

### 9. BUSINESS OF THE MEETING

At the ordinary Council meeting held 6 December 2007, the Council was advised of a schedule of principles and strategies contained in the development brief prepared following an EBD workshop in 2007. Accompanying the schedule was a conceptual design statement for the TPRC urban development and a proposed development timetable milestones.

The Council resolved that it would be appropriate, in view of the change in Council in 2007, to have a special meeting to review the strategic direction of the Council relative to the Tamala Park urban development.

Accordingly, the meeting has been arranged for 23 January 2008 with presentations covering the following:

#### ***Presentation One (8 minutes) - TPRC CEO***

1. TPRC establishment;
2. Land arrangements including ongoing arrangements for acquisition and divestment of land;
3. TPRC Establishment Agreement

#### ***Presentation Two (25 minutes) – Larry Smith & Lee Rodda Representing Koltasz Smith Planning Consultants***

1. Planning consultation
2. Enquiry by Design Workshop
3. Proposed development brief

4. Timetable for structure planning

**Presentation Three (25 minutes) – TPRC CEO**

1. Project work supporting development brief including research concepts and financing for:
  - Access east/west Marmion Avenue and north/south Neerabup Road;
  - Greenway/tramway supporting transit oriented design;
  - Water harvesting reuse;
  - Sewerage treatment options;
  - Power generation;
  - School and multi-use site;
  - Future use MRC completed landfill; and
  - Overall project financing.

Presentations will use plans/slides and copies will be available for all attendees.

A copy of the schedule supporting the item to the Council meeting 6 December 2007 follows.

NB: Other relevant documentation will be issued or available on the TPRC includes:

- Enquiry by Design Workshop report (January 2007)
- The Development Brief (April 2007)
- The TPRC Future Plan (adopted August 2007)

The outcomes from this special meeting will be:

- Confirmation with or without amendment of the principles for the TPRC urban development as expressed in schedules 5.1-5.6 of the April 2007 development brief;
- Endorsement, for ongoing planning purposes, of the conceptual development plan;
- Approval of the timetables and milestones submitted;
- Agreement to further special meetings of the Council to advance progress with structure planning – notional dates for these meetings are suggested as:
  - 13 March 2008 – scoping of the structure planning brief
  - 15 May 2008 – consideration of feedback from consultants proposing responses to the structure plan brief
  - 24 July 2008 – appointed planning consultants briefing to Council on timing and direction for structure planning

Schedules 5.1-5.6 (extracted from the April 2007 development brief)

5.1 PRINCIPLE 1 : LIFESTYLE & HOUSING CHOICE					
SGS Strategies	Criterion	Value	Discussion	Principle	Primacy
1a) Promote a range of lot sizes to cater for different lifestyle choices.	1.1 Provide for a range of densities to facilitate the development of a range of housing styles.	The provision of a broader range of housing types to better reflect the broader demographic and improve affordability.	<p>The current pattern in housing development, particularly in the City of Wanneroo, clearly does not cater for the changes in lifestyle and household structure that have occurred within the community. The average size of Western Australian households has decreased over the last decade from 2.8 persons in 1991 to 2.6 in 2001 (ABS, 2001) together with a corresponding increase in smaller and single person households.</p> <p>Couple &amp; dependent households are expected to comprise only 40% of future households with single parent families and non-dependent households comprising most of the balance. Additionally, approximately 30% of Western Australia's population will be seniors (aged 60 and over) by 2051, representing a need to respond and cater for these demographic forecasts. Additionally, there is a growing need to give greater consideration to rental occupation.</p> <p>Current housing provision is overtly biased to the 4x2 as a consequence of which single parent and non-dependent households are required to purchase / rent a level of housing well in excess of their needs or, worse still, are excluded from many urban locations. Current housing provision is also heavily oriented to owner occupation.</p>	<b>Through the mechanisms of the Structure Plan and subdivision processes, provide for a broad mix of densities and lot sizes that will facilitate construction of a more appropriate range of housing styles for both owner and rental occupation.</b>	<b>Mandatory</b>
	1.2 Better integrate housing styles so as to facilitate greater lifestyle choices.	The need to better integrate a range of housing styles into mainstream residential areas so as to facilitate greater lifestyle choices.	<p>Current practices in provision of alternative housing forms through differing density tends to the isolation of higher density sites into enclaves separated from mainstream residential lots. The practice of isolation of higher density housing forms in turn leads to at least some level of social isolation and stigmatisation.</p> <p>Changing household structure over time together with changing lifestyle results in considerable housing mobility as needs change. Housing mobility requirements beyond the standard 4x2 have typically required re-location to often other suburban locations resulting in social dislocation.</p>	<b>Provide mixed density residential cells wherein group, townhouse and apartment sites of varying density are incorporated within the mainstream residential fabric.</b>	<b>Mandatory</b>
1b) Promote a range of [affordable] housing types in appropriate locations to meet current and future market demands.	1.3 Provide for housing stock that is adaptable over time to changes in household structure & size.	The provision of greater flexibility in lot and housing opportunities to facilitate life cycle housing and improved affordability.	<p>Household mobility as a consequence of changing household structure while a boon to the real estate industry is highly wasteful of both land and materials resources and a significant contributor to global warming as consequence of the energy used in producing many mainstream building materials.</p> <p>The concept of life cycle housing seeks to enable flexibility in housing design by the addition or subtraction, as the case may be, of additional rooms as household size and structure changes with time. Accordingly, it also facilitates greater affordability through reducing the initial cost of housing construction, deferring the need for extra floorspace to later years.</p> <p>The concept of housing flexibility and life cycle housing was practiced in early periods of Perth's housing market but, largely as a consequence of the exit of architect involvement and the relatively low cost structures in the mass housing market, has been largely forgotten by the current project market.</p>	<b>Through the mechanisms of the Structure Plan process facilitate opportunities for life cycle housing in concert with project builders and the architectural profession.</b>	<b>Desirable</b>

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<b>PRINCIPLE 1 : LIFESTYLE &amp; HOUSING CHOICE – cont'd</b>					
<b>SGS Strategies</b>	<b>Criterion</b>	<b>Value</b>	<b>Discussion</b>	<b>Principle</b>	<b>Primacy</b>
	1.4 Provide opportunities for inter-generational housing.	The provision of lot and housing opportunities for those housing market sectors which seek multiple generational accommodation.	The concept of inter-generational housing has wide application but is rarely considered in the mainstream housing market. The concept assumes the occupation of a single property of generations additional to the primary couple and dependent households. While frequently multi – generational occupation is associated with cultural and social norms, the concept is particularly relevant in the case of accommodating the elderly and the disabled within the broader family environment while maintaining the relative privacy of each generation.	<b>Provide and identify lots suitable for inter-generational housing opportunities within the mainstream residential fabric.</b>	<b>Desirable</b>
	1.5 Provide greater opportunities and choice of housing for people with disabilities.	The opportunities for housing for people with disabilities is frequently limited to housing agencies, additional accommodation in the form of a granny flat or retrofitting of existing dwellings which provides only a partial solution, particularly in the case of the elderly.	The choices in housing available to people with disabilities are very limited. The range of housing choices can be significantly expanded at little additional cost by the adoption of the Universal Adaptability requiring all new dwellings to consider the primary structural elements of universal access in housing design and construction. Foremost amongst these is increasing the width of door frames within all dwellings to accommodate wheelchair access.  The principle does not seek universal access to all dwellings but seeks to achieve a level of access in design and construction where conversion of any existing dwelling for wheelchair and disabled access becomes practical and feasible. The principle applies equally to housing of the aged within the community with home and community care support programmes.	<b>Encourage Universal Adaptability in the design and construction of new dwellings.</b>	<b>Desirable</b>
	1.6 Evaluate alternative mechanisms for improving housing affordability.	The opportunities for improved affordability arising from alternative funding and ownership mechanisms need also to be investigated.	While better targeting of housing styles and choices will assist considerably in improving housing affordability, there still remains a need to investigate and evaluate other mechanisms that can assist in further improving housing affordability. Two principle mechanisms remain to be addressed being funding and ownership.  Alternative funding mechanisms may include shared equity financing, community funding or rent / buy arrangements. Alternative ownership models may include greater use of strata titling techniques or community title as means of reducing in particular road and servicing costs.	<b>Evaluate and incorporate as appropriate alternative methods of land ownership and housing funding so as to further improve overall housing affordability.</b>	<b>Mandatory</b>
1c) Provide a variety of quality lifestyle options.	1.7 Integrate the surrounding green spaces into the overall planning for Tamala Park having regard for regional recreational requirements.	The opportunity for development of significant recreational facilities utilising the significant areas of green space surrounding the site and the opportunity to create a "Kings Park of the North"	The North West Corridor is largely devoid of significant regional recreational facilities for both residents and visitors. The Tamala Park locality is well serviced by major transport routes and public transport which would support the development of a major regional recreational focus. Significant opportunities exist within the MRC site and foreshore reserves to plan and develop major recreational facilities, , both public and commercial, to service the broader Corridor. The MRC site provides the opportunity to incorporate regional sporting and recreational / outdoor entertainment facilities, including the option of theme parks. The expansive foreshore reserves provide the opportunity to develop a "Kings Park of the North" in association with beach access and beachfront tourist facilities and attractions.	<b>Engage with the MRC and WAPC to secure integrated planning for the future development of the MRC site and foreshore reserves with the object of developing a major recreational and tourist focus for the NW Corridor.</b>	<b>Mandatory</b>

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<b>PRINCIPLE 1 : LIFESTYLE &amp; HOUSING CHOICE – cont'd</b>					
<b>SGS Strategies</b>	<b>Criterion</b>	<b>Value</b>	<b>Discussion</b>	<b>Principle</b>	<b>Primacy</b>
	1.8 Provide greater diversity and more innovative design in green spaces.	The design and location of green spaces needs to better reflect purpose and location and provide supporting amenities that promote a healthy lifestyle and generate a sense of local identity and community.	<p>The planning and development of Green Spaces generally within residential estates has, of recent, tended to concentrate more on issues of "beautification" of an estate and particularly entry roads often to the exclusion of better located and planned open spaces that serve the residents. Additionally, concerns in respect of on-going maintenance costs have typically resulted in concentrations of open space to fewer, but larger areas of open space to the exclusion of local / corner parks.</p> <p>The location and design of open spaces needs to revert to community based parameters that encourage and support greater interaction at both a local and broader community level, and accordingly providing greater community safety and security, while also developing a greater sense of local identity and place.</p> <p>The provision of a greater variety of better targeted open spaces and parks does not need to impact on longer term maintenance considerations if those open spaces are well designed and incorporate materials choices that better suit their application and considerations of water management and on-going maintenance.</p>	<b>Provide a greater variety of well designed parks and open spaces that better suit the needs of residents and stimulate greater community interaction and a sense of place.</b>	<b>Mandatory</b>



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<b>5.2 PRINCIPLE 2 : EFFECTIVE USE OF LAND &amp; INFRASTRUCTURE</b>					
<b>SGS Strategies</b>	<b>Criterion</b>	<b>Value</b>	<b>Discussion</b>	<b>Principle</b>	<b>Primacy</b>
2a) Supporting commercial and residential developments that support community facilities, commercial facilities and public transport systems.	2.1 Develop a significant mixed use node based on the Clarkson Train Station.	The development of significant mixed use node within the eastern portion of the site based around the Clarkson Train Station offering enhanced employment and residential opportunities.	In addition to the Principles developed in Table 5.1 relative to housing and density, there is the opportunity to develop a mixed use centre based on and around the Clarkson Train Station. Planning within the adjoining Somerly Estate has provided for a higher density residential hub in the locale of the Terminal but little commercial or employment.  The eastern portion of the Tamala Park site provides the opportunity to develop a commercial, employment and residential mixed use centre capitalising not only on the Train Station but also the broader regional locational characteristics of the site. The location comprises significant remnant vegetation and particularly Tuart woodland and requires innovative design approaches in order to achieve a retention of the remnant vegetation. Consideration will also need to be given to calming of Neerabup Road, should it remain in this location, in order to maximise cross linkages between the site and the Terminal environs.	<b>Expand on the opportunities presented by the Clarkson Transit Terminal through the development of mixed use a commercial, employment and residential node in the eastern portion of the site, incorporating, as far as practical, retention of the remnant Tuart woodland vegetation and strong cross-linkages between the site and the Terminal environs.</b>	<b>Highly Desirable</b>
	2.2 Consider more intensive home based business opportunities as an expansion of the Clarkson District Centre.	The positioning of the Clarkson District Centre to the immediate north of the site provides opportunities for location of expanded "home employment" opportunities that may otherwise not be acceptable in a dominantly residential setting.	The Clarkson District Centre comprises a significant retail and commercial node to the immediate north of the site. Though separated from Tamala Park by Neerabup Road, the location of the Centre provides the opportunity to consider expanding the broader concept of the District Centre into the north-western portion of Tamala Park to provide locational opportunities for enterprises of a nature and scale not typically suited from a cost viewpoint to location within a conventional commercial area but of a scale beyond that acceptable within a predominantly residential area.  Specifically, the opportunity may exist for an innovative "live / work" enclave for small businesses, trades and professionals in a residential based setting.	<b>Expand on the opportunities presented by of the Clarkson District Centre through the development of a residentially based "live / work" enclave adjoining the District Centre.</b>	<b>Highly Desirable</b>
2b) Optimising the use of infrastructure and assets.	2.3 Establish a major community node within Tamala Park.	Planning for Tamala Park needs to incorporate a substantive mixed use focus incorporating education, retail, community and cultural facilities.	Section 6 outlines design concepts for Tamala Park including the need for a strong east-west green link through the site, incorporating the District School.  The east-west link also provides the opportunity for developing a major focus to Tamala Park comprising retail, commercial, community and cultural spaces supported by higher density housing choices to create a thriving and vibrant core to the overall development.	<b>As part of strong east – west green link, develop a major focal point to Tamala Park incorporating retail, commercial, educational and community facilities and services supported by higher density housing choices.</b>	<b>Highly Desirable</b>
	2.4 Adaptive use of community facilities.	The cost of provision and maintenance of Community facilities requires a more flexible, multi-use approach.	Public and private investment, both capital and maintenance, in the provision of facilities to meet the broad spectrum of community and cultural interests is extensive and requires a more flexible approach to the provision of space for community, cultural and religious purposes.  As with housing, there is a need to investigate design solutions that offer greater adaptability for changing community and cultural needs along with investigating alternative ownership options that offer flexibility in space requirements relative to changes in need over time.	<b>Investigate alternative building forms for community and cultural facilities that provide greater flexibility and adaptability to changing community needs.</b>	<b>Desirable</b>

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<b>PRINCIPLE 2 : EFFECTIVE USE OF LAND &amp; INFRASTRUCTURE – cont'd</b>					
<b>SGS Strategies</b>	<b>Criterion</b>	<b>Value</b>	<b>Discussion</b>	<b>Principle</b>	<b>Primacy</b>
	2.5 Assess services and infrastructure on a whole of life basis to minimise on-going maintenance costs.	There is a need to evaluate the provision of services and infrastructure from a whole of life perspective to ensure that selection and evaluation processes fully consider longer term maintenance and replacement issues.	<p>The need to evaluate service and infrastructure provision on a whole of life basis has two dimensions. Firstly, there is the need to evaluate infrastructure from the perspective of whole of life costs to ensure that on-going maintenance requirements are not an un-due financial burden relative to alternative approaches which though possibly having higher installation costs, have a lower on-going maintenance and replacement cost.</p> <p>Secondly, and becoming of increasing importance, consideration needs to be given to the infrastructure options that display longer term adaptability to more sustainable operations either through modification or expansion through improved technologies.</p>	<b>Investigate servicing and infrastructure choices on the basis of both whole of life costs and adaptability to longer term improvements to sustainability.</b>	<b>Desirable</b>
2c) Revitalising areas to meet changing community needs.	<b>Not relevant to Tamala Park</b>				
2d) Effectively planning for the development of future infrastructure.  [Refer Note 2]	2.6 Build in flexibility to allow for emerging technologies and community needs.	Additional to the need for more adaptive approaches to community facility provision is the need to ensure that there is the capability within the infrastructure network to accommodate technological advances and new technologies.	<p>Principle 2.5 above addresses the need to evaluate infrastructure from the perspective of its adaptability to emerging sustainability technologies.</p> <p>Additionally, there is the need in design of the overall infrastructure and services network to make allowance emerging and new technologies that may have significant longer term benefits. Potentially, the greatest advances to technology are likely to be in the areas of communications, local power generation and water management.</p> <p>Planning for emerging technologies will have a number of dimensions from the simple provision of "space" within the network to the consideration of interim servicing arrangement pending availability and viability of improved technologies.</p>	<b>Ensure that the services and infrastructure network within Tamala Park is capable of accommodating and embracing significant new technologies.</b>	<b>Mandatory</b>
2e) Promoting urban design that is responsive to the needs of the community.	<b>Refer Tables 5.1 &amp; 5.3 for Values and Principles which also address this Strategy.</b>				

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<b>5.3 PRINCIPLE 3: LONG TERM HEALTH OF THE ENVIRONMENT</b>					
<b>SGS Strategies</b>	<b>Criterion</b>	<b>Value</b>	<b>Discussion</b>	<b>Principle</b>	<b>Primacy</b>
3a) Conserving and enhancing local biodiversity	3.1 Ensure an environmentally sensitive and responsive development that enhances biodiversity.	Minimising the disturbance to the natural environment through working with the landform and maximising the retention of natural site features and remnant vegetation through open spaces and innovative integration of vegetation into the developed form.	Recent subdivisional practice has resulted in extensive earthworks and retaining which results in large areas of natural vegetation being cleared to make way for housing and parks. This places an increasing strain on local biodiversity. The topography of Tamala Park is gently undulating with several high points that if integrated well, will maximise views to the coast and surrounds. The majority of surrounding urban developments now provide 'terraced lots', providing flat building sites. While there are potential benefits to building of such practice, it is evident from observation of surrounding developments that the extensive use of retaining walls is having a significant adverse impact on the streetscape. It is considered preferable that earthworks minimise disturbance of those elements of the natural environment worthy of retention while maximising the characteristics of the landform where appropriate.  Additionally the site contains many areas of existing remnant vegetation. Through innovative design, there is an opportunity to integrate areas of value into the urban development ensuring the retention of these natural features.	<b>Earthworking of the site needs to be sensitive to the natural characteristics of the site environment, enhancing the landform and integrating appropriate areas of remnant vegetation into the future urban development.</b>	<b>Highly Desirable</b>
3b) Encourage community participation in local bushcare efforts	3.2 Encourage strong resident and visitor interaction with surrounding bush and parkland to build a sense of environmental identity that celebrates the location and natural attributes.	Facilitate engagement of the community in the planning, remediation and development of surrounding bush land areas so as to foster a strong sense of ownership and responsibility for the conservation and protection of the bush land.	The future community of Tamala Park will have a large influence on the use and appearance of surrounding bush land. Tamala Park borders major future regional open space to the south, Bush Forever sites to the west and the Neerabup National Park to the east, all of which should be integrated with future urban development. Opportunities exist to engage the community in respect to planning, any necessary remediation work associated with these surrounding bush land areas and in conserving / protecting the environmental quality. It is considered that through the preservation and conservation of these areas, and more specifically community engagement and participation, that the location and its resident community will develop a sense of environmental identity.	<b>Promote community involvement in the planning and management of local bushland and open space areas.</b>	<b>Highly Desirable</b>
3c) Promote more efficient use of water, energy and other resources.  3f) Developing integrated water management strategies to increase water efficiency	3.3 The development should seek high levels of self-sustainability in respect of both water and energy consumption.	To minimise the Eco-footprint of the development through reduced consumption of valuable natural resources by integrating responsible resource management in urban development; showing leadership in best practice water sensitive urban design and the use, recovery and re-cycling of water resources; alternative building materials and technologies and co-generation of power requirements.	It is widely recognised that resources must be used efficiently in achieving sustainability objectives, particularly water use. To date, water minimisation efforts can largely be considered to be "tinkering" around the edges, frequently substituting one resource (groundwater) for another more expensive resource (scheme water). There is a pressing need for more active water minimisation technologies and practices to be employed as the costs, direct and indirect financial and environmental, escalate. There are several methods that can be employed in minimising water use including dual / triple water systems, stormwater recovery, grey water / stormwater treatment and recirculation, and effective domestic on-site stormwater storage and re-use. Additionally, there is a need to employ at a broad scale water minimisation design incorporating include Xeriscape / water budget landscaping for private and public spaces, including the design of public open space areas, as well as commercial areas. Guidance for future landowners, should be provided through the promotion and implementation of Residential Landscaping Design Guidelines with incentives introduced to encourage water wise gardens.  Responsible resource management also dictates the need to encourage the utilisation of alternative construction materials that have a lower energy demand in their production and are produced from resources that have demonstrated long term sustainability. There are a range of alternative, more sustainable building materials and technologies entering the market that not only reduce the overall Eco-footprint of the development, but also provide the opportunity for more innovative design and reduced construction times.	<b>Minimise total water requirements for Tamala Park through the implementation of best practice water sensitive design, greywater and stormwater recovery and re-use systems and the application of Xeriscape landscape principles in all residential, commercial and public open spaces.</b>  <b>Engage the architectural profession and project builders in the design and development of more sustainable housing utilising alternative and more sustainable building resources and technologies.</b>	<b>Mandatory</b>

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<b>PRINCIPLE 3: LONG TERM HEALTH OF THE ENVIRONMENT – cont'd</b>					
<b>SGS Strategies</b>	<b>Criterion</b>	<b>Value</b>	<b>Discussion</b>	<b>Principle</b>	<b>Primacy</b>
			<p>There is a need in this respect to again engage the architectural profession in concert with project home builders to develop more sustainable housing options that, in turn, will also better fit the landform and environment.</p> <p>Methane fuelled power generation from the MRC site provides the opportunity and basis upon which additional alternative energy sources can be developed over time so as to minimise the net power demand of Tamala Park. Solar power (photovoltaic) technologies are improving significantly and with wind provide opportunities for local/ co-generation of power to be fed back into the grid. Additionally, active and passive solar design should be provided to all new dwellings and any commercial buildings.</p>	<p><b>Minimise net power demand from Tamala Park through active co-generation technologies and the application of active and passive solar design in all construction.</b></p>	<b>Mandatory</b>
3d) Encouraging sustainable waste management options and improving resource recovery	3.4 Efficient management and minimisation of short and long term waste streams from the development.	The need to promote sustainable use of resources through resource recovery and re-use options together with the need to reduce the management costs and environmental impacts of the overall waste stream.	<p>With a strong sustainability agenda adopted for the development of Tamala Park it is important to consider the use of resources and management of waste products as result of urban development. While various resource recovery methodologies are being employed by the MRC, there is a need to investigate and employ technologies that reduce the household waste stream and better manage the commercial waste stream, particularly during construction phases. Opportunities on-site re-use of domestic waste including worm farms / composting need to be integrated into residential design. Additionally, an integrated program with the MRC for on-site collection and recycling of building waste needs to be developed.</p>	<p><b>Engage the MRC to prepare a Local Waste Management Plan for Tamala Park providing for integration of on-site re-use of domestic waste into residential design and the on-site recovery and recycling of building waste.</b></p>	<b>Mandatory</b>
3e) Promote a variety of alternative transport choices to reduce energy consumption.	3.5 The provision of effective transport choices to reduce overall car dependency.	The need to reduce overall dependency on the private motor vehicle through a broad based approach addressing housing and employment choice and location and alternative forms of transport.	<p>A continuing rapid expansion of suburbs within the City of Wanneroo, as well as a relatively low level of local employment, is leading to high private vehicle ownership and dependence within the City. While Tamala Park enjoys a strong transport links and infrastructure within the immediate surrounds of the site there is an increasing need to promote a variety of alternative transport choices, both at a local and regional level, reducing energy consumption.</p> <p>In the first instance, there is a need for the urban structure itself to reduce the need for movement outside of Tamala Park by the application of higher density housing choices at transit and community nodes; maximising local employment opportunities; developing a series of integrated and walkable neighbourhoods that are easy to navigate on foot or by bicycle and the provision of a safe and pleasant inter-connected pedestrian and cyclist network.</p> <p>Clearly, there will always remain a need for residents to move outside Tamala Park necessitating the provision of an effective public transport network within Tamala Park and investigation and encouragement through various incentive mechanisms of alternative transport options including communal vehicles and a community bus providing connections to local community and cultural nodes.</p>	<p><b>Provide a range of housing and employment choices to minimise the need for movement outside of Tamala Park.</b></p> <p><b>Provide a pleasant and integrated pedestrian and cyclist network linking integrated and walkable neighbourhoods.</b></p> <p><b>Investigate, implement and where appropriate provide incentives through the mechanism of the Structure Planning process for the provision of alternative local transport options.</b></p>	<b>Mandatory</b>

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<b>5.4 PRINCIPLE 4: IDENTITY, EQUITY &amp; INCLUSIVENESS</b>					
<b>SGS Strategies</b>	<b>Criterion</b>	<b>Value</b>	<b>Discussion</b>	<b>Principle</b>	<b>Primacy</b>
<p>4a) Valuing social and cultural diversity</p> <p>4b) Encouraging social cohesiveness and civic participation.</p> <p>4f) Encouraging and supporting equity for all community members.</p>	<p>4.1 Tamala Park should reflect and build on our cultural identity and integrate all cultures into the community.</p>	<p>To recognise and reflect the diversity of the current and forecasted demographics in all aspects of community development and neighbourhood design.</p>	<p>New trends in urban development have placed more emphasis on the importance of community and providing opportunities for residents to become involved in their neighbourhood. Civic participation can be encouraged through the development of a socially and culturally responsive environment, where all members of the community are engaged in the planning and development process.</p> <p>It is desirable in the context of the on-going planning of Tamala Park that a "community of interest" be developed as the primary point of engagement between the TPRC, the City of Wanneroo and prospective residents.</p> <p>19.5% of people living within the City of Wanneroo speak other languages compared to 16.5% of the Perth Metropolitan Region. It is evident that the development must be responsive to the needs of other cultures, and in doing so, not segregating the demographic but rather promoting social cohesiveness.</p>	<p><b>Develop a "community of interest" to Tamala Park as an on-going mechanism for engaging members of the community in the decision making processes.</b></p> <p><b>Through the mechanisms of the structure plan process, provide community meeting places within each neighbourhood, encouraging interaction between all members of the community.</b></p>	<p><b>Desirable</b></p>
<p>4c) Encouraging inter-connectedness between neighbourhoods.</p>	<p>4.2 A well defined, high quality, sustainable public realm consisting of a series of linked community hubs.</p>	<p>The need to provide an integrated urban environment that encourages local links between neighbourhoods and associated resources (e.g. community facilities, commercial uses, recreational facilities).</p>	<p>Considering the context of the Tamala Park site, it is important to integrate future development with the surrounding built form and existing infrastructure. It is recognised that future residents will use surrounding community and commercial facilities as well as existing transit nodes (Clarkson Train Station). Therefore, it is important to ensure safe and efficient linkages between Tamala Park and the surrounding area.</p> <p>At the local level, there should be a neighbourhood focus, with individual neighbourhoods built around activity centres, with efficient linkages between each. These linkages should cater for alternative modes of transport including cycling and walking.</p>	<p><b>Through the mechanisms of the structure planning process, provide safe and efficient linkages between existing and future neighbourhood centres and activity nodes.</b></p>	<p><b>Mandatory</b></p>
<p>4d) Promoting distinctive and attractive communities.</p>	<p>4.3 A development that has a sense of place and uniqueness based on the natural attributes and quality of the built form.</p>	<p>To create a sense of identity for the future community.</p>	<p>Table 5.3 identifies Principles for the Long Term Health of the Environment and more specifically, the need to work with the physical and floral attributes of the exiting environment so as to develop a sense of identity and ownership of the environment within Tamala Park.</p> <p>These measures together with consideration of appropriate built form design guidelines for public places and spaces will generate a unique urban environment with a high level of housing choice.</p> <p>More importantly, the Values and Principles established within these Tables will serve to create an identity for Tamala Park unique within its regional setting.</p>	<p><b>Design guidelines should be developed to ensure a distinctive and well-defined built form for commercial, mixed use and residential precincts to support the leveraging of the development on the natural physical attributes of the site and surrounds.</b></p>	<p><b>Mandatory</b></p>
<p>4e) Promoting community safety.</p>	<p>4.4 To provide a safe and secure environment, including the design of urban neighbourhoods and road networks.</p>	<p>The need to provide safe urban environments for all members of the community to live, work and recreate in.</p>	<p>Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behavior. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts. Research into criminal behavior shows that the decision to offend or not to offend is more influenced by cues to the perceived risk of being caught than by cues to reward or ease of entry. Consistent with this research, CPTED based strategies emphasise enhancing the perceived risk of detection and apprehension. These strategies and principles are commonly integrated into design guidelines and it is suggested that these principles be applied to the future development of Tamala Park to enhance community safety and security.</p>	<p><b>CPTED principles to be incorporated into the design and planning for Tamala Park.</b></p>	<p><b>Mandatory</b></p>



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<b>PRINCIPLE 4: IDENTITY, EQUITY &amp; INCLUSIVENESS – cont'd</b>					
<b>SGS Strategies</b>	<b>Criterion</b>	<b>Value</b>	<b>Discussion</b>	<b>Principle</b>	<b>Primacy</b>
			Road safety is also an important consideration in promoting the overall agenda of community safety. Roads, particularly through their design, influence the perceived safety of road users, including motorists, cyclists and pedestrians. Marmion Avenue has been identified as a major constraint, especially for future east-west movement through the Tamala Park site. Currently, it acts as the major north-south route for the region, due to the Mitchell Freeway terminating at Hodges Drive (planned to be extended to Burns Beach Road by 2008). Ways in which to improve road safety as a result of this main arterial must be investigated so as to integrate the development (e.g. couplet) on both sides of Marmion Avenue. Neerabup Road and Connolly Drive present similar constraints though not as significant as Marmion Avenue.	<b>Investigate and where appropriate implement options for reducing the impact of Marmion Avenue, Neerabup Road and Connolly Drive on the development site.</b>	
4g) Promoting the conservation and appreciation of heritage sites	4.5 Recognise and conserve identified Aboriginal Heritage sites.	The need to protect recognised Aboriginal and European Heritage sites and educate people regarding their importance through interpretation and integration within the landscape.	There is a major Aboriginal Heritage site to the immediate south of Tamala Park, which is located between the subject site and the existing MRC site. Indigenous consultation would be desirable in the future planning for Tamala Park to integrate the site into the context of the broader environment as well the opportunity for integration of interpretive facilities into the broader open spaces planning of the location.  No sites of European Heritage remain.	<b>Investigate the possibilities to develop interpretative mechanisms and facilities in the appreciation of Aboriginal Heritage sites.</b>	<b>Desirable</b>
4h) Promoting the provision of community facilities and services that meet the needs of the community	4.6 To provide community facilities and services that are integrated within the neighbourhood and are accessible to all members of the community.	The need to respond to the current trends and forecasted demographic in the provision of essential community facilities and services.	Table 5.2 has identified Principles for the provision and adaptability of community based facilities and Table 5.1 has identified the need for far greater choice in housing so as to provide a more socially cohesive community. The combination of these principles should result in greater housing access within Tamala Park for demographic groups frequently excluded by lack of opportunity within more mainstream developments.  While these principles provide for the accommodation and inclusion of more marginalised groups into the community, they do not provide for the any care needs these or other groups may need.  It is envisaged that Tamala Park can provide a model for more community based care of children, the aged and the disabled if for no other reason than by their integration into mainstream residential areas. Further, and with the assistance of relevant Government and Local Government Programs (eg HACCC), opportunities may present for lower cost care programs to develop within the residential base itself rather than reliance upon Local / Government or business to provide relevant facilities.	<b>Through the structure planning process provide opportunities for alternative models of care for children, the disabled and the aged to be provided within the residential base of Tamala Park.</b>	<b>Desirable</b>

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<b>5.5 PRINCIPLE 5: LONG TERM ECONOMIC HEALTH</b>					
<b>SGS Strategies</b>	<b>Criterion</b>	<b>Value</b>	<b>Discussion</b>	<b>Principle</b>	<b>Primacy</b>
5a) Building on local industry strengths and opportunities.  5f) Encouraging workforce participation and local employment placement.	5.1 Provision of home and local employment opportunities.	There is a compelling need to provide for and promote a broad range of local employment opportunities within Tamala Park to reduce overall car dependency and achieve greater sustainability on both a local and regional scale.	Approximately 75% of the resident workforce commutes outside of the City of Wanneroo to work resulting in significantly higher levels of vehicle ownership; significant demands on the transport and road network and pressures on lifestyle choices as a consequence of often long commuting times. The underprovision of local employment opportunities also discriminates against those seeking part-time employment and places greater demand on services such as child care.  Planning and housing design for Tamala Park needs to provide greater opportunities for both local and home based employment that has been the norm in developing areas. Table 5.2 has outlined Principles for the accommodation of live / work enterprises as an extension of the Clarkson District Centre along with broader mixed use opportunities based around the Clarkson Train Station. Additionally, Table 5.2 identifies local opportunities arising from local retail, commercial and community facility provision.  Expansion of home based employment opportunities need also to be addressed through broadening of the range of acceptable activities; engagement with the project builders to include home employment areas within housing design and consideration of "as of right" home based enterprise principles	<b>Through the structure planning process and engagement of project builders, expand opportunities and principles for home-based employment.</b>	<b>Mandatory</b>
5b) Promoting investment consistent with strategic vision.	5.2 Provide for the emerging business needs of the region.	The need to establish regional business networks that support primary and secondary industries within the region and consolidate future commercial growth.	In the long term, Neerabup will become the major strategic industrial area to service expected industrial land demand in the northwest region. A constraint to the future success of this industrial site is the current lack of a major east-west transport links. Neerabup Road is proposed to connect from Marmion Avenue through to Flynn Drive, which will act as the main east-west transport link.  There is a need to seek the construction of Neerabup Road at an early date to facilitate east-west employment movements to enable existing and identified employment centres within and adjacent to Tamala Park to establish support networks that facilitate procurement and supply within the local region.	<b>Engage the Government and Main Roads WA to bring forward the construction of Neerabup Road through to Flynn Drive to support the establishment of local employment opportunities.</b>	<b>Desirable</b>
5c) Advocating the provision and enhancement of communications infrastructure.	5.3 An interconnected community providing residents and business owners / operators with leading high speed and reliable communications infrastructure.	The need to ensure provision and adaptability of modern communications systems and infrastructure to facilitate and promote the establishment of local business and employment.	In order for a community to transition into the new economy, certain critical elements need to be in place. Economic development within Tamala Park will be at a severe disadvantage if critical economic infrastructure is either lacking or inadequate. A range of services and technologies that provide consumers with high-speed data connections will be essential in encouraging and facilitating future employment and business development within Tamala Park.	<b>Provide high level and flexible communications infrastructure to Tamala Park employment and business opportunities.</b>	<b>Mandatory</b>
5d) Promoting business assistance and support networks.	5.4 Facilitate and encourage the early development of local business within Tamala Park.	To provide appropriate assistance and incentives for the development of small businesses and establish a local support network that allows for industry and professional development opportunities.	The Principles identified in Tables 5.2 and 5.5 provide a range of locational opportunities within Tamala Park for small to medium size businesses. Left to their own devices, the uptake of these opportunities is likely to occur at a pace slower than that of housing occupation.  It is desirable that population and employment locate conjunctly so that the values of the broader approach outlined for Tamala Park are achieved from an early date. To this end it would be desirable to develop non-financial strategies and incentives for business to locate / relocate to Tamala Park.	<b>Actively pursue and instigate non-financial strategies and incentives for commercial entities to locate / relocate in Tamala Park.</b>	<b>Desirable</b>

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<b>PRINCIPLE 5: LONG TERM ECONOMIC HEALTH – cont'd</b>					
<b>SGS Strategies</b>	<b>Criterion</b>	<b>Value</b>	<b>Discussion</b>	<b>Principle</b>	<b>Primacy</b>
5e) Promoting lifelong learning and targeted industry training.	5.5 Facilitate opportunities for the community to develop skills to assist the future growth of local commercial areas.	To provide appropriate human resource support to commercial entities locating within Tamala Park.	<p>The Principles identified in Tables 5.2 and 5.5 are likely to attract a broad range of commercial entities that, to varying levels will require human resource support. Additionally, Table 5.4 identifies Principles for establishing alternative. Locally based care models for children, the aged and the disabled It would be desirable to engage in partnership with local and regional training providers to identify and provide in space within Tamala Park relevant training and professional development regimes to support locating entities.</p> <p>Additionally, consideration should also be given to encouragement and enhancement of alternative work models, utilising the resources of those who seek or are only able to work on a part time basis.</p>	<b>Engage with local and regional training providers to map the future training requirements of the identified employment centres within Tamala Park.</b>	<b>Desirable</b>
5g) By protecting and promoting agricultural and productive primary industries.	<b>Not relevant to Tamala Park</b>				



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<b>5.6 PRINCIPLE 6: PEOPLE &amp; GOVERNMENT</b>					
<b>SGS Strategies</b>	<b>Criterion</b>	<b>Value</b>	<b>Discussion</b>	<b>Principle</b>	<b>Primacy</b>
6a) Promoting inclusive decision making.	6.1 Engage stakeholders and the community in the on-going planning and development of Tamala Park and its environs.  6.2 Engage the community in the planning and development of open spaces and community facilities.	There is a need to continue to engage stakeholders and the community in the on-going planning an development of Tamala Park both at structure planning level and subsequently in the design and development of public facilities and spaces.	The Enquiry By Design Workshop of January 2007 has demonstrated the value of engaging stakeholders and the community in the broader structure planning process. The January Workshop comprised primarily stakeholders from Government and Local Government. There is an need to extend the EBD process to also engage community and industry participants.  The EBD process should also be extended during detail processes to incorporate the planning and development of public facilities and spaces so that they better reflect the needs of users.	<b>Extend the EBD Workshop process during the structure planning process and design and development processes for public facilities and spaces so as to maximise the outcomes of the Principles identified for Tamala Park and extend ownership of the plans and proposals to the broader community.</b>	<b>Mandatory</b>
6b) Encouraging partnerships that address the changing needs of the community.	<b>Not relevant to Tamala Park</b>				
6c) Creating a commitment to the future of the region.	6.3 Maximise the financial return to the TPRC members.	The returns from the development of Tamala Park will be a significant source of future investment income for the participant Local Authorities.	The development of Tamala Park will provide a significant source of revenue for the participating Local Authorities, enabling them to further invest in the future of their respective communities.  It is therefore most important that the structure planning and development process maximise the return to the participants within the context of the TPRC Charter not only in gross terms but also temporally.	<b>The overall and temporal return to TPRC Member Councils be maximised within the context of the TPRC Charter.</b>	<b>Mandatory</b>
6d) Supporting the City's internal community, our staff.	<b>Not relevant to Tamala Park</b>				

Attachment: Review of a conceptual design statement extracted from pages 40-47 of the April 2007 development brief

TAMALA PARK DEVELOPMENT BRIEF

**6. CONCEPTUAL VISION**

**6.1 EMERGING THOUGHTS**

Six key design initiatives emerged from the EBD Workshop that have formed the basis of the Conceptual Vision and specifically:

- Taming of Marmion Avenue;
- Strong east west green link between the urban development and the Coast;
- Linkages with surrounding green spaces;
- Somerly Business Park; and
- Re-location of Neerabup Road.

These emerging thoughts are discussed briefly below:

**6.1.1 Taming Marmion Avenue**

Marmion Avenue carries significant traffic volumes as a consequence of a number of factors including high external employment and the absence of alternative routes notably the Freeway and Connolly Drive. While the construction of Connolly Drive and Neerabup Road to Wanneroo Road will assist in relieving some pressure on Marmion Avenue; Marmion Avenue will continue to remain a major impediment to east west connectivity. Additionally, the road is long, boring and offers little relief to the driver.

Tamala Park provides an opportunity to incorporate significant taming of Marmion Avenue by means of a 'couplet' effectively splitting the north and south carriageways facilitating greater east-west connections and introducing a range of land uses into a broad "median".

**6.1.2 Linkages with Coast**

The natural environmental features of the site and surrounding area provide major opportunities in taking advantage of the site's location, especially its proximity to the coast. Currently the site does not have any direct linkage with the coast; with Burns Beach and Mindarie being the closest designated coastal nodes. There is considerable value in developing a major east west link between the eastern portions of the site and Clarkson Train Station to the coast combined with opportunities for development of regional recreational and tourism attractions.

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**6.1.3 Linkages with Surrounding Green Spaces**

The opportunity to link future development with surrounding bushland is a significant feature of the Tamala Park site. With Neerabup National Park forming part of the eastern boundary, the proximity of Bush Forever sites and the extensive coastal reserve, there are opportunities to create an interface between future development and these environmental features, maximising their value both for the benefit of the estate and the broader region.

Particular opportunities arise from:

- The Mindarie Regional Council Landfill site which forms the southern boundary and following completion of landfill operations is proposed to be returned to Regional Reserve. The site is large and could accommodate a range of uses themed around regional recreation facilities, including sporting grounds, recreational centres, theme parks and alternative / extreme sport facilities; and
- The extensive coastal reserve which linked to the MRC site has the potential for development of a "Kings Park of the North" incorporating beach front day tourism facilities.

**6.1.4 Somerly Business Park**

Existing and planned mixed business development in Clarkson District Centre immediately north of Tamala Park combined with the Neerabup Industrial Estate to the east and the Clarkson Train Station precinct provide an opportunity to address the major local employment deficiency within the City of Wanneroo. The area east of Connolly Drive provides an opportunity for development of an innovative commercial and mixed business linking with the Clarkson Train Station.

**6.1.5 Neerabup Road Taming**

Similar to Marmion Avenue, the current Neerabup Road alignment limits the potential to provide adequate connectivity between future development within Tamala Park and existing development to the north including Clarkson Train Station. Neerabup Road is currently identified as an "Other Regional Road" under the Metropolitan Region Scheme and has been constructed as far east as Connolly Drive. It is proposed to be extended further east through to Wanneroo Road, Flynn Drive and the Neerabup Industrial Estate. As a consequence, traffic volumes on Neerabup Road can be expected to increase significantly on completion of the regional link.

There is a clear need to consider taming of Neerabup Road in the context of the regional traffic function. In this respect, two options present and specifically:

- Re-locating the regional function provided by Neerabup Rd to the south of the Tamala Park site; or
- Sinking Neerabup Road immediately west of the Freeway.

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Re-locating the regional function provided by Neerabup Rd to the south of the Tamala Park site effectively removes the physical barrier arising from increased traffic volumes associated with movement eastward to Wanneroo Road and the Neerabup Industrial area thereby significantly improving the relationship and connectivity between Somerly and future development in Tamala Park. At a two dimensional level, re-location of Neerabup Rd looks illogical as a consequence of the dividing effect of the road from the MRC site. However, from a three dimensional perspective, it is to be remembered that the northern boundary of the MRC site comprises a major east-west ridgeline and Aboriginal Heritage site effectively limiting any views from Tamala Park into the site and limiting access between the two locations to pedestrian access at acceptable locations.

Sinking, either fully or partially, Neerabup Road between the Freeway and Connolly Drive will also achieve connectivity of Tamala Park to the Clarkson Station environs but will continue to present a significant barrier between Marmion Avenue and Connolly Drive. Sinking Neerabup Road may also limit opposition from existing and future commercial operators in the Clarkson District Centre arising from reduced passing traffic.

From a purely engineering perspective, both options seem achievable but more detailed assessment will be required.

**6.2 CONCEPTUAL DESIGN**

Figure 6.1 proposes a Conceptual Design based on the Principles and Emerging Thoughts established in Sections 5 and 6 of the Design Brief.

Rather than adopt a "zoning" based approach, the Conceptual Design seeks to develop more of an "outcomes" based approach to the planning and development of the site so as to better reflect the Values and Principles established. To this end the Conceptual Design proposes:

**6.2.1 Movement Systems**

- Relocation of the regional connection functions of Neerabup Road to the southern portion of the site as the preferred option for taming of Neerabup Road with retention of Neerabup Road as a local distributor providing access to the Clarkson District Centre and Train Station;
- Major claming of Marmion Avenue by a two way "couplet" incorporating major mixed use development within the "median";
- Minor calming of Connolly Drive and the Neerabup Road east of the Clarkson District Centre to facilitate pedestrian / cyclist cross movement; and
- Provision of a major east-west green spine linking from the coast through to Clarkson Train Station and Neerabup National Park incorporating related green space land uses.

**6.2.2 Living**

- Seven "Multi-Choice Living" (MCL) cells being predominantly lower density housing in character but providing for an integrated range of housing choices at varying density to be set by the Structure Plan and detail subdivision design;
- Two "Tamala Central Living" cells within the Marmion Avenue "couplet" providing mixed use, medium and high density housing choices including multi-storey apartment development optimising the views available from this location;
- An innovative "Conservation Living" cell within the eastern most portion of the site of providing a range of housing choices and based on a strata / community title approach. The cell differs from MCL cells in that the primary design outcome required is that of a high level of retention of remnant vegetation both within "lots" and the broader cell setting;
- A "Landform Responsive Living" cell within the northwest quadrant of the area west of Marmion Avenue incorporating a range of housing choices based on a mix of green, strata and community title approaches as appropriate. This portion of the site displays a fairly unique landform requiring that the primary design outcome be that of a built form that works more closely with and better reflects the landform of this portion of the site;
- Two "Tourism and Living" cells within the western portion of the site overlooking the major coastal reserve and providing the opportunity for a mix of short term, primarily (non-resort) tourist oriented living and MLC housing;
- An overall dwelling yield in the order of 2400 dwellings estimated as follows:

Living Type	Area (ha)	Average Density*	Dwelling Yield
Multi-Choice	82	R25 : 15.0 d/ha	1230
Conservation	12	R15: 11.5 d/ha	140
Landform Responsive	9	R25 : 15.0 d/ha	130
Tourism & Living	9	R30 : 16.5 d/ha	150
Tamala Central	10	R80 : 70 d/ha	700
Live Work – residential component	5	R20 : 12.5 d/ha	60

\* Average density estimates include the area of roads.

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### 6.2.3 Employment

- A "Tamala Central" mixed use commercial cell within the "median" of Marmion Avenue providing for a range of retail, commercial, entertainment and community based activities;
- An "Employment" cell immediately south of and directly linked to the Clarkson Train Station providing for a range of mixed office and non-retail commercial opportunities. The eastern portion of the site has been identified as a "Vegetation Inclusion" area to encourage retention of remnant Tuart Trees both within "lots" and the broader cell planning. Alternative title approaches may be appropriate in the eastern portion of the cell to facilitate vegetation retention;
- A "Live Work Enterprises" cell immediately south of the Clarkson District Centre to facilitate higher level home based offices and non-retail enterprises not typically suited to a more conventional residential setting, including the potential for light industrial uses of a "non-invasive" nature. The live work concept envisages dual access lots with conventional dwellings to the front and small service commercial / office workspaces to the rear, generally designed sympathetically to a residential setting; and
- Advanced home based employment opportunities within the Living cells set by the Structure Plan and detail subdivision design.

### 6.2.4 Conservation and Recreation

- Strong green links through the site and adjacent bushland areas;
- Retention and inclusion of significant areas of remnant vegetation within open spaces and broader site planning and development;
- Integration of a "Kings Park of the North" into overall site and environ planning including a more substantial beach node incorporating day use tourism facilities with associated access and parking infrastructure;
- Integration of longer term use of the MRC site as a regional recreational and sporting resource; and
- Effective distribution of Public Open Space areas to ensure a high level of accessibility to local open spaces within Living cells. The POS areas shown on the Conceptual Design approximate the required POS estimate of 11.3ha calculated as 10% requirement east of Marmion Avenue and the concessional 5% requirement west of Marmion Avenue.

### 6.2.5 Community

- Clear definition between individual Living cells to engender a sense of identity for each cell supported by local open / community spaces within close proximity of dwellings within each cell;

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- Mixed density Multi-Choice Living cells providing a range of integrated housing choices for a road spectrum of the community;
- Provision for broad range of community and entertainment opportunities with the "Tamala Central" cell; and
- Integration of educational requirements into the east west green spine with separation of middle and primary campuses by sporting based open space.

It is considered that the Conceptual Design in conjunction with implementation of the Values and Principles established in the Design Brief will result in a unique and leading edge development that maximises the opportunities presented by the site and its regional setting.

### 6.2.6 Land Use Schedule

The table below provides a broad estimate of overall land use under the Conceptual Design.

Living Uses	Area (ha)	Non-Living Uses	Area (ha)
Multi-Choice Living	82.5	Tamala Central	6.4
Conservation Living	12.1	Employment	15.0
Landform Responsive Living	8.8	Live Work – Enterprise	5.5
Tourism & Living	9.6	Public Open Space	11.3
Tamala Central Living	9.8	Western Power Sub-station	3.7
Live Work Enterprises – Living	5.5	Neerabup Rd Re-alignment	9.5

Total site area = 179.7ha.

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## 7. IMPLEMENTING THE VISION

The Principles and Conceptual Design presented in the Sections 5 and 6 provide a strong framework for the future development of Tamala Park, from which detailed structure planning can progress.

The immediate next step in the implementation process is for the Tamala Park Regional Council to formally consider and adopt the Design Brief as the basis for initiation of the structure planning process.

Under the City of Wanneroo District Planning Scheme No 2 the Urban Development zoning requires the preparation and adoption by Council of a comprehensive Agreed Structure Plan (ASP) prior to any subdivision or development occurring; the development and preparation of which will require the assembly of a multi-disciplinary team under the stewardship of the Chief Executive Officer. The ASP will also require approval and adoption by the WA Planning Commission and will form the basis for subsequent subdivision approvals by the Commission as well as triggering the lifting of the Urban Deferred Zone under the Metropolitan region Scheme.

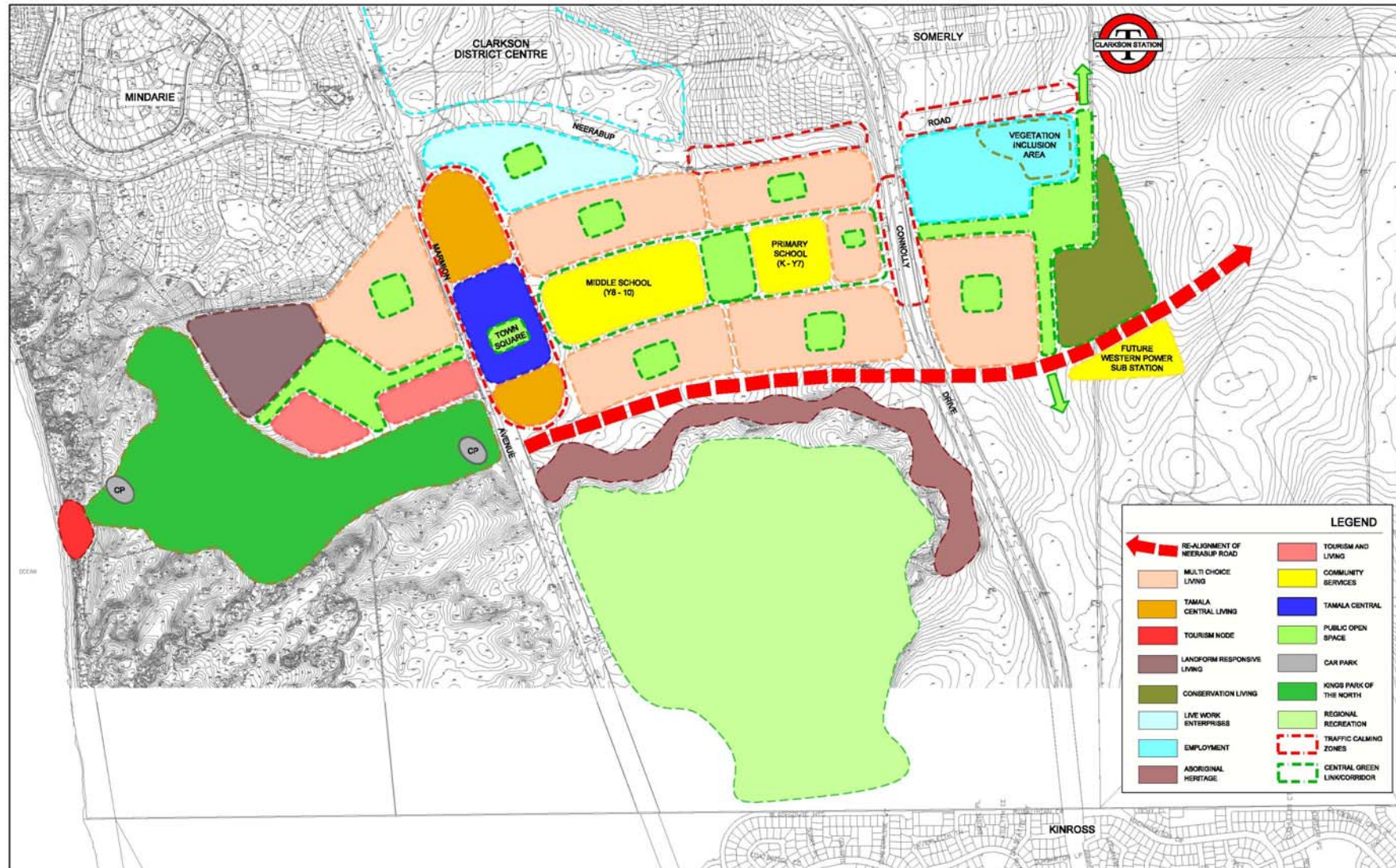
As part of the early stages of the structure planning process it will be necessary for the Structure Plan Project Team to evaluate and refine a number of the key Principles of the Design Brief for further consideration and approval of the TPRC and particularly:

- Integrating Bush Forever land to the west of the site, including the coastal foreshore reserve and beach into the overall structure planning process;
- Establishing a joint planning team with the Mindarie Regional Council for integrating longer term planning of the MRC site as a regional recreational location into the overall structure planning process;
- The re-location and re-alignment of the regional link function of Neerabup Road to the southern boundary of the site and associated requirements;
- The options and implications for traffic calming initiatives along major arterial routes within and surrounding the site and specifically Marmion Avenue, Connolly Drive and Neerabup Road;
- Examine local public / private transport options for the introduction of alternative transport modes including communal transport options;
- Greywater and stormwater recovery and re-use technologies and options for integration of available technologies into Tamala Park;
- Energy supply and generation technologies and options including resolution of regional supply and distribution networks; and
- Resolution of educational requirements within Tamala Park, their distribution and planning for joint use of facilities.

It is recommended that further Enquiry by Design Workshops be undertaken throughout the development of the Structure Plan commencing with a second Workshop to present and test the Design Brief with the wider community.

The Workshop process will also be important to developing and resolving specific Principles and Values identified in the Design Brief including building choices and design, local employment options, transportation, land use, water and energy conservation, landscape design and management and open space design principles.





**CONCEPTUAL DESIGN  
TAMALA PARK**

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	Complete	Dec 07	Feb 08	Apr 08	Jun 08	Aug 08	Oct 08	Dec 08	2009 on
<b>Aboriginal Heritage Study</b>	X								
Preparation of Study Brief	X								
Appointment of Consultant	X								
Tender Process	X								
Council Appointment & Commissioning	X								
Desktop Study (Part A)	X								
Report to Council	X								
Archaeological Component B (A)			█						
Ethnographic Component (B)			█						
Report & Recommendations			█						
Review Section 18 Implications			█						
Council Decisions			█						
<b>Inform Affected Projects</b>			█						
MRC Future Use Study			█						
Coastal Conservation Reserve Mgmt Plan			█						
Geological Survey			█						
TPRC Structure Plan			█						
Australian Heritage inc Infrastructure History			█						
<b>Remove Hazardous Site Classification</b>	X								
Submission to DEC - Legal Format			█						
Surveys Site Area for Classification Boundary	X								
MRC Management Plan and Area Impact Study			█						
CSIRO Monitoring Regime			█						
CSIRO Projection Report - Extend to TPD			█						
<b>GST Ruling and Action</b>	X								
ATO Ruling	X								
Update Valuations 1/7/2000 - Start Date	X								
Viability Analysis - Margin & Std GST	X								
Annual Valuation Update Margin Scheme									█
Annual Model Update Marg Sch Cash Flow Costs	X								
<b>Evaluate Trust Option</b>									
<b>Legal Power for Local Government Trust</b>									
Status of TPRC in Contracts/Actions									
Trustees Act Issues -v- Local Government Act									
<b>Establishment Agreement Change Process</b>	X								
Legal Drafting									
Local Government Concurrence									
DLGRD Preliminary Approval									
Formal Application Approval Minister LGA S3.61									
Gazettal									
<b>Concurrence of Stakeholders</b>									
DLGRD									
ATO									
Local Governments (as distinct TPRC)									
Audit & Asset Recording issues									
Evaluate other Options									
Project Management									
Joint Appt & Delegation to TPRC CEO									
Rate Liability issues									
Monitor Tax Pro responses to ATO Ruling									
<b>Financial Service Packages</b>									
Building Design									
Solar Rooftop									
Water - 3 Pipe & Home Harvesting									
Communication & Monitoring Systems									
<b>Project Financial Projections</b>	X								
<b>Metro Development Program Services Review</b>									
<b>Strategic Planning Review</b>									
Stakeholder Consultation Programme									



**10. FORMAL CLOSURE OF MEETING**