

# Capricorn Coastal Node Structure Plan No. 75



# DOCUMENT STATUS

14/024 Capricorn Coastal Node Structure Plan No. 75		Revision	Reviewer	Date Issued
Prepared By: <b>Taylor Burrell Barnett Town Planning and Design</b> 187 Roberts Road SUBIACO WA 6008 Phone: 9382 2911 Fax: 9382 4586 admin@tbbplanning.com.au  In association with: Roberts Day	1	RC	05.03.2015	
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**ENDORSEMENT PAGE**

This structure plan is prepared under the provisions of the City of Wanneroo  
District Planning Scheme No.2

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

**6 January 2016**

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the *Planning and  
Development (Local Planning Schemes) Regulations 2015*.

Date of Expiry:

**6 January 2031**

# TABLE OF AMENDMENTS

Each time a Structure Plan is amended, the amendment is to be recorded in the table of amendments at the front of the Structure Plan, including the amendment type (minor or major).

Amendment No.	Summary of the Amendment	Amendment Type	Date Approved by WAPC
Amendment 1	<p>Undertake changes to the Agreed Structure Plan document by:</p> <ul style="list-style-type: none"> <li>• Including reference to RMD 40 &amp; RMD 60 in Part 1, Section 1.7.1 for the Residential zone.</li> <li>• Including reference to RMD 60 in Part 1, Section 1.7.2 for the Mixed Use zone.</li> <li>• Including the following text within Part 1 – Sections 1.7.1 and 1.7.2;</li> <li>• ‘The City of Wanneroo’s Medium-Density Housing Standards (R-MD)’ Local Planning Policy 4.19 (R-MD Codes LPP 4.19) sets out acceptable variations to the deemed-to-comply provisions of the R-Codes for lots coded R25-R60. Except in a situation where an approved LDP imposing R-Codes variations for lots applies, the standards set out in R-MD Codes LPP 4.19 apply to this Local Structure Plan.</li> <li>• Updating Plan 1 with RMD Codes and include a note in the legend as follows: <i>‘Lots with a designated RMD-Code are subject to LPP4.19-Medium Density Housing Standards’.</i></li> </ul>	Major	25 July 2017
Amendment 2	<ul style="list-style-type: none"> <li>• Minor modifications to the Structure Plan land use zones and reserves boundaries to align with approved subdivision layouts and detailed subdivision layouts; POS rationalisation and deletion of the Permanent Residential Development Excluded area.</li> </ul>	Major	03 May 2021

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# PART 1 IMPLEMENTATION

## 1.1 STRUCTURE PLAN AREA

The Capricorn Coastal Node Structure Plan (Structure Plan) shall apply to the area defined by the black dashed line on **Plan 1 – Structure Plan**.

## 1.2 PURPOSE

The Capricorn Coastal Node is intended to become a tourist and recreational coastal activity destination. This Structure Plan provides the planning framework to guide subsequent detailed urban design and development of the centre. This Structure Plan constitutes a Structure Plan prepared pursuant to the City of Wanneroo District Planning Scheme No. 2 (the Scheme).

## 1.3 STRUCTURE PLAN CONTENT

### **Part 1 – Implementation**

Contains the structure plan map and outlines the requirements that will be applied when assessing subdivision and development applications over the land to which the structure plan applies.

### **Part 2 – Explanatory Section and technical appendices**

Supports the structure plan contained in Part 1 by providing the background and explanatory information used to prepare the structure plan.

## 1.4 INTERPRETATION

The words and expressions used in this Structure Plan shall have the respective meanings given to them in the Scheme.

Within the Structure Plan report, the term ‘local government’ refers to the City of Wanneroo.

**Holiday Home** means a dwelling which may also be used for short term accommodation but does not include a bed & breakfast.

**Retail NLA** shall have the same meaning as given to the term ‘net lettable area’ in Appendix 1 of State Planning Policy 4.2 *Activity Centres for Perth and Peel*.

**Serviced Apartment** means a group of units or apartments providing:

- (a) self-contained accommodation for short term guests; and
- (b) any associated reception or recreation facilities.

**Short term accommodation** has the meaning given to it in the *Planning and Development (Local Planning Schemes) Regulations 2015* (as amended).

## 1.5 OPERATION DATE

This Structure Plan comes into operation when it is endorsed by the Western Australian Planning Commission (WAPC) pursuant to section 16 of the *Planning and Development Act 2005*.

## 1.6 ZONES AND RESERVES

The **Plan 1 – Structure Plan** designates the zones and reserves applicable to the Structure Plan area.

The land use and development objectives of each of the zones are additional to the objectives of the Scheme, and are intended to provide the context for future development within the respective zones.

### 1.6.1 RESIDENTIAL ZONE OBJECTIVES

In addition to the objectives in the Scheme pertaining to the Residential zone, the following objectives apply within the Structure Plan:

- (a) Promote development that is conducive to the establishment of home based businesses.
- (b) Provide for predominantly residential and short term accommodation uses that may be made up of one or a mix of the following types:
  - Short term accommodation;
  - Grouped or Multiple Dwellings; and
  - Single Dwellings.
- (c) Provide an appropriate interface between future development and public open space surrounding the Structure Plan area.

### 1.6.2 MIXED USE ZONE OBJECTIVES

In addition to the objectives in the Scheme pertaining to the Mixed Use zone, the following objectives apply within the Structure Plan:

- (a) Provide an area of transition between the Commercial zone and the surrounding residential area.
- (b) Build coastal facilities with opportunities for festive, entertainment, leisure, recreational and artisan experiences.

- (c) Be designed in scale and accessibility for pedestrians to linger.
- (d) Be intricately connected to the natural coastal ecology.
- (e) Final road alignments, public open space and indicative lot configuration providing for a flexible and adaptive road layout and local-scale coastal activity centre and complementing the existing environment.
- (f) Land Use and development that is complementary to the Commercial zone comprising the predominant retail components of the Capricorn Coastal Node, and the Capricorn Village Neighbourhood Centre.

### 1.6.3 COMMERCIAL ZONE OBJECTIVES

In addition to the objectives in the Scheme pertaining to the Commercial zone, the following objectives apply within the Structure Plan:

- (a) Facilitate the development of a compact and accessible local-scale coastal activity node.
- (b) Provide for a suitable amount of retail and compatible commercial, short-stay and tourism, recreation, entertainment and residential land uses.
- (c) Complement and not compete with the conventional day-to-day retail, commercial and civic services offered in the Capricorn Village Neighbourhood Centre.

### 1.6.4 SPECIAL USE ZONE OBJECTIVES

The following objectives apply within the Special Use zone within the Structure Plan:

- (a) Provide for a range of short-stay accommodation types for varying budgets with a tourism focus including motel, hotel and resort land uses; and incidental non-residential land uses.

- (b) Integrate the built form within the coastal landscape having regard to changes in coastal processes over time. In this regard natural topography should be maintained as much as possible and the architecture, colour and landscaping should have regard to and complement the natural coastal character.
- (c) Tourist / recreational facilities such as swimming pools, tennis courts, function rooms, and day spa may be provided, noting that non-tourism related retail, commercial and service facilities would be more appropriately located in the Mixed Use and Commercial zones.

## 1.7 DEVELOPMENT PROVISIONS

### 1.7.1 RESIDENTIAL ZONE DEVELOPMENT PROVISIONS

#### i. Land Use Permissibility:

The permissibility of any use class within the Residential Zone is indicated in Table 1 of the Scheme.

#### ii. Development Standards:

An Ancillary Dwelling may front onto and be accessed from a laneway (either on ground floor or above dwelling/ garage).

#### iii. Residential Density:

A target of minimum 15 dwellings per gross urban hectare shall be achieved within the Residential zone. Proposed subdivisions creating single residential lots must demonstrate how this can be achieved.

The City of Wanneroo’s ‘Medium-Density Housing Standards (R-MD)’ Local Planning Policy 4.19 (R-MD Codes LPP 4.19) sets out acceptable variations to the deemed-to-comply provisions of the R-Codes for lots coded R25-R60. Except in a situation where an approved LDP imposing R-Code variations applies, the standards set out in the R-MD Codes LPP 4.19 apply to this Local Structure Plan.”

The **Plan 1 – Structure Plan** applies an RMD40 and RMD60 density coding for the Residential zone.

#### iv. Parking:

‘Foreshore Road’ and ‘Road Link to Two Rocks Road’: On street parking shall be maximised. Provision shall be made along both roads for suitable pedestrian crossings, street trees and landscaped verge areas, bus stops, and street furniture where appropriate.

### 1.7.2 MIXED USE ZONE DEVELOPMENT PROVISIONS

#### i. Land Use Permissibility:

The permissibility of any use class within the Mixed Use zone is indicated in Table 1 of the Scheme. Land uses at ground level within the Mixed Use zone adjacent to the Coastal Foreshore Reserve shall be non-residential.

In accordance with the Scheme, the following uses are determined to be consistent with the objectives and purposes of the Mixed Use zone within the structure plan area and, in considering an application for planning approval, shall follow the procedures for a ‘D’ use under the Scheme:

- Holiday Home , and;
- Serviced Apartment.

#### ii. Development Standards:

An Ancillary Dwelling may front onto and be accessed from a laneway (either on ground floor or above a dwelling/garage).



- iii. Subdivision and development on land zoned Mixed Use abutting the Coastal Foreshore Reserve, shall be designed so as to:
  - a) Maintain public accessibility to the foreshore reserve;
  - b) Maintain a visual connection to the coast from the Foreshore Road in strategic locations; and
  - c) Be sympathetic to the coastal environment and landscape.

iv. Local Development Plans:

A Local Development Plan (LDP), prepared pursuant to the Scheme, will be required to address the following:

- Frontage and interface for lots directly abutting public open space and/or the existing Coastal Foreshore Reserve;
- Adaptability to non-residential use over time by providing suitable access, parking, street interface, site layout, building external design, internal building design and facilities.

**Note:** Non-residential adaptability of a development is to have regard to the type of building and expected non-residential land use.

- Development on land zoned Mixed Use abutting the Coastal Foreshore Reserve, shall be designed so as to maintain public accessibility and view corridors to the Coastal Foreshore Reserve as generally indicated on **Plan 1 – Structure Plan**;
- Bush Fire Management Plan requirements (for land within a Bush Fire Prone Area, refer **section 1.9**); and
- Other matters referred to in DPS 2 or considered relevant by the local government.

A LDP may be prepared for either the entire zone or for separate street block areas. The local government will not accept a LDP for any area that is spatially smaller than a street block.

Proposals that comply with the provisions of this Structure Plan and an approved LDP shall be considered to have Planning Approval as required under the Scheme. Separate planning approval obtained through the lodgement of a Development Application shall only be required if variations to the LDP are proposed.

v. Residential Density:

A target of minimum 15 dwellings per gross urban hectare shall be achieved within the Mixed Use zone. Proposed subdivisions creating single residential lots must demonstrate how this can be achieved.

The City of Wanneroo’s ‘Medium-Density Housing Standards (R-MD)’ Local Planning Policy 4.19 (R-MD Codes LPP 4.19) sets out acceptable variations to the deemed-to-comply provisions of the R-Codes for lots coded R25-R60. Except in a situation where an approved LDP imposing R-Code variations applies, the standards set out in the R-MD Codes LPP 4.19 apply to this Local Structure Plan.”

The **Plan 1 – Structure Plan** applies an RMD60 and R100 density coding to residential components of development within the Mixed Use zone.

vi. Parking:

On street parking shall be maximised along the Foreshore Road, as depicted on **Plan 1 – Structure Plan**, and along local access streets in proximity to or abutting the existing Coastal Foreshore Reserve. Provision shall be made along the Foreshore Road where appropriate for suitable pedestrian crossings, street trees and landscaped verge areas, bus stops, street furniture, and a shared path.

The parking standards contained in LDPs shall be guided by the following:

- Parking areas comprising large open expanses of monotonous paving or asphalt shall be minimised;

- Parking shall be designed wherever possible to complement surrounding built form with the use of screening, planting and/or built form;
- On-site parking requirements shall be minimised, taking into account reciprocity;
- On-site parking requirements should not restrict changes in land use. In this regard a flat rate for parking that does not vary with land use may be considered by the local government; and
- Coastal centres have more amplified peak usage on weekends and during the warmer months, therefore to avoid the potential for large underutilised parking areas during off-peak times, multiple purpose sites that can accommodate parking such as grassed areas are encouraged to be used to cater for peak periods.

### 1.7.3 COMMERCIAL ZONE DEVELOPMENT PROVISIONS

#### i. Land Use Permissibility:

The permissibility of any use class within the Commercial zone is indicated in Table 1 of the Scheme.

In accordance with the Scheme, the following uses are determined to be consistent with the objectives and purposes of the Commercial zone within the structure plan area and, in considering an application for planning approval, shall follow the procedures for a 'D' use under the Scheme:

- Holiday Home , and;
- Serviced Apartment.

#### ii. Development Standards:

An Ancillary Dwelling may front onto and be accessed from a laneway (either on ground floor or above dwelling/ garage).

#### iii. Local Development Plans:

A LDP, prepared pursuant to the Scheme, will be required to address the following:

- Land uses at ground level that provide an active commercial frontage;
- Suitable access, parking, street interface, site layout, building external design, internal building design and facilities for commercial development;
- Frontage and interface for lots directly abutting the Foreshore Road;
- Bush Fire Management Plan requirements (for land within a Bush Fire Prone Area, refer **section 1.9**); and
- Other matters referred to in the Scheme or considered relevant by the local government.

A LDP may be prepared for either the entire zone or for separate street block areas. The local government will not accept a LDP for any area that is spatially smaller than a street block.

Proposals that comply with the provisions of this Structure Plan and an approved LDP shall be considered to have Planning Approval as required under the Scheme. Separate planning approval obtained through the lodgement of a Development Application shall only be required if variations to the LDP are proposed.

#### iv. Residential Density:

The **Plan 1 – Structure Plan** applies an R100 density coding to residential components of development within the Commercial zone.

#### v. Parking:

On street parking shall be maximised along the Foreshore Road, as depicted on **Plan 1 – Structure Plan**, and along local access streets within the Commercial zone. Provision shall be made along the Foreshore Road where appropriate for suitable pedestrian crossings, street trees and landscaped verge area, bus stops, street furniture, and a shared path.

The parking standards contained in DAPs shall be guided by the following:

- Parking areas comprising large open expanses of monotonous paving or asphalt shall be minimised;
- Parking shall be designed wherever possible to complement surrounding built form with the use of screening, planting and/or built form;
- On-site parking requirements shall be minimised, taking into account reciprocity; and
- On-site parking requirements should not restrict changes in land use. In this regard a flat rate for parking that does not vary with land use may be considered by the local government.

#### 1.7.4 SPECIAL USE ZONE DEVELOPMENT PROVISIONS

##### i. Zoning Table:

No person shall use any land or any structure or buildings on land in the Special Use zone except for the purpose set out against that land in **Table 1**. All uses not listed in Table 1 are deemed Not Permitted 'X'.

##### ii. Subdivision and Development on land zoned Special Use abutting the Coastal Foreshore Reserve, shall be designed so as to maintain a pedestrian connection as shown on the Yanchep Two Rocks District Structure Plan No. 43 having regard to coastal physical processes over the longer term.

##### iii. Development within the Special Use zone is to be separated from the Coastal Foreshore Reserve in a way that provides a clear demarcation between public and private land.

**TABLE 1 SPECIAL USE ZONING TABLE**

USE CLASS	Land Use Permissibility	USE CLASS	Land Use Permissibility
Amusement Facility/ Parlour	D	Office	D
Art Gallery	D	Park	D
Beauty Parlour	D	Park Home Park	D
Bed & Breakfast	P	Place of Assembly	
Camping Ground	P	Private Recreation	D
Car Park	P	Public Exhibition Facility	P
Caravan Park	D	Reception Centre	D
Caretaker's Dwelling	D	Restaurant	D
Holiday Village/ Resort	D	Serviced Apartment	D
Hotel	D	Telecommunications Infrastructure	D
Motel	D		

##### iv. Local Development Plans:

One LDP shall be prepared for the land zoned Special Use. A LDP, prepared pursuant to the Scheme, will be required to address the following:

- View analysis, including views from within the site and views of the development from the beach and surrounding areas;
- The spatial arrangement of land uses, consistent with **Table 1** Special Use Zoning Table in this Structure Plan;
- Building details including orientation, form, scale, height, colours, materials and roofing;

- Indicative earthworks plan and retaining walls;
- Pedestrian and vehicular access and parking through the site;
- Integration of development and access with the adjoining Mixed Use zone and existing Coastal Foreshore Reserve;
- Safe and controlled beach access in accordance with the Two Rocks Yanchep Foreshore Management Plan;
- Landscape Strategy;
- Building Exclusion Areas within the Coastal Physical Processes Setback area (refer to **section 1.11**);
- Bushfire Management Plan requirements (for land within a Bush Fire Prone Area, refer **section 1.9**); and
- Other matters referred to in the Scheme or considered relevant by the local government.

Proposals that comply with the provisions of this Structure Plan and the approved LDP shall be considered to have Planning Approval as required under the Scheme. Separate planning approval obtained through the lodgement of a Development Application shall only be required if variations to the LDP are proposed.

## 1.8 RETAIL NET LETTABLE AREA

Notwithstanding that limited retail may be accommodated within the Mixed Use zone, pursuant to the Scheme for the Commercial zone, the Retail Net Lettable Area (NLA) shall not exceed 1,600m<sup>2</sup>. Any increase in the Retail NLA shall be subject to an amendment to this Structure Plan and require a retail assessment report that takes into consideration ongoing tourism demands and adverse impacts on the viability of surrounding centres.

## 1.8.1 EMPLOYMENT SELF SUFFICIENCY TARGET

*Directions 2031 & Beyond* and the *Yanchep – Two Rocks District Structure Plan* (DSP) aim to deliver improved levels of employment self-sufficiency (ESS) within the North-West region (encompassing the Cities of Joondalup and Wanneroo). *Directions 2031 & Beyond* has an ESS target of 60% by 2031 and the DSP has an ESS target of 75% for the DSP area. The Structure Plan area will contribute to these ESS targets through the delivery of retail floorspace, commercial floorspace and tourism accommodation. DAPs and development applications within the Mixed Use, Commercial and Special Use zones are to demonstrate the contribution made to the overall ESS targets.

## 1.9 BUSHFIRE MANAGEMENT

A 100 metre Hazard Separation Zone applies over zoned land depicted as a ‘Bush Fire Prone Area’ on **Plan 1 – Structure Plan**. Prior to the lodgement of subdivision or development in these areas bushfire mitigation and management measures are to be addressed in accordance with the WAPC’s *Planning for Bushfire Protection Guidelines*.

Any relevant class of building identified in *Australian Standard – Construction of Buildings in Bushfire Prone Areas* (AS3959-2009) (or equivalent) to be erected on any lot within the ‘Bush Fire Prone Area’ as declared in this Structure Plan shall comply with the requirements of AS3959-2009 (or equivalent).

The WAPC, on the advice of the local government and/or the Department of Fire and Emergency Services (DFES), may require a condition at the time of subdivision requiring the preparation, approval and implementation of a Bushfire Management Plan to the specifications of the Responsible Authority.

At the time of subdivision, the extent of the ‘Bush Fire Prone Area’ may be reviewed to have regard to any changes in the extent of the area subject to a ‘Moderate’ and/or ‘Extreme’ bushfire hazard.

## 1.10 PUBLIC OPEN SPACE PROVISION

Public Open Space Provision shall have regard to the spatial arrangement of public open space as outlined in the Capricorn Coastal Village Agreed Structure Plan No. 44 (ASP 44).

Subdivision within the Mixed Use zone adjacent to the Coastal Foreshore Reserve is to provide 0.2423ha public open space which is located and designed to maximise public accessibility and view corridors to the Coastal Foreshore Reserve.

**Note:** Two areas of open space, numbered 15 and 16, are identified in ASP 44 for Urban Space (Passive) and, excluding drainage, are documented to provide 0.2423ha out of the 26.7203ha Open Space allocation as contained in Table 1 of the Amendment 9 documentation for the ASP 44.

## 1.11 COASTAL PHYSICAL PROCESSES SETBACK LINE

A Physical Processes Setback Line, measured from the Horizontal Setback Datum (HSD), is depicted on **Plan 1 – Structure Plan**.

At the time of development, subdivision or strata subdivision in accordance with this Structure Plan and adjacent to the existing Coastal Foreshore Reserve, all land forward of the Physical Processes Setback Line shall be ceded to the Crown as ‘Parks and Recreation’ reserve for future management by the local government.

Development shall be located behind the Physical Processes Setback Line except where consistent with the requirements of SPP 2.6 *State Coastal Planning Policy*.

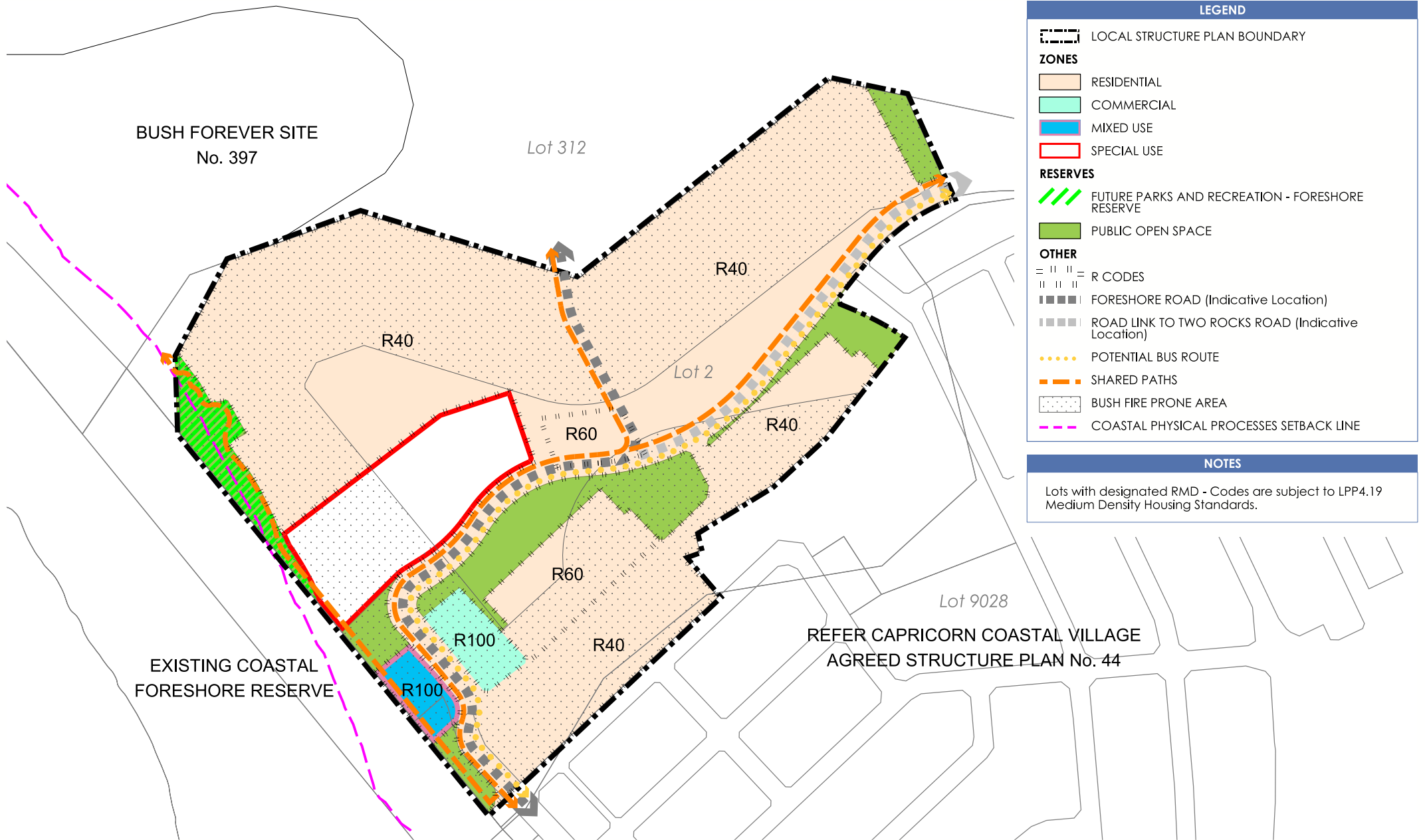
A Shared Path is to be provided along the coast, outside of the Coastal Physical Processes Setback area, and subject to detailed design as part of a Foreshore Management Plan.

## 1.12 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

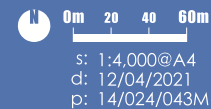
**Table 2** outlines requirements for submission at subdivision and/or development.

**TABLE 2 SUBDIVISION AND DEVELOPMENT REQUIREMENTS**

Requirement	Submission Stage
Public Open Space Schedule	Lodgement of subdivision within the Mixed Use Zone where adjacent to the Coastal Foreshore Reserve.
Foreshore Development Concept	Lodgement of subdivision or development within the Mixed Use Zone where adjacent to the Coastal Foreshore Reserve.
Foreshore Management Plan	Condition of subdivision where public access to the Coastal Foreshore Reserve is made available.
Bushfire Compliance Checklist	Lodgement of subdivision or development where land is within a bushfire prone area.
Bushfire Management Plan	Condition of subdivision where land is within a bushfire prone area.



**PLAN ONE - STRUCTURE PLAN**  
Capricorn Coastal Node, ASP 75  
YANCHEP



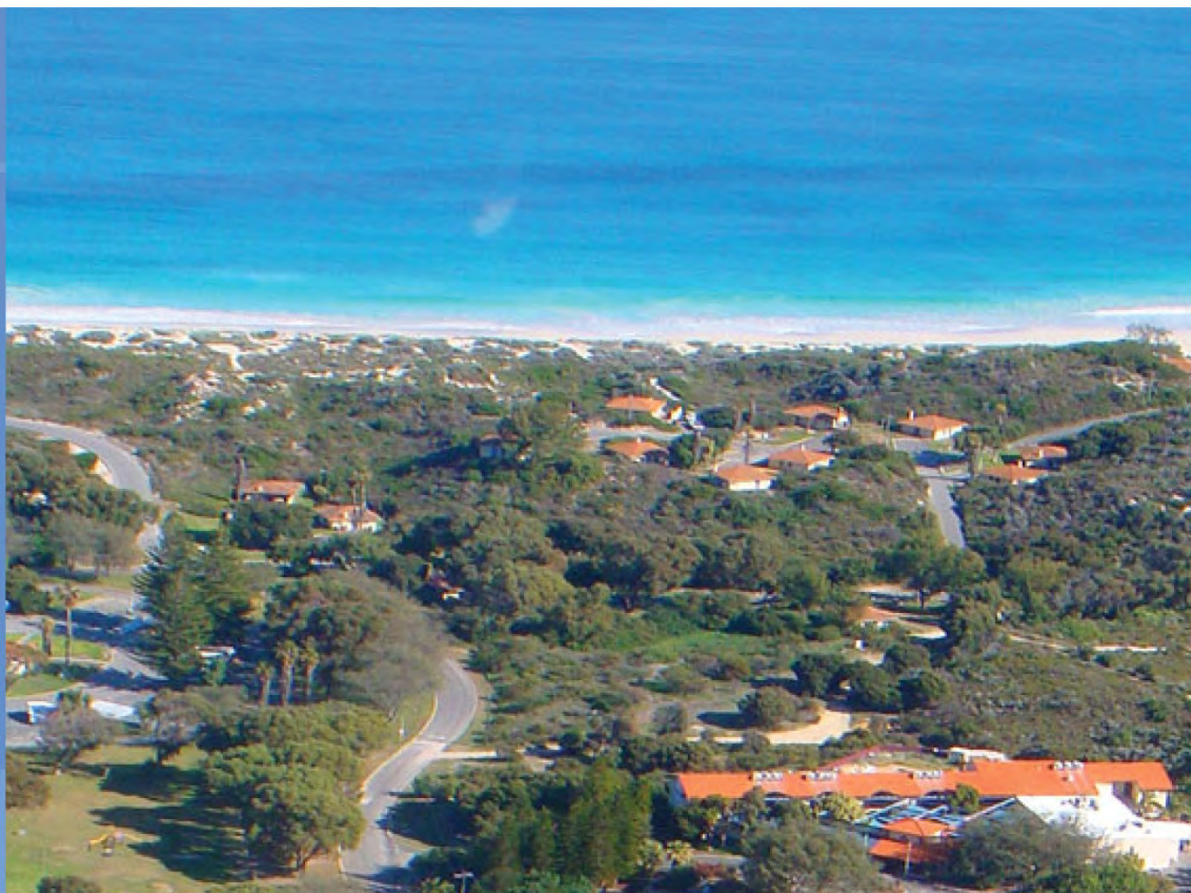
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# Capricorn Coastal Node Structure Plan No. 75

## Part 2: Explanatory Report and Technical Appendices

Prepared by Roberts Day

Modified by Taylor Burrell Barnett  
to **reflect changes requested by  
Department of Planning**



# DOCUMENT STATUS

14/024 Capricorn Coastal Node Structure Plan No. 75		Revision	Reviewer	Date Issued
<p>Prepared By: <b>Taylor Burrell Barnett Town Planning and Design</b>            187 Roberts Road            SUBIACO WA 6008            Phone: 9382 2911 Fax: 9382 4586            admin@tbbplanning.com.au</p> <p>In association with: Roberts Day</p>	1	RC	26.05.15	
	2	RC	20.08.15	
	3	RC	03.12.15	



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# 1 INTRODUCTION

The Coastal Node at Capricorn Village is perfectly positioned to develop into a thriving tourism and recreational activity hub: the site has 500 metres of frontage to a protected white sand swimming beach; world-class surfing, windsurfing, kite-surfing, fishing & diving; a Mediterranean climate with 300 days of sunshine each year; and easy access by major arterial roads within 1 hour of the international airport.

Roberts Day and Taylor Burrell Barnett have been commissioned by Capricorn Village Joint Venture (CVJV) to prepare a Structure Plan that can facilitate future development and realise the site's full potential.

Part 1 of the Structure Plan contains the structure plan map and outlines the requirements that will be applied when assessing subdivision and development applications over the land to which the structure plan applies.

Part 2 of the Structure Plan supports the structure plan contained in Part 1 by providing the background and explanatory information used to prepare the structure plan.





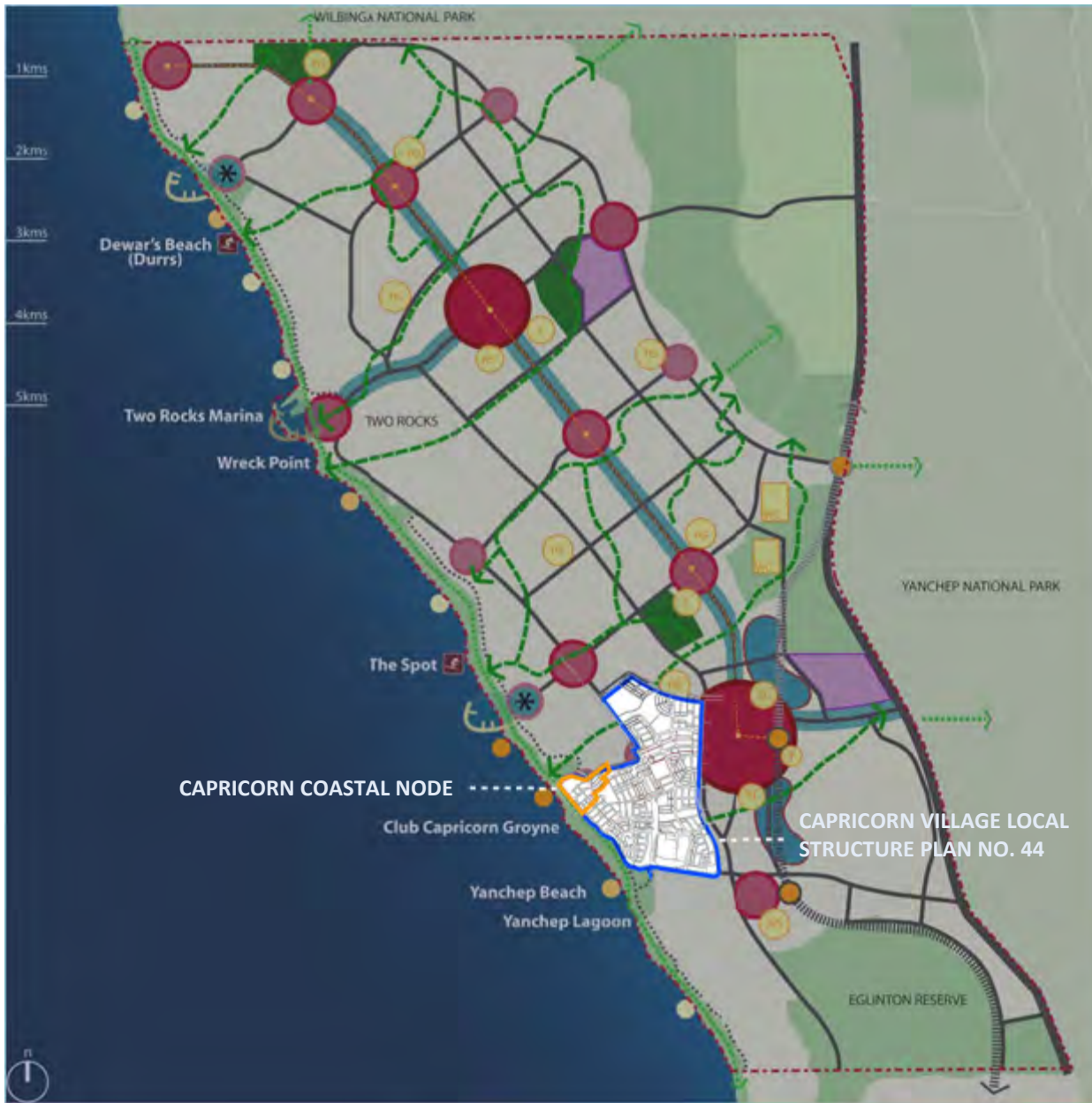


Figure 1 District Context

## 2 SITE DESCRIPTION

The Structure Plan area is located in the western most section of the Capricorn Coastal Village (refer **Figure 1** and **Figure 2**). The subject land comprises portions of Lot 2 and Lot 9028 with a total area of 17.7 hectares. Both lots are owned by Capricorn Village Joint Venture. Lot 2 contains Club Capricorn, an ageing coastal resort which will make way for development of the Coastal Node and Lot 9028 is being progressively developed for residential development from the south.



Figure 2 Lot Details

# 3 STATUTORY PLANNING CONTEXT

## 3.1 METROPOLITAN REGION SCHEME

The LSP area is currently zoned 'Urban' under the MRS, refer **Figure 3**. The land abutting the west and north of the site is Reserved for 'Parks and Recreation' and forms part of Bush Forever Site 397.



Figure 3 MRS



## 3.2 DISTRICT PLANNING SCHEME NO. 2

Under the provisions of the City's District Planning Scheme No. 2 (DPS 2) the LSP area is zoned 'Urban Development', refer **Figure 4**.

Clause 3.14.1 of DPS 2 states that *"The purpose of the Urban Development Zone is to provide for the orderly planning of larger areas of land in an integrated manner within a regional context whilst retaining flexibility to review planning with changing circumstances."*

Under Clause 3.14.3 of DPS 2, an Agreed Structure Plan must be prepared and adopted under the provisions of Part 9 of DPS 2 prior to the commencement of any subdivision or development. This Local Structure Plan has been prepared to fulfil the requirements of Clause 3.14.3 of DPS 2.





Figure 4 DPS 2



### 3.3 YANCHEP TWO ROCKS DISTRICT STRUCTURE PLAN

The LSP area falls within the *Yanchep – Two Rocks District Structure Plan* (DSP, refer **Figure 5**), which was adopted by the local government in September 2008 and endorsed by the Western Australian Planning Commission in August 2009. The DSP encompasses 7,500ha of land north of Yanchep and will form the broad planning framework for Local Structure Plans and future development.

The DSP proposes a range of different neighbourhood types anchored by a network of activity centres including city centres, district centres, neighbourhood centres and coastal tourist activity centres. The Capricorn Coastal Node is designated a Coastal Tourist Activity Centre with a projected total commercial floorspace of 27,241m<sup>2</sup>, including 1,600m<sup>2</sup> Retail NLA and 24,000m<sup>2</sup> tourist accommodation.

The DSP also sets out requirements for Local Structure Plans in seven key areas:

1. Ecology and Landscape
2. Public Realm, Open Space and Coastal Facilities
3. Urban Structure and Built Environment
4. Transport and Access
5. Community Development
6. Economy, Employment and Activity Centres
7. Resources, Infrastructure and Services

**Section 6** describes the concept plan for the Coastal Node in the context of these 7 key areas.

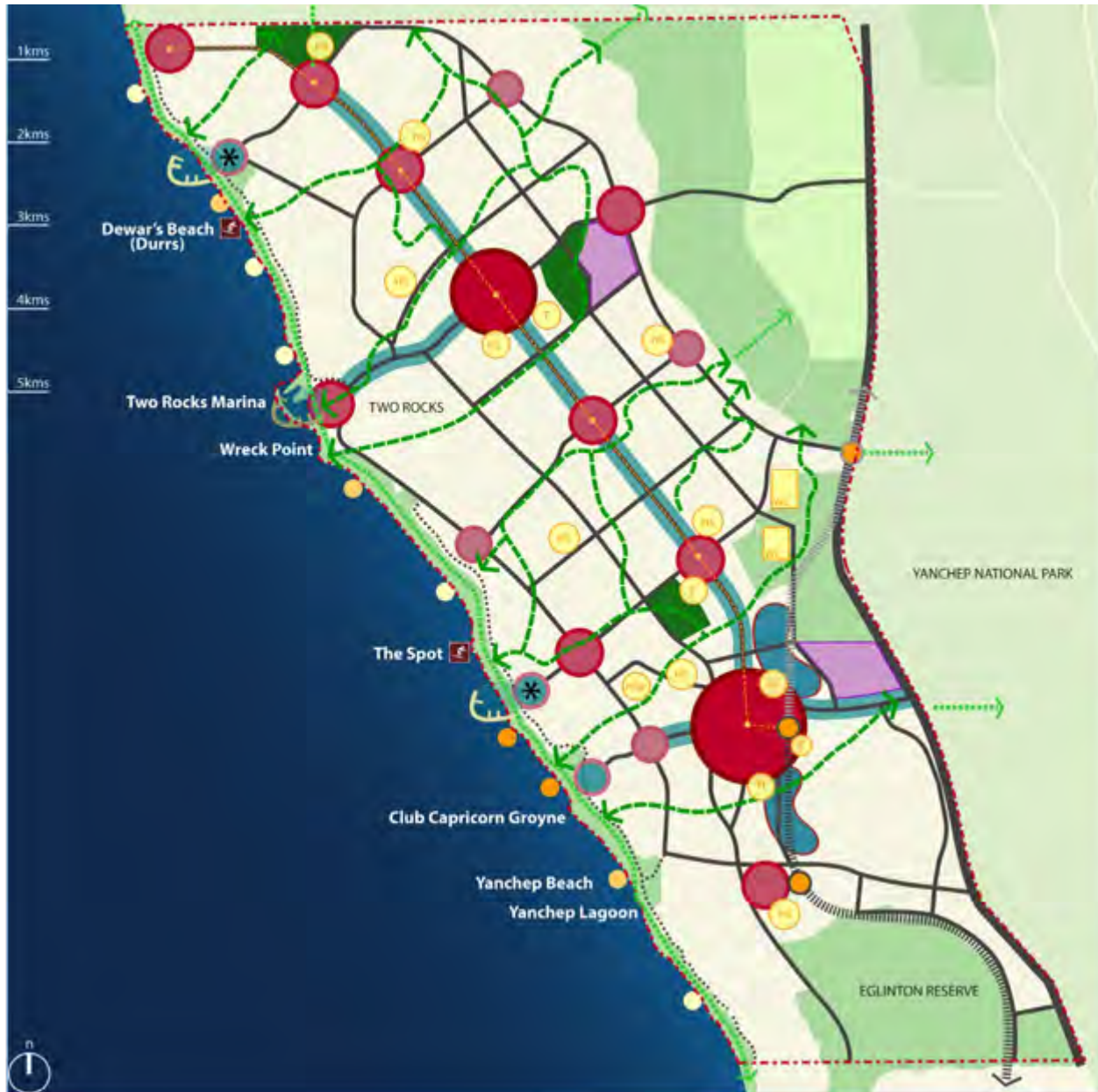
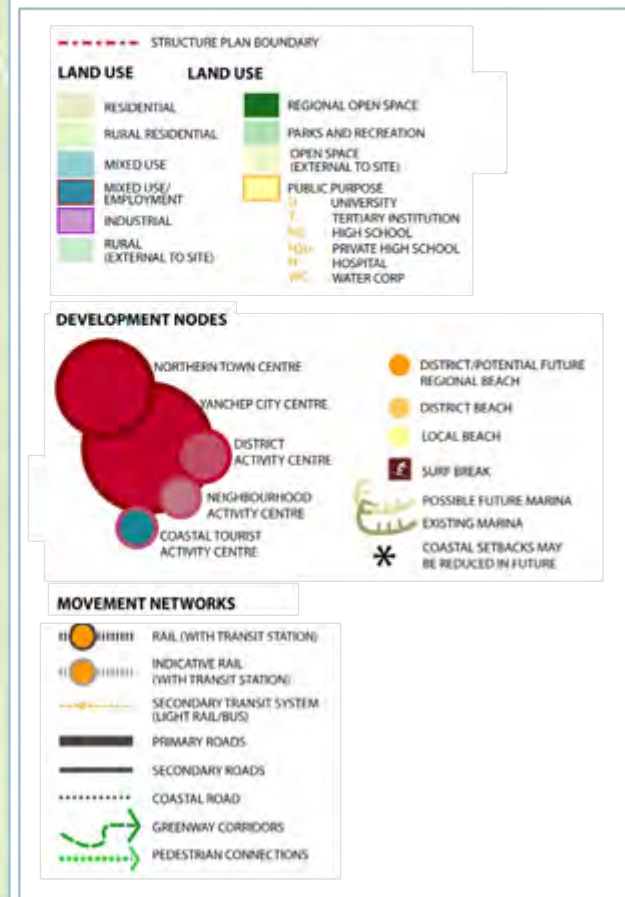


Figure 5 Yanchep Two Rocks District Structure Plan



### 3.4 CAPRICORN COASTAL VILLAGE STRUCTURE PLAN NO. 44

The Capricorn Coastal Village Structure Plan No.44 (ASP 44) provides the basis for subdivision and development on the Capricorn Village Joint Venture's (CVJV) landholdings north of Yanchep.

The structure plan identified three areas as 'Centre Zone' which required more detailed planning to be undertaken prior to subdivision and development – the Neighbourhood Centre, the Coastal Node and the City-Coast Connector. The Neighbourhood Centre Structure Plan No. 55 was adopted by the City in February 2009; however, the Neighbourhood Centre and the City-Coast Connector areas are intended to be ultimately consolidated into ASP 44. This Structure Plan provides guidance for more detailed planning of the Coastal Node.

The following technical reports were prepared in conjunction with ASP 44 and remain relevant for the Coastal Node:

- Environmental Assessment (March 2006) – Coffey Environments (formerly ATA Environmental);
- Flora and Fauna Management Strategy (April 2007) – Coffey Environments;
- Drainage, Nutrient and Water Management Plan (April 2007) – Coffey Environments in association with Cossill and Webley;
- Southern Foreshore Road Flora and Vegetation Assessment (June 2005) – Coffey Environments;
- Transport Planning (May 2006) – Bruce Aulabaugh Traffic Engineering and Transport Planning;
- Engineering Services and Infrastructure (May 2006) – Cossill and Webley;
- Retail Hierarchy Assessment St Andrews DSP (September 2007) – Urbis JHD;
- Yanchep Surf Lifesaving Club and Coastal Management Services (September 2004) – Arbor Vitae and CCS Management Services;
- Community and Economic Development Plan (September 2007) – Creating Communities;
- Report on Ethnographic Survey (December 2005) – Macintyre Dobson and Associate;
- Access and Parking Assessment for the Capricorn Village Centre Structure Plan (October 2007) – Bruce Aulabaugh Traffic Engineering and Transport Planning;
- Supplementary Technical Note to Access and Parking Assessment for the Capricorn Village Centre Structure Plan (November 2008) – SKM;
- Report on Engineering Aspects – Capricorn Neighbourhood Centre Structure Plan (July 2011) – Cossill and Webley; and
- Stormwater Drainage Assessment (November 2008) – Cossill and Webley.



# 4 SITE ANALYSIS

## 4.1 LOCAL CONTEXT

The 17.7ha Coastal Node is the north-western-most section of the 260ha Capricorn Village, a new community anticipated to accommodate approximately 3,000 dwellings. The project is the first new village to develop within the broader *Yanchep – Two Rocks District Structure Plan*, which is projected to accommodate 55,000 dwellings.

The distinguishing character of the site is its coastal location, with frontage to an excellent swimming beach which has the flexibility to become a new home for the Yanchep Surf Live Saving Club. The pristine beaches are buffered from development with a foreshore reserve with a minimal width of 100m which extends further inland north of the site, framing the Coastal Node within an exclusive natural landscape pocket.

The high quality natural bushland spanning over dramatic dunal formations has been identified as a Bush Forever Site to the north of the Coastal Node, ensuring its preservation in perpetuity and offering opportunities for eco-based tourism and accommodation to develop at the interface. The southern and the eastern extents of the Coastal Node will require a seamless transition to the variety of residential housing types planned adjacent to the site. The Neighbourhood Centre, which is only a five minute walk to the east, will provide the essential commercial and civic services for residents and will complement the entertainment and recreational focus of the Coastal Node.



## 4.2 EXISTING LAND USE

Club Capricorn was historically established on part of the site, offering lodge rooms, motel-style accommodation, self-contained beachside chalets, caravan areas and camping facilities as well as conference rooms. The development of the Coastal Node will provide the opportunity to replace the ageing resort with a range of accommodation types and facilities.



### 4.3 TOPOGRAPHY AND VIEW CORRIDORS

The Coastal Node contains dramatic dunal landforms, with natural ground levels ranging from 6m AHD to 36m AHD (refer **Figure 6**). From the high points there are uninterrupted views west to the Indian Ocean and the outer reefs, south to Yanchep Lagoon and beyond, north to the Two Rocks Marina and east to the rural hinterland. There are opportunities to capitalise on the spectacular views from these elevated areas from both development and public spaces. The low points provide protection from the afternoon sea breeze and can also accommodate stormwater drainage to maximise infiltration at source in line with the principles of water sensitive urban design, making these areas ideal for parks and other public spaces.





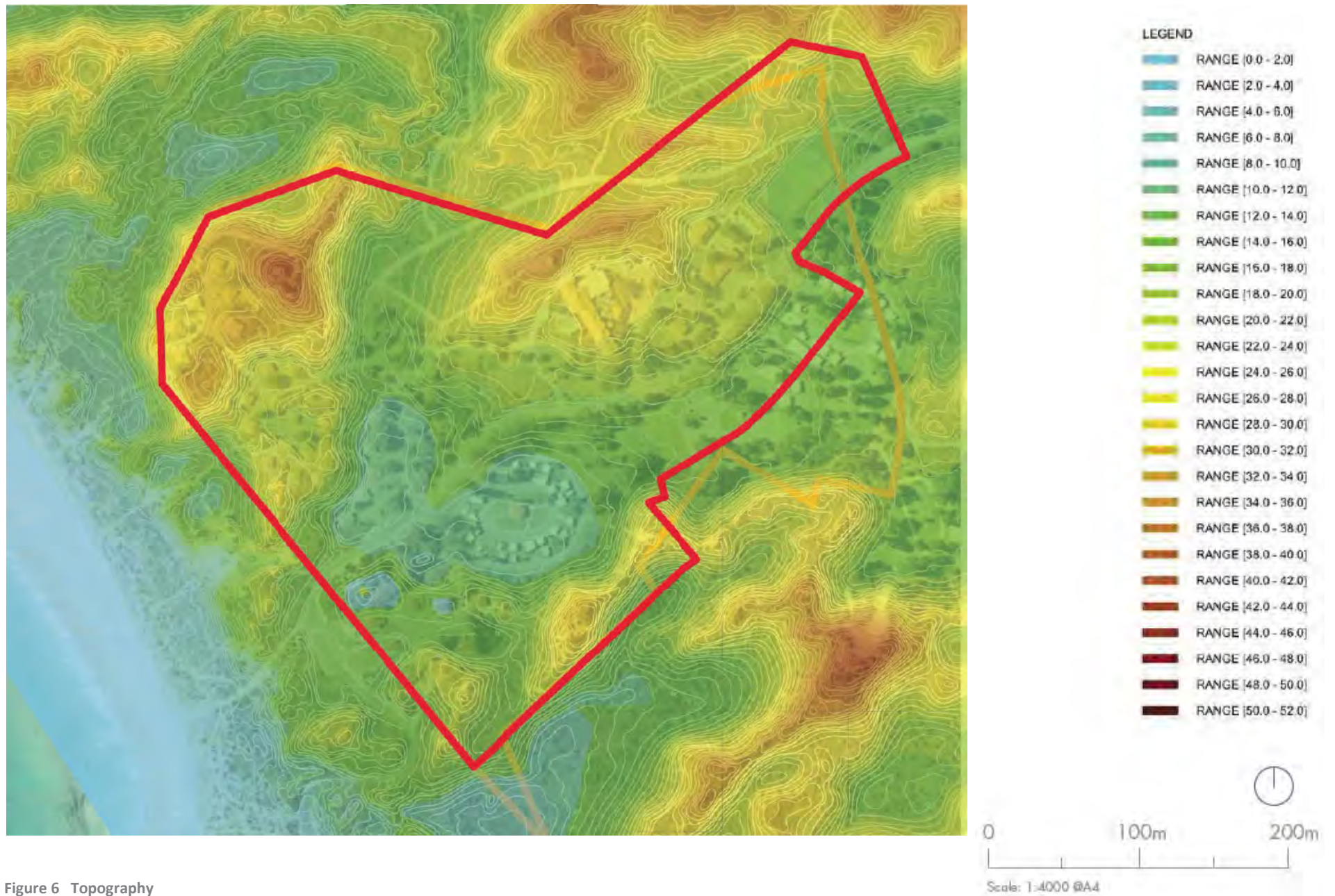


Figure 6 Topography

#### 4.4 VEGETATION AND LANDSCAPE

The entire site has been largely altered from its original natural state with the development of Club Capricorn. Some pockets of bushland are located to the edges within the future hotel site and along the south-eastern boundary of the site (refer **Figure 8**). The environmental assessment undertaken for the ASP44 describes this vegetation as characteristic of Q4 dunes, which in the absence of foredunes, is the first vegetation type to establish along the beach. The vegetation is *Olearia axillaris* and *Spyridium Globulosum* heath and is considered to be in very good condition. The remaining majority of the site is completely degraded. The good quality vegetation will be retained where possible provided it does not compromise the development objectives of the centre.

Within the area considered to be ecologically degraded, a number of mature trees are also located which offer aesthetic and climatic value. As part of the requirements for Detailed Area Plans, these trees will be surveyed and where possible the design refined to retain the trees within road reserve, parks and/or private development sites.



Figure 7 Bush Forever Site





Figure 8 Vegetation Condition

## 4.5 CLIMATE

The structure plan area experiences a warm Mediterranean climate with mean daily minimum and maximum temperatures ranging from 18.5C to 30C in summer and from 9.1C to 17.5C in winter. Most rain falls during the winter months of May to October and there is typically 300 days of sunshine each year. During the summer warm dry winds blow from the east in the morning until the cooling sea breeze blows from the southwest by around midday (refer **Figure 9**). The most severe winds and rain come from the west and north-west during storm events in the winter months. Overall though, the climate could be described as mild and pleasant.

The key climatic considerations for the Structure Plan and subsequent detailed design include maximising shading from the hot eastern and western sun during summer maximising penetration of northern sunlight during winter; utilising the prevailing breezes for cooling whilst ensuring that adequate sheltered and wind protected spaces are available where appropriate; using water efficiently; and ensuring buildings and structures within public spaces are designed to withstand storm events.

## 4.6 HERITAGE

Surveys for archaeological and ethnographic sites in 1991 and 2005 have confirmed that there are no sites of significance to Aboriginal people within the Structure plan area, although two mythological sites exist at Yanchep Beach and the Limestone Reef further south.

The Club Capricorn Resort is listed on the Municipal Heritage Inventory as Level 3 and photographic records are required prior to any redevelopment or demolition. Also to the south of the Structure Plan area is the retained homestead of European pastoralist Mary Lindsay which was built in 1926. The homestead is listed as Level 1 on the Municipal Heritage Inventory.



Figure 9 Climatic Impacts

## 4.7 MOVEMENT NETWORKS

Two key movement networks converge at the Coastal Node; the Foreshore Road and the Road Link to Two Rocks Road. The DSP delineates a continuous foreshore road along the 12km coastline, varying in coastal setback in response to conservation reserves, refer **Figure 10**.

At the Coastal Node, the road deviates inland around the Bush Forever Site and then back towards the coast north of the reserve. The Foreshore Road has been designed to link directly to the Road Link to Two Rocks Road, to provide a direct linkage with the future Yanchep City Centre and also to encourage northbound traffic to use the dual carriageway Two Rocks Road, reducing through-traffic along the coast and enhancing the future commercial viability of the Neighbourhood Centre.

As part of the modelling undertaken for the ASP44, Capricorn Esplanade is projected to carry in the order of 4,000 vehicles per day. Further detailed analysis of traffic and parking requires assumptions regarding land uses and development intensity, therefore this will be investigated as part of the Detailed Area Plans, at which point there will be a more accurate understanding of the likely development.

Cycling networks are anticipated to follow the key roads, refer **Figure 11**.

## 4.8 INFRASTRUCTURE

The Engineering Report (attached separately) provides a full overview of the preliminary engineering investigations that have been undertaken for the LSP area.

The report does not identify any constraints to development with respect to geology, topography, stormwater drainage, groundwater aquifer supply, wastewater treatment, electricity and telecommunications.

Figure 10 Main Road Networks



- Two Rocks Road (District Distributor)
- East-West Boulevard (Local Distributor)
- Coastal Road (Local Distributor)

Figure 11 Cycle Networks



- On road cycle lane
- Dual use path

# 5 CONCEPT PLAN

## 5.1 DESIGN PHILOSOPHY

The context of the site has demanded integration with the adjoining residential community, rather than isolated exclusivity, therefore the concept promotes an open, accessible, pedestrian oriented, main-street village where the resort lifestyle is not restricted to tourists. It is a characteristic and way of life that flows throughout the entire village: the landscaping, the public spaces, the public art, the street furniture, the businesses, the festivals and the residents that permanently reside there.

To achieve this, the design (refer **Figure 12**) is modelled on the notion of a 'deconstructed resort', which has been based on an original concept developed for the site by PMdR. Instead of a single self-sufficient resort that sits within or next to the village, the various elements of the resort are located throughout the village and accessible for all to use. For example, the restaurants, bars, recreational areas, shops, laundry services and even some accommodation types normally contained within the resort could be located in a public main-street environment. This has a two-fold effect: drawing tourists into the broader village to create more street activity and atmosphere and providing greater support for a wider range of independent businesses; and conversely, attracting local residents and day-trippers into a public resort-style environment, increasing the viability for resort managed businesses and services located in the main street.

## 5.2 CONCEPT DESCRIPTION

In the following sections the Coastal Node is discussed in more detail under seven key areas, consistent with the DSP:

1. Ecology and Landscape;
2. Public Realm, Open Space and Coastal Facilities;
3. Urban Structure and Built Environment;
4. Transport and Access;
5. Community Development;
6. Economy and Employment; and
7. Resources, Infrastructure and Services.

Each section sets out the key objectives, the relevant aspects of the concept plan, and how the issues will be addressed through subsequent stages in the planning process.

It is important to note that that the concept of 'deconstructing' a resort and integrating it into a mixed-use village with permanent residents is relatively unique and untested in Western Australia. As such this Structure Plan has been made flexible enough to cater for either the deconstructed resort concept or a range of other development scenarios that may be proposed in response to market factors or practicalities at the time of development.

It is envisaged that this approach will permit greater responsiveness to investment opportunities compared with a more rigid plan. The result may be a final concept that still meets the overall objectives of this Structure Plan, but which differs to the concept presented on the following pages.



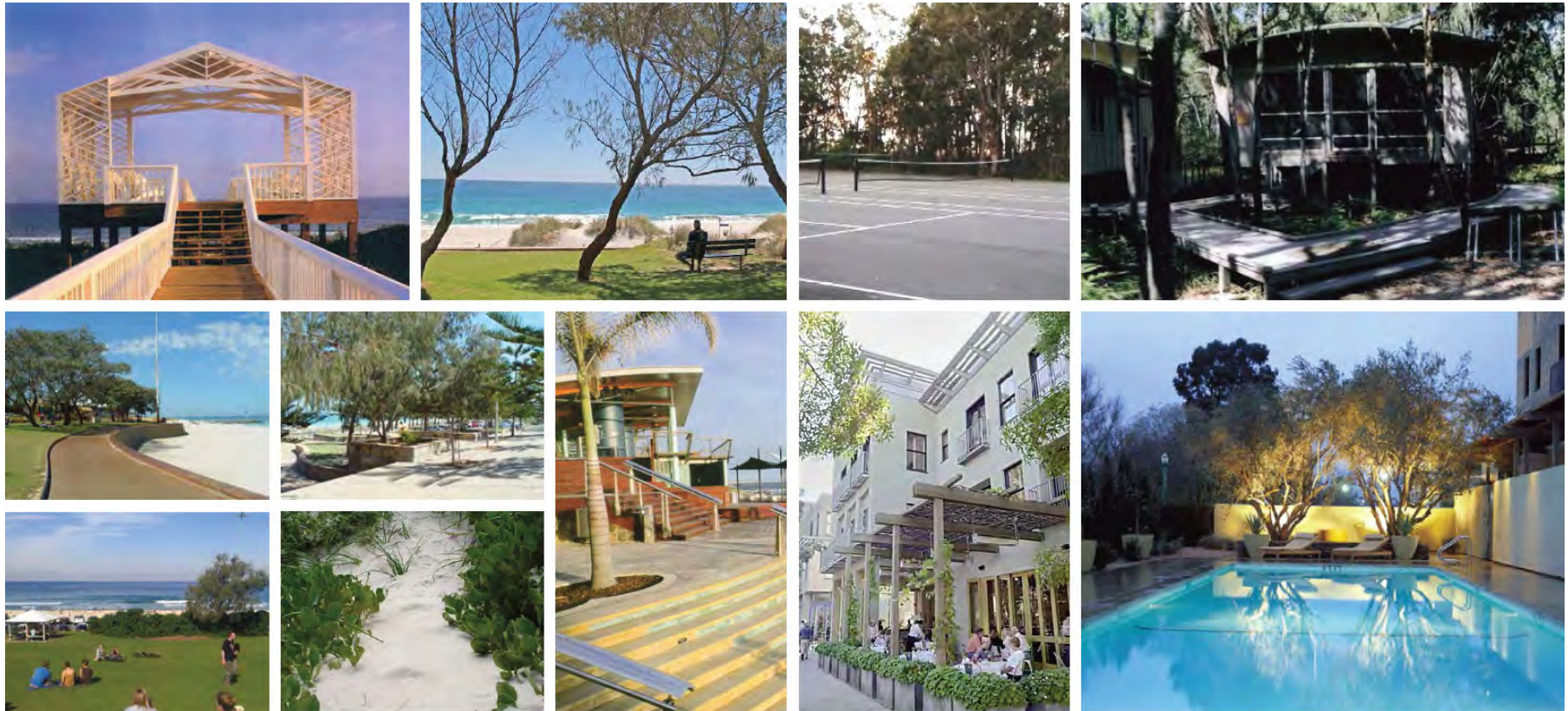


Figure 12 Concept Plan

### 5.3 VISION

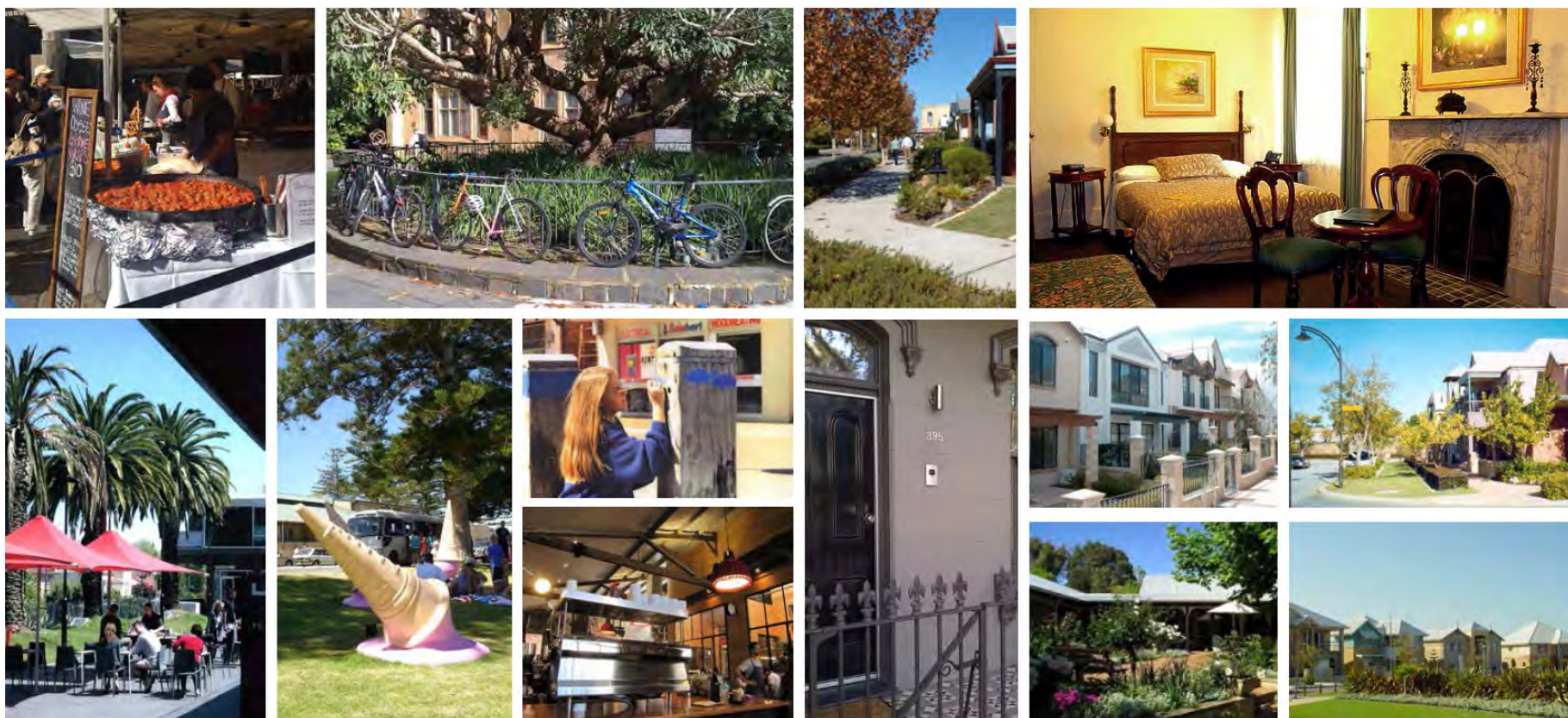
It is envisioned that the Capricorn Coastal Node will be a publicly accessible integrated tourism, recreational residential coastal village that celebrates coastal life; offers festive, entertainment, recreational and artisan experiences; is designed in scale and accessibility for pedestrians to linger; and is intricately connected to the natural coastal ecology. In the coastal node, four zones have been identified: the Special Use zone, the Commercial zone, the Mixed Use zone and the Residential zone.

The **Special Use** zone will provide for a range of short-stay accommodation with a tourism focus including motel, hotel and resort land uses. There may be the provision for tourist and recreational facilities such as swimming pools, tennis courts, function rooms, and day spa. Wherever possible it is envisioned that non-tourism related retail, commercial and service facilities will be encouraged to be located in the Mixed Use and Commercial zones. The buildings will be integrated within the coastal landscape, with as much natural topography being maintained as possible and the architecture, colour and landscaping of development aiming to complement the natural coastal character. It is intended that the zone will occupy 1.5-2ha of land abutting the existing Coastal Foreshore Reserve and in a central location within the Coastal Node.



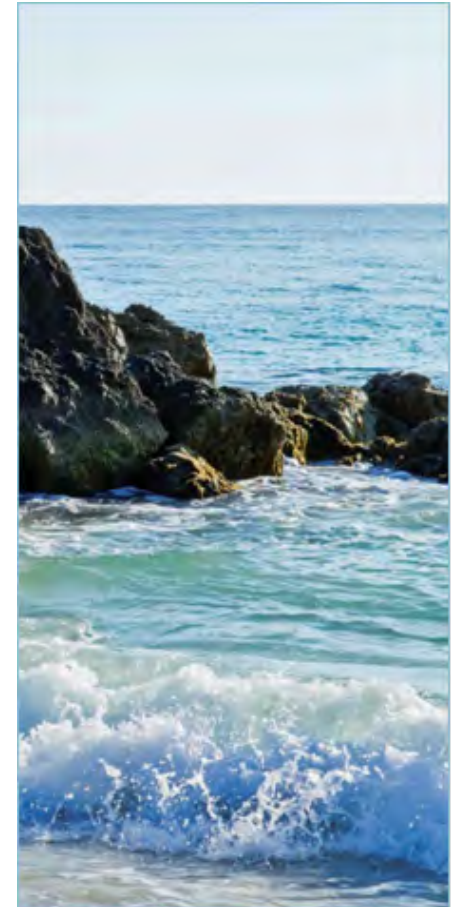
The **Commercial zone** will offer a compact and accessible local-scale activity node. It is envisaged that the area will provide for a suitable amount of retail and compatible commercial, recreation, entertainment and residential development. The intention is to create a robust street network. Similarly the building types will aim to deliver active street frontages that facilitate for a range of commercial activities to evolve over time. The focus for subsequent detailed design will be to ensure that the spaces, streets and buildings are designed in scale and accessibility for the benefit of pedestrians, to encourage visitors to linger and enjoy the local centre.

The **Mixed Use zone** is an area of transition from the Commercial zone, oriented along the Foreshore Road which will operate as a main street through the Coastal Node. The Mixed Use zone will provide for opportunities for coastal facilities with attractors such as festivals, entertainment, leisure, recreational and artisan experiences. The intention is to intricately connect the zone to the natural coastal ecology, including the provision of public open space, pathway connections between the coast and the node, and land use and development that is both complementary to the Commercial zone as well as maintaining visual connections to the coast from the Foreshore Road in strategic locations.



The Residential zone will transition from the Mixed Use zone, yet will be conducive to the establishment of home based businesses. The Residential zone provides opportunities for a mix of grouped, multiple and single dwellings. Development will be provided in a manner to have an appropriate interface between the Commercial and Mixed Use zones, surrounding public open space and other development.

Figure 13 Bush Forever



# 6 DESIGN ELEMENTS

## 6.1 ECOLOGY AND LANDSCAPE

### 6.1.1 OBJECTIVES

- Maintain the ecological integrity of the coastal foreshore;
- Maximise preservation of significant trees and vegetation without compromising the development objectives of the activity centre;
- Maintain the landscape character of the natural dunal topography; and
- Provide a hard edge, in the form of a dual use path or road, between the development sites and the foreshore reserve.

### 6.1.2 DESIGN ELEMENTS

A key focus for the Coastal Node is to create a built environment which is responsive to the existing landform. This provides a connection with the surrounding natural ecology both in a physical sense and a cultural / behavioural sense. The Club Capricorn resort illustrated this approach well, with chalets nestled in the natural landform such that development was barely visible from the beach and many mature trees and pockets of vegetation retained. Life in the resort was very much focussed on sensitive interaction with the coastal environment and was dictated largely by the weather conditions.

The concept plan aims to embody this approach throughout the entire village. It allows for the dramatic natural landform to be retained as far as possible through landscape sensitive earthworks, road construction and building design. Eco-tourism may become the key drawcard with swimming, surfing, wind-surfing, fishing, diving and walking, cycling and picnics along the coast, through the conservation reserve and within the National Park. The concept plan also follows the established road within the Club Capricorn resort, which is sensitive to the existing landform and mature trees, allowing for retention of landscape character within the development.

The atmosphere of the village, the types of businesses, the events that are held and the expressions through public art all contribute to bringing the beach culture into the street culture. By developing a village culture where daily routines revolve around tides and breezes, visitors and residents can develop a relationship with the coastal environment, become more aware of human impacts and be inspired to preserve and restore their natural environment.

Appropriately managing the interface between development and the foreshore will also be important. To protect the ecological values of the foreshore reserve, a hard edge in the form of a road or dual use path, will be provided in front of all development sites and POS abutting the foreshore reserve.



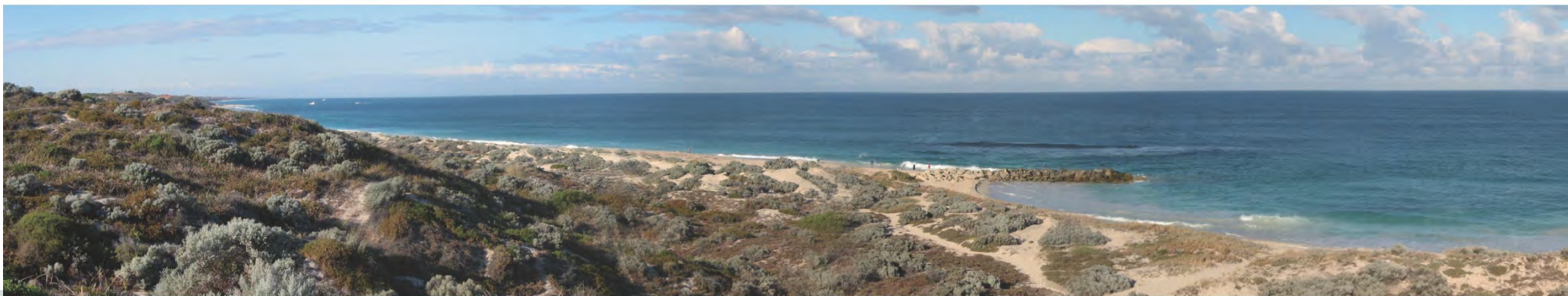


Figure 14 Landscape Sensitive Development



## 6.2 PUBLIC REALM, OPEN SPACE AND COASTAL FACILITIES

### 6.2.1 OBJECTIVES

- Provide high quality, attractive and inviting public spaces (including streets, lanes, squares and parks) that encourage visitors to linger in the activity centre;
- Design thoroughfares to optimise the pedestrian and cyclist experience over vehicular convenience; and
- Provide a range of appropriate coastal facilities.

### 6.2.2 DESIGN ELEMENTS

The ASP 44 identifies two areas of open space, numbered 15 and 16, which are identified for passive urban space. These two areas of open space aim to provide approximately 0.2423 ha out of 26.7203 ha open space allocation as contained in the ASP 44.

The original theming of the Capricorn development was to create east/west 'greenways' bringing the coastal vegetation up into the streets. As such, the majority of the shrub planting is a coastal mix of soft but tough plants which are also drought tolerant.

POS areas 15 and 16 are intended to be catered for passive recreation with paths and seating. The ultimate locations of the two POS areas is not defined within the Structure Plan in Part One.

There are some existing coastal facilities at Two Rocks Marina further north and Yanchep Lagoon to the south, where the Yanchep Surf Life Saving Club is currently being planned. Yanchep Lagoon will be the major coastal node for this region. It is envisioned that coastal paths will extend along the western periphery of the Coastal Node, connecting to the Club location to the south as well as to the north. There will be some facilities within the Coastal Foreshore Reserve, which will have connections through to the Coastal Node.

The public realm includes the Foreshore Road and other streets. The intention is to facilitate infrastructure within the road reserve that encourages cycling, walking and public transport. The Foreshore Road in particular will be attractive to pedestrians and for lingering, to enjoy the commercial and retail frontages within the Commercial and Mixed Use zones. On-street parking, cycling infrastructure, footpaths, street trees, verge landscaping and street lighting will all contribute towards a user-friendly street environment



## 6.3 URBAN STRUCTURE AND BUILT ENVIRONMENT

### 6.3.1 OBJECTIVES

- Use the built environment to frame the streets, lanes, and other public spaces;
- Buildings express a sense of local character and place;
- Encourage smaller footprint, well articulated buildings to create a finer-grain and more diverse built environment;
- Provide a sufficient amount of commercial and retail floorspace to generate activity and attract tourism;
- Provide a diversity of accommodation to support different demographics, household types, tourist types, and lifestyles;
- Ensure buildings are responsive to the climatic and environmental conditions and are adaptable to different uses to maximise longevity; and
- Ensure buildings offer active frontages to promote interaction with the adjoining streets and public spaces.

### 6.3.2 DESIGN ELEMENTS

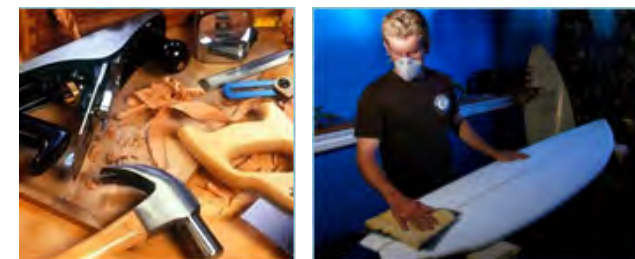
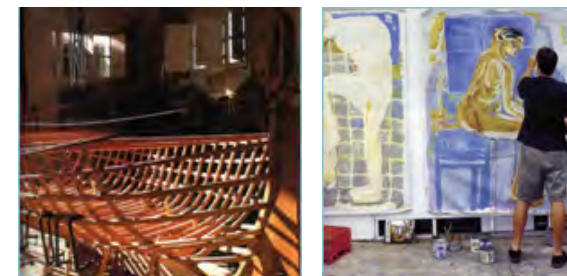
A key differentiating feature of the Coastal Node will be its mix of land uses. The Capricorn Neighbourhood Centre to the east will provide for a mix of commercial, retail and civic uses and services necessary to support the residential community. The Coastal Node is not intended to compete with the mixed-use neighbourhood centre, instead it is to become a complementary activity hub that creates a mutually beneficial synergy with the Neighbourhood Centre.

Tourism accommodation will be evident within the Coastal Node and is anticipated to be provided through a range of types, including a boutique hotel, short stay apartments, bed and breakfasts and possibly backpackers spread throughout the centre.

To support the tourism market, compatible and complementary commercial and retail uses will be promoted, such as restaurants, cafés, small bars, microbrewery, boutique shops, art galleries, day spas, surf shops, yoga retreats, marine museum, cellar door wine tasting, florists and bookshops. Uses that capitalise on the outdoor activities would be considered, such as beer gardens, alfresco areas, rooftop venues, outdoor cinemas, lawn bowls, tennis club, beach volleyball, fishing/diving supplies and skate parks.

Moving beyond a typical tourist village, the concept also envisages adding another layer of depth with arts, small-scale cottage industries and similar skilled business sectors such as fashion designers, art, music and film studios, surfboard shapers, fisherman's market, woodworkers, glass-blowers and sculptors all on show with studios above, below, behind or within homes.

Many of these uses are not specifically listed in the Scheme, however these uses are tourism drivers; are compatible within the fine-grain urban form desired; can be designed to minimise potential impacts on amenity; and should be actively encouraged by the local government.



## 6.4 TRANSPORT AND ACCESS

### 6.4.1 OBJECTIVES

- Ensure transport networks for all modes are integrated with land uses and the built environment;
- Prioritise the convenience and safety of walking, cycling and public transport over private vehicles in the centre;
- Minimise the impacts of parking on amenity of public places and the impacts on pedestrian and cycle movements; and
- Design streets for slow vehicle speeds through the centre.

### 6.4.2 DESIGN ELEMENTS

There is an underlying assumption towards prioritising the pedestrian and cycle experience over vehicular traffic. The landscaping, built form, parking and lane widths will be coordinated to create a slower traffic speed and an attractive street environment.

The Foreshore Road is intended to act as a main street environment through the Mixed Use and Commercial zones. The road reserve will accommodate a range of transport modes including walking, cycling, public transport and slow-speed vehicle movement (refer **Figure 15**). The road verges will be wide enough to accommodate the planting of street trees to soften the extent of on-street parking, simultaneously creating a more desirable pedestrian environment.

Parallel parking is generally proposed on both sides of streets, creating a slow speed environment. Central median also allow for street lighting, pedestrian refuge points, and street trees to be planted to soften the urban environment.

Consistent with the philosophy of prioritising pedestrians over cars, the majority of parking is intended to be accommodated on the street to reduce the number of interruptions to the footpath. This has the added benefit of slowing through-traffic and creating a safer street to cross. The benefits of utilising street parking allows for churn and more shared use of parking bays, which can justify in some circumstances a reduced overall provision due to reciprocal uses. The use of adaptable public spaces that can be used for parking during peak periods such as festivals, rather than creating parking lots that remain empty for most of the year, can also prove advantageous.

The pedestrian network also has the opportunities to provide mid-block accessibility through the use of lanes, paths, courts and squares providing a variety of opportunities for different land uses to occur such as bustling markets, small cafés, galleries or studios and quiet garden spaces. Importantly, all networks lead to the coast to enable a constant interplay between beach and street cultures in the village. The transport analysis undertaken for the ASP 44 sets out the principles for pedestrian and cycle paths and potential public transport routes as depicted in **Figure 16**, **Figure 17** and **Figure 18**.

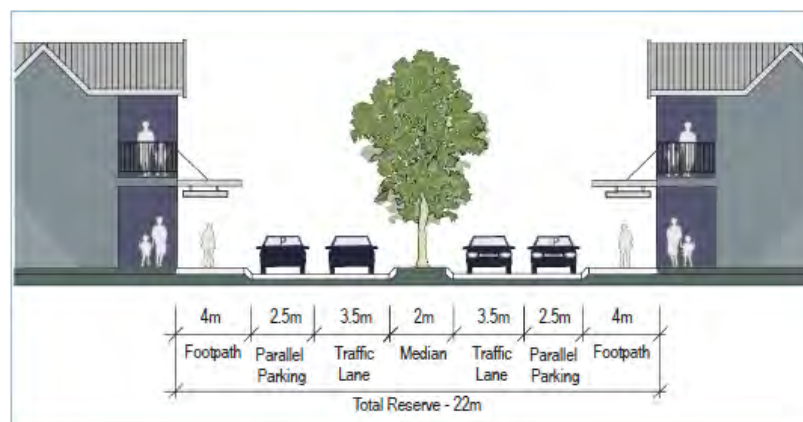


Figure 15 Foreshore Road – Indicative Road Typology





-  Potential bus route
-  Potential bus stops

Figure 16 Bus Networks





-  On road cycle lane
-  Shared path

Figure 17 Cycle Networks





-  Shared Path
-  Footpath

Figure 18 Pedestrian Networks

## 6.5 ECONOMY AND EMPLOYMENT

### 6.5.1 OBJECTIVES

- Provide sufficient employment generating floorspace and land use variety necessary to develop a robust economic base and achieve the employment self sufficiency targets set out in the DSP; and
- Capitalise on the full potential for tourism markets to expand and drive economic prosperity in the Centre.

### 6.5.2 DESIGN ELEMENTS

#### Floorspace

To guide the floorspace allocation of each activity centre throughout the Yanchep – Two Rocks region, a retail hierarchy assessment was undertaken as part of the DSP. The retail modelling quantified the total spending market from the future 155,000 residents across 35 precincts and the likely distribution of this spending to the 18 activity centres. The modelling concluded that the Coastal Node would be capable of supporting 1,600m<sup>2</sup> retail floorspace.

The modelling also calculated the likely overall demand for tourist accommodation based on the ratios found in comparable areas. It is estimated that approximately 2,200 hotel rooms across a range of categories would be ultimately viable within the entire Yanchep – Two Rocks region plus an additional 200-250 backpacker beds. The tourist accommodation is generally expected to be located in a few key locations, namely the Coastal Node, Two Rocks Town Centre, Yanchep City Centre and the Northern Town Centre.

Importantly, the retail modelling undertaken for the DSP only accounted for the spending market of permanent residents and noted that tourism markets may support additional floorspace. Consequently further detailed investigation was undertaken specifically for the Coastal Node to determine likely tourist demand and supportable retail floorspace (refer Appendix for reports). The modelling concluded that the Coastal Node would be capable of supporting at least 5,000sqm<sup>2</sup> of retail floorspace and in the order of 26,000m<sup>2</sup> commercial floorspace, 24,000m<sup>2</sup> of which would be tourist accommodation, or 500 beds. The concept plan incorporates this data however provides greater floorspace per bed for tourist accommodation.

#### Employment

In order to provide the requisite scale, intensity and diversity of commercial development for a prosperous economy and to maximise transport efficiencies, the Yanchep – Two Rocks DSP has set out an employment self-sufficiency target of 75%, which translates into 55,000 jobs within the DSP area. The calculation of supportable floorspace for each activity centre projected that with 1,600m<sup>2</sup> retail floorspace and approximately 25,600m<sup>2</sup> of commercial floorspace, the Coastal Node would generate 461 jobs.

The more detailed retail and tourism investigations undertaken for the Coastal Node has concluded that a greater amount of retail floorspace could be supported than originally calculated in the DSP (5,000m<sup>2</sup> in lieu of 1,600m<sup>2</sup>). The Concept Plan demonstrates how 5,010m<sup>2</sup> floorspace and 444 rooms could be provided in a resort-style village. (Note: whilst the accommodation floorspace is greater than that projected in the technical report, this is a result of larger dwelling sizes and the overall number of beds remains consistent with the recommendations in the technical report).

**Table 1** compares the Coastal Node concept plan with the projections in the DSP and shows that the centre could generate the employment necessary to achieve the target of 75% employment self sufficiency in the Yanchep – Two Rocks area.

Table 1 Supportable Floorspace and Potential Employment in the Coastal Node

	Manufacturing / Processing / Fabrication	Storage / Distribution	Service Industry	Office / Business	Health / Welfare / Community Services	Entertainment / Recreation / Culture	Utilities / Communications	Total Commercial Floorspace	Tourist Accommodation	Retail Floorspace	Total
Coastal Node Indicative Floorspace	2,835 m <sup>2</sup>							2,835 m <sup>2</sup>	48,175 m <sup>2</sup> (444 rooms)	5,010 m <sup>2</sup>	56,020 m <sup>2</sup>
Supportable Floorspace calculated in DSP	115 m <sup>2</sup>	261 m <sup>2</sup>	288 m <sup>2</sup>	884 m <sup>2</sup>	227 m <sup>2</sup>	310 m <sup>2</sup>	57 m <sup>2</sup>	2,142 m <sup>2</sup>	24,000 m <sup>2</sup> (500 rooms)	1,600 m <sup>2</sup>	27,142 m <sup>2</sup>
Employment projected in DSP	4	3	8	40	7	6	2	70	324	67	461 jobs

Source: Syme Marmion and Co. St Andrews Economic Development (March 2007)  
Syme Marmion and Co. Capricorn Tourism Strategy (November 2006)

Note: Floorspace are only hypothetical estimates, actual amount and distribution of commercial floorspace will be determined at development stage.



Figure 19 Employment Opportunities – markets, restaurants, boutique shops, resource accommodation

## 6.6 COMMUNITY DEVELOPMENT

### 6.6.1 OBJECTIVES

- Develop an integrated tourist, recreational and residential community with a strong coastal identity;
- Provide public spaces and movement networks that encourage public life, community engagement and sociable and healthy lifestyles;
- Accommodate a range of community services and facilities that cater for the tourist, recreational and residential community whilst recognising the role of the Neighbourhood Centre in catering for the broader permanent residential community at Capricorn Village.

### 6.6.2 DESIGN ELEMENTS

As set out in the original vision, the Coastal Node is intended as an integrated tourist and residential resort village, which is accessible and welcoming to all. The definition of community at the coastal node is not determined by permanent residents, it is determined by a shared value of the coast and the distinct way of life that unites both visitors and residents in the village.

At the core of the vision is the celebration of resort village life. In a literal sense, the concept offers streets designed to be closed for festivals that unite the community – Australia Day; New Years Eve; Christmas Eve; Capricorn Fair with local music, arts and crafts; food festivals – in fact any theme that appeals to the community. The public spaces also provide opportunities for social gathering, community gardens, markets and interactive public art that celebrates the diversity of the new community, the history of the area and the existing features of the natural landscape (refer **Figure 20**).

Village life can also be celebrated through recreation. Swimming, surfing, walking and cycling are obvious coastal choices and there are also opportunities for playgrounds, a skate park, sensory trail, tennis, volleyball and other activities all of which foster community interaction and engagement with public life.

Community capital can also be developed with facilities such as civic activities at the Surf Club, barbeques in the pavilion and a community arts centre. This physical infrastructure can facilitate events, community meetings, artistic and/or educational classes, sports groups, swimming lessons, children's play groups, residents association, local business associations, walking groups, volunteer groups and school excursions.



Figure 20 Community Opportunities - festivals, surf club, skate park, community garden, street activities

## 6.7 RESOURCES, INFRASTRUCTURE AND SERVICING

### 6.7.1 OBJECTIVES

- Maximise the efficiency of energy, water and materials;
- Implement best practice water sensitive urban design; and
- Earthworks designed to retain as much of the natural landform as practicable.

### 6.7.2 DESIGN ELEMENTS

In order for the Coastal Node to fulfil its role as an authentic beachside tourist village and espouse the principles of sustainable development, careful attention will need to be paid to the earthworking and servicing of the development.

A key aspect of building this coastal character is by drawing on the natural landscape, the dunal topography and the coastal vegetation. Landscape sensitive design involves not only building design but also street alignments, accessways, parking, drainage and open space design and needs to be balanced with the development objectives of the activity centre.

The Structure Plan sets out the framework to achieve this outcome, and through the subsequent planning phases the servicing and infrastructure will be designed in more detail with these outcomes in mind.



# 7 POLICY REVIEW

## 7.1 STATE PLANNING POLICY

### 7.1.1 SPP 2.6 STATE COASTAL PLANNING POLICY

The relevant objectives of the current gazetted and operational version of State Planning Policy (SPP) 2.6 are to:

- ensure that the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria;
- ensure the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities;
- provide for public coastal foreshore reserves and access to them on the coast; and
- protect, conserve and enhance coastal zone values, particularly in areas of landscape, biodiversity and ecosystem integrity, indigenous and cultural significance.

The provisions of Clause 5.4 – Building Height Limits apply to all urban development within 300m of the horizontal setback datum (i.e. the coastline). The subject land is located within this 300m horizontal setback area. SPP 2.6 does not prescribe a maximum height limit and allows for building height controls to be implemented through the local planning scheme and/or Local Structure Plan relating to the land. Building heights should take into account the following criteria:

- development is consistent with the overall visual theme identified as part of land use planning for a locality or in an appropriate planning control instrument such as a local planning strategy;
- development takes into account the built form, topography and landscape character of the surrounding area;
- the location is part of an identified coastal node;

- the amenity of the coastal foreshore is not detrimentally affected by any significant overshadowing of the foreshore; and
- there is overall visual permeability of the foreshore and ocean from nearby residential areas, roads and public spaces.

SPP 2.6 also includes requirements for development to be undertaken with regard to the possible impacts of sea level change. SPP 2.6 outlines the requirements in terms of the application of coastal foreshore reserves and development setbacks for physical processes. The setback requirements for developments that benefit from the protection of existing formal coastal protection systems will be determined on a case by case basis, with a coastal processes setback distance taking into account the nature of the structure(s) in question. A coastal processes setback line is delineated on the Structure Plan.

### 7.1.2 SPP 4.2 ACTIVITY CENTRES FOR PERTH AND PEEL

SPP 4.2 applies to land subject to Metropolitan Region Scheme and Peel Region Scheme, and in particular activity centres in these regions.

The objectives of the Policy are to:

- reduce the overall need to travel;
- support the use of public transport, cycling and walking for access to services, facilities and employment; and
- promote a more energy efficient urban form.

The policy seeks to achieve this by providing a structure and hierarchy of activity centres, providing density targets for catchments around identified centres, providing for detailed planning of centres, and identifying retail and commercial functions for activity centres. Clause 4.6 of SPP4.2 requires Activity Centre Structure Plans to be prepared and approved by relevant authorities to guide development of the centres. The structure plan provides this guidance for the Coastal Node.

## 7.2 LOCAL GOVERNMENT STRATEGY / POLICY

### 7.2.1 SMART GROWTH STRATEGY

The City of Wanneroo *Smart Growth Strategy* (SGS, 2005) recognises that the local government population will continue to grow as a result of natural population growth, immigration, regional population shifts and people's desires to live within the local government area. This growth needs to be managed by balancing economic, environmental and social principles. Smart Growth sets out to achieve this through the following principles.

- Lifestyle and housing choice – provision of a variety of housing types and enhanced of lifestyle options;
- Effective use of land and infrastructure – effective use and development of land and buildings for the benefit of the local area;
- Long term health of the environment – development that has minimum environmental impact and practices that conserve and enhance natural areas;
- Identity, equity and inclusiveness – growing the local identities of the City's places and its people;
- Long term economic health – industry growth and job creation within the region; and
- People and government – citizen and stakeholder participation in governance and development decisions.

The principles of Smart Growth have guided the preparation of the ASP44, which achieved a Smart Growth rating of 80%. As this Structure Plan forms part of the broader ASP44, a separate Smart Growth Assessment has not been undertaken; however the principles remain embedded in the design.

### 7.2.2 LOCAL ENVIRONMENTAL PLAN 2009-2014

The local government's *Local Environmental Plan 2009-2014* (2009) provides strategic direction and focus for the City in its approach to conserve the natural environment. The Plan sets out a range of actions, most of which relate to the local government's internal operations, however some actions affect developers such as landscaping plans, water sensitive urban design and the range of sustainability initiatives contained in *Liveable Neighbourhoods*.

These aspects have been considered as part of this structure plan and explained in more detail in Section 5.

### 7.2.3 LPP 4.8 TREE PRESERVATION POLICY

The policy (2006) recognises the multi faceted benefits of mature trees and aims to improve the protection of significant trees wherever possible within the local government area. Applications for subdivision and DAPs will be accompanied with a tree survey to demonstrate the impact to significant trees and efforts being made to maximise preservation objectives.

### 7.2.4 ECONOMIC DEVELOPMENT STRATEGY

The local government's primary economic goal is to increase the amount of employment opportunities within the region. Achievement towards this goal is assisted through implementation of the City's *Economic Development Strategy* (2004).

The *Economic Development Strategy* is designed to build upon the project initiatives already in place to introduce new initiatives in line with the Strategic Plan. The Strategy accepts that the promotion of the local government area as an investment and employment destination demands participation from all relevant stakeholders.

The key actions of the City's *Economic Development Strategy* are:

- redressing the balance so that Wanneroo has desirable centres of employment;
- investing for the future by increasing collaboration with the State government and other key stakeholders to map the strategic activities for the North West metropolitan economic region;
- generating wealth through jobs to create a new economic base, which integrates the community into the wider regional economy; and
- basic infrastructure has to be in place to allow businesses to prosper and grow.

This Structure Plan is consistent with these objectives by creating a desirable centre that attracts residents and visitors, strengthening the tourism market, providing employment opportunities, constructing the necessary infrastructure to enable business to prosper and building an economic base that will have flow on effects to the broader region.

#### 7.2.5 EMPLOYMENT POLICY

The City of Wanneroo's *Employment Policy* (2004) is designed to encourage and retain local employment within the local government area and ultimately the North West Corridor. The policy is driven by the local government's current low employment self-containment, which has resulted in many 'dormitory suburbs'. The Policy contains a schedule of strategies at district, local and subdivision level to indicate the type and scale of initiatives expected for development of various scales.

The resort-style village concept is intended to build the tourism market and provide a wider range of employment opportunities compared to conventional town centres and will contribute to improving employment self sufficiency in the North West Corridor.

#### 7.2.6 TOURISM STRATEGY

This draft strategy is due to replace the existing *Tourism Strategy* (2004) and proposes six strategies to grow tourism industries within the local government area:

- Maximise tourism opportunities by ensuring that tourism receives adequate planning consideration.
- Develop a coordinated and supportive approach to holding events in the City of Wanneroo.
- Review internal processes to ensure that they support tourism outcomes.
- Support an integrated approach to tourism signage across the City.
- Maximise visitation through effective promotional activities.
- Facilitate tourism opportunities and encourage stakeholder participation.

The resort-style village concept is intended to target not only the coastal and recreational tourism market but also the artisan and boutique markets to offer broader, year-round attraction to the centre and enable a more diverse and robust economic base to develop. Similarly the range in accommodation types from budget to resort style will broaden the appeal to the centre.

#### 7.2.7 LOCAL HOUSING STRATEGY

The local government's population is expected to double in the next decade and there is an emerging and significant shift in demographic and household profiles, yet separate dwellings currently make up 90% of the local government's dwelling stock, resulting in a relatively low gross dwelling density per hectare and presenting a significant challenge to the provision of appropriate housing.

The *Local Housing Strategy* (LHS, 2005) seeks to address the current imbalance between housing form/density and household types by setting targets for housing mix and gross housing densities. These targets are broadly consistent with those recommended in Element 1 of *Liveable Neighbourhoods* and are as follows:

##### HOUSE TYPES

- Separate House: 76%
- Semi Detached, row/terrace, townhouse etc: 14% Flat/ units/ apartment /other: 10%

## GROSS DENSITIES

- Standard: 10dwellings / gross ha
- Within 400m coastal node or Neighbourhood Centre: 20dwellings / gross ha

The Structure Plan aims to deliver a range of housing types which will contribute to delivering the necessary housing diversity.

## 7.2.8 CENTRES POLICY

The Coastal Node is designated as a Coastal Tourist Centre under the *Centres Policy* (2008). The role of the centre is for:

- Tourist accommodation;
- Specialist retailing;
- Entertainment and leisure services;
- Tourist facilities such as a marina; and
- Medium density residential in line with *Liveable Neighbourhoods*.

Criteria for the centre are:

- Located on the coast;
- Capable of providing a mix of uses including retail, educational, entertainment, leisure and/ or community services geared towards the tourist market;
- Suitable for medium density in line with *Liveable Neighbourhoods* within and around the centre;
- Capable of providing at least 10 specialty retail outlets including restaurants and cafés;
- A total size of up to 20,000m<sup>2</sup> floorspace;
- A target maximum of 4,000m<sup>2</sup> of floorspace used for specialist retail net lettable area; and
- Capable of providing a mix of uses geared to the tourist market.

The Structure Plan is consistent with the objectives of the Centres Policy, however proposes 5,000m<sup>2</sup> of retail floorspace in lieu of the policy target for 4,000m<sup>2</sup>. The justification for this increase is based on detailed assessment of tourist generated demand as outlined in the attached Retail Assessment Report.

## 7.2.9 TWO ROCKS – YANCHEP FORESHORE MANAGEMENT PLAN

The *Two Rocks - Yanchep Foreshore Management Plan* (FMP, draft 2005, refer **Figure 21**) provides a framework for protecting and enhancing the environment, landscape, heritage and recreation values of the management plan area.

For the area abutting the Coastal Node, the recommended actions are:

- Prepare and implement landscape concept plans for the two picnic/recreation areas;
- Planning and establishment of a new Surf Life Saving Club in the vicinity of the Club Capricorn Groyne, noting that the detailed location and design of the facility should integrate with the planning for the adjacent Capricorn Coastal Village;
- Provide a 2.5 metre wide dual use path parallel to the foreshore;
- Provide beach access ways, including associated car parking, lookouts, signage, bins and bike racks, as shown on the concept plans;
- Provide clear interface between private housing lots and the foreshore reserve and protect adjacent foreshore; and
- Investigate potential future uses for the Lindsay Homestead.

Most of the above recommendations have been incorporated in the Structure Plan. This was lodged by the local government in 2005 and awaits approval from the WAPC.

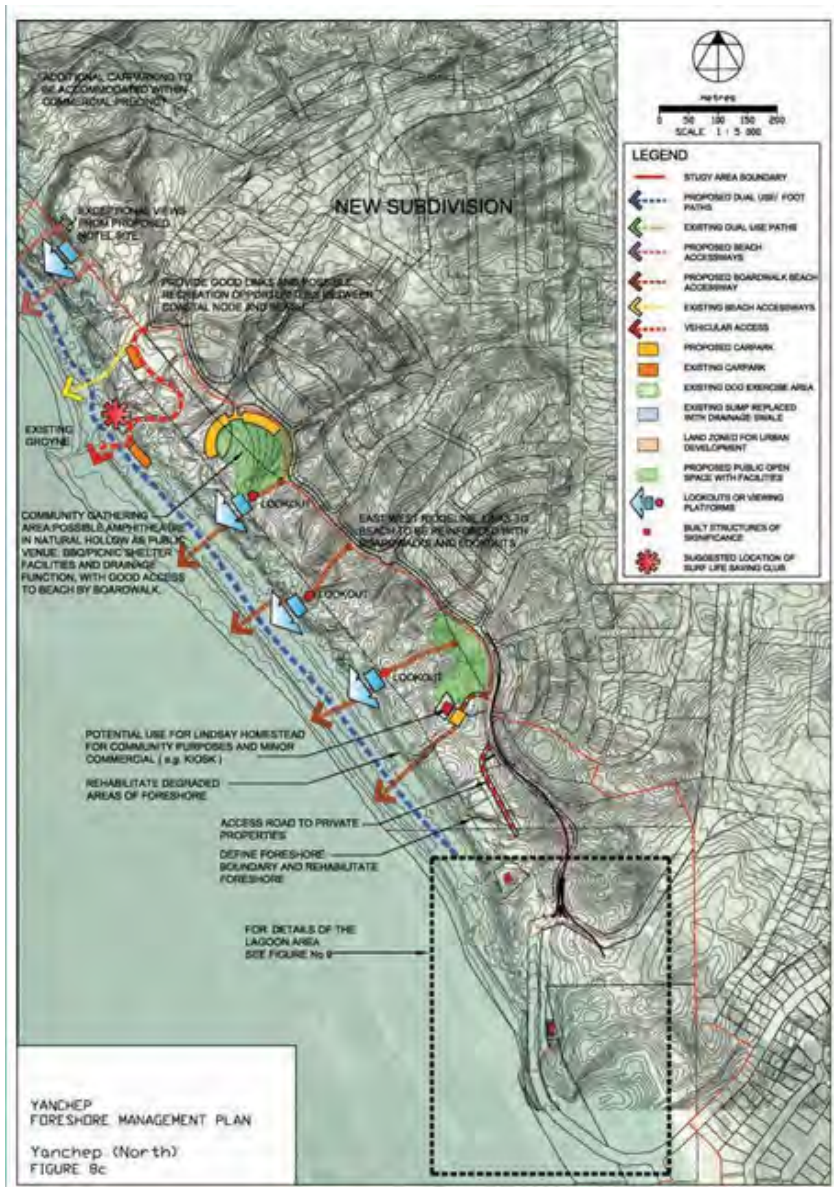


Figure 21 Two Rocks – Yanchep Foreshore Management Plan

# 8 SCHEDULE OF TECHNICAL REPORTS

The following reports were prepared for the Capricorn Village Local Structure Plan No.44 and encompass the area subject of this Structure Plan:

- Arboricultural Assessment (August 2007) – Arbor Logic
- Community and Economic Development Plan (September 2007) – Creating Communities
- Drainage, Nutrient and Water Management Plan (April 2007) – Coffey Environments in association with Cossill and Webley
- Engineering Services and Infrastructure – Capricorn Structure Plan Amendment 3 (May 2006) – Cossill and Webley
- Environmental Assessment (March 2006) – Coffey Environments
- Flora and Fauna Management Strategy (April 2007) – Coffey Environments
- Report on Ethnographic Survey (December 2005) – Macintyre Dobson and Associates
- Retail Hierarchy Assessment St Andrews DSP (September 2007) – Urbis JHD
- Southern Foreshore Road Flora and Vegetation Assessment (June 2005) – Coffey Environments
- Transport Planning for Capricorn Local Structure Plan (May 2006) – Bruce Aulabaugh Traffic Engineering and Transport Planning
- Two Rocks Road Employment Boulevard Neighbourhood Integrator (2003) – Roberts Day
- Yanchep Surf Lifesaving Club and Coastal Management Services (September 2004) – Arbor Vitae and CCS Management Services

## 8.1 TECHNICAL APPENDICES

The following reports were prepared for this Structure Plan and are included in the Index of Appendices:

1. Report on Engineering Aspects (July 2011) – Cossill and Webley.
2. Capricorn Tourism Strategy (November 2006) – Syme Marmion and Co.
3. Capricorn Village: Assessment of Tourist Demand for Retail Floorspace (March 2007) – Urbis JHD
4. Bush fire hazard and BAL assessment Capricorn Coastal Node (July 2014) – Strategen
5. North Yanchep North of Groyne Assessment of Setback (July 2014) – M P Rogers & Associates Pty Ltd

**APPENDIX 1**  
**ENGINEERING REPORT**

## **APPENDIX 2**

### **TOURISM STRATEGY**



## **APPENDIX 3**

# **ASSESSMENT OF TOURIST DEMAND FOR RETAIL FLOORSPACE**

**APPENDIX 4**  
**BUSHFIRE HAZARD AND BAL ASSESSMENT**

**APPENDIX 5**  
**COASTAL PROCESSES ASSESSMENT**