

MEDINA Neighbourhood Centre (North)

Local Structure Plan

This Local Structure Plan is prepared in support of the rezoning of part of Medina Neighbourhood Centre to a Development Zone in pursuit of the implementation of the Medina Revitalisation Strategy. This Local Structure Plan acknowledges existing land uses in the Medina Neighbourhood Centre (North) and offers additional land use rights and design guidelines for housing opportunities over portion of Harry McGuigan Park.
[UD1101/20/19/D001 V7]



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ENDORSEMENT PAGE

This structure plan is prepared under the provisions of the City of Kwinana Local Planning Scheme No. 2.

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

17 MAY 2012

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:

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Review & Revisions Log

Date	Version
13 October 2011	V1 – release to City of Kwinana for comment.
18 October 2011	V2 – final draft released to City of Kwinana
20 October 2011	V3 – modifications to final draft by Jaclyn Drummond (City of Kwinana)
25 March 2012	V4 – final issued to City of Kwinana after due consideration of public submissions and recommendations from the Design Review Panel for the Niche Proposal.
28 March 2012	V5 – issued and reviewed with the Developer of Site A, with input from City of Kwinana
18 April 2012	V6 – Final Draft
26 September 2012	V7- Amend LSP to accommodate Niche Living proposal on Site A and refine the planning outcomes for Site B



1 SUMMARY

In 2010, the Kwinana Town Council endorsed the Medina Revitalisation Strategy to breath new life into this Neighbourhood Centre. The first phase of the project incorporates the development of 60 affordable homes on a portion of Harry McGuigan Park.

On 24 August 2011, the Council Meeting of the City of Kwinana initiated the rezoning of the Site to 'Development' zone. The rezoning addressed the land bound by Pace Road to the south, Medina Avenue to the west and Harley Way to the east, the site also includes approximately 2.1ha of Harry McGuigan Park.

This Structure Plan has been prepared as the land use document in support of the rezoning and is based on the development strategies defined in the Medina Revitalisation Strategy.

The Structure Plan provides the land use control for an affordable housing component on portion

of Harry McGuigan Park. It addresses anomalies in the current statutory planning documents for the City of Kwinana to achieve medium density housing within close proximity to the activities in the Medina Neighbourhood Centre to further the objectives and targets under State Policy.

The Structure Plan is not intended to modify the existing land uses within the existing commercial and community activity sites, but has been developed to support the initial phase of the revitalisation project. As such, this LSP retains the current land use rights of the retail activities, Medina Tavern, and the community facilities.

The upgrading of community activities in the Medina locality remains a major objective of this plan and as such the LSP adopts a flexible approach to facilitate the potential future relocation of some services and uses, and the potential development of a major civic space.

The following land use table offers a summary of outcomes for the structure plan:

Residential			
	Affordable Housing (Site A) - R50	13,095m ²	50*
	Affordable Housing (Site A) - R60	1,554m ²	10
	Housing (Site B) – R50	2,335 m ²	12
	Total estimated number of dwellings		72
	Population Estimate (2.1 persons /household)		151
	Gross Residential Density		35 units/ha
Public Open Space			
	Drainage and Recreation	1,947 m ²	
Community Purposes			
	Town Hall site	2,225 m ²	
	Senior Citizens facility	1,900 m ²	
Commercial			
	Medina Tavern	1,730 m ²	
Retail			
	Pace Road Shops	1,903 m ²	

**Please Note:*

The City of Kwinana executed contractual arrangements with Federal Government and a private Developer to deliver 60 affordable homes over Site A.



2 BACKGROUND

2.1 Introduction

The City of Kwinana is undergoing dramatic growth and revitalisation. Medina Town Centre, built in the 1950's, is the oldest suburb and shopping precinct in Kwinana. It is serviced by a mix of shops and community activities in a small convenience centre on Pace Road, the original town centre of the Kwinana community.

This Neighbourhood Centre has fallen into decline. Many of the buildings are in need of renovation, several of the shopfronts are vacant and the public areas lack amenity.

In 2010, the Kwinana City Council endorsed the Medina Revitalisation Strategy to breathe new life into this Neighbourhood Centre. The first phase of the project incorporates the development of 60 affordable homes on a portion of Harry McGuigan Park. To enhance this opportunity, the Commonwealth granted funds to the City of Kwinana for affordable housing and community facilities. The proceeds from this development will be returned to the community through the upgrading of the Medina Town Hall and the development of new community facilities.

To facilitate the development of Phase 1, the City of Kwinana initiated the rezoning of a significant portion of this neighbourhood centre (Structure Plan Area) to Development Zone. This Structure Plan has been prepared to provide an appropriate land use framework to be applied within the Development Zone and define the basis of future detailed subdivision and redevelopment works.

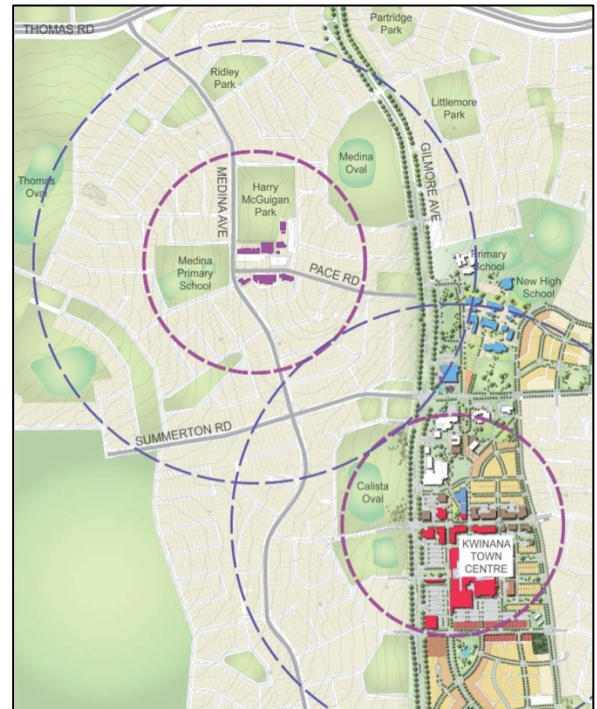
2.2 Land Description

The Structure Plan Area is described as the Medina Neighbourhood Centre North ("the Centre") (refer Figure 2).

2.2.1 Location

Medina was the original "heart" of Kwinana and is located approximately 40km south of Perth, via the Kwinana Freeway.

In the early 1970's, the Kwinana Town Centre relocated from Medina to Gilmore Avenue, less than 1.5km from Medina. Although the function of the Medina Town Centre changed to a neighbourhood centre, it retained fine grain retail and community facilities.



[Source: Medina Revitalisation Strategy: Urban Design Centre: 2010]

Figure 1: Locality

Figure 1 shows the location of Medina Neighbourhood Centre in relation to the existing Kwinana Town Centre. The centre is bound by Medina Avenue (west), Pace road (south) and Harley Way (east). Although the Structure Plan Area includes portion of Harry McGuigan Park, most of this park falls outside the boundary to the immediate north.

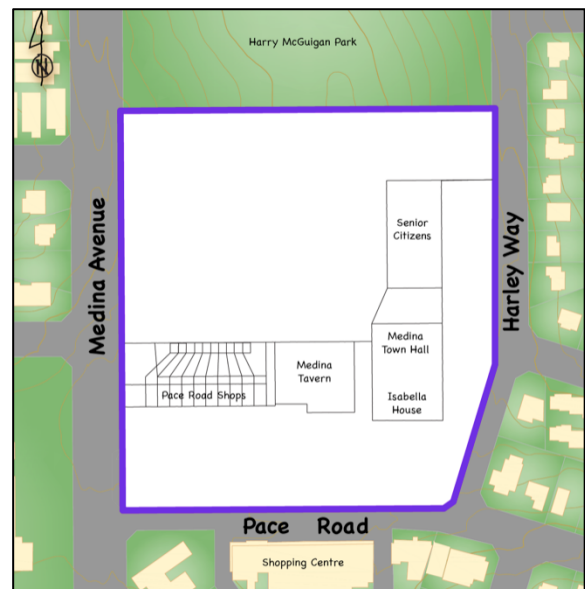


Figure 2: Structure Plan Area

The Structure Plan Area comprise of the following properties:

Shops	Lots 2-4, 8-16, 20-31, 34-90 Pace Road
Medina Tavern	Lot M877 Pace Road
Medina Hall and Isabella House	Lot M1042 Harley Way
Drainage Reserve at	Lot M1041 Harley Way
Kwinana Senior Citizens	Lot M1040 Harley Way
Pt. of Harry McGuigan Reserve	Lot M696 Medina Avenue
Parking Areas	Lot 309 Pace Road

2.2.2 Existing Land Uses

Medina has a low residential density character and contains several community facilities, including the Medina Primary School and significant amounts of open space. Less than 300 dwellings are located within a walkable catchment (400m) from the Pace Road shops and the Medina Tavern.

The low residential yield affects the viability of the retail uses and the Medina Neighbourhood Residential Strategy therefore sought initiatives to increase residential yield within the walkable catchment (400m) of this neighbourhood centre.

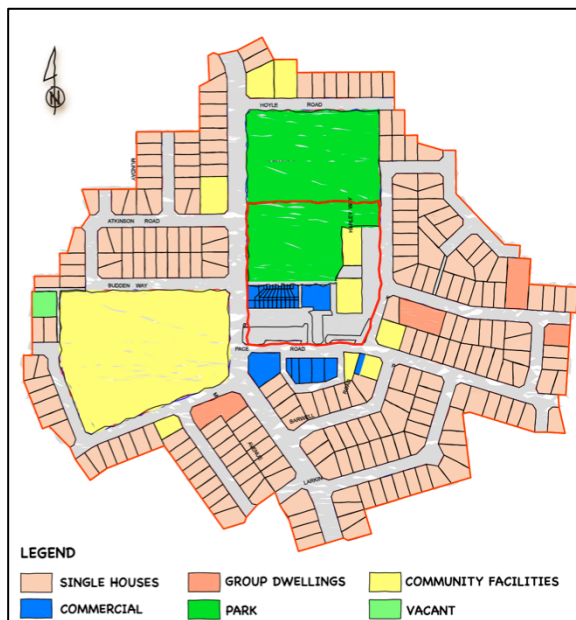


Figure 3: Land Use Map

The land uses to the immediate south of Pace Road contains numerous retail activities, a church, the Kwinana Social Club and two medical centres. A day care centre and RSL club is also located east of the Structure Plan Area along Pace Road.

In the Structure Plan Area itself, retail uses are concentrated on the south-western side, with community services clustered to the east. The uses include the Pace Road shops, the Medina

Tavern and a community precinct, consisting of the Medina Hall, Isabella House and the Kwinana Senior Citizens' Centre. Most of the parking to these facilities are located on public land along Pace Road and Harley Way. Some landscaping, including a war memorial have been developed on public reserves along Pace Road.

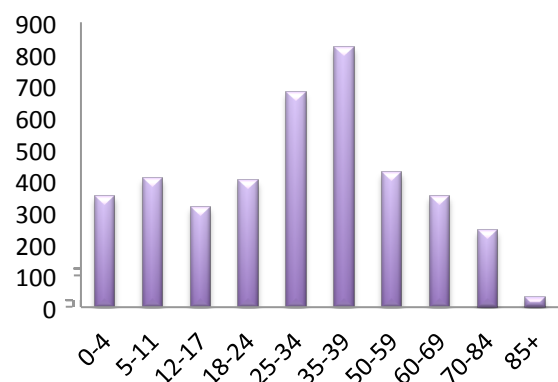
The space immediately behind the shops contains parking and storage areas. This area specifically lacks activation and natural surveillance thus adding to security concerns in the centre. These conditions are exacerbated by the change of grade and dense vegetation along the southern edge of Harry McGuigan Park.

Harry McGuigan Park, to the immediate north of the centre measures approximately 5.22ha in extent. The northern portion of the park contains some playground equipment, but is in relatively poor condition.

2.3 Housing Demand

At the 2006 census, Medina recorded a population of 2,022 people.

Population by Age



The population's age distribution is as follows:

- 0-19 years 26%
- 20-64 years 59%
- > 65 Years 15%

Medina households have, on average, lower socio economic income per household than the Perth metropolitan average, with just over 54% of households receiving less than \$650 gross income per week. This indicates a significant gap between the housing affordability of Perth and Medina's residents.

The population is forecasted to increase by 8% over the next ten year period, whereas the number of households are projected to increase by 22%. This indicates a significant increase in young couple families, over 55s accommodation and a steady single parent families trend.

The following table provides a summary of the Mid Point Demand levels and Price Sensitivity Range in Medina:

Number of Bedrooms	Projected Housing gap			Purchase Price Sensitivity	Average Increase 2012-2016
	2011	2012-2016	2016-2021		
3 Bedrooms	30	45	7	\$250,000-\$280,000	8% p.a
2 Bedrooms	30	55	17	\$220,000-\$250,000	9% p.a
1 Bedroom	30	27	7	\$180,000-\$220,000	9% p.a
0 Bedroom	9	7	3	\$150,000-\$180,000	7% p.a
Total Dwellings	99	134	34		

[Source: Medina Town Centre Market Research: Applied Knowledge Consulting: March 2011]

2.4 Affordable Housing Initiative

The Commonwealth granted funds through the Housing Affordability Fund Program to the City of Kwinana for this Affordable Housing Project for infrastructure and community facilities. The City of Kwinana has agreed to provide subsidies and/ or sustainability provisions, as a means of making the end product affordable in accordance with its Development Agreement with the Commonwealth.

The DoH has an interest in the development and is negotiating the purchase of the storage units to the south of the Affordable Housing Site for purposes of constructing affordable housing by the DoH. Therefore a medium density housing site will be required along the southern boundary of the Affordable Housing Site (Site B Figure 7).

2.5 Planning Framework

The State Government's Directions 2031 promotes a liveable, more compact and accessible city. It seeks a 50% increase in infill development and an increase in the average residential density from 10 dwelling units per hectare to 15 dwelling units per ha.

2.5.1 State Policy

Under Directions 2031, the State gazetted The Activity Centres for Perth and Peel as a State Planning Policy (SPP 4.2) on 31 August 2011.

The Policy recognises Neighbourhood Centres as important local community focal points and the focus for medium density housing. Density increases around these centres are important to increase the local population within the walkable catchment. In addition, the retail activities offered should be improved through diversification and intensification.

The policy offers the following guidelines for Neighbourhood Centres:

- Purpose - weekly household shopping needs, community facilities and a small range of other convenience services.
- Transport – focal point for bus stops.
- Retail Types – supermarkets, personal services and convenience shops.
- Commercial – local professional services.

The Activity Centres for Peel and Perth policy also sets the following Key Performance Indicators for Neighbourhood Centres:

Trade Area	2,000-15,000 people within 1km radius
Gross density target	15 units/ha (minimum) <200m of the centre.
	25 units/ha (desirable)

2.5.2 Zoning

The Structure Plan Area is located within the City of Kwinana. The City of Kwinana Town Planning Scheme No. 2 (TPS 2) governs the land use. Figure 4 depicts the zoning of the land within the Medina Structure Plan Area, prior to gazettal of Amendment No 133, which rezoned the entire Structure Plan area to Development Zone. The zonings are summarised as follows:



Figure 4: Existing Zoning

Commercial	Lots 2-4, 8-16, 20-31, 34-90 Pace Road
Special Use (Tavern)	Lot M877 Pace Road
Public Purposes	Lots M1040 & M1042 Harley Way
Drainage Reserve	Lot M1041 Harley Way
Park Recreation and Drainage	Lot M696 Medina Avenue
No Zone	Lot 309 Pace Road

On 24 August 2011, the Council Meeting of the City of Kwinana in pursuance of Section 75 of the Planning and Development Act 2005 ("Act"), initiated the rezoning of the Structure Plan Area to 'Development Zone' (Amendment No 133). The rezoning was adopted on 31 May 2012.

The proposed rezoning is sought to facilitate the coordinated development and revitalisation of this currently declining and dilapidated neighbourhood centre, and materialize the

principles outlined in the Medina Neighbourhood Centre Revitalisation Strategy (May 2010).

2.5.3 Policies

Commercial Centres Strategy

The Commercial Centres Strategy classifies Medina Neighbourhood Centre as a location for "mixed business activity". The strategy indicates a total commercial offer of around 3,600 square metres and includes the following specific recommendations:

- Re-establish the past viability of the centre through revitalisation of existing retail space;
- Promote alternative compatible non-retail uses; and
- Improve security and curb vandalism.

The strategy also noted that continuous shop frontages and mixed use, including small scale office development, should be encouraged.

Local Housing Strategy

The Local Housing Strategy informs Town Planning Scheme No 2 to guide future housing development. Recommendations include the provision of denser housing adjacent to commercial centres and the development of excess open space areas. In particular, the strategy identifies a portion of Harry McGuigan Park as being surplus to public open space requirements and an ideal opportunity for housing development at a density of R50 close to the neighbourhood centre. The strategy also noted the need to diversify the housing stock through a variety of lot sizes and the introduction of new unit types, including live/ work options. The strategy recommends that these be pursued through a detailed design study (Medina Revitalisation Strategy) and a structure plan to inform the subdivision process.

Residential Design Guidelines

The Residential Subdivision and Development Local Planning Policy provides the planning framework to achieve the objectives of the Local Housing Strategy. For Medina, it focuses on providing traditional housing features such as verandas, wide eaves and carports.

The Policy provides a number of design standards to control residential subdivision (Subdivisional Guidelines) and built form (Development Guidelines).

The Subdivision Guidelines of this policy have been formulated to address infill/ redevelopment of existing residential stock. As such, some of the design parameters limit the opportunity to

materialise the required densities under State Planning Policy and the Local Housing Strategy. This structure plan therefore addresses the following standards to materialise the desired residential outcomes:

- *Clause 2.3.2* – Lots with a street frontage of less than 12m will not be supported.
- *Clause 3.2.2 (Height)* - All new houses fronting the street are required to present a single storey elevation and character when viewed from the street.
- *Clause 3.2.2 (Wall Height)* – Wall heights are limited to between 3.2m and 3.5m, whereas Overall Height is limited to between 5.5m to 7.5m
- *Clause 3.2.2 (0m Side Setbacks)* – no boundary wall development will be permitted

2.5.4 Medina Revitalisation Strategy

In 2010, the Kwinana City Council endorsed the Medina Revitalisation Strategy, including a concept master plan, designed to breathe life and vitality back into this community. The Medina community was heavily involved with the planning process and the outcomes of the Strategy.



Figure 5: Medina Revitalisation Strategy
[Source: Medina Revitalisation Strategy: Urban Design Centre: 2010]

As part of the Strategy, the City of Kwinana acquired 2.1ha of Harry McGuigan Park from

State Government. The land is being re-zoned to a Development Zone prior to developing it into an affordable housing estate to compliment the business area and neighbourhood. This structure plan provides the land use control of the proposed new zoning.

The Medina Revitalisation Strategy evaluates a number of master plan options and housing options. The Medina Hall and Isabella House will be upgraded and a new community facility is proposed. The strategy further proposes to rationalise the car parking area along Pace Road and develop part of it into new civic square, a multi-purpose activity area and an additional 500m² of retail, restaurants and café space. It also proposes that the Medina Tavern be relocated in the long term to accommodate the civic square.

The master plan contained in the strategy does not offer a suitable housing density solution, given State housing targets, or an efficient development pattern. Notwithstanding this, the following key elements should be adopted in the ultimate design:

- The extension of the north south linkages through public parks and walkways between Medina Neighbourhood Centre and Harry McGuigan Park.
- The redevelopment of the storage spaces behind the shops and formalization of the laneway access, where possible.
- East west links of the new streets and use of rear lane access.
- Introduction of a variety of housing forms to include free standing and attached dwellings.
- Consideration of the dwelling orientation and frontage onto existing residential stock and Harry McGuigan Park.
- Decreasing density from the Town Centre towards Harry McGuigan Park.

The central purpose of the strategy is to restore the Medina Neighbourhood Centre as an attractive and memorable community-meeting place, providing residents with access to an appropriate range of retail, entertainment and community services, in a quality public environment.

3 SITE CONDITIONS

3.1 Environmental

3.1.1 Present vegetation

Vegetation in the Structure Plan Area belongs to the Spearwood Dunes Vegetation Complex and is described by Heddle et al (1980) as follows:

- **Karrakatta Complex – Central and South:** Predominantly open forest of *Eucalyptus gomphocephala* – *E. marginata* – *Corymbia calophylla* and woodland of *E. marginata* – *Banksia species*. Eighteen percent remain as native vegetation on the Swan Coastal Plain
- **Cottesloe Complex – Central and South:** Mosaic of woodland of *E. gomphocephala* and openforest of *E. gomphocephala* – *E. marginata* – *C. calophylla*; closed heath on the limestone outcrops. Thirty-six percent of this complex remains as native vegetation on the Swan Coastal Plain.

No Bush Forever Sites occur within or near the Structure Plan Area. The vegetation on the south west corner of the site consists largely of planted species, including Illawarra Flametree, Woolly Bush, Olive Tree, Pepper Tree and *Xanthorrhoea preissii*. A stand of *Malaleuca lanceolata* has been planted along the southern boundary of the site. The clearing of vegetation is not considered a constraint to the proposed development.

[Source: Environmental Assessment: PGV Environmental: 2011]

3.1.2 Contamination

The Department of Environment and Conservation's Acid Sulphate Soil Risk Database does not list the Structure Plan Area as an area in risk of contamination.

The storage units at the rear of the Pace Road shops contain asbestos. Other potential risks include the use of chemicals for termite control. An environmental management plan will be required for any demolition of these structures.

[Source: Environmental Assessment: PGV Environmental: 2011]

3.2 Landform and Geology

Harry McGuigan Park is at the highest point in the immediate area at RL31.1 sloping to RL23.9 on the western boundary and RL24.7 on the eastern boundary of the Site.

The available geotechnical information suggests a Tamala Limestone surface geology. This type of limestone can be either a soft or hard limestone with varying permeability.



Acid Sulphate Soil (ASS) mapping suggests no known constraints over the Site.

Evidence is that the water table has a level of approximately RL 2.0m AHD taken from the May 2003 level in the Groundwater Table Atlas. This suggests ample separation from the water table for any proposed development on the Site.

[Source: Infrastructure Servicing Report: Serling Consulting (WA) Pty Ltd: 2011]

3.3 Heritage

The State Government commissioned Western Australia's first female town planner, Margaret Feilman in the 1950s to design a new town for workers in the industries located along the coast. The plan proposed four neighbourhoods – Medina, Calista, Orelia and Parmelia – as “...an essentially Australian town in an attractive landscape”.

By the early 1970s, the City of Kwinana had outgrown the Medina centre and new administrative facilities and a shopping mall were built in a more central location, east of Gilmore Road. As a result, the Medina Town Centre began to decline and the long period of deferred maintenance has taken its toll on the quality of the building stock and public spaces.

The centre contains a number of significant heritage buildings recognised by the Local Heritage Inventory:

- Medina Hall
- The Pace Road Shops,
- Isabella House (previously the Medina Infant Health Centre),
- Harry McGuigan Park, and
- The Morton Bay Fig trees on Medina Avenue (Category A)

Although the cultural heritage significance of the Medina Township has been recognised by the National Trust, neither the Township nor any of the above elements have been registered with the Heritage Council of WA. It is however anticipated that any proposed development will need to be sympathetic to the local heritage.

In respect of Aboriginal heritage values, the Developer should apply the 'Due Diligence Guidelines', prepared by Department of Indigenous Affairs.

3.4 Site Analysis

Currently, Harry McGuigan Park is at the highest point in the immediate area at RL31.1, sloping downwards to RL23.9 on the western side of the Structure Plan Area and RL24.7 on the eastern most site boundary. These slopes required some retaining along the Senior Citizens development and along the southern boundary of Harry McGuigan Park.

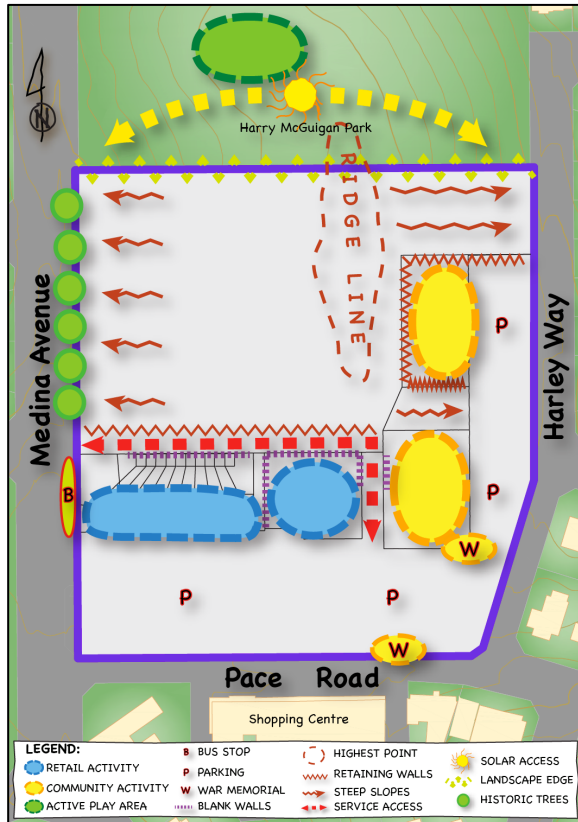


Figure 6: Site Analysis Plan

The future housing site has an active play area to the north in Harry McGuigan Park and the retail and community activities to its south. The housing site presents a unique opportunity to introduce more activity into the area in support of the neighbourhood centre function and improve surveillance of the Park. It is therefore critical for this future development site to establish strong links between the Park and the neighbourhood centre activities.

Development should also orientate onto the Park and offer a strong links between the Park and the centre. This presents the opportunity to create an entry statement to the Park through intense landscaping and upgrade and expand the recreation opportunities of the Park.

The transition between this future housing site and the commercial activities is met by a service road, in poor condition, over the Park and

significant blank walls of the Medina Tavern and the storage units at the rear of the Pace Road Shops. These attract unsocial behaviour and present a poor frontage to the proposed residential development. The redevelopment of the area should consider the demolition of these storage units of the Pace Road Shops to activate this space. The Medina Revitalisation Strategy also suggests the redevelopment of the Medina Tavern to create an active Park to link the future housing site with a redeveloped and activated neighbourhood centre.

The residential development to the west of Medina Avenue presents some of the typical Medina housing and development form. Any new development addressing this edge needs to be sympathetic to this character.

The Morton Bay Fig trees along Medina Avenue are recognised in the Local Heritage Inventory. Future construction activities and ultimate land uses need to consider the future preservation of these trees.



4 STATUTORY PLAN

4.1 Project Objectives

This Structure Plan has been prepared to achieve the following objectives:

- To formulate appropriate land use control for the Development Zone.
- To facilitate revitalisation and sustainability of the Medina Neighbourhood Centre by introducing residential population, improved community facilities and redeveloped public domain to include end user facilities.
- To offer quality and affordable housing to the market.
- To demonstrate a sustainable community through urban integration that will optimise existing services, public transport and neighbourhood facilities, including the local business activities.
- To ensure that contemporary infill development is sympathetic to, and does not detract from, the significance of the Medina character.

4.2 Planning Regulations

The City of Kwinana Town Planning Scheme No. 2 ('the Scheme') outlines the statutory processes and controls for land within the Town's jurisdiction.

The City and the WAPC adopted this Structure Plan to guide the development within the Structure Plan Area. As such, if a development, the subject of a Planning Approval, does not comply with a guideline prescribed in this Structure Plan, the Council may, notwithstanding that non-compliance, approve the application.

Where there is any inconsistency between any local planning policy, i.e. Residential Subdivision and Development Local Planning Policy, or the Western Australian Planning Commission's Residential Design Codes (April, 2008) ('R-Codes'), this Structure Plan takes precedence. Where the Structure Plan is not specific on a residential design issue the R-Codes applies.

4.3 Land Use Plan

The land use intent is demonstrated in Figure 7: Structure Plan. It maintains the current land use rights of the Medina Town Centre and introduces residential capacity over the portion of Harry McGuigan Park.

The Affordable Housing Site is to the north of the centre. The new residential capacity is contained

over two development sites. Site A will be developed as a private affordable housing scheme, whereas site B will require the demolition of the storage areas of the Pace Road Shops to create a development site.

The Structure Plan encourages a range of housing and land tenure outcomes to meet the affordability aspirations of the project. This is manifested in a R50 residential density coding.

Specific controls apply to the Special Housing along Medina Avenue in respect of setbacks (Section 4.5.1), building height (Section 4.5.4) and car parking (Section 4.5.5).

4.4 Land Use Control

This section provides the statutory land use control in support of the Structure Plan in Figure 7. It offers a range of uses that will be considered within the Development Zone of Town Planning Scheme Amendment 133.

Existing land use rights for the Pace Road Shops, Medina Tavern and Public Purposes land within the Structure Plan Area is retained under this Structure Plan. The revitalization of the Town Centre will be addressed in a subsequent structure plan.

The land uses allocated on Figure 7: Structure Plan introduces residential development (Site A) consisting of R50 and R60 residential zones. Site A is dedicated to an affordable housing project. The number of dwellings on Site A will be limited to 60 units of which 50 units will be developed over the R50 component and 10 units within the R60 portion.

Figure 7 allocates some open space within the Structure Plan Area. The City of Kwinana Local Planning Strategy states that there is a significant overprovision of both the amount and number of open space areas within Medina.¹ No additional open space would therefore be required for the development proposed within the Structure Plan Area.

The Structure Plan also proposes the expansion of the R50 coding into the rear of the Pace Road shops. It is proposed to develop a parking area at the rear of the Pace Road shops and a 6m wide laneway. The storage units at the rear of these shops would be demolished and incorporated into the R50 density residential use.

¹ City of Kwinana: Local Housing Strategy (February 2007)

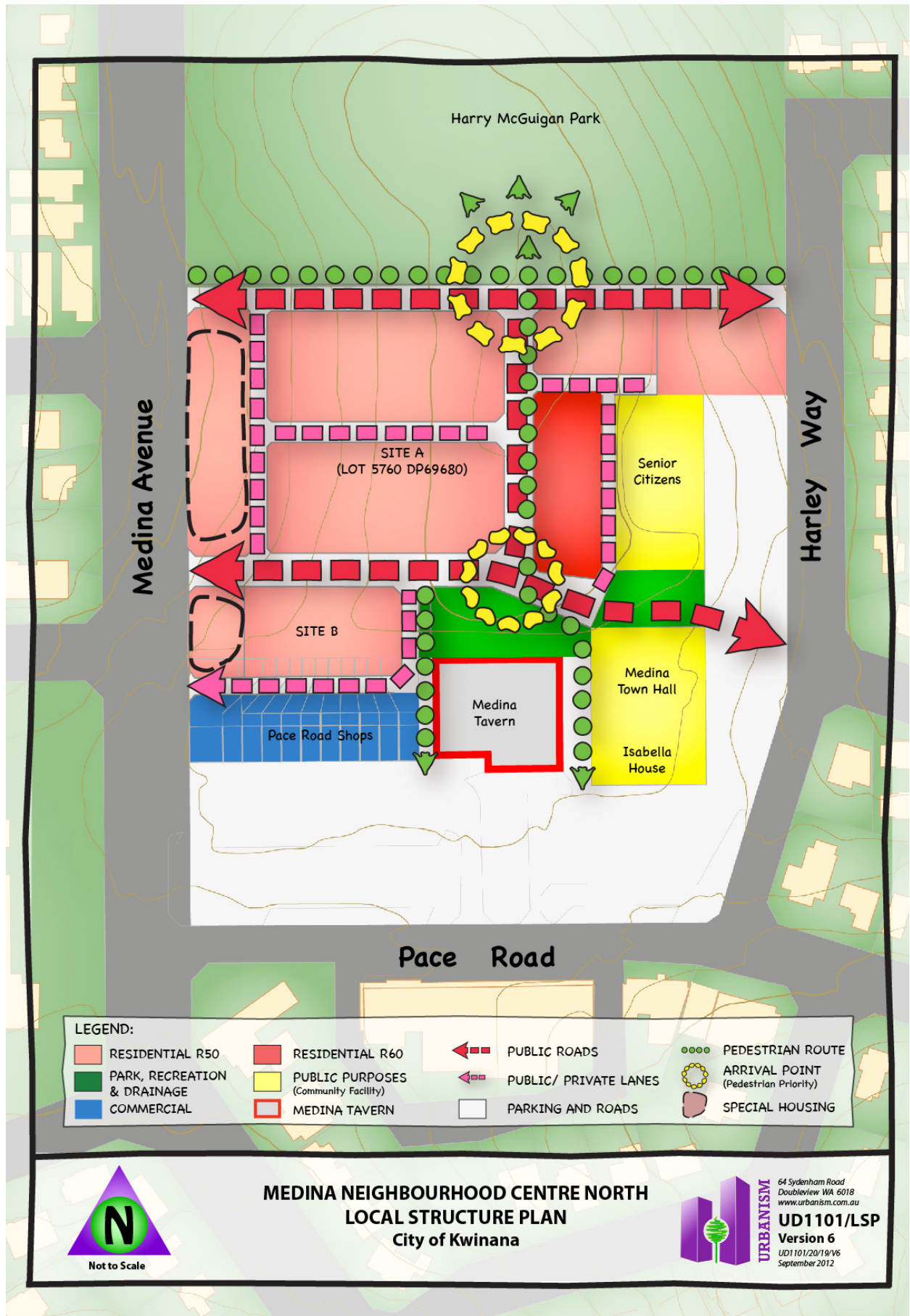


Figure 7: Local Structure Plan

Land use is controlled under Zoning Table 1, of Clause 4.7 of the Kwinana Town Planning Scheme no 2 (TPS 2).

4.5 Development Requirements

Development within the Structure Plan Area is subject to specific development requirements to achieve the desired outcomes and objectives for this area. Council has discretion under Clause 6.2 the Town Planning Scheme to vary the requirements.

4.5.1 Setbacks

Setbacks for residential development will be varied to achieve specific outcomes within a medium density development as follows:

Street Setbacks	Prim	Sec.
Along Medina Avenue	2m	N/A
Internal public roads	2m	1m*
Internal private roads	1m	0m
Garages or carports must be off-set by 5.5m from the kerb on the public road along Harry McGuigan Park to allow for the parking of a vehicle.		

*Note: The 1m Street Setback to secondary public roads only applies where no fencing is provided and the front setback area is landscaped into the streetscape. Where a front fence is provided along the secondary public street, a 2m setback will apply, as per the R-Codes.

Side setbacks will be relaxed to 0m, except for dwellings facing onto Medina Avenue (Special Housing).

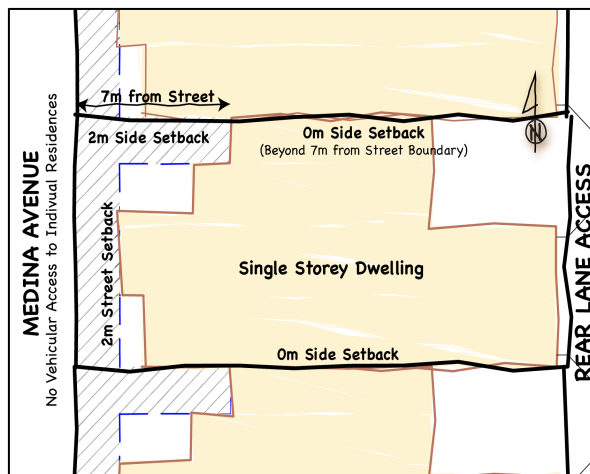


Figure 8: Special Housing Precinct

The Structure Plan seeks to maintain elements of a low-density character along Medina Avenue (Special Housing), as follows:

- A minimum 2m Side Setback, within the first 7m from the Medina Avenue street boundary, will apply along at least one side

boundary of each residential lot, facing Medina Avenue. This will allow for solar access to dwellings and create a perception of free standing dwellings.

- The side setback may be reduced to 0m beyond the 7m front area.
- Fencing is not preferred along the street boundary of Medina Avenue.

Rear setbacks for residential lots will be as per the R Codes.

The setback requirements of Kwinana Town Planning Scheme no 2 (TPS 2) will be maintained for all other uses within the Structure Plan Area.

4.5.2 Plot Ratio

The Plot ratio for residential development (R50) is 0.6, as required under the R Codes.

Plot ratios under the Kwinana Town Planning Scheme no 2 (TPS 2) will be maintained for all other no-residential land uses within the Structure Plan Area.

4.5.3 Maximum Building Height

Building heights within the Structure Plan Area will be limited to 2 storeys. However, for residential development fronting onto Medina Avenue (Special Housing), building heights will be limited to a single storey.

Wall heights are limited to between 6m and 7m, whereas Overall Height is limited to 9m, except for single dwellings fronting onto Medina Avenue, where heights are limited to between 3.2m and 3.5m, whereas Overall Height is limited to 5.5m to 7.5m

Apartment developments using sub-basement parking may create additional height through the podium levels protruding above natural ground level. These practices are often adopted to achieve natural ventilation of sub-basement car parking. Any podium for sub-basement parking may not protrude more than 1.5m above natural ground level along the outside perimeter to the basement.

4.5.4 Car Parking

Car parking spaces shall be provided, designed, constructed and maintained in accordance with the provisions the Town Planning Scheme and the approved plan relating thereto.

No vehicular access to individual dwelling units will be permitted from Medina Avenue (Special Housing) or across the Pedestrian Boulevard (refer to Section 5.2.2).

4.5.5 Retail/ Mixed Use

Pace Road Shops

The Pace Road shops present a continuous retail frontage and define the retail function within the Structure Plan Area. The spaces immediately behind the Pace Road shops are currently parking and storage areas, which lack natural surveillance and add to security concerns in the centre.

Development standards for the Pace Road Retail component will be as per the Commercial zone, as defined in the City of Kwinana Town Planning Scheme No. 2, but subject to the following:

- Any Development above the existing ground level will be subject to a heritage assessment.
- Development, above ground level will only be considered, if presented to the City of Kwinana in a single Development Application as an integrated approach.
- Setbacks are relaxed to 0m on all boundaries, except for the street façade for development above ground level, where a setback of 2m will apply.

The Structure Plan proposes the demolition of the storage facilities at the rear of these shops and the rationalisation of this area to include the following uses:

- Development of a new laneway to serve new parking and loading facilities at the rear of the Pace Road Shops and parking to the residential development on Site B (R50). This laneway will feed directly from Medina Avenue and will require the relocation of the existing bus stop.

Upgrading of the pedestrian laneway between the Medina Tavern and the Pace Road Shops to ultimately link with the pedestrian networks within the residential development.

- Development of a new housing scheme on Site B (R50).

Medina Tavern

The Medina Revitalisation Strategy proposes the relocation of the Medina Tavern from its current location to the parking lot on the corner of Pace Road and Harley Way.

The Structure Plan acknowledges the current land use of the Medina Tavern in its current location. However, should it become feasible to relocate the Medina Tavern in the future, the Structure Plan will need to be amended to reflect the design outcome proposed under the Medina Revitalisation Strategy (i.e. this Tavern site will be converted into a Future Park and Recreation site).

The relocation of the Medina Tavern will facilitate the development of a new Public Park that will link the Neighbourhood Centre with the proposed residential development on portion of Harry McGuigan Park.

4.5.6 Community

The Structure Plan retains the Public Purposes sites, as defined in the City of Kwinana Town Planning Scheme No. 2.

4.5.7 Public Open Space

The Structure Plan establishes a central area of POS to link Pace Road through the Town Centre uses to the proposed residential component:

- A neighbourhood park to the north of the Medina Tavern will connect the residential development via two pedestrian laneways with Town Centre Activities. This Park will also link service infrastructure via the Drainage Reserve to Harley Way.
- A Future Park (Civic Plaza) could be developed upon relocation of the Medina Tavern. The Park will be designed as a civic space and contain end user facilities for pedestrians and cyclists.

The public domain treatment along the northern boundary of the Structure Plan Area should provide a welcoming statement to Harry McGuigan Park. The development should create a public pedestrian link between the Park and the Medina Neighbourhood Centre (refer to Section 5.2.2).

4.5.8 Services and Networks

A Civil Engineering Due Diligence Report was prepared by Serling Consulting (WA) Pty Ltd to address serviceability of the proposed residential development under this structure plan. This section also includes comments from State Government and other Utility companies during the circulation of the draft Local Structure Plan for comment.

Access

The Site has direct street access to Medina Avenue and Harley Way. Both streets are urban standard roads with kerbs, footpaths, piped drainage and street lights connected to overhead power lines.

A laneway along the southern boundary of the Affordable Housing Site serves the Pace Road Shops and Medina Tavern and connects to the town centre car parks via two existing laneways. This laneway should be removed in the longer term. The laneways on either side of the Medina Tavern will be upgraded to a high quality pedestrian environment that could accommodate service vehicles in a shared space (refer to Section 5.2.2).

Stormwater

Department of Water indicated that an approved Local Water Management Strategy is not required under Better Urban Water Management (BUWM) (WAPC, 2008).

All drainage systems should be designed and constructed consistent with the Stormwater Management Manual for WA. The Developer should ensure land earmarked for public open space and drainage is capable of treating and detain relevant stormwater flow events.

Sewerage

Sewerage infrastructure is available in Harley Way and also from Pace Road.

All sewer main extensions required for the development site should be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.

Water Supply

There is an existing 215RC water main located on the eastern side of the fronting road reserve of Medina Avenue and on the eastern side of the fronting road reserve of Harley Way via a 100AC water main.

All water main extensions required for the development site must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.

Gas

Medium pressure gas service is available within both Medina Avenue and Harley Way.

Electrical

There are overhead powerlines and/or underground cables, adjacent to or traversing across the proposed area of works.

When working in proximity to Western Power Distribution Lines, all work must comply with Worksafe Regulation 3.64 - Guidelines for Work in the Vicinity of Overhead Power Lines. If any work is to breach the minimum safe working distances a Request to Work in Vicinity of Powerlines form must be submitted.

Any changes to the electricity requirements for the development remains the responsibility of the Developer.

4.6 Traffic Management**4.6.1 Roads**

The design standards of roads servicing the Structure Plan Area will be capable of accommodating the traffic generated by the proposed development. Internal Roads should therefore be designed to connect to both Medina Avenue and Harley Way via public roads (refer to Figure 7 Structure Plan).

A public road will be constructed along the northern boundary of the Structure Plan Area to orientate residential development onto Harry McGuigan Park and improve public access to the Park. This road will be designed with high quality landscape finishes to serve as an entry statement to the Park. Traffic calming is also considered necessary along this road to create a safe pedestrian environment along the edge of the Park. Street parking is also proposed for visitor parking.

Another public road should be constructed along the southern boundary of Site A to provide public access to the pocket park and Site B, as a future development site.

A grid pattern road system for the residential component will increase connectivity and reduce services costs.

It is likely that the new road connections with Medina Avenue and Harley Way may create staggered intersections with existing streets. These are to be addressed in detail upon subdivision of the land and implementation of recommendations from a full traffic assessment.

4.6.2 Parking

Most parking for the Neighbourhood Centre is provided in formal parking areas in Pace Road and Harley Way road reserves. These parking

areas will require redesign, resurfacing and introduction of landscaping to include end user facilities.

Parking for the residential development should be provided on-site as follows:²

- 1 parking bay per unit for all units exceeding one bedroom.
- For one-bedroom and studio units, the parking requirement could be reduced to 0.75 bays per unit.
- Visitor parking should be provided in accordance with the R-Codes

4.6.3 Cycle/ Pedestrian Movements

Pedestrian links will be north-south between Harry McGuigan Park and the activities in the Neighbourhood Centre. The main networks are planned on either side of the Medina Tavern and will be extended northwards via the local internal road system and or Park networks. This pedestrian link should present a prominent public boulevard treatment with ample tree planting and a wide shared pedestrian/ cycle path (refer to Section 5.2.2).

Public transport exists in Medina Avenue and pedestrian networks should offer easy movement to the bus stops. Pedestrian links along Medina Avenue and Harley Way should be retained.

All paths should be designed as shared pathways to encourage cycling.

² Activity Centres for Perth and Peel (SPP4.2), Western Australian Government, 2010



5 DESIGN GUIDELINES

The City of Kwinana adopted Residential Design Guidelines and made special provisions for the Medina area to retain its character for infill residential redevelopments.

The development under this structure plan is integrated into the Medina Neighbourhood Centre revitalisation project and as such, accommodates higher densities to support the function of this centre. The site is discreet from the existing residential character of Medina and is likely to be inward focussed with limited exposure to the existing residential streets. Development under this structure plan is therefore not considered redevelopment of the existing urban infrastructure.

This Structure Plan acknowledges that the typical construction methodologies and housing forms would not be suitable for contemporary design and construction. The density requirements applicable to the project site will also not be able to accommodate the large lot format and spacious building separations that are typical of the existing housing stock. It is therefore unlikely that the development of the Structure Plan Area would be able to accommodate the typical built form of the Medina Area.

This Structure Plan adopts an approach in which Residential Design Guidelines is an important reference point for the design approach to contemporary development. Through the design guidelines in this Structure Plan, development is encouraged to incorporate or emulate some of the Medina residential characteristics by specifying architectural elements that should be incorporated in the facades of residential buildings on the site. The structure plan will also place a high premium on quality landscaping and streetscaping to allow new development to mature over time to compliment the existing character of Medina.

All residential development will be subject to the design standards highlighted in this section of the structure plan and this structure plan therefore overrides the requirements of the Residential Subdivision and Development Guidelines.

5.1 Architectural Guidelines

5.1.1 Residential Character

Residential development within the structure plan area should incorporate the following design elements:

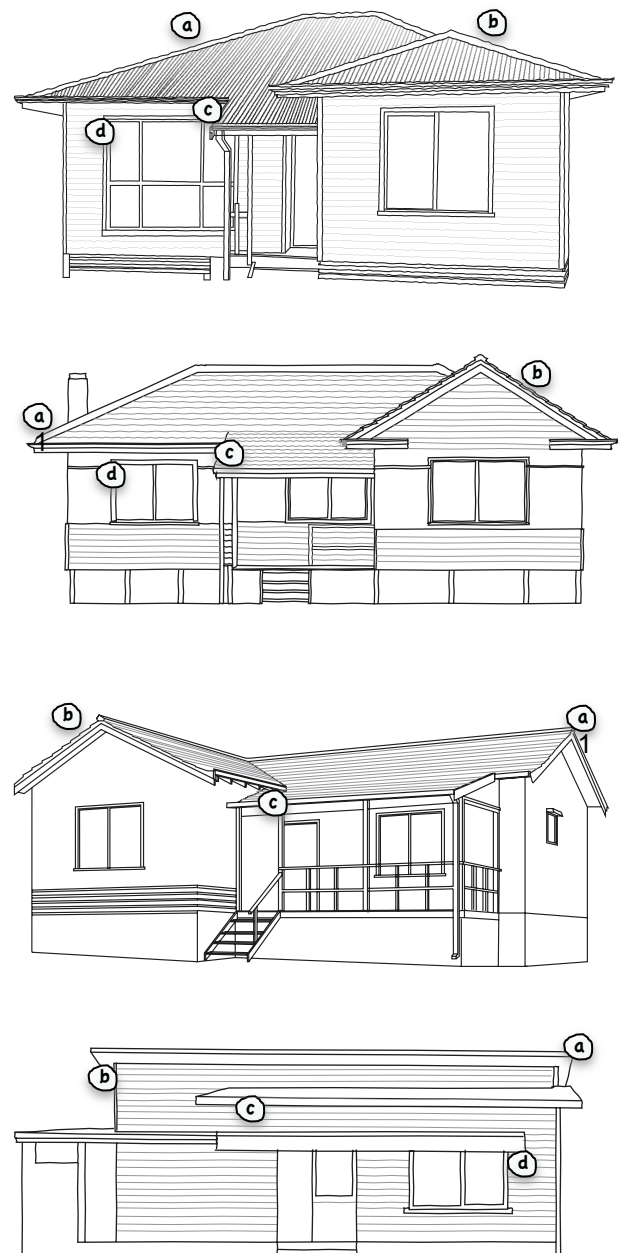


Figure 9: Medina Built Form

(Source: Urbanism, 2012)

Rooflines

- a) The predominant housing form in Medina has a simple roof structure. New development should incorporate the following:
 - i) Houses are required to have pitched roofs at a minimum angle of 24° and a maximum angle of 35°.³ Skillion roofs are encouraged for double storey developments to reduce the bulk associated with standing roofs; and
 - ii) Eaves are required for all houses and are to be a minimum width of 600mm for northern and western frontages.⁴
 - iii) Roof borne infrastructures should not be visible from the street.⁵

Gables

- b) Most dwellings in Medina present a gable roof pitch to the street and all development under this Structure Plan should articulate the roof form to the street.
 - i) Alternative designs for gables should be considered to add interest to the streetscape; and
 - ii) Gables should contain an eave and could be cladded or rendered; or
 - iii) A tapered roof could be used in some dwellings to replace gables and introduce variation to the streetscape.
 - iv) Where skillion roof forms is applied, the gable to the roof should be cladded.

Porches and Verandas

- c) Some Medina dwellings present porches and verandas on the front of the dwelling. This approach could be accommodated in new housing form as follows:
 - i) Accentuate the dwelling entry by extending the roof or creating an awning over the front entry to each dwelling; and/or
 - ii) Provide for roofed porches or balconies that create an extension of the living area onto the front of dwellings; or
 - iii) Awnings could be used to create shelter over front entries to residential properties. These should be designed with materials

that compliment the building materials and colour palette of the main dwelling to ensure an integrated design. Awnings would be efficient in articulating the front façade of buildings where skillion roofs area used.

- iv) Balustrades to porches, verandas and balconies should be highly permeable, but should not contain glass.

Windows

- d) Most dwellings in Medina contain wooden window frames, which are framed in the edging to the cladded walls. These features could be introduced in contemporary design:
 - i) Accentuate windows by applying wood, rendered or brick framing around street facing windows; or
 - ii) Apply wide framed window fittings.

Fencing

- e) Street boundary fencing is not a prominent feature of residential properties in Medina. and where street fencing is provided, it is permeable and/ or low to create a welcoming effect.

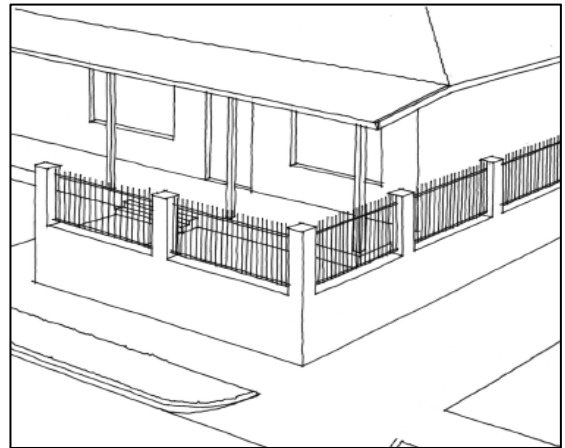


Figure 10: Street Fencing

(Source: Town of Kwinana, 2010)

- i) No street fencing should be placed along Medina Avenue or along the main Pedestrian Boulevard (refer to Figure 7: Structure Plan) and the front gardens should be landscaped into the streetscape; and
- ii) Where fencing is provided along the street boundary, such fencing may not exceed a height of 1.2m above natural ground level in the street and should be visually permeable (normally 50% open) above 0.6m; and

³ Residential Subdivision and Development Local Planning Policy

⁴ Residential Subdivision and Development Local Planning Policy

⁵ Residential Subdivision and Development Local Planning Policy

- iii) Fences constructed from razor wire, cyclone fencing or any other material that the City considers undesirable, or which contain spiky, jagged or dangerous features, will not be permitted; and⁶
- iv) Side and rear fencing, unless otherwise provided for above, are to have a maximum height of 1.8m.⁷
- v) Portion of side fencing located forward of the primary building line are to be visually permeable (nominally 50% open) above 0.9 metres in height to a maximum height of 1.8 metres.⁸

Special Design Considerations

- f) Dwellings addressing Medina Avenue will retain a single storey appearance.
- g) Height will be controlled by the R-codes and double storey development is encouraged along the ridge line (highest point) of the site.
- h) Boundary wall development will be permitted for all residential development, except for dwellings along Medina Avenue (Special Housing) – refer to Section 4.5.1.
- i) Dwellings should be designed to address secondary street boundaries and not present blank facades to such secondary streets.
- j) The Developer should submit a number of colour and material palettes for approval by City of Kwinana, to create diversity of finishes for dwelling types within the development.
- k) Façade treatments of similar dwelling types should be introduced to limit a repetitive appearance within a given streetscape.
- l) No black or charcoal colour roofs will be permitted.

Parking

- m) The proposed medium density housing for the Structure Plan Area is likely to attract car parking in front of the street setback areas. The following controls shall be observed in development:
 - i) Carports are preferred to garages and only carports, apposed to enclosed garages, will be permitted along the public road aligning Harry McGuigan Park.

- ii) Garage doors should be textured to imitate the cladded building materials of Medina.
- iii) No direct vehicle access to dwellings from Medina Avenue or Harley Way.

5.1.2 Multi-unit development

Medium density housing may attract apartment living and/ or townhouse developments to the site. The following design considerations should be employed:

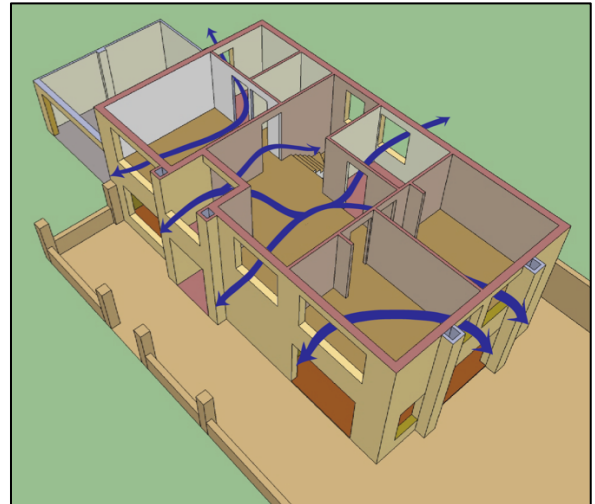


Figure 11: Cross Ventilation

(Source: Urbanism, 2012)

- a) Building depth of apartment buildings should not exceed 18m to increase the efficiency of cross ventilation.
- b) At least 60% of all units should be cross-ventilated.
- c) Balconies shall have a minimum dimension of 2.4m.
- d) Garages on multi dwelling sites shall not directly face onto public roads and should be designed into the development or gain access from rear lanes.
- e) Where multi-unit developments are presented as a continuous built form along the streetscape, the design approach should use building articulation, changes on roof form, changes in wall colour or textures of external facades, etc. to avoid monotonous streetscapes.

5.1.3 Landscape

Medina's character is largely defined by the generous use of trees in the wide street reserves and low floor spaces on most residential lots. Although this spacious design approach is unlikely to be achieved in new medium density

⁶ Residential Subdivision and Development Local Planning Policy

⁷ Residential Subdivision and Development Local Planning Policy

⁸ Residential Subdivision and Development Local Planning Policy

development, this Structure Plan requires extensive landscaping to be employed throughout the development site.

- a) The front setback areas for all dwellings shall be landscaped with soft landscaping and tree planting, where possible.
- b) At least one mature street tree will be provided per residential dwelling on the lot created for that dwelling or in the street. The street tree may therefore be located in the front setback area to the street.
- c) Landscaping of the public domain areas, including private streets, are to be completed prior to Practical Completion of subdivision works.
- d) A landscape Plan is to be prepared for all development for approval and implementation.
- e) Tree planting should soften on-street car parking.
- f) Open Space shall be provided on the basis that 40% of the site area will remain free of buildings.
- g) Outdoor living area shall be provided on the basis of 16m² of for each dwelling.

5.2 Subdivision Guidelines

5.2.1 Lot Configuration

- a) Lot configurations will offer a range of housing types to meet the requirements of the affordable housing market.
- b) No minimum street frontage applies to any of the residential lots created through subdivision within the Structure Plan Area.

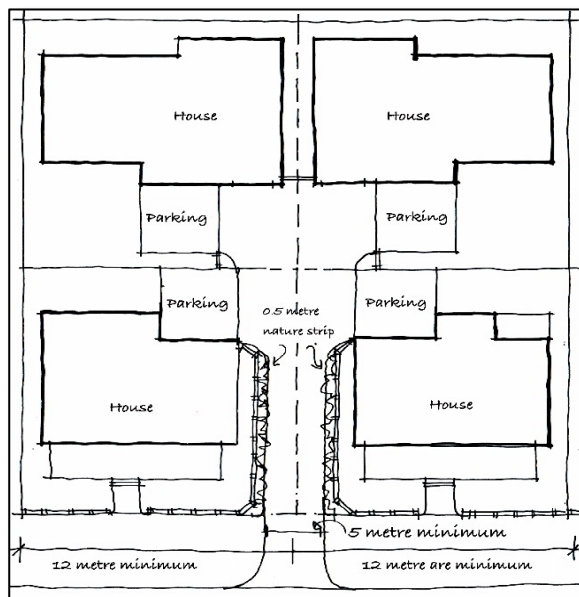


Figure 12: Battleaxe Lots

(Source: Town of Kwinana)

- c) Battleaxe legs should serve minimum 2 dwellings.⁹
- d) Battleaxe legs should have minimum width of 5m and contain a minimum 0.5 metre landscaped and reticulated strip on either side of the driveway.¹⁰
- e) Battleaxe lot area may be reduced to that controlled under R-Codes. This area does not include the battleaxe leg itself, which is to be excluded from site area calculations.

5.2.2 Pedestrian Network

The subdivision design shall encourage a strong public pedestrian link between the car parks along Pace Road and Harry McGuigan Park. The following considerations should be incorporated in the subdivision and streetscape design to facilitate public movements between this retail centre and the Park:

- a) The subdivision design will encourage walkability through the residential development and establish a strong north-pedestrian link between the Neighbourhood Centre activities and Harry McGuigan Park.
- b) This north south Pedestrian Boulevard (refer to Figure 13) should be a central feature to the residential area and incorporate the following design considerations:
 - i) The path should be designed to link with a future park proposed along Pace Road and continue it's finishing past the Medina Tavern and Medina Town Hall.
 - ii) This pedestrian link will be located in a public street and the finishing should include mature trees and street furniture along the entire length of the path.
 - iii) Where the pedestrian path crosses any public street, the design should allow pedestrians and cyclists to take preference to traffic movements through road calming devices, selection of surface materials, street furniture and signage.
 - iv) The pedestrian path should ultimately link with Harry McGuigan Park to become an entry statement into the park from the Medina Centre. This should be an area of intense landscaping features to include viewing points, public art and seating.

⁹ Residential Subdivision and Development Local Planning Policy

¹⁰ Residential Subdivision and Development Local Planning Policy

- v) Promote extensive tree planting along the Park edge and within road reserves in keeping with the Medina suburb character.
- vi) Create public parking at the edge of Harry McGuigan Park for visitors and users of the park.
- vii) Encourage use of the Park through installation of information signage, picnic areas and play equipment near the public parking.

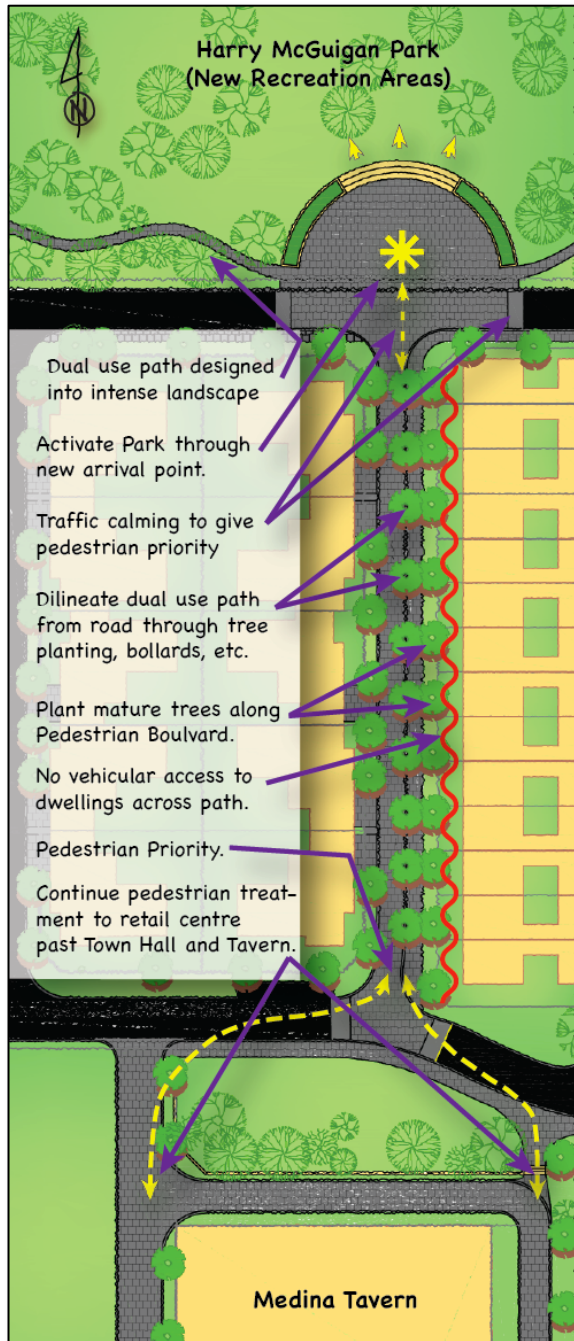


Figure 13: Main Pedestrian Boulevard

(Source: Urbanism— compiled from concepts developed by City of Kwinana and Landscape Architectural Services)

5.2.3 Earthworks: Retaining

The predominant housing charter for Medina is cottages on stumps, presenting an elevated veranda or porch to the street. This housing form requires minimal earthworks.

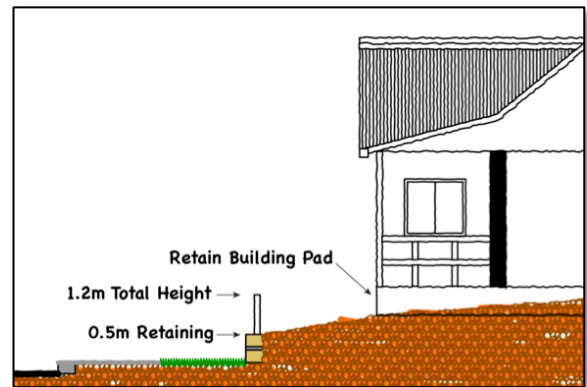


Figure 14: Fill to Boundary

(Source: Urbanism, 2012)

Given the site's topography, earthworks are likely to include retaining to meet current contemporary construction methodologies. The following guidelines are aimed at reducing the prominence of retaining walls on the streetscape:

- a) Retaining over the building pad is preferred and will reduce the amount of retaining required along the boundaries of each lot.
- b) The solid section of front fencing may be used for retaining up to 500mm above natural ground level, as measured along the street boundary, provided that the overall height of front fencing, including retaining, does not exceed 1.2m.

5.2.4 Street Sections

The medium density approach and potential single storey development of the site will create tight building footprints with limited opportunities for spacious streets. The following design considerations apply to streets within the Structure Plan Area:

- a) Road verges will be aligned with trees in accordance with the leafy character of the Medina suburb.
- b) Two public roads will be constructed to link Medina Avenue and Harley Way (refer to Figure 7: Structure Plan). These public roads shall be designed for dual directional traffic, contain pathways and some street parking.
- c) This north south Pedestrian Boulevard (refer to Figure 7 Structure Plan) should be a central feature to the residential area and be

developed as a prominent public pedestrian corridor in a public road.

- d) The remaining streets could be private or public roads and should be designed to meet suitable design standard for one or two- way traffic and verges.
- e) It is likely that laneways will be incorporated. These are to meet the design guidelines under Liveable Neighbourhoods.
- f) Develop a high quality streetscape along Harry McGuigan Park that would offer opportunities for public parking and integration of the residential development with the park. Implement traffic calming to reduce vehicle speeds in a safe pedestrian environment (refer to Section 5.2.2).

5.2.5 Safety and Security

- a) All residential development should provide windows to the street and encourage street surveillance from balconies, porches and verandas.
- b) Boundary fences should be designed to maintain privacy over private open space, whilst facilitating street surveillance.
- c) Whilst street lighting will be installed to provide visibility of public areas, private developments will accommodate lighting to illuminate private entrances and driveways.
- d) Detail design of streets and public places should be approached from a Design Out Crime perspective, incorporating the following:
 - i. Avoid blind corners in pathways, stairways, hallways and car parks.
 - ii. Avoid landscaping that obstructs view of public areas and create blind spots/ corners.
 - iii. Screen blank walls with landscaping and trees, i.e., the rear wall of the Medina Tavern.

5.3 Sustainability

- a) The placing and orientation of dwellings on the site should be cognisant of solar orientation, especially during winter solstice.
- b) Solar access to clothes drying areas and private open space should be achieved as far a possible.



6 IMPLEMENTATION

Implementation of works associated with the revitalisation of Medina Neighbourhood Centre relies on the Town Planning Scheme Amendment to rezone the area to a Development zone and the land use controls in this Structure Plan.

These statutory documents enable the design and development of an affordable housing component, of which the proceeds will fund upgrading and development of community infrastructure - restoration/ upgrading of the Medina Town Hall and development of new community infrastructure. The project is partly funded by a Federal Government Affordable Housing grant of \$4 million. This grant will also be applied to achieve an average saving of \$50,000 to eligible purchasers of the planned 60 affordable homes within Site A R50 component of the Structure Plan Area.

The development strategy for the affordable housing component is that Council sell the land by means of a Request for Proposal process, which will consider design, delivery and commercial in the award of the tender. The land will be sold to a Developer, who will assume full responsibility for design, deliver and sale of 60 affordable homes at market value. It is anticipated that the initial sales be directed at the local community in Kwinana.

It is a condition of the Federal Government funding that construction be initiated by 31 May 2012. This may require earthworks to be initiated prior to the land sale being concluded to the Developer. Any earthworks in the vicinity of the near the Morton Bay Fig trees along Medina Avenue will require caution that vibrations do not affect the health of these trees.

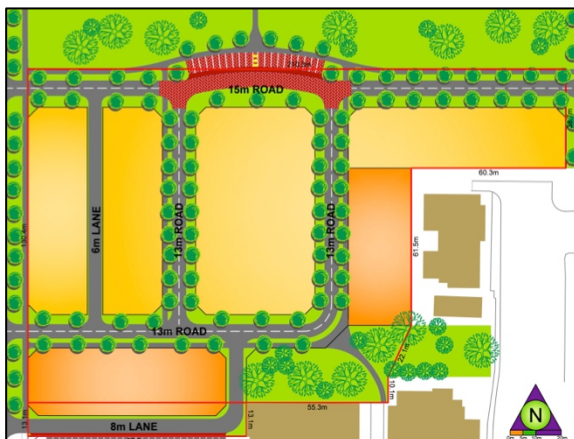


Figure 15: Affordable Housing Concept

(Source: Urbanism, 2011)

The Department of Housing has an interest in the development and seeks to develop a housing scheme within the Structure Plan Area. The DoH will need to negotiate the acquisition of the storage facilities of the Pace Road shops and incorporate these into Site B R50 development site. This stage of the project will create a new laneway, parking and loading facilities at the rear of the Pace Road shops in conjunction with this housing initiative.

The Plan falls within the Town's Development Contribution Area 15 (DCA15) under the Town's Development Contributions TPS2 Scheme Amendment 115, currently being considered by the Western Australian Planning Commission for final approval. The amendment introduces Development Contribution Plans (DCP) that identify sub-regional and district community infrastructure items requiring cost contributions into the Fifth Schedule of the Scheme. Interim development contribution agreements may be required as a Condition of Subdivision Approval or Development Approval, until such time as the DCP is finalised.

The development of a new civic plaza will rely on the ability of the City of Kwinana to negotiate the relocation of the Medina Tavern. This initiative will need to consider an alternative location and an amendment to this structure plan to reconfigure uses within the car parking areas along Pace Road and Harley Way, in accordance with the Medina Revitalisation Strategy.

Redevelopment of the Medina Neighbourhood Centre should be addressed in an Activity Centre Plan under the Activity Centres Policy (SPP4.2). This Local Structure Plan is therefore an interim plan to facilitate the development of medium density residential in Medina.



7 DEFINITIONS

Developer means the Preferred Proponent after the successful conclusion of negotiations and the signing of Development Agreement for the RFP

Development means the undertaking of the construction of 60 affordable homes within the Structure Plan Area.

DoH means the Western Australian Department for Housing.

RFP is the proposal call for Submissions in a Request for Proposal to deliver 60 Affordable Homes within the Structure Plan Area.

Preferred Proponent means the person or consortium selected to enter into negotiations with the City of Kwinana to develop the Affordable Housing Site.

WAPC means the Western Australian Planning Commission acting through its delegates.

All other terms used in this Local Structure Plan are defined under the City of Kwinana Town Planning Scheme No. 2 (TPS 2) and the Residential Design Codes (SPP 3.1).