

28 February 2019

Mr Michael Lennon
Chairperson
State Planning Commission

By email: DPTIPlanningReformSubmissions@sa.gov.au

Dear Mr Lennon

**Re: Submission of Planning and Design Code – Phase 3
Scentre Group – Westfield West Lakes Shopping Centre Site**

This submission has been prepared by MasterPlan on behalf of Scentre Group in relation to Westfield West Lakes Shopping Centre located within the District Centre Zone and adjacent to the Urban Core Zone that was introduced into the Charles Sturt Development Plan as a result of the West Lakes (AAMI Stadium Precinct) DPA.

It is considered that the proposed transition of the existing District Centre Zone, West Lakes Policy Area and Retail Core Precinct that applies to the existing West Lakes Shopping Centre to a single Urban Activity Zone in the Planning and Design Code is appropriate subject to some suggested changes as outlined as follows:

- the Desired Outcomes for the Urban Activity Centre Zone make no mention of residential development, despite both Dwellings and Residential Flat Buildings being identified in Table 3 as specified land uses for Performance based assessment and currently listed in the District Centre Zone and Regional Centre Zone Objectives. To be consistent, the Desired Outcomes should list integrated residential development to link in with the Performance Outcomes that relate to residential development;
- the range of land uses listed in Performance Outcome PO1.1 should also include reference to residential land uses to be consistent with the existing SAPPL library policy for the District Centre Zone which includes reference to residential development in the Objectives and reference to dwellings/residential flat buildings in conjunction with non-residential development as envisaged land uses in the zone;
- there is no reference to advertising signs in the current zone and there is no reference specifying a maximum height or a maximum display area in the current District Centre Zone or the General Council policy; and



- the PD Code includes a Performance Outcome and a Deemed to Satisfy provision in the Urban Activity Centre Zone and a General Policy Requirement for the zone that specifies an 8.0 metre height limit and 5 square metre display area for freestanding signs. Noting the size and scale of the shopping centre such a restriction on signs is considered inappropriate when applied to an integrated shopping centre in an Urban Activity Centre Zone.

We note that no land uses are listed in DTS 1.1 which we consider to be a failure in the drafting of the proposed zone provisions and is inconsistent with the drafting of Zone provisions throughout the Planning and Design Code. In support of our analysis we reference the Suburban Activity Centre Zone, DTS 1.1 which expressly lists all the land uses that are considered to fulfil PO1.1 of the zone for Land Use and Intensity.

We have also reviewed the transition of the adjoining Urban Core Zone and Main Street Policy Area in the proposed Planning and Design Code. The impact of development on this site on the future of the West Lakes Shopping Centre is a major consideration of the Scentre Group and it is important that the transition of the existing policy is appropriately covered.

It is noted that there is a Main Street Sub-zone within the Urban Neighbourhood Zone with a Desired Outcome exactly the same as Objective 1 of the existing Main Street Policy Area 24. It is also noted that there are similar Performance Outcomes proposed for this area.

However, the Main Street Sub-zone extends far beyond the extent of the existing Main Street Policy Area. This currently has a depth of 75 metres with a frontage to the eastern side of Turner Drive. The mapping in the Planning and Design Code – Phase 3 (PD Code), shows the Main Street Sub-zone extending eastward to include much of the former AAMI Stadium and surrounding core area. This represents a significant and fundamental change in zone boundaries which has significant policy ramification for the development of additional retail development outside of the Urban Activity Centre and in direct contradiction of State Planning Policy 9: Employment Lands as it underpins the Principles of Retail Planning identified in Figure 5 page 51 of the State Planning Policies through the failure to “protect higher-order Centres that support a productive settlement pattern.

The existing extent of the Main Street Policy Area already provides for the expansion of the designated centre at an edge-of-centre location. The expansion of the area allocated to this in the proposed Main Street sub-zone extends well beyond the needs for edge-of centre expansion and compromises the existing West Lakes Shopping Centre as a higher-order centre.

The transition of the Main Street Policy Area to a Main Street Sub-zone should only include the area currently located within the Main Street Policy Area and it is strongly recommended that this error resulting in a fundamental policy change beyond a straight transition of zone policy between the Development Plan and Planning and Design Code be corrected. There are no investigations to support such an increase in land within the Main Street Sub zone and accordingly the Code should reflect a direct transition of Zone / Policy Area boundaries into the new policies.



Such an increase in land within the Main Street Subzone has the potential to have a significant effect on the development of the Urban Activity Centre and undermines State Planning Policy 9 which seeks to protect higher order centres recognising centres as the primary place for commercial and retail activity. Expanding the land within the adjacent Main Street Policy Area, without any investigations or justification is in direct conflict with the principles for Retail Planning identified in State Planning Policy 9.

It is noted that the existing Concept Plan ChSt/25 relating to the West Lakes Urban Core Zone has been deleted in the Planning and Design Code.

It is also noted that the error relating to the extended boundary of the proposed Main Street Sub-zone roughly relates to the "core area of the Urban Core Zone" which is delineated on Concept Plan ChSt/25. It is not appropriate to extend the Main Street Sub-zone to include the "core area" and if it is desired to retain reference to the "core area", consideration should be given to retaining the Concept Plan in the PD Code.

There is also a discrepancy in building heights between the two adjoining zones. Within the proposed Urban Activity Centre Zone, the Technical and Numeric Variation Overlay relating to building heights does not apply and the only reference to building heights is the mention of medium-to-high rise development. It is noted that medium-to-high rise development means 3 to 6 building levels in the administrative definitions. There is currently no building height limitation applying to the development with the Precinct 16 Retail Core West Lakes Policy Area and to apply a building height over this area introduces new policy which the Scentre Group fundamentally opposes.

It is also noted the maximum building height for the adjacent Urban Neighbourhood Zone is listed as 32.5 metres in the Technical and Numeric Variation Overlay which is a direct transition of existing policy from the Urban Core Zone.

We consider the density and height of development within the Urban Activity Centre Zone should be at the very least consistent with the density and height of development within the adjoining Urban Neighbourhood Zone. The density and height requirements in the Urban Activity Centre Zone should be at least the same if not higher than the adjoining Urban Neighbourhood Zone. Therefore, consideration should be given to correct the discrepancy of building height between the two adjoining zones.

On behalf of our client we request that the following amendments be made to the PD Code:

- inclusion of residential facilities in Desired Outcome 1 and 2 of the Urban Activity Centre Zone;
- inclusion of residential in the land uses listed in Performance Outcome 1;
- correction of the eastern boundary of the proposed Main Street Sub-zone to be consistent with the existing Main Street Policy Area;
- correction of the discrepancy of building heights between the two zones and amend the building height criteria in the proposed Urban Activity Centre Zone to be consistent;



- delete the Urban Activity Centre Zone from Table 1 – Maximum Size and Height Requirements for Signs allowing signs to be considered on their merits against the relevant Performance Outcomes.

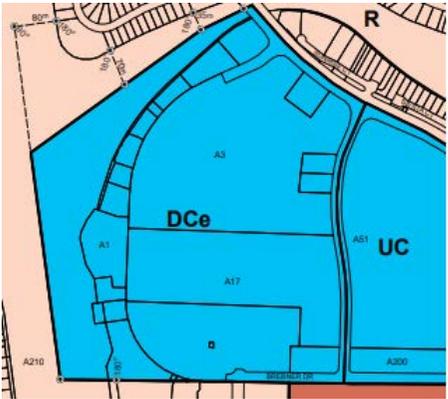
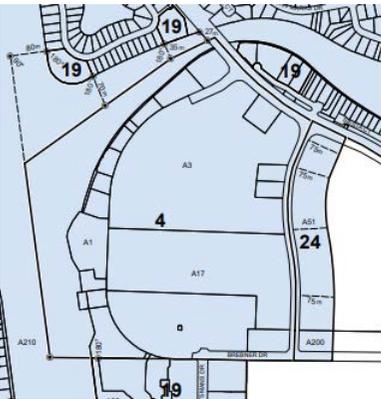
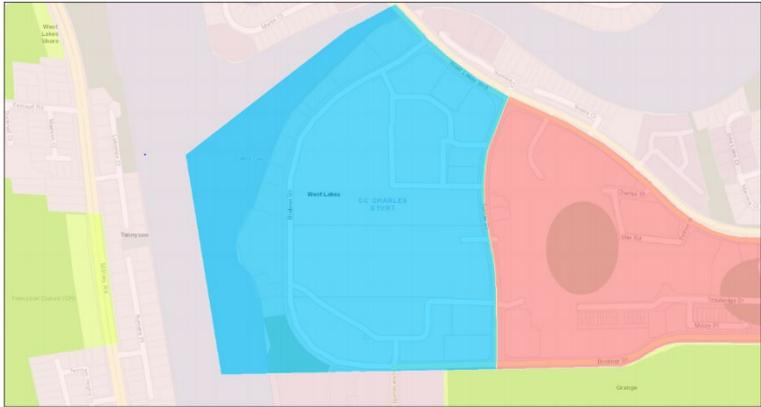
Should you require any further details on this submission, please do not hesitate to contact the undersigned.

Yours sincerely

Greg Vincent
MasterPlan SA Pty Ltd

cc: Aimee Taylor, Scentre Group.
Jim Gronthos, City of Charles Sturt.

LANDSCAPE TABLE

Existing Council's Development Plan	New Planning Code
Development Plan: City of Charles Sturt	Planning and Design Code Phase 3
<p>District Centre Zone (DCe)</p>  <p>Policy Area 4: West Lakes</p>  <p>Zones</p> <ul style="list-style-type: none"> ■ Coastal Open Space ■ District Centre ■ Local Centre ■ Residential ■ Special Use ■ Urban Core Zone Boundary Development Plan Boundary 	<p>Urban Activity Centre (Blue Section)</p> <p>Planning and Design Code Consultation Map</p>  <p>12/12/2019, 10:22:11</p> <p>0 0.05 0.1 0.2 mi 0 0.075 0.15 0.3 km</p>



Existing Council's Development Plan	New Planning Code
<p>Precinct 16: Retail Core West Lakes Precinct 17: Lakefront</p> 	
<p>Objectives</p> <ol style="list-style-type: none"> 1 A centre that accommodates a range of retail facilities, offices, consulting rooms, and cultural, community, public administration, entertainment, educational, religious and residential facilities to serve the community and visitors within the surrounding district distributed across five distinct centres within the following suburbs: <ul style="list-style-type: none"> ▪ Fulham Gardens ▪ Hindmarsh ▪ Kilkenny ▪ West Lakes ▪ Woodville. 2 Development of a visually and functionally cohesive and integrated district centre. 3 A centre accommodating medium to high-density residential development in conjunction with nonresidential development. 	<p>Desired Outcome (DO)</p> <p>DO 1 A cohesive and legible environment supporting a broad spectrum of regional level business, shopping, entertainment and recreational facilities that can cater for large crowds, smaller social gatherings and events over extended hours.</p> <p>DO 2 Primary business, shopping and entertaining areas are integrated with public transport facilities, pedestrian and cycling networks, and community transport infrastructure, and designed to enhance the quality of the public realm.</p> <p>Performance Outcomes (PO) and Deemed to Satisfy / Designated Performance Outcome Criteria (DTS/DPF)</p>



Existing Council's Development Plan	New Planning Code
<p>PRINCIPLES OF DEVELOPMENT CONTROL</p> <p>Land Use</p> <p>1 The following forms of development are envisaged in the zone:</p> <ul style="list-style-type: none"> ▪ affordable housing in Precinct 21 Railway Station ▪ aged care accommodation ▪ bank ▪ child care centre ▪ civic centre ▪ consulting room ▪ discount department store ▪ dwelling in conjunction with non-residential development ▪ educational establishment ▪ emergency services facility ▪ entertainment facility ▪ health facility ▪ hospital ▪ hotel ▪ indoor games centre ▪ library ▪ mixed use development in Precinct 21 Railway Station ▪ motor repair station ▪ office ▪ place of worship ▪ playing field ▪ pre-school ▪ residential flat building in Precinct 21 Railway Station ▪ restaurant ▪ row dwelling in Precinct 21 Railway Station ▪ shop ▪ supermarket ▪ swimming pool ▪ tourist accommodation in Precinct 21 Railway Station. 	<p>Land Use and Intensity</p> <p>PO 1.1 Shops, offices, entertainment, health, education and recreation related uses supplemented by other complementary businesses that provide a comprehensive range of goods and services to the region.</p> <p>DTS 1.1 None are applicable.</p> <p>PO 1.2 Facilities within the centre sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity.</p> <p>DTS 1.2 None are applicable.</p> <p>PO 1.3 Residential development does not prejudice the operation of existing non-residential development and the long term provision of services and facilities for wider community benefit.</p> <p>DTS 1.3 None are applicable.</p> <p>PO 1.4 Dwellings developed in conjunction with non-residential uses to support business, entertainment and recreational activities and contribute to making streets and pedestrian thoroughfares pleasant and lively places.</p> <p>DTS 1.4 Dwellings are located at upper levels of buildings with non-residential uses located at ground level.</p> <p>PO 1.5 Where residential development is appropriate having regard to other performance outcomes of the zone, residential development achieves medium-to-high densities.</p> <p>PO 1.5</p>





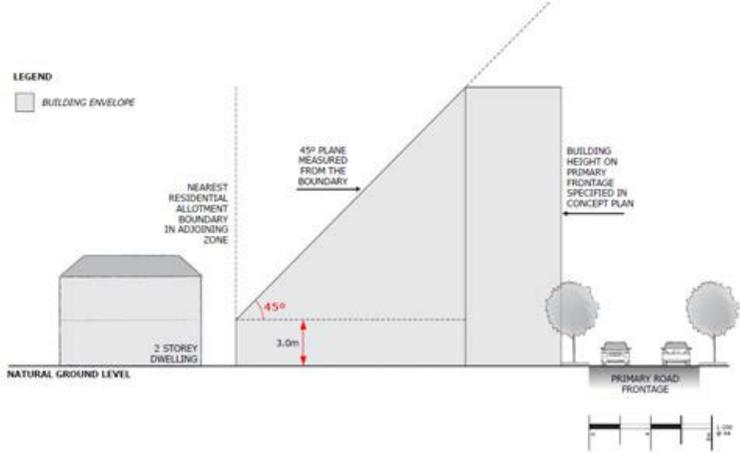
Existing Council's Development Plan	New Planning Code
<p>2 Development listed as non-complying is generally inappropriate and not acceptable unless it can be demonstrated that it does not undermine the objectives and principles of the Development Plan.</p> <p>3 Medium to high-density residential development and development comprising a variety of residential and non-residential uses may be undertaken provided such development does not prejudice the operation of existing or future retail activity within the zone.</p>	<p>Residential development achieves a minimum net density of 35 dwelling units per hectare.</p> <p>PO 1.6 Bulky goods outlets are sited and designed to achieve or maintain a vibrant and interesting streetscape within retail areas.</p> <p>DTS/DPF 1.6 Bulky goods outlets with a gross leasable area of 500m² or more are located towards the periphery of the zone.</p>
<p>Form and Character</p> <p>4 Development should be sited and designed to promote linkages between the various developments within the centre and adjoining main roads.</p> <p>5 Facilities within the centre should be sited and designed with a view to promoting after-hours use to reinforce the centre as the focus of social activity in the district.</p> <p>6 Undercroft or semi-basement car parking areas should not project above natural or finished ground level by more than 0.75 metres.</p> <p>7 Except in Precinct 21, dwellings should be located only behind or above non-residential uses on the same allotment.</p> <p>8 Medium density development that achieves gross densities of between 23 and 45 dwellings per hectare (which translates to net densities of between 40 and 67 dwellings per hectare) should typically be in the form of 2 to 4 storey buildings.</p> <p>9 High density development that achieves gross densities of more than 45 dwellings per hectare (which translates to net densities of more than 67 dwellings per hectare) should typically be in the form of over 4 storey buildings.</p>	<p>Built Form and Character</p> <p>PO 2.1 Development throughout the zone that integrates with existing development through building scale, connections and complementary land uses.</p> <p>DTS 2.1 None are applicable.</p> <p>PO 2.2 Development integrated with existing or planned public or community transport interchanges and networks.</p> <p>DTS 2.2 None are applicable.</p> <p>PO 2.3 Buildings are sited and designed to create pedestrian, vehicular, open space and visual linkages between the various built-form elements within the zone and adjoining main roads and thoroughfares.</p> <p>DTS 2.3 None are applicable.</p> <p>PO 2.4 Vehicular access points and car parks are coordinated and consolidated to enable the shared use of parking spaces.</p> <p>DTS 2.4 None are applicable.</p> <p>PO 2.5 Development promotes the use of pedestrian and cyclist connections to centre facilities and services.</p>



Existing Council's Development Plan	New Planning Code
	<p>DTS 2.5 None are applicable.</p> <p>PO 2.6 Buildings and facilities are sited and designed to provide an active frontage to the public realm, contributing to streetscapes and spaces that encourage social interaction.</p> <p>DTS / DPF 2.6 Not less than 50% of the ground floor primary frontage of buildings are visually permeable, transparent or clear glazed.</p> <p>Building height and setbacks</p> <p>PO 3.1 Medium rise development, with the highest intensity of built form at the centre of the zone, and lower scale at the peripheral zone interface.</p> <p>DTS/DPF 3.1 Building height is not greater than any maximum, or less than any minimum, specified in the Maximum Building Height Levels Technical and Numeric Variation Overlay, the Maximum Building Height Metres Technical and Numeric Variation Overlay, or the Minimum Building Height Levels Technical and Numeric Variation Overlay.</p> <div data-bbox="1227 874 2049 1348"><ul style="list-style-type: none"><input type="checkbox"/> Overlays<input checked="" type="checkbox"/> Technical & Numeric Variations<ul style="list-style-type: none"><input checked="" type="checkbox"/> Building Height (Metres)<input checked="" type="checkbox"/> Building Height (Storeys)<input checked="" type="checkbox"/> Coastal Flood Building Level<input checked="" type="checkbox"/> Concept Plan<input checked="" type="checkbox"/> Frontage Minimum<input checked="" type="checkbox"/> Lot Size Minimum<input type="checkbox"/> Zones</div>

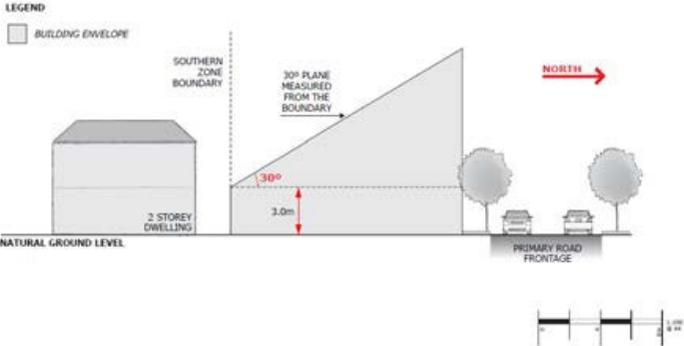




Existing Council's Development Plan	New Planning Code						
	<p data-bbox="1160 277 2110 395"><i>(***Westfield West Lake site is not in the Maximum Building Height Levels Technical and Numeric Variation Overlay, the Maximum Building Height Metres Technical and Numeric Variation Overlay, or the Minimum Building Height Levels Technical and Numeric Variation Overlay, reviewed on 12/12/2019 ***)</i></p> <p data-bbox="1160 402 2096 459"><i>However, the general definition to medium-rise building height could apply to the area as table below. Or the existing building height could be considered in DPA.</i></p> <p data-bbox="1160 475 1518 501">Part 8- Administrative Definition</p> <table border="1" data-bbox="1160 513 2110 619"> <thead> <tr> <th data-bbox="1160 513 1384 555">Term (Colum A)</th> <th data-bbox="1384 513 1823 555">Definition (Colum B)</th> <th data-bbox="1823 513 2110 555">Illustration (Colum C)</th> </tr> </thead> <tbody> <tr> <td data-bbox="1160 555 1384 619">Medium-rise</td> <td data-bbox="1384 555 1823 619">In relation to development, means 3 to 6 building levels.</td> <td data-bbox="1823 555 2110 619"></td> </tr> </tbody> </table> <p data-bbox="1160 632 1240 657">PO 3.2</p> <p data-bbox="1160 667 2110 724">Buildings mitigate visual impacts of building massing on residential development within a neighbourhood zone.</p> <p data-bbox="1160 737 1308 762">DTS/DPF 3.2</p> <p data-bbox="1160 772 2065 916">Buildings constructed within a building envelope provided by a 45 degree plane measured from a height of 3 metres above natural ground level at the allotment boundary of a residential allotment within a neighbourhood zone as shown in the following diagram (except where this boundary is a southern boundary in which case DTS/DPF 3.3 will apply, or where this boundary is the primary street boundary):</p> 	Term (Colum A)	Definition (Colum B)	Illustration (Colum C)	Medium-rise	In relation to development, means 3 to 6 building levels.	
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Existing Council's Development Plan	New Planning Code
	<p>PO 3.3 Buildings mitigate overshadowing of residential development within a neighbourhood zone.</p> <p>DTS / DPF 3.3 Buildings on sites with a southern boundary adjoining a residential allotment within a neighbourhood zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram:</p> 
<p>N/A. There are no Advertisement and Concept Plans provision statements in District Centre Zone policy.</p>	<p>Advertisements</p> <p>PO 5.1 Freestanding advertisements that identify the associated business without creating a visually dominant element within the locality.</p> <p>DTS 5.1 Freestanding advertisements that:</p> <ul style="list-style-type: none">(f) do not exceed 10m in height; and(g) do not have a sign face that exceeds 8m² per side.



Existing Council's Development Plan	New Planning Code																																					
	<p>Concept Plans</p> <p>PO 7.1</p> <p>Development is compatible with the outcomes sought by any relevant Concept Plan contained within the Concept Plans Technical and Numeric Variation Overlay.</p>																																					
<p>Vehicle Parking</p> <p>10 Vehicle parking should be provided in accordance with the rates set out in Table ChSt/2 - Off Street Vehicle Parking Requirements or Table ChSt/2A - Off Street Vehicle Parking Requirements for Designated Areas (whichever applies)</p> <table border="1" data-bbox="123 603 1084 1114"> <thead> <tr> <th>Designated Area</th> <th>Conditions</th> </tr> </thead> <tbody> <tr> <td>Regional Activity Zone</td> <td>None</td> </tr> <tr> <td>Suburban Activity Node Zone</td> <td></td> </tr> <tr> <td>Mixed Use Zone</td> <td></td> </tr> <tr> <td>District Centre Zone</td> <td rowspan="2">Any part of the development site is located in accordance with at least one of the following:</td> </tr> <tr> <td>Local Centre Zone</td> </tr> <tr> <td>Neighbourhood Centre Zone</td> <td>(a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service⁽²⁾</td> </tr> <tr> <td>Regional Centre Zone</td> <td>(b) within 400 metres of a bus interchange⁽¹⁾ that is part of a high frequency public transit service⁽²⁾</td> </tr> <tr> <td></td> <td>(c) within 400 metres of an O-Bahn interchange⁽¹⁾</td> </tr> <tr> <td></td> <td>(d) within 400 metres of a passenger rail station⁽¹⁾ that is part of a high frequency public transit service⁽²⁾</td> </tr> <tr> <td></td> <td>(e) within 400 metres of a passenger tram station⁽¹⁾</td> </tr> <tr> <td></td> <td>(f) within 400 metres of the Adelaide Parklands.</td> </tr> </tbody> </table> <p>Table: Non-residential development excluding tourist accommodation</p> <table border="1" data-bbox="107 1193 1099 1326"> <thead> <tr> <th>Location of development</th> <th>Desired minimum number of vehicle parking spaces</th> <th>Maximum number of vehicle parking spaces</th> </tr> </thead> <tbody> <tr> <td>All Designated Areas (unless otherwise stated)</td> <td>3 spaces per 100 square metres of gross leasable floor area</td> <td>6 spaces per 100 square metres of gross leasable floor area</td> </tr> </tbody> </table>	Designated Area	Conditions	Regional Activity Zone	None	Suburban Activity Node Zone		Mixed Use Zone		District Centre Zone	Any part of the development site is located in accordance with at least one of the following:	Local Centre Zone	Neighbourhood Centre Zone	(a) within 200 metres of any section of road reserve along which a bus service operates as a high frequency public transit service ⁽²⁾	Regional Centre Zone	(b) within 400 metres of a bus interchange ⁽¹⁾ that is part of a high frequency public transit service ⁽²⁾		(c) within 400 metres of an O-Bahn interchange ⁽¹⁾		(d) within 400 metres of a passenger rail station ⁽¹⁾ that is part of a high frequency public transit service ⁽²⁾		(e) within 400 metres of a passenger tram station ⁽¹⁾		(f) within 400 metres of the Adelaide Parklands.	Location of development	Desired minimum number of vehicle parking spaces	Maximum number of vehicle parking spaces	All Designated Areas (unless otherwise stated)	3 spaces per 100 square metres of gross leasable floor area	6 spaces per 100 square metres of gross leasable floor area	<p>Vehicle parking</p> <p>PO 6.1</p> <p>Vehicle parking areas are sited and designed to minimise visual dominance when viewed from the public realm.</p> <p>PO 6.1</p> <p>Vehicle parking areas are sited above or below street level, in decked or basement parking.</p> <p><i>Note: There are no vehicle parking rates in the Urban Activity Zone provision.</i></p> <p><i>Reference is made to the General Development Policies (Part 4)</i></p> <p><i>Transport, Access and Parking [Vehicle Parking Rates] DTS/DPF 5.1</i></p> <p>DTS/DPF 5.1</p> <p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using Transport, Access and Parking Table 1 – General Off-Street Car Parking Requirements or Transport,</p> <p>Access and Parking Table 2 – Off-Street Vehicle Parking Requirements in Designated Areas, whichever is relevant.</p> <p>Table 2 – Off-Street Vehicle Parking Requirements in Designated Areas</p> <table border="1" data-bbox="1167 1098 2114 1289"> <thead> <tr> <th>Class of Development</th> <th>Minimum number of spaces</th> <th>Maximum number of spaces</th> <th>Designated Areas</th> </tr> </thead> <tbody> <tr> <td>Non-residential development excluding tourist accommodation</td> <td>3 spaces per 100m² of gross leasable floor area.</td> <td>5 spaces per 100m² of gross leasable floor area.</td> <td>Urban Activity Centre Zone</td> </tr> </tbody> </table>	Class of Development	Minimum number of spaces	Maximum number of spaces	Designated Areas	Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	5 spaces per 100m ² of gross leasable floor area.	Urban Activity Centre Zone
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Existing Council's Development Plan	New Planning Code
<p>Land Division</p> <p>11 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.</p>	<p>Land Division</p> <p>PO 4.1 Land division that creates allotments that vary in size and are suitable for a variety of business and community facilities.</p> <p>DTS 4.1 None are applicable.</p>
<p>West Lakes Policy Area 4</p> <p>OBJECTIVES</p> <p>1 Development that contributes to the desired character of the policy area and precincts.</p> <p>DESIRED CHARACTER</p> <p>PRINCIPLES OF DEVELOPMENT CONTROL</p> <p>Land Use</p> <p>1 The following forms of development are envisaged in the policy area:</p> <ul style="list-style-type: none"> ▪ community facilities ▪ cultural facilities ▪ department store ▪ entertainment ▪ office ▪ supermarket ▪ specialty shop. <p>Form and Character</p> <p>2 Development should not be undertaken unless it is consistent with the desired character for the policy area.</p> <p>3 Development should be carried out in accordance with the concepts shown on Concept Plan Map ChSt/4 - West Lakes Policy Area 4.</p> <p>4 Car parking should be available for shared use between activities within the policy area and the adjoining Stadium Zone outside retail trading hours.</p>	<p>N/A.</p> <p>There is no distinction in policy for designated policy area which is currently called West Lakes Policy Area 4.</p> <p>The proposed policy for the zone applies to whole area.</p>



Existing Council's Development Plan	New Planning Code
<p>Land Division</p> <p>5 Land division should not create additional allotments which would require access points to be created off West Lakes Boulevard.</p>	
<p>Precinct 16 Retail Core West Lakes</p> <p>This precinct provides the focus for retailing, personal service, leisure and community activities within the West Lakes Policy Area. It operates within a closed mall environment surrounded by ground level car parking.</p> <p>The development of after hours activities and institutional and community facilities is encouraged. The northern end of the precinct will continue to provide the focus for large space retail including bulky goods outlets, fast food, restaurant and commercial activities in the West Lakes Centre. Residential development is not envisaged within this precinct.</p> <p>Any extension of floor space will be designed to ensure centrally located and convenient public and community transport access, linkages to retail areas and shelter, lighting and comfort for public transport users.</p> <p>The establishment of public transport interchange facilities will be important in new development as an integral part of extension of floor space so that they are central to major centre activities and conveniently accessible for public transport vehicles from the surrounding road systems. Alterations and additions that similarly enable the establishment of such facilities as part of the development are desirable.</p> <p>Precinct 17 Lakefront</p> <p>Existing Character / Pattern of Development</p> <p>This precinct forms the interface between the major retail complex of West Lakes Mall and the artificial lake of West Lakes. Existing development along the lakefront comprises primarily low scale commercial development taking advantage of lakefront views. Two exceptions to the built form are the 6 storey Lakes Hotel and, just outside the area, the Island Point apartment building.</p> <p>Land Use / Function</p> <p>The precinct will continue to be developed as a mixed use area providing a range of office, leisure, restaurant, residential, tourist accommodation, open space and community activities and utilising the lake front for views and public spaces.</p>	<p>N/A.</p> <p>There is no distinction in policy between the areas that are currently is separate precincts. The proposed policy for the zone applies to whole area.</p>





Existing Council's Development Plan	New Planning Code
<p>It is envisaged that residential development at medium to high densities will only occur where located above non-residential land uses.</p> <p>Streetscape / Built Form</p> <p>New development in this precinct that takes advantage of its proximity to a range of services, public transport and the location on the lakefront through an increase in the scale of development is desirable. Development is not appropriate within the precinct that exceeds 4 storeys (15 metres) in height, as indicated on Concept Plan Map ChSt/4 – West Lakes Policy Area 4.</p> <p>Building Design</p> <p>New development of a contemporary architectural style which complements and contributes positively to the existing built form is desirable within the precinct. To ensure the mass and bulk of new buildings is not greater than that of adjacent buildings, it will be appropriate to articulate new buildings by stepping in higher floors commensurate with existing landmark buildings in the locality.</p> <p>The provision of articulated and varied facades to buildings is important in order to make the scale of development more human. High quality structured landscaping is also desirable to mitigate large scale building facades, provide visual amenity and shade, and help establish a clear hierarchy of vehicle and pedestrian movement patterns across the precinct.</p> <p>It is important that new buildings and additions to existing buildings complement the established character.</p> <p>Characteristics which could be incorporated into new building design include:</p> <ul style="list-style-type: none">(a) variation in walling setbacks with angled roof planes(b) rendered or brick walls, and primarily light textures and colours(c) primarily strong horizontal elements with clearly defined and segmented vertical elements(d) an asymmetrical appearance for higher buildings as viewed from the lakefront and Brebner Drive. <p>Allowing for spaces between buildings will enable development to provide clear and unobstructed sightlines from Brebner Drive through to the lake.</p>	





Existing Council's Development Plan	New Planning Code
<p>Public Realm</p> <p>It will be important to improve and strengthen the interface between buildings and the public realm by establishing clearly defined breaks between buildings to provide landscaping and sightlines to the lake from Brebner Drive and through the provision of pedestrian linkages between Brebner Drive and the lakefront walkway.</p> <p>PRECINCT SPECIFIC PROVISIONS</p> <p>Refer to the Map Reference Tables for a list of the maps that relate to the following precincts.</p> <p>Precinct 16 Retail Core West Lakes 6</p> <p>Development should not be undertaken unless it is consistent with the desired character for the precinct.</p> <p>Precinct 17 Lakefront</p> <p>Land Use</p> <p>7 Development should not be undertaken unless it is consistent with the desired character for the precinct.</p> <p>8 Medium to high-density residential development should only be undertaken in conjunction with a primary envisaged use in the precinct and provided such development does not prejudice the operation of existing or future commercial activities within the precinct.</p> <p>9 The facade of new development should include all of the following:</p> <ul style="list-style-type: none">(a) a clearly defined base, middle and top(b) architectural features which give human scale at street level and the lake-front, such as entrance porches(c) the breaking up of large, horizontal facades into smaller, articulated sections, where the proportion of solid to void is at a human scale(d) a well defined entry point(e) the use of subdued colours and textures(f) the use of shading devices.	



Existing Council's Development Plan	New Planning Code
<p>The provision and/or enhancement of pedestrian linkages between Precinct 15 Retail Core West Lakes and this precinct and between Brebner Drive and the lakefront walkway is desirable.</p> <p>The creation of vibrant frontages and public spaces adjacent to the lakefront is desirable. High levels of human activity and interaction will be achieved by integrating these public spaces with the buildings.</p> <p>It will be important to provide consistent high quality landscaping along both the Brebner Drive and lake frontages of the precinct and within the car parking areas that is integrated with the built form and pedestrian linkages.</p> <p>Fencing to the Brebner Drive or lakefront frontages is not appropriate.</p> <p>Public participation within the West Lakes Policy Area will be encouraged through prominent buildings that facilitate the creation of public spaces adjacent to the lakefront. It will be important to clearly define these public spaces by landscaping, pavement treatment, lighting and street furniture.</p> <p>Environment</p> <p>It will be important to minimise noise and other amenity impacts on residential land uses.</p> <p>Key Elements of Desired Character</p> <p>The following design elements will be given greater weight when determining whether or not a development proposal is in accordance with the desired character:</p> <ul style="list-style-type: none"> (a) reducing bulk and mass as the height of buildings increases (b) creation of public spaces adjacent to the lakefront, and where possible in-between buildings (c) creation of a pedestrian friendly and human scale built form adjacent to the lakefront and Brebner Drive, including pedestrian linkages between Brebner Drive and the lakefront and in accordance with Concept Plan Map ChSt/4 – West Lakes Policy Area 4. 	
<p>Overlay</p> <p>Transport Overlay Map ChSt/6 applies.</p>	<p>Overlay</p> <p>Airport Building Heights (Regulated) Overlay</p> <p>Traffic Generating Development Overlay</p> <p>Urban Transport Route Overlay</p>





Existing Council's Development Plan	New Planning Code
	Prescribed Wells Area Overlay Regulated Trees Overlay