

## Appendix C – Detailed Planning Assessment

### State Planning Strategy 2050

The State Planning Strategy 2050 (the Strategy) is the Government's strategic planning response to the challenges Western Australia is likely to face in the future. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians. The Strategy proposes that diversity, liveability, connectedness and collaboration must be central to the vision of sustained growth and prosperity.

Railways are identified by the Strategy as a major element of physical infrastructure required to sustain the State's growth. Efficient transport improves productivity and reduces bottlenecks in terms of economic growth. Western Australia's size and distance from global and domestic markets necessitates reliable and effective transport and infrastructure networks.

The VPCLXR project will also create new and connected open spaces, parkland and community infrastructure for the local area, driving activation and urban renewal. The project represents a major investment in public transport infrastructure in Western Australia and will set the precedent and legacy for rail viaduct solutions in the State.

### Perth and Peel @3.5 Million

The Perth and Peel @ 3.5million land use planning and infrastructure frameworks aim to accommodate 3.5 million people by 2050. The frameworks seek to optimise the use of land in close proximity to existing transport infrastructure and key centres of activity and community amenity. To achieve this, a focus for both infill and new urban areas will be the development and evolution of new and existing activity centres into vibrant, mixed-use community hubs that are integrated with high-quality public transport connections.

Plans to extend the Armadale Rail Line to Byford are included in the METRONET strategic plan for the South Metropolitan Peel sub-region to increase connectivity with the southern region. The VPCLXR project is part of the major works expected to the passenger rail line and will enhance the public transport experience for Western Australians and promote urban renewal in areas surrounding the upgraded rail infrastructure.

### Perth and Peel @3.5 Million: Transport Network

The Perth and Peel sub-regional land use planning and infrastructure frameworks were developed by the WAPC, through the Department of Planning, Lands and Heritage in collaboration with other State Government agencies. The frameworks consider a number of important initiatives that aim to improve connectivity through the Perth and Peel Regions.

To accommodate future population growth and ensure efficiency of the transport system is not compromised, the sub-regional frameworks recognise the need to integrate urban and employment nodes with transport infrastructure and services, including upgrading and adding new transport infrastructure to the network. In line with the Perth and Peel @3.5 million document the transport network includes the proposed extension of the Armadale Rail Line to Byford.

The VPCLXR project proposes a major upgrade to the Armadale Rail Line, which will include new modern rail infrastructure, train stations and public amenities and urban realm. The proposed viaduct will introduce high quality rail technology to Perth and will promote ongoing development and advancement of passenger rail services throughout the Perth and Peel Regions. The VPCLXR project aligns with the plan by reducing congestion and making public transport more attractive whilst facilitating higher capacity trains and providing more accessible new train stations.

## Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) defines the future use of land and provides the legal basis for planning in the Perth Metropolitan Region, dividing it into broad zones and reservations.

The subject site is generally reserved for 'Railways' under the MRS. However, the western side of the rail corridor, generally north of Mallard Way and extending northwards, beyond the northern end of the Planning Control Area (PCA) at Mills Street, to Welshpool Road, is reserved for the purpose of 'Other Regional Roads' (ORR). The 'Other Regional Roads' reserve extends into PTA's 40 metre rail corridor by 10 metres in these areas.

Pursuant to the MRS, planning approval is required in the Railways Reserve for the construction or alteration of a railway station, or any related car parks, public transport interchange facilities or associated means of pedestrian or vehicular access.

In the case of the VPCLXR project, the MRS exemptions are overridden by the PCA provisions as outlined below and therefore, approval is sought under s.116 of the PD Act.

*Refer to Figure 29– MRS overlaid with cadastral boundaries (in white)*

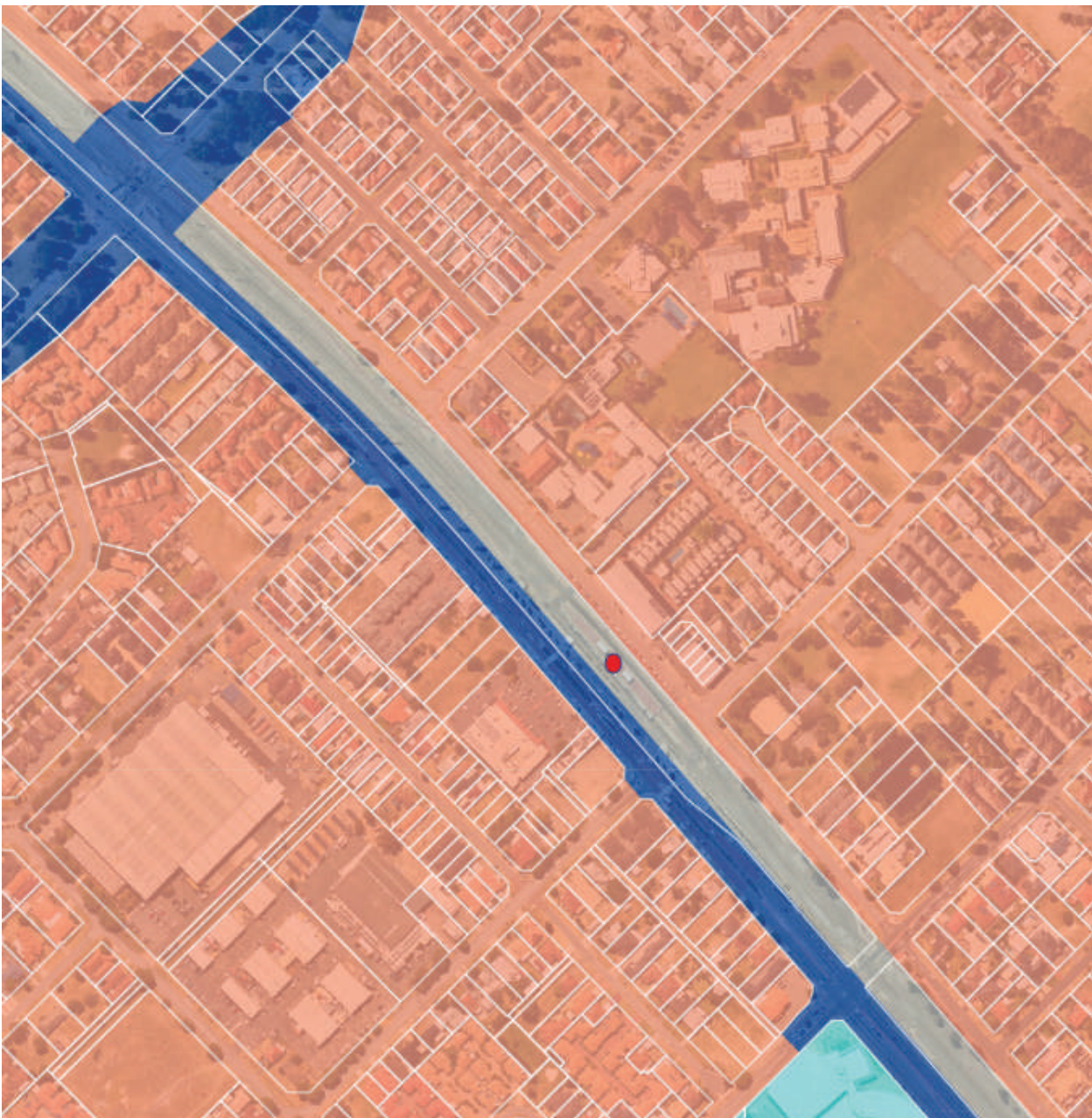


Figure 29. MRS overlaid with cadastral boundaries (in white)



## Other Regional Roads Reservation

The MRS ORR reserve for Sevenoaks Street was established to allow for potential future road widening to provide an alternative route to Albany Highway for regional traffic movements. Plans for the widening of Sevenoaks Street date as far back as 1992 and indicate that the original intent was for Sevenoaks Street to be widened within a 30 metre wide corridor (which extends into the current rail corridor).

Pursuant to the WAPC's Development Control Policy 1.2 – General Principles (DCP 1.2), the objectives of the WAPC in exercising development control are (among other matters):

- To control the development of land within the framework of the relevant legislation.
- To protect the integrity and purpose of reservations made under the MRS and PRS.
- To ensure development is consistent with the provisions of the relevant local government scheme.

Clauses 4.1.1 and 4.1.2 of DCP 1.2 require that the WAPC is bound to have regard to the purpose of MRS reserves and to also ensure that the use of reserved land is not prejudiced by development as follows:

*4.1.1 In its determination of applications for approval to commence development on land reserved under the MRS, the WAPC is bound to have regard to the purpose for which the land is reserved and, without limiting the generality of the clause, may include conditions limiting the period of its approval and relating to the types of building that may be built on the land, or the removal of buildings...*

*4.1.2 A principal objective in this regard is to ensure that the use of reserved land, its acquisition or any development for its intended purpose is not prejudiced by the development application. The WAPC's decision may be influenced not only by the scale and purpose of the proposal, but also by other matters including its cost, the period of time it is likely to remain and impact upon the reservation.*

Notably there is currently essential operational railway infrastructure, such as parking bays, paved station forecourt areas and bus facilities within the ORR reserve adjacent to the Queens Park Train Station. Historical aerial photography reveals that the majority of this existing railway infrastructure in the ORR reserve was developed as recently as 2016-2018.

*Refer to Figure 30 – MRS overlaid with aerial photography of Queens Park Train Station and car parking/forecourt areas*

In the past, the PTA and the City have entered into agreements to facilitate widening of Sevenoaks Street and the subsequent transfer of land from the rail corridor to the City for this purpose. Discussions with the City indicate that there is no medium-term intention to widen Sevenoaks Street adjacent to Queens Park Station. Relevantly, this part of Sevenoaks Street was only recently upgraded to a single lane, with works completed in 2018.

Since the original planning for the widening of Sevenoaks Street in the 90s which resulted in the ORR reserve extending into the rail corridor there has been a significant change in the planning for Perth's Metropolitan rail network. This change has come about as a result of an increased focus on rail as the most sustainable transport option to meet the needs of a growing population and an expanded urban footprint. Strategic rail initiatives include the METRONET project and a recognition that existing railways land may be required to serve future rail provision purposes.

The proposed viaduct for the VPCLXR project was not a consideration at the time the ORR reservation was extended into the rail corridor and nor were the broader aims of the METRONET project. The proposed viaduct has very specific spatial and engineering requirements which create challenges in confined corridors, with one of the key objectives of the VPCLXR project to also deliver high quality public realm outcomes in and around the viaduct. There is also the strategic need to preserve the eastern side of the rail corridor for future rail line duplication requirements if this is required in the future to meet rail transport needs. Accordingly, a careful balance needs to be struck between the future land needed for widening Sevenoaks Street in the ORR reserve and maximising the availability of rail corridor width for future rail services provision and the establishment of a high quality public realm that benefits the immediate and wider community, including public transport patrons, cyclists and pedestrians.

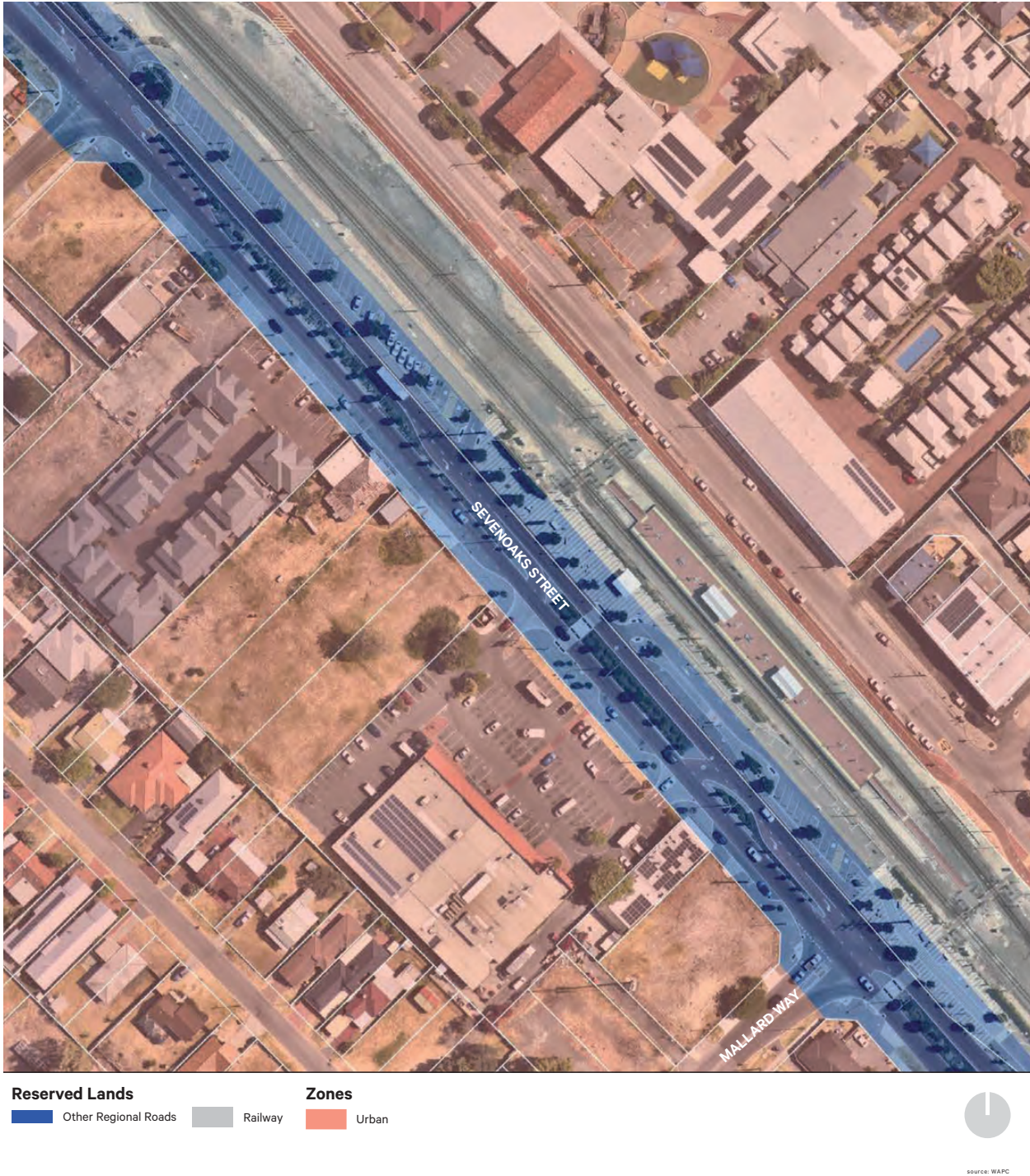


Figure 30. MRS overlaid with aerial photography of Queens Park Train Station and car parking/forecourt areas



To demonstrate that the proposed future widening of Sevenoaks Street will not be prejudiced by the current application, which relies on up to a 4.3 metre wide area of the ORR reserve for paths, landscaping and public realm as part of the VPCLXR project, ALUA, in consultation with the City has prepared alternative future road widening plans for Sevenoaks Street. These alternative future road widening plans meet the functional road requirements for Sevenoaks Street as a dual carriageway road, however, utilise narrower lane (3.5 metres) and verge widths (2.5 metres on the rail corridor side) and remove on street parking. This means that the required ORR reserve encroachment into the rail corridor land only needs to be 5.7 metres in width instead of the currently reserved 10 metres. Critically the proposed lane widths will meet relevant Austroads standards and will provide a full width verge on the western side of the street for any servicing requirements (including trunk services). This means that safety and servicing requirements will not be compromised by the alternative future road widening plan. On the eastern side, the proposed alternative future road widening plan relies on a shared landscaped / verge space for pedestrian circulation and landscaping, which whilst not a typical arrangement between the PTA and LGAs, represents an efficient use of constrained urban land with maintenance requirements being able to be readily resolved through typical licencing agreements (as per other areas of shared assets). It may be possible to further reduce the land needed for future widening of Sevenoaks Street if right turn pockets into the car parking areas are removed, facilitating a narrower median width.

The Department of Transport (DOT) has also been consulted on the proposed reduction in the ORR reserve for Sevenoaks Street in this location and has confirmed that it does not oppose the reduction in the reservation as there is no intention to provide on-road bicycle lanes on Sevenoaks Street in this location in the future as DOT do not support this form of infrastructure in this traffic environment.

*Refer to Figure 31 – Alternative future road widening plan for Sevenoaks Street adjacent to Queens Park station*

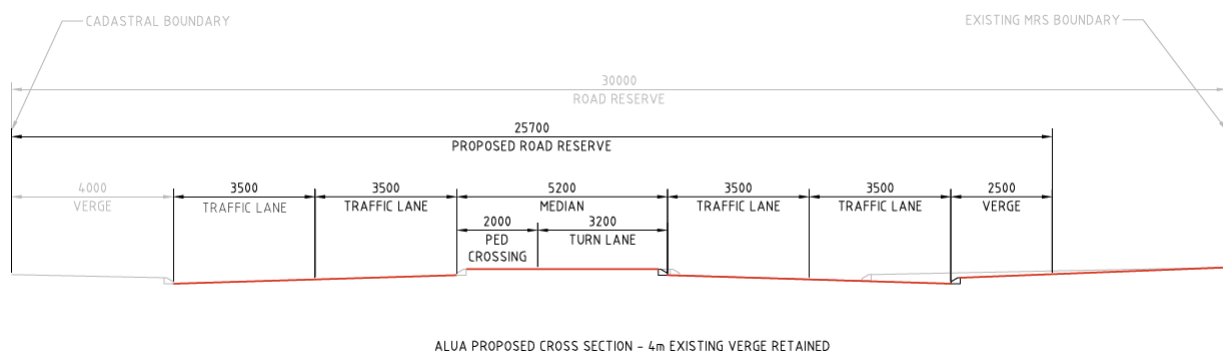


Figure 31. Alternative future road widening plan for Sevenoaks Street adjacent to Queens Park station

Importantly, this demonstrates that the MRS ORR reserve for Sevenoaks Street does not need to be 30 metres wide in this location as originally envisaged in the late 1990s, before the need to preserve the future capacity of the rail corridor to meet Perth's emerging transport needs was ever contemplated. It also demonstrates an outcome which is consistent with the requirements of clauses 4.1.1 and 4.1.2 of DCP 1.2 in that:

- The proposed VPCLXR project will not prejudice the future ability to duplicate Sevenoaks Street with an alternative configuration, if and when this duplication is required in the future (noting that the duplication is not currently envisaged in the medium term and that Sevenoaks Street was only upgraded to a single lane in each direction in this area in 2018).
- The proposed VPCLXR project will result in a reduction in rail infrastructure encroaching into the ORR reserve in this location from the existing situation, noting that significant car parking and forecourt paving for Queens Park Station was only recently developed in the ORR reserve in 2016-2018. It is reasonably expected that the implications of this car parking and the station forecourt on the ORR reserve were contemplated by the WAPC at this time and supported.

- It represents the efficient use of limited available land to support sustainable public transport provision in line with current strategic planning intent without compromising either the future functionality of Sevenoaks Street or the need to preserve the eastern side of the rail corridor for future rail duplication if and when required.
- Any landscaped areas, pedestrian paths or lighting infrastructure that is provided as part of the VPCLXR project in the ORR reserve is relatively flexible in its location and configuration and can readily be relocated and/or reconfigured by the relevant party performing the Sevenoaks Street duplication/widening if or when it occurs in the future.

Given the location of the development in a PCA, the WAPC is to have regard to the matters at s.116 of the *Planning and Development Act 2005* when making a determination. This includes having regard to the principles of orderly and proper planning. In the circumstances of this application, having regard to current strategic planning intent and key State Government transport initiatives, the application of the principles of orderly and proper planning require that the eastern side of the rail corridor should not be compromised from accommodating a future rail line duplication. In terms of future road widening requirements as a result of the potential need to increase the capacity of Sevenoaks Street, these can be accommodated within a narrower corridor than the current 30 metres as demonstrated. Consideration of the future needs of both the rail corridor and Sevenoaks Street has been disciplined, methodical, logical and systematic within the context of current strategic transport planning. It has not been haphazard or capricious and importantly is in the long term public interests of the State.

## Planning Control Area No.165

A large portion of the required works for the VPCLXR project are located within PCA No.165, which means they require planning approval under Section 116 of the PD Act.

With respect to the requirement for planning approval, Section 115 of the PD Act states:

1. A person who wishes to commence and carry out development in a planning control area may apply to the local government in the district of which the planning control area is situated for approval of that development.
2. An applicant is to submit to the local government such plans and other information as the local government may reasonably require.
3. The local government, within 30 days of receiving the application, is to forward the application, together with its recommendation, to the Commission for determination.

Pursuant to Sections 116(1)(b)(ii) and 116(1)(b)(iii) of the PD Act, the WAPC will have regard, in assessing a PCA development application, to the purposes for which the land to which the application relates is zoned or reserved under any planning scheme and any special considerations relating to the nature of the planning control area concerned and of the development to which that application relates. In this regard, given the works seek to deliver the VPCLXR project, they are considered to be appropriately located in a Railways Reservation.

## State Planning Policies

### State Planning Policy 5.1 Land use planning in the vicinity of Perth Airport

Perth Airport is fundamental to the continued development of the Perth Metropolitan Region and the State as a whole. Accordingly, the airport and its ongoing development need to be recognised in the planning of the region, and its operation protected, as far as practicable, from development that could potentially prejudice its performance. The subject site is located within the boundary SPP 5.1 and is within the 20-25 Australian Noise Exposure Forecast (ANEF) range.

The VPCLXR project is not expected to have any impact on the functionality of the Airport.

## State Planning Policy 7.0 Design of the Built Environment

SPP 7.0 addresses design quality and built form outcomes in Western Australia. It seeks to deliver the broad economic, environmental, social and cultural benefits that are derived from good design outcomes and supports consistent and robust design review and assessment processes across the State.

The proposed VPCLXR project has been the subject of design review by the SDRP and has been assessed against the principles of SPP 7.0 in Section 4 of this report.

## Development Control Policy 5.1 – Regional roads (vehicle access)

The WAPC’s Development Control Policy No. 5.1 Regional Roads (Vehicular Access) (DC Policy 5.1) sets out the planning principles to be applied when vehicle access is sought to/from a regional road. In the case of this development, vehicle access is proposed to/from Sevenoaks Street to the new passenger car parking areas for the Queens Park and Cannington Train Stations. Access is also proposed for the Cannington Bus Interchange.

Sevenoaks Street is reserved as an ‘Other Regional Road’ under the MRS and is allocated a Category 2 status which means that access may be allowed subject to approval.

The vehicle access proposed from the new car parking areas includes:

- One joint entry point from Sevenoaks Street to the Queens Park Car Park, serving both long term and short-term parking lots.
- One exit point for each of the Queens Park car parks, both left out onto Sevenoaks Street
- One left in/left out entrance and exit to the northern most car park at the Cannington Station;
- Two combined entry/exit points to the Cannington Station car park located immediately west of the Station.

Whilst there is a general presumption against the creation of new crossovers to regional roads on traffic and safety grounds, consideration may be given to a new access where suitable alternative access is not available. In the case of the proposed development, the provision of car park access from Sevenoaks Street has been carefully considered holistically having regard to a number of factors which has included:

- The need to maintain the key bicycle commuter route (PSP) on the eastern edge of the corridor adjacent to the lower order Railway Parade as directed by MRWA. Locating the PSP adjacent to Railway Parade ensures that the PSP can remain a permeable and accessible cyclist transit corridor without the need for road safety barriers (which are required if the PSP is constructed adjacent to Sevenoaks Street).
- Given the requirement to maintain the PSP on the eastern side of the corridor it is safest to locate the majority of vehicle access points on the western edge of the corridor thus reducing conflict points between cyclists and vehicles and ensuring that the PSP can maintain a more continuous path which is better suited to transit use.
- If the PSP were aligned on Sevenoaks Street with a road safety barrier, it would result in the parking areas / parking footprint needing to be increased thus reducing the public realm and urban node opportunities and further reducing the available land for WSUD drainage solutions.
- The proposed PSP alignment is supported by the METRONET Station Precinct Design Guide. The METRONET Station Design Guide identifies critical elements of the urban environment that require specific design responses to support the long term development intent for the station precincts. The critical elements include “Movement priority and street design - Local movement and access for pedestrians and cyclists is prioritised within station precincts, with a focus on the provision of high quality pedestrian and cycling environments” and “The public realm within station precincts is designed with a focus on walkability and sense of place”
- Feedback from the public and Westcycle support the maintenance of the existing PSP configuration on the eastern side of the corridor where possible.
- The proposed configuration satisfies security and CPTED requirements for the PSP with respect to clear sightlines and intuitive wayfinding. Shifting the PSP behind carparking areas within the public realm does not achieve an equivalent outcome with respect to either safety or wayfinding and introduces additional conflict points between transit cyclists and users of the proposed public realm.

- ALUA has had extensive discussions on the PSP design and treatment options with DOT/MRWA/PTA/West Cycle and the OGA. The feedback of these stakeholders, along with the feedback obtained through public consultation is consistently for the PSP to be maintained along the eastern side of the corridor and to minimise conflict points.

On this basis, obtaining car park vehicle access from Sevenoaks Street is the safest option, and results in the best public realm outcomes for the area. As required by section 3.3.5 of DC Policy 5.1, this application has assessed:

- Effects of the development on traffic flow and safety;
- Character and function of Sevenoaks Street;
- Volume and speed of Sevenoaks Street;
- Width of the carriageway;
- Visibility; and
- Volume and type of vehicles that will use the proposed new driveways.

For further details on the above assessment, please refer to the supporting Transport Impact Assessment that is enclosed at Appendix J.

It is noted that Draft Operational Policy 1.12 – Planning Proposals Adjoining Regional Roads in Western Australia (Draft OP 1.2) comprises generally consistent considerations as DC Policy 5.1 with respect to considering the suitability of access to Regional Roads. There are two specific exceptions. Draft OP 1.2 makes specific mention that it is relevant to consider the effects of the development on traffic flow and safety of all road users (i.e. not only vehicles) and Draft OP 1.2 also notes that the setting and context of the locality is also a relevant consideration. These additional considerations have been considered with respect to the alignment of PSP for the VPCLXR project. The safety and traffic flow of cyclists is maximised through the current proposal.

*Refer to Appendix J – Transport Impact Assessment*

## City of Canning Local Planning Strategy

The City's Local Planning Strategy (LPS) is the key strategic planning document for the City. The Strategy defines a framework of land uses and activities and provides a guide to the integration of social, environmental and economic planning and development in the City. The LPS does not refer specifically to the proposed VPCLXR project. Notwithstanding, it is expected that the VPCLXR project will result in an increase in the percentage of residents utilising public transport services, which is supported in the City's LPS.

The VPCLXR project is considered to comply with the relevant objectives of the LPS which includes the integration of transport modes to provide for better movement, accessibility and sustainability, and to also enhance pedestrian movements. In this regard the proposed new train stations at Queens Park and Cannington, along with a new and improved bus interchange at Cannington and Park 'n' Ride and Kiss 'n' Ride facilities at both stations will improve the capacity and efficiency of the public transport system within the existing railways reserve, supporting higher density development around the Queens Park and Cannington Stations. The project will also deliver new open space areas which will assist the City in meeting its objective to ensure that public open space is easily accessible.

Importantly, the proposed new public spaces being delivered as part of the VPCLXR project have been designed in close consultation with both the City and local community. This is to ensure that these new spaces and facilities respond to the identified needs in the City to become new community assets that are used and enjoyed by the local community and that facilitate community interaction and activation.



## City of Canning Local Planning Scheme No. 42

The City's LPS 42 represents the primary local government statutory planning control mechanism for the development and use of land within its local government area. Due to being reserved under the MRS (see comments above), the subject site is not zoned under LPS 42.

As noted previously in this report, the ALUA is acting on behalf of the PTA, with the proposed works qualifying as public works being undertaken on behalf of a public authority. The proposed works are therefore exempt from the requirement to obtain planning approval from the City under the provisions of LPS 42.

Importantly the proposed works are consistent with the purposes of the Railways Reservation under the MRS and will not compromise the future ability of the ORR reserve to be used for regional road purposes if required. The development is also broadly consistent with the high level aims of LPS 42.

## Canning City Centre Activity Centre Plan

The broad scope of the Canning City Centre Activity Centre Plan (the ACP) is to provide guidance to revitalise the Canning City Centre and to realise its potential as a Strategic Metropolitan Centre in Perth. The focus is to create a City Centre that is vibrant and offers a range of activities and options to its users, who may come from areas beyond the City. The objectives of the ACP are to provide:

- A major urban centre with an existing high level of retail balanced by increased commercial activity and employment;
- A multi-modal transit orientated centre with potential for a light rail connection;
- An affordable, attractive and convenient community in which to live and do business;
- A place of affordable and higher density forms of accommodation, including accommodation for key workers and students;
- A well-connected centre, not just to Perth CBD but to other City Centres, Specialised Centres and Activity Centres around the metropolitan area; and an urban centre integrated with a sensitive natural environment.

The VPCLXR project will directly support all of the objectives of the ACP in that it will enhance the functionality and accessibility of rail via new stations which will enhance the attractiveness of the area for a broad range of commercial and employment uses. Increasing the accessibility to and attractiveness of rail travel whilst enhancing the amenity of the area through the proposed ground level public realm improvements also directly supports the development of higher density forms of residential accommodation in close proximity to the train line.

## City of Canning Integrated Transport Strategy

The purpose of the City's Integrated Transport Strategy (ITS) is to identify a range of interrelated strategies to assist the City in managing sustained urban growth and maintaining the community's high quality of life. The ITS recognises the existing congestion and safety issues at the level crossings within its jurisdiction, issues which the VPCLXR project seeks to directly and permanently resolve.

The Armadale Rail Line is recognised as a geographical constraint that prevents traffic from travelling along desired routes and which funnels traffic into a small number of bridges and railway crossings. This creates severe congestion hotspots during peak periods.

The VPCLXR project was designed by the WA Government to reduce congestion by removing level crossings. Removing the level crossings will allow road traffic to cross under the rail line without stopping or queueing for boom-gate closures. Separating the rail line and the road also removes the potential for incidents and near-misses between pedestrians and road users with trains and will contribute to the safety of the urban environment. The project directly aligns with the aims and intentions of the City's ITS.

Other aspects of the VPCLXR project and in particular the works included in CDA2 which are consistent with the ITS are as follows:

- Delivery of two new replacement train stations.
- Pedestrian and cyclist access to tQueens Park and Cannington Stations being significantly improved.
- The PSP being retained and the amenity of this route enhanced, with improved safety at road crossings.
- Cecil Avenue improvements being implemented in a joint arrangement between the City and the VPCLXR project.

The ITS does seek a reduction in Park 'n' Ride parking at some stations, including Cannington however the PTA's direction for the VPCLXR project has been to generally retain the same number of parking bays at each station as currently exists to meet existing and projected future parking demand. Notably the design of parking facilities is being significantly improved with shade trees and dedicated access paths and crossing points to ensure these are more functional and attractive elements within the public realm.

## Queens Park Local Structure Plan

The Queens Park Local Structure Plan (QPLSP) provides for high density mixed use development around Queens Park Train Station, enhancement of public open space and reinforcement of a sense of place. The QPLSP breaks up the area into several precincts with development intensity reducing as the distance from the train station increases. Non-residential land uses are permitted in the Core Precinct whilst the remaining precincts are predominantly limited to residential land uses.

As the subject site is located within the rail reserve it is not located within a specific precinct identified by the QPLSP. However, the VPCLXR project will directly impact the immediate surrounds as it is facilitating significantly improved accessibility between both sides of the rail line and will deliver high quality public spaces and facilities that respond to identified community needs. It is also delivering and enhanced public transport experience and new pedestrian and cycle pathways within the rail corridor. The VPCLXR project is considered to be consistent with and a key enabler for the delivery of the vision for the precinct identified in the QPLSP.

## Special Control Area 1 – Perth Airport Buffer Special Control Area

Special Control Area 1 – Perth Airport Buffer Special Control Area (SCA 1) was established to support the implementation of SPP 5.1. As the proposed development does not involve residential or other sensitive land uses and is within the 20-25 ANEF contour, the proposal is not considered to have an impact on the operations of Perth Airport.

## City of Canning Planning Policies

As indicated previously, due to the operation of the PCA, development approval is not required from the City under the applicable local planning scheme, and the City's Local Planning Policies (LPPs) are not required to be considered by the WAPC in making a decision on the application. Nonetheless, regard has been had for the City's LPPs, as relevant, to ensure that the project considers the various aspirations and objectives of the City as expressed in the LPPs.

## Canning Good Design Guide

The Canning Good Design Guide is intended to provide advice on better infill development for suburban lots. The guide has no relevant to the VPCLXR project as no residential development is proposed.

## Local Planning 02 Policy Public Consultation of Planning Proposals

The development application will be publicly notified by the DPLH. The DPLH will engage with the City on the notification of this development application.

### **Local Planning Policy 03 Developer Funded Public Art (LPP 03)**

The VPCLXR project is required to provide public art in accordance with the METRONET Public Art Strategy, METRONET Armadale Line Public Art Guide and the Place Plans for each of the stations. The methodology and commitment to the provision of art is generally aligned with the City's aspirations for public art as expressed in LPP 03. The proposed public art will:

- Promote and respond to the identity of the place;
- Will positively contribute to the amenity of the place;
- Will respond to the City's natural, physical, cultural and social values, including natural and built cultural heritage;
- Will enhance the visual amenity, vibrancy and character of the City's built environment; and
- Will contribute to wayfinding within the VPCLXR project area.

Accordingly, it is considered that the proposal is consistent with the objectives of LPP 03.

### **Local Planning Policy 07 Advertising Signs**

A signage and wayfinding strategy is under development for the project.

### **Local Planning Policy 06 Design Review Panel and Assessment of Significant Developments**

LPP 06 sets out the parameters for assessment of significant developments within the City to optimise land use and design quality outcomes. Extensive planning and community input went into the design of the VPCLXR project, and having regard to the design review process implemented with the SDRP, it has been determined that the proposal currently does not require assessment by the City's Design Review Panel.

### **Local Planning Policy 09 Tree Retention and Planting – Development**

LPP 06 outlines the City's recognition of trees as assets with significant environmental, social and economic values and ensures that retention and enhancement of the City's tree canopy cover is considered at all stages of development. The objectives of the City's LPP 06 are as follows:

1. To facilitate successful, long term tree retention and provision as part of development in order to deliver healthy, vibrant and ecologically sustainable communities.
2. To recognise the true environmental, social and economic value of trees at all stages of development.
3. To state the City's position on the retention, protection and provision of trees on private land and adjacent reserves, as a consequence of development.
4. To provide for planning flexibility and incentives where an existing tree is preserved.

Importantly, the objectives of LPP 09 are generally consistent with the objectives of the VPCLXR project to retain trees where practically possible, and to provide a diverse range of new trees that are suitable to the proposal and context, having regard to access to sunlight, rain and CPTED considerations.

Tree removal was considered as part of CDA1 as lodged 24 October 2022. This development application indicates the trees that are being retained within the public realm and the extent of new tree planting proposed. As outlined at section 5.16, the proposal incorporates 808 new trees within the City which will ultimately more than double the existing canopy.