



## Minister for Transport; Planning

Our Ref: 72-25144  
Your Ref: Petition No. 146

Hon Matthew Swinbourn MLC  
Chair  
Standing Committee on Environment and Public Affairs  
[env@parliament.wa.gov.au](mailto:env@parliament.wa.gov.au)

Dear Hon Swinbourn

### **PETITION NO. 146 – SUBIACO LOCAL PLANNING SCHEME NO. 5**

Thank you for your letter of 2 April 2020 regarding Petition No. 146.

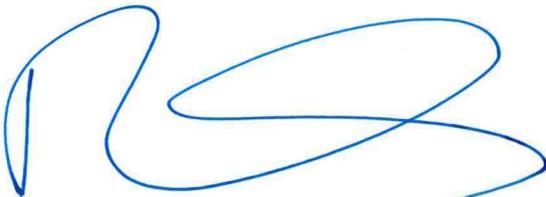
I provide the following comments in relation to the terms of the petition and submissions from the principal petitioner and tabling member:

- The *Central Sub-regional Planning Framework* identifies land around the Shenton Park and Daglish railway stations as “station precincts” where developments are encouraged to be focused, while protecting established character and heritage.
- The urban consolidation principles expressed in the *Central Sub-regional Planning Framework* advocate for, among other things, maximising the use of existing infrastructure in areas with good access to transport, employment and services.
- The Western Australian Planning Commission’s *Development Control Policy 1.6 – Planning to Support Transit Use and Transit Orientated Development* also advocates for high density residential development for land within 800 metres of train stations.
- The City of Subiaco’s (the City) endorsed Local Planning Strategy reflects the *Central Sub-regional Planning Framework*, and identifies land in proximity to the Shenton Park and Daglish railway stations as being suitable for increased residential density.
- Local Planning Scheme No. 5 (LPS 5) reflects planning principles advocated in the *Central Sub-regional Planning Framework* and the City’s endorsed Local Planning Strategy in a balanced way that is responsive to the City’s established neighbourhood and streetscape characteristics. The amount of land that was subject to residential density increases in the draft version of LPS 5 that was initially advertised was significantly reduced in recognition of the Council and local community’s desire to retain existing residential density and neighbourhood character.

- METRONET stations, employment or entertainment centres are not the only factors in considering the suitability of land for residential density increases.
- Street blocks directly around the Daglish railway station were coded R15 as they exhibit strong established neighbourhood and streetscape character, and were therefore not subject to density increase.
- While the projected additional dwelling yield for the City expressed in the *Central Sub-regional Planning Framework* is a consideration, it is also important to consider urban consolidation principles in determining suitability of land for intensification.
- The density increase approved for land abutting the Local Centre zone along Onslow Road is consistent with *State Planning Policy 4.2 (Activity Centre for Perth and Peel)*, which promotes intensification of residential density within a 200-metre walkable catchment of a local centre and should be a focus for medium density housing options. The residential density increase was limited to lots located immediately north of the Onslow Road local centre zone.
- The planning regulations and recently released Design WA suite of policies enable the City to regulate built form outcomes, having regard to matters including established built form characteristics and streetscapes.
- LPS 5 represents a sensible and balanced application of State and local strategic planning considerations to provide for the needs of the local and broader community into the future.

Thank you for raising this matter with me.

Yours sincerely



**HON RITA SAFFIOTI MLA  
MINISTER FOR PLANNING**

07 MAY 2020