

CITY OF ARMADALE

MINUTES

**OF DEVELOPMENT SERVICES COMMITTEE HELD IN THE FUNCTION ROOM,
ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 20
FEBRUARY 2023 AT 7.00PM.**

PRESENT:	Cr M J Hancock	(Chair)
	Cr R Butterfield	
	Cr P A Hetherington	
	Cr K Kamdar	
	Cr G J Smith	
	Cr S S Virk	
	Cr G Nixon	(Deputy to Cr Mosey)
APOLOGIES:	Cr S J Mosey	(Leave of Absence)
OBSERVERS:	Cr S Peter JP	
	Cr J Keogh	(7.06pm to 9.02pm)
IN ATTENDANCE:	Ms J Abbiss	Chief Executive Officer
	Mr P Sanders	Executive Director Development Services
	Ms S van Aswegen	Executive Director Community Services - (via Teams)
	Mr M Andrews	Executive Director Technical Services - (via Teams)
	Mr J Lyon	Executive Director Corporate Services - (via Teams)
	Mr R Sklarski	Project Manager Contribution Arrangements
	Mrs N Cranfield	Executive Assistant EDDS
PUBLIC:	1	

*“For details of Councillor Membership on this Committee, please refer to the City’s website
– www.armadale.wa.gov.au/your_council/councillors.”*

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings was read.

DECLARATION OF MEMBERS' INTERESTS

Cr Keogh

- Recommendation to WAPC – Kelmscott District Centre Precinct Structure Plan

DEPUTATION

Nil.

CONFIRMATION OF MINUTES

RECOMMEND

Minutes of the Development Services Committee Meeting held on 12 December 2022 be confirmed.

Moved Cr R Butterfield

MOTION CARRIED

(7/0)

ITEMS REFERRED FROM INFORMATION BULLETIN - ISSUE 1 - JAN 2023

Items referred from the Information Bulletin - Issue 1 - January 2023

Committee noted the information and no further items were raised for discussion and/or further report purposes.

QUESTION TIME- 7.05 PM

Mr J Green – Member of Community Heritage Advisory Group (CHAG)

Suburb Renaming – A Portion of Forrestdale

1. On behalf of Mr Kim Fletcher (CHAG Member) Mr Green advised that in regard to the name Doobarda (an Aboriginal name for the Banksia Flower), there were no Banksias in this low lying area. Mr Green also advised that Mr Fletcher's preference for the new suburb name would be to retain somehow the name Forrestdale.
2. On behalf of Mr Terry Holton (CHAG Member) Mr Green advised that Mr Holton's preference for the new suburb name would be Quenda.
3. Mr Green queried if any additional heritage information or ideas for the new suburb name would be considered at this stage of the application?

The Executive Director Development Services advised that the City previously advertised and Council considered that the proposed name 'Quenda' and other suggested names were unsuitable and requested that the names 'Doobarda' and 'Salmeri' be possible options to name the new locality, which were then advertised for public comment. The City has also engaged with Aboriginal Elders and the name Doobarda was the preferred name.

The Executive Director Development Services further advised that what the City is trying to achieve is to clearly identify an area that is going to be very different to the other parts of Forrestdale, as most of Forrestdale is zoned rural around the town sites and there are two industrial areas north of Armadale Road and Tonkin Highway already known as Forestdale Business Park. One of the concerns the City has identified is that having three industrial areas with similar names but a long distance apart could cause difficulties for businesses, emergency services and visitors, so this was an opportunity to create a new suburb with a new name before businesses commenced operating on the land. Generally, the majority of landowners are supportive of the principle of the area having its own name and identity.

PUBLIC QUESTION TIME CLOSED AT 7.15 PM

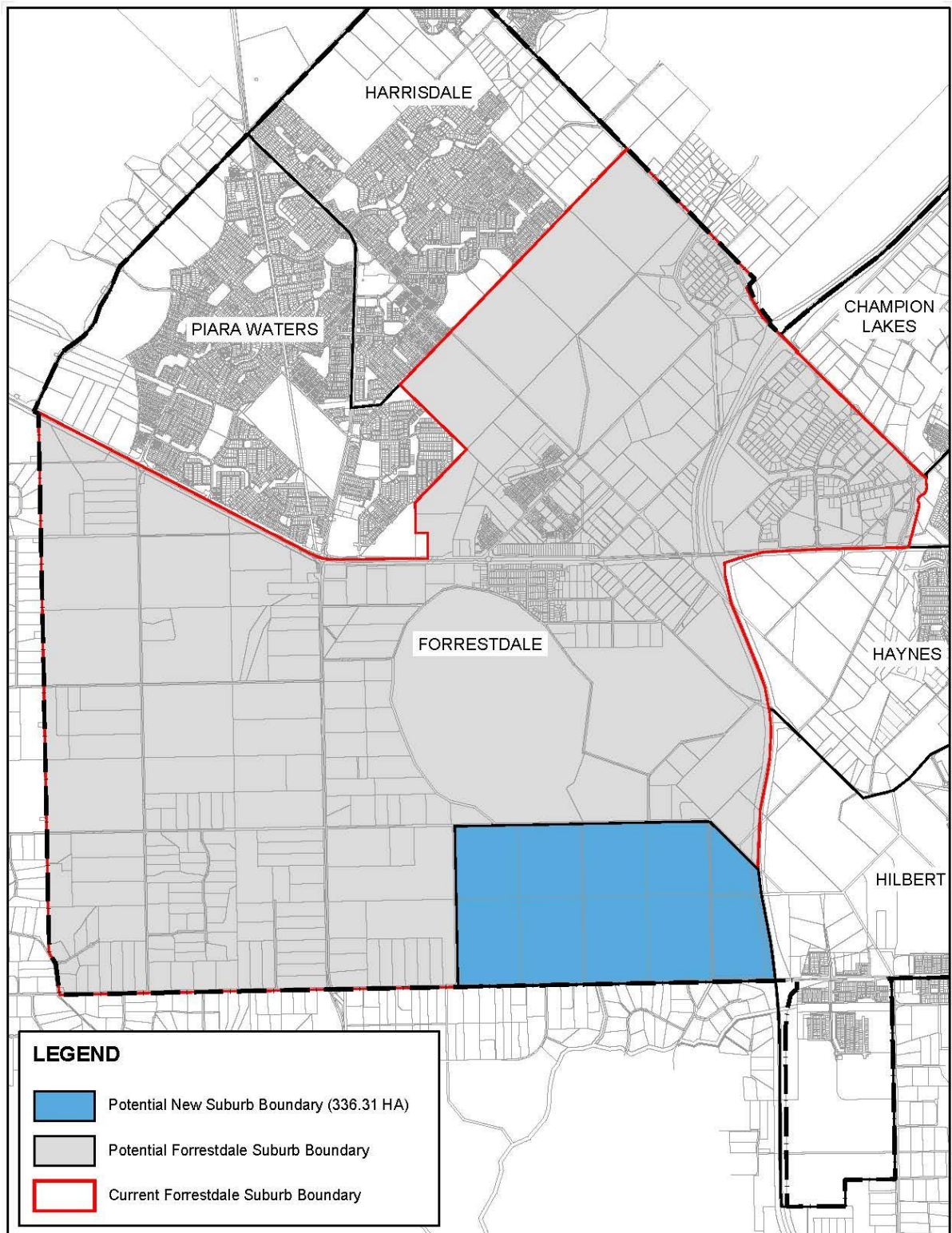
Cr Keogh attended the meeting at 7.06pm.

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20 FEBRUARY 2023

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**Existing and Proposed
Locality Plan**

DATE 31 January 2023 - REVISION 2301
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Based on information provided by and with the permission of the
Western Australian Land Information Authority (Lands & Survey)
Aerial photography supplied by Lands & Survey



2.1 - SUBURB RENAMING - A PORTION OF FORRESTDALE

Committee agreed to bring forward the following Report to this juncture of the meeting in the interests of the public gallery. Moved: Cr Nixon

WARD : RANFORD
FILE No. : M/678/22
DATE : 16 February 2023
REF : SS
RESPONSIBLE : EDDS
MANAGER

In Brief:

- At its meeting in April 2020, Council resolved to recommit the above item to create a new suburb and suburb name for the future Industrial area located at the corner of Rowley Road and Tonkin Highway, Forrestdale.
- In November 2020 additional suggestions including identifying names of World War Two veterans were circulated via Councillor memo. In October 2021, Council considered an additional list of names including 'Pratt' 'Salmeri' 'Kargotich' 'De Bont' and 'Quenda'. Council at that meeting resolved to:
 - “1. Support the proposal to consider a new locality in the area bounded by Tonkin Highway, Rowley, Oxley and unnamed Roads and Regional Reserve as proposed in the attachment to this report, and support the names of 'Doobarda'; and 'Salmeri' as possible options to name the new locality, and proceed with public consultation.
- Recommend that Council support the proposed boundary for the new suburb identified in the attachment to this report with the new name of Doobarda.

Tabled Items

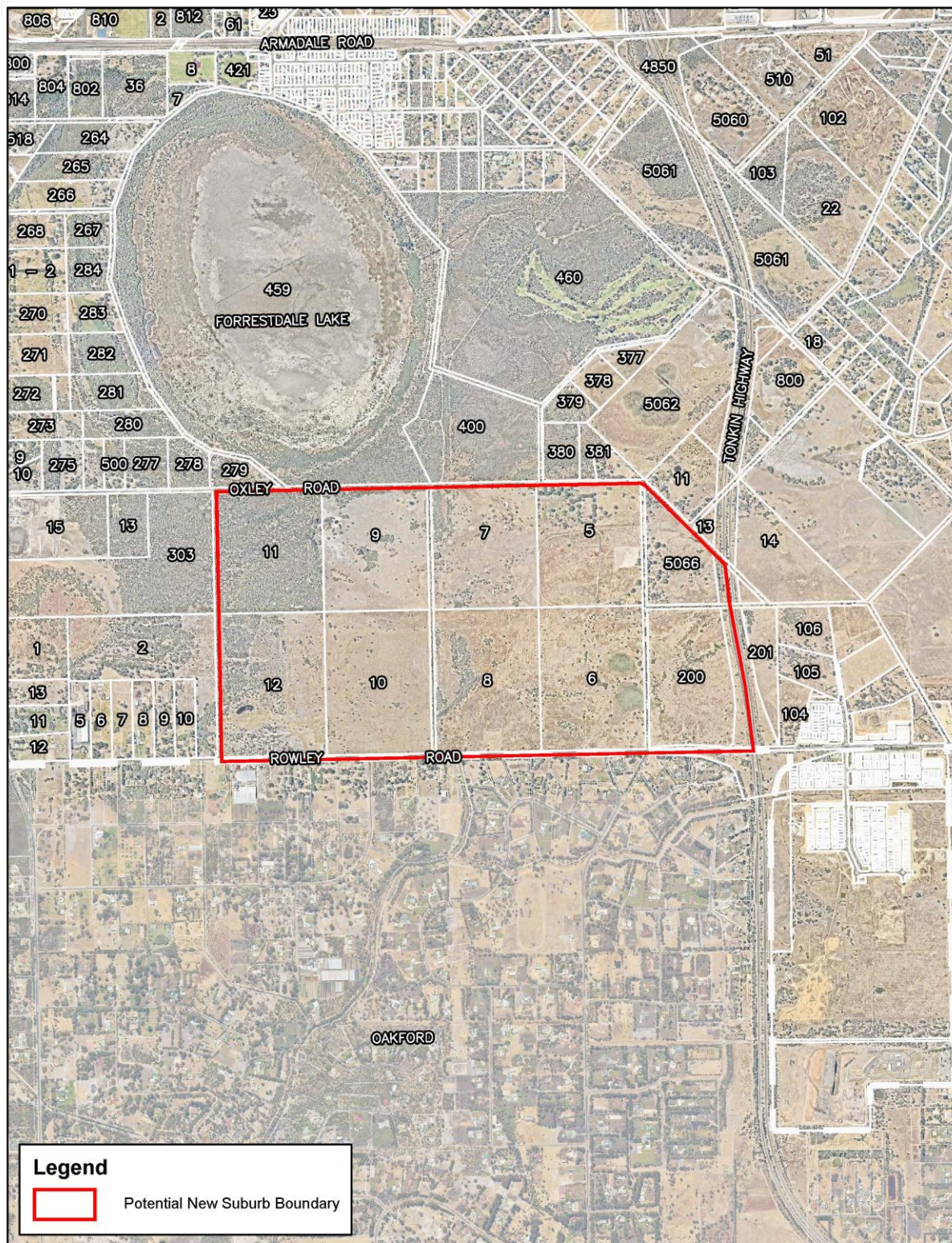
Nil

Decision Type

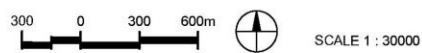
- Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- Executive** The decision relates to the direction setting and oversight role of Council.
- Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil.



Aerial Plan
Rowley Road Industrial Area



Strategic Implications

- 3.2.1 Prioritise the creation and promotion of a positive image and identity for the City in order to change the perception and narrative about Armadale and make it a location of choice for residents, businesses and visitors.
- 3.2.2 Capitalise on the City's position as the gateway to the metropolitan area.
- 3.2.3 Advocate for opportunities to bring key stakeholders to the City to appreciate the opportunities available and to enlist their support to bring about positive change in the

Legal Implications

Land Administration Act 1997

Council Policy/Local Law Implications

Council Policy – Naming of Roads, Parks, Places and Buildings.

Budget/Financial Implications

Advertising costs can be accommodated within the Planning Services budget.

Consultation

1. Landgate's Topographic, Names and Addressing (TNA; formerly Geographic Names Committee).
2. Affected Landowners
3. Community Heritage Advisory Group
4. History Advisory Group

BACKGROUND

This City has been investigating for some time a proposal to create a new suburb from a portion of the Forrestdale locality associated with the South Forrestdale Business Park and renaming of this area. A number of naming options have previously been considered.

The City engaged with landowners and selected community groups such as the Community Heritage Advisory Group (CHAG) and Aboriginal Elders at the City's Champion Centre to consider the current list of names and if there were any other possible suggestions. Additional names such as 'Kwenda' and 'Beera' have been suggested.

During public consultation' in 2020 from 29th January 2020 to 20th March 2020, 12 submissions were received with support for the names 'Oxley', 'Lockard', 'Moodjar', 'Kwenda' and 'Quenda'.

The City met with Landgate in 2020 and the names 'Oxley', 'Lockard' 'Mooddjar' and 'Kwenda' do not satisfy the Geographic Names Committee criteria.

At its meeting on 14th April 2020, Council resolved to recommit the above item to create a new suburb and suburb name for the future Industrial area located at the corner of Rowley Road and Tonkin Highway, Forrestdale.

In November 2020 additional suggestions including identifying names of World War Two veterans were circulated via Councillor memo and in October 2021, Council considered an additional list of names including ‘Pratt ‘Salmeri’ ‘Kargotich’ ‘De Bont’ and ‘Quenda’. Council at that meeting resolved to:

- “1. Support the proposal to consider a new locality in the area bounded by Tonkin Highway, Rowley, Oxley and unnamed Roads and Regional Reserve as proposed in the attachment to this report, and support the names of ‘Doobarda’; and ‘Salmeri’ as possible options to name the new locality, and proceed with public consultation including:***
- Letters be sent to all landowners within the proposed new locality, and Community Members of CHAG and History Reference Group seeking comment on the proposed new locality and its boundary and canvassing the suggested names.***
 - Advertisements be placed in the local newspaper seeking wider public support.”***

DETAILS OF PROPOSAL

Support for the use of the name Doobarda has now been obtained from our local Aboriginal Elders. The names ‘Doobarda’ and ‘Salmeri’ have been advertised to community for consultation over an extended period due to the Christmas period from 15th December 2022 to 31st January 2023.

This naming proposal was undertaken to prepare for the future development of an industrial area. It is hoped that this renaming would establish an identity, separate to the existing Rural and Industrial areas of Forrestdale. It is anticipated that this will make the area distinguishable from the larger Rural Forrestdale locality and avoid any confusion with the Forrestdale Business Parks East and West. The area is proposed to become a new industrial area and become a Strategic Employment Area. It is proposed to rename the new locality either ‘Doobarda’ or ‘Salmeri’.

“Doobarda” - is an Aboriginal name for the Banksia Flower, which is commonly found in the Armadale area.

“Salmeri” - Steve Salmeri was extensively involved in the promotion of Forrestdale and the Forrestdale Lake. Mr Salmeri was one of the main organisers of the Progress Association and local sports clubs for many years.

Renaming this portion of Forrestdale provides a physical identity to the area.

During public consultation twelve (12) submissions were received:

- Five (6) supporting for the name Doobarda; and
- Five (5) supporting Salmeri.

One (1) additional comment was received indicating an objection against the area being developed into industrial area due to protecting the fragile nature of the adjacent surrounding Forrestdale Lake and wildlife from an industrial area.

The amendments to the Metropolitan Region Scheme (MRS) and the City’s Town Planning Scheme No.4 (TPS No.4) have been completed and the land has been rezoned. One lot within the proposed area is currently reserved for Parks and Recreation in the Metropolitan Region Scheme.

ANALYSIS

Suburb Naming Process

To rename a portion of an existing suburb, the City would be guided by Landgate's Policies and Standards for Geographical Naming in WA. Local governments and other authorities are to ensure that all naming submissions conform to the policies outlined in Section 1 'General Policies and Standards'.

The renaming of a suburb or portion of is guided by Section 4 'Localities', which states that *"for the purposes of these policies, a locality is a uniquely and clearly defined administrative area which may also be commonly referred to as a 'suburb' in an urban area."* This section outlines how localities can be named, renamed or have their boundaries determined or realigned. Section 4.4 'Naming and boundary amendments' provides an outline to how to amend a locality boundary, including:

- The amendment supports the requirements of the WA Police, emergency service responders and Australia Post;
- The amendment alleviates difficulties by the community and businesses in gaining access to and from the area;
- The benefits of the proposal to the community as a whole;
- The size of the area and the proposed boundaries; and
- The amendment facilitates correct street addressing requirements as included in Australian Standards AS/NZS 4819:2011.

Section 4.9 'Review of Localities' states that the *"boundaries for localities in areas that are subject to urban development and residential infill shall be reviewed regularly and amended where appropriate"*.

Appendix 1A of the Policy advises of the name submission process used for all submissions. The general process steps are as follows:

- Check information;
- Apply the policies;
- Consult with Aboriginal communities if the proposed new name is derived from an Aboriginal language;
- Consult with emergency service response and other stakeholders. Such consultation should be undertaken prior to public consultation to ensure that unsuitable proposals are not unnecessarily provided to the public;
- Consult with the public, including community, residents, ratepayers and businesses;
- Council consideration - The local government's decision to accept or reject a proposal needs to be formally recorded. This also applies when the decision is made under delegated authority;
- Lodgment of submission to Landgate seeking approval of the submission;
- Review of submission by Landgate's Topographic, Names and Addressing (TNA; formerly Geographic Names Committee);
- Landgate recommendation to Minister for Lands; and
- Minister for Lands decision.

OPTIONS

Council could consider the following options:

1. Support the proposed new suburb boundary and support the new suburb names of: “Doobarda” - is an Aboriginal name for the Banksia Flower, which is commonly found in the Armadale area.
2. Support the proposed new suburb boundary and support the new suburb names of: “Salmeri” - Steve Salmeri was extensively involved in the promotion of Forrestdale and the Forrestdale Lake. Mr Salmeri was one of the main organisers of the Progress Association and local sports clubs for many years.
3. Elect not to propose a new suburb boundary and name maintaining the status quo.

CONCLUSION

With the progress of the MRS amendment to establish the full extent of the future South Forrestdale / Rowley Road Industrial Area, progression of the Stage 1 Structure Plan for the Industrial estate, subdivision approvals being issued by the Western Australian Planning Commission and development applications progressing, it is timely for the City to support the establishment of a new suburb and suburb name that would support the future industrial business park and reduce the overall size of the suburb of Forrestdale. It is important that the name of the new suburb is progressed, prior to new businesses opening in the area and needing to change their business details.

Advice from Landgate and suggestions from the community confirm that the suburb names as mentioned above could be considered as suitable for the new suburb and are likely to meet the suburb naming guidelines as stipulated by Landgate’s Policies and Standards for Geographical Naming in WA. Accordingly, it is recommended that Council support the name “Doobarda” for the new suburb.

ATTACHMENTS

1. [Land Use Plan - Rowley Road Industrial Area](#)
2. [Schedule of Submissions - Rowley Road Industrial Area](#)
3. Confidential Submitter Names and Address List - Rowley Road Industrial Area - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*

RECOMMEND

D1/2/23

That Council:

1. **Request the Minister for Lands via Landgate to approve the creation of a new locality in the area bounded by Tonkin Highway, Rowley, Oxley and Unnamed Roads and Parks and Recreation Reserves as proposed in the attachments, and support the name of: “Doobarda”, which is an Aboriginal name for the Banksia Flower, which is commonly found in the Armadale area.**
2. **Advise submitters and landowners of the Minister’s decision.**

Moved Cr G Nixon
MOTION CARRIED

(7/0)

1.1 - PROPOSED AMENDMENT - LOCAL PLANNING POLICY PLN 4.1 - THE DESIGN OF INDUSTRIAL ESTATES

WARD : ALL
FILE No. : M/198/22
DATE : 16 February 2023
REF : JC
RESPONSIBLE MANAGER : EDDS

In Brief:

- An amendment is proposed to the road layout referenced in Local Planning Policy PLN 4.1 – The Design of Industrial Estates, in order to maintain consistency with recent road closure and subdivision applications in Forrestdale Business Park East.
- Recommend that Council make a minor amendment to Local Planning Policy PLN 4.1.

Tabled Items

Nil.

Decision Type

Legislative

The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.

Executive

The decision relates to the direction setting and oversight role of Council.

Quasi-judicial

The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil.

Strategic Implications

2.5.1 Ensure the City's planning framework is modern, flexible, responsive and aligned to achieving the outcomes of the Strategic Community Plan and Corporate Business Plan.

2.5.4 Proactively plan for normalisation of DevelopmentWA areas back to the planning jurisdiction of the City.

Legal Implications

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)

Town Planning Scheme No.4 (TPS No.4)

Council Policy/Local Law Implications

Nil.

Budget/Financial Implications

Nil.

Consultation

Nil.

BACKGROUND

Forrestdale Business Park East (FBPE) is approximately 188 hectares of land bound by Tonkin Highway, Ranford Road and Armadale Road. It is approximately 80% subdivided into industrial lots, many of which have been built on and occupied.

Normalisation & Local Planning Policy PLN 4.1 – The Design of Industrial Estates

Normalisation of FBPE from DevelopmentWA to the City's planning control occurred on 6 May 2022. The City proactively prepared for normalisation by undertaking a number of amendments to TPS No.4 and an amendment to Local Planning Policy PLN 4.1 - The Design of Industrial Sites and Estates (PLN 4.1) to incorporate certain design requirements for FBPE from DWA's Design Guidelines and requiring future subdivision to conform to the expired DWA Structure Plan (see attachment).

Road Closure Application

In November 2021, DevelopmentWA received an application to close Babbage Street. Babbage Street road reserve is only partially dedicated (i.e. only half of the total road width is currently dedicated) in accordance with the alignment shown on the expired Structure Plan, however the road has not been constructed. Babbage Street was planned to run north-south from Remisko Drive to intersect another road at its southern end, which would run east-west between Alex Wood Drive and Brigade Road.

Subdivision Application

In November 2021, the same applicant lodged a subdivision application with the Western Australian Planning Commission (WAPC) for Lot 9045 Remisko Drive & Lot 9550 Alex Wood Drive, which proposed to extend Bessemer Road to the west. The subdivision did not conform with the expired Structure Plan or PLN 4.1, and did not include dedication/construction of the remaining half of Babbage Street.

Outcome of Road Closure and Subdivision Applications

The City's initial recommendation was that the two applications should be refused/deferred because the two applications were inconsistent with the established planning framework and the City held concerns that the road layout would not function effectively.

Subsequent discussions and further planning and traffic analysis provided by the applicant proposed an alternative road layout and demonstrated that the layout would function effectively. This culminated in the preparation of an Ultimate Staged Road Layout plan (see attached) that demonstrated that a permeable, efficient road network could be achieved. The City subsequently revised its advice to support the road closure and recommend approval of the subdivision subject to conditions.

As the subdivision application has now been approved and reflects a road layout consistent with the Ultimate Staged Road Layout plan, and a decision on the road closure application is imminent, the City considers the PLN 4.1 should be updated to reflect the agreed Ultimate Staged Road Layout plan.

DETAILS OF PROPOSAL

In order to maintain the currency of PLN 4.1, it is proposed that Council amend the plan contained within PLN 4.1 to:

- Reflect the road layout shown in the Ultimate Staged Road Layout plan;
- Update the plan to reflect recently constructed road layouts; and
- To title this currently untitled plan Figure 2 for ease of reference.

A copy of the proposed Local Planning Policy is presented in the Attachments to this report.

COMMENT

Given the abovementioned context, the revision of the plan within PLN 4.1 would be considered a minor amendment that would not require advertising, according to the *Planning and Development (Local Planning Schemes) Regulations 2015*. Under the *Planning and Development (Local Planning Schemes) Regulations 2015*, a resolution of Council is required under Clause 4, Part 2 of Schedule 2 of the Regulations to amend Local Planning Policy PLN 4.1.

OPTIONS

Council has the following options:

1. Resolve to amend Local Planning Policy PLN 4.1.
2. Resolve not to amend Local Planning Policy PLN 4.1.

CONCLUSION

This policy will guide subdivision and development within FBPE and needs to be kept up to date. The modification of the road pattern by virtue of the road closure and subdivision applications should therefore be reflected within Local Planning Policy PLN 4.1 as soon as possible to maintain consistency with recent approvals and guide future proposals.

In this regard, Option 1 is recommended.

ATTACHMENTS

1. [↓](#) Current Local Planning Policy 4.1 - The Design of Industrial Development Estates
2. [↓](#) Proposed Local Planning Policy 4.1 - The Design of Industrial Development Estates
3. [↓](#) Ultimate Staged Road Layout Plan - Lots 902, 9006, 9045 & 9550 Remisko Drive & Alex Wood Drive, Forrestdale
4. [↓](#) Figure 2 - Forrestdale Business Park East

RECOMMEND

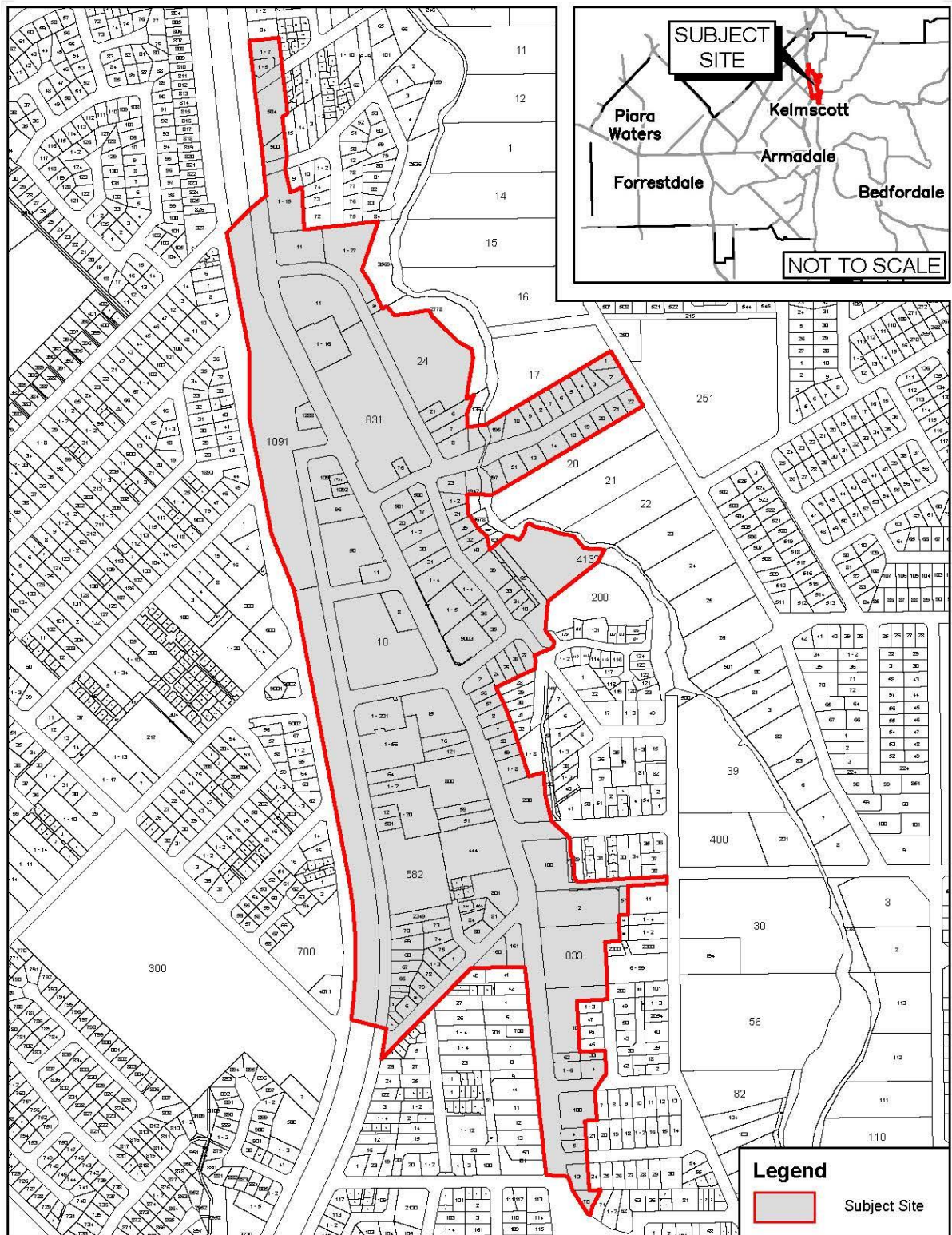
D2/2/23

That Council:

1. **Amend Local Planning Policy PLN 4.1 as shown in the Attachment, as a minor amendment without advertising, in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.**
2. **Publish a notice in a newspaper circulating in the district stating that the modifications to Local Planning Policy PLN 4.1 - The Design of Industrial Estates has been adopted.**

**Moved Cr G Nixon
MOTION CARRIED**

(7/0)



LOCATION PLAN
Kelmescott District Centre Precinct Structure Plan



DATE 10 January 2023 - REVISION 2301
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***1.2 - RECOMMENDATION TO WAPC - KELMSCOTT DISTRICT CENTRE
PRECINCT STRUCTURE PLAN***

WARD : RIVER
FILE No. : M/688/22
DATE : 16 February 2023
REF : AV
RESPONSIBLE : EDDS
MANAGER
APPLICANT : City of Armadale
LANDOWNER : Various
SUBJECT : Various -
LAND Kelmscott District
Centre
ZONING
MRS / : Various
TPS No.4 : Various

In Brief:

- At its 27/06/2022 meeting, Council endorsed the proposed Kelmscott District Centre Precinct Structure Plan for the purposes of public consultation, subject to the finalisation of draft documentation.
- The Precinct Structure Plan provides a plan for future subdivision and (re)development coordination in the Kelmscott District Centre. Precinct Structure Plans form part of the City's Local Planning Framework.
- The preparation of this Precinct Structure Plan is an important action of the City's Corporate Business Plan and Local Planning Strategy, and will facilitate high quality built form and enhanced public realm outcomes for the Kelmscott Town Centre over time.
- The proposed Precinct Structure Plan was advertised for a period of 42 days from 08/08/2022 to 19/09/2022 in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.
- Submissions were received from 33 agencies and landowners additional to the previous engagement activities (through surveys and workshops) prior to Precinct Structure Plan preparation.
- Recommend that Council resolve to forward the Precinct Structure Plan to the Western Australian Planning Commission, recommending final approval subject to modifications.

Tabled Items

Nil.

Decision Type

Legislative

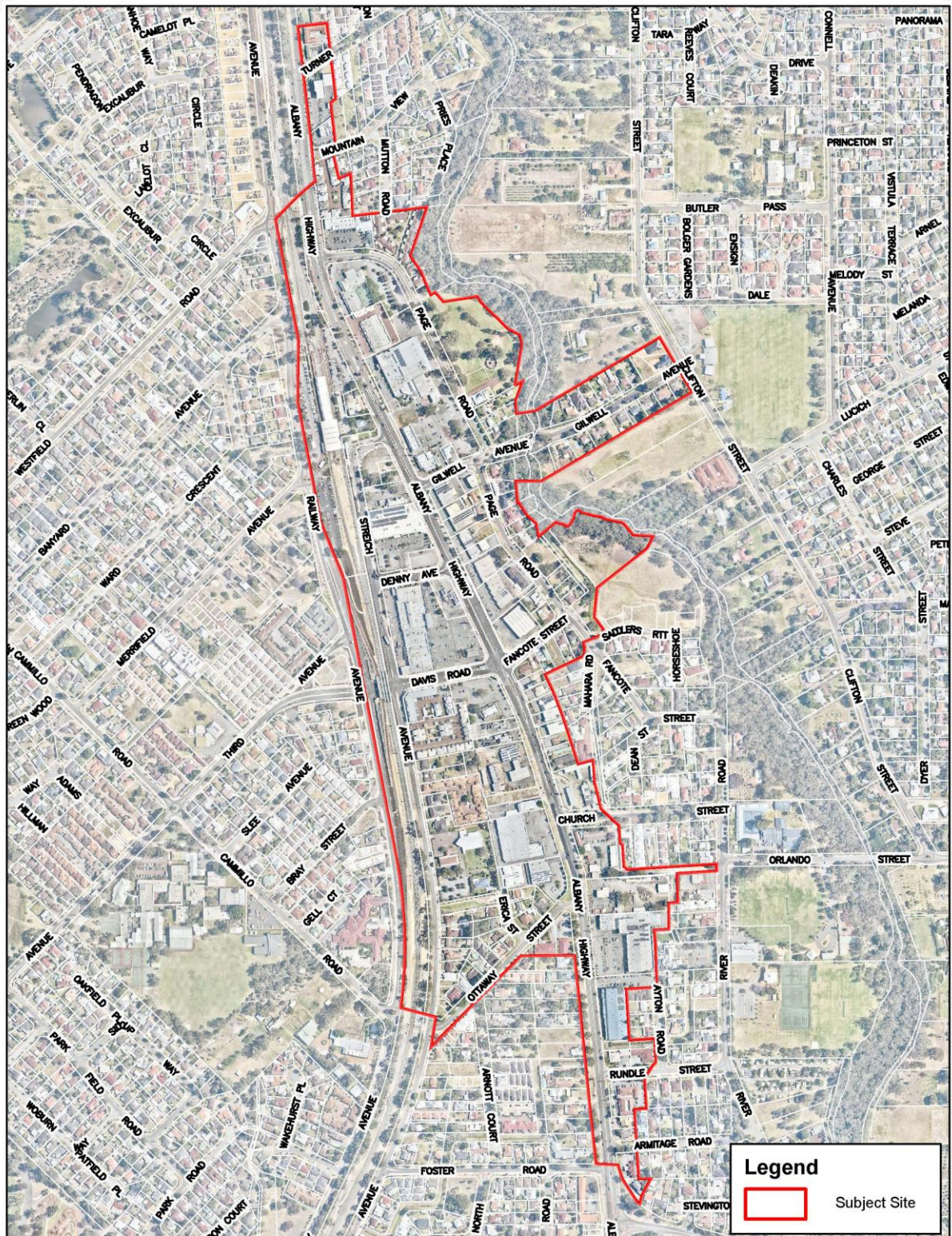
The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.

Executive

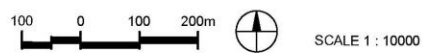
The decision relates to the direction setting and oversight role of Council.

Quasi-judicial

The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.



AERIAL PLAN
Kelmscott District Centre Precinct Structure Plan



DATE 25 January 2023 - REVISION 2301
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Western Australian Land Information Authority trading as Landgate (2012).
Aerial photography supplied by Landgate. Photocopy by headlight.

Officer Interest Declaration

Nil.

Strategic Implications

- 3.1.1 Facilitate vibrant and prosperous activity centres throughout the City.
- 3.1.1.2 Prepare a District Centre Activity Centre Structure Plan for Kelmscott.
- 4.4.1 Strive to achieve best practice community engagement.
- 4.4.1.3 Seek to implement innovative methods of community engagement, coordinate engagement to reduce the impact on residents of over-consultation and ensure that engagement is timely and meaningful.

Legal Implications

Planning and Development Act 2005

Planning and Development (Local Planning Schemes) Regulations 2015

Metropolitan Redevelopment Authority Act 2011

Council Policy/Local Law Implications

Town Planning Scheme No.4

Local Heritage Survey

Local Planning Strategy 2016

Strategic Community Plan 2020-2030

Corporate Business Plan 2022/23-2025/26

Armadale Activity and Retail (Commercial) Centres Strategy 2020

Local Planning Policies

State Government Policy Implications

Metropolitan Region Scheme

Perth and Peel@3.5Million

South Metropolitan Perth and Peel Subregional Structure Plan

State Planning Policy 4.2 Activity Centres (2020 Draft)

State Planning Policy 7.2 Precinct Design

Armadale Redevelopment Scheme No.2

Budget/Financial Implications

Council endorsed Tender 11 of 2020 to engage Taylor Burrell Barnett and a sub-consultant team to prepare the Precinct Structure Plan documents. Contract invoicing milestones are considered in the City's annual budget process.

The draft Precinct Structure Plan applies to a small number of reserves and lots managed by or vested in the City. Precinct Structure Plan outcomes may have land use, management and asset disposal/retention implications for these reserves/lots.

Council may, in future, consider additional investment in the public realm (local road reserves or public open spaces) to support Precinct Structure Plan implementation. The preparation of a public realm strategy is a project being considered for funding and inclusion in the City's Long Term Financial Plan.

Development and redevelopment of land/built form under the future approved Precinct Structure Plan will predominantly occur through private landowner investment and development decisions over the life of the Structure Plan.

Consultation

The City consulted with a variety of stakeholders as part of preliminary consultation (that is, prior to commencement of formal planning consultation under the *Planning and Development (Local Planning Schemes) Regulations 2015*). This report discusses the outcome of the statutory consultation period which sought further stakeholder input from landowners, business operators and community members on Precinct Structure Plan outcomes illustrated in the proposed (draft) document.

The period between March 2021 and June 2022 involved preparing for, conducting, analysing and applying stakeholder consultation activities/outcomes. Stakeholder consultation involved project notification letters and a project website, online surveys, six Councillor workshops, two landowner and business operator workshops, working groups, individual meetings with major landowners and individual meetings with State Government agencies.

Project consultation and engagement activities were informed by Council's endorsed Engagement Strategy (February 2020; D15/2/20).

Refer to Explanatory Text Attachment – Preliminary (Phase 1) Consultation Information attached to this report.

BACKGROUND

A Precinct Structure Plan is defined in the *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)* as “a plan for the coordination of future subdivision, zoning and development of an area of land”. Precinct Structure Plans form part of the City's local planning framework under the higher order Town Planning Scheme No.4 (TPS No.4) and are approved by the State Government's Western Australian Planning Commission (WAPC).

In 2020 Council endorsed the engagement of Taylor Burrell Barnett and a sub-consultant team to prepare the Precinct Structure Plan documents. Preparation commenced in March 2021 following project scope and contract negotiations that also gave appropriate recognition to the work completed by the State Government through the Denny Avenue Level Crossing Removal Project (Denny Avenue LXR Project).

Following approval by the WAPC, the Precinct Structure Plan for the Kelmscott District Centre will guide future growth opportunities (through the assessment of landowner subdivision and development proposals) and staged public realm improvements. The Plan will also improve the pedestrian and human-scale experience of Kelmscott and enhance its 'sense of place' for residents, business owners and visitors. This is especially desirable due to the strong influence of regional transport network infrastructure on the Centre's ambience and operation.

Further relevant information on the Kelmscott District Centre, Denny Avenue LXR Project Level Crossing Removal Project and supporting City strategies and urban planning context is outlined in the June 2022 Report to Council.

DETAILS OF PROPOSAL

This report considers the submissions received during the Precinct Structure Plan's statutory advertising period pursuant to the *Regulations*.

As reported to Council in June 2022, the features of the Concept Structure Plan and draft Precinct Structure Plan maps are as follows:

- Land Use: The draft Precinct Structure Plan map proposes the following land use areas:
 - Mixed Use Residential focus east of Page Road, Streich Avenue (south of Davis Road), the southern entry along Albany Highway and the Albany Highway/Page Road intersection.
 - Mixed Use Retail Core focus on both sides of Albany Highway generally between Page Road and Fancote Street/Davis Road.
 - Commercial focus to accommodate large format retail and small showrooms along Albany Highway south of Fancote Street/Davis Road.
 - Residential focus areas located on the southern (Ottoway Street) and eastern (Gilwell Avenue) extents.

Mixed land use may comprise residential, commercial, office, retail, food and beverage and entertainment uses that contribute to the vibrancy and activation of the centre. Guidance is provided on ground floor land uses to provide specific activation for particular locations and land use areas.

- Built Form: The following key built form provisions are intended for the Kelmscott District Centre:
 - The core centre area includes maximum heights to six stories, with a limited core area bounded by Albany Highway, Davis Road and Streich Avenue granted potential for nine storey developments subject to specified design criteria and quality outcomes.
 - The scale and form of buildings and outcomes for the pedestrian environment are given consideration, including street front building edges being limited to two to four storey developments and with any allowable additional higher storeys to be setback from these 'podium' levels.
 - Setback plans guide minimum distances between podium (including ground) levels to the street boundary, with upper levels setback from the podium edge.
 - Prudent use of minimum building heights for key landmark sites only, at two to four storey developments.
 - Maximum building heights of two to three storey developments for residential areas are consistent with existing provisions under the WAPC's Residential Design Codes and Apartment Design Codes.
- Public Realm: Identification and, where possible, enhancement of urban spaces (e.g. Station Plaza) and green spaces (Fancote Park and MRS Parks and Recreation Public Open Space north of Saddlers Retreat). Denny Avenue is identified as a pedestrian shared space street and enhanced landscape character for Albany Highway to be achieved within private lots (either via building setbacks or within parking areas).

- Transport and movement: Recognition of road network modifications constructed through the Denny Avenue LXR Project for the draft Precinct Structure Plan’s planning horizon. Peak hour trip generation for the potential yield scenario increases by 918 and 940 trips to 2041, which is to be expected in a more intensive urban town centre environment. Enhanced pedestrian environment and local pedestrian/cycling path networks are also recognised. Precinct Structure Plan development will leverage and support existing public transport (rail) connections.
- Heritage: Identification and recognition of heritage places in accordance with the City’s Local Heritage Survey and the Station Master’s House.

The draft Precinct Structure Plan includes the following documents:

- Structure Plan Maps;
- Structure Plan Part 1 Implementation Section;
- Structure Plan Part 2 Explanatory Section;
- Local Water Management Strategy;
- Movement, Transport and Parking Strategy;
- Bushfire Management Plan;
- Acoustic and Vibration Strategy;
- Retail and Employment Strategy; and
- Servicing Strategy.

The June 2022 Council Report can be referred to for further discussion and explanation of the purpose of each document.

Refer to Advertised Kelmscott District Centre Precinct Structure Plan – Part 1 Implementation Section attached to this report.

COMMENT

The Precinct Structure Plan was advertised for 42 days from Monday 8 August 2022 until Monday 19 September 2022 with all documents made available on the City’s website. Advertising was carried out by letters to approximately 1,700 affected and nearby landowners and/or residents, direct notifications to government/service agencies, advertisements in The Examiner and The West Australian newspapers, and a website notice.

The City’s consultation period was also promoted through the City’s ‘ITK’ (In The Know) email newsletter (distributed to over 12,400 subscribers), advertising on the City’s Facebook social media channel and supported by broadcast emails to the City’s list of collated project contacts.

Summary of Submissions	No.
Total No. of submissions received:	33
No. of landowner/developer submissions of conditional support/no objection/comments only:	19
No. of landowner/developer submissions of objection:	0
No. of agency submissions of conditional support/no objection/comments only:	14
No. of agency submissions of objection:	0

Overall, these results are very encouraging and positive for the centre’s future prospects.

Refer to Schedule of Submissions, Confidential Submitter Plan and Confidential Submitter Names and Address List attached to this report.

Four key issues raised in submissions are discussed below:

Issue 1 – Extension of the identified Precinct Structure Plan boundary, in particular:

- *‘Eastern Area – Saddlers Retreat’: Incorporate Residential-zoned lots north of Saddlers Retreat, currently approved for development as an aged care facility;*
- *‘Eastern Area – Clifton Street’: Incorporate Urban Development-zoned lots along Clifton Street; and,*
- *‘Southern Area’: Incorporate Residential-zoned lots on the western side of Albany Highway between Ottawa Street in the north and Fancote Street, in the south.*

Submissions on this issue were received from some of the existing landowners of lots abutting the identified Precinct Structure Plan boundary. The submissions proposed amendments to the Precinct Structure Plan boundary as described below, followed by a summary of justification:

Eastern Area – Saddlers Retreat:

- Including the site in the Precinct Structure Plan with an R-AC4 density code allows increased height and development potential for an aged care development.
- The eastern extension accords with the objectives of the ‘River Edge’ precinct outlined in the Precinct Structure Plan.
- The extension, and proposed R-AC4 density will increase employment generation for the precinct and improve commercial viability.
- The development will activate the surrounding Parks and Recreation Reservation.
- Mixed Use – Residential zoning best reflects the approved Aged Care Facility for the site.

Eastern Area – Clifton Street:

- Include land east of the Canning River to increase population and encourage business and investment.

Southern Area:

- Including these lots provides a high quality commercial gateway consistent with land use on the opposite side of Albany Highway. The ‘Southern Extension’ area has a different identify to other residential areas; inclusion will improve legibility and consistent development outcomes.
- Densities were not used to define the Precinct Plan boundary, given that existing zonings can accommodate density targets.
- Land further from the identified centre points than the ‘Southern Extension’ area is included in the Precinct Plan. The land is closer to Kelmscott and Challis stations than other land in the Precinct Plan.
- The Precinct Structure Plan includes area that was subject to Amendment 89 (Note: now gazetted in TPS No.4), negating the City’s justification that surrounding scheme amendments provide a logical limit to the Precinct Plan.
- Other non-residential uses are already operating in the ‘Southern Extension’ area.
- Commercial land uses were supported for Albany Highway-fronting lots during consultation. Such uses provide opportunity for coordinated access strategies by establishing requirements for easements.

Refer to Submitter Boundary Extension Proposals Plan attached to this report.

Comment

Identifying an appropriate boundary for Precinct Structure Plan preparation is an important component of the Precinct Structure Plan process and a key consideration of State Planning Policy 7.2 Precinct Design. As reported in June 2022, the boundary was to be identified with consideration to the site/context analysis (including opportunities and constraints) and addressing a range of factors such as target dwelling yields, walkable catchments, zoning or other boundaries in statutory planning instruments (i.e. TPS No.4), land ownership, built form characteristics, transitions to surrounding areas, physical features and transport networks and infrastructure/services. The City's lead consultant and the City's Officers have considered the following aspects in establishing the current precinct boundary:

- Previous TPS No.4 Amendment No.89 and Amendment No.100 which reviewed and increased housing density in proximity to the Kelmscott District Centre and train station (both Amendments implemented major Local Planning Strategy recommendations);
- The current extent of the existing District Centre zone in Kelmscott;
- Existing Urban Development zoning east of the Canning River, including the previously-approved Structure Plan for the area south of lots fronting Gilwell Street;
- The need to transition to the River Road Heritage Area (as defined by Local Planning Policy PLN 3.9);
- The achievement of desired increases in residential dwelling numbers (yields); and,
- The 400m walkable catchment applied to District Centres through SPP4.2.

The above key considerations were applied holistically during Precinct Structure Plan preparation, which resulted in a boundary that largely matches the existing TPS No.4 District Centre Zone. Where appropriate, residential land was also included where land use change would be providing an appropriate 'rounding off' for the final centre boundaries. In that regard, any further expansions should be approached with caution.

The southern extension of the precinct would propose an increase to the amount of commercial or mixed use floorspace in the Kelmscott District Centre and would further risk entrenching the Centre's elongated linear footprint, rather than concentrating development intensity, mixed use development outcomes and activities within the Centre core. There is also concern that facilitating land use change in this extended area would introduce further impacts on adjoining residential areas, noting that the existing approved non-residential developments in this southern extension area are limited and were previously determined to have met the objectives of the TPS No.4 Residential zone. Further commercial activities would put this at risk.

In like manner, the context to the south of the eastern extension (Saddlers Retreat) is residential in character and amenity; it is characterised by single storey single dwelling development that transitions to the River Road Heritage Area and Canning River environs. Rather than increase development intensity, the identified expansion area should provide a suitable transition between the building bulk/scale of the District Centre with the residential area on the southern side of Saddlers Retreat and the Canning River environs to the east. It is important that development in the 'River Edge' precinct be of a scale that presents well to those using the riverfront public spaces (refer to Part 1 Objective 2.3.3 c)). Existing development approvals have been granted for an aged care development on the subject site

that was determined by the JDAP to satisfy the objectives of the Residential zone and the development standards in Town Planning Scheme No.4.

Expansion to include the eastern extension (Clifton Street) is not supported as lots are already zoned Urban Development for residential land use (as opposed to a centre zoning), and one Structure Plan is already approved by the WAPC for a significant part of the Urban Development zone.

For completeness, it should also be noted that any expansion of the Precinct Structure Plan boundary would likely require re-advertising of the Precinct Structure Plan. In addition, landowners can seek alternative zoning and development outcomes for their landholding(s) via Amendments to TPS No.4.

Recommendation:

It is recommended that the submissions seeking alternate Precinct Structure Plan boundaries not be supported.

Issue 2 – Additional Precinct Structure Plan provisions to address high pressure gas pipeline standards.

ATCO's submission on the proposed Precinct Structure Plan noted its ownership and operation of three (connected) high pressure gas pipelines within Gilwell Avenue, Page Road, Davis Road and Railway Avenue in the Precinct Structure Plan area. ATCO also noted that the proposed Precinct Structure Plan falls within the scope of the WAPC Draft Development Control 4.3 Planning for High Pressure Gas Pipelines as the high pressure gas pipelines operate at/above 1,900 kPa.

ATCO's submission includes the following comments:

- Any sensitive land use or high density community use developments (Note: these are defined by Australian Standards and are not transparently identified in planning policy) within the policy trigger distance (in Kelmscott a corridor approximately 200m wide) would require the developer, in consultation with ATCO as the pipeline operator, to prepare a Pipeline Risk Management Plan for all the development design phases (preliminary through to final), to assess and control the risk and ensuring that:
 - People and any other development in the vicinity of a high-pressure gas pipeline are not subject to an unacceptable risk from that infrastructure; and
 - People and any other development in the vicinity of a high-pressure gas pipeline do not pose an unacceptable risk to the integrity of that infrastructure;
- Where development is not a sensitive land use or a high density community use, ATCO Technical Compliance Team requests a 6 metre setback to standard building line; and
- ATCO identifies that the proposed future development may require additional safety measures to be considered, identified and put in place for risk mitigation to the high pressure gas pipeline.

Comment

The reticulated gas distribution network and high pressure gas pipelines in the Kelmscott area have been operational for many years. From information available to the City, it has been identified that the network was constructed sometime between the preparations of the 1955 Stephenson and Hepburn Report and the 1978 'Planning Structure for the South-East Corridor' Report. ATCO has not advised of the intended lifespan of its ageing infrastructure, likely upgrade/replacement timeframes, nor the appropriate standards it would apply for Town Centre locations which, by definition, would include sensitive uses.

The draft Development Control Policy 4.3 (draft DC Policy) referenced in the ATCO submission has remained in draft form since late 2016 (advertising concluded in February 2017), however the City understands that DPLH are currently in the process of finalising the policy for release in an amended form. The draft DC Policy includes definitions of development considered to be sensitive, but the definition is broad and is adapted from a single Australian Standard (whereas multiple Australian Standards apply to high pressure gas pipelines).

While risk management is an important consideration, ATCO has not included information or comments on the nexus between the proposed Precinct Structure Plan and its mitigation measures for future development. In this instance the Precinct Structure Plan does not propose significant land use change (such as, for example, rural to urban development) and maintains existing town centre land use typologies. ATCO's submission does not recognise this, nor does it recognise that there may be approved operating land uses that satisfy the 'sensitive' development definition. In this regard it is also possible that permitted 'P' land uses under TPS No.4 do not require the development approval of the City or trigger development approval requirements while still being considered 'sensitive' by ATCO.

ATCO's submission is also considered to be unclear regarding required risk management and mitigation, the resulting setback requested by ATCO, and the technical/planning justifications that would be necessary to impose these requirements as planning interventions. It is not considered to be orderly planning to impose servicing setback requirements without justification and it is considered infrastructure should be subservient to town centre locations rather than town centre vitality and redevelopment being constrained by ageing infrastructure that requires upgrading by operators.

Should these development restrictions be proposed on the basis of Australian Standards, the City remains concerned that such standards would require a specialised level of engineering expertise to interpret which by definition are not readily accessible to the general public and can require considerable cost to obtain. Furthermore, a 6m setback has the potential to impact a town centre environment where nil setbacks improve street front activation and where the feasibility of commercial floorspace and residential dwelling yields are considerations of primary importance for redevelopment and investment.

Finally, it is observed that service providers should and do conduct their own risk mitigation measures and schedule appropriate asset renewals to accommodate urban development and provide services to the growing metropolitan region. If this does not occur, service providers are likely to substantially constrain or even sterilise developable land in town centres such as the Kelmscott District Centre and impinge on the City's and the State Government's objectives. In this regard, draft DC Policy 4.3 Policy Measure 6.2.2 states that opportunities

should be taken to avoid unnecessarily sterilisation of land by setting excessive setbacks without first fully considering other risk mitigation measures.

Recommendation:

That the submission not be supported noting the draft nature and age of the WAPC's draft DC Policy 4.3, and also noting that ATCO's submission is not considered sufficiently detailed to justify the Precinct Structure Plan modifications requested.

Issue 3 – Department of Fire and Emergency Services submission relating to bushfire management.

The submission received from the Department of Fire and Emergency Services (DFES) lists inputs where DFES questions classifications of vegetation, the bushfire hazard rating assigned to vegetation areas and the Bushfire Management Plan's management responses. These include:

- Application of 'low threat' vegetation classification to vacant landholdings north of Saddlers Retreat associated with an approved aged care facility;
- Use of firebreak notices to enforce asset protection zones or apply 'low threat' hazard status; and
- Possible future rezoning of lots on Page Road (adjacent to Canning River) to 'R-AC4' which intensifies land use on lots exposed to BAL-40/BAL-FZ.

Comment:

Vacant landholdings north of Saddlers Retreat associated with the approved aged care facility are currently well maintained, and the approach of the consultant, Emerge, in excluding Plot 10 (Page Road/Saddlers Retreat vicinity) is understood. The City also notes that the proponent of the aged care facility has development approvals in place and remains committed to construction in the short to medium term. Should ground conditions be substantially different in the vicinity of Plot 10 (Page Road/Saddlers Retreat vicinity) the Precinct Structure Plan map can be amended to identify surrounding lots where updated BAL assessments could be required at later subdivision and development stages.

DFES did not identify specific spatial areas of concern where Emerge utilised a Firebreak Notice to achieve the BAL ratings proposed, in addition to other BAL rating matters DFES raised. The City notes that BMP Section 4.2 Temporary/Manageable Hazards acknowledges that Firebreak Notices are merely one tool to reduce bushfire hazard, but this section of the BMP applies to areas of undeveloped residential land that have been classified for the purposes of the BMP; assessments for future development applications are another tool.

The City maintains that the Precinct Structure Plan land use zones for lots along Page Road (adjacent to the Canning River) are appropriate at this stage, noting that land is already zoned for Urban purposes under the Metropolitan Region Scheme, the provisions of State Planning Policy 3.7 Planning in Bushfire Prone Areas continue to apply at subsequent planning assessment stages and the Structure Plan has identified that development outcomes may be limited. The latter can be confirmed by a future Method 2 BAL Assessment if required.

Recommendation:

That the submission not be supported at this time.

Issue 4 – Main Roads Western Australia submission relating to future Albany Highway road planning and technical inputs to the Movement, Transport and Car Parking Strategy

Main Roads Western Australia (MRWA) lodged a submission indicating that it required modification of the Structure Plan report, a revised Movement, Transport and Car Parking Strategy to address its comments and a revised Bushfire Management Plan to accord with its comments. MRWA indicated it required these documents prior to providing a recommendation on the Precinct Structure Plan. MRWA comments are responded to in detail within the Schedule of Submissions, and therefore only the key matters are discussed in this report.

The following key matters are of particular interest:

- MRWA prefers that lots do not have direct access to the Primary Regional Road (Albany Highway) and rationalise access to consolidated access points via parallel service roads. MRWA does not support car parking along the Primary Regional Road Reservation. In addition to state and local planning policies guiding and limiting access, MRWA encourages implementation of a Vehicle Access Strategy.
- In relation to the Movement, Transport and Car Parking Strategy, MRWA cannot confirm how development will impact on the state road network as trip generation rates require justification, peak hour flows appear to be underestimated, modelling files require review by MRWA, further consideration of household car ownership reduction is necessary and further proposals (e.g. traffic treatments, speed limit changes) require MRWA approval.
- The MRWA submission states that this section of Albany Highway is close to its ultimate configuration; no additional lanes beyond the existing dual carriageway are proposed.

Comment:

The City's initial review of MRWA's submission identified that MRWA did not make any reference to the State Government's recently-completed Denny Avenue LXR Project which resulted in major road upgrades and modifications to Albany Highway (MRWA-controlled), as well as to Davis Road, Denny Avenue and other local connecting roads. These modifications have set the regional road network in place for the medium to long term horizon and the City has deliberately sought, through the Precinct Structure Planning process, to work consistently with the State Government's infrastructure outcomes.

The City's Movement, Transport and Parking Strategy was prepared by transport consultants Flyt, who were also engaged by the State Government to prepare traffic modelling in Kelmscott for many years prior to and during the Denny Avenue LXR Project. Flyt advises that its modelling was developed for a variety of State Government agencies involved in initial project planning, including the former Metropolitan Redevelopment Authority (now DevelopmentWA), MRWA and METRONET. Prior to Flyt's model being applied to the Kelmscott Precinct Structure Plan, the model was most recently used by METRONET for the

MRWA ‘Stage 1’ and ‘Stage 2’ traffic signal approval process (which included presentation of the model to MRWA network operations team and adjustments in response to MRWA feedback).

Flyt advises that Section 5 of the Movement, Transport and Parking Strategy already outlines in detail the approach taken to trip generation, background trip growth (based on MRWA’s strategic models) and extension of the model from 2031 (Denny Avenue LXR Project forecast horizon) to 2041 (Precinct Structure Plan forecast horizon).

The City acknowledges MRWA’s preferred intention to rationalise vehicle access, however the City does not consider that a vehicle access strategy is warranted in this instance. The Denny Avenue LXR Project has established and set road network modifications and crossovers, some lots are solely accessible from Albany Highway and/or have reciprocal rights of access easements in place. It is also noted that future development in accordance with Precinct Structure Plan outcomes could result in crossover closures and removal of parking areas fronting Albany Highway (particularly in the centre core) as redevelopment occurs. It is noted that MRWA has not indicated an intention to construct any separate parallel service roads within its reservation, has indicated that Albany Highway is close to its ultimate configuration and advised in earlier consultation that it has no intention to effect the closure of existing crossovers. The City therefore proposes a measured approach to vehicle access that will allow redevelopment while also achieving MRWA’s aims for its regional road network.

Comments provided by MRWA in relation to bushfire management are noted, however these are more appropriately dealt with by DFES, and comments relating to road and rail noise applicable to future planning stages are already addressed in the Precinct Structure Plan.

Recommendation:

That MRWA’s submission generally not be supported, with matters relating to subsequent planning stages noted.

ANALYSIS

Schedule of Modifications

Schedule 2 Part 4 Division 3 of the *Regulations* provides that the Local Government can submit to the WAPC a Schedule of Modifications it wishes to recommend in response to comments received during advertising and assessment of a Precinct Structure Plan prior to its approval by the WAPC. During and after the advertising period, the City undertook further reviews of the Precinct Structure Plan’s Part 1 Implementation Section and it recommends that further modifications be made in order to strengthen Council’s objectives for landscaping and interim development, improve clarity and cross referencing between different plans in Part 1, correct minor anomalies, correct typographical errors and improve consistency with TPS No.4 and the Deemed Provisions.

Refer to Schedule of Modifications attached to this report.

Planning Process

Schedule 2 Part 4 Division 3 of the *Regulations* outlines the process for Precinct Structure Plan preparation and approval. It provides for the Precinct Structure Plan to be advertised for a minimum 42 day period. Advertising must include notice on the City's website, however as discussed earlier in this report the City also writes to adjoining and affected landowners, writes to service agencies, publishes a notice in a local newspaper and considers additional communication methods in consultation with the City's Communications and Marketing Department.

The City must subsequently prepare a further report (i.e. this report) on the Precinct Structure Plan responding to submissions and providing the City's recommendation within 60 days of the close of advertising, however as in this instance the City is the creator and proponent of the Precinct Structure Plan and not simply an assessment authority, additional time to review submissions was justified. This report and the submissions are to be submitted to the WAPC (the determining authority) for assessment and approval.

The *Regulations* assign a 120 day period for the WAPC's assessment process, however in the City's experience the State Government assessment process for Precinct Structure Plans is considerably longer. It is further noted that WAPC determination and timeframes may also be impacted by the normalisation intentions of DevelopmentWA for its Kelmscott Redevelopment Area included in the Precinct Structure Plan boundary.

Future Project Tasks

The preparation of draft Precinct Structure Plan documents is the main component of the Kelmscott District Centre Precinct Structure Plan project to be prepared and finalised by the lead planning consultant. However, in order to support the final development outcomes in the Precinct Structure Plan, a future Amendment to TPS No.4 will be prepared to incorporate key development controls into the Scheme and to review any land use zone changes required to assist in implementation of the Precinct Structure Plan.

The lead planning consultant will also subsequently be preparing a 'recommendations report' (note: separate to this Precinct Structure Plan Recommendation Report to the WAPC). The recommendations report will capture consultation outcomes or other recommendations that are unable to be addressed by the planning framework. It is expected that preparation of the future scheme amendment and the recommendations report will be progressed after Council's consideration of Precinct Structure Plan submissions (i.e. this report). The City's Corporate Business Plan also lists a separate, but connected, action to prepare a Public Realm Strategy to supplement and support the public realm outcomes for the Kelmscott District Centre contained in the Precinct Structure Plan itself.

OPTIONS

The following options are available to Council:

1. Resolve to recommend that the WAPC approve the Precinct Structure Plan with modifications, for the reasons outlined in this report and its attachments, or by providing alternative modifications and reasons.
2. Resolve to recommend that the WAPC approve the Precinct Structure Plan without modification, providing reasons for its decisions.
3. Resolve to recommend that the WAPC not approve the Precinct Structure Plan, providing reasons for its decision.

CONCLUSION

The Kelmscott District Centre Precinct Structure Plan is an important planning document that will guide further subdivision and development in the Kelmscott District Centre consistent with the WAPC's and Council's strategic planning framework for District Centres. This strategic planning project will assist both the City and private landowners in achieving high quality built form and public realm outcomes, support ongoing regeneration and further the development and revitalisation of the Kelmscott District Centre.

Council's consideration of submissions in this report is a major project milestone, made possible by community inputs and substantial work by the City's consultant team and Planning Services Department over the preceding two years.

The Precinct Structure Plan has been prepared and advertised in accordance with the requirements of the *Regulations* and is considered suitable for the purposes of Council's recommendation to the WAPC. The City will continue to liaise with the WAPC and other agencies to progress the final assessment and approval of the Precinct Structure Plan.

It is recommended that Council endorse the Schedules of Submissions and Modifications, and recommend to the WAPC that it approve the Structure Plan subject to the Schedule of Structure Plan Modifications. In accordance with the above report and attachments, Option 1 is recommended.

ATTACHMENTS

1. ↓ TPS No.4 Zoning Plan - Kelmscott District Centre Precinct Structure Plan
2. ↓ Explanatory Text Attachment Preliminary Phase 1 -Consultation Information
3. ↓ Advertised Kelmscott District Centre Precinct Structure Plan - Part 1 Implementation Section
4. ↓ Schedule of Submissions - Kelmscott District Centre Precinct Structure Plan
5. ↓ Extensions to Precinct Structure Plan Boundary - Submitter Proposals
6. ↓ Schedule of Modifications - Kelmscott District Centre Precinct Structure Plan
7. Confidential Submitter Plan - Kelmscott District Centre - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*
8. Confidential Submitter Names and Address List - Kelmscott District Centre - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*

Committee discussed the Kelmscott District Centre Precinct Structure Plan including modifications to the provisions and plans contained within the draft Precinct Structure Plan ie. provision for additional landscaping (trees), identification of existing trees, retention of trees policy, nil building setbacks etc.

Committee requested that prior to the next Council meeting, officers to provide additional information on the proposed modifications to the draft Precinct Structure Plan for Council's consideration.

RECOMMEND

D3/2/23

That Council:

- 1. Endorse the comments made in this report, the Schedule of Submissions and the Schedule of Structure Plan Modifications dated 23/02/2023, both attached to this report, in response to the preparation, advertising and agency referral of the Precinct Structure Plan.**
- 2. Pursuant to Schedule 2 Clause 20 of the *Planning and Development (Local Planning Schemes) Regulations 2015*:**
 - a) Forward the Kelmscott District Centre Precinct Structure Plan, this report and attachments (including Schedule of Submissions and Schedule of Structure Plan Modifications) dated 23/02/2023 to the Western Australian Planning Commission; and**
 - b) Recommend that the Western Australian Planning Commission approve the proposed Kelmscott District Centre Precinct Structure Plan, subject to the modifications listed in the Schedule of Structure Plan Modifications dated 23/02/2023 attached to this report.**
- 3. Note that City Officers will continue to liaise with the Western Australian Planning Commission and other agencies to resolve any matters raised by the Schedules of Modifications and Submissions.**
- 4. Advise submitters of its decision at the time that the Structure Plan is granted final approval by the WAPC.**

**Moved Cr R Butterfield
MOTION CARRIED**

(7/0)

Council resolved at its Ordinary Meeting on 27th February 2023 that Recommendation D3/2/23 be amended to read as above.

***1.3 - CONFIDENTIAL REPORT - WUNGONG DEVELOPMENT CONTRIBUTION
PLAN REVIEW - CONSIDERATION OF SUBMISSION TO DEVELOPMENTWA***

MEETING CLOSED TO PUBLIC

MOVED Cr P Hetherington

That the meeting be closed to members of the public as the matter is considered to be confidential under Section 5.23(2) (h) of the Local Government Act, as it deals with other matters as may be prescribed.

Motion Carried (7/0)

Meeting declared closed at 8:23pm. Members of the public left the meeting.

Cr Keogh declared a non-financial interest in this item as he is a member on the DevelopmentWA Armadale Land Redevelopment Authority Committee. As a consequence, there may be a perception that his impartiality on the following matter may be affected, but declared that he would disregard this association, consider the matter on its merits and vote accordingly.

WARD : RANFORD
MINNAWARRA
FILE No. : M/51/23
DATE : 16 February 2023
REF : RS
RESPONSIBLE : EDDS
MANAGER

In Brief:

- A confidential report is presented in the Confidential Attachments to this Agenda.

Tabled Items

Nil.

Decision Type

- Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- Executive** The decision relates to the direction setting and oversight role of Council.
- Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil.

Strategic Implications

- 1.2.3 Provide for a diverse range of active and passive recreational pursuits within the City.
- 1.3.1 Ensure the equitable provision of Community Facilities throughout the City.
- 2.2.1 Focus on achieving a high level of streetscape amenity in new developments.
- 2.5.4 Proactively plan for normalisation of DevelopmentWA area back to the planning jurisdiction of the City.

Legal Implications

Metropolitan Redevelopment Authority Act 2011
WAPC's State Planning Policy 3.6 - Infrastructure Contributions
Town Planning Scheme No. 4

Council Policy/Local Law Implications

Nil.

Budget/Financial Implications

The Wungong Development Contribution Plan (DCP), currently administered by DevelopmentWA, collects development contributions to fund the development of facilities and infrastructure in the DevelopmentWA Wungong Masterplan area. The City is required to manage the future recurrent costs for the facilities and the majority of the infrastructure included in the DCP where it becomes the City's responsibility. Furthermore, if initial capital expenditure is not covered by DCP funding or met via other arrangements, the capacity to deliver the required facilities and infrastructure for the area may be delayed or not occur.

It is proposed that the Wungong Masterplan area and the associated DCP are normalised, however this should not occur until a number of the outstanding issues and funding is resolved. This will include the need for Council to initiate scheme amendments to introduce a planning framework for Wungong area, including a DCP, into the City's Town Planning Scheme. The DCP review, including its outcomes and the financial consequences, will form part of Council's consideration for this to occur.

ATTACHMENTS

1. Confidential Report - Wungong DCP Review - Consideration of Submission to DevelopmentWA - refer to separate attachment - *This matter is considered to be confidential under Section 5.23(2) (h) of the Local Government Act, as it deals with other matters as may be prescribed*

RECOMMEND

D4/2/23

That Council adopt the recommendation, as amended in the Confidential report.

Moved Cr R Butterfield

MOTION CARRIED

(7/0)

MEETING OPENED TO PUBLIC

MOVED Cr P Hetherington that that the meeting be opened.

Motion carried (7/0)

Meeting declared open at 9.00pm. Members of the public did not return to the meeting.

Council resolved at its Ordinary Meeting on 27th February 2023 (behind closed doors) that the Confidential Recommendation D4/2/23 be amended to read as above.

COUNCILLORS' ITEMS

Nil

EXECUTIVE DIRECTOR DEVELOPMENT SERVICES REPORT

Nil

MEETING DECLARED CLOSED AT 9.02 PM

DEVELOPMENT SERVICES COMMITTEE		
SUMMARY OF ATTACHMENTS		
20 FEBRUARY 2023		
ATT NO.	SUBJECT	PAGE
1.1 PROPOSED AMENDMENT - LOCAL PLANNING POLICY PLN 4.1 - THE DESIGN OF INDUSTRIAL ESTATES		
1.1.1	Current Local Planning Policy 4.1 - The Design of Industrial Development Estates	37
1.1.2	Proposed Local Planning Policy 4.1 - The Design of Industrial Development Estates	46
1.1.3	Ultimate Staged Road Layout Plan - Lots 902, 9006, 9045 & 9550 Remisko Drive & Alex Wood Drive, Forrestdale	56
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1.2 RECOMMENDATION TO WAPC - KELMSCOTT DISTRICT CENTRE PRECINCT STRUCTURE PLAN		
1.2.1	TPS No.4 Zoning Plan - Kelmscott District Centre Precinct Structure Plan	58
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1.2.3	Advertised Kelmscott District Centre Precinct Structure Plan - Part 1 Implementation Section	60
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PLN 4.1 THE DESIGN OF INDUSTRIAL SITES AND ESTATES

1. INTRODUCTION

Industrial zoned land within the City of Armadale occupies strategic positions in relation to:

- Major roads (Tonkin Highway, South West Highway, Rowley Road, Ranford Road, Armadale Road, Champion Drive, Railway Avenue, Gillam Drive); and
- Residential areas (Kelmscott Industrial area).

This policy includes a map (Figure 1) indicating all the Industrial zoned land located within the City of Armadale.

In view of these strategic locations and the desire to improve the visual impact of industrial areas, Council seeks to encourage and coordinate development that is of a high quality, visually attractive and functional. Council also seeks to maintain a high level of vehicle permeability and accessibility through the industrial area.

The purpose of this policy is to assist the applicant in achieving the desired quality of site development, maintenance and road network and accessibility envisaged by the City of Armadale.

Permeability Definition/Objective – *“Street networks should be connected or ‘permeable’, which encourages walking and cycling, using a variety of routes and make places easier to navigate. Internal permeability to appropriate connections is important within a neighbourhood to encourage movement to and within by all modes of transport (not just vehicles)”*. Source: 2015 Liveable Neighbourhoods Draft. WAPC.

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This policy will be applied to applications to subdivide or develop land zoned for General Industry and Industrial Business within the City of Armadale. Areas zoned Industrial Development with an approved structure plan will also be subject to the provisions of this policy.

3. POLICY OBJECTIVES

The Policy Objectives are:

- a) To achieve and maintain a high standard of development and vehicle permeability throughout industrial areas within the City of Armadale. Of particular importance is visual amenity in relation to built form, colour, tone, materials and landscaping, particularly for those parts of a development that can be viewed from public areas or nearby residential properties.
- b) To ensure a consistent and high quality approach to the development of the visual landscape.

- c) To ensure screening of aspects of a development considered unsightly by the City that may prejudice the amenity of the area.
- d) To provide convenient, functional and safe access arrangements into and out of industrial sites.

4. POLICY STATEMENT

4.1. Building Setbacks

4.1.1. Buildings are to be setback from boundaries in accordance with Clause 4D.1 of TPS No. 4.

4.1.2. Minimum street setbacks shall be as per Table 1.

Table 1: Building setback requirements

Area	Front Setback	Secondary Street Setback
Forrestdale Business Park East (area bound by Tonkin Highway, Ranford Road and Armadale Road)	Minimum 15 metres Maximum 21 metres	6 metres
All other industrial areas	7.5 metres	Determined at the discretion of the City

4.1.3. The City may allow an averaging of the front setback on certain lots where it is considered by the City to better accommodate car parking and servicing requirements or it improves the streetscape.

4.1.4. The street setback area is only to be used for landscaping, vehicular access and parking, not including the parking of vehicles which are being wrecked, repaired or stored. The street setback area must not be used for the storage of any goods or materials.

4.2. Building Design

4.2.1. Buildings shall be designed in accordance with Clauses 4D.2 and 4D.3 of TPS No. 4.

4.2.2. Development within Forrestdale Business Park East is to achieve a minimum site cover of 20% of the lot area for lots up to 1500m² in area.

4.2.3. Lots greater than 1500m² in area are to achieve a minimum site cover of 300m².

4.2.4. Buildings shall respond to the alignment of the lot boundaries. Where lots have non-rectangular shapes, alignment with the street frontage is the priority.

4.2.5. The external surfaces of all walls that are on or near a property boundary shall be painted, rendered and painted or finished in face brick and be consistent with the schedule of colours approved by the City of the development.

4.2.6. Developments of two or more building/structures on a site shall create a cohesive, well-coordinated and complementary development of similar construction quality.

4.2.7. Building massing shall complement adjacent development to create a cohesive streetscape.

4.2.8. The facades and portions of all buildings that are visible from the street shall be designed and constructed in a manner which in the opinion of the City is to a human scale and provides visual interest.

Buildings shall not be designed with blank walls facing the street or other public areas. The use of windows, variations in wall plane and articulation through the setting back of upper portions may be used to assist in achieving this outcome.

Small scale design elements and features adjoining the exterior walls are encouraged to create human scale. Building materials that express a small-scale may also be used around activated land uses and entrances to assist in breaking down any perceived mass of large wall planes.

4.2.9. Pedestrian entrances shall be covered to provide weather protection, and include well placed windows to enhance passive surveillance from within the development. If the pedestrian entrance directly abuts the car park, a pedestrian path / refuge area must be provided to separate the entrance from the car park.

4.2.10. Any activated customer based land uses shall be set forward of the main building alignment. If all uses are integrated in one building, street frontages shall be broken up by varying wall planes, heights and material application.

4.2.11. All buildings shall be designed to incorporate CPTED principles to ensure surveillance of the street and public realm in accordance with the WAPC *Designing Out Crime Planning Guidelines* (June 2006).

4.2.12. The external surfaces of all walls, including boundary walls, shall be finished to the same quality of the primary façades.

4.2.13. Buildings shall utilise materials that are durable and low maintenance. Appropriately contrasting materials and finishes that contribute positively to the area shall be used. The use of recycled and/or locally sourced materials is strongly encouraged.

4.2.14. All developments shall maximise access to natural light and ventilation by incorporating windows, skylights and air vents in appropriate locations. The placement of shade structures on the building is encouraged, where they assist in reducing overheating in summer and adding visual interest to the façade.

4.2.15. Utilities infrastructure (e.g. air conditioner machinery and the like) shall be screened from public view. For example, roof mounted equipment could sit behind parapet walls that extend beyond roof height.



Figure 1: Building Layout (refer CI 4.2.9)

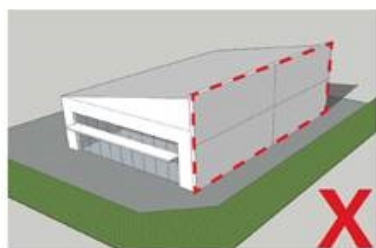


Figure 2: Articulation of Buildings (refer CI 4.2.8)

4.3. Vehicle Access

- 4.3.1. Any subdivision application must be generally in accordance with the road layout depicted in the attached plan (or Figure 2), ensuring road connections are logical, permeable and do not result in cul-de-sacs.
- 4.3.2. To reduce the total number of vehicle crossovers and promote efficient and safe traffic management, the City may require adjoining owners to enter into reciprocal rights agreements relating to access ways and car parking where appropriate as per Clauses 4D.5.5(e) and 4D.6 of TPS No.4.
- 4.3.3. The City requires that vehicle access driveway systems facilitate all vehicles being able to leave the site in forward gear. Therefore, appropriate turning areas and/or through movement of traffic shall be provided to facilitate this.
- 4.3.4. All roads and trafficable pavements areas shall be designed in accordance with the requirements of the current Local Government Guidelines for Subdivisional Development (IPWEA WA Division Inc), and the City of Armadale annexure to these guidelines.
- 4.3.5. Hard stand areas shall be paved, marked, kerbed and drained and could include permeable pavement.
- 4.3.6. All loading and unloading areas shall be provided in accordance with Clause 4D.7 of TPS No. 4. They shall be located behind the street setback area, screened from public view and appropriately marked.
- 4.3.7. Direct vehicle access is not permitted to major arterial roads including Tonkin Highway, Ranford Road and Armadale Road. Access shall be achieved via a side street, service road or coordinated reciprocal access way.

4.4. Car Parking, Bicycle Parking and End of Trip Facilities

- 4.4.1. Car parking shall be provided in accordance with the provisions of the City of Armadale Town Planning Scheme No. 4 (Clauses 4D.5, 4D.6 and Schedule 7A).
- 4.4.2. A minimum of one 45 litre tree for every four parking bays is required to be provided within the lot to contribute to a high quality street character and provide shading and cooling. Refer to the provisions of the City of Armadale Town Planning Scheme No. 4 (Part 4) and the City's Planning Policy PLN 2.9 Landscaping.
- 4.4.3. Bicycle parking and end of trip facilities shall be provided in accordance with the provisions of the City of Armadale Town Planning Scheme No. 4 (Clause 4.11 and Schedule 7B).

4.5. Fencing

- 4.5.1. Fencing within the primary and secondary street setbacks shall be no higher than 2.4 metres above the corresponding natural ground level of the adjacent footpath or road.
- 4.5.2. Front fencing within Forrestdale Business Park East shall be powder coated garrison style fencing or similar high quality open fencing to the satisfaction of the City of Armadale.
- 4.5.3. Fencing behind the building line will be in accordance with the City of Armadale Fencing Local Law.

4.6. Lighting

- 4.6.1. Outdoor lighting shall be provided to illuminate entrances of development and key pedestrian areas and should comply with Australian Standard 4282-1997 "Control of the obtrusive effects of outdoor lighting" and the City's Environment, Animals and Nuisance Local Law.
- 4.6.2. All applications for development shall be conditioned with a requirement to provide and obtain approval for an outdoor lighting plan prior to the issue of a Building Permit. Lighting shall be integrated into the built form to highlight architectural features, landscaping, main entrances and the corners of buildings.

4.7. Landscaping

- 4.7.1. All applications for development shall include a landscaping plan that is prepared in accordance with this policy, Clause 4D.4 of TPS No. 4, Local Planning Policy PLN 2.9 Landscaping and the City's Industrial and Commercial Landscaping Guidelines.
- 4.7.2. A minimum landscaping zone of two metres is to be provided along all street frontages (excluding Forrestdale Business Park East).
- 4.7.3. Within Forrestdale Business Park East, a minimum landscaping zone of three metres is to be provided along all street frontages and receive a minimum of 75% understorey planting coverage and 25% unplanted mulch area utilising native and waterwise species.
- 4.7.4. All verge areas are to be landscaped and maintained in accordance with the City's Landscaping Guideline: Industrial Commercial, and utilise native and water wise species.
- 4.7.5. A minimum of one 45 litre tree shall be provided within the verge for every 10 metres of street frontage to all street frontages as well as a minimum of one 45 litre tree for every four parking bays within the lot as required by Clause 4D.4.3(b) of TPS No. 4 to contribute to a high quality street character and provide shading and cooling.

4.7.6. Street trees shall be setback a minimum of one metre from crossovers to maintain sightlines, include root barriers where located within one metre of services and be provided in accordance with the City's ENG6 – Street Tree policy.

4.7.7. Landscaped areas shall be irrigated with a fit-for-purpose water source (e.g. rain water reuse and/or waste water recycling) and plans shall include detail in this regard. If bore water is proposed it must be justified with a stormwater capture and infiltration plan capable of demonstrating on-going sustainability (i.e. extraction must be equal to or less than infiltration).

4.7.8. All development shall be designed to minimise the extent of fill and retaining on site.

4.7.9. Some rainwater from driveways and parking areas shall be directed into landscaped areas. Flush or gapped kerbing may be necessary in this regard.

4.8. Signage

4.8.1. All signage shall be provided in accordance with Council Policy (PLN 4.2 – Advertisements – Signage).

4.9. Storage Yards & Bin Areas

4.9.1. Where provided, storage yards shall be provided in accordance with Clause 4D.8 of TPS No. 4.

4.9.2. The provision of designated outdoor storage yards is encouraged.

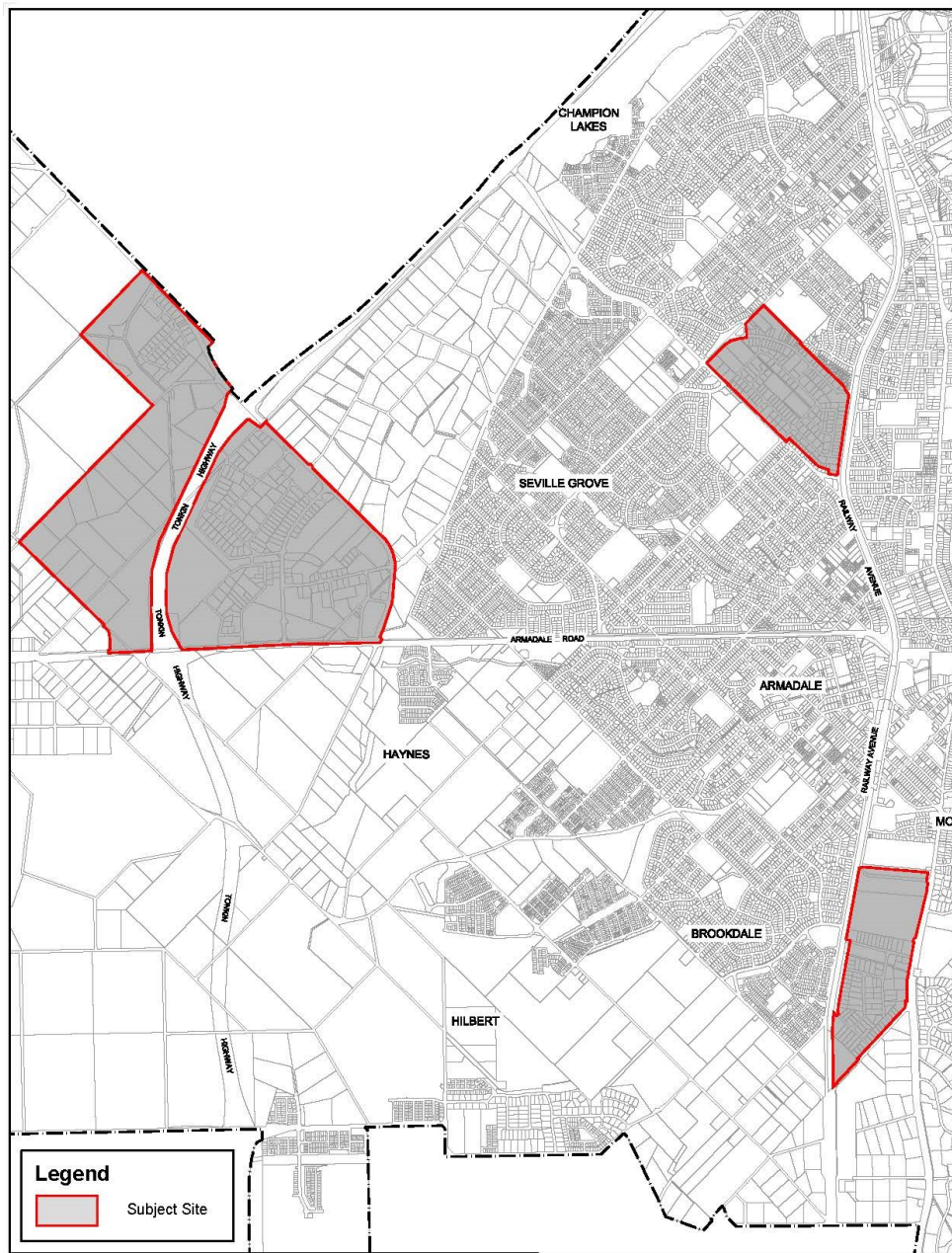
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4.9.4. Bin storage areas and outdoor storage yards shall be behind the front building line and constructed appurtenant to and be of the same material and colour scheme as the main building. These areas shall be screened so they are not clearly visible from the street and nearby or adjoining properties.

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4.10.1. All development located within a Bushfire Prone Area must comply with *State Planning Policy 3.7 – Planning in Bushfire Prone Areas* and associated guidelines.



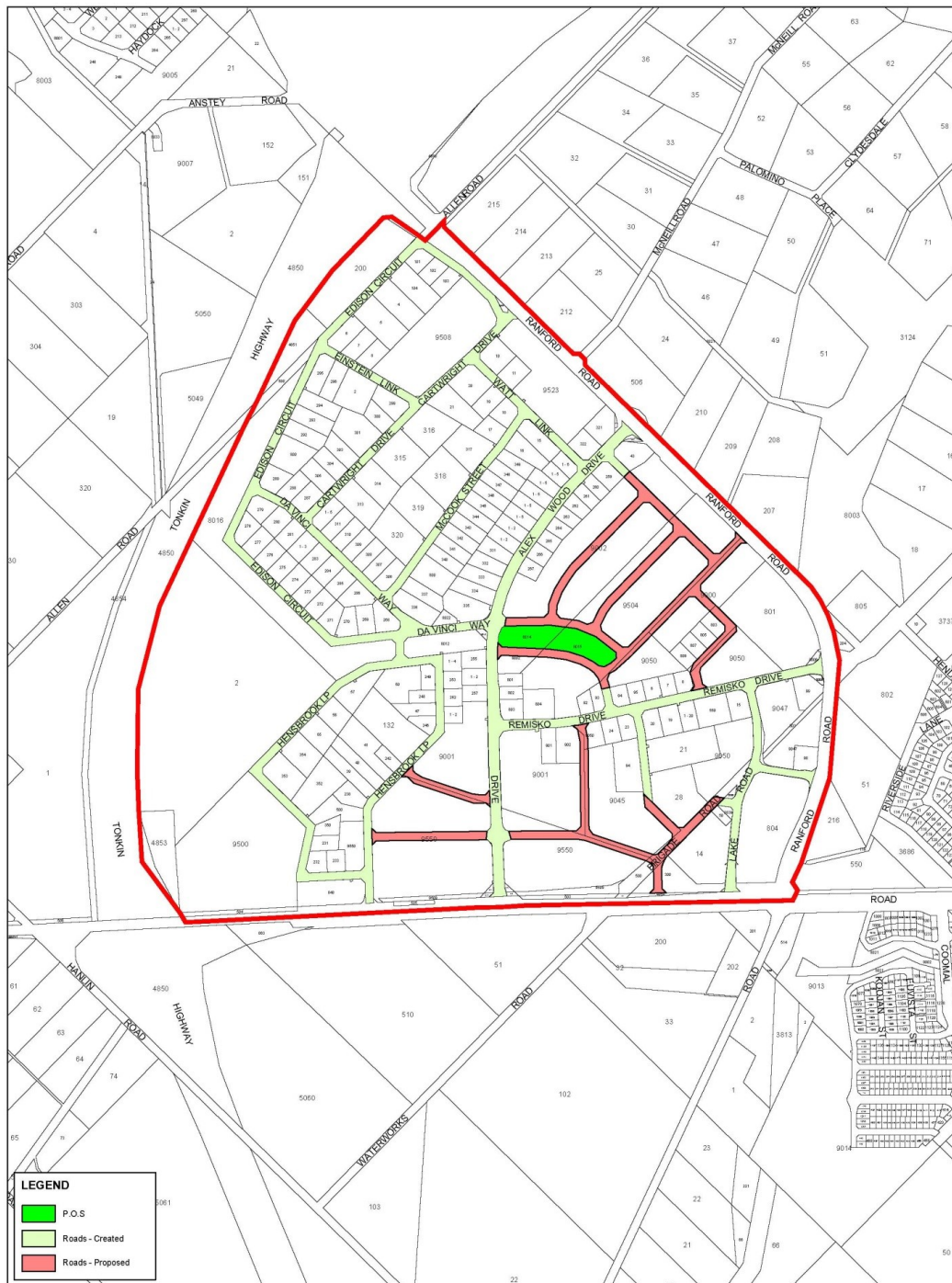
LOCATION PLAN
Industrial Precincts



DATE 21 January 2020 - REVISION 0001
p:\a\local\agenda\2023\20230220\20230220\armadale\industrial_precincts.dwg

Based on information provided by you with the permission of the
Valuer-General, Information Authority, Land & Survey, 2020.
No liability is accepted for omissions, inaccuracies or errors.





FORRESTDALE BUSINESS PARK EAST

80 0 80 160m SCALE 1 : 8000

DATE 22 January 2020 - REVISION 003
p:\a\cat\agenda_drawing\2020\2 february\policy_attachment_beindn_n\http_proposed_roads.dwg

Revised information provided by council for completion of the
Resource and/or Land Use Assessment for the proposed development.
Development completed by a qualified Professional Engineer.



PLN 4.1 THE DESIGN OF INDUSTRIAL SITES AND ESTATES

1. INTRODUCTION

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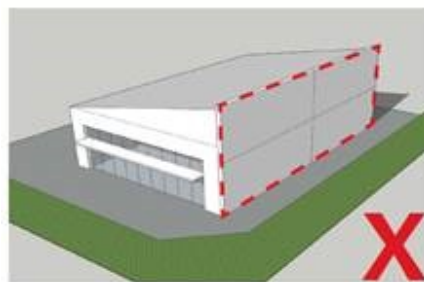


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4.9.3. Designated bin storage areas shall be provided.

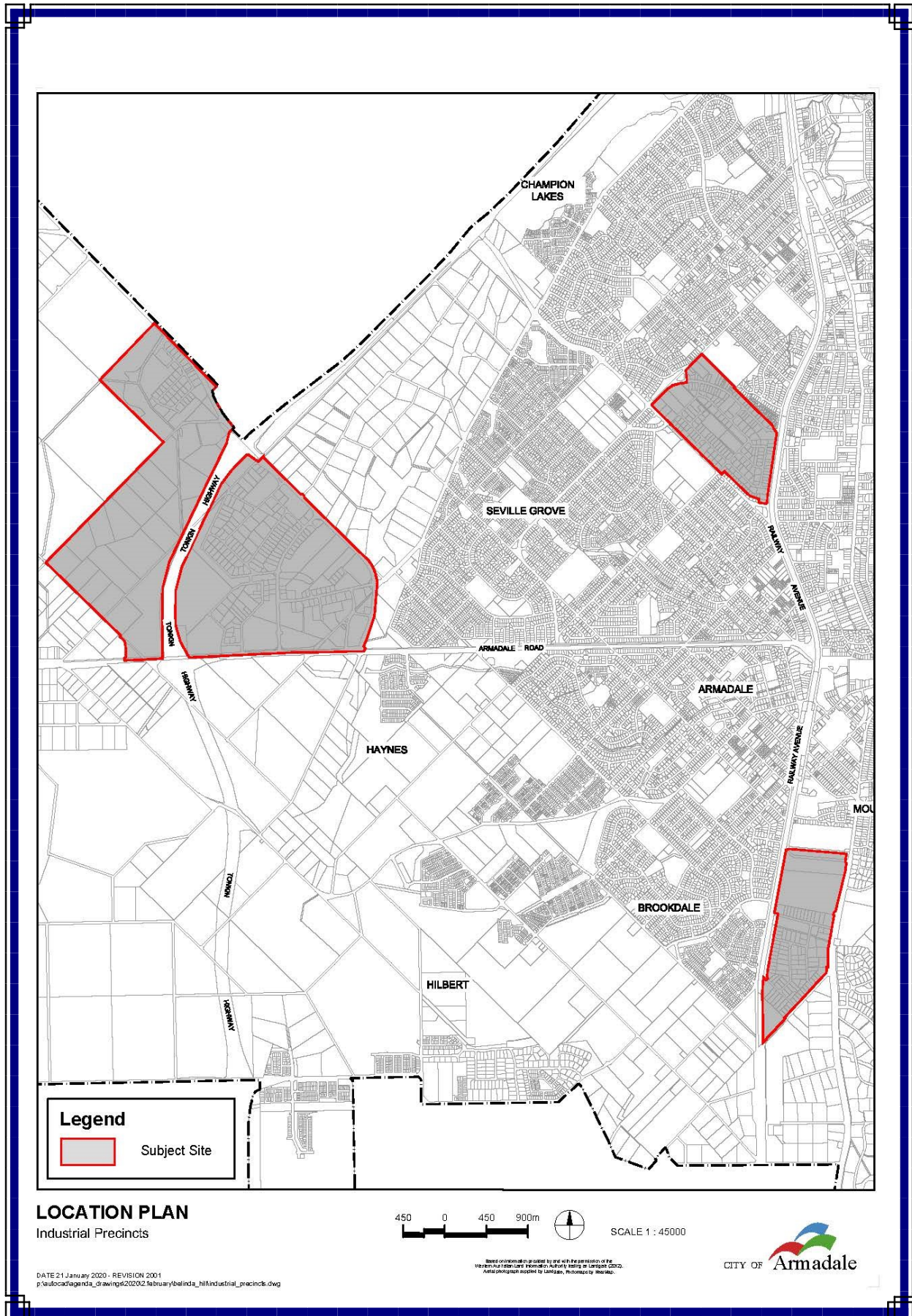
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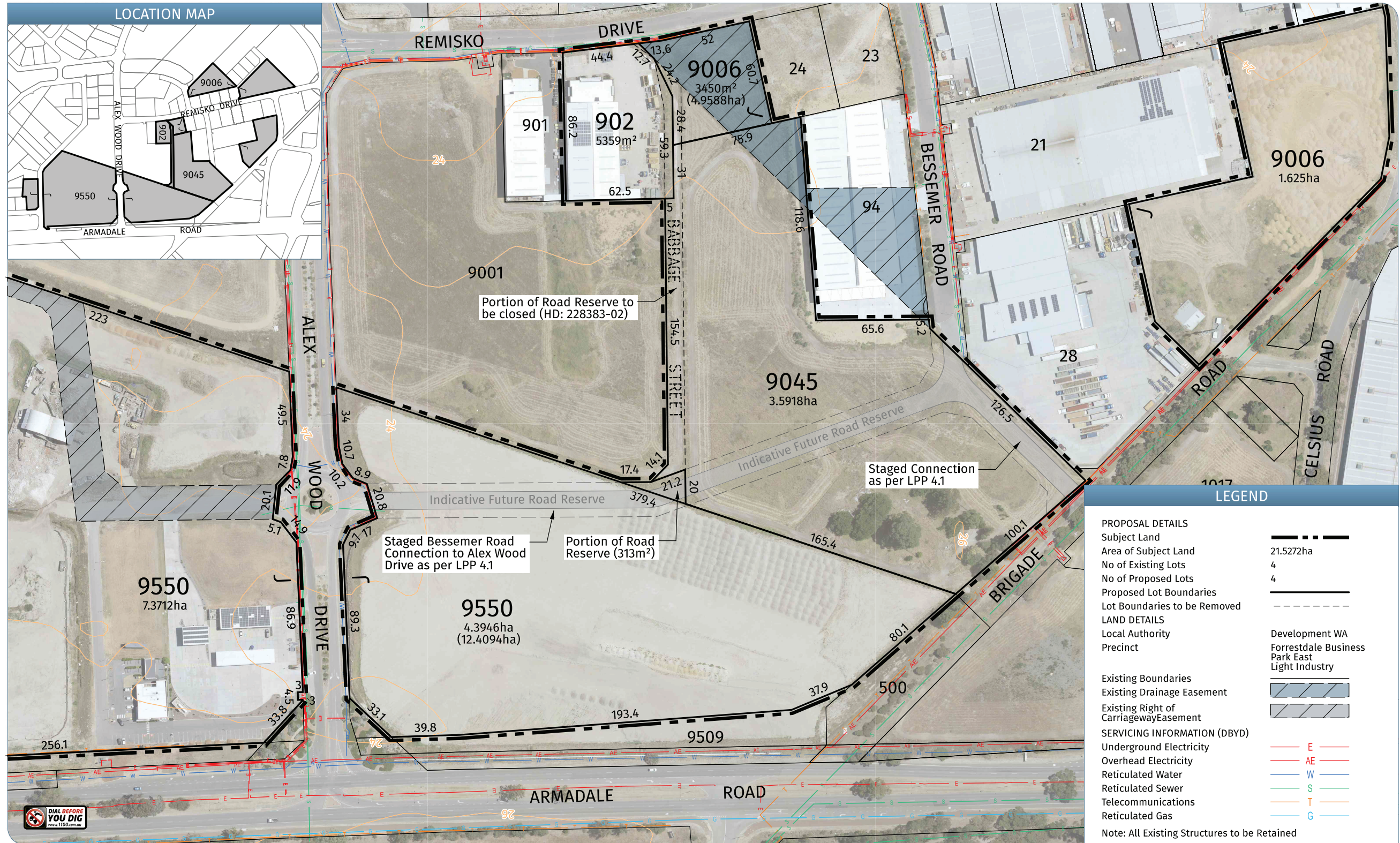
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4.10. Bushfire

4.10.1. All development located within a Bushfire Prone Area must comply with *State Planning Policy 3.7 – Planning in Bushfire Prone Areas* and associated guidelines.

D106/6/03 **Development Services Committee 9 June 2003 - Adopted by Council 16 June 2003**
D160/9/04 **Development Services Committee 13 Sept 2004 - Adopted by Council 20 Sept 2004**
D27/4/12 **Development Services Committee 16 April 2012 - Adopted by Council 23 April 2012**
D32/8/16 **Development Services Committee 16 Aug 2016 - Adopted by Council 22 Aug 2016**
 - **Revised January 2018 (as per Amendment 86)**
D38/6/20 **Development Services Committee 15 June 2020 - Adopted by Council 22 June 2020**





ULTIMATE STAGED ROAD LAYOUT

Lots 902, 9006, 9045 & 9550 Remisko Drive & Alex Wood Drive, FORRESTDALE

Plan No. | 22838-04
Date | 30/03/22
Drawn | NP
Checked | DL
Revision | A

PERTH & FORRESTDALE:
Lvl 1, 252 Fitzgerald St
PERTH WA 6000
15/2 Hensbrook Loop,
FORRESTDALE WA 6112
T: 08 9495 1947
E: metro@harleydykstra.com.au

ALBANY | BUNBURY | BUSSELTON | FORRESTDALE | PERTH

Scale | 1:2000@A3

0 20m 40m 60m

NOTE: This plan has been prepared for planning purposes. Areas, Contours and Dimensions shown are subject to survey



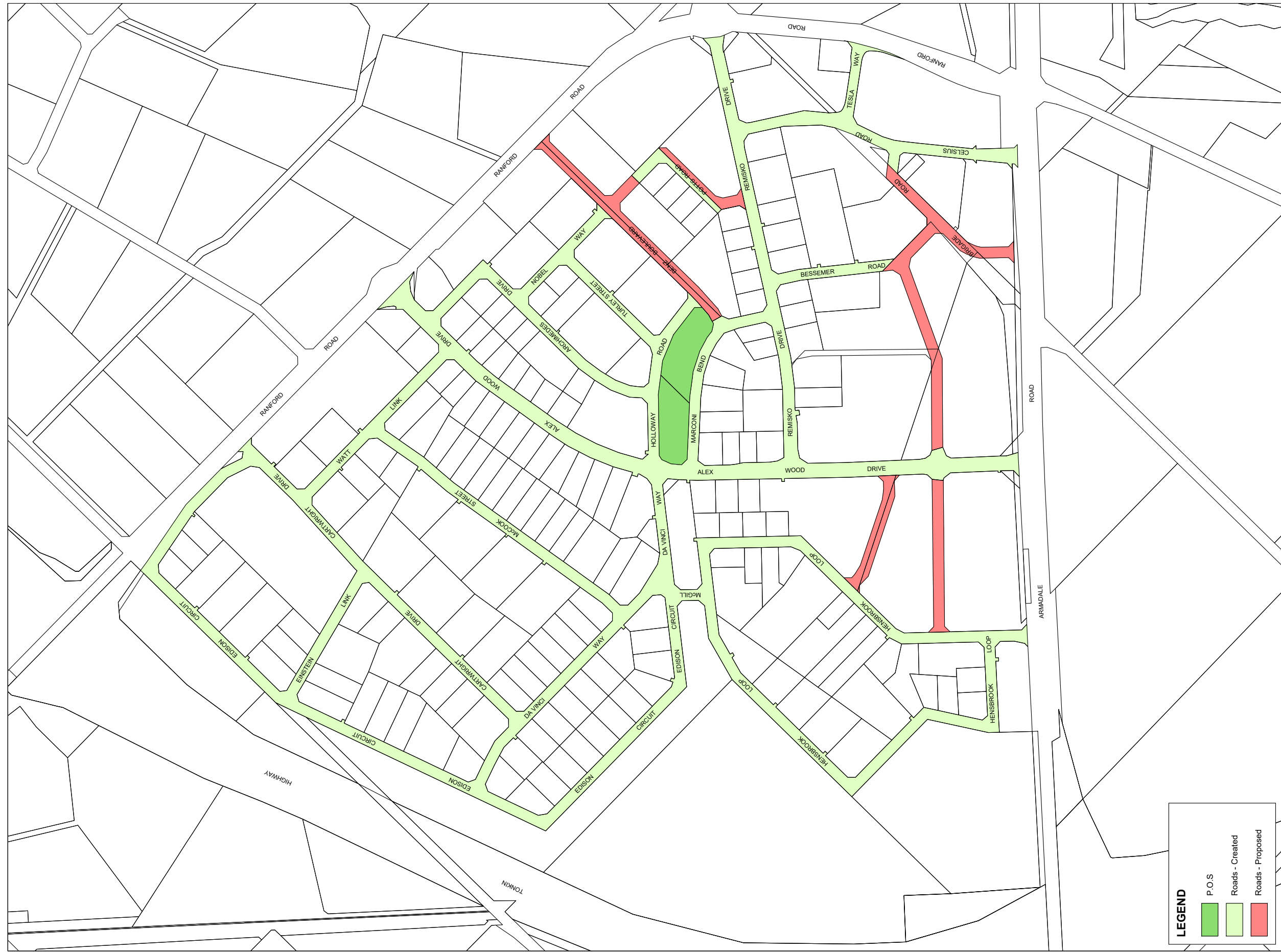
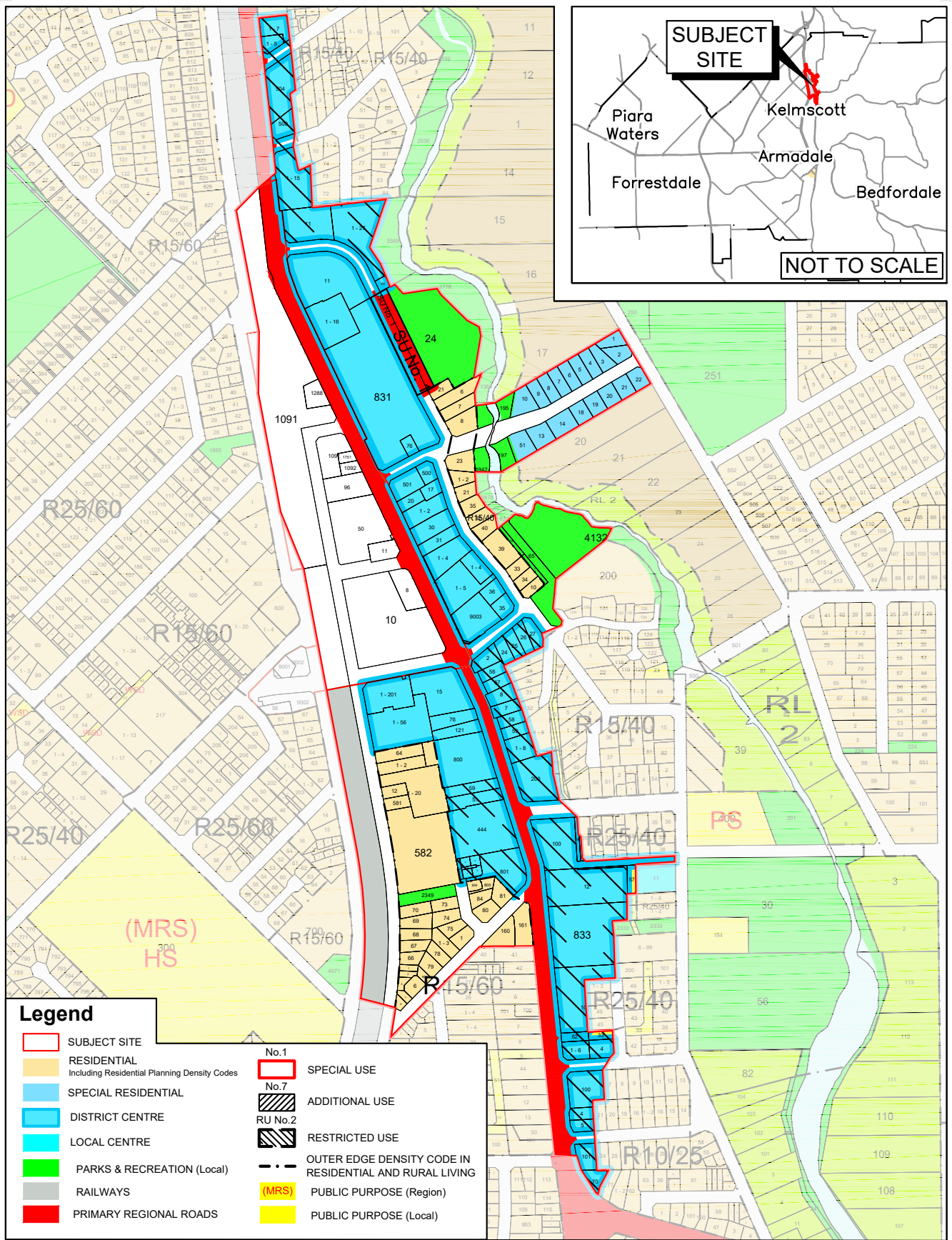


FIGURE 2 - FORRESTDALE BUSINESS PARK EAST

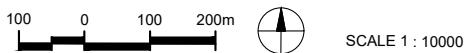


Based on information provided by you with the permission of the
Western Australian Planning Commission
Aerial photograph supplied by Landgate. Prepared by NRMAGP.

DATE 9 January 2023 - REVISION 2303
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ZONING PLAN
 Kelmscott District Centre Precinct Structure Plan



Preliminary (Phase 1) Consultation – Kelmscott District Centre Precinct Structure Plan

In order to inform the preparation of a draft Precinct Structure Plan suitable for review and comment by the broader residential community, business community and service providers/State Government agencies, the City undertook a range of preliminary consultation with relevant stakeholders. These also inform Council's consideration of the preferred vision and design outcomes for the Kelmscott District Centre.

Consultation included the following activities:

- **Project notification (and project website):** In June 2021 the City wrote to all landowners, residents and business operators in the identified study area (i.e. future draft Precinct Structure Plan area), within a 200m radius of the study area boundary or within the 400m walkable catchment of the Kelmscott Rail Station Plaza and Kelmscott Plaza Shopping Centre. Notification was also provided to other stakeholders including State Government Departments and State/Federal Members of Parliament. The notification correspondence provided a background overview of the project and invited participation in online community and business owner surveys (held June/July 2021).
- **Online Community and Business Operator survey:** Online surveys were held in June and July 2021 to gather information and inform research for the initial issues, opportunities and constraints analysis. These also informed the future visioning and place plan preparation which were the subject of subsequent community workshops. In addition to the project notification correspondence, the online surveys were advertised in the Examiner Newspaper on the City's website.
- **Councillor Workshops:** Six Councillor workshops were held (five of which were attended by the lead planning consultant) between November 2020 and February 2022 to review engagement outcomes and ensure elected member input and review at each stage of the preliminary consultation and draft Precinct Structure Plan preparation process.
- **Internal Working Group:** Prior to the commencement of the project, the City formed an Internal Working Group to gain cross-organisation input from a variety of business units and provide a forum for updates on consultation outcomes. The Internal Working Group included City officers from business units such as Community Planning, Community Development, Economic Development, Engineering Design, Parks and Reserves, Environment and Statutory and Strategic Planning.
- **External Working Group:** Prior to the commencement of the project, the City formed an External Working Group to secure advice and input from key State Government agencies with a strong interest in the Precinct Structure Plan outcomes because of land assets held, existing capital projects underway or a future decision-making role. The External Working Group comprised representatives of the Department of Planning, Lands and Heritage, Public Transport Authority, Main Roads Western Australia, DevelopmentWA and the Department of Communities. The External Working Group met on four occasions with other updates provided as required. The City and lead planning consultant also met individually with State Government agencies where required.
- **Landowner and Business Operator Workshops:** Landowners and business operators within the study area were invited to participate in two engagement workshops. The workshops were held in August 2021 and November 2021. The first 'Place Vision' workshop reviewed the issues and opportunities analysis conducted by the lead planning consultant and obtained attendee input on values and aspirations for the study area. The second 'Place Design' workshop reviewed and identified potential development principles and themes for input into a development vision. Building on this feedback, attendees reviewed draft ideas plans prepared by the lead planning consultant to test built form, land use and public realm scenarios.
- **Major Landowner meetings:** The City and the lead planning consultant met individually with major landowners in May 2021 to introduce the project. These meetings allowed the City to gauge current landowner (re)development intentions, current challenges and future opportunities/vision for the town centre.

Kelmscott

Precinct Structure Plan



Prepared for City of Armadale
July 2022

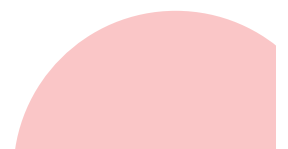


Doc ID: 20~053 Kelmscott PSP 2.2

REVISION	STATUS	AUTHOR	REVIEWER	ISSUE DATE
0	Draft	KS	RC	17/05/2022
1	Revised draft	KS	BDM	31/05/2022
2	Revised draft	KS	RC	04/08/2022

Versions 0 and 1 were in Word format

Kelmscott District Activity Centre



Document Information

The Precinct Structure Plan (Precinct SP) was prepared for the City of Armadale by:



Flyt | Traffic and Transport

Emerge Associates | Landscape Architecture

Emerge Associates | Hydrology

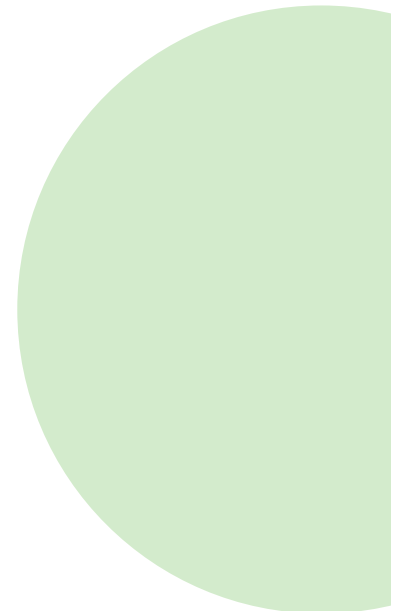
Emerge Associates | Bushfire Management

Lloyd George Acoustics | Noise and Vibration

Pracsys | Economic and Retail Analysis

The Civil Group | Engineering and Infrastructure

Taylor Robinson Chaney Broderick | Built Form Architecture



Endorsement

This Structure Plan is prepared under the provision of the **City of Armadale**

Local Planning Scheme No. 4

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

_____ Date

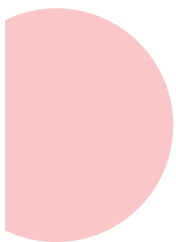
Signed for and on behalf of the Western Australian Planning Commission

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning AND Development Act 2005 for that purpose, in the presence of:

_____ Witness

_____ Date

_____ Date of Expiry



Kelmscott District Activity Centre

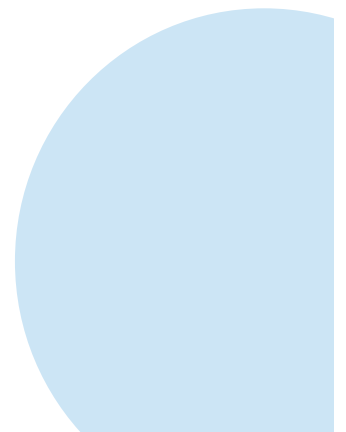
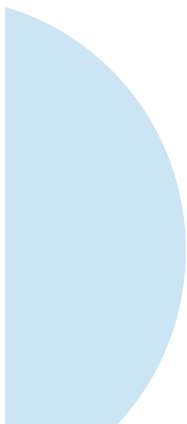


Table of Amendments

AMENDMENT NO.	SUMMARY OF AMENDMENT	AMENDMENT TYPE	DATE APPROVED BY WAPC



Executive Summary

The Kelmscott District Activity Centre Precinct Structure Plan (Precinct SP) has been prepared to coordinate the redevelopment of land within the Kelmscott District Centre.

The Precinct SP provides a framework for the planning and development of the area by providing a holistic long term vision and implementation framework. The City of Armadale currently has a total population of approximately 90,000 persons and is estimated to reach approximately 144,827 persons by 2036. Planning for the Precinct SP area is required to accommodate not only future growth of the centre, but also a changing appreciation for the urban form of the centre with a greater emphasis on inner city and higher density living in close proximity to public transport, commercial precincts and town centre locations.

The plan has been drafted in accordance with the relevant provisions of the Western Australian Planning Commission's (WAPC) State Planning Policy 4.2 'Activity Centres for Perth and Peel'; State Planning Policy 7.3 (Volume 2) Precinct Design; the WAPC's Structure Plan Framework; and the Planning and Development (Local Planning Schemes) Regulations 2015.

The document comprises:

Part One – Implementation

This section contains the structure plan map and outlines the purpose and intent of the Precinct SP. Part One outlines the requirements that will be applied when assessing subdivision and development applications over the land to which the Precinct SP relates.

Part Two – Explanatory Report

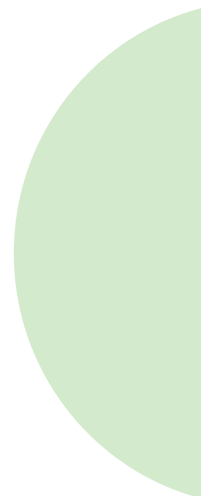
This supports the Precinct SP contained in Part One by providing the background and explanatory information used to prepare the Precinct SP. Part Two contains site and context analysis; stakeholder and community participation; vision; design elements related to urban ecology; urban structure; public realm; movement; land use; and built form.

Technical Appendices

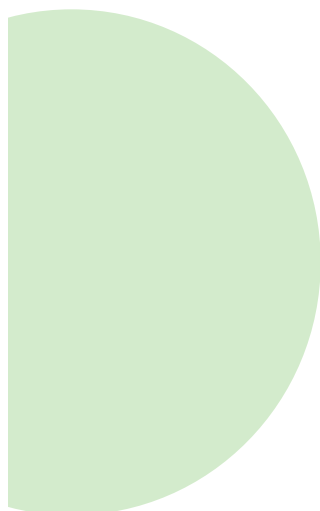
The technical appendices include information to inform the implementation provisions of the Precinct SP and provide a basis for the assessment of subsequent planning applications.

The technical appendices for the Kelmscott District Activity Centre Precinct SP include:

- Retail and Employment Strategy prepared by Pracsys (**Appendix A**);
- Movement, Transport and Car Parking Strategy prepared by Flyt (**Appendix B**);
- Local Water Management Strategy prepared by Emerge (**Appendix C**);
- Bushfire Management Plan prepared by Emerge (**Appendix D**);
- Road & Rail Noise and Ground Vibration Assessment prepared by Lloyd George Acoustics (**Appendix E**);
- Servicing Report prepared by The Civil Group (**Appendix F**);
- Place and POS Audit Report prepared by TBB and Emerge (**Appendix G**);
- Consultation and Engagement Outcomes Report prepared by TBB (**Appendix H**)



ITEM	DATA	STRUCTURE PLAN REF (SECTION NO.)
Total area covered by the Structure Plan	57.4407 ha	Part 1, Section 1.1 Part 2, Section 1.2
Area of each land use proposed:	Hectare	
Residential	3.985 ha	
Commercial	11.355 ha	Part 2, Section 10.0
Industrial	8.4436 ha	
Rural Residential	8.2427 ha	
Total Estimated Lot Yield	N/A	N/A
Estimated No. of Dwellings	1,047 - 3,468 dwellings (site area) Potential for 1,103 - 2,432 dwellings (400m walkable catchment)	Part 2, Section 10.5
Estimated Residential Site Density	18 - 60 dwellings per site/ha (site area) Potential for 32 – 72 dwellings per site/ha (400m walkable catchment)	Part 2, Section 10.5
Estimated Population	2,303 - 7,630 persons	Part 2, Section 10.5
No. of High Schools	N/A	N/A
No. of Primary Schools	N/A	N/A
Estimated Commercial Floor Space	11,300m ² - 21,100m ² of additional floorspace (GFA)	Part 2, Section 10.6
Estimated area and percentage of Public Open Space given over to:		
Proposed Parks and Recreation	0.219 ha	
Existing Parks and Recreation (Local)	2.2755 ha	
Existing Parks and Recreation (Region)	1.6862 ha	



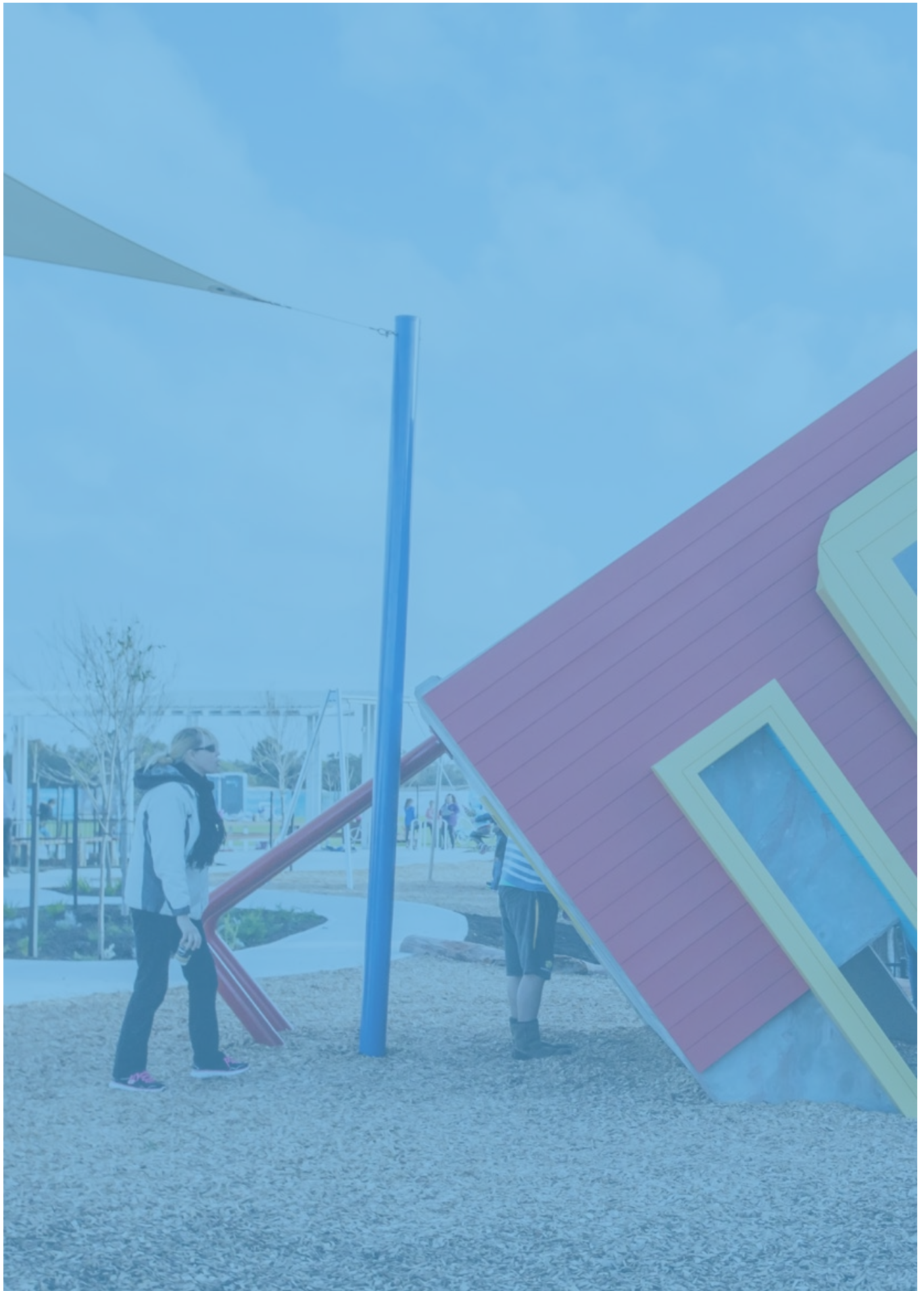




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Part One *Implementation*



1.0 Introduction

1.1 Precinct Plan Area

The Kelmscott District Activity Centre Precinct Structure Plan (Precinct SP) applies to the land contained within the inner edge of the line denoting the Precinct SP area boundary on **Plan 1** (Precinct SP Area).

The Precinct SP area is located within the City of Armadale and is dispersed either side of Albany Highway, generally bound by Turner Place to the north, Brookton Highway to the south, the Canning River/Clifton Street to the east and Railway Avenue to the west.

The Precinct SP area is approximately 57.4407 hectares (ha), and at the time of preparing this report consists of approximately 51 land parcels.

1.2 Objectives

The Precinct SP seeks to facilitate the redevelopment of the centre to:

- Accommodate future growth of the centre within proximity to public transport, commercial precincts and other non-residential land uses based on transit oriented development (TOD) and activity centre principles.
- Enhance the quality of the built form and amenity of the place through appropriate building heights, setback controls and architectural design guidance appropriate to the context.
- Provide a mix of land uses and public realm enhancements that responds to the needs of the community and encourages activity.
- Encourage built form and public realm design that creates a unique sense of character and celebrates the history of the place.
- Improve the public realm through high quality landscaping and amenity, pedestrian linkages, signage and wayfinding.
- Increase residential density and diversity that supports the targets established through government policy.
- Encourage sustainable and quality built form outcomes that provide social, economic and environmental benefits.

1.3 Operation

In accordance with the Planning and Development (Local Planning Scheme) Regulations 2015 (LPS Regulations) – Schedule 2 (the Deemed Provisions), the Precinct SP shall become operational upon its approval by the Western Australian Planning Commission (WAPC).

The Precinct SP is made pursuant to Part 5 of Schedule 2 of the LPS Regulations (the Deemed Provisions) and is to be read in conjunction with the City of Armadale Town Planning Scheme No. 4 (the Scheme) or any subsequent Scheme. In the event of any inconsistency between the Precinct SP and the Scheme, the Scheme shall prevail to the extent of the inconsistency.

This Precinct SP has been prepared in accordance with:

- LPS Regulation requirements for the preparation of Precinct Structure Plans;
- The WAPC's State Planning Policy 4.2 (Activity Centres for Perth & Peel) which identifies the subject area as a District Centre, and identifies the requirement for the preparation of a Precinct SP to guide subdivision and development of land within the centre; and
- State Planning Policy 7.2 - Precinct Design, including SPP 7.2 Precinct Design Guidelines.

The provisions of Part 1 of the Precinct SP are to be given due regard in determining development applications as required by Clauses 43(1) and 67(h) of the Deemed Provisions and due regard in determining subdivision applications as required by Section 138 of the *Planning and Development Act 2005*.

Part 2 of the Precinct SP also functions as a strategic guide to the Scheme. As such it may provide guidance for future scheme amendments within the Precinct SP area, and provide additional context for the application of discretion regarding subdivision and/or development in the Precinct SP area.

1.3.1 Relationship to policies

Where the Precinct SP is inconsistent with the City's policies, the Precinct SP shall prevail to the extent of any inconsistency. Where a matter is dealt with in a State Planning Policy but not in the Precinct SP, the relevant matters in the State Planning Policy shall apply in addition to the requirements of the Precinct SP.

1.3.2 Relationship to the Residential Design Codes

All residential development shall be in accordance with the requirements of State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) unless specifically varied by Part 1 of this Precinct SP, and is to otherwise be read in conjunction with the Scheme.

1.4 Staging

The staging of subdivision and/or development throughout the Precinct SP will be subject to individual land owner decisions and progression of proposals for consideration by the City of Armadale and/or the WAPC



2.0 Subdivision and Development Requirements

2.1 Zoning and Land Use

The distribution of land use zoning and reservations throughout the Precinct SP area are outlined on **Plan 1**. The formal implementation of zonings and reservations is subject to separate consideration and progression of an amendment to the City of Armadale Town Planning Scheme No. 4 (TPS 4) to incorporate the revised zoning and subsequent land use permissibility within TPS 4.

The proposed allocation of land use zoning is outlined on **Plan 1** and further described as follows:

2.1.1 Commercial

The Commercial land use zone is intended to accommodate a broad range of commercial, office, retail and entertainment uses that support the role of the district centre as a vibrant and appealing precinct and a focal point within the community. This land use zone is proposed to apply to sites which currently accommodate commercial land uses and by virtue of their location at the northern and southern gateway of the Precinct SP area are considered to be suitable for commercial activity and as they transition towards mixed use development areas.

The Commercial land use zone is intended to provide an attractive and vibrant precinct with a broad range of commercial, office, retail and entertainment uses, whilst accommodating high density residential development above the commercial/retail activity, where appropriate.

The objectives of the Commercial land use zone are to:

- a) Facilitate commercial development that supports local and district needs, and optimises local business and employment opportunities.
- b) Ensure non-residential development achieves a suitable transition between more intense development and established and future residential areas.
- c) Ensure non-residential land uses provide activation at ground level and interact with the public realm.
- d) Facilitate a mix of land uses that can accommodate high density residential development above the commercial/retail activity, where appropriate.

2.1.2 Mixed Use Core Area

The Mixed Use Retail Core land use zone is intended to accommodate a mix of residential, retail, cultural, commercial, civic and employment-generating land uses around the core area of the precinct and close to public transport options. This land use zone is proposed to apply to sites which are currently occupied by retail shopping precincts and are considered to be suitable for continued development of commercial activity and as they transition towards mixed use transition development areas.

The objectives of the Mixed Use Retail Core land use zone are to:

- a) Accommodate a significant proportion of the City's dwelling targets through the development of medium and high-density development in a compact and integrated form with non-residential development at ground level encouraged.
- b) Support land uses that enhance the vibrancy and diversity of activity within the core area.
- c) Encourage land uses that provide after-hours activation to create a safe and friendly environment.
- d) Promote mixed use development that achieves high standards of built form and visual character.

2.1.3 Mixed Use - Residential

The Mixed Use – Residential land use zone is intended to accommodate a mix of land uses that may include smaller-scale commercial and retail uses along with residential uses in an integrated form. This land use zone is proposed to apply to sites on the periphery of the mixed use/retail core area to provide an appropriate transition to surrounding residential and lower-scale development.

The objectives of the Mixed Use – Residential land use zone are to:

- a) Provide for a range of compatible land uses, in addition to residential development, that promote vibrancy of the precinct and encourage activity.
- b) Promote building form, scale and massing that achieves a transitional function to lower density residential development.

- c) Enhance the built form character and streetscape amenity through high-quality development.
- d) Encourage activation of the street through non-residential land uses at ground level or adaptable design

2.1.4 Residential

The Residential land use zone is intended to accommodate a variety of housing forms and density appropriate to the precinct location, whilst ensuring an appropriate transition in built form and land use transition to surrounding development.

The objectives of the Residential land use zone are to:

- a) Support urban infill opportunities through dwelling mix and density in appropriate locations.
- b) Maintain and enhance the local character of established low-scale residential development along Gilwell Avenue.
- c) Ensure high quality built form outcomes that enhance the public and private realms and liveability of the precinct.

2.1.5 Reserved Land

Reservations under both the Metropolitan Region Scheme (MRS) and TPS 4 are not proposed to be modified under this Precinct SP.

2.2 Density Coding

The applicable density coding for the Precinct SP area is outlined on **Plan 1**, and is subject to separate consideration and progression of an amendment to TPS 4 to incorporate the coding where required.

Plan 1 defines density coding that apply to different areas within the Residential land use zone of the Precinct SP as follows:

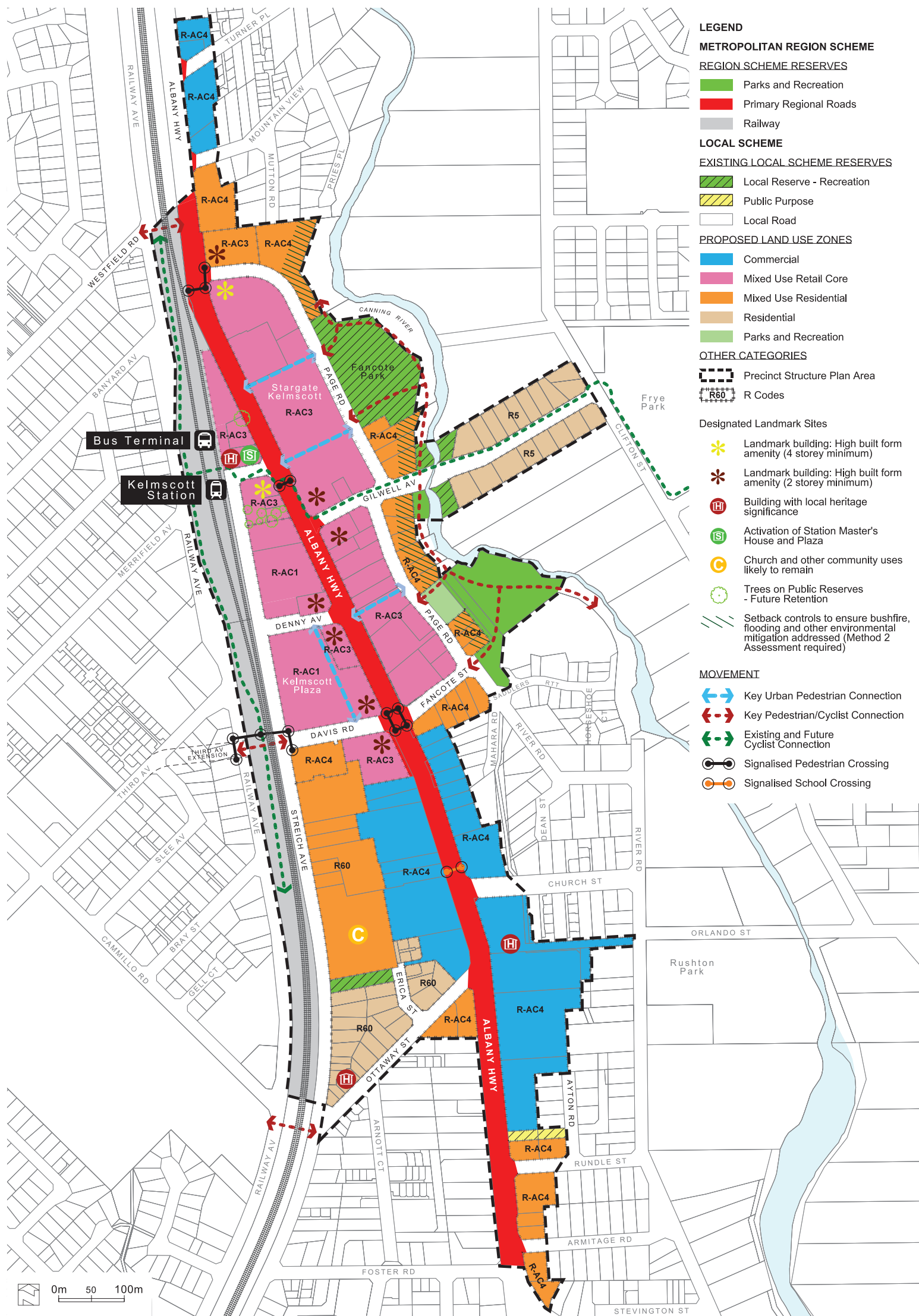
- R5
- R60

Plan 1 defines density coding that apply to different areas within the Mixed Use land use zones of the Precinct SP as follows:

- R60
- R-AC1
- R-AC3
- R-AC4

The density coding is intended to directly align with the applicable provisions of State Planning Policy 7.3 - Residential Design Codes (as amended) (SPP 7.3) unless these provisions are specifically modified by Part 1 of this Precinct SP.





Plan 1: Precinct Structure Plan

2.3 Sub-Precincts

The following sub-precincts as outlined on **Plan 2** have been established to ensure that the Precinct SP area is developed in a comprehensive and integrated manner having regard to desired character, preferred land uses, residential density, built form and public realm design principles:

- Northern Commercial
- Northern Mixed-Use Transition
- River Edge
- Eastern Gilwell Avenue
- Core
- Central Mixed-Use Transition
- Southern Commercial
- Western Residential
- Southern Mixed-Use Transition

This sub-precinct-led approach will influence appropriate built form provisions including the street level design; land use preferences at street level and above; street level activation, built form setbacks; and treatment. The following character statements shall be referred to in the assessment of all development proposals.

2.3.1 Northern Commercial

Vision

The Northern Commercial sub-precinct is intended to continue as the location for the accommodation of smaller-scale commercial and complementary retail uses. This sub-precinct provides land uses and services that support the needs of the community but which, due to car-based nature of the land use and development form, are generally not appropriate to the Core sub-precinct.

Objectives

- a) Accommodate commercial and business activities that require good vehicular access and benefit from exposure to Albany Highway.
- b) To accommodate a range of complementary business services that are appropriate in or close to the heart of the Town Centre.

- c) To ensure that building setbacks, car parking, landscaping and access provide for a high standard of built form and landscaping.
- d) Where any new development is adjacent to residential properties, the development is to be suitably setback, screened and otherwise treated so as not to detract from the residential amenity.

2.3.2 Northern Mixed-Use Transition

Vision

The Northern Mixed-Use Transition sub-precinct forms a valuable land use and activity interface with the Core sub-precinct whilst also providing a sensitive interface with adjacent residential properties. Development in the sub-precinct is promoted to accommodate a mix of residential and non-residential uses

Objectives

- a) Provide for a mix of office and commercial uses that are compatible to residential development, with the opportunity for small-scale retail.
- b) Provide for a variety of complementary housing forms, with a particular emphasis on apartments adjacent to Page Road.
- c) Provide for active uses at ground level fronting Albany Highway and Page Road.
- d) Deliver development in key locations that promotes high quality design outcomes acting as a landmark and gateway to the Town Centre.
- e) Provide a comfortable, safe and attractive office/ commercial and residential environment through high-quality design, materials and landscaping.

2.3.3 River Edge

Vision

Having a direct interface with the Town Centre's signature feature – the Canning River – the form and quality of future development of public and private land in the River Edge sub-precinct will play a significant role in elevating the character and enjoyment of the Town Centre. Development will need to demonstrate a sensitivity to the interface and qualities of the river

environs whilst also providing an engaging contribution to the quality of the Page Road streetscape and place character.

Objectives

- a) Contribute noticeably, through building design and architectural qualities, to the creation of Page Road and the sub-precinct as a unique and special place.
- b) Provide land uses that help to enhance the activation and amenity of Page Road and the public open spaces adjacent to Page Road.
- c) Design buildings to create public realm interfaces that provide passive surveillance across the river and open space environs, whilst having a scale and articulation that presents well to those using the public spaces.

2.3.4 Eastern Gilwell Avenue

Vision

Celebrate the special character of the sub-precinct as a streetscape of significant street-tree presence and homes built on wide, large-lots. The sub-precinct serves as a distinctly Kelmscott feature place, creating a grand connection to the Canning River and the Town Centre from the east. This lower intensity of development provided in close proximity to the Core sub-precinct is balanced by the focus on the treescape, the quality of new houses and front landscaping, and the pleasant journey to the river.

Objectives

- a) Ensure that new development has a high priority on the retention of existing trees.
- b) Maintain the minimum primary street building setbacks required by the R5 density coding, and ensure that new buildings are designed to provide an appealing presentation to the street.
- c) For properties abutting the river foreshore, design new buildings to provide an attractive presence from the public realm and create an interface that provides passive surveillance across the open space environs.

2.3.5 Core

Vision

As the heart of the Town Centre, the Core sub-precinct will be revitalised to create a vibrant, inviting and dynamic activated hub that unites the area across Albany Highway between the Kelmscott Station and the riverside parks. The sub-precinct will include a variety of urban spaces and pedestrian-oriented streets, with a mix of retail, commercial, food and beverage, entertainment, recreational, civic and cultural land uses. A key component of the sub-precinct also includes the integration of residential development above compatible ground floor retail and commercial uses. The sub-precinct will also focus on the pedestrian experience, through high quality public realm and built form design, particularly along Albany Highway and the linkages between the River Edge sub-precinct and the train station. A key focus of this sub-precinct is to increase the level of tree planting and landscape enhancements to improve tree canopy in urban areas, streetscapes and the appearance of car parking areas along Albany Highway.

Objectives

- a) Connect, protect and promote the environmental and cultural heritage values of the Town Centre to integrate with the wider cultural heritage values of The City of Armadale.
- b) Create an attractive, active and accessible Town Centre area where the street edges of private land support a strong relationship between pedestrians and activated buildings rather than extensive areas of open carparking.
- c) Provide for a mix of uses, including retail, commercial, entertainment, food and beverage, recreational, civic and cultural, and residential land uses.
- d) Deliver outcomes that have a foundation of sustainable, pragmatic and distinctive design.
- e) Support the use of, and activation around, Kelmscott Station, particularly in the Station Plaza.
- f) Create activated east-west pedestrian links to provide a clear connection between the rail crossing points and Canning River, through the renewal of

a private land, the enhancement of Gilwell Avenue and Fancote Street and the provision of new urban laneways.

- g) Facilitate the creation of a comfortable, safe and attractive civic, shopping, living and recreation environment through high-quality design, materials and landscaping.
- h) Provide slow-speed 'shared street' environments throughout the sub-precinct that create safe pedestrian and cyclist movement, provide accessible, shady and active streets and spaces.
- i) Create highly landscaped urban spaces and pedestrian links to urban spaces through retention of existing trees and new tree planting within parking and building setback areas.
- j) Deliver development in key locations that promote high quality design outcomes for landmarks and gateways to the precinct.

2.3.6 Central Mixed-Use Transition

Vision

The Central Mixed-Use Transition sub-precinct is located at the nexus between the retail intensity north of Davis Road and the lower-intensity commercial and large-format retail development in the Southern Commercial sub-precinct. Development in the sub-precinct will serve as a key feature on the connection between the Davis Road rail underpass and the riverside open space at the eastern end of Fancote Street.

The intersection of Davis Road-Fancote Street and Albany Highway forms an important movement and crossing point for pedestrians, cyclists and vehicles in the Town Centre. This elevates the importance of development being undertaken to a high standard and helps to explain the key landmark sites identified in the sub-precinct. Development in the sub-precinct is promoted to accommodate a mix of residential and non-residential uses, particularly along Fancote Street.

Objectives

- a) Provide for a mix of commercial, entertainment, food and beverage, and small scale retail uses..

- b) Provide for a variety of complementary housing forms, with a particular emphasis on apartments adjacent to Fancote Street and Page Road.
- c) Provide for active uses at ground level fronting Albany Highway, David Road and Fancote Street.
- d) Deliver development in key locations that promotes high quality design outcomes acting as a landmark and gateway to the Town Centre.
- e) Provide a comfortable, safe and attractive office/commercial and residential environment through high-quality design, materials and landscaping.
- f) Where any new development is adjacent to residential properties, the development is to be suitably setback, screened and otherwise treated so as not to detract from the residential amenity.

2.3.7 Southern Commercial

Vision

The Southern Commercial sub-precinct is intended to continue as the location for the accommodation of showrooms and bulky goods retail outlets, trade and professional services, the Water Corporation facility, and smaller-scale complementary retail and commercial uses. This sub-precinct provides for the needs of the community but which, due to car-based nature of the land use and development form, are generally not appropriate to the Core sub-precinct.

Objectives

- a) Accommodate commercial and business activities which, because of their nature of the business, require good vehicular access and/or large sites.
- b) To accommodate a range of light industries, showrooms, warehouses and complementary business services that are not appropriate in the city centre core or Service Industrial Zone.
- c) To ensure that building setbacks, car parking, landscaping and access provide for a high standard of built form and landscaping.
- d) Where any new development is adjacent to residential properties, the development is to be suitably setback, screened and otherwise treated so as not to detract from the residential amenity.

2.3.8 Western Residential

Vision

The Western Residential sub-precinct is focal area for medium density residential development and the Good Shepherd Catholic Church and associated facilities. The development of the sub-precinct has substantial areas of opportunity but will need to provide an appropriate interface with existing residences and provide a suitable design response to the proximity of the railway line.

Objectives

- a) Enable the land use and functional continuation of the Good Shepherd Church and associated facilities.
- b) Ensure that new buildings are designed to provide an appealing presentation to the street.
- c) Facilitate the planting of new street trees in Streich Avenue and Ottaway Street.

- d) Provide a comfortable, safe and attractive office/commercial and residential environment through high-quality design, materials and landscaping.

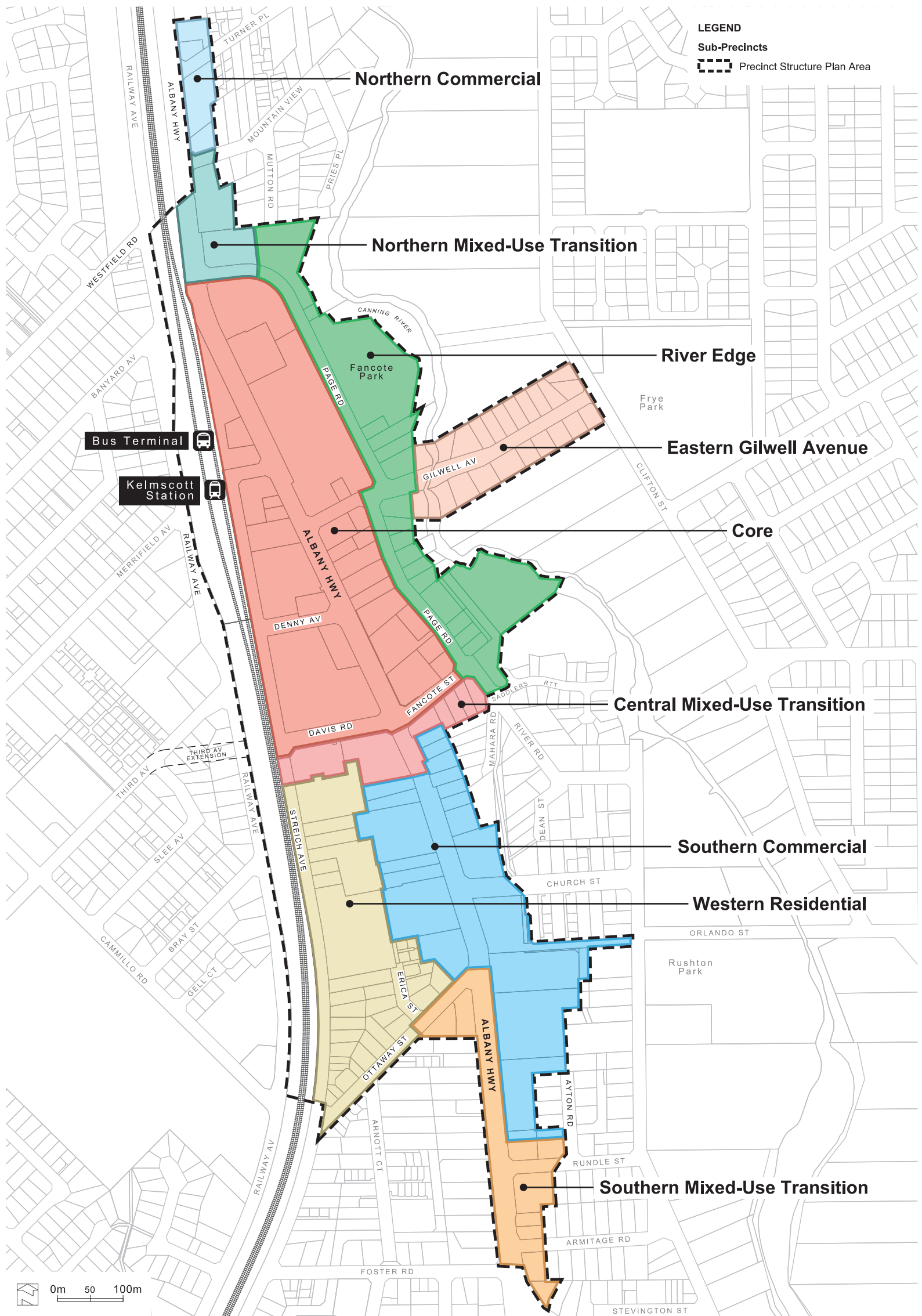
2.3.9 Southern Mixed-Use Transition

Vision

The Southern Mixed-Use Transition sub-precinct serves as the 'gateway' environment into the Town Centre Precinct, commencing at the key junction of Brookton Highway and Albany Highway. The sub-precinct forms a valuable land use and activity interface with the Southern Commercial sub-precinct whilst also providing a sensitive interface with adjacent residential properties. Development in the sub-precinct is promoted to accommodate non-residential uses, which benefit from vehicle access to Rundle Street and Armitage Road, with support for medium density residential development, also.

Objectives

- a) Provide for a mix of office and commercial uses, and scale of development, that are compatible with adjoining residential development.
- b) Provide for a variety of complementary housing forms, including apartments and grouped-housing.
- c) Provide for active uses at ground level, particularly overlooking Albany Highway and other streets.



Plan 2: Sub-Precincts Plan

2.4 Built Form Design

The building envelope defines the outer limits for any built form on site and is not an indication of the final building form, mass or scale. Building envelopes are defined through the following detailed built form design controls that respond to the Precinct SP vision and the objectives of the relevant character area.

2.4.1 Building Envelope

2.4.1.1 Building Height

- a) The maximum building height requirement is outlined spatially on **Plan 3**.
- b) The minimum height for single-storey buildings is 4.0m to the bottom of the eaves, or 5.0m to the top of a front parapet wall except for land in the eastern Gilwell Avenue Sub-Precinct.

- c) The building height specified on **Plan 3** is in replacement of generic building height maximums specified under State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) (as amended) for the applicable density codes.
- d) Building height is to be measured in accordance with the provisions of State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) (as amended) and is not to exceed the maximum building height specified on **Plan 3**.

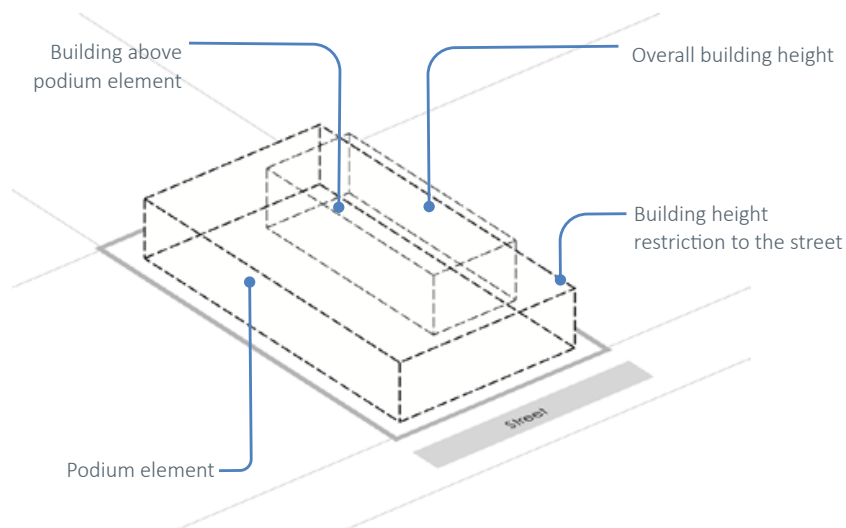


Figure 1: Building Envelope Diagram

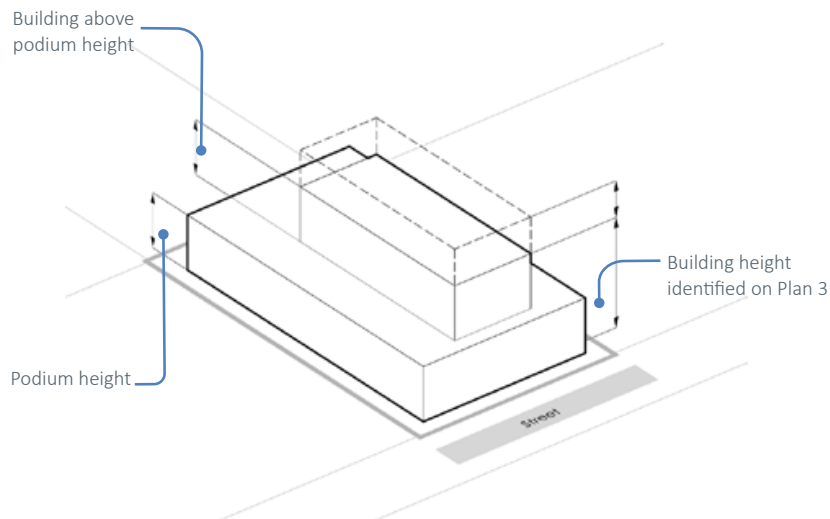


Figure 2: Building Height Diagram

2.4.1.2 Plot Ratio

- a) Residential and mixed-use development within the subject land shall comply with the maximum plot ratio requirements as per State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) (as amended).
- b) For land within the Mixed Use and Commercial land use zones, the requirement for a minimum non-residential land use plot ratio of 0.5 applies.

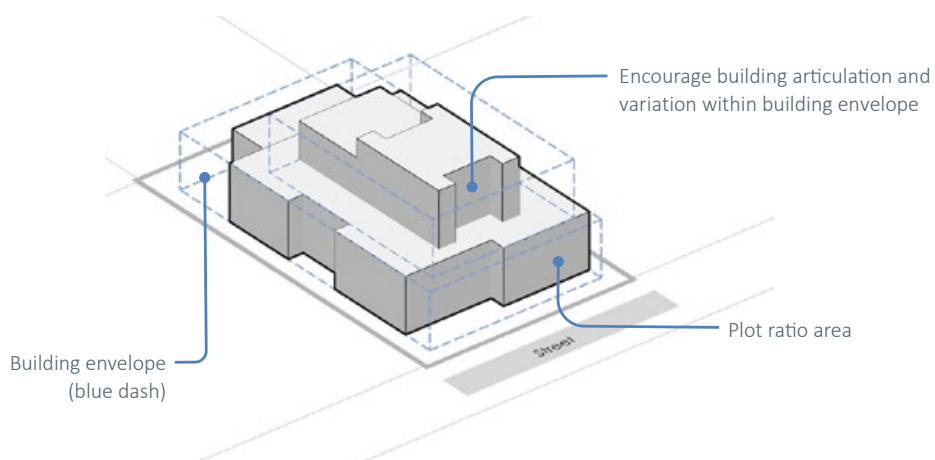


Figure 3: Plot Ratio



2.4.1.3 Building Setbacks – Podium Level

- a) The minimum primary street and secondary street setbacks for all podium level buildings are specified in **Plan 4**.
- b) The primary and secondary street setbacks specified on **Plan 3** replace the generic street setbacks specified under State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) (as amended) for their applicable density codes.
- c) Street setbacks are permitted to be averaged, up to a maximum of 50% of the setback distance, where it is demonstrated to the City's satisfaction that this results in a benefit to the streetscape amenity and/or broader community as a component of the proposed development.
- d) The primary and secondary street setbacks shall be read in conjunction with the Building Height **Plan 3** which specifies maximum podium building height locations.
- e) Except for the provision of vehicle access, pedestrian access and building articulation, buildings are encouraged to be developed from side boundary to side boundary to provide continuity of facades to the street and for buildings to address the adjacent public realm environment.

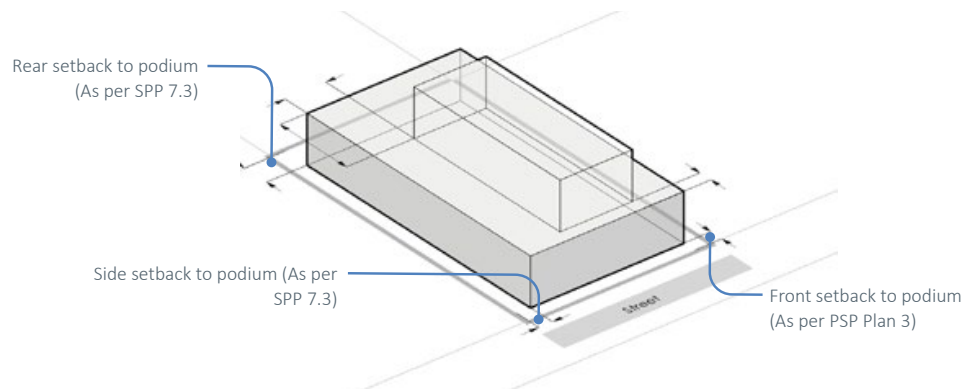
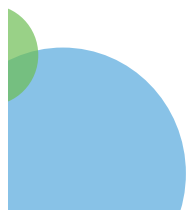


Figure 4: Boundary Setback – Podium Level



2.4.1.4 Building Setbacks – Above Podium

- a) The minimum primary street and secondary street setbacks for all buildings above podium level are outlined in **Plan 5**. These setbacks shall be measured from the podium building edge.
- b) The primary and secondary street setbacks specified on **Plan 4** replace the generic street setbacks specified under State Planning Policy 7.3 - Residential Design Codes for their applicable density codes.
- c) For development above the podium level, the building footprint element is restricted to a maximum 50% of the total site area.
- d) Where the proposed development incorporates more than one tower, building separation shall accord with State Planning Policy 7.3 - Residential Design Codes (Volume 2) (as amended).

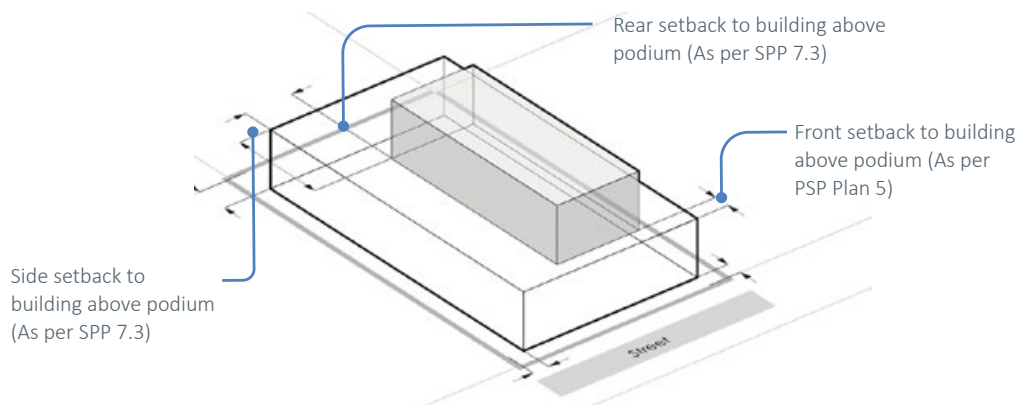


Figure 5: Building Above Podium Elements

2.4.2 Streetscape Interface

Street interface categories that apply to new ground floor development are identified in **Plan 6**, and the following provisions apply.

- a) Non-residential land uses shall be provided on the ground floor to activate the street frontage and facilitate employment opportunities.
- b) Tenancies with dual frontages to the public realm and an internal mall shall be designed with doors and windows to both frontages.
- c) Floor to floor heights on the ground floor retail and commercial tenancies of multi-storey buildings shall be a minimum of 3.5m.
- d) Retail tenancies abutting a street or public space shall typically be in the 6.0m - 10.0m wide range for the majority, and are not to exceed these widths except if they are suitably articulated and have window displays that allow visual transparency to the tenancy beyond.
- e) Dedicated entries to commercial, residential and other non-retail uses at upper floors are to be incorporated into the design of the ground floor.
- f) In order to provide direct access to ground floor active use premises, finished floor levels are to correspond to the adjacent footpath.
- g) Residential ground floors shall not be more than 0.9m above natural ground level at any point.

2.4.3 Facades

- a) Building facades shall utilise an architectural treatment that breaks down building mass to provide visual relief through building structure, cladding and glazing.
- b) A minimum 50% glazing shall be achieved at ground level on any façade to the street front.
- c) The design of buildings taller than three storeys is to provide differentiation between the base, middle and top parts of the building.
- d) On the second storey and subsequent storeys above, building facades shall be articulated to break-up straight plain facades using a combination of the following:
 - Openings;
 - Protruding or indented balconies;
 - Awnings or sun shading devices over all windows;
 - Use of different colours and textures;
 - Indentations and extrusions with details to break the building into individual elements.
- e) Blank walls shall not be visible from the public realm, unless abutting a side boundary where it is anticipated that another building will eventually be constructed to screen the wall. Any blank walls (including temporary), architectural treatments shall be installed on the portions of the wall visible from the public domain.
- f) Long street facades shall contain building breaks at a maximum of every 40 metres.
- g) Parking on upper levels shall either be sleeved behind habitable development or presented with openings and/or façade treatments commensurate with the design intent of openings on other levels.
- h) Provision of high quality signage that maintains the character of the street, protects heritage buildings, and prevents the proliferation of signage in accordance with PLN 4.2 Advertisements (Signage).

2.4.4 Diversity and Ground Floor Adaptability

- a) All development located with an R-AC coding shall achieve a minimum ground floor to first floor ceiling height of 3.5m.
- b) In considering whether a building is capable of adaptive re-use, the City will have regard to the:
 - Use of load bearing columns and walls;
 - Location of service cores and stairs; and
 - The number of openings to the primary street.

2.4.5 Vehicle Parking

2.4.5.1 Car Parking Requirements

- a) Car parking should be provided in accordance with TPS 4 and SPP 7.3 (Vol. 2).
- b) The City may consider alternative approaches to car parking provision, such as reciprocity and making bays available for general use of either residential or non-residential uses as unallocated communal parking bays on satisfactory justification of suitably qualified traffic/transport specialist.
- c) Mixed use development is required, as part of lodgement of any application for development approval, to prepare a Car Parking Strategy that addresses the management of parking, including:
 - Total parking mix proposed in comparison to current requirements.
 - Current on-street parking supply and use within 200m of front door of development.
 - Implications for trip generation and impact of development site.
 - Retention of visitor bays.
 - Provision or enhancement of End of Trip (EOT) and bicycle parking facilities.
- d) Parking should generally be located to the rear of developments, out of view of surrounding streets and sleeved by development. Some at-grade landscaped parking directly adjoining shops and businesses on Albany Highway is acceptable where indicated in the Precinct SP (**Plan 1**).

2.4.6 2.4.6 Landmark Sites

Landmark site locations have been identified on **Plan 1**. These sites have been located at the termination of key view lines and based on their strategic location within the Precinct SP area (i.e. 'core' of the centre, proximity to station/plaza). These sites will also act as key nodes located along important pedestrian movement connections and will assist in linking these sites with the public realm, particularly at the northern gateway and to bookend development at key intersections. These sites are generally expected to be of a greater building quality and height (2 and 4 storey minimums) than surrounding development.

- a) Sites for landmark buildings have been identified on **Plan 1**. These sites have been identified in response to priority view lines, reinforce the public realm and/or arrangement of built form to define surrounding spaces.
- b) A Local Development Plan may be prepared and approved by the City prior to a development application being considered for any site identified as an opportunity site for a Landmark Building. Design excellence is required in terms of quality, articulation of the facade, proportion, scale and massing, material selection and detailing
- c) Design excellence is required in terms of quality, articulation of the façade, proportion, scale and massing, material selection and detailing.
- d) Landmark buildings shall employ architectural design to create landmark buildings that emphasise key view-line locations, corners and building entrances to increase legibility of the town centre via:
 - Architectural roof features that protrude above the normal roof line; and/or
 - Increased parapet heights with additional detail, colour and textures.
- e) The provision of a mature tree at landmark and corner locations shall be contemplated by the City, which could include the recessing of the building to provide room for the tree.

2.4.7 Tree Retention

Remaining mature trees scattered across the Precinct SP area offer significant amenity and value to the community and streetscape and should be retained and respected, where possible.

Plan 1 identifies trees considered to be worthy of retention where located within a public reserve managed by an external agency and subject to future redevelopment. In the assessment of subdivision applications, the City will recommend to the WAPC that the location of significant trees be shown on subdivision plans as 'to be retained' to ensure protection where possible. Where development is proposed in areas with existing mature trees, proponents should undertake a Significant Tree Survey and the results should be used to inform the subdivision design process and prioritise significant tree retention. The 'significance' of trees should consider qualities such as age and condition, height, spread, girth, species, historical association, habitat value and landscape amenity value.

PLN 2.4 Landscape Feature and Tree Preservation includes a number of mechanisms that protect or that can be used to achieve preservation of trees or groups of trees or landscaping features. The requirements outlined in PLN 2.4 shall apply in addition to the requirements of the Precinct SP.

2.4.8 Weather Protection

- a) A weather protecting awning shall be provided along the edge of any part of a building that abuts a pedestrian footpath and/or public space. The minimum dimensions are:
 - 2.5 metres in depth; and
 - 3.0 to 3.6 metres in height above footpath.

Note: Awning structures encroaching into road reserve or public realm shall require approval from the Department of Planning, Lands and Heritage prior to Building Permit.

2.4.9 Amenity

- a) Loading docks and service areas within development sites shall be screened visually and acoustically from residential units.

- b) Odour producing servicing elements (for example, waste compactors and storage) shall be suitably located or designed and treated in a manner that does not impose unacceptably on residential amenity in a mixed-use building.
- c) Waste storage facilities shall be designed to allow collection of waste from within the site or a strategy for transfer of waste is to be developed within the waste management strategy.
- d) Waste collection / bin storage areas shall be located behind the primary building line and screened from the public realm by incorporation into the building with a quality material, compatible with the building design.
- e) TV antennae, satellite dishes and radio masts shall be located discretely and setback from the building edge to reduce visibility from ground level or screened.
- f) Roof and wall mounted air conditioning units are not permitted unless fully concealed from view. Where air conditioning units are located within balconies, they shall be screened from view in a manner that has regard for the overall design of the building. Noise impact to adjacent dwellings shall also be considered and managed.
- g) An integrated Waste Management Strategy shall be submitted at the development application stage
- h) Developments are to incorporate design principles of CPTED in accordance with PLN 3.14 Designing out crime.
- i) Developments should be designed to engage with and activate the public realm, particularly at ground level.
- j) Proposed pedestrian access ways shall provide adequate lighting and natural surveillance to meet the CPTED guidelines for safety in accordance with PLN 3.14 Designing out crime.
- k) Private areas for the sole use of occupants shall be clearly demarcated from the public domain.



2.4.10 Landscaping

- a) Landscaping for developments is to be provided in accordance with the City's TPS 4, Local Planning Policies and applicable guidelines. Landscaping shall also achieve the objectives and provisions of State Planning Policy 7.3 - Residential Design Codes (Volume 2) (as amended) where applicable to residential and mixed use developments.
- b) As detailed in **Section 4.0**, applications for development approval shall be accompanied by a landscape plan addressing the requirements of the Precinct Structure Plan, the City's TPS 4, Local Planning Policies and applicable guidelines.
- c) In addition to the requirements of SPP 7.3 and/or the City's relevant Scheme provisions, local planning policies and guidelines, applications for subdivision or development approval shall demonstrate the preservation of trees in private lots, road reserves and recreation reserves. Evidence of proposed tree retention is to be provided regardless of the number of lots proposed under a subdivision or the extent of development proposed. Information required by the City for assessment is to be in accordance with the requirements of the City's local planning policies.
- d) The locations of landscaping areas and tree planting are to be consistent with the locations shown on Plan 6 Street Interface Type Plan, for lots where **Plan 6** identifies that buildings are to be setback to enable tree planting and/or where landscaped parking is to be provided in the front setback.
- e) Where a proposed development includes portions of a car parking area abutting a street, an area no less than 2.0m wide within the lot along all street alignments shall be set aside, developed and maintained as landscaping.
- f) For non-residential development, a minimum of 10% of the development site, or 7% of the development site if an existing tree with a diameter of 500mm at 1.0m height is retained on site, shall be allocated for landscaping

- g) For non-residential and mixed use development, shade trees shall be planted, spaced and maintained in car parking areas at a rate of 1 tree for every 4 car parking bays at intervals of no greater than 10m.
- h) For non residential development, further trees in addition to h) above are to be provided at the rate of 1 tree per 500sqm of the development site area (minimum).
- i) For grouped dwelling residential development within the Precinct SP area, the City may impose a condition of development approval to require the planting of a new street tree where no street tree(s) exist or are to be retained, at the applicant's cost, on an abutting road reserve.
- j) In accordance with TPS 4 Clause 4C.9, a tree with a diameter of 500mm at 1.0m height in the District Centre zone shall not be removed, lopped, topped, chopped, ringbarked or otherwise trimmed or destroyed without the prior written approval of the local government.

2.5 Other Requirements

2.5.1 Interim Land Uses

- a) For the purposes of this Precinct SP, an 'interim land use' is defined as:

'A land use that is permissible within the prescribed zone, but because of its nature, scale, form or intensity, is not an appropriate long-term use of the land within the Precinct SP area.'

Council may determine to approve an 'interim land use' and associated development within the Precinct SP area, subject to the following:

- a) The applicant shall demonstrate that any building or structure associated with the interim use:
 - i. contributes to the public realm;
 - ii. incorporates built form structurally capable of vertical intensification over time; and
 - iii. forms part of a large staged built form strategy; or
 - iv. the internal floor space and tenancy configuration is adaptable and capable of accommodating

- active ground floor uses or more employment generating land uses over time; or
 - v. be easily removed from the site and the site appropriately remediated to the City's satisfaction; or
 - vi. be appropriately adapted to suit a permanent use that is to the satisfaction of the City; and
- b) The City may impose a condition stating that the approval period for interim development is to be a maximum of 10 years, which may be renewed or extended by a five years where deemed appropriate by the City.

2.5.2 Aboriginal Heritage Places

Should the aboriginal heritage sites identified as meeting the requirements of section 5 of the Aboriginal Heritage Act 1972 (AHA) be proposed to be disturbed in any way, an application must first be made and consent granted under section 18 of the AHA.

Furthermore, where applicable, an Aboriginal Heritage Management Plan shall be prepared and implemented prior to subdivision of any land affecting the identified site.

2.5.3 European Heritage Places

The heritage value of the local heritage sites identified within the City's Local Heritage Survey as identified on **Plan 1** are to be protected.

If the heritage value of a local heritage site is proposed to be altered, impacted or affected in any way, a development application, accompanied by a heritage assessment prepared by a suitably qualified heritage advisor, is required.

In addition, such proposals would also require planning approval (for heritage considerations), in addition to referral to the Heritage Council of WA (DPLH) and public consultation.

2.5.4 Bushfire Management

This Precinct SP is supported by a Bushfire Management Plan (BMP), which is contained at **Appendix D**.

Where appropriate, development and subdivision will have regard to the Bushfire Attack Level (BAL) Assessment contained in this Report and be determined in accordance with State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7). Applications for Subdivision Approval and Development Approval may be required to be accompanied by an updated Bushfire Management Plan in accordance with the provisions of SPP 3.7.

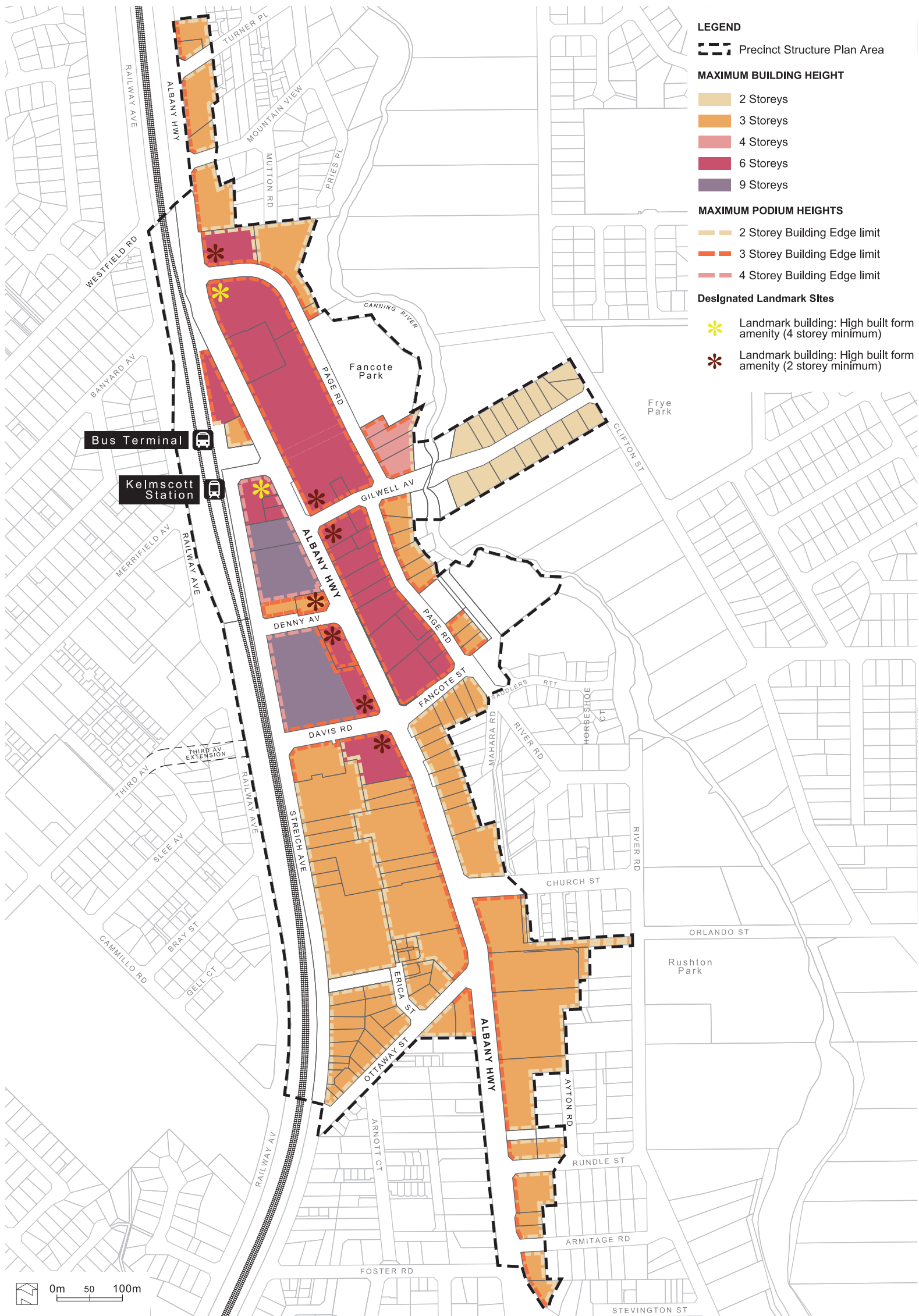
Where a subdivision application includes land with a BAL of 12.5 or greater, the Local Government shall recommend to the WAPC that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate of Title.

2.5.5 Noise and Vibration

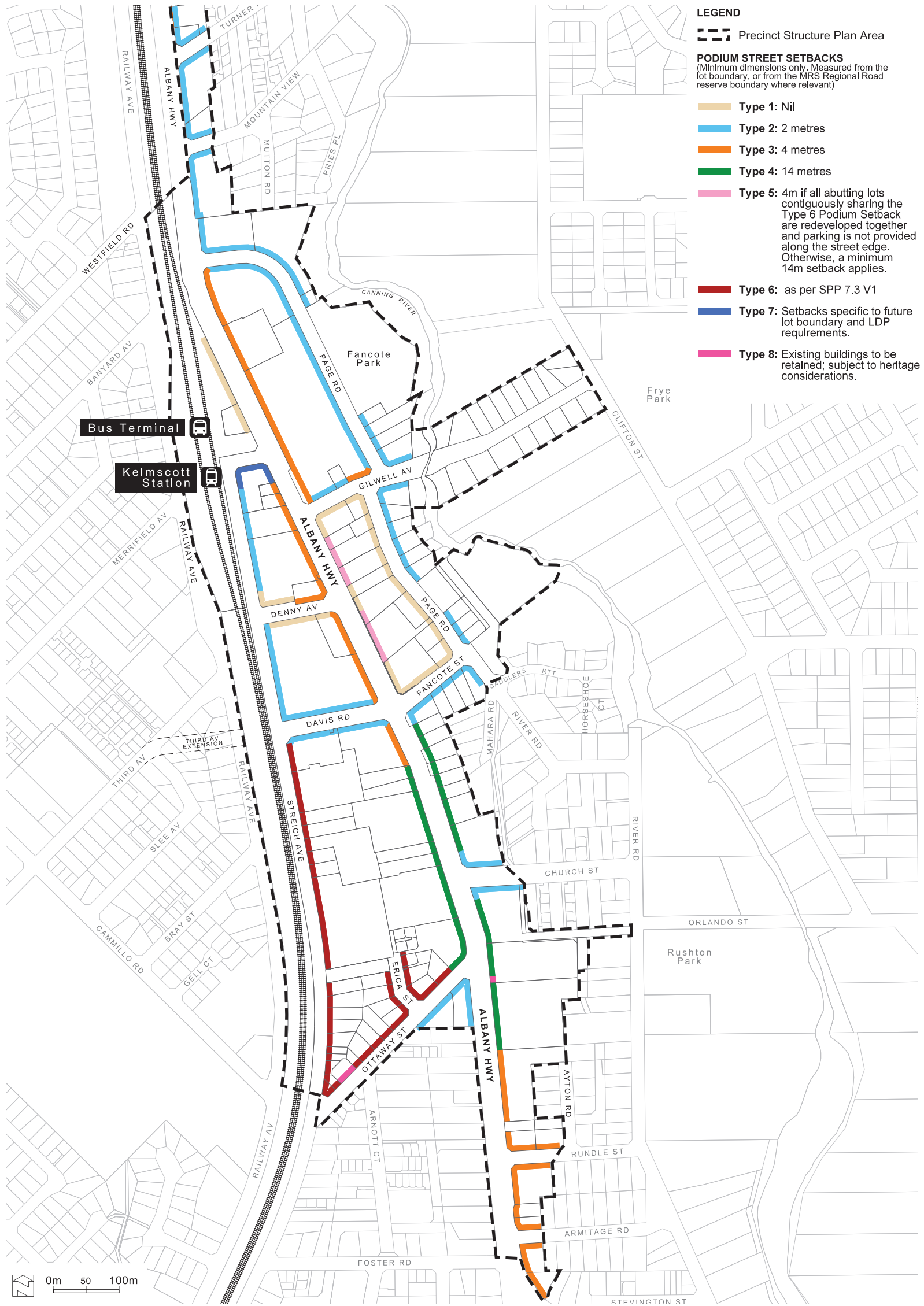
For subdivision and development of noise sensitive uses located within the Noise and Vibration Assessment trigger distance for Albany Highway and the railway line, a further noise and vibration assessment shall be undertaken and included as part of any application to demonstrate that the proposed design will meet the noise level requirements of under State Planning Policy 5.4 State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (as amended) (SPP 5.4).

In accordance with SPP 5.4 a notification on title shall be required for lots where noise sensitive uses are exposed to noise and vibration levels that exceeds the required target as defined in SPP 5.4.

In addition, notifications on title may be considered for sites anticipated to be developed for noise sensitive uses which are in proximity to approved land uses which have the potential to produce noise as a result of outdoor dining, outdoor entertainment or similar uses.



Plan 3: Maximum Building Heights Plan



Plan 4: Podium Street Setbacks Plan



3.0 Local Development Plans

Local Development Plans (LDP) are not proposed for the Precinct SP area unless separately identified as necessary by the City of Armadale or WAPC in consideration of a specific subdivision or development proposal, or otherwise deemed beneficial in overcoming localised planning issues. The City of Armadale or WAPC may require LDPs for sites identified as designated landmark sites as per **Plan 1** to achieve iconic built form and landmark outcomes.

4.0 Additional Information

Table 1 below outlines additional information that will be required at future approval stages. Additional information requirements may not be limited to those listed; the City or WAPC may require other information in relation to particular proposals.

Table 1: Management Plans, Reports and Strategies

ADDITIONAL INFORMATION	ADDITIONAL INFORMATION	APPROVING AUTHORITY
Subdivision Stage (where applicable)		
Urban Water Management Plan (UWMP)	Detailing the specific drainage requirements for future development.	WAPC, City, DWER
Noise & Vibration Assessment Report	<p>Lots adjacent to the railway and major roads including Albany Highway may be affected by noise and vibrations.</p> <p>Where lots are located within the Noise and Vibration Assessment trigger distance, further assessment of the traffic noise impacts from the railway and such major roads is to be undertaken at each impacted stage of subdivision in accordance with SPP 5.4.</p>	WAPC, City
Transport Impact Statement (TIS) or Assessment (TIA)	<p>Where subdivision applications have moderate impact (10 – 100 vehicle trips in the peak hour) a TIS is to be provided.</p> <p>Where subdivision applications have high impact (>100 vehicle trips in the peak hour) a TIA is to be provided.</p> <p>The TIS or TIA is to demonstrate the proposal is consistent with the Precinct SP and provide a greater level of details of any transport planning issues specific to the subdivision or development.</p> <p>Refer to WAPC Transport Impact Assessment Guidelines (August 2016) for more details on TIS and TIA requirements.</p>	WAPC, City
Bushfire Management Plan	<p>A BAL Contour Map and Bushfire Management Plan is required to determine indicative acceptable BAL ratings across the Precinct SP at each subdivision stage in accordance with SPP 3.7.</p> <p>This should be accompanied by identification of any bushfire hazard issues and an assessment against the bushfire protection criteria requirements demonstrating compliance within the boundary of the affected area.</p>	WAPC, City
Heritage Management Plan	A Heritage Management Plan or similar should be developed, before ground disturbance occurs, to allow for culturally appropriate management of any discoveries of suspected or actual heritage material.	DPLH, City

ADDITIONAL INFORMATION	ADDITIONAL INFORMATION	APPROVING AUTHORITY
Foreshore Reserve Management Plan (or similar)	A Foreshore Management Plan is required to be submitted to support proposals adjacent the Canning River, or where development is proposed within the foreshore/ flood fringe/ floodway area	WAPC, City, DWER
Identification and protection of vegetation worthy of protection	Subdivision plan to show the location of significant trees 'to be retained' based on results of Significant Tree Survey and any other requirements of PLN 2.4 Landscape Feature and Tree Preservation.	WAPC, City
Local Development Plan(s)	For lots as required by the City/WAPC in order to overcome localised planning issues and for sites identified as designated landmark sites as per Plan 1 .	WAPC, City
Development Application Stage (where applicable)		
UWMP / Stormwater Management Plan	Detailing the specific drainage requirements for future development.	City, DWER
Transport Impact Statement (TIS) or Assessment (TIA)	<p>Where individual developments have moderate impact (10 – 100 vehicle trips in the peak hour) a TIS is to be provided.</p> <p>Where individual developments have high impact (>100 vehicle trips in the peak hour) a TIA is to be provided.</p> <p>The TIS or TIA is to demonstrate the proposal is consistent with the Precinct SP and provide a greater level of details of any transport planning issues specific to the subdivision or development.</p> <p>Refer to WAPC Transport Impact Assessment Guidelines (August 2016) for more details on TIS and TIA requirements.</p>	City
Servicing Report	Where in the opinion of the local government a development proposal is likely to exceed the capacity of the existing utility infrastructure network, the proponent is required to prepare and submit a utility infrastructure assessment to demonstrate that the subject proposal is capable of being serviced with all essential utilities based on existing network capacity or proposed upgrades.	City, Water Corp, Western Power, ATCO Gas

ADDITIONAL INFORMATION	ADDITIONAL INFORMATION	APPROVING AUTHORITY
Landscape Concept Plan	<p>The proponent is required to demonstrate that onsite landscaping is consistent with the guidance provided by State Planning Policy 7.3 - Residential Design Codes and/or the City's relevant Scheme provisions and policy guidance, and in addition is to identify:</p> <ul style="list-style-type: none"> • Measures taken to ensure that verge landscaping and mature trees are not impacted by the development design or damaged during construction; and • Opportunities to increase landscaping within the adjacent public realm, or undertake landscaping immediately abutting the public realm to provide shared benefit. 	City
Identification and protection of vegetation worthy of protection	<p>Development plans to show the location of significant trees 'to be retained' based on results of Significant Tree Survey and any other requirements of PLN 2.4 Landscape Feature and Tree Preservation.</p>	City
Noise & Vibration Assessment	<p>Lots adjacent to the railway and major roads including Albany Highway may be affected by noise and vibrations.</p> <p>Where lots are located within the Noise and Vibration Assessment trigger distance, further assessment of the traffic noise impacts from the railway and such major roads is to be undertaken at each impacted stage of development in accordance with SPP 5.4.</p>	City
Heritage Management Plan	<p>Condition DA (to accompany development application)</p>	DPLH, City
Signage Strategy	<p>A signage strategy is to be prepared at relevant development application stages to outline the location and nature of signage.</p>	City

SCHEDULE OF SUBMISSIONS PROPOSED PRECINCT STRUCTURE PLAN KELMSCOTT DISTRICT CENTRE (PLU/PS4/11/2)				
NO.	SUBMITTER	SUPPORT, OBJECT, COMMENT	SUMMARY OF SUBMISSION	RECOMMENDATION
1	Landowner	Comment	1.1 Regarding 2.18 Church Street: Poor condition of verge maintenance – request council to maintain both lawns, path and trees on verge regularly being it is the “key route” between the town centre and Kelmscott primary school. 1.2 Footpath consistently littered with gumnuts poses a danger to slips, trips and falls. 1.3 Street is consistently littered with 7-Eleven rubbish due to lack of rubbish bins at the River Road end and along Church Street. More bins and a higher level of street maintenance needed. 1.4 Speed humps recommended to minimise hoons down Church street would be advisable	<ul style="list-style-type: none"> • Noted. The matters raised do not give rise to any review or modification to the Precinct Structure Plan. The submission will be forwarded to the City’s Technical Services Directorate for consideration of any matters of relevance to the City.
2	Landowner	Comment	2.1 Lack of benchseating in the Kelmscott townsite, with accompanying shade trees, lack of signs to public bathroom facilities, lack of drinking fountains. 2.2 Transiting the Woolworths and spudshed carparks is difficult. Physical barriers should be removed, parking layouts simplified, additional arrows added. Coles parking is too dispersed. Additional signage needed. 2.3 Collection of excess solar power in areas that have underground services in their verges as Local Authorities already have the power and authority to claim left-overs and wasted product from the area of verges. 2.4 There is a continuing call for electric charging stations to be	<ul style="list-style-type: none"> • 2.1: Supported in part, street furniture and other public realm enhancements are likely to be considered by Council in future. However these do not give rise to structure plan modifications. • 2.2: Supported in part, improved layouts and legibility will occur as built form is redeveloped over time. • 2.3: Not supported. Submitter’s intention unclear. The City has installed solar panels on a number of its buildings. The City is currently not engaged in electricity generation in

SCHEDULE OF SUBMISSIONS PROPOSED PRECINCT STRUCTURE PLAN KELMSCOTT DISTRICT CENTRE (PLU/PS4/11/2)				
NO.	SUBMITTER	SUPPORT, OBJECT, COMMENT	SUMMARY OF SUBMISSION	RECOMMENDATION
			<p>made more available along with the Commonwealth Government's support for such to occur. This should also include charging for mobility scooters/gophers through a card-based membership system.</p> <p>Include additional signage for gopher crossings.</p>	<p>verge spaces, which are typically fully allocated to above and below-ground infrastructure, street trees, paths, public transport stops etc.</p> <ul style="list-style-type: none"> • 2.4 Supported in part. Council has adopted policy provisions in Local Planning Policy PLN 2.10 Environmentally Sustainable Design to encourage the installation of electric vehicle recharging points.
3	ATCO CE/100679/22	Comment	<p>ATCO owns and operates infrastructure in the Structure Plan area, including the following Critical High Pressure gas pipelines:</p> <ul style="list-style-type: none"> •HP111 - DN100 ST CL150 MAOP1900kPa •HP013 - DN150 ST CL150 MAOP1900kPa •HP030 - DN150ST CL150 MAOP1900kPa <p>ATCO Gas Australia (ATCO) has no objection to the proposed application, based on the information and plan provided, subject to the following advice notes being adhered to:</p> <p><u>Advice notes:</u></p> <ol style="list-style-type: none"> 1. The proposed areas fall within the WAPC Draft Development Control 4.3 Trigger Distance for ATCO Infrastructure (area hachured blue in attachment). Any sensitive land use or high density community use developments within this Trigger Distance of a High 	<ul style="list-style-type: none"> • Refer to Report for full discussion.

SCHEDULE OF SUBMISSIONS PROPOSED PRECINCT STRUCTURE PLAN KELMSCOTT DISTRICT CENTRE (PLU/PS4/11/2)				
NO.	SUBMITTER	SUPPORT, OBJECT, COMMENT	SUMMARY OF SUBMISSION	RECOMMENDATION
			<p>Pressure Gas Pipeline would require the developer, in consultation with ATCO as the pipeline operator, to prepare a Pipeline Risk Management Plan (PRMP) for all design phases, preliminary through to final design, for the development to assess and control the risk to ensure;</p> <ul style="list-style-type: none"> a. that people and any other development in the vicinity of a high-pressure gas pipeline are not subject to an unacceptable risk from that infrastructure; and b. that people and any other development in the vicinity of a high-pressure gas pipeline do not pose an unacceptable risk to the integrity of that infrastructure. <p>2. Please consider the WAPC’s draft DC 4.3 and also the site; PlanWA for development planning.</p> <p>3. Where development is not sensitive land use or high density community use, ATCO Technical Compliance Team would request a 6 metre setback to standard building line.</p> <p>4. ATCO identifies that the proposed future development may require additional safety measures to be considered, identified and in place for the high pressure gas pipeline risk mitigation.</p> <p>5. Anyone proposing to carry out construction or excavation works within 15 metres of Critical Asset Infrastructure must contact ‘Before You Dig Australia’ (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure https://www.atco.com/en-au/home/natural-gas/wa-gas-network/working-around-gas.html</p>	

SCHEDULE OF SUBMISSIONS PROPOSED PRECINCT STRUCTURE PLAN KELMSCOTT DISTRICT CENTRE (PLU/PS4/11/2)				
NO.	SUBMITTER	SUPPORT, OBJECT, COMMENT	SUMMARY OF SUBMISSION	RECOMMENDATION
			6. Future construction and any proposed access roads across the ATCO Critical Asset gas mains (including proposed roads and road upgrades) need to be managed in accordance with the ATCO document Additional Information for Working Around Gas Infrastructure - AGA-O&M-PR24 https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html 7. Anyone proposing to carry out construction or excavation works must contact 'Before You Dig Australia' (www.byda.com.au) to determine the location of buried gas infrastructure. Refer to ATCO document AGA-O&M-PR24- Additional Information for Working Around Gas Infrastructure https://www.atco.com/en-au/for-home/natural-gas/wa-gas-network/working-around-gas.html	
4	DPLH – Bush Forever Team CE/100742/22	Comment	We will consider the proposed structure plan and the implications of <i>State Planning Policy 2.8 Bushland Policy for the Perth Metropolitan Region</i> when the Western Australian Planning Commission formally receives the structure plan for consideration.	<ul style="list-style-type: none"> The City's preference is to address all agency comments following public advertising, including comments made by DPLH. The response is noted.
5	Landowner	Support	I believe it is very good move for the future development. Full support to uplifting the image of Kelmscott	<ul style="list-style-type: none"> Noted.
6	Landowner	Comment	We have grave concerns for our safety and others leaving the driveway from 20 Third Ave Kelmscott. Visibility is a short distance. There is no signage to indicate it is a built-up area and blind driveway entrance. Multiple times we are starting or halfway onto the road when vehicles drastically have to slow down. I have spoken to Downer team from Denny Ave Metronet	<ul style="list-style-type: none"> Not supported. Road and rail network modifications for the Denny Avenue Level Crossing Removal Project were the responsibility of METRONET and the Public Transport Authority's

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			only to be told by Downer that they have followed the plan and survey directed to by the City of Armadale. Now that these works have been completed there has not been a follow-up public consultation response available for stakeholders or a risk assessment for the safety of stakeholders.	Office of Major Transport Infrastructure Delivery. These works are now complete. Notwithstanding, the submission will be forwarded to the City's Technical Services Directorate for consideration.
7	Department of Water and Environmental Regulation CE/102148/22	Support	The Department of Water and Environmental Regulation has considered the proposal and notes that a Local Water Management Strategy (Emerge Associates, Jul 2022) supports the proposal. As the proposal area contains few water resource constraints, the Canning River is managed by DBCA and flood protection has been addressed, the Department has no objections and defers assessment and endorsement of the Local Water Management Strategy to the City of Armadale and the Department of Biodiversity, Conservation and Attractions (DBCA).	<ul style="list-style-type: none"> Noted.
8	METRONET CE/102151/22	Comment	METRONET will review the plan when it is lodged with the WAPC for determination and formally referred for comment.	<ul style="list-style-type: none"> The City's preference is to address all agency comments following public advertising, including comments made by METRONET. The response is noted.
9	Landowner	Support	I think it is a good idea, bring some work to the area and maybe some more restaurants and coffee areas.	<ul style="list-style-type: none"> Noted.
10	Landowner	Support	I would personally love to see more green space areas for children and adults alike. I really like my area but beautifying it would be amazing.	<ul style="list-style-type: none"> Supported. While existing land fragmentation is common in established town centres, the Precinct Structure Plan identifies areas of POS

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				expansion (over City freehold land on Page Road). Public realm (landscape and public street furniture) improvements across the Kelmscott District Centre are likely to be considered in future, and Council typically considers public open space upgrade projects during annual budget processes.
11	Department of Planning, Lands and Heritage – Aboriginal Heritage Conservation CE/103303/22	Comment	<p>A review of the Register of Places and Objects as well as the Department of Planning Lands and Heritage (DPLH) Aboriginal Heritage Database concludes that a portion of the subject land intersects Aboriginal site ID 3538 (Canning River).</p> <p>The City of Armadale have advised in the plan that Aboriginal site ID 3538 (Canning River) is not proposed to be cleared or impacted by development works. However, should disturbance of these site ID 3538 be proposed, an application is to be made for consent to use the land under Section 18 of the <i>Aboriginal Heritage Act 1972</i>. An Aboriginal Heritage Management Plan shall be prepared and implemented prior to subdivision of any land affecting the identified site.</p> <p>If the City of Armadale wishes to conduct any ground disturbing activities within Aboriginal site ID 3538 (Canning River.), they are advised to contact DPLH in the planning phase via AboriginalHeritage@dplh.wa.gov.au to seek further advice.</p>	<ul style="list-style-type: none"> Noted.
12	Landowner	Comment	12.1 I see a mixture of positive and negative aspects in this proposal. It would be good to see a facelift of many shopfronts along Albany Highway and activate spaces that are currently not	<ul style="list-style-type: none"> 12.1: Supported in part, acknowledging that the Precinct Structure Plan sets a framework to

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			<p>used (or poorly designed) which can attract anti-social behaviour.</p> <p>12.2 However, I am concerned about the proposal to increase the building and population density. Buildings of 4 - 8 stories tall and an increase in residential apartment dwellings will create a huge change in the area which I see as being detrimental. Many City of Armadale residents choose to live in the area for the natural outdoor spaces and quieter lifestyle. The idea of inner city living (characterised by higher building, traffic, and population density), is unappealing to say the least. It is likely to upset and drive away existing residents and valuable community members.</p> <p>12.3 I also feel it must be noted that the MetroNet works along Albany Hwy in Kelmscott have only just been completed (many months later than the original completion date set out at the beginning of the project). The project spanned at least two years and impacted residents on a daily basis with detours and other traffic management delays. To hear that more significant works are being planned which will span years is demoralising.</p>	<p>guide private redevelopment and investment.</p> <ul style="list-style-type: none"> • 12.2: Not supported. The City’s existing Town Planning Scheme No.4 provisions permit an ‘open’ height limit subject to plot ratio; the Precinct Structure Plan provides greater guidance. Design considerations for future development will ameliorate height impacts. District Centre performance and sustainability relies on greater density, and the City also notes the State Government’s objectives for greater population density in and around rail station precincts. The suburban rail network and bus interchanges are also major public investments that benefits from an increased supporting population. • 12.3: Noted. The Precinct Structure Plan design and development outcomes will be realised over a 10-15 year timeframe and beyond, however traffic planning and management will be part of any development works.
13	Landowner	Comment	<p>Request additional information on this proposal [<i>NB. City officers discussed the proposal with the submitter during the advertising period - reference CE/107497/22. No further submission was received</i>]</p>	<ul style="list-style-type: none"> • Noted. Additional information or consultation may also be available at future development application stages.

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14	Landowner	Support	[no comment]	<ul style="list-style-type: none"> Noted.
15	Landowner	Comment	15.1 Need additional public telephones placed next to or on the Kelmscott Railway Station, rather than near shopping centres, and public phone charging facilities so people with insufficient phone credit and battery power can make calls rather than contacting local residents. 15.2 Additional street lights are required on Railway Avenue toward Lake Road for improved safety.	<ul style="list-style-type: none"> 15.1: Noted. The Precinct Structure Plan outcomes do not address specific infrastructure upgrades, however the submission is noted for the purposes of consideration by service providers and/or future public realm improvements. 15.2: Not within the Precinct Structure Plan, however the submission will be referred to the City's Technical Services Directorate for consideration.
16	Landowner	Support	16.1 Support the concept. 16.2 The town site/structure plan needs to cover a bigger area to include the following land east of the Canning River and Clifton the East side or Clifton St area once subdivision starts to happen increasing the population in the area. This increased population then buys at and uses the private and public spaces that are in and around the town site. This then encourages business and investment in the area. Investment goes where the money flows not the other way around. 16.3 I believe some sensible development of cafes, retirement villages and or access to doctors, podiatrist or health professionals on the Clifton St side with public open space linking the Canning River foreshore area on both side s of the river. Along or near the foreshore also improving security (Eyes	<ul style="list-style-type: none"> 16.1: Noted. 16.2: Not supported. Land east of the Canning River along Clifton Street has been zoned 'Urban Development' since gazettal of TPS No.4 Amendment No.70 in February 2014, which encourages urban residential development rather than urban town centre development associated with the town site to the west. One Structure Plan is already approved on Clifton Street (Canning River Clifton Street South). Public investment in traffic improvements, detailed precinct structure planning and future public

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			<p>on the Street). A major walk path (Rammed Earth some already in place) around the river from Turner place down to Rushton Park while not having to cross one road properly around 8 to 10 kms.</p> <p>16.4 Currently people are shopping out of the area due to the poor shopping area, crime, rubbish and general delict appearance of the town centre. This is not a fair reflection of the foothills and hills area as there are many great houses, public open space and people in the area. Yes I have a vested interest as an owner but I also have lived here for over 50 years and happy to live here until the end of my time on Earth.</p> <p>16.5 I believe a small section of Fancote Park could be sold off with Retail at the bottom and residential above looking on to the park to improve security. The money could be used to create a town centre at the Fancote Park. Currently the park is becoming Tent land for Homeless people including Homeless people living under the Gilwell and Orlando Bridges who are aggressive towards people and have claimed this area not to mention the rubbish they bring in and leave. I am not against Homeless people just my personal experience of the areas I frequent and what I see.</p> <p>16.6 The 2 plus hectares of land the City owns on Clifton St which has been zoned Urban could be sold and I think 50% of the proceed need to be spend within 5kms which is much needed to upgrade the area improve pathway and cycle ways. Not to mention the 100's of extra rates, population coming into the area bring. Having developers pay to improve the foreshore area.</p>	<p>realm improvements will encourage private investment in the Kelmscott District Centre and wider area.</p> <ul style="list-style-type: none"> • 16.3: Supported in part. Public open space retention and investment is supported by the Precinct Structure Plan and further public realm upgrades will be considered. However the current land use zoning east of the Canning River provides an appropriate transition between the town centre and lower density residential on the foothills. • 16.4 Noted. Increased public and private investment is likely to draw back some of the migration of retail expenditure, over time. • 16.5 Supported in part. The Precinct Structure Plan preparation process has identified community appetite for increased activation of Fancote Park. The final form of activation requires further consideration beyond the Precinct Structure Plan process. Homelessness is a widespread social concern, with hardship support provided/facilitated by a range of government agencies and not-for-

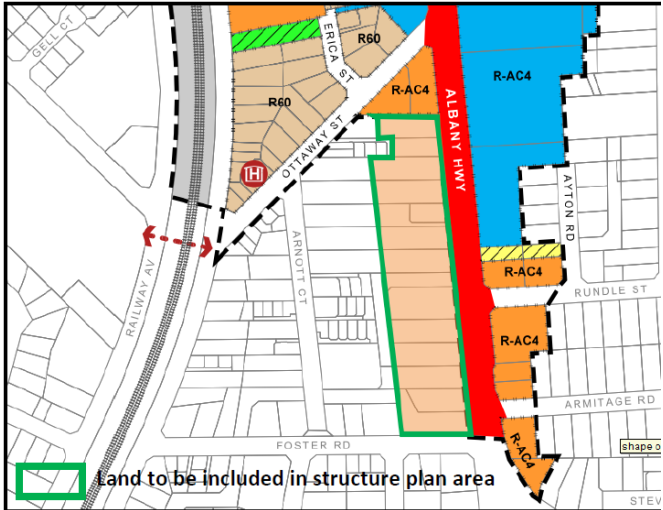
SCHEDULE OF SUBMISSIONS PROPOSED PRECINCT STRUCTURE PLAN KELMSCOTT DISTRICT CENTRE (PLU/PS4/11/2)				
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			16.7 With a pedestrian bridge linking both sides giving better access to shops and public transport links. I would like to see the council (Not suggesting they are not) take the lead to talk with and encourage working with current owners, developers and investors. At least to tidy and improve what we currently have and to have MetroNet finish the job of beautifying the area.	profit organisations. • 16.6 Noted. Lots 20 and 21 Clifton Street are located outside the Precinct Structure Plan area, however the lots form part of the City’s Strategic Land Assets and the City continues to investigate future options and target funds to local facilities upgrades (such as the previous improvement of Frye Park). • 16.7 The Precinct Structure Plan preparation process has identified community desire for improved pedestrian connections across the Canning River, which will require separate budget by Council. The City will also give further consideration to public realm improvements in Kelmscott following completion of the Precinct Structure Plan project.
17	Department of Health CE/110475/22	Comment	17.1 Water Supply and Wastewater Disposal: The DOH has no objection to the proposal, subject to all new development proposals being connected to reticulated sewerage in accordance with the Government Sewerage Policy, and; The DOH needs to ensure the additional loadings of wastewater produced from this proposal will be adequately managed by the existing wastewater infrastructure including treatment plants, pump stations and pipe works. Whether or not upgrading works are required, the DOH	• 17.1: Noted. The Precinct Structure Plan has been referred to the Water Corporation.

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			<p>seeks confirmation from the service provider/developer this can be achieved prior to development to reduce risk to public health safety.</p> <p>17.2 Public Health Impacts: The plan provides no information on the suitability of the land from a contaminated sites or appropriate separation distances perspective. With regards to compatible land-uses, the proponent should refer to the EPA (2005) Separation Distances between Industrial and Sensitive Land uses.</p> <p>The document has provided no information on the land's historical land use. Although the site has not been classified on Department of Water and Environment Regulation's (DWER) Contaminated Sites database (Contaminated Sites Act 2003), and does not appear on DWERs public access database, it may be subject to other important classifications not recorded on that database. The proponent should obtain a Basic Summary of Records relating to the land and its surroundings to complete their assessment of the site's suitability for sensitive land uses.</p> <p>17.3 Increased Density – Public Health Impacts: The City of Armadale should also use this opportunity to minimise potential negative impacts of the increased density development such as noise, odour, light and other lifestyle activities. Public health impacts draw attention to those issues, and they should be appropriately and adequately addressed at this stage. To minimise adverse impacts on the residential component, the City of Armadale could consider incorporation of additional sound proofing / insulation, double glazing on windows, or design aspects related to location of air conditioning units and other appropriate building/construction measures such as ensuring</p>	<ul style="list-style-type: none"> • 17.2: Not supported. The Department of Health's submission is not consistent with Precinct Structure Plan documentation and the existing context. The town site is an existing developed centre, with development approvals assessed and considered from land use compatibility and permissibility perspectives. Sites identified on the DWER Contaminated Sites database have been considered, and the <i>Contaminated Sites Act 2003</i> applies in those instances. • 17.3: Supported in part. These matters are addressed by the National Construction Code and the Residential Design Codes and will be considered in development applications and building permit applications.

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			<p>adequate ventilation requirements for wet areas.</p> <p>17.4 Medical Entomology: The subject land is in a region that occasionally experiences significant problems with nuisance and disease carrying mosquitoes. These mosquitoes can disperse several kilometres from breeding sites and are known carriers of Ross River (RRV) and Barmah Forest (BFV) viruses. Human cases of RRV and BFV diseases occur annually in this general locality. The subject land is also within 3km of mosquito dispersal distance from mosquito breeding sites along the upper reaches of the Canning River. Mosquitoes will disperse from these sites to the subject land under favourable environmental conditions. There may also be seasonal freshwater mosquito breeding habitat within proximity to the subject land. Additionally, there is the potential for mosquitoes to breed in on-site infrastructure and constructed water bodies if they are poorly designed.</p> <p>Prior to development, the DOH recommend a Mosquito Management Plan (MMP) be developed and approved by both the DOH and the Local Government in which the proposal is based to ensure the risk to the community of exposure to nuisance and/or disease carrying mosquitoes is considered. This MMP is to be approved by the local government and Department of Health prior to any subdivision. The Department has provided guides and templates for the development of suitable mosquito management Plans to assist land developers meet these requirements.</p> <p>17.5 Land Use Planning for Natural Hazards A document '<i>Land Use Planning for Natural Hazards</i> can also guide the use of land to effectively reduce risk and enhance</p>	<ul style="list-style-type: none"> • 17.4: Supported in part. The City's Health Services already implements a municipal-wide mosquito management plan which provides an integrated approach to mosquito management including a mosquito monitoring program and physical, cultural, chemical and biological control measures/strategies. It should be noted that the City's Technical Services ensures that new subdivision infrastructure and City infrastructure is designed and managed to minimise mosquito breeding areas. • 17.5: Noted. Natural hazard risks have been considered.

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			sustainability for areas prone to hazards such as flooding (including storm surge), fire, landslide, earthquake, strong wind and erosion.	
18	Department of Planning, Lands and Heritage – Land Management CE/113492/22	Comment	Land Use Management within the Department of Planning, Lands and Heritage has no comments to make at this stage in relation to Crown land and the Kelmscott District Centre Proposed Precinct Structure Plan.	<ul style="list-style-type: none"> • Noted.
19	Landowner	Comment	Submitter has expertise in gemstones and landscaping. The foothills of Kelmscott demonstrate evidence of magma rise thousands of years ago, and this should be reflected in garden landscaping by the preference of igneous rock and avoidance of sedimentary rock. A distinct Western Australia setting should be reflected in future landscaping outcomes. The submitter offered to assist in landscape design outcomes.	<ul style="list-style-type: none"> • Noted. The City’s Parks and Reserves team are conscious of reflecting local materials, colours and textures in landscape design.
20	Landowner	Support	Possibly buildings facing Fancote should be taller residential	<ul style="list-style-type: none"> • Not supported. Buildings addressing Fancote Park are not recommended for further height increases to maintain a sense of scale and gradation of development height as proposed in the advertised Precinct Structure Plan.
21	Dynamic Planning and Developments on behalf of Landowner	Comment	The proposed Kelmscott District Centre Precinct Structure Plan relates to a parcel of land within the City of Armadale municipal areas and is dispersed either side of Albany Highway, generally bound by Turner Place to the north, Brookton Highway to the south, the Canning River/Clifton Street to the east and Railway	Refer to discussion in report and points below.

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			<p>Avenue to the west. In total the structure plan area represents 57.4407 Ha in area and consists of approximately 51 land parcels.</p> <p>The subject site is currently located outside of the structure plan area on the western side of Albany Highway opposite the southern extent of the structure plan area and in close proximity to the intersection of Foster Road and Albany Highway.</p> <p>In determining the land to which the structure plan should apply, Part 2 of the structure plan summarises that the key considerations were as follows:</p> <ol style="list-style-type: none"> 1. Target dwelling yields – achieving 30 dwellings per hectare of urban land. 2. Identified activity centre – selecting two (2) central points to calculate a 400m walkable catchment from. 3. Existing land use pattern and zoning – included in the structure plan area is land zoned ‘District Centre’, the Armadale Redevelopment Scheme Area and residential land to the south extending generally to Ottaway Street/Brookton Highway. 4. Land ownership – limiting land fragmentation. 5. Physical characteristics/features – the railway line, Albany Highway and the river represented logical boundaries. 6. Transport infrastructure – walkable catchments of existing train stations. <p>Whilst we don’t disagree with the key considerations in establishing the structure plan boundary, we do contend that the subject site, along with the broader cell of land on the western side of Albany Highway should be included in the structure plan area. We understand that this land was excluded as it is subject to Amendment 89 to the City of Armadale Town Planning</p>	

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			<p>Scheme No. 4. It will be requested in subsequent sections of this submission that the land identified in Figure 3 be included within the structure plan area.</p>  <p>Figure 3.</p> <p>Purpose of Submission:</p> <p>21.1 The purpose of this submission is to provide comment on the proposed structure plan and request that the structure plan boundary be modified to include the land identified in Figure 3. As part of including this land we would also seek its inclusion into the Southern Mixed-Use Transition sub-precinct with a land use zoning of 'Mixed Use Residential', consistent with the other properties included within the sub-precinct. We consider this to</p>	<ul style="list-style-type: none"> • 21.1: Not Supported. Refer to discussion in report. The City selected the proposed Precinct Structure Plan boundaries on the basis of existing District Centre zoning with some inclusion of residential zoning north of Ottaway Street and special residential zoning east of the Canning River. It

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			<p>be an appropriate and warranted modification to the structure plan for the following reasons:</p> <p>21.2 It will improve the ability for the ‘Southern Mixed-Use Transition’ sub-precinct to deliver on the vision of being a ‘gateway’ environment into the Town Centre Precinct from the south. At present, only the eastern side of Albany Highway has been included in the structure plan area with the subject site and the land identified in Figure 3 remaining in the ‘Residential’ zone with a proposed density of R15/60 (subject to the approval of Scheme Amendment 89).</p> <p>This inconsistency in zoning will undoubtedly result in inconsistent development outcomes on each side of Albany Highway with the eastern side likely to be dominated by commercial development and land uses that benefit from the high traffic environment along Albany Highway. In comparison, the western side of Albany Highway will be characterised by residential development, or no development at all in the short term should market dynamics remain as they are currently. This will jeopardize the ability to deliver a ‘gateway’ environment and reduce the legibility of the district centre with visitors likely to be unclear on where the precinct starts and finishes.</p> <p>Including the subject site and land identified in Figure 3 would enable consistent development outcomes that would be likely to result in an improved entry statement into the district centre.</p> <p>21.3 Exclusion of the land identified in Figure 3 from the structure plan area doesn’t appear to be consistent with the methodology applied to determine where the structure plan boundary should be as:</p>	<p>should be acknowledged that modelling of the existing District Centre zone extents demonstrates that target residential yields and suitable levels of commercial floorspace will be met. The Precinct Structure Plan especially emphasises more intensive development outcomes in the core of the District Centre rather than ‘frame’ areas. In this regard identification of the requested area as ‘Mixed Use Residential’ and inclusion in the Structure Plan boundary is not supported.</p> <ul style="list-style-type: none"> • 21.2: Not supported. Refer to report. The existing proposed ‘Commercial’ and ‘Mixed Use Residential’ land use zones within the Precinct Structure Plan area function as a gateway to the ‘Mixed Use Retail Core’ of the District Centre. The state and local planning framework (e.g. Residential Design Codes, Apartment Design Codes, Town Planning Scheme No.4 and Local Planning Policies) already encourage high quality development outcomes in the proposed extension area. • 21.3: Not supported. Refer to report. Dwelling yields are one component of

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			<p>desire for ‘Mixed Use Residential’ development consistent with the proposed land use zone for the eastern side of Albany Highway.</p> <p>21.5. As part of the community engagement process for the structure plan, a preference was specified for commercial land uses along Albany Highway. This, in addition to the desire for consistent streetscape outcomes, suggests that including the subject land within the Mixed Use Residential land use zone as part of the structure plan is a preferred design outcome that would be supported by the community.</p> <p>Further, commercial land uses along Albany Highway will also provide opportunities for a coordinated access strategy along Albany Highway which could seek to reduce the number of access points by requiring easements to be established between properties as they are developed, with parking and access to be provided in the front setback areas. An example of this has been implemented in the City of Canning in close proximity to Carousel Shopping Centre.</p> <p>Ultimately, we consider that expanding the structure plan area to include the land in Figure 3 will represent an improved outcome for the Kelmscott District Centre as it will dramatically improve the likely development outcomes in the southern extent of the structure plan area and establish a desirable southern entry point.</p>	<ul style="list-style-type: none"> 21.5: Not supported. The Precinct Structure Plan delivers on community consultation without increasing the Precinct Structure Plan boundary. A further change may impact residential land abutting the Figure 3 identified area. The lots fronting Albany Highway are not considered to warrant a separate access strategy as part of the Precinct Structure Plan process. There is nothing to prevent landowners from coordinating outcomes across landholdings. <p>The City also notes that the Precinct Structure Plan will need to be readvertised if new areas are proposed for inclusion.</p>
22	Department of Education CE/117265/22	Comment	The Department has reviewed the information in support of the proposal and notes there is an anticipated dwelling yield of 1,009. Consequently, the resultant student demand from the increased dwelling yield will unlikely pose any adverse impacts on the student accommodation capacity of existing public	<ul style="list-style-type: none"> Noted.

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			schools within the locality. Notwithstanding this, any further changes to the zoning, residential density coding and dwelling lot numbers which may result in an increase to the student yield will require prior consultation with the Department.	
23	Armadale Gosnells Landcare Group Inc. CE/117706/22 CE/118176/22	Comment	<p>19.1 We request that the area below Fancote Street - lots 1942 3678 3667 316 be identified as suitable for a Living Stream with the Water Corporation drainage lots 1, 63,64 and 65 to be part of this. The subject land is reserved for Parks and Reserve (P&R) under the Metropolitan Region Scheme (MRS) and is located within the Swan Canning Development Control Area (DCA).</p> <p>19.2 Currently the Water Corporation Drain - which is an open drain - is the conveyance of huge amounts of stormwater from the very large catchment area and is bringing in sediment, rubbish and nutrients that are impacting on the Canning River which it flows into. It is also identified that the velocity of the stormwater flowing into the river from this drain is impacting on the stability of the very old large trees at the exit of this drain and causing severe erosion on foreshore.</p> <p>19.3 Apart from the subject land on this location identified drainage sites the adjacent reserves are owned by the City of Armadale and are reserves for Parks and Recreation under the MRS scheme. City of Armadale reserves are currently being revegetated by Armadale Gosnells Landcare with support from Clifton Hills Primary School and City of Armadale.</p> <p>19.4 The construction of a Living Stream on this site would create opportunities for water quality, habitat and amenity improvements and is consistent with Water Corporations</p>	<ul style="list-style-type: none"> Supported in part. The Precinct Structure Plan technical reports identify a living stream outcome as the preferred outcome for the existing Water Corporation drain. However it is necessary to note that the Precinct Structure Plan alone cannot deliver this outcome, but that further discussion and consultation with the Water Corporation is required to achieve improved outcomes. <p>A living stream outcome will support the work undertaken by the City and various community groups to rehabilitate the Canning River foreshore abutting the Kelmscott town centre.</p>

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			"Drainage for Liveability" program. 19.5 Armadale Gosnells Landcare Group have written in the past to the Minister for Water expressing our request and we have had discussions with the Rivers and Estuaries branch of DBCA who informally support our request. We have also had a meeting about 6 months ago with consultants representing owners of lots 4132 200 129 130 131 132 134 135 about our request. They advised that they had identified acid sulphate soils on the site which would mean all water coming from that site would need to be transported through this drain to the river. This places major questions on the ability for development of the site itself. 19.6 This is a major opportunity to improve the health of our Canning River and an opportunity for our community to have an increase opportunity to enjoy the extended foreshore of the Canning River.	
24	Public Transport Authority CE/117751/22	Comment	The PTA Infrastructure Planning and Land Services Division (Rail Planning and Environmental Services Branches), Transperth and METRONET Precinct Team have reviewed the Structure Plan and attachments, with our consolidated comments provided below. 20.1 Kelmscott District Centre Precinct Structure Plan •Table 5: Precinct Design Objectives Assessment – Urban Structure, Page 90: The METRONET Precinct’s team is satisfied with the comments which relate to METRONET’s impact on the precinct. •Section 9.0 Movement – 9.1.5. Public Transport, Page 108: An edit should be made to the references of the planned Armadale and Thornlie lines shut down. The shutdown is planned for late-	<ul style="list-style-type: none"> • 20.1: Noted. Suitable changes to documents can be made if necessary, however the changes do not materially alter or impact on any land use zoning or built form design provisions of the Precinct Structure Plan.

SCHEDULE OF SUBMISSIONS PROPOSED PRECINCT STRUCTURE PLAN KELMSCOTT DISTRICT CENTRE (PLU/PS4/11/2)				
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			<p>2023 instead of early-2023 as written.</p> <p>20.2 Appendix B - Movement, Transport and Parking Strategy</p> <ul style="list-style-type: none"> As part of PTA’s access mode hierarchy to enhance access to stations, the PTA is generally supportive of initiatives identified to improve pedestrian connections to the Kelmscott Station and also any improvements to access for bus services to ensure service reliability for passengers. Section 4.2 Public Transport Network - 4.2.2. Bus Services, Page 33: The Bus service frequencies mentioned are incorrect. At a minimum, they need to be corrected to reflect the following: Route 240 – Kelmscott Station loop route serving Clifton Hills every 120 mins – weekday off-peak. Route 241 – Kelmscott Station loop route serving Roleystone every 60 mins – weekday off-peak Route 243 – Kelmscott Station to Armadale Station via Seville Drive every 60 mins – weekday off-peak Section 7.4 Public Transport in Context to the Precinct Plan, Page 67: Regarding the future design of bus stop infrastructure, it should be noted that the bus stops within the precinct have already been reviewed and upgraded as part of either the Bus Stop Accessibility Works Program or through the more recent impacts of METRONET’s Denny Avenue Level Crossing Removal project. Based on current bus route provision and passenger movements the existing bus stops already suitably serve the precinct. The PTA would be supportive of a review of existing pedestrian crossings on Albany Highway to maximise the recent investment in bus stop infrastructure in the structure plan area and to encourage safer and easier connections for passengers 	<ul style="list-style-type: none"> 20.2 Noted. Suitable changes to documents can be made if necessary, however the changes do not materially alter or impact on any land use zoning or built form design provisions of the Precinct Structure Plan. The PTA is encouraged to review service frequency, routes and commuter infrastructure as the Precinct Structure Plan is implemented. The City does not object to the PTA reviewing existing pedestrian crossings on Albany Highway.

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			<p>accessing existing bus stops on Albany Highway.</p> <ul style="list-style-type: none"> •While the introduction of any additional bus stops along Albany Highway could have the potential to enhance existing access this would require further investigation to ensure safe pedestrian crossing facilities are provided across Albany Highway. Currently there is insufficient demand to justify installing additional bus stops in terms of patronage and it would slow down existing services. •It should also be noted that bus shelters are provided at many existing bus stops already within the structure plan area and any proposals to replace or add bus shelters would typically be the responsibility of the local government. •The bus stop locations identified in Table 6 (Page 33) are inaccurate as these were impacted by the works related to the Denny Avenue project. This list should feature 16 permanent bus stop locations. <p>20.3 Appendix E - Transportation Noise Assessment: State Planning Policy No 5.4, Page 6: The PTA Environmental Services Branch note that the Structure Plan has included the requirement for Noise and Vibration Assessments to be conducted as part of future subdivision and development applications to ensure compliance with SPP 5.4. We also note that a 'Notification on Title' will be required for lots where noise sensitive uses are exposed to noise and vibration levels that exceed the required target as defined in SPP 5.4 (in accordance with Model Subdivision Condition T24). The PTA Environmental Services Branch support these requirements. In addition, we request that the preparation of future Noise and Vibration Assessments for future planning stages involve consultation with the PTA to confirm rail noise inputs.</p>	<ul style="list-style-type: none"> • 20.3: Noted. Future noise/vibration assessments will determine parameters.

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25	Landowner	Comment	Please install deep sewerage on Gilwell Avenue. It is a huge thing not to have sewerage in an area so close to the river, and in a town where everywhere else is sewered. Not fair. Please pursue this with the appropriate authorities.	<ul style="list-style-type: none"> Supported in part. The sewerage infill program is the responsibility of the Water Corporation. The City has previously lobbied the Water Corporation to construct reticulated sewerage in unsewered areas of Kelmscott and has not been successful in obtaining support or State Government funding to date. Unsewered areas of the Precinct Structure Plan proposed for future residential land use will require low residential density codes (typically R5) to accord with the State Government's Government Sewerage Policy 2019.
26	Department of Communities CE/118035/22	Comment	The State Government is committed to deliver 3,300 public houses within the next four years. The City of Armadale is encouraged to work closely with the Department of Communities to explore opportunities for the acquisition of land to be used for public housing in the short, medium and long term.	<ul style="list-style-type: none"> Noted. The City is monitoring and engaging with the State Government's Housing Diversity Pipeline program, which includes landholdings in and around the Precinct Structure Plan area.
27	Water Corporation LATE SUBMISSION	Comment	<p>27.1 Sewer: We have analysed the impact of the proposed density on the sewer network and can advise the DN225 on Fancote St, 570m from Albany Hwy to River Rd will eventually surcharge due to the increase in density and will need to be upgraded to DN300.</p> <p>We contribute \$600 per metre to the cost of constructing DN300 sewers. In most cases this does not cover the entire cost and the balance must be funded by the proponent. Given the fragmented</p>	<ul style="list-style-type: none"> 27.1: Not supported. Refer to discussion in report. The City is not proposing cost sharing arrangements through a Developer Contribution Plan, and State Government agencies and corporations should match infrastructure investment to State Government infill/station precinct development objectives. The City has

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			<p>ownership and incremental development, it is not efficient or equitable to mandate the upgrade by individual developers, as such in these situations we suggest the City implement a cost sharing arrangement to fund, coordinate and implement the upgrades to support the redevelopment.</p> <p>Sewers are located within a number of lots in the area. Depending on how the lots are developed they will either need to be relocated or protected by separation from buildings. Applicants are encouraged to discuss this with us early in the planning process for their development.</p> <p>27.2 Water: Upgrades to any water reticulation mains (<250mm diameter) will need to be considered on a case-by-case basis. In most situations the existing network will have adequate capacity to provide a potable water service. Developers will need to undertake an independent assessment to determine if the network has adequate capacity to suit their firefighting needs. If any upgrades are required, they will need to be funded and delivered by the proponent.</p> <p>27.3 LWMS comments:</p> <ul style="list-style-type: none"> • Figure 2 Topographic Contours and Groundwater Levels - Groundwater contours were obtained from two different sources (Minimum groundwater contour DWER 2003 v. Maximum groundwater contour DWER 2019) and this information would seem to be conflicting. This needs to be discussed and agreed with DWER. • Section 6 - The existing connections to the main drainage need to be maintained and no upsizing or additional connections will be approved by the Corporation. 	<p>written to the Water Corporation to clarify the City's position on this matter. The Water Corporation should develop its own mechanisms to support the State Government's objectives.</p> <ul style="list-style-type: none"> • 27.2: Noted. • 27.3: Noted. DWER has confirmed its support for the LWMS.

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			<ul style="list-style-type: none"> Section 6.2.5 – The conversion of the Rundle Street MD into a living stream can be approved in principle but the proposal needs to meet Water Corporation operation, maintenance, design, and safety requirements. 	
28	Element on behalf of Landowner LATE SUBMISSION	Comment	28.1 Approved Development Page Road lots are located within the PSP, fronting Page Road and zoned R-AC4. The Saddlers Retreat landholding sit outside of the PSP boundary located north of Saddlers Retreat. The Saddlers Retreat landholdings contain an approved two-storey Residential Aged Care Facility which incorporates the following: <ul style="list-style-type: none"> A two-storey building comprising a number of “wings” that address Saddlers Retreat, an internal road and the river reserve; The portion of the building which would be closest to Saddlers Retreat is single storey; 61 single bedrooms, 19 two bedrooms and 24 apartments for aged care residents (104 Total); A dementia wing; A basement incorporating a majority of the carparking, and service areas such as bins, kitchen and laundry; A café and hair salon which are for resident use; Vehicle access from an internal entry road connecting to a new roundabout constructed on the intersection of Page Road and Fancote Street; The first section of the driveway is over a lot owned by the Water Corporation for drainage purposes; and Ceding a portion of Lot 200 Saddlers Retreat, Kelmscott which is zoned Parks and Recreation under the Metropolitan Region Scheme. 	28.1 Noted.

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			<p>Conditional approval for the abovementioned development was first granted by the (former) Metro East Joint Development Assessment Panel in October 2016 (DAP/15/00909). The existing approval remains valid pursuant to cl. 78H of the Schedule 2 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> (the Deemed Provisions) and the Minister for Planning’s Notice of Exemption (the Notice).</p> <p>28.2 Requested PSP Amendments Unfortunately, due to other priorities of managing a significant aged care portfolio during COVID, the landowner was unable to participate in the PSP preparation process. However, acknowledging the 104 bed Aged Care development approved adjacent to the River Edge precinct of the PSP, and the strategic vision of the landowner to redevelop its land holdings, we respectfully request that consideration be given to including the subject site within the PSP for the purposes of orderly and proper planning as per the attached plan and the reasons elaborated on below.</p> <p>In this regard we believe the site should be included within the PSP and zoned R-AC4 in the same manner as sites adjoining Fancote Street within the River Edge Precinct. Whilst we understand that there may be a concern with building bulk to Saddlers Retreat and the possible desire for the plan to be readvertised, we note that the existing site allows for an R40 density, or two storeys and an R-AC4 site is only for a three storey height limit anyway, albeit given the scale of the site four storeys could easily be accommodated central to the site without any building bulk or amenity impacts. The separation provided by Saddlers Retreat in addition to any landscaped setbacks</p>	<ul style="list-style-type: none"> • 28.2: Not supported. The landowner participated in the Precinct Structure Plan process, with a representative of Hall and Prior attending one of two community workshops hosted by the City, in addition to the lodgement of this submission. <p>The City does not support the modifications and supporting rationale put forward by the submitter. The objectives of the River Edge Precinct are not satisfied, as aged care typically requires high degree of security and may not necessarily support activation and amenity (objective b), and increased height sought does not necessarily demonstrate that scale will present well to public spaces (objective c). More intensive development outcomes beyond the bulk and scale of the existing approved development are not considered to be consistent with the</p>

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			<p>proposed will more than cater for any building bulk and scale, privacy or overshadowing amenity impacts to the sites only sensitive interface.</p> <p>In support of this position we note:</p> <ol style="list-style-type: none"> 1. An increase in height will allow for an increased aged care offering within the subject site’s boundaries with less need to encroach onto adjoining parks and recreation reserves; 2. The site and development accords with the objectives of the River Edge precinct outlined in the PSP; 3. When developed for Aged Care, the site will be a significant employment generator for the precinct. There will be a significant number of these staff using public transport and walking between the train station and the site, passing local shops and businesses and potentially adding to the commercial viability of the precinct. Provision of an additional storey or two will not only enhance the community care offering to the local community, but will also help underpin and enhance the economic viability of the Core precinct; 4. We note, the original site mapping included the MRS Parks and Recreation Reserve to the east of the subject site and extending the MRS reserve to wrap around the Canning River. The development of the subject site will significantly add to the activation, redevelopment and functionality of the parks and recreation reserve, providing surveillance and enhancement for community benefit. In particular, we note objective 3 which states: <i>“Design buildings to create public realm interfaces that provide passive surveillance across the river and open space environs, whilst having a scale and articulation that presents well to those using the public spaces.”</i> and 	<p>character/amenity of Saddlers Retreat, or the Precinct Structure Plan objective to <i>“enhance the quality of the built form and amenity of the place through appropriate building heights, setback controls and architectural design guidance appropriate to the context.”</i>.</p> <p>An increased aged care offering should accord with the objectives and requirements of the operative planning framework within the development site; encroachments onto adjoining parks and recreation reserves are not granted as-of-right.</p> <p>No information or justification has been presented to demonstrate the accuracy of additional economic impact or transport mode usage.</p> <p>While the submitter does not define a preferred TPS No.4 land use zone, it is likely that Mixed Use Residential land in the Precinct Structure Plan area will be proposed for District Centre rezoning. This zoning not considered an appropriate zoning for lots on Saddler’s Retreat due to the range of permissible land uses that are not necessarily consistent with the character and amenity of this</p>

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			5. Mixed Use – Residential best reflects the approved Aged Care facility land use for the site. 28.3 To facilitate the inclusion of the Hall & Prior site within the PSP, an amended PSP plan has been prepared to guide the proposed changes. The following modifications are respectfully sought: <ol style="list-style-type: none"> 1. Identify Lots 129-135 & 200 (No. 2-18) Saddlers Retreat, Kelmscott, the subject land of the approved Aged Care Facility (DAP/15/00909), to be R-AC4 for the reasons outlined above with a permitted height of 3 storeys to the edges and up to four storeys more central to the site; 2. Remove the limit for two storey development at the rear of Lots 33 and 34 Page Road, Kelmscott given the expanse of P&R reserve where any additional storey will not dominate the public domain, will enhance surveillance, increase the development potential of the most valuable part of the site to encourage the redevelopment of the site and has no adverse overshadowing or amenity impacts. 3. Given the size of the site, allow for a 4 storey built form more central to the main site and allow for three storey interfaces to the outside; 4. Remove the key pedestrian/cyclist connection through to the MRS Parks and Recreation Reserve to Fancote Street/Page Road intersection as this will be part of Hall and Prior land for its main access and a future roundabout which are not conducive to pedestrian crossings. The pedestrian/cyclist connections should be extended along the Canning River and down Saddlers Retreat to activate the streetscape and provide a safer pedestrian environment; 5. Include an additional note on the PSP which states: <i>“Minor land rationalisation to facilitate Aged Care and Community</i> 	residential location on the perimeter of the Precinct Structure Plan area. 28.3: Not supported. See responses above.

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			<p><i>Benefit</i>” to reflect the current approved access across Water Corp to be owned land by the Hall & Prior;</p> <p>6. Identify the entire Hall & Prior site to be subject to: “<i>Setback controls to ensure bushfire flooding and other environmental mitigation addressed (Method 2 Assessment Required)</i>” to acknowledge the need for a Bushfire Management Plan and the proposed vulnerable facility.</p> <p>8. Propose a 4 metre setback line along Saddlers Retreat to allow for a landscaped interface and courtyards;</p> <p>9. Not require any podium to ‘tower’ separation for the ground three levels given the limited height of the built form proposed that it is still of a human scale and the need for construction efficiencies; and</p> <p>10. Whilst the use to the street should be primarily residential, ensure that this allows for an aged care facility, that whilst is commercial, is clearly residential in nature.</p> <p>28.4 Conclusion We trust the above makes sound planning sense and that the City understands that such provisions will clearly assist in the creation of a much needed, viable community facility that can be constructed on its landholdings. Whilst we do apologise for the lack of involvement in the PSP process, we do believe that it is possible for the amendments to be made without delaying the PSP process, especially given the approved development for the site already providing a community expectation for aged care development. We also believe there is a significant advantage to the remainder of the area by having a catalyst development that is not only of wider importance to the aging community, but also to help underpin the redevelopment of the remainder of the PSP Area. We respectfully lodge this submission on behalf of Hall and Prior, seeking to ensure the PSP may provide an orderly and</p>	<p>28.4: A change to the Precinct Structure Plan would require readvertising, in the City’s opinion, given the change of impact to lots south of Saddlers Retreat. Catalyst developments are more appropriately located within the town centre and its core commercial areas, not on peripheral residential areas with unique landscape character.</p>

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			proper planning outcome for the Kelmscott Town Centre.	
29	Main Roads WA LATE SUBMISSION CE/120634/22 CE/121714/22	Comment	29.1 In response to correspondence received on 8 August 2022, Main Roads has reviewed the supporting information and is unable to provide a recommendation at this point in time. The following items are requested, prior to determination of the Structure Plan: i. Revised structure plan documents that reflect the comments outlined herein (i.e. items 1 – 4); ii. A revised Movement, Transport & Car Park Strategy Report addressing the comments under item 2; and iii. A revised Bushfire Management Plan. See item 3 outlined below. 29.2 Land Use & Future Road Planning Main Roads supports the City’s objective to accommodate future growth of the Kelmscott District Centre based on transit oriented development (TOD). To achieve this objective and protect the function and safety of the state road network, a revised structure plan documentation is requested that incorporates the following requirements: a. Main Roads' preference is for allotments to not have direct access onto the Primary Regional Road, and to, wherever possible, rationalise access to combined / consolidated access points and via parallel service roads. This position is reflected within Development Control Policy 5.1 Regional Roads (Vehicular Access). In addition to Local Planning Policy PLN 5.1 – Highway Development, Main Roads strongly encourages implementation of a vehicle access strategy (VAS) via this	<ul style="list-style-type: none"> • 29.1: Not supported. Refer to comments below and in report. • 29.2 Vehicle access strategy not supported. Refer to discussion in report. The City has proposed a balanced approach by maintaining access in the interim. Future development will need accord with PLN 5.1 Highway Development. Car parking locations have been considered through Precinct Structure Plan preparation. Other comments noted.

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			<p>structure Plan to be implemented consistently along Albany Highway and inform development of the preferred access arrangements.</p> <p>b. Future land requirements for road and transport purposes, and the operational efficiency and functionality of the current and future Primary Regional Road reservation (including queuing and spill-over relating to parking access locations) are to be protected from the encroachment of inappropriate development. In this regard, all building encroachments (above and below ground) are to be located outside of the future land requirements.</p> <p>c. Wherever practicable, resource and waste collection via the state road network is to be avoided, and as part of any redevelopment is to be facilitated or planned to ultimately occur via the local road network, laneways or collected directly from site.</p> <p>d. Car parking along the Primary Regional Road reservation is not supported by Main Roads.</p> <p>e. This section of Albany Highway is close to being built to its ultimate configuration. The four (4) lanes (two (2) lanes per direction) will remain, and additional lanes are not planned. The section of road which is currently not built to a divided arterial standard will be upgraded to a divided arterial standard in the future subject to funding. This will include right turn pockets and vehicles will otherwise not be able to cross the median.</p> <p>The project for the upgrading of Albany Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are considered long term. Please be</p>	

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			<p>aware that timing information is subject to change and that Main Roads assumes no liability for the information provided.</p> <p>29.3 Traffic Assessment</p> <p>Based on review of the Movement, Transport & Car Park Strategy Report prepared by Flyt, it is uncertain how development within the structure plan area will impact upon the state road network. A revised report is requested to address the following:</p> <p>a. Further details and justification are requested for the traffic generation assumptions adopted for food and non-food land uses, including the use of ‘single retail trip rate based on recalibrated 2019 model’. The source/s should be referenced and quoted for the types of land uses.</p> <p>b. The Volume to Capacity Ratio (VCR) for the analysis of peak hour flows appears to be underestimated. Information on how the capacity of each section was calculated is requested to confirm the adopted VCR is appropriate.</p> <p>c. Provide Mesoscopic Modelling files for review and consideration. This information forms part of the submitted Movement, Transport & Car Park Strategy Report.</p> <p>d. While the structure plan proposes a framework for increased residential density, further consideration to reduce household car ownership is necessary. Without reduced residential car ownership and usage, increased density is likely to result in a significant increase in peak traffic on the road network as identified in Table 14 of the report (i.e. significant traffic growth</p>	<ul style="list-style-type: none"> • 29.3: Not supported. Refer to report regarding State Government agency involvement in modelling preparation, including engagement of Flyt, the same consultancy that has prepared the City’s Movement, Transport and Car Parking Strategy. <p>In relation to a, Flyt advises that its 2019 model and land use data as prepared for MetroNet were applied, with minor adjustment to the retail trip rates as WAPC trip generation rates apply to a broader range of land uses than exist or are planned for the Kelmscott District Centre. Further information on Flyt’s methodology can be provided to the WAPC if required.</p> <p>In relation to b, Flyt advises that VCRs are inbuilt functions of the model (prepared for MetroNet) and are intended to account for simulation-based inputs. Section 5.6 of the Movement, Transport and Car Parking Strategy sets out that this is a high-level assessment to understand potential land use impacts.</p>

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			<p>is forecast between 2021 to 2036). Residential density should be focused on, and in proximity to public transport routes to improve accessibility to non-car based transport. The implementation of travel demand management strategies and programs, along with this initiative would maximise opportunities for reducing car use.</p> <p>e. Changes to the function and traffic speed between Page and Davies Roads is not supported by Main Roads and it is requested that reference to this proposal be omitted.</p> <p>f. The City is advised that any traffic treatments and modifications to traffic signals will require further approval from Main Roads, this includes any proposal to lower the speed limit along Albany Highway, proposed / modifications to traffic signals on the local road network and modifications to the Restricted Access Vehicle (RAV) network.</p> <p>29.4 Bushfire Management Plan</p> <p>It is requested the Bushfire Management Plan (BMP) prepared by Emerge Associates be updated to reflect the following requirements:</p> <p>a. The Bushfire Attack Level (BAL) contour plan identifies that proposed lots along the eastern periphery, adjacent to Page Road, cannot achieve a BAL rating of BAL-29 or below. Affected lots may therefore be unable to be developed with habitable buildings if it is not possible to achieve BAL-29 or below. Any Asset Protection Zone (APZ) defined to achieve a suitable level of BAL for the proposed type of development upon that land, must not be reliant upon land reserved as Primary</p>	<p>In relation to c, models have previously been presented to MRWA during and prior to the Denny Avenue LXR. Subsequent methodology is explained in the Movement, Transport and Car Parking Strategy.</p> <p>In relation to d, the Kelmscott District Centre includes PTA-operated bus routes and a rail station, with the Precinct Structure Plan encouraging density in proximity to these transport networks. The City is currently preparing an Integrated Transport Strategy for its local government area, which will include Kelmscott and surrounds.</p> <p>In relation to e. and f, the City does not support omission of possible future changes to speed limits and seeks to retain this option, noting any proposal remains subject to MRWA approval. Traffic treatment approvals from MRWA are noted.</p> <ul style="list-style-type: none"> • 29.4: Noted. Refer to report.

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			<p>Regional Road or assume bushfire maintenance activities are to be undertaken by Main Roads.</p> <p>b. If Emergency Access Ways (EAWs), temporary or otherwise, are required to deliver policy compliant access outcomes for future development as stated at Section 4 of the (BMP), such access is to be to the local road network, as far as practicable.</p> <p>29.5 Road Traffic Noise</p> <p>Noise sensitive land uses located adjacent to the Primary Regional Road reservation must implement acoustic attenuation measures, as outlined in State Planning Policy 5.4 - Road and Rail (SPP 5.4). To achieve compliance with the provisions of SPP 5.4, the following is required:</p> <p>a. Separation distances, building configurations, Quiet House Packages, noise walls and notification on titles as described in the Transportation Noise Assessment, Rev A prepared by Lloyd George Acoustics should be implemented via the structure plan documentation and for future noise sensitive development in the plan area.</p> <p>b. Detailed noise assessment specific to future subdivision and development applications. This assessment should include noise monitoring, noise modelling and recommended mitigations in accordance with SPP 5.4. This is particularly relevant for the noisiest areas within the structure plan area, Exposure D (i.e. designated as Black zone). This level of assessment is also recommended for Exposure A, B and C respectively (i.e. the Green, Orange and Red zones).</p>	<ul style="list-style-type: none"> • 29.5: Noted, the provisions of State Planning Policy 5.4 Road and Rail Noise apply to applications for development and subdivision approval in proximity to Albany Highway and the Perth to Armadale Rail Line. The Precinct Structure Plan makes appropriate provision for such future assessments.

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NO.	SUBMITTER	SUPPORT, OBJECT, COMMENT	SUMMARY OF SUBMISSION	RECOMMENDATION
			<p>c. Subsequent noise modelling should include the completed rail configurations at Denny Avenue and Davis Road and up-to-date Public Transport Authority (PTA) advice regarding noise walls and future rail movements.</p> <p>d. The impacts of road traffic noise from both Albany and Brookton Highways should be considered for any noise sensitive development south of Rundle Street. This area is within SPP 5.4's trigger distances to both road corridors.</p> <p>e. Subsequent noise assessments should consider the mitigation treatments required for noise sensitive uses located beyond the first storey of development</p> <p>29.6 Additional Comment dated 28/09/22: In lieu of the mesoscopic modelling files, Main Roads requests the mesoscopic model be subject to peer review in accordance with the Department of Transport's <i>Transport Modelling Guidelines for Activity Centre Structure Plans (June 2016)</i>. The peer review is to provide a sense check on the validity of the key assumptions that have been made and the reasonableness of the model outcomes.</p> <p>Main Roads requests that the following documents are submitted to allow for the future volumes and performance to be reviewed: peer review report; and modelling report. This review is necessary, prior to endorsement of the structure plan documentation.</p>	<ul style="list-style-type: none"> • 29.6: Not supported. The City clarified that MRWA requested peer view only so that it could comply with referral timeframes under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> – which MRWA could not achieve in any event. Peer review not required in this regard. Refer to the City's previous response above regarding modelling.
30	Department of Fire and Emergency Services	Comment	This advice relates only to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas</i> (SPP 3.7) and the <i>Guidelines for Planning in Bushfire Prone Areas</i> (Guidelines). It is the	

SCHEDULE OF SUBMISSIONS PROPOSED PRECINCT STRUCTURE PLAN KELMSCOTT DISTRICT CENTRE (PLU/PS4/11/2)				
NO.	SUBMITTER	SUPPORT, OBJECT, COMMENT	SUMMARY OF SUBMISSION	RECOMMENDATION
	<p>LATE SUBMISSION</p> <p>CE/122401/22</p>		<p>responsibility of the proponent to ensure the proposal complies with all other relevant planning policies and building regulations where necessary. This advice does not exempt the applicant/proponent from obtaining necessary approvals that may apply to the proposal including planning, building, health or any other approvals required by a relevant authority under other written laws.</p> <p>30.1 Policy Measure 6.3 a) (ii) Preparation of a BAL Contour Map</p> <p>Vegetation Exclusion – Not Demonstrated: Evidence to support the exclusion of the entirety of Plot 10 as managed to low threat in accordance with AS39529 is required. In particular, the lots associated with the future Saddlers Retreat aged care facility. There is limited photographic evidence to support the exclusion. An enforceable mechanism is required to provide certainty that the proposed vegetation exclusion can be achieved in perpetuity, and it is enforceable.</p> <p>Given that Plot 10 may not be excludable, Plot 7 (vacant lot on Fancote Street) may also not be excludable on the basis of AS3959 section 2.2.3.2 clause (c).</p> <p>Furthermore, Plot 8 to the north has been excluded under AS3959 section 2.2.3.2 clause (c), however, it should be noted that Plot 8 directly abuts the site boundary and therefore cannot be excluded under clause (c) on that basis.</p> <p>Modification to the BMP is required.</p> <p>Vegetation Classification: DFES does not accept fire break</p>	<ul style="list-style-type: none"> • 30.1: Not supported. Plot 10 includes vegetation on private and public land that is best characterised as very low grass or managed public open space. Plot 7 is vacant residential land. Vegetation classifications are point-in-time assessments; the impact to the Precinct Structure Plan is negligible in terms of BAL-ratings, and the City is satisfied that the vegetation was properly excluded. Alternatively, the City can modify the Precinct Structure Plan map to prescribe updated BAL assessments for lots on Page Road and Fancote Street that may be impacted. Plot 8 is a row of trees abutting the Perth to Armadale Rail line. Plot 8 abuts the site <u>at the rail corridor</u> and >20m from developable land, therefore the City supports the existing exclusion. Refer to report for discussion of fire break notices.

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NO.	SUBMITTER	SUPPORT, OBJECT, COMMENT	SUMMARY OF SUBMISSION	RECOMMENDATION
			<p>notices on adjoining land as part of the vegetation management required to achieve an APZ or low-threat status. Fire break notices may only apply for part of the year and may be varied from year to year by the responsible local government. The proponent is to provide a performance principle-based solution to achieve the required APZ should the APZ rely on the management of vegetation on adjoining land. Modification to the BMP is required.</p> <p>30.2 Policy Measure 6.3 c) Compliance with the bushfire protection criteria</p> <p>Location and Siting and Design – A1.1 and A2.1 Not Demonstrated: The BAL ratings cannot be validated, as the vegetation classification inputs require modification as per the above table.</p> <p>The structure plan has not been designed appropriately to ensure bushfire protection measures can be achieved and to minimise the level of bushfire impact.</p> <p>There are a number of lots on Page Road and Gilwell Avenue which have a significant area exposed to BAL-40/BAL-FZ which represents an extreme hazard. A Method 2 may provide a slightly different outcome but would not reduce the exposure of these lots enough to enable compliance with the provisions of SPP 3.7.</p> <p>All lots on the eastern side of Page Road (all adjacent to the Canning River Reserve) are proposed to be rezoned from residential to mixed use residential R-AC4 which is a significant intensification of land use.</p>	<ul style="list-style-type: none"> • 30.2 Not supported. Refer to report. DFES' comments do not acknowledge that this Precinct Structure Plan is a strategic planning proposal over an existing developed/subdivided town centre. The City's Structure Plan designation for Method 2 assessment is intended to identify the constraints to be considered at subdivision and development stages and not establish a position to preclude any development at this stage. Intensification of development (or redevelopment) will hinge on compliance with the state and local planning framework, including State Planning Policy 3.7 Planning in Bushfire Prone Areas.

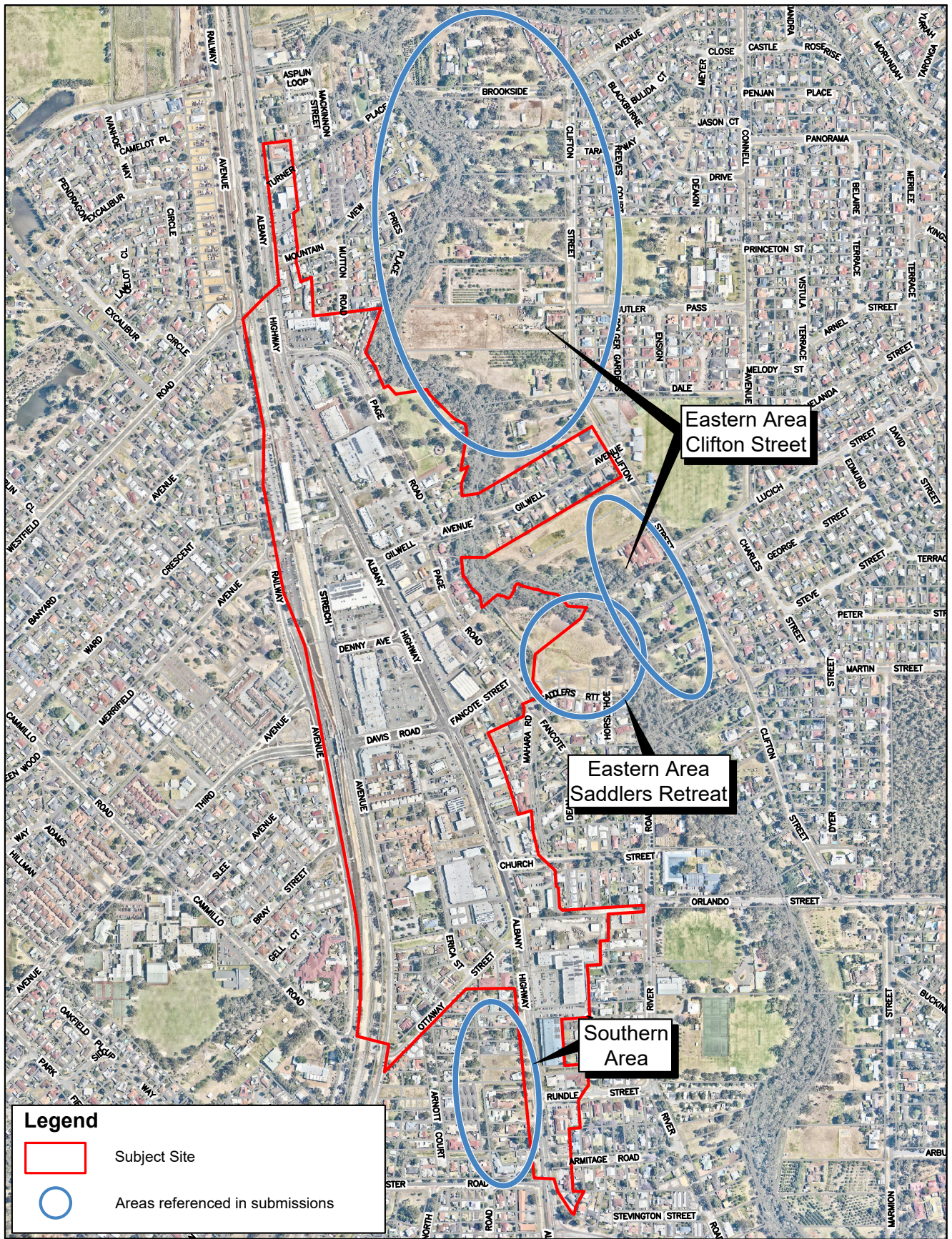
SCHEDULE OF SUBMISSIONS PROPOSED PRECINCT STRUCTURE PLAN KELMSCOTT DISTRICT CENTRE (PLU/PS4/11/2)				
NO.	SUBMITTER	SUPPORT, OBJECT, COMMENT	SUMMARY OF SUBMISSION	RECOMMENDATION
			<p>The Structure Plan Map proposes ‘setback controls to ensure bushfire mitigation’ across the majority of the lots which would make it unfeasible to develop these lots in compliance with SPP 3.7 at future stages. In accordance with draft SPP 2.9 no bushfire mitigation strategies are to be contained within a waterway foreshore area or wetland buffer. It therefore may not be possible to achieve an acceptable BAL rating for these lots and accordingly, they should be removed from the Structure Plan area unless compliance with policy measure 6.7 of SPP 3.7 can be demonstrated.</p> <p>Modification to the BMP is required.</p> <p>30.3 Policy Measure 6.7 Strategic Planning proposals in areas where BAL-40 or BAL-FZ applies</p> <p>Extreme bushfire hazard and/or BAL-40/FZ: Strategic Planning proposals in areas of BAL-40/BAL-FZ will not be supported unless they comply with policy measure 6.7, clause 6.7.1 / 6.7.2 of SPP 3.7. The proposal is not considered to meet the definition of minor or unavoidable development.</p> <p>Strategic planning proposals generally establish the development principles of development within the subject area, which in this case is proposing higher density zoning and an intensification of land use. Future development applications in the lots adjacent to the Canning River Reserve would not comply with the provisions of SPP 3.7 and should be removed from the Structure Plan Area.</p> <p>Modification to the BMP is required.</p>	<ul style="list-style-type: none"> • 30.3: Not supported. DFES’ comments amount to an objection to the entire Precinct Structure Plan, which is contrary to other established State Government positions. The City has sought to identify the bushfire constraints affecting a small number of lots in the Precinct Structure Plan in order to manage the potential development expectations of landowners. It is important to note that these lots are existing lots.

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			<p>30.4 Conclusion</p> <p>The BMP does not adequately address the policy requirements of SPP 3.7 and the Guidelines.</p> <p>DFES has assessed the Structure Plan and accompanying BMP. Several issues that need to be addressed prior to support of the proposal (refer to the tables above).</p> <p>In addition to the BMP updates, DFES recommends amendments to the proposed Structure Plan Report consistent with any future modifications to the BMP. The proposed changes should include commitments regarding the location of development only in areas of BAL-29 or below; and vegetation management to meet the requirements of SPP3.7 and Guidelines at all stages of the development.</p>	<ul style="list-style-type: none"> • 30.4: Not supported. Refer to comments above and discussion in report.
31	Landowner	Support	Any improvement to our district will be very welcome.	<ul style="list-style-type: none"> • Noted.
32	Peregrine Corporation on behalf of Landowner	Comment	32.1 Clause 13.1.1 of the draft Structure Plan reserves the question of land use permissibility for a Service Station and Motor Vehicle Wash within the proposed Mixed Use Retail Core zone for future consideration. We submit that both of these land uses will support the objectives of the proposed Mixed Use Retail Core zone. In particular, these uses will enhance the vibrancy and diversity of activity and will encourage land uses that provide after-hours activation to create a safe and friendly environment. Further, these land uses will complement existing and proposed uses, including the convenience store and fast food outlet currently approved for the affected property. We welcome the opportunity to participate in any future consideration of this	<ul style="list-style-type: none"> • 32.1: Noted. Land use permissibility will be considered further through the TPS No.4 process, however built form of existing/approved service station and motor vehicle land uses in the core area of the Town Centre does not necessarily contribute to street activation (due to building setbacks and vehicle access), nor contribute to development of a sense of place (as per the District Centre zone objectives).

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			issue. 32.2: Clause 8.2.1.1 of the draft Structure Plan, and Plan 6, indicate landscape parking within the front setback of the affected property and other nearby sites on the eastern side of Albany Highway. This proposal is not supported except to the extent that it can be and is implemented in a manner that is completely consistent with the continuation of existing and approved access arrangements and with the internal function and layout of the affected property.	<ul style="list-style-type: none"> • 32.2: Not supported. Existing development approvals can continue to be implemented. The Precinct Structure Plan encourages a high standard of landscaping in front setbacks to Albany Highway.
33	Department of Biodiversity, Conservation and Attractions LATE SUBMISSIONS CE/134219/22	Comment	33.1 Bushfire: Bushfire risks associated with the Bush Forever site may prevent feasible redevelopment of the privately owned lots along Page Road. Proposed densities should only be considered where this risk can be adequately addressed while assuming that the adjoining regional open space will be rehabilitated to forest. 33.2 Bush Forever: Privately owned lots 23 (12) Page Road and 8 (26) Gilwell Avenue, Kelmscott each contain parcels of land classified as Bush Forever. Investigations into the environmental value of these parcels of land should be carried out to determine if they warrant retention as part of the regional open space. 33.3 Setbacks: Future development on land that abuts the Swan River Trust Development Control Area (DCA) will need to comply with Corporate Policy Statement No. 48 – <i>Planning for Development Setback Requirements Affecting the Swan Canning Development Control Area</i> (2016). 33.4 Local Water Management Strategy (LWMS): The LWMS indicates that there are currently no stormwater quality treatment	<ul style="list-style-type: none"> • 33.1: Not supported. DFES has raised the matter of bushfire risks and the issue is more appropriately dealt with in response to that submission. • 33.2: Not supported. The existing MRS Bush Forever overlay applies irrespective of lot ownership and would be an important consideration of any future proposed development and subdivision on any affected sites. DBCA should address any matters of land acquisition directly with the WAPC. • 33.3: Noted. • 33.4: Supported in part. The Precinct

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			<p>measures in place throughout the District Structure Plan area. Given that the Structure Plan proposes to facilitate an increase in intensity of land use across the area, every opportunity should be explored to improve the quality of stormwater exiting the site and entering the Canning River.</p> <p>Since there are limited opportunities for retrofitting the existing pit and pipe network, DBCA considers that end of catchment opportunities for water quality improvement should be explored. The LWMS discusses opportunities for converting the Rundle Street Main Drain, which runs through Water Corporation land (Lot 65, Page Road). DBCA considers that conversion of the drain to a living stream should be committed to as a priority, acknowledging that that it will require coordination across landowners and land managers. There is ample space available to widen the drain, reduce the steep sides and potentially meander the stream or include multiple tributaries across the open space to slow the high flows and provide water quality treatment. As discussed in the LWMS and the Structure Plan, this will also contribute to the environmental values of the area through the addition of significant native vegetation.</p> <p>33.5 Other: DBCA supports the retention of the local council land Lot 39 (24) Page Road as green space as it serves a convenient access and entry point to the adjacent Parks and Recreation reservation. This land should be rehabilitated, in addition to rehabilitation and revegetation works within Crown Reserve 27073.</p> <p>It is understood from the associated LWMS that the entire Structure Plan area is serviced by existing Water Corporation reticulated sewerage. Any increase in density of development</p>	<p>Structure Plan technical reports identify a living stream outcome as the preferred outcome for the existing Water Corporation drain. However it is necessary to note that the Precinct Structure Plan alone cannot deliver this outcome, but that further discussion and consultation with the Water Corporation is required to achieve improved outcomes.</p> <p>• 33.5: Noted. Future public open space outcomes (e.g. landscape design or revegetation works) for land within the City’s management will be determined by the City; DBCA are welcome to propose improvement projects if DBCA funding is available.</p> <p>Water Corporation sewer matters are addressed in the Water Corporation’s</p>

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			should ensure that connections are made to the existing sewer. It is not clear why the Bush Forever land (Crown Reserve 27073) between the privately owned lots along Page Road, and the Canning River is not included in the Structure Plan area.	submission and the City's response. Crown Reserve 27073 (portion of western Canning River foreshore) is being maintained with existing environmental outcomes and protection continuing. The Reserve supports the long term protection of the Canning River foreshore. Existing protection and rehabilitation activities funded by the City and community groups will be continued.



Legend

- Subject Site
- Areas referenced in submissions

Extensions to Precinct Structure Plan Boundary - Submitter Proposals
 Kelmescott District Centre Precinct Structure Plan



SCALE 1 : 11000

DATE 24 January 2023 - REVISION 2301
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Based on information provided by and with the permission of the Western Australian Land Information Authority trading as Landgate (2012). Aerial photograph supplied by Landgate, Photomaps by NearMap.



Local Government Schedule of Part 1 Modifications Dated 23/02/2023 – Kelmscott District Centre Precinct Structure Plan

Issue/Section Reference	Proposal	Modification	Justification
<p>1. Part 1 Section 1.3.1 Relationship to Policies</p>	<p>Outline of the relationship between Precinct Structure Plan provisions and the provisions of the City Local Planning Policies and Western Australian Planning Commission (WAPC) State Planning Policies.</p>	<p>Insert references stating that where a matter is dealt with in a Local Planning Policy, but not in the Precinct Structure Plan, the Local Planning Policy shall apply in addition to the Precinct Structure Plan.</p>	<p>Clarify that the precedence this section confers on the Precinct Structure Plan does not remove the need to comply with Local Planning Policies on matters where the Precinct Structure Plan is silent. This is identical to the manner in which the Precinct Structure Plan currently relates to State Planning Policies (as per this section).</p>
<p>2. Part 1 Section 1.4 Staging</p>	<p>Reference to staging of development subject to landowner decisions and development progress.</p>	<p>Insert reference to Joint Development Assessment Panels alongside references to the City and the WAPC.</p>	<p>Completes list of relevant planning decision makers.</p>
<p>3. Part 1 Section 2.1 Zoning and Land Use</p>	<p>The distribution of land use zoning and reservations throughout the Precinct SP area are outlined on Plan 1. The formal implementation of zonings and reservations is subject to separate consideration and progression of an amendment to the City of Armadale Town Planning Scheme No. 4 (TPS 4) to incorporate the revised zoning and subsequent land use permissibility within TPS 4.</p>	<p>Insert additional reference to Plan 1 in the second sentence.</p>	<p>Provides confirmation that the zones and reserves referenced in the second sentence are those found on Plan 1.</p>
<p>4. Part 1 Sections 2.1.1 Commercial and 2.1.3 Mixed Use Residential</p>	<p>Objectives relating the ‘Commercial’ and ‘Mixed Use – Residential’ zones identified on Plan 1.</p>	<p>Clarify the intention that references to retail uses in these zones are intended to be oriented toward larger format retail uses (e.g. showrooms) in the Commercial zone and smaller-scale retail activities in the Mixed Use Residential zone that support the intensive finer-grain retail, cultural and employment-generating land uses in the Mixed Use Core.</p>	<p>Emphasise the role and preference for intensive finer-grain retail uses in the Mixed Use Core Area, rather than in the Commercial and Mixed Use Residential land use zones. Commercial areas are oriented toward larger format retail and showroom activities on the periphery of the District Centre. Areas identified as</p>

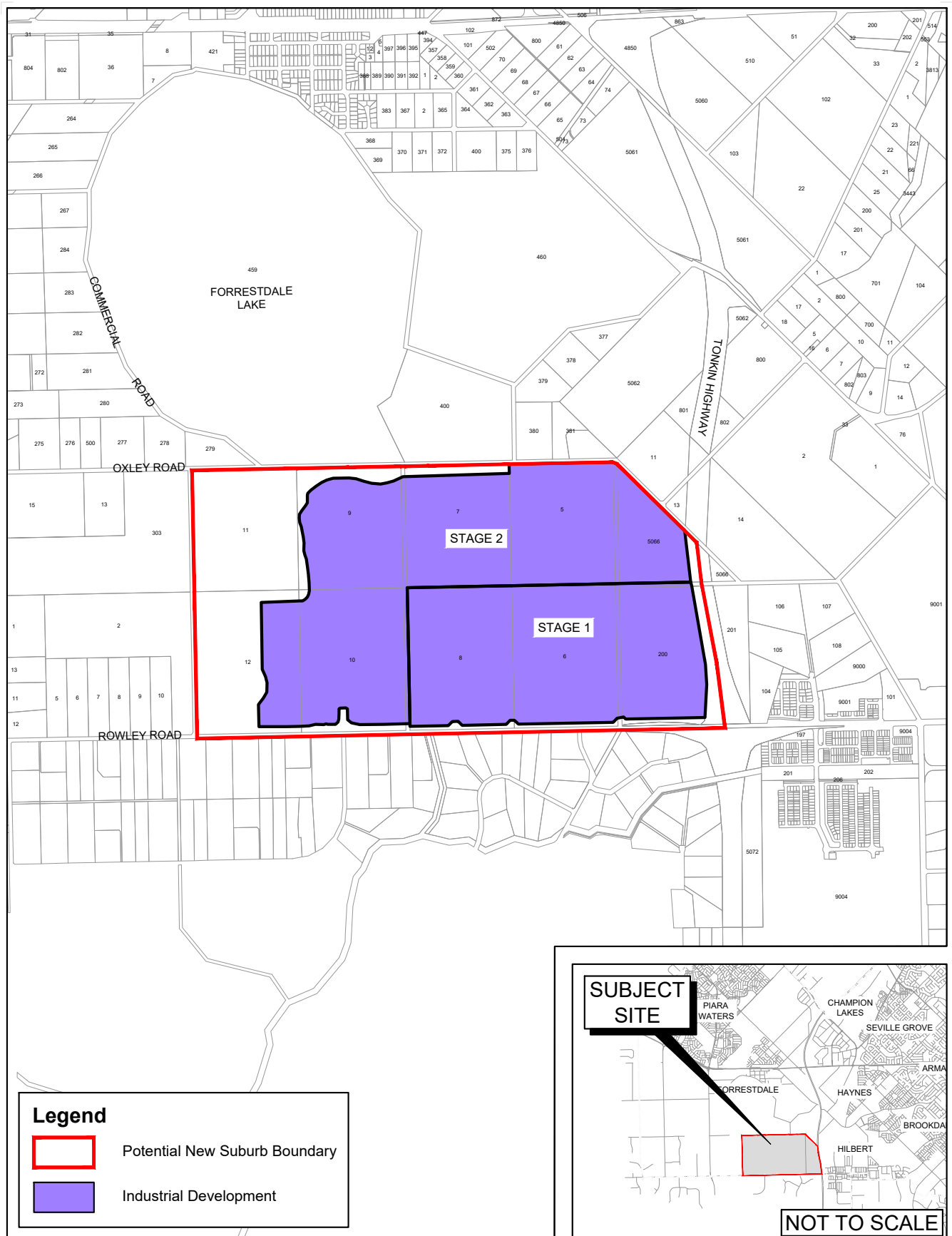
Issue/Section Reference	Proposal	Modification	Justification
			Mixed Use Residential will contain smaller shop retail activities to support the intensive retail/shop, cultural and employment-generating land uses of the Mixed Use Core zone where the majority of activity and vibrancy is will occur.
5. Section 2.2 Density Coding	Identification of density codes on the Precinct Structure Plan (Plan 1).	Insert the words “Where the proposed density code does not already apply under TPS No.4...” at the beginning of the first sentence.	Acknowledge that some density codes proposed by the Precinct Structure Plan are already applicable to certain lots under TPS No.4.
6. Part 1 Section 2.3.5 Core, Objective f)	Existing wording.	Replace as follows: “Create activated east-west pedestrian links to provide clear connections between the rail crossing points and the Canning River. Methods include the renewal of private land, the enhancement of Gilwell Avenue and Fancote Street, and the provision of new urban laneways.”	Editorial modifications clarifying the original intent of the objective by improving sentence structure and removing typographical errors.
7. Section 2.4 Built Form Design; Section 4.0 Additional Information	Introduction to built form provisions in Sections 2.4.1 - 2.4.10. Additional information to be submitted at future subdivision and development stages.	Include additional sentence that the City may waive requirements in this clause at its discretion for change of use applications where no alteration to built form is proposed.	Enable discretion to be exercised on built form design provisions and information lodgement requirements where change of use applications do not modify built form (e.g. change of use for a single tenancy in a commercial development).
8. Part 1 Section 2.4.1.3 c) Building Setbacks – Podium Level	Street setbacks are permitted to be averaged, up to a maximum of 50% of the setback distance, where a benefit to the streetscape or to broader community is demonstrated.	In addition to streetscape benefit and community benefit, clarify that the 50% averaging will only apply where compliance with landscaping provisions in the Precinct Structure Plan can be demonstrated.	Ensure that landscaping provisions and outcomes are not compromised.
9. Part 1 Plan 4; Part 1 Plan 6	Setback of building podium level(s) from the street	Replace all Type 1 (Nil) street setbacks proposed for segments of the Albany Highway frontage and the Page Road frontage (between Gilwell Avenue and Fancote Street) with Type 3 (4m) street setbacks. Identify new areas of Type 3 setbacks on Albany Highway and Page Road as ‘Building	Promote landscaping within the street setback (private realm) for all street frontages along Albany Highway and Page Road (between Gilwell Avenue and Fancote Street).

Issue/Section Reference	Proposal	Modification	Justification
<p>10. Section 2.4.1.4 a) Building Setbacks – Above Podium</p>	<p>Reference to the primary and secondary street setbacks in a clause addressing the setback of above podium building elements from the edge of the (lower) podium.</p>	<p>setbacks to enable tree planting only (no parking within front setback)’ on Plan 6. Replace existing wording of 2.4.1.4 a) with the following: “Plan 5 outlines the minimum building setbacks above podium level applying to street frontages. These setbacks shall be measured from the podium edge.”</p>	<p>Avoid confusion that may arise from references to primary and secondary street setbacks. Confirms the original intent that building setbacks above the podium are to be measured from the podium edge where a building fronts a street. Note that Section 2.4.1.3 applies street setback distances to podiums.</p>
<p>11. Section 2.4.1.4 b) Building Setbacks – Above Podium</p>	<p>Reference to variations to the primary and secondary street setbacks in the Residential Design Codes</p>	<p>Replace existing wording of 2.4.1.4 b) with the following: “The setbacks along street frontages specified on Plan 5 replace the generic primary and secondary street setbacks specified under State Planning Policy 7.3 – Residential Design Codes.”</p>	<p>Improve clarity in line with modifications to Section 2.4.1.4 a)</p>
<p>12. Part 1 Plan 5</p>	<p>Existing plan title (“Plan 5: Buildings above Podium Street Setbacks Plan”)</p>	<p>Amend plan title to state “Plan 5: Above Podium Building Setback Plan – Street Frontages”. Amend legend text to state: “Setback distance for buildings above podium level – street frontages”</p>	<p>Avoid confusion over the purpose of Plan 5, which is to provide a setback distance for above-podium building elements to be measured from the edge of podiums along street frontages. Plan 5 operates in conjunction with Plan 4, which applies setback distances for lower podium levels and is measured from the street or MRS road reservation boundary.</p>
<p>13. Part 1 Section 2.4.3 Facades</p>	<p>Provisions applying to the treatment of building facades, enhancement of building frontage, creation of visual interest and streetscape activation.</p>	<p>Amend 2.4.3 b) relating to glazing to ensure windows are kept free of advertising signage, painting or the like.</p>	<p>Maintain streetscape amenity, passive surveillance and high quality building frontages. Ensure 2.4.3 b) is consistent with the minimisation of blank walls the subject of 2.4.3 e).</p>
<p>14. Part 1 Section 2.4.6 Landmark Sites</p>	<p>Section 2.4.6 b) states that a Local Development Plan may be prepared and approved by the</p>	<p>Reword to state that the City may prepare or require preparation and approval of a Local</p>	<p>Provide a clear trigger at the City’s discretion for a Local Development Plan</p>

Issue/Section Reference	Proposal	Modification	Justification
	City prior to a development application for landmark sites.	Development Plan prior to a development application for a landmark building.	to be prepared for landmark sites, if required.
15. Part 1 Section 2.4.7 Tree Retention	Section 2.4.7 Tree Protection refers in part to trees located within public reserves managed by an external agency, and refers to Local Planning Policy PLN 2.4 Landscape Feature and Tree Preservation.	Amend the second sentence of the second paragraph to include a reference to development design so that the sentence reads: “...proponents should undertake a Significant Tree Survey and the results should be used to inform the subdivision and/or development design process” Insert additional reference to TPS No.4 Clause 4C.9 Tree Protection in the third paragraph as another	Correct omission of the word “development” in the second sentence to reflect the intention of Section 2.4.7 to refer to both subdivision and development. Emphasise that the provisions of TPS No.4 that protect trees in the commercial zones (including District Centre zone) continue to apply in the Precinct Structure Plan area.
16. Part 1 Plan 1 Precinct Structure Plan	Precinct Structure Plan Map	Identify existing TPS No.4 Tree Preservation Order locations on the Precinct Structure Plan map; add an appropriate symbol in the plan legend.	Identify TPS No.4 Tree Preservation Order locations for improved transparency and clarity.
17. Part 1 Section 2.4.9 Amenity	Screening of loading docks and service areas within development sites from residential units.	Include reference to visual screening from the public realm.	Screening from the public realm is a commonly-accepted planning principle for preservation of amenity, and consistent with subsections of the provision (e.g. Section 2.4.9 i) and k))
18. Part 1 Section 2.4.10 Landscaping	Section 2.4.10 d) refers to tree planting locations for lots where buildings are to be setback to enable tree planting.	Include reference to tree provision at a rate of 1 tree for every 5m where building setbacks are determined by tree planting, unless otherwise varied by the City.	Provide greater certainty of landscaping outcomes. Trees with more compact canopies and root structures are likely to be proposed in proximity to buildings, necessitating a higher ratio of tree provision for shade and visual amenity.
19. Part 1 Section 2.4.10 Landscaping	Section 2.4.10 i) refers to street tree requirements applicable to grouped dwelling proposals.	Replace provision with the following: “For all development within the Precinct SP area, the City may impose a condition of development approval to require the planting of a new street tree or trees where no street tree(s) exist(s) or will be retained, at the applicant’s cost, on an abutting road reserve. Street trees are to be provided at a rate of 1 tree for every 10m, unless otherwise varied by the	Section 2.4.10 i) should refer to all development in order to improve street tree outcomes. An exemption for lots with a Plan 6 “Landscaping Interfaces” designation (shown on the advertised Plan 6 under the “Other” heading) is warranted as those lots are subject to specific tree installation requirements within private

Issue/Section Reference	Proposal	Modification	Justification
<p>20. Part 1 Section 2.5.1 Interim Land Uses</p>	<p>Provision addressing the assessment of interim land uses (including criteria to be satisfied by such development) and the validity period of determinations.</p>	<p>City. The City will not normally impose a condition under this clause for street frontages adjacent to a “Landscaping Interfaces” designation on Plan 6.”</p> <p>Retitle clause to “Interim Development”.</p> <p>Amend existing provision b) to state that the City “may impose a condition limiting the approval of the interim development to a period up to 10 years. The approval may be renewed once for a period up to 5 years where the City considers that there are no changes to the applicable planning framework since the time of the initial approval”.</p> <p>Existing criteria in a) i., iii. and iv. to be mandatory criteria, with applicants to address one of ii. or v. Criterion a) vi. is to be amalgamated with criterion a) ii</p> <p>Amend references from “Council” to “The City” to accommodate instances where delegated determinations are made.</p> <p>Correct clause numbering by removing the second “a)” subsection, replace with “b)” and correct subsequent ordering.</p>	<p>lot street setbacks to compensate for the inability to install street trees in the adjoining road reserve (predominantly Albany Highway).</p> <p>Amending clause to “Interim Development” captures both the development and use of land as per the definition of “development” in the <i>Planning and Development Act 2005</i>.</p> <p>Improve clarity for extensions of time (time periods unchanged from the advertised Precinct Structure Plan), and include reference to granting of extensions where there no substantial changes to the planning framework have been made, to guide the City’s consideration of extension applications.</p> <p>Criterion ii with amalgamation of criterion vi is mutually exclusive with criterion v (removal from site). That is to say, buildings are to be structurally capable of vertical intensification over time and adaptable to a permanent land use, or must be easily removable from the site.</p> <p>Other modifications address matters such as delegations and minor renumbering.</p>
<p>21. Part 1 Section 2.5.3 European Heritage Places</p>	<p>Development application triggers and approval requirements.</p>	<p>Amend clause to reference situations where development approval may be required in accordance with the heritage provisions of the Deemed Provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>	<p>Ensure that Precinct Structure Plan provision can be implemented and is consistent with the higher-order development application trigger conditions in the Deemed Provisions of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>.</p>

Issue/Section Reference	Proposal	Modification	Justification
<p>22. Plan 4 Podium Street Setbacks Plan; Plan 6 Street Interface Type Plan</p>	<p>Lot 9003 (No. 2888) Albany Highway (cnr Fancote Street) shown as nil setback to Albany Highway on Plan 4; Plan 6 illustrates ‘Landscaped Parking’ to Albany Highway front setback</p> <p>Legend headings and descriptions.</p>	<p>Amend Plan 4 to be consistent with Plan 6. The Plan 6 outcome (“Landscaped Parking within Front Setback”) is the intended outcome for Lot 9003.</p> <p>Include additional note on Plan 4 to state “Refer landscaping interfaces identified on Plan 6”.</p> <p>Create new “Landscaping Interfaces” heading on Plan 6 and place landscaping features underneath heading.</p>	<p>Correct an identified inconsistency, and improve cross referencing between Plans 4 and 6 regarding landscaping interfaces and podium setbacks.</p>
<p>23. Part 1 – Various provisions</p>	<p>Existing wording.</p>	<p>Section 2.2 Second Paragraph: replace “coding” with “codes”.</p> <p>Section 2.3.5 Objective f): remove isolated letter ‘t’</p> <p>Section 2.3.6 Objective c): replace “David” with “Davis”.</p> <p>Section 2.4.10 h): Replace reference to ‘h)’ with ‘g)’.</p> <p>Section 2.4.1.3 b): Replace reference to “Plan 3” with “Plan 4”.</p> <p>Section 2.4.5.1 Heading: Delete redundant heading “Section 2.4.5.1 Car Parking Requirements”.</p> <p>Section 2.4.6 Heading: Delete repeated “2.4.6” numbering.</p> <p>Section 2.5.2 First Paragraph: replace “aboriginal” with “Aboriginal”</p> <p>Plan 4 Legend: Replace “Type 6” with “Type 5” in legend description for Type 5.</p>	<p>Resolve typographical errors and remove redundant headings</p>



Land Use Plan
 Rowley Road Industrial Area



SCALE 1 : 30000

SCHEDULE OF SUBMISSIONS - Suburb Renaming - A Portion of Forrestdale				
NO	INTERNAL REFERENCE	OBJECT; SUPPORT; COMMENT	RESUME OF SUBMISSIONS	RECOMMENDATION
1.	CD/1551/23 Resident	Support Doobarda	Support the recognition of the aboriginal language be widely rolled out and with the Banksia very common "Doobarda" is very suitable	Noted.
2.	CD/3071/23 Landowner	Support Doobarda	Anyone raised in Perth or lives / has lived here would have come across the banksia flower. Salmeri can be recognised in future relating to a feature of lake Forrestdale or a new feature of Forrestdale the existing remaining suburb.	Noted.
3	CD/8697/23 Resident	Support Salmeri	Great bloke.	Noted.
4	CE/8732/23 Resident	Support Salmeri	Salmeri sold me my house.	Noted.
5	CE/8849/23 Resident	Support Salmeri	Steve Salmari was a well-known and respected member of the Forrestdale Community from when we first moved here 50 years ago. His name appears on the title deeds as the previous owner of many of the properties in the area and I believe naming an area of land in the district after him would be a fitting tribute.	Noted.
6	CE/8853/23 Resident	Support Doobarda	A shame to see more industrial areas and so close to the lake, as a long-time resident we have seen so many displaced native animals since development began on the residential areas on Armadale Road and a higher amount of animals killed on Armadale Road due to the ever increasing traffic - Aboriginal name would be fitting as long as more bushland/scrub is not cleared	Noted.
7	CE/8864/23 Resident	Support Salmeri	No comment.	Noted.
8	CE/9477/23 Landowner	Comment	No it shouldn't be developed into industrial area due to protecting the fragile nature of the adjacent surrounding Forrestdale Lake and wildlife. There has been enough development in the immediate area which has always been rural /residential and will also effect quality of life of the current and future residents.	Noted.
9	CD/4149/23 Resident	Support Doobarda	Support the choice of the aboriginal name Doobarda for the new suburb. A portion of the proposed new suburb is a BFE site containing a lot of Doobarda / banksia tree. Naming the suburb Doobarda respects the original ownership of the district. Forrestdale Lake's aboriginal name is Lake Jandakot (place of the whistling kite). Naming it Forrestdale Lake was an injustice and disrespectful to the Aboriginal descendants of the area. Now is an opportune time to reconcile that loss of a very important aboriginal	Noted.

SCHEDULE OF SUBMISSIONS - Suburb Renaming - A Portion of Forrestdale				
NO	INTERNAL REFERENCE	OBJECT; SUPPORT; COMMENT	RESUME OF SUBMISSIONS	RECOMMENDATION
			<p>name and place, which has been a traditional site for many thousands of years.</p> <p>Naming the new suburb Doobarda would go a long way to give back some aboriginal identity to the area.</p>	
10	CE/11484/23	Support Salmeri	<p>As Mr Salmeri was involved with the Forrestdale area and local associations over a number of years, it would be a fitting way to recognise his work and efforts in promoting the Forrestdale area.</p> <p>I drive past this area regularly and it would be nice to have a 'locals' name attached to the industrial area.</p>	Noted.
11	CE/11833/23	Support Doobarda	<p>My first choice for this place would be to retain somehow the name Forrestdale (e.g. South etc). Other than that a preference would be for Quenda. Banksias are not common in swampy areas.</p>	Noted
12	CD/4555/23	Support Doobarda	<p>Has reservations with area being designated as a suburb. If area is an industrial area suggest calling it Doobarda Industrial Estate. A suburb is an area made up of homes, parks, shopping precincts, a place where people live. Already two distinct industrial / business parks within Forrestdale. If further distinction is needed, the call the area South Forrestdale. Part of Forrestdale had already been sectioned off and given the name Piara Waters. Piara being the Noongar name for a particular banksia species B.attenuata, whereas Doobarda is a name for banksia in general. The area, if to be named Doobarda is one where few banksias naturally occurred. Far too wet, more paperbark and bull sheaoks. Other Noongar names for banksia include Mangyte, and other derivations of the name which refers to their nectar producing qualities. The alternative name suggested, how is it pronounced? Confusion occurred when Mt Richon was established. Salmeri might be said Sal-merry, Sal-murry, Sal-mer-ee, Sal-mur-eye. I understand the first version is the correct one, but I could be wrong.</p>	<p>Noted.</p> <p>South Forrestdale is not possible due to Landgate naming conventions.</p>