

LOCATION PLAN
Kelmescott District Centre Precinct Structure Plan



DATE 23 May 2022 - REVISION 2201
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**3.1 - COMMENCEMENT OF ADVERTISING - KELMSCOTT DISTRICT CENTRE
PRECINCT STRUCTURE PLAN**

WARD : RIVER
FILE No. : M/235/22
DATE : 16 June 2022
REF : AV
RESPONSIBLE MANAGER : EDDS
APPLICANT : City of Armadale
LANDOWNER : Various
SUBJECT LAND : Various – Kelmscott District Centre
ZONING
MRS / : Various
TPS No.4 : Various

In Brief:

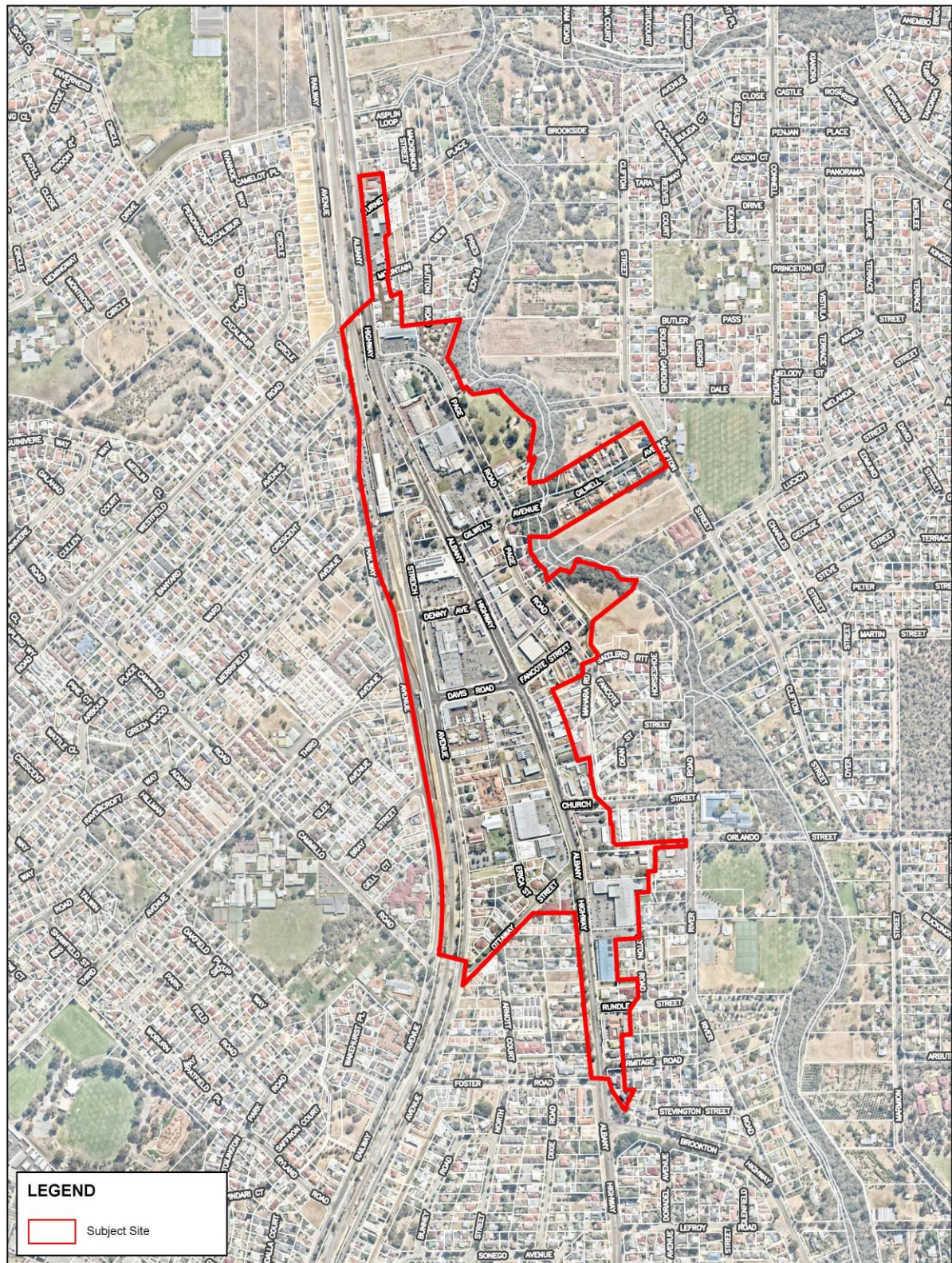
- The City of Armadale’s Local Planning Strategy 2016 and Corporate Business Plan 2022/23-2025/26 include actions for the preparation of a Precinct Structure Plan for the Kelmscott District Centre.
- A Precinct Structure Plan is a plan to coordinate future subdivision and development (redevelopment) in a town centre. These plans form part of the City’s Local Planning Framework.
- In August 2020 Council endorsed a successful Tender by Taylor Burrell Barnett and a sub-consultant team to prepare the Precinct Structure Plan documents (D50/8/20).
- This report introduces the draft Precinct Structure Plan documents, preliminary stakeholder consultation and proposed outcomes.
- Recommend that Council endorse the draft Precinct Structure Plan for the purposes of public consultation (42 days), subject to finalisation of draft documentation.

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.



Kelmscott District Centre Precinct Structure Plan
Aerial Plan



SCALE 1 : 10000

DATE 12 May 2022 - REVISION 2201

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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/Planning Strategy 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. Any proposals outside of existing operational budgets will require separate consideration.

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

Consultation

The City has 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 consultation is informed by Council's endorsed Engagement Strategy (February 2020; D15/2/20). Refer to later section in this report.

Council's advertising of the draft Precinct Structure Plan as recommended in this report will allow further stakeholder input to obtain landowner, business operator and community comments on draft Precinct Structure Plan outcomes.

BACKGROUND

Precinct Structure Plan Definition

A Precinct Structure Plan is defined in the *Planning and Development (Local Planning Schemes) Regulations 2015* 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).

Following the WAPC's future approval, the Precinct Structure Plan for the Kelmscott District Centre will guide future growth opportunities (through the assessment of subdivision and development proposals) and develop Kelmscott's sense of place for visitors, business owners and residents (especially to improve the pedestrian and human-scale experience in a centre influenced by transport networks).

City Strategies

Preparation of the Kelmscott District Centre Precinct Structure Plan has been a Council strategic priority project for several years. Preparation of a Precinct Structure Plan is actioned in the following City strategies:

- Corporate Business Plan 2022/23-2025/26: In accordance with Council's objective to facilitate vibrant and prosperous activity centres through the City, prepare a District Centre Activity Centre Structure Plan for Kelmscott (Action 3.1.1.2).
- Local Planning Strategy 2016: Within the list of actions of the 'Activity and Retail (Commercial)' Centres Strategy, prepare a Centre Plan for the Armadale Strategic Regional Centre in accordance with SPP 4.2 and a Plan for Kelmscott District Centre in conjunction with normalisation of the MRA Kelmscott Precinct (Action 6).
- Armadale Activity and Retail (Commercial) Centres Strategy 2020: Section 9 Recommendation 2.1 supports the preparation of the draft Precinct Structure Plan for the District Centre in accordance with the Local Planning Strategy 2016.

The draft Precinct Structure Plan seeks to deliver on the above actions.

Kelmscott District Centre

The Kelmscott District Centre is located approximately 23km south east of the Perth Central Area and 4km north of the Armadale Strategic Centre. The Kelmscott District Centre is characterised by a linear core containing retail, commercial and office development surrounded by a peripheral frame of residential, medical, bulky goods commercial/showroom and commercial development adjoining an approximately 2km length of Albany Highway and the Perth to Armadale Railway Line. Kelmscott Station, within the District Centre, is an important rail and bus interchange point for the local and metropolitan public transport network. The District Centre also abuts/includes areas of public open space, most prominently the Canning River environs and Fancote Park.

The Kelmscott District Centre is the second largest centre in the City of Armadale after the Armadale Strategic Centre. It is also the oldest of three proposed and existing District Centres, a category that includes Harrisdale District Centre (developing) and Hilbert (planned). Kelmscott matured as a suburban centre in the late 1960s and 1970s, with continued development and future opportunities to the present day.

The City's Local Planning Strategy 2016 identifies the potential for approximately 5,044 additional dwellings within the Kelmscott District Centre catchment by 2036, to support a population increase of more than 6,100 residents. As dwelling and population numbers grow within the Kelmscott District Centre and its catchment, the number and extent of business premises in the Centre is also expected to grow and undergo renewal. A contemporary planning framework is required to plan for this future growth.

Planning for the Kelmscott District Centre has had several influences over the past two decades, including the preparation of the Kelmscott Enquiry By Design exercise/report (Kelmscott EBD) and studies conducted by the Armadale Redevelopment Authority (ARA) and Metropolitan Redevelopment Authority.

The Kelmscott EBD was prepared by the City and the then Department for Planning and Infrastructure, and published in 2003. It focused on applying the State Government's Liveable Neighbourhoods design principles to town centre planning, as well as reconciling broader regional traffic issues arising from the Tonkin Highway extension and construction of the Champion Lakes rowing facility.

In 2006 a core area of the Kelmscott District Centre was transferred to the planning control of the ARA under control of the Armadale Redevelopment Scheme. This led to master planning of the town centre and further analysis of (regional) traffic and pedestrian movement constraints at the existing Denny Avenue level crossing; alternatives to this rail crossing have been the primary infrastructure constraint affecting Kelmscott's future planning. The State Government's recent decision on and construction of the preferred infrastructure solution allows the City to undertake wider precinct structure planning with a greater level of certainty.

Denny Avenue Level Crossing Removal Project

The Denny Avenue Level Crossing Removal Project (Denny Ave LXR Project) closed the previous at-grade road crossing of the Armadale to Perth Railway Line at Denny Avenue removing this major barrier to traffic flow, and constructed a rail-over-road overpass at Davis Road and (a realigned) Third Avenue. The project works also included substantial traffic,

engineering, heritage and landscape works/modifications (including creation of a Station Plaza) on surrounding streets and landholdings, with some works still progressing.

As at June 2022, the Public Transport Authority has largely completed the Denny Ave LXR Project. Previous lay down areas and compounds are being closed/remediated. Completion of the project provides improved vehicle circulation east and west of the rail line and through the Kelmscott District Centre.

The Denny Avenue LXR Project also includes public realm investment projects, as well as upgrades to the Station Master's House heritage building (heritage listed under the Armadale Redevelopment Scheme No.2 noting that a future Council meeting will consider including it in the City's Local Heritage Survey and List), surrounding Station Plaza and public art investment. From February to April 2022 the State Government undertook an expression of interest process to lease the refurbished building; further updates on this process are expected in due course. The installation of public art has been completed for two artworks and the third is still progressing. Some of the landscaping works have progressed, however further landscaping are to be installed.

The Denny Avenue LXR Project represents a significant infrastructure investment by the State and Commonwealth Governments to resolve the rail crossing impacts on regional vehicle movement and safety experienced by the community for many years prior. As such, future planning for the Kelmscott District Centre is predicated on (i.e. based on) the infrastructure decisions and solutions of these State and Commonwealth Government-funded investments. The future Kelmscott District Centre Precinct Structure Plan will extend the movement benefits of the Denny Ave LXR Project by integrating future development outcomes with the completed works.

Elected members and City Officers provided advice to the Denny Ave LXR project team over a number of years, including formal comment on two public works development applications (Resolutions D25/4/20 and D43/7/20). One of the key points of comment for the City was the lack of mature tree retention in the Kelmscott District Centre. The implementation of engineering design standards for tree separations to road and rail corridors has resulted in significant canopy loss and urban landscape impacts. Ongoing application of these standards by the Public Transport Authority and Main Roads Western Australia represents a significant challenge to future town centre landscape planning.

Planning Framework Context – City of Armadale

The City's area of the Kelmscott District Centre, outside the planning control of DevelopmentWA, is currently zoned District Centre and Residential in the City's TPS No.4. 'Restricted Use' overlays apply to peripheral areas of the District Centre-zoned lots to ensure that retail land uses are concentrated in the core area along Albany Highway, close to the existing shopping centres. Lots fronting Gilwell Avenue east of the Canning River are currently zoned Special Residential.

Refer to "Existing Zoning Plan" in the Agenda Attachments.

The City's existing TPS No.4 includes objectives, land use permissibility and development standards for the District Centre Zone, which in part rely on the provisions of any adopted (Precinct) Structure Plan.

Planning for greater residential density in and around the Kelmscott District Centre has been supported by various amendments to TPS No.4 and adjoining Structure Plans that have already been adopted by Council, the WAPC and/or the Minister.

TPS No.4 Amendments No. 89 & 100 – Density Code Review adjoining Kelmscott District Centre

In June 2019, Council resolved (D34/6/19) to adopt TPS No.4 Amendment No.100 which reviewed and amended residential density codes east of the Kelmscott train station (east of the Kelmscott District Centre). The Amendment increased the existing upper dual residential density code to R60 or R80 (base R-Code ranging from R15 to R25) where site-specific development design criteria (as per the City's Local Planning Policies and TPS No.4) were achieved.

In March 2021, Council resolved (D8/3/21) to adopt TPS No.4 Amendment No.89 which reviewed and amended residential density codes east of Challis and Sherwood train stations (south of the Kelmscott District Centre). The Amendment increased the upper existing dual residential density code from R40 to R60 (base R-Code ranging from R15 to R25) where site-specific development design criteria were achieved.

The intent of both Amendments was to increase housing diversity, enhance the viability of the Kelmscott District Centre, encourage higher densities in proximity to high frequency public transport, support streetscape and private lot/street tree retention and promote coordinated (consolidated) development outcomes between smaller lots. The Amendments also responded to actions listed in the City's Local Planning Strategy 2016 relating to a review of residential density codes in and around existing town centres and railway stations (similar to State Government strategic planning objectives discussed below). Both Amendments were approved by the Minister for Transport, Planning and Ports (subject to modifications) and gazetted on 2 June 2020 (Amendment No.100) and 13 May 2022 (Amendment No.89) respectively.

These Amendment areas form the eastern and southern extents of the draft Kelmscott Precinct Structure Plan boundary.

Canning River Clifton Street South Structure Plan – East of Kelmscott District Centre

The Canning River Clifton Street South Structure Plan (CRCSS Structure Plan) applies to TPS No.4 Urban Development-zoned land immediately east of the Canning River (south of Gilwell Avenue) and was approved by the WAPC in June 2017. The CRCSS Structure Plan identifies land for residential purposes (densities ranging from R40 to R60) with accompanying areas of public open space and a two storey building height limit fronting Clifton Street. The CRCSS Structure Plan supports the Kelmscott District Centre in terms of economic activity and population growth; this land is outside the draft Precinct Structure Plan boundary.

Planning Framework Context – State Government

The key state government planning documents relevant to the preparation of the Kelmscott District Centre Precinct Structure Plan are the Perth and Peel@3.5 Million and South Metropolitan Perth and Peel Sub Regional Planning Framework (together referred to as

P&P@3.5 Million), State Planning Policy 4.2 Activity Centres (2020 Draft) (SPP4.2) and State Planning Policy 7.2 Precinct Design (SPP7.2).

These documents set land use diversity and residential density targets, describe Kelmscott's status in the Perth Metropolitan Area's centre hierarchy and provide guidance on precinct structure planning. Relevant documents in the State Government's planning framework are discussed in the attachments to this report.

Refer to State Government Planning Framework Context information in the "Explanatory Text Attachment – Kelmscott District Centre Precinct Structure Plan" in the Agenda Attachments.

DETAILS OF PROPOSAL

Lead consultant Taylor Burrell Barnett commenced preparation of the Precinct Structure Plan in March 2021 following project scope and contract negotiations to recognise work completed by the State Government through the Denny Ave LXR project. The draft Precinct Structure Plan has now been submitted for Council's endorsement to commence the public review and submissions phase.

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, Councillor workshops, landowner and business operator workshops, working groups, individual meetings with major landowners and individual meetings with State Government agencies. Consultation activities are described in further detail in the attachments to this report.

Refer to Preliminary (Phase 1) Consultation information in the "Explanatory Text Attachment – Kelmscott District Centre Precinct Structure Plan" in the Agenda Attachments.

It should be acknowledged that the preliminary consultation period occurred during two major events for landowners, residents, business operators, government agencies and other stakeholders in the Kelmscott District Centre. The State Government Denny Ave LXR project works resulted in localised traffic network impacts and traffic management for a lengthy period and the COVID-19 pandemic caused wider economic and social disruptions including localised impacts. The City is greatly appreciative of the inputs received from the community, notwithstanding the works and pandemic.

Landowner, business operator and resident feedback has been instrumental in shaping the draft Precinct Structure Plan documents and the City looks forward to further input during advertising of draft Precinct Structure Plan documents.

Draft Precinct Structure Plan – Key Features

The draft Precinct Structure Plan measures approximately 57 hectares in area generally extending to Turner Place in the north, the Canning River Metropolitan Region Scheme (MRS) Parks and Recreation Reservation to the east, Brookton Highway to the south and Railway Avenue and the Perth to Armadale Railway Line in the west.

Site/context analysis, issues/opportunities/constraints analysis and place design processes (all with the input of preliminary stakeholder consultation) for the Kelmscott District Centre have informed the following proposed vision statement for the draft Precinct Structure Plan:

“A vibrant and active town centre which celebrates its history and connection with the river and where its people want to live, work and play”

The vision statement forms the basis for the Kelmscott District Centre’s role and function, urban design and character/sense of place. The vision statement can be modified as necessary through the draft Precinct Structure Plan preparation process to reflect additional stakeholder input.

Preparation of the Precinct Structure Plan was informed by consideration of potential for development uptake and the likely rate of development. To that end, the draft Precinct Structure Plan explores two options, firstly a potential yield at 25% development uptake and full yield of 100% development update. The potential yield is considered to be the most likely anticipated outcome within the current planning horizon (15+ years).

The potential yield delivers 1,047 dwellings and full yield 3,468 dwellings. The relevant population projections within the Kelmscott District Center are a population increase ranging from 2,303-7,630 persons assuming an average household size of 2.2 people based on the assumptions made within the WAPC’s P&P@3.5Million. This also includes a potential for 2,900sqm to 7,800sqm of additional retail floor space from the existing 22,500sqm.

The WAPC’s SPP4.2 requires a residential density target of 30 dwellings per hectare within the 400m walkable catchment of the town centre, which equates to 1,009 dwellings. Implementation of the draft Precinct Structure Plan achieves the potential target yield.

Refer to “draft Precinct Structure Plan Part 1 Implementation Section” in the Agenda Attachments.

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 side 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. Guidance is provided on ground floor land uses to provide activation specific to location and land use area.

- 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 possibility for nine storey developments subject to design criteria.
 - Consideration is given to the scale and form of buildings and the pedestrian environment. Building edges at the street are limited to two to four storey developments with any allowable additional height to 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 typical of 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 Ave LXR for the draft Precinct Structure Plan 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.

Advertising of the draft Precinct Structure Plan is a key step to obtaining feedback on the above and other proposals.

Draft Precinct Structure Plan - Key Documents

The draft Precinct Structure Plan documents include the following:

- Structure Plan Maps: The Precinct Structure Plan Maps comprise a series of plans required by SPP7.2 to demonstrate the spatial development outcomes and provide a basis for subsequent urban planning decisions. The plans include a land use plan, building height plan and building setback plan.
- Structure Plan Part 1 Implementation: The Precinct Structure Plan Part 1 provides the implementation provisions to guide future subdivision and development. It includes summary objectives, character statements for sub-precincts, and describes the

relationship between the Precinct Structure Plan and the State and Local Planning Frameworks.

- Structure Plan Part 2 Explanatory Section: The Precinct Structure Plan Part 2 provides background information and research to justify Part 1, describing the site, the vision for the Precinct Structure Plan and the various development, public realm, movement, environment and land use analyses. Part 2 provides a planning assessment against the 'precinct design objectives' of SPP7.2.
- Local Water Management Strategy: The LWMS sets targets to improve water management and incorporation of water sensitive urban design measures through progressive redevelopment of the Kelmscott District Centre. Given the existing high levels of impermeability and water runoff, these measures are intended to improve water quality. The LWMS recommends improvements to the Water Corporation's Rundle Street Main Drain, between Page Road and the Canning River (note: the Main Drain includes the open 'V' drain north of Saddlers Retreat).
- Movement, Transport and Parking Strategy: The Movement, Transport and Parking Strategy has been prepared to address both SPP7.2 and the WAPC's Transport Impact Assessment Guidelines. The Strategy addresses District Centre pedestrian, cyclist and vehicle movements, and discusses existing and future parking matters.
- Bushfire Management Plan: Preparation of a Bushfire Management Plan is required as the Canning River and surrounds are identified as a Bushfire Prone Area on the State Map of Bushfire Prone Areas. The BMP addresses the requirements of the WAPC's State Planning Policy 3.7 Planning in Bushfire Prone Areas and the accompanying Guidelines for Planning in Bushfire Prone Areas.
- Acoustic and Vibration Strategy: The Acoustic and Vibration Strategy responds to noise and vibration generated by the Perth to Armadale rail line and the Albany Highway. The reports provides a framework for the future assessment of development proposals and ensures relevant noise targets are met through building design, separation or screening, in accordance with State Planning Policy 5.4 Road and Rail Noise.
- Retail and Employment Strategy: A Retail and Employment Strategy supports and considers future employment, retail and other land use needs for a business-as-usual development outcome, a potential development scenario, and a full development scenario. The Kelmscott District Centre is analysed in the context of its 10km catchment and in comparison to other district centres to identify land use gaps and recommend actions to encourage greater employment self-sufficiency and economic sustainability.
- Servicing Strategy: This strategy describes the servicing context of the Kelmscott District Centre, and access to (and upgrades potentially required) to achieve the vision.

The above documents will be made available for review and comment during the consultation period.

Future Project Tasks

The preparation of draft Precinct Structure Plan documents is the main component of the work 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 required land use zone changes.

The lead planning consultant will also prepare a 'Recommendations Report' (note: separate to the Precinct Structure Plan Recommendation Report to the WAPC) which will capture consultation outcomes or other recommendations that are unable to be addressed by the planning framework. It is expected that both the future scheme amendment and the recommendations report will be progressed from late 2022 or early 2023.

COMMENT

Precinct Boundary

Establishing a suitable boundary for a Precinct Structure Plan is a key consideration of SPP 7.2. The boundary is to be identified with consideration to the site/context analysis (including opportunities and constraints) and address 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. In establishing the current precinct boundary the City's lead consultant has considered the following aspects:

- 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;
- The current extent of the existing District Centre zone in Kelmscott;
- The need to transition to the River Road Heritage Area (as defined by Local Planning Policy PLN 3.9);
- The achievement of residential dwelling yields; and,
- The 400m walkable catchment applied to District Centres through SPP4.2.

The proposed boundary is a suitable response to the site and context analysis of the Kelmscott District Centre and developed in consultation with Councillors, landowners and State Government agencies.

Document Modifications

This report seeks Council endorsement to proceed with the attached Precinct Structure Plan Part 1 Implementation Section subject to modifications, as a basis for finalising the Precinct Structure Plan Part 2 Explanatory Section and supporting technical reports.

City officers will work with the lead consultant to address final minor modifications to the Part 1 Implementation Section (attached) to be implemented prior to the commencement of advertising. The modifications include:

- Responding to development constraints identified during the completion of technical reports. This includes greater bushfire risk to lots on Page Road than originally

anticipated during the preliminary consultation phase, which may impact development yield;

- Consistency with state and local government planning frameworks, particularly TPS No.4 land use zones; and,
- Administrative modifications.

The Precinct Structure Plan Part 2 Explanatory Section and technical reports are considered to be supporting or explanatory in nature. As a result they are not required to be endorsed by Council prior to advertising and will not be 'approved' by Council or the WAPC under future decision making processes pursuant to the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations). Finalisation of these documents will occur after Council's endorsement of the Part 1 Implementation Section as part of this report, as the documents will need align with Council's decision on the Precinct Structure Plan Part 1 Implementation Section (if endorsed), align with and between the Part 2 Explanatory Section and supporting technical reports, and be modified for consistency with the City's and the WAPC's policies/strategies.

Schedule 2 Part 4 Division 3 of the Regulations provides the process for Precinct Structure Plan preparation and approval. A Precinct Structure Plan is advertised for a minimum 42 day period. Advertising must include notice on the City's website, however the City will also write to adjoining and affected landowners, write to service agencies, publish a notice in a local newspaper and consider additional methods in consultation with the City's Communications and Marketing Department.

The City must prepare a further report on the Structure Plan responding to submissions and providing the City's recommendation within 60 days of the close of advertising. This report, together with 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 process, however in the City's experience the State Government assessment process for Precinct Structure Plans is considerably longer.

Commencement of Precinct Structure Plan advertising will transition the draft Precinct Structure Plan preparation process from the 'preliminary' phases to a statutory assessment pathway under the *Regulations*. As the City of Armadale is the proponent, it is expected that any variations to the statutory assessment timeframes would be considered favorably by the WAPC (if required).

OPTIONS

1. Council can resolve to endorse, subject to modifications, the draft Kelmscott District Centre Precinct Structure Plan Part 1 Implementation Section for the purposes of advertising, and for the purposes of finalising the Part 2 Explanatory Section and supporting technical reports.
2. Council can resolve not to endorse the draft Kelmscott District Centre Precinct Structure Plan Part 1 Implementation Section.

CONCLUSION

Preparation of the draft Kelmscott District Centre Precinct Structure Plan is a significant step forward for the future urban development of the Kelmscott District Centre. The draft Precinct Structure Plan is intended to accommodate future growth, support the commercial functions of the District Centre and improve the pedestrian and public realm experience.

The draft Precinct Structure Plan also achieves Council's strategic actions in the Local Planning Strategy 2016 and Corporate Business Plan 2020-2025, as well as State Government strategies to support population growth and transit oriented development in town centres.

The draft Precinct Structure Plan documents are considered suitable for the purposes of obtaining further stakeholder consultation and submissions through public advertising and State Government agency/service provider referral.

ATTACHMENTS

1. ↓ Existing Zoning Plan - Kelmscott District Centre Precinct Structure Plan
2. ↓ Explanatory Text Attachment - Kelmscott District Centre Precinct Structure Plan
3. ↓ Kelmscott District Centre Precinct Structure Plan - Part 1 Implementation Section

RECOMMEND

D3/6/22

That Council:

1. **Endorse, subject to modifications discussed in this report, the draft Kelmscott District Centre Precinct Structure Plan Part 1 Implementation Section for the purposes of:**
 - a) **Finalising the Part 2 Explanatory Section and supporting technical reports; and,**
 - b) **Public consultation as set out in the *Planning and Development (Local Planning Schemes) Regulations 2015*,**
2. **Note that the Part 2 Explanatory Section and supporting technical reports are not required to be endorsed by Council and are being amended to ensure consistency with the modified Part 1 Implementation Section, ensure consistency between the Part 2 Explanatory Section and technical reports and ensure consistency with the City's and the WAPC's policies/strategies.**
3. **Note that in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, a Precinct Structure Plan Recommendation Report to the Western Australian Planning Commission will be presented to Council following the conclusion of public advertising, for Council's consideration of submissions and recommendation to the Western Australian Planning Commission.**

Moved Cr R Butterfield
MOTION CARRIED

(7/0)