

**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**

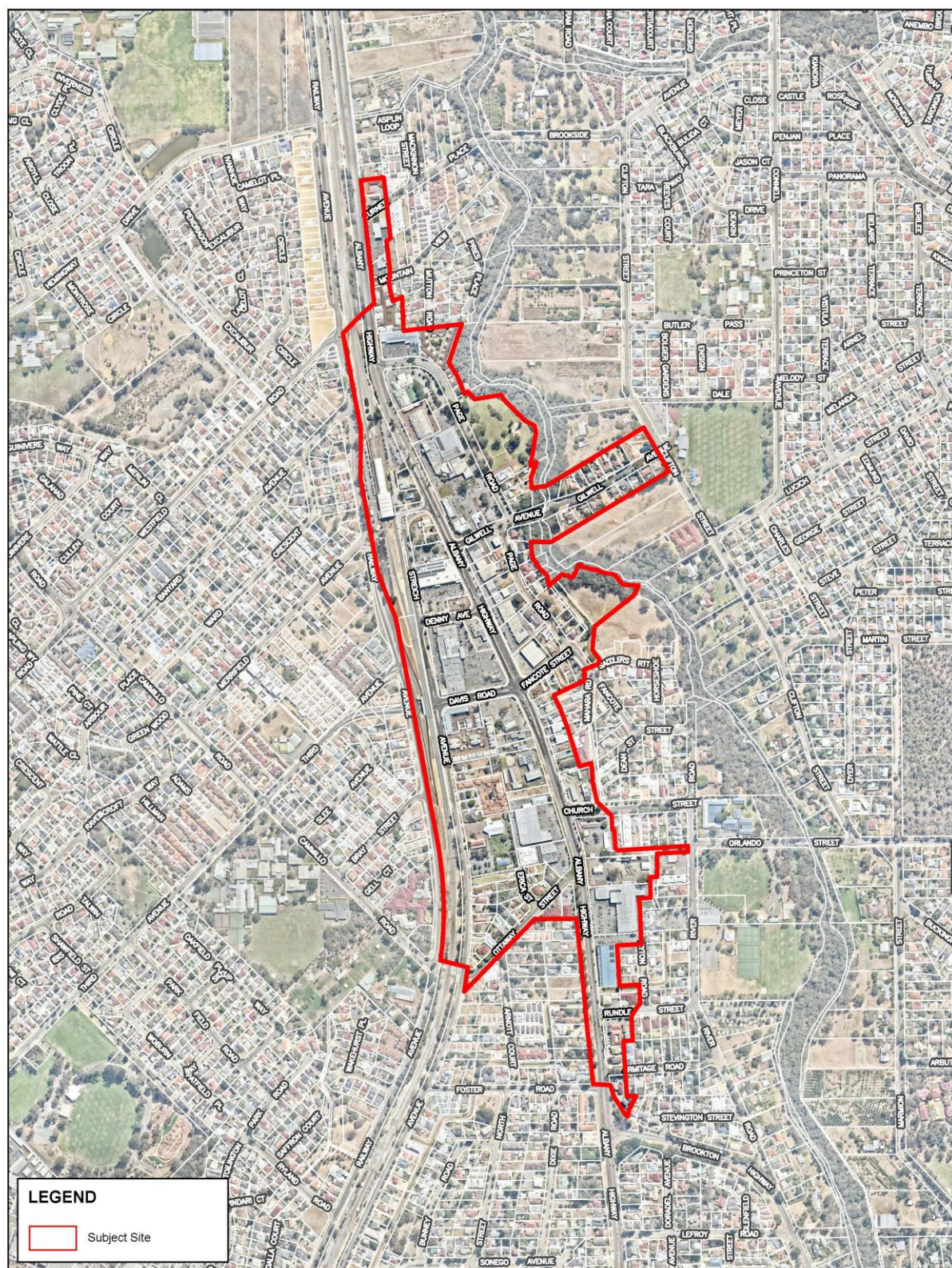
The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.

☐ **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

DATE 12 May 2022 - REVISION 2201
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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. Photographs by NewMap.

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

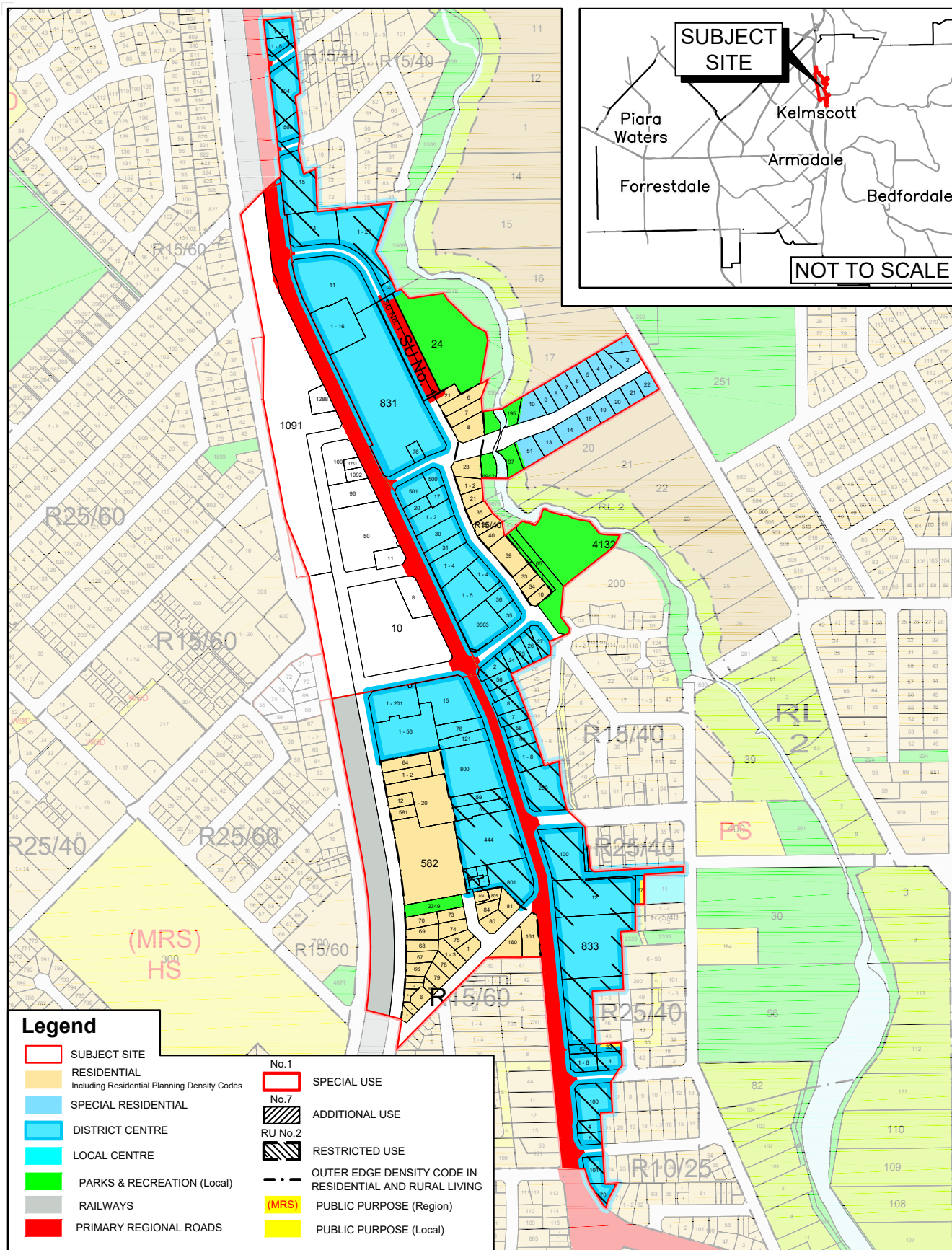
D3/6/22

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)



ZONING PLAN

Kelmscott District Centre Precinct Structure Plan



SCALE 1 : 10000

State Government Planning Framework Context – Kelmscott District Centre Precinct Structure Plan

Perth and Peel@3.5million and South Metropolitan Peel Sub-regional Planning Framework.

The P&P@3.5 Million sets out an overarching framework for the greater Perth Metropolitan Area to facilitate an estimated population of 3.5 million people by 2050. This state document identifies the Kelmscott area as ‘urban zone – developed’ and the Structure Plan area as a ‘District Centre’ consistent with its designation under SPP4.2.

The Kelmscott Structure Plan is considered to meet the objectives of P&P@3.5 Million by considering and planning for sustainable and connected growth and meeting residential development needs in and around the Kelmscott District Centre. The draft Precinct Structure Plan also responds to P&P@3.5 Million targets for land use diversity and residential density (discussed later in this report).

State Planning Policy 4.2: Activity Centres (2020 Draft)

The trigger for the preparation of a Precinct Structure Plan at the State Government level arises from the WAPC’s SPP4.2, which is a policy specifying broad requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres. It provides an activity centre hierarchy, network and objectives for the development of retail, commercial and mixed use centres to meet the needs of the Perth and Peel community.

SPP4.2 identifies Kelmscott as a ‘District Centre’; the main role of District Centres is to provide a service for the daily and weekly needs of residents and facilities and job opportunities reflecting the needs of their catchment. In accordance with Policy Measure 7.2 requires the preparation of a Precinct Structure Plan, to be approved by the WAPC, where shop-retail floorspace exceeds 20,000sqm Net Lettable Area. This threshold is achieved by the current development in the Kelmscott District Centre.

State Planning Policy 7.2: Precinct Design

SPP7.2 is a recently adopted policy of the WAPC (2021), providing guidance for the design, planning and assessment of planning proposals (including Precinct Structure Plans) in “precincts”. The definition of a precinct is necessarily broad, but includes centre typologies (e.g District Centres) listed in SPP4.2.

SPP7.2 includes guidelines for the preparation of Precinct Structure Plans, which are to detail “*land use, density and development (including built form), access arrangements, infrastructure, environmental assets and community facilities at a precinct scale to facilitate future subdivision and development*”. The preparation of the draft Precinct Structure Plan is guided by SPP7.2, including its objective of early engagement in Precinct Structure Plan preparation.

Armadale Redevelopment Scheme No.2

As shown on the TPS No.4 Zoning Plan, approximately 10ha of the Kelmscott District Centre is currently under the planning control of DevelopmentWA (formerly the ARA and the

Metropolitan Redevelopment Authority) pursuant to the *Metropolitan Redevelopment Authority Act 2011* and subject to the Armadale Redevelopment Scheme No.2.

DevelopmentWA is in process of normalising (or returning planning control of) various redevelopment areas in the City of Armadale back to the City. The nominal target date for normalisation of the Kelmscott Redevelopment Area is six months after completion of the Denny Ave LXR project.

TPS No.4 Amendment No. 112 was initiated, advertised and adopted by Council (15 November 2021; Resolution D43/11/21) to reintroduce the Kelmscott Redevelopment Area back into the City's planning framework and TPS No.4. The amendment designates appropriate zones, as well as a new Development Area to ensure that future subdivision and development is guided by a Precinct Structure Plan. The City has forwarded the Amendment to the WAPC and is currently awaiting review of the Amendment and approval to be issued by the Minister for Transport, Planning and Ports. Normalisation will take effect when Schedule 1 in the *Metropolitan Redevelopment Authority Regulations 2011* is amended by subtracting the Kelmscott District Centre precinct (from the plan), using s.31 of the *Metropolitan Redevelopment Authority Act 2011*.

The draft Precinct Structure Plan includes land currently within the Redevelopment Area in anticipation of the City's ultimate future planning control. The Precinct Structure Plan will allow the City to coordinate the normalisation process while providing controls to guide development into the future.

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.

Section

1.0

Introduction

1.0 Introduction

1.1 Precinct Plan Area

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

The PSP 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 PSP 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 PSP 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 PSP shall become operational upon its approval by the Western Australian Planning Commission (WAPC).

The PSP 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 PSP and the Scheme, the Scheme shall prevail to the extent of the inconsistency.

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

1.3.1 Relationship to Policies

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

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 PSP, and is to otherwise be read in conjunction with the Scheme.

1.4 Staging

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

Section

2.0

Subdivision and
Development
Requirements

2.0 Subdivision and Development Requirements

2.1 Zoning and Land Use

The distribution of land use zoning and reservations throughout the PSP 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 PSP 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 Retail Core

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:

- e) Support urban infill opportunities through dwelling mix and density in appropriate locations.
- f) Maintain and enhance the local character of established low-scale residential development along Gilwell Avenue.
- g) 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 PSP.

2.2 Density Coding

The applicable density coding for the PSP 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 PSP as follows:

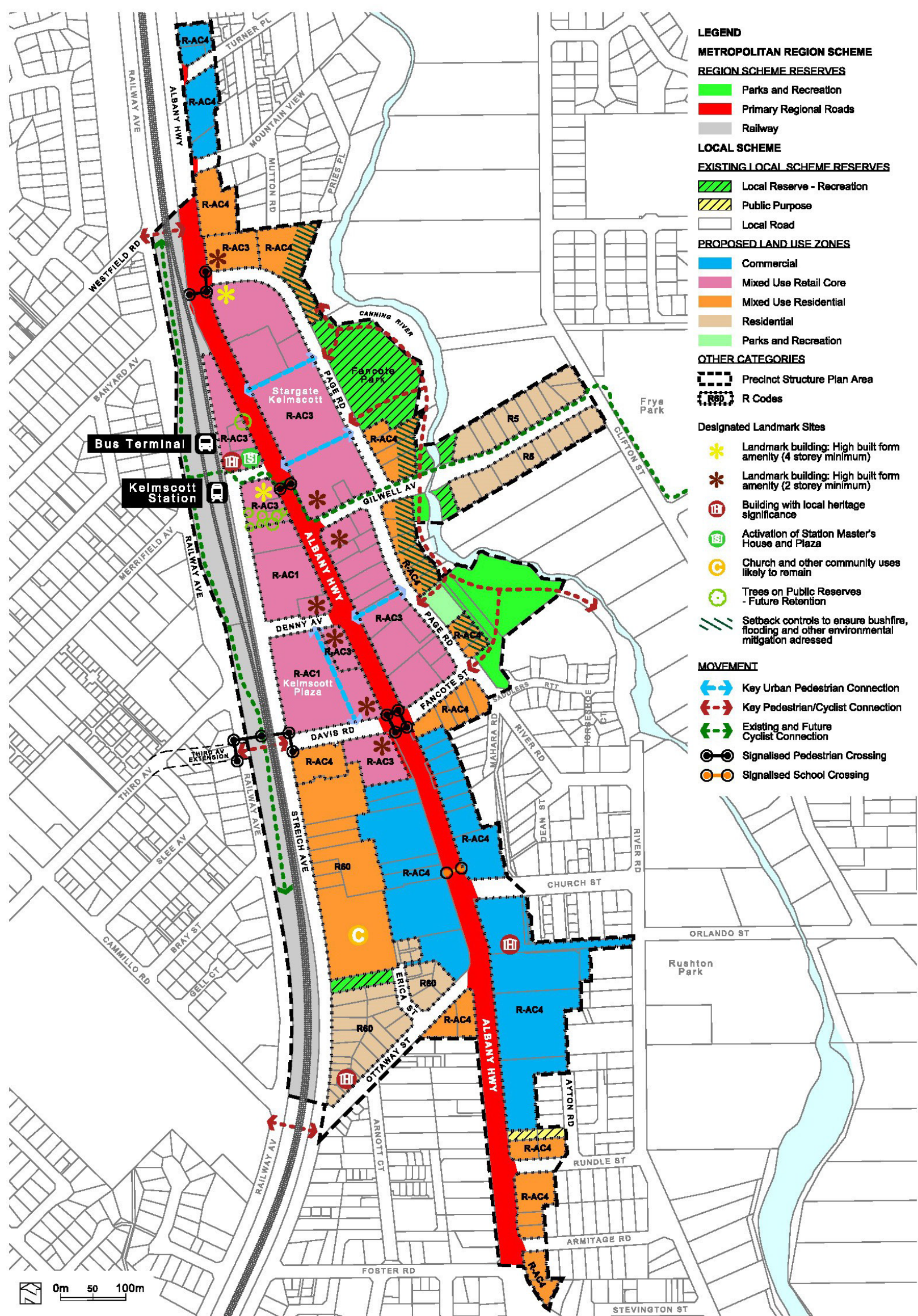
- R5
- R60

Plan 1 defines density coding that apply to different areas within the Mixed Use land use zones of the PSP 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 PSP.



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 PSP 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 showrooms 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.

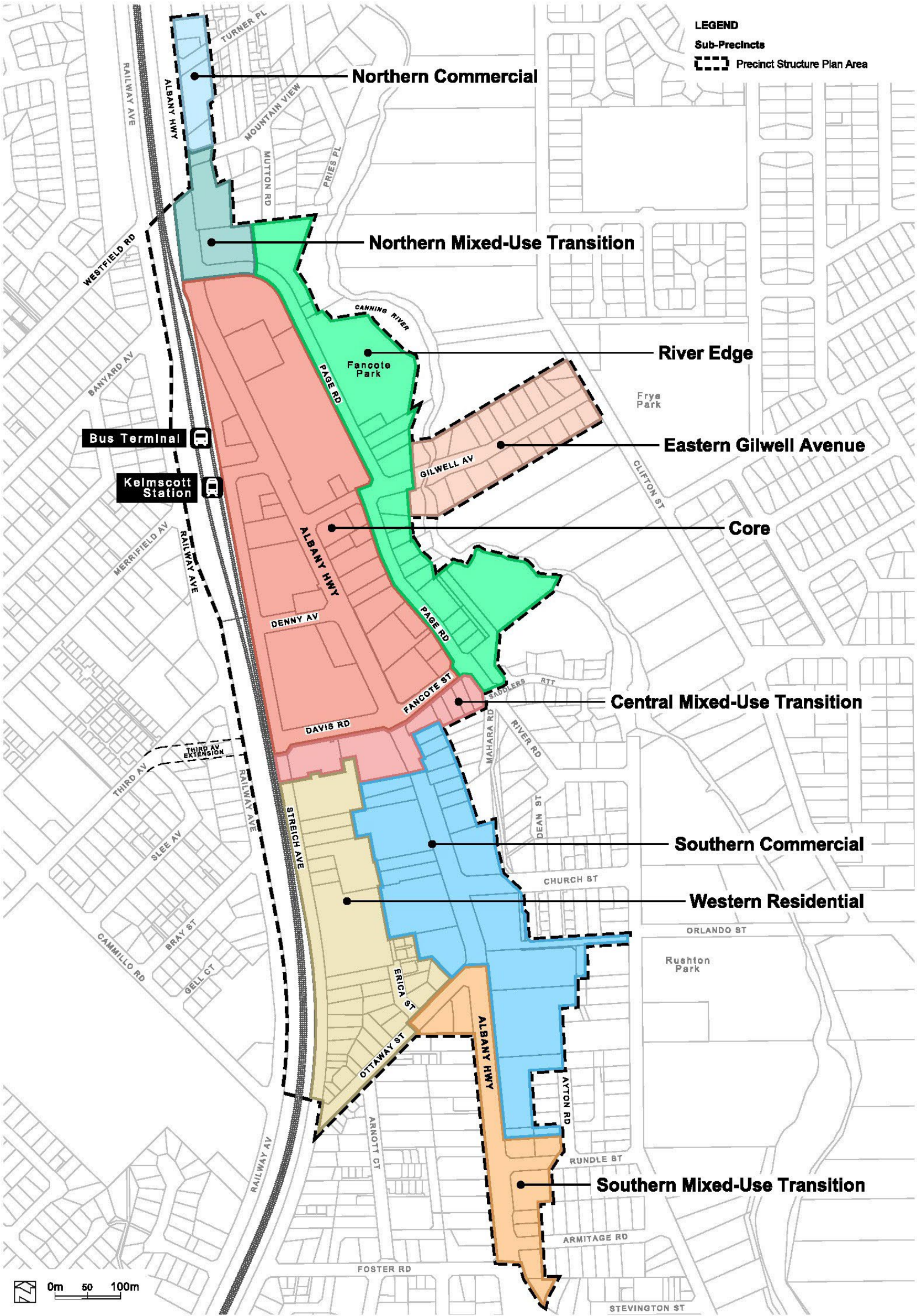
2.3.9 Southern Mixed-Use Transition

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



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 PSP 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**.

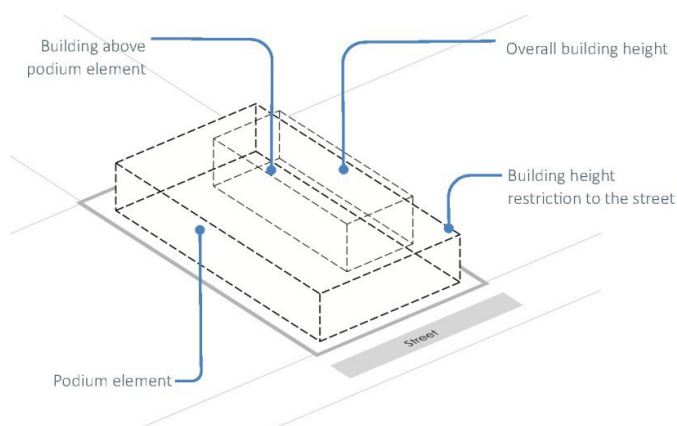


Figure 1: Building Envelope Diagram

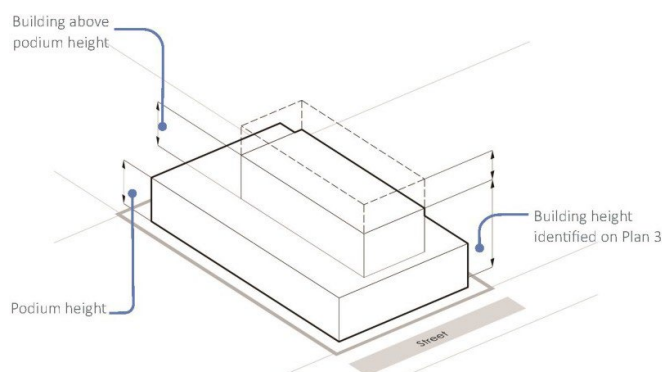


Figure 2: Building Height Diagram

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.

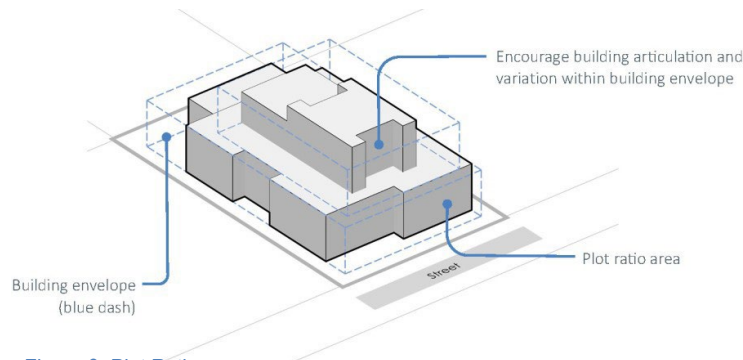


Figure 3: Plot Ratio

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.

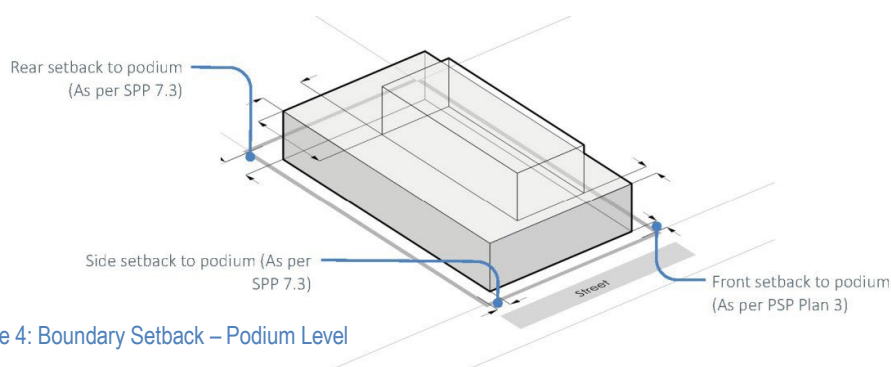


Figure 4: Boundary Setback – Podium Level

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).

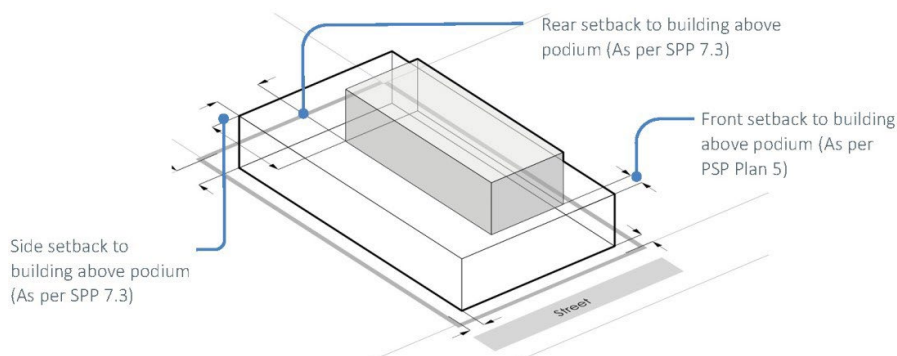


Figure 5: Building Above Podium Elements

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 PSP (**Plan 1**).

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 PSP 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.

- c) Design excellence is required in terms of quality, articulation of the facade, 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 PSP 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 PSP.

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 Town Planning Scheme, Local Planning Policies and applicable guidelines. Landscaping shall also achieve the objectives and provisions of State Planning Policy 7.3 - Residential Design Codes (Volumes 1 & 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 Town Planning Scheme, 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 Structure Plan 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 No.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 PSP, 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 PSP area.'

Council may determine to approve an 'interim land use' and associated development within the PSP 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 further 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 PSP 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 SPP3.7.

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.

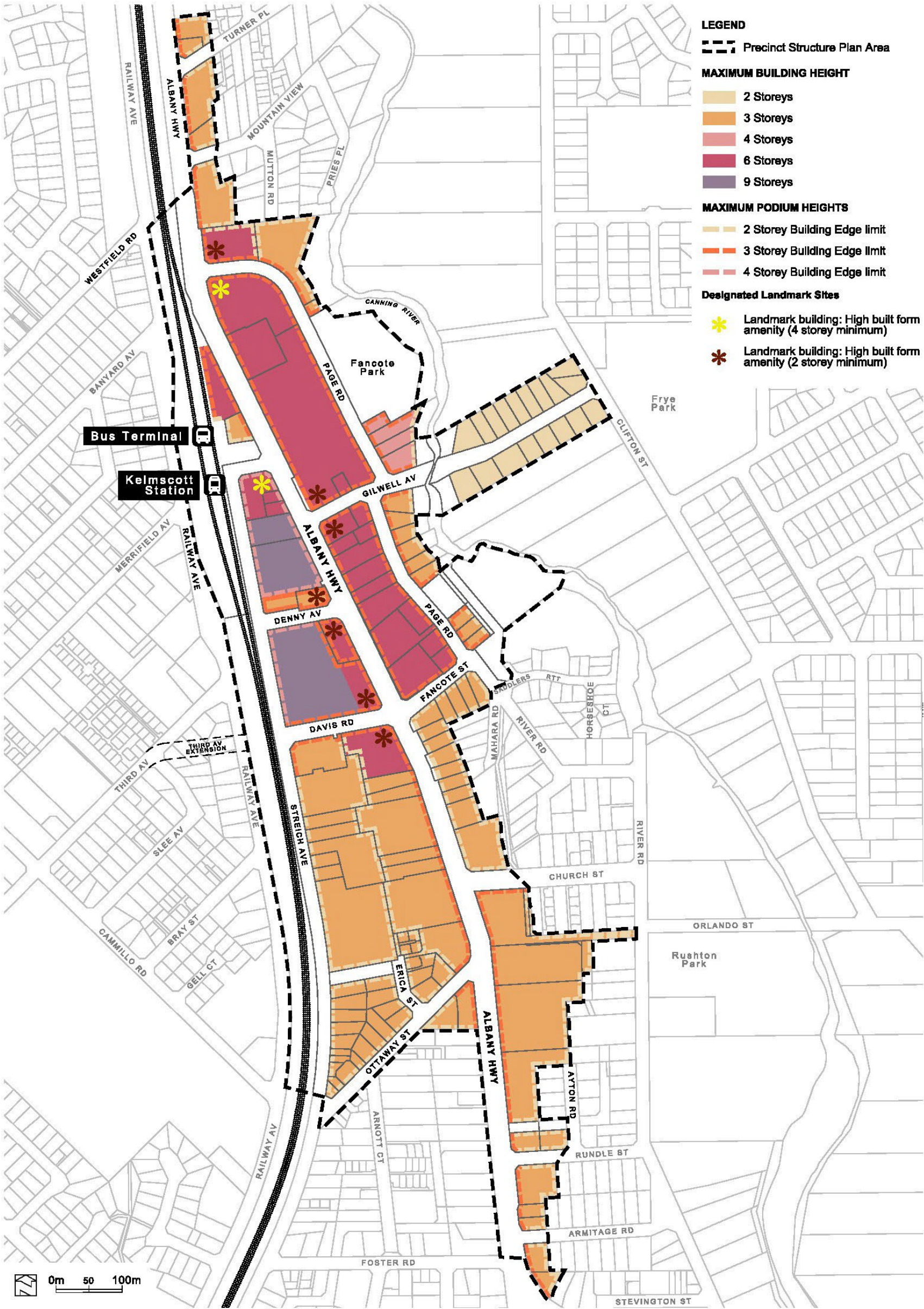
2.5.5 Noise and Vibration

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

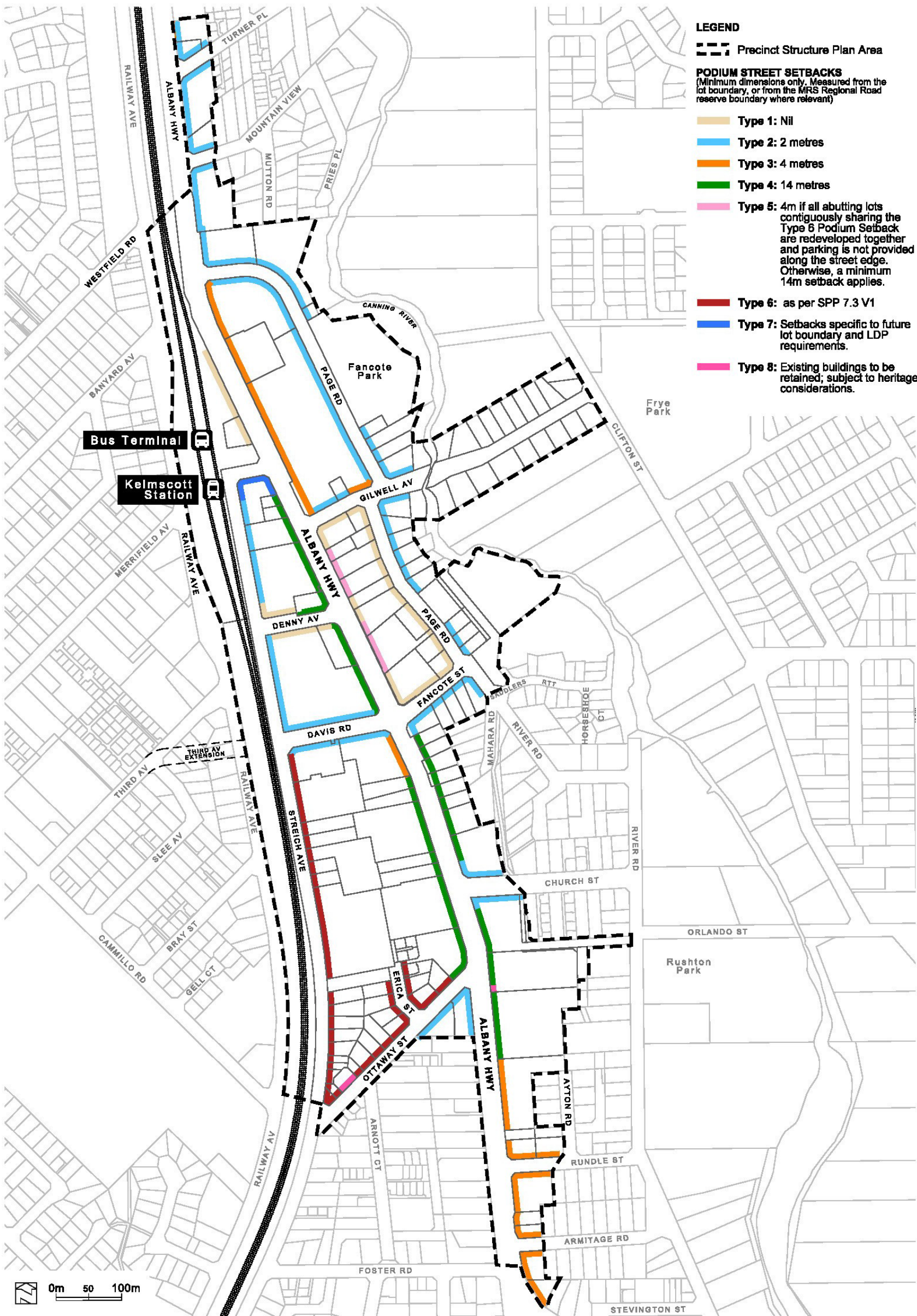
(as amended) (SPP 5.4).

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.

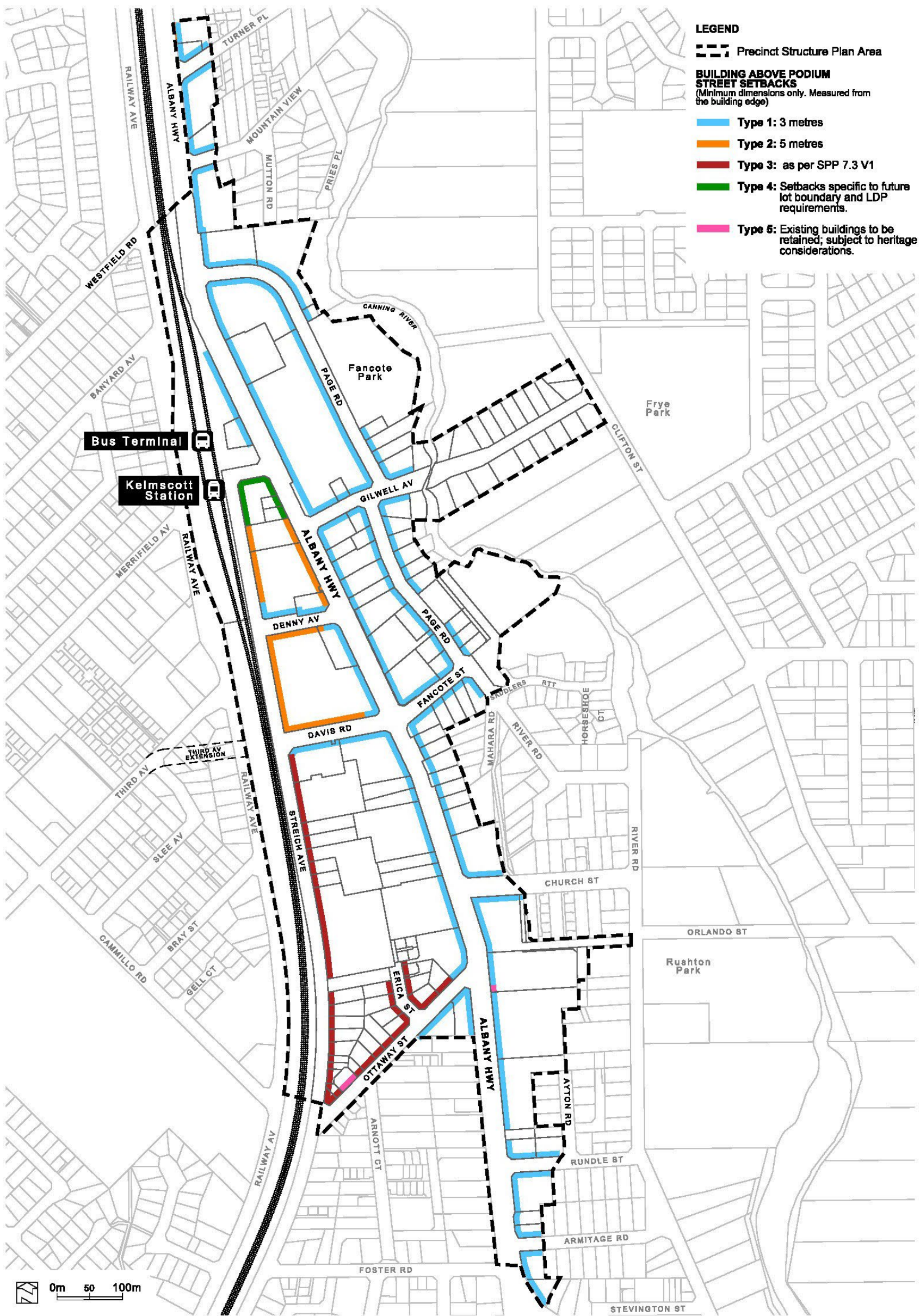
In addition, notifications on title may be considered for sites anticipated to be developed for noise sensitive uses which are in proximity to approved land uses which have the potential to produce noise as a result of outdoor dining, outdoor entertainment or similar uses.



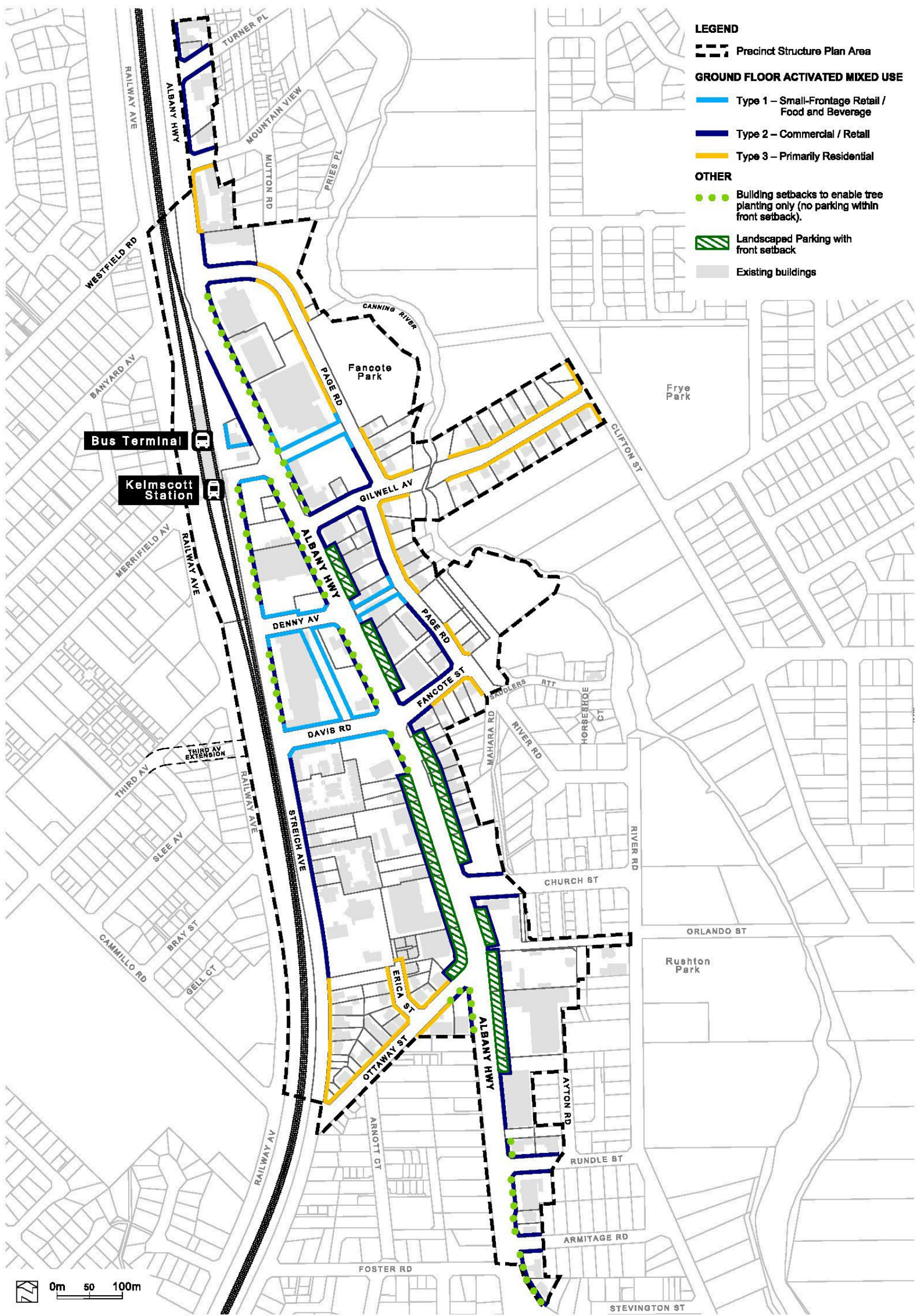
Plan 3: Maximum Building Heights Plan



Plan 4: Podium Street Setbacks Plan



Plan 5: Buildings above Podium Street Setbacks Plan



Plan 6: Street Interface Type Plan

Section

3.0

Local Development
Plans

3.0 Local Development Plans

Local Development Plans (LDP) are not proposed for the PSP 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.

Section

4.0

Additional Information

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 PSP 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	A BAL Contour Map and Bushfire Management Plan is required to	WAPC, City

	<p>determine indicative acceptable BAL ratings across the PSP 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>	
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
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>	City

	<p>The TIS or TIA is to demonstrate the proposal is consistent with the PSP 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>	
Servicing Report	<p>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.</p>	City, Water Corp, Western Power, ATCO Gas
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</p>	City

	requirements of PLN 2.4 Landscape Feature and Tree Preservation.	
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	Condition DA (to accompany development application)	DPLH, City
Signage Strategy	A signage strategy is to be prepared at relevant development application stages to outline the location and nature of signage.	City

4.1 Design Review Panel

The City's TPS 4 provides for the City to appoint a Design Review Panel (DRP) for the purposes of considering and advising the City with respect to applications and/or planning proposals. Local Planning Policy 3.13 Design Review Panel (PLN 3.13) specifies the policy triggers for the types of applications where consideration by the DRP would be required and the design review requirements. The City will have particular regard to built form design and streetscape outcomes.