

CITY OF ARMADALE

AGENDA

OF DEVELOPMENT SERVICES COMMITTEE TO BE HELD IN THE FUNCTION ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 15 MAY 2023 AT 7.00PM.

A meal will be served at 6:15 p.m.

PRESENT:

APOLOGIES:

OBSERVERS:

IN ATTENDANCE:

PUBLIC:

“For details of Councillor Membership on this Committee, please refer to the City’s website – [www.armadale.wa.gov.au/your council/councillors](http://www.armadale.wa.gov.au/your_council/councillors).”

DISCLAIMER

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

DECLARATION OF MEMBERS' INTERESTS

QUESTION TIME

Public Question Time is allocated for the asking of and responding to questions raised by members of the public.

Minimum time to be provided – 15 minutes (unless not required)

Policy and Management Practice EM 6 – Public Question Time has been adopted by Council to ensure the orderly conduct of Public Question time and a copy of this procedure can be found at <http://www.armadale.wa.gov.au/PolicyManual>

It is also available in the public gallery.

The public's cooperation in this regard will be appreciated.

DEPUTATION

CONFIRMATION OF MINUTES

RECOMMEND

Minutes of the Development Services Committee Meeting held on 20 March 2023 be confirmed.

ITEMS REFERRED FROM INFORMATION BULLETIN - ISSUE 5 - MARCH 2023

If any of the items listed in the Information Bulletin - Issue 5 - March 2023 require clarification or a report for a decision of Council, this item to be raised for discussion at this juncture.

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DEVELOPMENT SERVICES COMMITTEE

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***1.1 - ADDITION OF HERITAGE PLACES AND MODIFICATIONS AND UPDATES TO
LOCAL HERITAGE SURVEY AND HERITAGE LIST***

WARD : MINNAWARRA
FILE No. : M/545/22
DATE : 11 May 2023
REF : MK/JR
RESPONSIBLE : EDDS
MANAGER

In Brief:

Modifications are required to the City's Local Heritage Survey and Heritage List to address the following matters:

- Addition of two (2) Heritage Places from the former Development WA West of Rail Precinct to the Local Heritage Survey following normalisation of the area back into the City's Planning Scheme and the addition of the RSL Building to the Heritage List as it has a Category 2 conservation classification.
- Minor modifications to the Local Heritage Survey to amend the contents page and correct changed address details for two properties and update the Place Record for Dr Colyer's Residence.
- Modifications to the format of the Heritage List are required to bring it into consistency with the latest Heritage Council guidelines for Heritage Lists.

Recommend that Council approve the additions and modifications to these two documents as set out in this report.

Tabled Items

Nil.

Decision Type

☒ **Legislative**

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

☐ **Executive**

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

☐ **Quasi-judicial**

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

Officer Interest Declaration

Nil

Strategic Implications

1.1.4 Preserve and celebrate the City's built, natural and cultural heritage.

2.5.5 Actively seek opportunities to preserve, document and acknowledge the heritage of the City.

Legal Implications

Heritage Act 2018

Heritage Regulations 2019

Planning and Development (Local Planning Schemes) Regulations 2015

City of Armadale Town Planning Scheme (TPS) No.4

State Policies and Guidelines

State Planning Policy 3.5 Historic Heritage Conservation

Guidelines for the Assessment of Local Heritage Places

Guidelines for Local Heritage Surveys

Guidelines for Establishing a Heritage List

Council Policy/Local Law Implications

Local Planning Policy PLN 3.8 Heritage Management Incentive

City of Armadale Local Heritage Survey 2020

City of Armadale Heritage List

Budget/Financial Implications

Nil.

Consultation

Letters were sent to the owners of the two (2) heritage places (RSL building and Armadale Fire Brigade building) located in the former Development WA's West of Rail Precinct advising of the proposal to include both places in the Heritage Survey, to add the RSL Building to the Heritage List and inviting the owners' comments on the proposals. Clauses 7(3) and (3A) of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires this consultation with affected land owners and specifies that a period of 21 days for responses be allowed.

The proposals were sent to CHAG for comment on 27 April 2023.

BACKGROUND

A review of the City Municipal Heritage Inventory (now Local Heritage Survey) was carried out in 2019. The final document was adopted by Council on 28 January 2020.

On 29 September 2020, Council adopted Amendment No.111 to TPS No.4 which proposed to add a Heritage List to TPS 4 containing all heritage places classified as Category 1 (Essential to the heritage of the locality) and Category 2 (Very important to the heritage of the locality) in the Local Heritage Survey 2020. Subsequently, the Minister for Planning refused Amendment No.111 on the basis that changes to the *Planning and Development (Local Planning Schemes) Regulations 2015* over the previous two (2) years had seen a move away from the previous practice of including Heritage Lists in Schemes due to the difficulty of amending the lists when properties are removed or added. Accordingly, Council adopted the Heritage List as a stand-alone document at their meeting on 26 July 2021.

From the early 2000's until May 2022, the area known as the West of Rail Precinct was under the Planning Control of DevelopmentWA (formerly known as the Armadale Redevelopment Authority (ARA) and the Metropolitan Redevelopment Authority (MRA)). As a result Heritage Places within the areas controlled by Development WA (DWA) were removed from the City's Local Heritage Survey (LHS) and placed in DevelopmentWA's Heritage Inventory.

DETAILS OF PROPOSAL

Addition of Place Records for Heritage Places formerly under DevelopmentWA

Normalisation of the West of Rail Precinct was effected on 6 May 2022 and planning control for the precinct was moved from the Development WA scheme into the City's TPS No.4 via that normalisation process and Amendment No.108 to TPS No.4.

Accordingly, the two (2) heritage places located within the West of Rail Precinct now need to be formally added to the LHS being:

- The Returned Services League Armadale Sub-Branch Hall (RSL)
Lot 28 (1) Commerce Avenue Armadale
- The Armadale Career Fire Brigade building (Fire Brigade)
Lot 4 (438) Green Avenue Armadale

A record of these places (including a heritage assessment) was included in Appendix 1 of the LHS in anticipation of the return of these areas to the Planning Control of the City (copy of Place Records for the RSL and Fire Brigade are attached).

The following Place Record numbers have been assigned to the two heritage places to be added to the LHS:

- 118 RSL Hall;
- 119 Armadale Career Fire Brigade building.

In addition, as the RSL Building is classified as a Category 2 Heritage Place, it is proposed to add this place to the City's Heritage List. All Heritage Places classified as Category 1 or 2 conservation level in the LHS 2020 were included in the City's Heritage List.

Other Modifications to the Heritage Survey

Some minor modifications are required to the document as follows:

- Update Contents Page of the LHS as a result of the relocation of the RSL and Armadale Fire Brigade Place Records from Appendix 1 to the main body of the LHS.
- Modification to Place Record 117 (Dawkin's Place) in the LHS to reflect a change to the street address for the place that has occurred as a result of subdivision of the subject land.
- Modification to the Place Record for the Stations Master's Residence in Appendix 1 Development WA properties to correct the address of the place.
- Replace references to Metropolitan Redevelopment Authority/MRA to DevelopmentWA / DWA throughout the document.
- Update the Place Record for Dr Colyer's residence (36 Jull Street Armadale) to include the approved change of use to a Child Care Centre along with significant additions to the building. The additions were completed in April 2023 and the new centre will open soon.

The pages from the Local Heritage Survey that are proposed to be amended (with changes marked in red) are attached. Due to the size of the LHS document (750 pages) the entire document has not been attached and is available on the following website link <https://www.armadale.wa.gov.au/local-heritage-survey-and-heritage-list>

Modifications to format and Content of Heritage List

Subsequent to the City adopting the Heritage List in September 2021, the Heritage Council released updated guidelines for establishing Heritage Lists. The updated guidelines include a new template for the format of Heritage lists. Accordingly, it is timely to take this opportunity to amend the format of the City's Heritage List to be consistent with the template contained in the updated guidelines, particularly given that the addition of the RSL to the Heritage List requires the list to be re-adopted by Council.

COMMENT

The City wrote to the owners' of the two properties within the recently normalised DWA's West of Rail Area advising of the intention to add the places to the Heritage Survey and to add the RSL Building to the Heritage List in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The RSL advised in writing that they were supportive of the proposal and responded as follows:

The Armadale RSL is pleased to acknowledge and agree with the proposed inclusion of the Armadale RSL premise to be listed as Category 2 on the Heritage Survey and Heritage List.

We are pleased to have received confirmation as this reflects the historical significance of the building on behalf of all servicemen and women from the Armadale Area.

DFES' East Metropolitan Team (as representatives of owners of the Fire Brigade building) did not provide any response.

Effect of inclusion of the RSL Building on the Heritage List

In accordance with the City's Town Planning Scheme No.4 (TPS No.4), Schedule A - Supplemental Provisions to the Deemed Provisions Clauses 61(1)(k), (l), (m) and (n), Planning Approval is required to be obtained for any development affecting any place listed in the Heritage List. Development includes:

- Additions
- Alterations (internal or external)
- Removal of vegetation
- Installation of signage
- Demolition of part or all of the existing building
- Erection or removal of fencing.

Accordingly, these provisions of the Scheme will also apply to the RSL premise once the place is added to the City's Heritage List. Similar requirements applied to the RSL premise under the Armadale Redevelopment Scheme 2 that previously governed development within areas under the control of Development WA.

Under the Guidelines for the assessment of local heritage places Classifications of Significance are defined as follows:

Table 1 – Classification of significance

LEVEL OF SIGNIFICANCE TO THE LOCAL AREA	CLASSIFICATION	DESCRIPTION
Exceptional	Category 1	Essential to the heritage of the locality. Rare or outstanding example.
Considerable	Category 2	Very important to the heritage of the locality.
Some/moderate	Category 3	Contributes to the heritage of the locality.
Little	Category 4	Has elements or values worth noting for community interest but otherwise makes little contribution.

ANALYSIS

Modifications to Local Heritage Surveys (LHS)

The addition of the two former DevelopmentWA Places to the LHS will constitute Place-specific reviews as defined in the Heritage Council's Guidelines for Local Heritage Surveys as follows:

Place-specific reviews – addition or more substantial amendment of a heritage assessment of an individual place.

Provision 2.2.2 of the Heritage Council's Guidelines states as follows with regard to adding places to an LHS or modifying the classification or statement of significance for a place:

2.2.2 The addition or removal of a place from the LHS, or the amendment of a place record to the extent that the classification of the place or statement of significance is changed, requires formal adoption of the revisions.

The requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015* with regard to modifications to a Heritage List are as follows:

- (4) *If the local government enters a place in the heritage list or modifies an entry of a place in the heritage list the local government must give notice of the entry or modification to —*
 - (a) *the Heritage Council of Western Australia; and*
 - (b) *each owner and occupier of the place.*

Accordingly, it will be necessary to write to the parties detailed in (a) and (b) above if Council resolves to add the RSL to the Heritage List.

Format of Heritage List

Since the Council adopted the Heritage list, the format and content required to be included has been modified. The main change is the inclusion of a Statement of Significance for each place listed and identification of whether the interior of the building is significant. Accordingly, these additional columns have been added to the City's Heritage List and the modified document is attached. The Statement of Significance for each place is included in the Place Records in the LHS so has been able to be copied to the Heritage List.

OPTIONS

Council has the following options:

1. Adopt the proposed modifications to the Local Heritage Survey and Heritage List set out in this report and attachments.
2. Elect not to adopt some or none of the proposed modifications to the Local Heritage Survey and Heritage List and provide reasons for doing so.

CONCLUSION

Two (2) designated Heritage Places (RSL Building and Fire Brigade building) have now been returned to the Planning Control of the City following normalisation of the former DevelopmentWA managed West of Rail Area. Accordingly, it is necessary to return these places to the main body of the City's Heritage Survey and add the RSL Building (which has a heritage classification of Category 2) to the City's Heritage List.

Notification of the intention to return the abovementioned two places to the Heritage Survey and the RSL Building to the City's Heritage List was provided to the relevant land owners in accordance with the requirements of the Deemed Provisions relating to Heritage contained in the *Planning and Development (Local Planning Schemes) Regulations 2015*. Neither land owner objected to the proposals.

Accordingly, Council may now consider resolving to add both of the former Development WA places from the West of Rail precinct to the main body of the City's Heritage Survey and to add the RSL building to the City's Heritage List.

Some other minor modifications are required to the LHS to correct some place addresses, update the change of name of the Metropolitan Redevelopment Authority/MRA to DevelopmentWA/DWA and update the Place Record for Dr Colyer's Residence given the development and change of use occurring on that site.

As the Heritage List needs to be re-adopted by Council as a result of the addition of the RSL Building to the list it provides an opportunity for the format of the Heritage List to be updated in accordance with the Heritage Council's guidelines for Heritage Lists.

RECOMMEND

That Council:

1. **Adopt the proposed modifications to the Local Heritage Survey as follows:**
 - a. **Transfer the Place Records for the RSL Hall and the Armadale Career Fire Brigade building from Appendix 1 of the Local Heritage Survey (LHS) 2020 to the Place Records section of the LHS document and the following Place Record numbers applied:**
118 RSL Hall;
119 Armadale Career Fire Brigade building.

- b. Modification of the Contents pages for the LHS to reflect the changes set out in a. above.
 - c. Modification of the Place Record for Place 117 (Dawkin's Place) to identify the current legal address for the place being Lot 809 (7) Corrigan Rise Wungong.
 - d. Modification of the Place Record for Place 011 (Dr Colyer's Residence (former)) to add details of the change of use and development occurring on the site.
 - e. Modification to the Place Record for the Stations Master's Residence in Appendix 1 DevelopmentWA properties to correct the address of the place.
 - f. Replacement of the wording Metropolitan Development Authority (MRA) with DevelopmentWA (DWA) where required.
 - g. Adoption of the modified Local Heritage Survey 2023.
2. Adopt the proposed modified Heritage List attached to this report including the addition of Place 118 (RSL Hall) Lot 28 (1) Commerce Avenue, Armadale.
3. Notify the landowners, occupiers and Community Heritage Advisory Group (CHAG) of Council's decision with regard to the RSL building and the Armadale Fire Brigade Building.
4. Notify the Heritage Council of the addition of the RSL building to the Heritage List in accordance with provision 8. Clause 4(a) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the adoption of the modified Local Heritage Survey 2023.
5. Advise the Western Australian Planning Commission of this decision.

ATTACHMENTS

1. [!\[\]\(756219e9389f679d57027482aa5cf5fc_img.jpg\)](#) Local Heritage Survey List 2023 - Modified Pages and Local Heritage Survey (separate Attachment)
2. [!\[\]\(fcb77b2d9531d23794a07d244b7a89bc_img.jpg\)](#) Local Heritage Survey List - Modified Draft
3. [!\[\]\(8175e06aff05874f50e11ffc448e6860_img.jpg\)](#) Local Heritage Survey - Armadale Fire Station
4. [!\[\]\(d7fb7ebced2c712ed3052caf75d30501_img.jpg\)](#) Local Heritage Survey - RSL Hall
5. [!\[\]\(d0fe824e371dd316453cda01cf34ca98_img.jpg\)](#) Local Heritage Survey - Dawkin's Place
6. [!\[\]\(d1a2681fe7bfd4d9525bb4cc91a3e465_img.jpg\)](#) Local Heritage Survey - Doctor Colyer's Residence (fmr)

1.2 - DEVELOPMENT APPLICATION FOR RAILWAY VIADUCT IN ARMADALE CITY CENTRE

WARD : MINNAWARRA
FILE No. : M/136/22
DATE : 11 May 2023
REF : SW/AR
RESPONSIBLE : EDDS
MANAGER

In Brief:

- The Byford Rail Extension (BRE) project will elevate the railway line through the Armadale City Centre and the Armadale Train Station.
- The second development application associated with the BRE project has been received for the viaduct structure that will be used to elevate the railway.
- This development application will be determined by the Western Australian Planning Commission (WAPC) as the proposal is located within Planning Control Area (PCA) No.164.
- Recommend that Council advise the WAPC that it supports the application subject to conditions.

Tabled Items

Nil.

Decision Type

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

Officer Interest Declaration

Nil.

Strategic Implications

- 1.2.1.6 Support projects that improve the perception and safety of patrons on the Armadale Line and increase train patronage.
- 2.2.2.6 Develop a Public Realm Strategy and implementation plan for the Armadale City Centre.
- 3.1.2.1 Participate in the MetroNet working group for the Byford extension and advocate for outcomes that support the future growth of the Armadale City Centre.
- 1.2.3 Provide for a diverse range of active and passive recreational pursuits within the City.
- 2.2.2 Improve the amenity of streetscapes in established suburbs to provide an attractive, shaded network that connects residents to locations of interest.
- 2.2.4 Develop, improve and maintain quality parks, playgrounds and public open spaces throughout the City.
- 3.1.2 Advocate for the Armadale Strategic Metropolitan City Centre Structure Plan and cultivate the strategic partnerships necessary for its successful implementation.
- 4.1.1 Advocate for the delivery of key transformational projects.

Legal Implications

Public Works Act 1902

Planning and Development Act 2005

Railway (MetroNet) Act 2018

Metropolitan Region Scheme

WAPC's State Planning Policy 5.4 - Road and Rail Noise (SPP 5.4)

Town Planning Scheme No.4

PLN 2.4 - Landscape Feature and Tree Preservation

PLN 3.12 - Percent for Public Art

PLN 3.14 - Designing Out Crime

ENG6 - Street Trees

Council Policy/Local Law Implications

Nil.

Budget/Financial Implications

Future development applications and works are proposing to transfer management of landscaping, activity areas, public realm, etc to the City for management, which will be the subject of future reports for Council's consideration.

Consultation

1. City of Armadale Staff participating in working groups and providing comment on 'design packs'
2. MetroNet online survey regarding public spaces created by viaduct/train station
3. Advertising of Development Application

BACKGROUND

Subject Site

The section of railway reserve north of Armadale Road is straddled by Railway and Streich Avenues, which have Residential zoned properties on either side of them that are split-density coded in order to facilitate redevelopment for transit orientated development. Both are busy distributor roads that carry high traffic volumes and are characterised by mature trees and large shrubs which currently screen the railway line for a significant length. A Principal Shared Path (PSP) runs alongside the railway reserve in the eastern verge of Railway Avenue and there is an at-grade pedestrian crossing over the railway line, approximately 300m north of Armadale Road.

Residential lots also front Aragon Court on the western side of the railway between Armadale Road and Forrest Road, overlooking a substantial amount of mature trees in the western road verge and railway reserve. On the eastern side of this section, the existing PSP abuts Neerigen Street, and Neerigen Street contains on-street car parking partly in the Railway Reserve and provides access to the Armadale Central Shopping Centre. The City currently manages the parking bays under a Licence with the Public Transport Authority (PTA).

The next section to the south, between Forrest Road and Church Avenue, contains the Armadale Railway Station which is currently at-grade. To the east and south-east of the train station is commercial development and the Jull Street mall, and on the western side is Residential zoned land including the 'West of Rail' precinct which DevelopmentWA and the City normalised back to the City's planning control in April 2022. Much of the West of Rail

precinct comprises vacant land for future redevelopment, with some lots being used temporarily by MetCONNx for site offices.

The final section of railway reserve which is relevant to the proposed viaduct runs approximately 250m south of Church Avenue. Both sides of this section contain predominantly residential development, including Dale Cottages which is a large retirement/aged care facility on the eastern side of the railway. Again, both sides of the railway line are characterised by mature trees and large shrubs which screen the railway.

Armadale Strategic Metropolitan City Centre Structure Plan

The Armadale Strategic Metropolitan City Centre Structure Plan (ASMCCSP) is an important strategic planning document that guides the future planning and development of the Armadale City Centre and also serves as an advocacy document when State Government support is sought for key projects within the Centre.

When the City embarked on preparation of the ASMCCSP it was important that it reflected upon the current condition of the City Centre, so that a vision could be developed to meet the expected population growth, required employment and transport needs. The City identified that with 129,140 jobs anticipated for the south-east corridor by 2050, significant expansion of the City Centre would be required particularly in the areas of tertiary institutions (i.e. TAFE and University), Government Administration, Retail and Commercial diversity and Housing diversity. Currently the City Centre is home to approximately 3,000 jobs and with population expanding significantly in the corridor, it will be necessary for the Armadale City Centre to grow substantially in both employment opportunity and diversity.

During consultation with the MetroNet team, the City became aware that the BRE project would require at a minimum the grade separation of Armadale Road, Forrest Road/Third Road and Church Avenue. The ASMCCSP considered three scenarios for the railway line through the City Centre which were, order of preference, an 'Underground Rail' option, 'Viaduct' option and 'Base' option involving permanent removal of some at-grade level crossings. This would continue with a future grade separation of Armadale Rd by Main Roads WA as a separate future project in a trench under the Railway line. The 'Base' option was initially chosen by the State Government, however, following advocacy by the City and work with the State Government Departments, the viaduct solution was ultimately adopted by the State Government. The viaduct was the second preferred option in the City's ASMCCSP and Business Case prepared and adopted by the City and its consultants.

At its meeting held on 27 August 2018, Council resolved (subject to modifications) to forward the Structure Plan documents to the WAPC for approval. WAPC determination of the ASMCCSP was subsequently held, pending the completion of Amendment 103 to TPS No.4 which would put in place the zoning and development requirements proposed in the Structure Plan. Amendment 103 was gazetted on 16 December 2022 and its final form has necessitated some modifications to the ASMCCSP to make the Structure Plan consistent with Amendment 103. The City and its consultants are now working to finalise those modifications to the Structure Plan, both as a result of the outcome of Amendment 103 and other modifications required by WAPC, before submitting a modified draft to the WAPC for approval. It is estimated that the ASMCCSP will be finalised within the third quarter of 2023.

Railway Viaducts

As stated in the application, the construction and upgrading of viaducts has been a common sight in Victoria and New South Wales since 2014, citing the benefits of such projects including:

- Safer conditions for drivers, public transport users, pedestrians, and cyclists;
- Better public transport facilities via a new premium railway station;
- Improved connectivity between alternate modes of transport;
- More reliable travel times for drivers and public transport users; and
- Better connections and access within town and activity centres.

In addition to the abovementioned benefits the area underneath a railway viaduct becomes available for other public purposes.

Byford Rail Extension Project

This project will:

- extend the Armadale Line approximately 8km south to a new train station in Byford;
- remove all existing level crossings from (and including) Armadale Road to the new Byford Station;
- remove the three level crossings within the Armadale City Centre by the grade separation of the railway onto a viaduct that shall run above Armadale Road, Forrest Road and Church Avenue; and
- rebuild Armadale Station as an elevated station at the same level as the viaduct, which will form part of a subsequent development application.

As mentioned above the City had advocated for the Byford Rail Extension (BRE) Project to use elevated rail, in preference to remaining at grade through the City Centre, as that option provided for:

- retention of the existing and provision of additional east-west movement links, which are critical to the accessibility, functioning and viability of the City Centre; and
- creation, use and activation of additional public space under the viaduct.

The State Government has awarded the contract to construct the BRE to the 'MetCONNx' Alliance comprising Laing O'Rourke Australia Construction Pty Ltd, Pritchard Francis Consulting Pty Ltd and Kellogg Brown & Root Pty Ltd.

The existing Byron Road level crossing is proposed to be closed by the BRE project and a new bridge will also elevate Eleventh Road over the railway. The Byron Road level crossing is not included in the development application area and the Eleventh Road bridge will be the subject of a separate development application to DevelopmentWA, which the City will be consulted on. While the City advocated for retention of the Byron Road link, the State Government ultimately decided to remove the level crossing and notified the City of that decision.

Metropolitan Region Scheme

The subject area is primarily within the Metropolitan Region Scheme's Railway Reservation, with the exceptions mentioned in the Town Planning Scheme No.4 section below.

Planning Control Area

The WAPC has declared a Planning Control Area (PCA) No.164 over some land in Armadale, in support of the BRE project (see Attachments). Declaration of a PCA under the *Planning and Development Act 2005* is a statutory planning process used to protect strategically important land from inappropriate development and can facilitate acquisition by the WAPC where required.

Applications for development approval in a PCA must be submitted to the relevant Local Government, who must, within 30 days of receiving the application, forward it together with its recommendation, to the WAPC. The WAPC determines development applications for land within a PCA. This development application for a railway viaduct only relates to a northern portion of the PCA.

Town Planning Scheme No.4

Small sections of the railway viaduct are proposed to extend into the following land which is zoned Mixed Business/Residential R-AC0 under Town Planning Scheme No.4 (TPS No.4):

- Lot 4 (438) Green Avenue, Armadale (Fire Station site);
- Lot 502 Green Avenue, Armadale (vacant Western Australian Land Authority site); and
- Green Avenue Road Reserve (train station access ramp).

These pieces of land which are zoned under TPS No.4 are within PCA No.164.

West of Rail Activity Centre Plan

An Activity Centre Plan (ACP) (now known as a Precinct Structure Plan) is applicable to the West of Rail Precinct and guides development. The ACP was approved by DevelopmentWA in August 2021 and was then, as an approval, transferred to the City upon normalisation of the West of Rail Precinct in April 2022.

The three pieces of land specifically mentioned above are subject to the West of Rail ACP and Lots 4 and 502 form part of the 'Gateway North' precinct, which has specific development requirements and the following development intent:

"This site will provide an important marker at the northern approach to the precinct providing a sense of arrival from Abbey Road. Development along the northern edges of the site will form the first visible edges of the precinct and the design of the built form will set the tone for the visitors' experience of the precinct. Being located at a major road intersection and within close proximity to the train station, the site has exposure befitting a landmark building development and offers the opportunity to create an entry statement to the precinct and Armadale city centre. Development on this site shall provide for good passive surveillance and pedestrian connection to the train station and address the public realm via well-presented elevational treatments."

The majority of lots in the West of Rail precinct which abut the railway have a minimum height requirement of 5 storeys and maximum height of 7 storeys. Residential balconies are likely to be required facing the public realm, in the direction of the railway.

PLN 2.4 – Landscape Feature and Tree Preservation

PLN 2.4 – Landscape Feature and Tree Preservation identifies mechanisms for protection of those significant trees through the planning and development process. While the applicant and WAPC may have regard for this Local Planning Policy, and it has informed the application to some extent, however the applicant argues the WAPC is not bound by the Policy where the subject site is located in a PCA and the WAPC is the determining authority.

PLN 3.14 - Designing Out Crime

The objectives of PLN 3.14 - Designing Out Crime are to:

- a) Encourage development within the City to incorporate designing out crime principles;*
- b) Provide guidance in relation to built outcomes that assist in supporting the reduction in actual and perceived crime and anti-social behaviour; and*
- c) Provide guidance on the design and assessment of planning proposals.*

The viaduct structure and development/landscaping underneath it should minimise crime and anti-social behaviour and maximise opportunities for legitimate activity, in accordance with these policy objectives.

State Planning Policy 5.4 - Road and Rail Noise

The WAPC's State Planning Policy 5.4 - Road and Rail Noise (SPP 5.4) applies to the preparation and assessment of development proposals in Western Australia, including major upgrades of railways. The Policy:

- sets the noise targets for this project;
- requires that the certain design considerations be undertaken to ensure that the proposal achieves overall noise management outcomes; and
- requires that the proposal be accompanied by a noise management plan to determine actual noise levels accounting for any relevant adjacent zoning under an applicable region or local scheme, and demonstrate that the proposal can adequately mitigate the noise impacts.

See the Acoustic & Vibration Report section below for further details of the proposal's compliance with SPP 5.4.

MetroNet Sustainability Strategy

MetroNet's Sustainability Strategy, which was published in December 2021, identifies objectives, targets and outcomes that are applicable to transport infrastructure, stations and precincts. The following outcomes are relevant to the railway viaduct development application:

- *Projects have considered LGA and DPLH guidance regarding urban forest strategies and implemented complementary initiatives to reduce tree loss, and where possible contribute to a net-benefit (increase) in tree canopy cover in station and public realm areas.*
- *A landscape architect/designer involved early at project concept design to support realisation of good landscape design and opportunities for community amenity, lower maintenance costs, environmental values, green infrastructure and WSUD.*
- *Landscape design plans integrate and enhance biodiversity, tree canopy coverage, fire risk resilience and WSUD.*
- *The stakeholder and community engagement plan provides opportunity for the community in precinct planning and design.*
- *The community is consulted on their values and priorities for a precinct area, with values considered in precinct design and delivery.*

MetroNet Public Art Strategy

MetroNet's Public Art Strategy, which was published in October 2019, identifies the following objectives for public art delivery across the MetroNet program, including the BRE project:

- *Drive the delivery of a diverse program of high-quality progressive, bold, meaningful and inspiring public art that is reflective of and valued by the community.*
- *Support the appeal and legibility of public spaces connected to stations and other transport infrastructure by creating points of interest, landmarks and destinations; supporting walkability and building a sense of adventure.*
- *Help animate public spaces, showcase local cultures and build place identity.*
- *Celebrate and/or honour, respect and acknowledge Australia's First People by promoting, engaging and responding to local Aboriginal connection to place, culture, community, heritage and history.*
- *Encourage creativity and innovation, and support the development of creative capital, employment opportunities and the sustainability of the professional and emerging local arts sector.*
- *Leave a positive project legacy to acknowledge the significance of MetroNet.*

Planning Exemption & Development Applications

It should be noted that many of the temporary and permanent works associated with the BRE project are subject to exemptions in the *Public Works Act 1902*, *Planning and Development Act 2005* and *Railway (MetroNet) Act 2018* and as a result, will not require planning approval from the City or WAPC. However it should be noted that the City's support should be obtained for infrastructure that is proposed to be transferred by the PTA to the City for management.

The basis/extent of those exemptions is summarised in Parts 7 and 9.1 of the attached Development Application Management Plan (DAMP) which was prepared between MetCONNx, WAPC and the Office of Major Transport Infrastructure Delivery (OMTID). The City was provided with limited input into the preparation of the DAMP and was notified of the outcome, rather than being provided with the opportunity to comment.

The DAMP also notes that the project shall be split across a number of staged development applications. The purpose of staging these applications is to ensure that the BRE project is completed within the expected timeframe and that the rail shutdown period and associated disruptions to the community are minimised.

A third development application will be lodged which will contain the detail of the new elevated station, bus interchange facilities, public realm upgrades, related car parking, associated means of pedestrian and vehicle access and finishes to the viaduct. This will be considered by Council in June/July 2023 and advertised for public comment by the WAPC.

Railway Shutdown and Temporary Bus Interchange (Not Part of Application)

During the construction phase of the BRE, the rail line will be shut down for an estimated period of 18 months, with construction expected to begin in 2023. In order to continue providing public transport during that period, a temporary bus interchange is currently being constructed over an existing PTA parking area along Commerce Avenue (between Fourth Road and William Street) within the Railway Reserve. Temporary car parking for passengers and PTA staff will also be provided while the temporary bus interchange is in operation.

The temporary bus interchange was the subject of the first BRE development application and that application has already been determined by the WAPC. Works have recently commenced.

Advocacy & Appointment of Consultant

The City engaged ASPECT Studios to provide input to its advocacy about the public spaces which the project will deliver under the viaduct: ASPECT Studios were chosen because they are a landscape and urban design studio that have experience across a number of similar viaduct projects in the eastern states.

The focus of the advisory work was to work with Council to identify, develop, articulate and advocate the key strategic priorities along the project corridor to ensure that the project delivers a significant positive legacy for the City of Armadale and the community. The focus for the advisory work was landscape and urban design outcomes, including:

- Active transport connectivity;
- Open space opportunities, corridor activation and strength-based initiatives to optimise social outcomes;
- Appropriate treatment of infrastructure to mitigate impacts and maximise open space opportunities; and
- Minimisation of impacts upon existing amenity and vegetation.

The Scope of Works to be delivered by Aspect would be provided in three parts:

1. Create an advocacy document that describes the study area and the opportunities and challenges associated with having a viaduct in a CBD location and identified the opportunities and constraints of the project and the level of influence the City can have over short term (as part of the initial construction) outcomes as well as identifying more generally opportunities for future development. The document should also:
 - Provide early direction to MetroNet and the project design team on the key structural elements of the scheme and ensure that design moving forward maximises opportunities for Council to deliver upon key strategic priorities, reflects Armadale's designation as a Strategic Metropolitan Centre and is consistent with the CBD location of the project;
 - Gain a clear understanding of the current project scheme developed by MetroNet and the appointed Project Alliance, identify opportunities and constraints associated with the current scheme, and where appropriate propose alternative approaches that support the City of Armadale's strategic priorities;
 - Deliver an evidence base for the City to advocate for alternative approaches where required; and
 - Make recommendations for early and direct feedback to MetroNet on specific project elements in the design tender including recommendations to modify project elements based on analysis undertaken and through consultation with stakeholders including MetroNet.
2. Development of corridor strategic priorities through developing a master plan for the study area which clearly articulates the City's long-term vision for the corridor to deliver upon both existing strategic priorities as well as any new opportunities that have arisen as a result of the project. Also:
 - identify and prioritise key outcomes to be delivered or future-proofed in the delivery of the project.
 - produce a Corridor Landscape and Urban Design Strategy document which clearly sets out Council's expectations for the corridor to inform ongoing design development and to aid in advocacy for project outcomes.
3. Provide further 'ad-hoc' support in ongoing advocacy, design briefing and technical review support as the project progresses.

MetroNet/PTA required any City officers working on the Project to enter into a confidentiality agreement prior to engaging in the design and pre-lodgment processes. This has prevented the City from informing or consulting external parties and residents about that (confidential) process.

DETAILS OF PROPOSAL

This second BRE development application is proposing the following non-exempt development that is associated with the railway viaduct:

- Viaduct piers and beams (excluding treatments);
- Early works and site establishment works (including removal of vegetation, crane pads, and gantry work zones) related to the construction of the viaduct piers and structures;
- Operational railway infrastructure / works (i.e rail track, maintenance tracks, signalling infrastructure, overhead line equipment (OLE) masts, overhead rail lines and infrastructure, etc); and
- Partial demolition of Armadale station and western carpark.

A number of technical reports are included with the application and the following reports will be discussed in more detail below:

- Tree Retention Strategy;
- Staging, Demolition and Construction Management Plan;
- Operational Noise and Vibration; and
- Drainage Strategy

Some of the content in the application, such as the Tree Retention Strategy, is the subject of ongoing work. Whilst the City has been understanding of the tight timeframes of the Project, the City has expressed its concern that as a result, portions of the application and supporting documents are not fully finalised by the Project Team. Further details are provided about this issue below.

Viaduct

The proposal is approximately 1.5km of viaduct structure running through the Armadale City Centre, from an area opposite Frys Lane in the north, to an area in the south part-way between Church Avenue and Seventh Road. The alignment of the proposed viaduct is typically toward the western side of the Railway Reservation, in order to leave room for the future Bunbury Fast rail project if the alignment option selected in the future connects with the Armadale Line.

The single viaduct widens out where it will form part of the new, elevated Armadale Train Station, in order to support two platforms and rail lines for maneuvering/stacking at the higher level serving both Transperth and Australind services. The width of the viaduct/station structure is 31 metres at this location.

The viaduct will also facilitate grade separation of the railway and removal of the three level crossings at Armadale Road, Forrest Road and Church Avenue, by crossing over those roads at the higher level.

The viaduct is proposed to be supported by pre-cast pylons which are 1.5m x 1.5m wide and vary in height from approximately 5m to 7.4m in height. The rows of columns are set roughly 30m apart and the intention is that, in places, the area under the viaduct shall become a developed/landscaped public space. The total height, including the OLE, is approximately 15 metres.

The structure that is supported by the pylons contains:

- A precast deck which houses the railway's track slab and rails;
- Precast beams which screen the outside of the viaduct, providing noise attenuation and a base for signal/communications conduits and maintenance access above;
- Generic metal handrails; and
- Overhead Line Equipment including masts.

The total height of the structure, excluding the metal hand rails either side of the maintenance access, is approximately 8.9m to 11.3m. The application states that the viaduct beams and piers are proposed to be finished in grey, with future aesthetic treatment options proposed in key areas. The proposal is that those aesthetic treatment options for the viaduct would be detailed in the third development application.

The City has been advocating for over a year for appropriate treatments of the viaduct to reduce the "grey impacts" and provide some amenity. In regard to the structure itself, the City had been advised that the design and manufacturing of structural elements such as the beams and piers had already been progressed to the point where they could not be modified. The City has focused on appropriate treatments, art works and painting of the structures to improve their appearance and amenity.

Removal and Replacement of Vegetation

As noted above, both sides of the railway line are generally characterised by mature trees, large shrubs and a tree canopy which screens the railway. Removal of some established trees cannot be avoided in order to accommodate construction methods, accommodate the new rail infrastructure and meet minimum setback design parameters set by the PTA for safety or maintenance. Removal of vegetation is therefore part of the early works and site establishment works that require development approval in the PCA area.

The Denny Avenue level crossing removal project did not prioritise tree retention and significantly impacted the environment and amenity of Kelmscott. Although the Engagement Summary in Table 6 of the planning report does not list the City as a stakeholder regarding Tree Retention and Landscaping, the retention of trees has been one of the City's priority advocacy points since day one of the BRE project. As a result of the City's continued advocacy on the importance of trees, the tree retention targets which are contained in the Tree Retention Strategy (Appendix E) have moved from a 36% likely retention of tree canopy to 72% likely retention of tree canopy in the PCA area. This is a significant improvement.

However, the development application drawings contained in Appendix D and arborists reports in Appendix E pre-date the adoption of the tree retention targets, and the applicant has acknowledged that further work is required before those newly adopted targets can be implemented via a revision of the designs and specifications. A further issue is that the format used to show the (superseded) tree location and protection zones in the Tree Retention Specification is not fit for purpose; because many layers of information are overlaid onto the same plan, and the trees are often close together, it is not possible to determine individually which trees are intended to be retained or removed.

Other documents which form part of the application, such as the Construction Management Plan, are also not consistent with the planned tree retention targets and are yet to be updated. It is acknowledged that the contractors have tight timeframes to deliver the project.

The following targets in the Tree Retention Strategy should be noted:

“A robust and diverse urban forest will provide important green infrastructure as a legacy for future generations. The project teams approach to the retention, protection and planting of trees within the projects development envelope is based upon:

- *work collaboratively with the City of Armadale to retain, protect, and select trees.*
- *maximise the retention and protection of existing trees;*
- *retain and protect nominated heritage trees;*
- *increase the existing tree canopy within a likely time period*
- *replace "like for like" tree species removed;*
- *utilise a minimum of 50% endemic tree species;*
- *build on and enhance the tree diversity in tree selections;*
- *utilise mature tree planting stock for use in high amenity and/or areas with greater tree removal;*
- *visual screening of noise walls and viaducts to minimise scale and visual impact; and*
- *improve visual amenity.”*

“We believe our teams provides a best practice approach including a:

- *data driven and demonstrated evidence based projected modelling;*
- *total of 1000 trees (from 45L pot size to ~1500L sizing) proposed to be installed within the development envelope.*
- *likely projected canopy cover to exceed existing canopy after from 5 years, and a likely doubling of existing canopy after 20 years;*
- *project canopy cover is based upon the entirety of the development envelope including the viaducts, roads, rail and station area.”*

“Through extensive cross discipline on-ground and desktop reviews, an estimated 72% of canopy is likely to be able to be retained.

- *72% canopy likely retained*
- *8% canopy under investigation*
- *31,979m² canopy remaining*

All heritage trees can be retained.”

- *“72% existing canopy likely retained*
- *1000 proposed trees to be installed*
- *heritage trees to be retained*
- *projected canopy likely to exceed existing ~ 5 years*
- *2 x existing canopy likely by 20 years.”*

Demolition

As part of viaduct works the at-grade rail line, Armadale Train Station, bus interchange canopies and some associated parking will be demolished/removed in order to allow the viaduct and train station platforms to be built.

Staging, Demolition and Construction Management Plan

A Staging, Demolition and Construction Management Plan (SDCMP) has been prepared to outline the construction methodology for the safe and efficient delivery of all works associated with the construction of the viaduct. Areas of specific interest to the City are:

- Full or partial road closures or deviations: for example the SDCMP proposes that during viaduct construction and Armadale Road reconstruction:
 - the intersection of Armadale Road and Streich Avenue should be a left-in, left-out intersection; and
 - there will be a long term reduction of lanes on Armadale Road to a single lane in each direction, and intermittent short term (weekend or nightshift) closures to lift precast bridge beams over the road.
- Controls to minimise the impact of construction upon the amenity of residents, functioning of the Armadale City Centre and the environment; and
- Impacts of the proposed construction methodology upon tree retention targets, and rehabilitation of the site post-construction, so that landscape works can be successfully implemented.

The Armadale Road traffic management is likely to have a detrimental effect on residents and visitors to the Armadale City Centre, its business and services.

Operational Noise and Vibration Report & Noise Walls

An Operational Noise and Vibration Report has been provided with the application which predicts future noise and vibration emissions from the viaduct section of the railway only and compares them to the relevant targets in state noise policies and industry guidelines. While development scenarios at 2m and 9m in height were modelled the City's request for further scenarios to be modelled at 5 and 7 storeys, in accordance minimum height requirements for the adjoining portion of the West of Rail Precinct, was not accepted. It is noted that the railway has a different noise target than landowners constructing residential buildings or apartments.

The primary means of noise attenuation would be the 2.3m high precast beams proposed on the outside of the viaduct, which also screen the railway. Other forms and extents of mitigation that will be required are noted as being subject to refinement as the design develops.

The report predicts compliance with the relevant State Planning Policy 5.4 – Road and Rail Noise (SPP5.4) and flags a marginal exceedance of the *Environmental Protection (Noise) Regulations 1997* dBLAmax parameter. On this basis, the report concludes that noise and vibration from railway operations associated with the viaducts at Armadale Station can be practicably managed to comply with applicable criteria.

Unlike the viaduct, which has noise attenuation provided by the precast beams, the ramps which lead up to the viaduct contain no integral noise attention measures. The project's acoustic reports have therefore identified/modelled the requirement for some noise walls either adjacent to, or on top of the ramps, and those noise walls could potentially form an extension to the retaining walls which will form part of the ramp. The ramps are discussed in further detail below.

The noise walls do not form part of this application as they are exempt from planning approval. The planning report states that future aesthetic treatments may be applied to the noise walls and that would be detailed in the third development application.

Drainage Strategy & Neerigen Brook

The existing drainage within the rail corridor is predominately a network of open channels that manage rail runoff and discharge at select locations into the City's drainage network.

The Drainage Strategy addresses the management of stormwater runoff from the new railway viaduct down to ground level. That stormwater runoff from the viaduct will be then discharged into a new 'on-grade' drainage network at ground level and the proposals for that network are summarised, section by section, within the Strategy. It should be noted that:

- the new 'on-grade' drainage network should be integrated with the landscape/public realm treatment underneath;
- the detail of those public realm upgrades under the viaduct is proposed to be contained in the third development application;
- the City has not endorsed the proposals for the new 'on-grade' drainage network but expects to be involved in their development, given that the State Government will likely propose to hand over management of those areas to the City, which Council will need to consider.

Just south of Armadale Road, Neerigen Brook cuts through the rail corridor via an open culvert under the railway. Neerigen Brooks flows west from Sanctuary Lake to Minnawarra Lake, under the Armadale Central shopping centre, into the railway corridor and out into the drainage reserve on the western side of Aragon Court which continues through to Haynes.

The proposed viaduct is proposing to retain the drainage function and alignment of Neerigen Brook which will continue to run underneath the viaduct. Some improvements to amenity are likely to be proposed around the Brook however they will be outside the scope of this development application and are anticipated to be included in the third development application which will contain the detail of the public realm upgrades.

Ramps (Not Part of Application)

The viaduct structure connects to long ramps of up to 400m to the north and south which will be built on top of retaining walls and earthworks, which are approximately 6.8m high where they join the viaduct. The planning report states that future aesthetic treatments may be applied to the retaining walls and that would be detailed in the third development application.

The retained ramps do not form part of the development application.

Environment Approval for BRE

MetCONNx have advised that the environmental approval for the BRE (and associated offsets) would permit removal of any mature trees within the subject area, where required. In order to offset that removal the environmental approval requires that the proponent implement on-ground management of specific area/locations that contain the same environmental values that are being impacted: for example, the Lambert Lane Nature Reserve is one of the nominated offset locations.

If they wish to remove specific trees, the Environment Approval requires the applicant to undertake a range of management actions to ensure that did not cause the death of any native fauna, with particular attention given to Black Cockatoos given that some of the trees provide potential breeding and foraging habitat.

Public Art

The public art component of the BRE project will be provided in accordance with MetroNet's Public Art Strategy and the State Government's Percent for Art Scheme which encourages art in the built environment by using a percentage of a development's overall budget to commission public artworks. The City has seen initial public art principles only for this project, and has made a point of requesting early engagement with Council about any public art components that are proposed to be maintained by the City.

No public art is proposed as part of this planning application: public art is expected to be included within the third development application.

Local Heritage Buildings – RSL Hall & Fire Station

There are two heritage buildings within the immediate vicinity of the proposed railway viaduct, both of which are currently occupied and expected to continue operating during the construction period:

- Armadale RSL Hall - Lot 28 (1) Commerce Avenue, Armadale - Management Category 2 (Considerable Significance) under the City's Local Heritage Survey; and
- Armadale Fire Station – Lot 4 (438) Green Avenue, Armadale - Management Category 3 (Some/moderate Significance) under the City's Local Heritage Survey.

These heritage buildings will be the subject of a dilapidation survey prior to demolition, excavation and railway works commencing that will document the existing condition of the adjoining buildings, and a re-inspection after the project is completed to determine if there was any impact. The Construction Management Plan outlines the planned methods of reducing any impacts upon adjoining properties/buildings, including the two heritage buildings.

Public Advertising of the Viaduct DA

This development application was advertised by WAPC for a period of 14 days between 20 April 2023 and 4 May 2023. At the time of this report being written the City has not received the WAPC's advice about submissions received: if possible that information will be conveyed to Council separately, prior to its meeting.

ANALYSIS

One of the City's concerns is that the viaduct DA is proceeding without the public realm and station design being completed and engagement being completed with Council.

Removal of Vegetation & Replacement Planting

The draft tree retention target for the PCA area of 72% likely retention of tree canopy is considered a significant improvement, however it is a significant concern that the development application drawings and other appendices do not address the target or demonstrate in detail how it is being achieved. A set of plans is urgently required that clearly shows the trees to be retained, removed and potentially retained, in order to:

- Translate the retention target into the design;
- Enable formal consideration by the City officers and engagement with Councillors and the community;
- Allow the other ongoing design work to be aligned with that baseline plan;
- Enable the Tree Retention Specification to be applied and enforced during construction; and
- Enable assessment against MetroNet's Sustainability Strategy outcomes.

It is also recommended that if the application is supported, a condition be applied which requires the provision and implementation of a landscape plan which shows the planting of replacement trees within the viaduct area in accordance with PLN 2.4 – Landscape Feature and Tree Preservation and the abovementioned targets from the draft Tree Retention Strategy.

Victoria Park-Canning Level Crossing Removal Project & Gap Analysis

The Victoria Park-Canning Level Crossing Removal (LXR) Project is more advanced than the BRE project, and the development applications were advertised to the public in October/November 2022 and February/March 2023. The two projects shall be carried out concurrently on the same railway line, by different contractors, and both replace large sections of 'at grade' railway with viaduct.

LXR advertising materials have contained information that could be compared to the design packs which had been received for BRE, and that comparison identified various differences that were compiled into a gap analysis that is summarised below:

- The LXR piers and headstock have been designed as a visually pleasing, integrated unit that minimises bulk facing the road reserve and shall be painted, whereas the BRE piers/headstock are separate, have been designed without regard for appearance, and their visual treatment (if any) is yet to be confirmed;
- Only 150 metres of BRE viaduct within the Station precinct is confirmed to get visual screening, with the balance of Armadale's viaduct being unscreened and a generic 1.2m high metal handrail being used to satisfy safety requirements. In contrast on the LXR project a profiled and perforated screen containing patterns developed by an artist and architect will form, *"...a continuous ribbon along the viaduct, acting as both a walkway balustrade and a screen for the electrical and communications cable containment. The screen will have a profiled form and perforated pattern to provide visual amenity both at a distance and also when viewed from within the public realm"*.

- The ramps that lead up to the viaduct incorporate retaining walls that get quite high and in the LXR project those retaining walls shall incorporate an architectural feature whereas on the BRE project their visual treatment (if any) is yet to be confirmed.

Lighting and Appearance of Viaduct, Viaduct Columns and Screening

The City has concerns that sections of the viaduct (including the viaduct columns) may be unlit, untreated and consist entirely of grey concrete, and have a generic metal handrail rather than visual screening. In that regard the BRE project would be proposing something which meets neither community expectations nor the standard set by local and interstate projects of a similar nature including the LXR Project which is progressing concurrently on the same rail line.

Due to its height and linear nature, the viaduct itself is an issue where it will be highly visible from the public realm below, adjoining streets and privately owned land, with Armadale Road being the foremost example given that it is forecast to carry 24,500 vehicles per day (VPD) in 2031. The finish of the viaduct columns is also a concern, particularly in those places under the viaduct which are going to be activated and brought into the public realm.

The City has also advised that more substantial visual treatments are required where the viaduct passes over Armadale Road, Forrest Road and Church Avenue, given its visibility above those “gateways” to the Armadale City Centre. Where there has been some discussion around the provision of a one-sided entry statement where the viaduct crosses Armadale Road, this issue has also been deferred until the third development application.

Deferring the treatment issue until the third development application is a risk because:

- It is unknown if the proposed treatment will be acceptable to the City and/or consistent with MetroNet’s Public Art objectives;
- The need/nexus for the treatments is created by this development application; and
- Any condition requiring treatment of the viaduct, if applied to the third development application, may not be applied to the development for which permission is being given (i.e. because the viaduct requiring the treatment does not form part of that application).

Accordingly, the City recommends that conditions be applied to this application which require lighting, treatment of the viaduct and viaduct columns, visual screening and a public art plan.

Staging, Demolition and Construction Management Plan (SDCMP)

The proposed SDCMP:

- Has not been updated to reflect the tree retention targets contained in the draft Tree Retention Strategy;
- Is missing detail such as the more comprehensive *Construction Environmental Management Plan* which is referenced, but not included;
- Notes the EPA Statements that address environmental management, and their requirements for environmental impact management, but does not apply specific methods or controls to the construction program: one particular concern that is not yet addressed is the risk of sediment mobilisation to the urban drainage network or directly to the environment;

- The commitment to site bins and establishment of a “crew to maintain and manage wastes” in Section 9.1.2.8 – Waste Recycling is a broad proposal, without targets, specific schedules or commitments to provide confidence that the surrounding environment will be appropriately managed; and
- Requires input and agreement from the City around other issues flagged above, such as full and partial road closures and controls to minimise the impact of construction upon the amenity of residents, functioning of the Armadale City Centre and the environment.

Modifications are required to the SDCMP, therefore it is recommended that a condition of planning approval be requested which requires it to be approved by the Western Australian Planning Commission, on the advice of the City of Armadale, prior to the commencement of site works.

Operational Noise and Vibration Report

The submitted report predicts compliance with SPP5.4 but the noise attention measures required to achieve that outcome are still being finalised. While it is acceptable as an early preliminary report, required detail is missing and a condition of any planning approval should require a finalised report to be submitted and approved once the detailed design is known. An advice note is also recommended, which specifies some of the additional detail which is required.

Drainage Strategy & Neerigen Brook

As mentioned above the City has not considered or endorsed designs for the new ‘on-grade’ drainage network that is only summarised in the Drainage Strategy and is expected to be fully detailed as part of the ‘under viaduct’ public realm upgrades which will be detailed in the third development application. It is recommended that a condition of approval require the preparation of a Drainage Management Plan to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Water and Environmental Regulation and the City of Armadale, prior to the commencement of relevant building works.

The applicants should be reminded that the City will not manage drainage areas where it is not satisfied with the design.

Appearance of Ramps & Noise Walls (Not Part of Application)

Given the expansive height and span of the abutment retaining walls, the City considers that the untreated exposed concrete of the ramps would have a negative impact on visual amenity when viewed from the adjoining public realm or the residential properties that will directly overlook them. Where Main Roads WA constructs bridges the retaining walls/ramps containing similar retaining walls is given some form of visual treatment, using concrete inlay patterns and/or different colours: examples are the recent Armadale Road upgrade project including the first 100m of the Armadale Road Bridge over Nicholson Road, which spans approximately 300m before ramping back down to the ground level. Although the final extent and configuration of the noise walls is unknown they also require some form of visual treatment given their likely height and length.

Although the abutment retaining walls and noise walls do not form part of this application, it is recommended that Council separately resolve to request visual treatment for those components of the project.

Pedestrian Rail Crossings

The two pedestrian crossings of the railway between Railway Avenue and Streich Avenue and Wungong Road and Hobbs Drive will be removed in order for the viaduct and ramp abutment structures to be constructed at each end on the viaduct. The existing pedestrian crossings across the railway provide important east-west pedestrian links and, if they are not replaced under the viaduct, that will be a major inconvenience to pedestrians (including high school students) who would otherwise have to walk hundreds of additional metres via footpaths at either Armadale Road or Church Avenue.

It is recommended that Council seek a condition of development approval that requires the construction of replacement pedestrian links in a suitable location under the viaduct.

OPTIONS

Council has the following options:

1. Recommend that the development application for Railway Viaduct Works be approved subject to conditions.
2. Recommend that the development application for Railway Viaduct Works be refused and specify planning reasons.

CONCLUSION

The proposed railway viaduct is consistent with the City's strategic intent and planning however this application gives rise to many important issues that are proposed to be deferred to the third development application, including:

- Identification and retention of trees in order to achieve the proposed targets;
- Visual treatment of the viaduct to enhance the Armadale City Centre and new public spaces underneath it, as opposed to being a grey, lifeless structure that detracts from its surroundings;
- Public Art.

This means that the City has no "line of sight" to be confident of the satisfactory resolution of these issues and could potentially lose the opportunity to resolve them. It is therefore recommended that the development application be supported subject to conditions that require completion and implementation of the Tree Retention Strategy, and address the appearance of the viaduct and replacement of the pedestrian crossings. Separate recommendations would enable staff to continue addressing the appearance of the retaining wall and noise walls.

RECOMMEND

That Council:

- 1. Recommend that the Western Australian Planning Commission approve the development application for Railway Viaduct Works within Planning Control Area No.164 pursuant to section 116 of the *Planning and Development Act 2005* subject to the following conditions and advice:**
 - 1. The submission of architectural design plans and a Schedule of Materials and Finishes showing visual screening in lieu of the monowills handrail, architectural features, gateway entry statements above Armadale Road, Forrest Road and Church Avenue and design treatments being applied to the viaduct shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale and Office of the Government Architect, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.**
 - 2. A Schedule of Materials and Finishes showing design treatments being applied to the viaduct columns which shall, at a minimum be painting of those columns, being submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale and Office of the Government Architect, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.**
 - 3. A public art plan being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale and MetroNet office. Once approved, the plan shall be implemented in its entirety.**
 - 4. A revised Tree Retention Strategy incorporating and updating the (ten) arborist's recommendations from the Visual Tree Assessment and Preliminary Report shall be progressed, submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale, prior to the commencement of site works.**
 - 5. A detailed Landscape Plan including relocation of trees, reuse of trees that have been felled and the planting of new trees within the adjoining road reserve and rail reserve in accordance with the numbers and sizing specified in the Tree Retention Strategy, following its approval, shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale, prior to the commencement of relevant building works. Once approved, the Landscape Plan is to be implemented in its entirety.**
 - 6. A Soil Management Strategy addressing the minimisation and management of soil compaction during construction to ensure that ground conditions allow and contribute towards plant/tree growth, and cultivation of any compacted areas following construction and prior to landscaping, shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale, prior to the commencement of site works.**

- 7. The two pedestrian crossings of the railway between Railway and Streich Avenues, and Wungong Road and Hobbs Drive, being replaced in suitable locations under the viaduct connecting to the existing path network to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale.**
- 8. The proposed development is to be carried out in accordance with the attached plans by the Department of Planning, Lands and Heritage, subject to any modifications as required by the conditions of approval.**
- 9. A revised Construction Management Plan shall be submitted and approved by the Western Australian Planning Commission including revised Tree Retention Strategy incorporating and being updated to be consistent with the (ten) arborist's recommendations from the Visual Tree Assessment and Preliminary Report on the advice of the City of Armadale, prior to the commencement of site works. Once approved, the Construction Management Plan is to be implemented in its entirety.**
- 10. A revised Traffic Management Plan for construction shall be submitted and approved by the Western Australian Planning Commission, on the advice of the City of Armadale, prior to the commencement of site works. Once approved, the Traffic Management Plan is to be implemented in its entirety.**
- 11. An updated Operational Noise and Vibration Report shall be submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale prior to the commencement of site works. Once approved, the Operational Noise and Vibration Report is to be implemented in its entirety to the satisfaction of the Western Australian Planning Commission.**
- 12. A Drainage Management Plan shall be prepared to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Water and Environmental Regulation and the City of Armadale, prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.**
- 13. A lighting plan for the viaduct structure and the area under that structure being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale and MetroNet office. Once approved, the plan shall be implemented in its entirety.**
- 14. All structures which are the subject of this application are to be applied with an anti-graffiti coating up to 2.5m above floor level immediately upon completion to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale. Any graffiti shall be removed as soon as possible by the management authority.**
- 15. Any damage to trees that were not identified for removal in the Tree Retention Strategy or removal of vegetation located outside the development area and incurred during the construction process shall be replaced or**

repaired at the cost of the landowner/applicant, to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Armadale.

16. A dilapidation survey of surrounding properties within the Zone of Influence and consultation with those residents/landowners being undertaken to the satisfaction of the WAPC on advice of the City of Armadale, prior to the commencement of any site works that may involve substantial earthworks, vibration and/or dewatering.

ADVICE NOTES

1. The applicant is advised that this is a development approval under the *Planning and Development Act 2005*. It is not an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents, permits and licences required under any other law, and to commence and carry out development in accordance with all the relevant laws. All requirements under Ministerial Statement 1183 under Section 45 of the *Environmental Protection Act 1986* are still a requirement of the Office of the Environmental Protection Authority.
2. All development should comply with the provisions of the Building Code of Australia, *Health Regulations*, *Public Building Regulations* and all other relevant *Acts*, *Regulations* and Local Laws, including obtaining any relevant permits and licences. Additional approvals/licences may be required to ensure compliance with State Government environmental legislation.
3. In relation to Condition 5, the Landscape Plan shall address:
 - a. A sun and shadow study to inform the landscape plan;
 - b. Landscaping layout and design;
 - c. Detailed plans illustrating responses to grade differences and transitions;
 - d. Landscaping of the drainage swales under the railway viaduct;
 - e. Additional trees to be incorporated for shade canopy and in the car park drainage swales;
 - f. Deep soil locations for shading trees;
 - g. Planting specifications to include a plant legend including botanical and common names, and the quantity of each species;
 - h. Cross-sections for car park drainage swales to include drainage function, plant species, and kerbing;
 - i. Furniture specification and locations;
 - j. Fencing specification and location;
 - k. Maintenance of landscape areas; and
 - l. Reticulation systems.
4. In relation to Condition 6 requiring a Soil Management Strategy, soil compaction is often responsible for poor performance or failure of plantings. The process of construction usually involves the removal of topsoil and grading of the subsoil. Greater axle loads lead to deeper compaction. Soil

compaction has negative impacts on storm- water runoff, infiltration, and vegetative establishment and growth. Therefore, the Soil Management Strategy should address the following:

- Controlling Traffic to restrict the amount of soil that is compacted, for example, using the same tracks across the site, restricting equipment within certain radius of specific areas and establishing a Tree Protection Zone for all trees.
 - Managing axle loads and tire pressure as heavy axle loads and wet soil conditions increase the depth of compaction, for example properly inflate tires as contact pressure between tire & soil affects subsoil compaction, requiring excavated soil to be tilled and renovated post-construction: all effects of compaction are to be reversed.
 - Aeration of soil with the aim of supplying oxygen to the soil and preparing the soil to support plants: methods include spike, core, liquid and Air (Soil is tilled with an air tool while adding soil amendments, beneficial bacteria/fungi, and organic granular fertilisation).
 - Ripping of the site prior to establishment to promote the best chance of survival for seeds and plantings in the first year.
 - Use of Additives and soil conditioners to aerate and provide drainage.
 - Vertical mulching which involves digging or drilling vertical holes in an area and then filling these holes with organic compost or mulch: this works via the same general principle that surface mulching does, except that it can improve the soil's condition more quickly, as the material is placed deep in the ground.
5. In relation to Condition 9, the revised Construction Management Plan is expected to include the site-specific management, mitigation and monitoring measures to manage the issues of surface water, groundwater, vegetation and flora, geotechnical conditions, acid sulfate soils, aboriginal heritage, noise, vibration, dust and lighting or other matters as agreed by the environmental authorities and/or in consultation with the City of Armadale and the WAPC.

In addition, the Construction Management Plan is to address, but not be limited to, the following site specific matters:

- A staging plan;
- Storage of materials and equipment;
- Delivery of materials or equipment to the site;
- Parking arrangements for contractors and subcontractors;
- Waste management;
- Emergency evacuation plan;
- Bushfire Management requirements;
- Dust management;
- Hours of operation, timeframes and responsibility for tasks identified;
- Consultation and communication strategy; and
- Any other matters likely to impact on surrounding properties and public areas

Construction Management Plans may be provided for separate works packages (i.e. forward works) prior to their commencement, provided each management plan contains an overview of staging and the relationship between works packages.

6. In relation to Condition 10, some of the full or partial road closures or deviations outlined in the draft SDCMP are unacceptable to the City and the revised Traffic Management Plan is to address:

- **Amended full or partial road closures, deviations and/or traffic management including Armadale Rd, Neerigen Street and Aragon Court;**
- **Traffic volumes from proposed work/activities;**
- **Construction activities;**
- **Maintenance of access to adjacent private properties;**
- **Arrangements for general traffic detours;**
- **Process for modifying haulage routes or agreed management arrangements, including any departure outside of approved haulage operations timeframes;**
- **Evaluation of impacts on residents and businesses and measures to minimise those potential impacts; and**
- **Communications with landowners/businesses/residents and the wider community.**

7. In relation to Condition 11, the finalised version of the Operational Noise and Vibration Report should include:

- **Modelling and detailed discussion of LAeq Day and LAeq Night levels as per SPP5.4 (including specific discussion on Streich Avenue, Armadale).**
- **Modelling and discussion on LAMax levels. Including for: Streich Avenue, Armadale (No.304A, 306), Railway Ave (No.357, 359, 361, 363), 76 Owtram Rd and the Armadale Shopping Centre area.**
- **Track type highlighted in a map/legend (ballast vs slab tracks) with mention of why/when each is required (noise mitigation or otherwise).**
- **Discussion on why specifically a 1.5m high noise wall is proposed and discussion on if a higher wall would offer better noise mitigation or not.**
- **A cross sectional figure showing the predicted noise propagation with a 1.5m noise wall (as per figure 8 in the SPP5.4 guidelines) is to be included.**

A list and elaboration of any noise mitigation measures (including noise wall specifications, use of sound absorption materials, etc)

2. Advise MetCONNx and the State Government that the retaining walls which form part of the viaduct ramps and noise walls require visual and/or artistic treatment because they are highly visible and up to 6.8m high and will significantly impact nearby residents if they are not appropriately treated.

3. **Request a Deputation by the City officers to the relevant Committee of the WAPC to present the City's Submission.**
4. **Advise MetCONNx and the State Government that the City is concerned about the impacts of road closures and pedestrian access on residents and businesses and there needs to be a greater on reducing potential impacts during the construction of the project on residents and businesses.**

ATTACHMENTS

1. [↓](#) Schedule of Submissions - Armadale Station Viaduct DA
2. [↓](#) BRE Development Assessment Management Plan (REV C) - FINAL
3. [↓](#) BRE Planning Control Area Plan
4. [↓](#) Separate Attachment - Development Application - Viaduct for Armadale Station and Surrounds
5. Confidential Submitter Names and Address List - Armadale Station Viaduct DA - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as the matter relates to the personal affairs of a person*

2.1 - PUBLIC REALM STRATEGIES - HILBERT AND HARRISDALE DISTRICT CENTRES (COUNCILLOR REFERRAL ITEM)

At the Council meeting held on 24 October 2022, Cr Peter referred the following matter to the Development Services Committee:

That the matter of a Public Realm Strategy for the Hilbert and Harrisdale District Centres be referred to the Development Services Committee.

Comment from Cr Peter

“The City of Armadale has one city centre and three district centres (Kelmscott, Hilbert & Harrisdale). The City began preparing a Public Realm Strategy for the City Centre and Kelmscott District Centre. The Public Realm Strategy aims to develop concepts for the future development of all the public realm areas within the district and City centres. Hilbert and Harrisdale are one of the fastest-growing suburbs in Western Australia. I request a report on the possibility of initiating a public realm strategy for the remaining two district centres in the City”.

Officer Comment

Corporate Business Plan

The Corporate Business Plan 2022/23 to 2025/26 contains the following objective and key action relevant to this matter:

Objective:

2.2.2 *Improve the amenity of streetscapes in established suburbs to provide an attractive, shaded network that connects residents to locations of interest.*

Key Action:

2.2.2.7 *Develop a Public Realm Strategy and implementation plan for District Centres throughout the City.*

Public Realm Strategies proposed or in progress

In accordance with the above Key Action, the City has prepared a Budget Proposal for consideration by Councillors for the preparation of a Public Realm Strategy for the Kelmscott District Centre within the 2023/2024 financial year. Council has not approved a budget allocation for this project. Council recently adopted the Kelmscott District Centre Activity Centre Precinct Plan and the City is liaising the Public Transport Authority (PTA) for the completion of its landscaping works.

Stage 1 of a Public Realm Strategy is being progressed for the Armadale City Centre (adopted by Council 27 March 2023). Budget Proposals have been prepared for Stages 2 and 3 of the Armadale City Centre in accordance with recommendations from the Draft Armadale Strategic Metropolitan City Centre Structure Plan. More recently, the streetscape and public realm projects were identified as a priority for the Draft Armadale Investment Framework and Project Plan.

The Armadale Town Centre is an established town centre where its design and infrastructure was largely established many years ago and in a number of instances, the infrastructure was built some time ago or has gaps, where revitalisation would be beneficial and/or upgrades will occur as part of the asset lifecycle. Kelmscott has recently had significant works

undertaken as part of the Denny Avenue Project by MetroNet/PTA. The City has received a number of queries from the community requesting an expansion of these works, specially landscaping to improve the streetscape, shade and address gaps in landscaping and heat island impacts.

The preparation of the Public Realm Strategies are staged over several years to match the availability of funding and internal resources to progress the City's projects.

Hilbert District Centre

The Hilbert District Centre is under the planning control of DevelopmentWA. Hilbert Town Centre Activity Centre Plan has been prepared in consultation with the City and was adopted by DevelopmentWA in 2020, which contains the main requirements of a Public Realm Strategy and other requirements that addresses:

- Public Open Space Provision;
- Public Spaces;
- Landscape;
- Public Art Strategy; and
- Public Lighting Strategy.

The attached extract from the Hilbert Town Centre Activity Centre Plan provides the detail for the proposed Public Realm in the Hilbert Town Centre (*refer to the Attachment included in this report*).

Stage 1 of the Hilbert District Centre subdivision is under construction and a Development Application is proposed to be lodged shortly for Stage 1. It is expected that the level of streetscape in the new roads to be created by these two processes will not require new substantial investment by the City for a number of years. A Public Realm Strategy for the Hilbert Town Centre is not expected to be required until later in the lifecycle of the proposed infrastructure to be constructed.

Harrisdale District Centre

The first stage of the Harrisdale shopping centre and other stand-alone developments within the District Centre were developed between 2014 and 2020. An amended version of the Harrisdale District Centre Activity Centre Plan predominantly addresses the development of future stages of the District Centre and was approved by Western Australian Planning Commission following a recommendation by Council in July 2020.

Development of the Public Realm within the Harrisdale District Centre is considered at the Development Application stage for each land parcel within the centre where conditions are imposed requiring landscaping of the development sites and the adjoining street verges. Both hard and soft landscaping is required to be detailed by the developer on the landscaping plans and the landscaping plans are required to be approved by the City. The District Centre includes Yellowwood Avenue, Easthope Link and a portion of Nicholson Road which are managed by the City, however the internal driveways are privately owned.

It should be noted there is significant State Government services in the verge and median of Nicholson Road, which affect the City's ability to plant trees that can grow to a substantial size. Landscaping works to improve the landscaping areas of the verges and medians of these roads could be undertaken, rather than a Public Realm Strategy given the limited areas and the existing hard infrastructure (e.g. paths, paving, kerbing, etc.) that is already in place.

RECOMMITTED ITEM

This item was recommitted to a future meeting at the Council meeting held on 27 March 2023 for the purpose of providing additional information with regard to the impact of the proposals on resources and funding.

The City's Development Services Team is planning the preparation of Public Realm Strategies for Stages 2 and 3 of the Armadale City Centre. The Public Realm Strategy for Stage 1 of the City Centre was adopted by Council on 27 March 2023 and, now an Implementation Plan is required for budget proposals to be prepared for Stage 1. Development Services has the capacity to prepare one (1) Public Realm Strategy every approximately 18 months, therefore the reprioritisation of Projects or additional resources would be required, if Council decided to proceed with the new additional Public Realm Strategies in the next few years.

The implementation of landscape and civil works for the Public Realm works included in the proposals would require reprioritisation and deferral of existing projects that are already scheduled to be progressed in the next few years or additional resources to accommodate these new proposals.

OPTIONS

Council has the following options:

1. Note that the City is progressing several Public Realm Strategies over the next few years and public realm works are planned by the developer of the Hilbert District Centre when the shopping centre is approved by DevelopmentWA and construction commences. Council could resolve to list a proposal that includes the preparation of landscaping improvements for Yellowwood Avenue, Easthope Link and a portion of Nicholson Road, Harrisdale for consideration as part of its Long Term Financial Plan.
2. List proposals for consideration as part of the Long Term Financial Plan preparation of Public Realm Strategies for the Hilbert and Harrisdale District Centres.
3. Note the report.

RECOMMEND

1. **To be considered.**

ATTACHMENTS

1. [Extract from the Hilbert Town Centre - Activity Centre Plan Report - Proposed Public Realm in the Hilbert Town Centre](#)
2. [Aerial Plan - Harrisdale District Centre](#)

2.2 - REMOVAL OF LARGE CANOPY TREES - DEVELOPMENT APPROVAL (COUNCILLOR REFERRAL ITEM)

At the Council meeting held on 27 March 2023, Cr G Nixon referred the following matter to the Development Services Committee.

That the matter of the requirement to obtain development approval of large canopy trees on private land in low residential density areas be referred to the Development Services Committee.

Comment from Cr G Nixon

Armadale is one of the fastest growing areas in Perth and with this rapid urban sprawl comes a loss of tree canopy. Under the existing planning framework, development approval is not required for the removal of large canopy trees from private property and, therefore, land can be entirely cleared prior to lodging a development application. The intent of this recommendation is to introduce the requirement to obtain development approval from the City for the removal of large canopy trees on private land in low residential density areas.

Trees that would meet this criteria would have a:

- Canopy diameter of 6m or greater
- Height of 8m or greater
- In the case of a tree with a single trunk, a trunk circumference of 1.5m or greater, measured 1.4m above the ground
- In the case of a tree with multiple trunks a total trunk circumference of 1.5 m with an average trunk circumference or 625mm or greater measured 1.4 m above the ground
- And any pruning of either tree branches or roots can only be done provided the pruning is undertaken in accordance with Australian Standards for Pruning Amenity Trees (AS4373). A qualified arborist would be able to assist with meeting these standards

Officer Comment

The City has various mechanisms in its Town Planning Scheme No.4 and Local Planning Policy PLN 2.4 – Landscape Feature and Tree Preservation regarding removal of trees as part of the development processes and varying requirements for different zones and densities.

The Western Australian Planning Commission (WAPC) has introduced new Design Policies and changes to the R-Codes that place a greater emphasis on the provision of new trees and retention of trees on multiple dwelling sites, when development is occurring.

A number of Local Governments are proposing new requirements for tree protection for existing significant trees on private land, however the WAPC has not considered these scheme amendments yet.

Some considerations that would need to be considered, if a further report were requested, are:

- The WAPC and Hon Minister for Planning's view on such a proposal via a scheme amendment and relationship to the WAPC's approach to streamlining the Local Government Town Planning Schemes and draft standard zones and scheme provisions to be applied.
- The criteria for significant trees and the zones that it would apply to, including the benefits and implications.
- The views of affected private land owners and engagement processes for such a proposal.
- The likely additional workload associated with both processing the development applications which may be required.
- Consideration of any additional compliance actions, funding and resources that might be required, where approval is not obtained prior to clearing.

Council has the following options:

1. Request a report regarding a proposal to obtain development approval of large canopy trees on private land in low residential density areas for its consideration.
2. Note this report.

RECOMMEND

To be considered.

ATTACHMENTS

There are no attachments for this report.

COUNCILLORS' ITEMS

Nil

EXECUTIVE DIRECTOR DEVELOPMENT SERVICES REPORT

4.1 - 2023 MASTER BUILDERS WA - HOUSING EXCELLENCE AWARDS

On Saturday, 15 April 2023 the City were one of three finalist in the 2023 Master Builders Housing Excellence Awards. The City was nominated by the building industry alongside the City of Mundaring and City of Rockingham as finalists and the winner of this award was presented to the City of Mundaring. The City was awarded the “Local Government Best Practice Award” in 2020.

Master Builders acknowledged the important role local government performs within the building industry. The Local Government Best Practice Award was presented “*in recognition of top-performing local government authorities for their exceptional service delivery and collaboration efforts*”.

The team structure and organisation contributes significantly to the results achieved; the administration, building compliance and building surveyor teams all work closely together to ensure application time frames are met within legislative requirements.

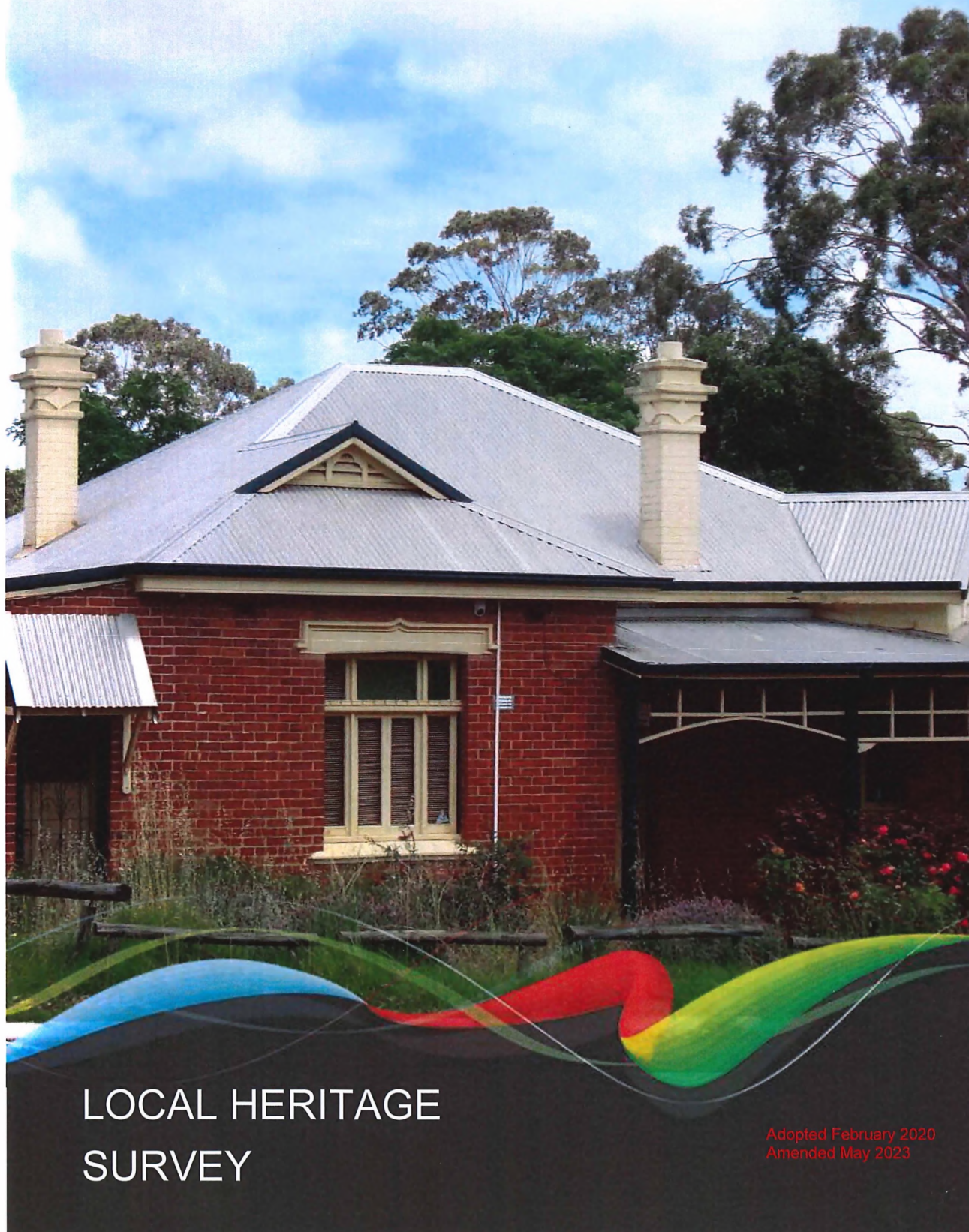
The recognition from the building industry for the City to be a finalist in the Category (out of all of the Local Governments that could be nominated) indicates the continued development the City’s Building Services has made in delivering an exceptional level of service delivery.

ATTACHMENTS

There are no attachments for this report.

MEETING DECLARED CLOSED AT _____

DEVELOPMENT SERVICES COMMITTEE		
SUMMARY OF ATTACHMENTS		
15 MAY 2023		
ATT NO.	SUBJECT	PAGE
1.1 ADDITION OF HERITAGE PLACES AND MODIFICATIONS AND UPDATES TO LOCAL HERITAGE SURVEY AND HERITAGE LIST		
1.1.1	Local Heritage Survey List 2023 – Modified Pages and Local Heritage Survey (separate Attachment)	44
1.1.2	Local Heritage Survey List - Modified Draft	57
1.1.3	Local Heritage Survey - Armadale Fire Station	81
1.1.4	Local Heritage Survey - RSL Hall	87
1.1.5	Local Heritage Survey - Dawkin's Place	92
1.1.6	Local Heritage Survey - Doctor Colyer's Residence (fmr)	93
1.2 DEVELOPMENT APPLICATION FOR RAILWAY VIADUCT IN ARMADALE CITY CENTRE		
1.2.1	Schedule of Submissions - Armadale Station Viaduct DA	97
1.2.2	BRE Development Assessment Management Plan (REV C) – FINAL	98
1.2.3	BRE Planning Control Area Plan	146
1.2.4	Separate Attachment - Development Application - Viaduct for Armadale Station and Surrounds	147
2.1 PUBLIC REALM STRATEGIES - HILBERT AND HARRISDALE DISTRICT CENTRES (COUNCILLOR REFERRAL ITEM)		
2.1.1	Extract from the Hilbert Town Centre - Activity Centre Plan Report - Proposed Public Realm in the Hilbert Town Centre	148
2.1.2	Aerial Plan - Harrisdale District Centre	157



LOCAL HERITAGE SURVEY

Adopted February 2020
Amended May 2023



This Local Heritage Survey (LHS) has been prepared in accordance with the scope of services described in the contract or agreement between Stephen Carrick Architects and the City of Armadale. The document relies upon data collected upon site visits, referenced documents and photographs taken at or under the particular times and conditions specified herein. Any findings, conclusions or recommendations only apply to the aforementioned circumstances and no greater reliance should be assumed or drawn by the Client. Furthermore, the report has been prepared solely for use by the Client and Stephen Carrick Architects accepts no responsibility for its use by other parties.

Date & Action	Amendment Details
Adopted by Council February 2020.	N/A
Amended document adopted by Council 22 May 2023.	<ul style="list-style-type: none">• Move place records for RSL Hall and Armadale Fire brigade from Appendix 1 to Place Record section following normalisation of West of Rail area from DevelopmentWA to CoA.• Correct address of "Dawkin's Place" Place Record.• Amend Contents page accordingly.• Correct references to Metropolitan Redevelopment Authority (MRA) to DevelopmentWA (DWA).• Correct address for Old Station Master's House Kelmscott.• Information added re current use of Dr Colyer's Residence.



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This process has resulted in some additions and removals from the LHS. A brief summary of the outcomes are as follows:

There are **119 total places in the amended 2023 LHS:**

- 12 new places were adopted from community nominations.
- 105 existing places are included from the 2008 MHI;
- **Two (2) Development WA (formerly MRA) places relocated from Appendix 1 following normalisation of West of Rail Precinct into Town Planning Scheme No. 4.**
- **Nine (9) Development WA (formerly MRA) places** have been assessed for cultural heritage significance and are located within Appendix 1 of the document for possible future inclusion on the LHS once the MRA jurisdiction has been normalised.
- **Six (6) nominations** were assessed but not recommended for inclusion in the LHS. Information on the nominations are located in Appendix 2.

1



The City encompasses a combined land area of 56,000 hectares, 19 localities² and at the 2021 Census had a population of 97,650.

The localities include:

Armadale	Harrisdale	Mount Richon
Ashendon	Haynes	Piara Waters
Bedfordale	Hilbert	Roleystone
Brookdale	Karragullen	Seville Grove
Camillo	Kelmscott	Wungong
Champion Lakes	Lesley	
Forrestdale	Mount Nasura	

What is Heritage?

The Heritage Act 2018 defines cultural heritage significance as:

"aesthetic, historic, scientific, social or spiritual value for individuals or groups within Western Australia. Cultural heritage significance may be embodied in a place itself and in any of its fabric, setting, use, associations, meanings, records, related places and related objects. A place may have diverse values for different individuals or groups."⁴

Heritage places that have undergone an evaluation process that considers and analyses documentary and physical evidence relating to the cultural heritage significance of the place may be registered on the Local Heritage Survey or the State Register of Heritage Places.

Heritage Act 2018

In September 2018 the Western Australian Parliament passed the Heritage Bill 2017 effectively giving Western Australia a new Heritage Act. It replaces the Heritage of Western Australia Act 1990.

The Local Heritage Survey (LHS) was prepared according to the Draft Local Heritage Survey Guidelines released in March 2019 to assist the preparation of Local Heritage Survey's in accordance with Heritage Act 2018.⁵

Key changes to the new Act include amended processes for entering a place in the State Register; guidelines for the development of heritage places; better protections for important heritage places; and increased transparency by publishing the Heritage Council's advice to the Minister for Heritage on the inclusion of a place in the State Register.

Before the new Act can be proclaimed, a series of regulations must be approved by the Governor to ensure the new Act will have its intended effects (these are referred to as Proclamation Regulations).⁶ The Act has not been proclaimed at the time of the 2020 LHS Review.

³ City of Armadale Community Profile, <https://profile.id.com.au/armadale/about?WebID=10> accessed January 2019.

⁴ City of Armadale Population Forecast, <https://forecast.id.com.au/armadale> accessed January 2019.

⁵ Heritage Act 2018 (WA) s 5

⁶ Heritage Council Draft Guidelines for Local Heritage Surveys, March 2019, <https://www.stateheritage.wa.gov.au/docs/about-us-documents-files/draft-guidelines.pdf?sfvrsn=0> accessed 29 April 2019. Heritage Council *The Heritage Act 2018*, <http://www.stateheritage.wa.gov.au/about-us/acts-policies/heritage-act-2018> accessed 29 April 2019

2



Appendix 1 and Appendix 2

Places in Appendix 1 are currently located within Development WA (formerly MRA) jurisdictions. DevelopmentWA (DWA) places located within the City of Armadale are currently undergoing a process of normalisation. As a result, the places will be part of the City's jurisdictions. These places are not formally included in the Local Heritage Survey (LHS), at this stage, but will be included once the planning normalisation process is complete.

Places in Appendix 2 are not formally included in the LHS. Appendix 2 contains places that were nominated by the community that have sufficient cultural heritage value to warrant consideration but lack definitive locational data to ascertain a specific site. Further information, in the future, could potentially identify these places for inclusion in the LHS.

Outcomes

In 2018, the City of Armadale engaged Stephen Carrick Architects to review the 2008 Municipal Heritage Inventory (MHI). The document forms the basis of the 2020 Local Heritage Survey (LHS). The review and update process included:

- Reviewing the documentary and physical evidence for the 105 places currently on the 2008 MHI;

- Reviewing the documentary and physical evidence for the eight (8) places currently under the 2017 DevelopmentWA (DWA) Armadale Redevelopment Area Heritage List;

- Assessment of three (3) new nominated sites within DWA jurisdiction;

- Assessment of 65 places in the Supplementary Lists for possible inclusion in LHS and 69 places in the City of Armadale List of Potential Sites for Nomination;

Assessment of nominated places for the inclusion on the LHS; and
Allocating and reviewing management categories for existing places, DWA places and new nominations in accordance with the current Department of Planning Lands and Heritage guidelines.

A summary of the outcomes are as follows.

There are 119 places in the amended 2023 LHS and there will be 128 places if the DevelopmentWA (formerly MRA) jurisdiction is normalised:

- 105 existing places from the 2008 MHI;
- 12 new places were adopted from community nominations. This includes two (2) new nominations also in the Supplementary Lists, and two (2) new nominations also in the City of Armadale List of Potential Sites for Nomination;
- Two (2) places formerly under DevelopmentWA (formerly MRS) jurisdiction that are now under the jurisdiction of the City as at 2022.

- Nine (9) places under DWA jurisdiction to be included at normalisation. This includes 3 new nominations within the DWA planning area to be included at normalisation.

- Six (6) nominations were assessed but not recommended for inclusion in the LHS. Information on the nominations are located in Appendix 2.

The LHS assessment criteria has been reviewed to ensure that the grading system accurately reflects the cultural heritage value of the listed places and that the criteria are easily understood by a wide range of heritage users.

The information content of the LHS has been reviewed entirely, with an emphasis on consolidating existing information, checking its accuracy and updating place record forms with any new information.

5

PLACE INDEX

The index provides a comprehensive list of places included in the Local Heritage Survey for their values and significance in the City of Armadale.

Places in Appendix 1 are currently located within a **DevelopmentWA (DWA)** formerly Metropolitan Redevelopment Authority (MRA) jurisdiction. **DWA** places located within the City of Armadale are currently undergoing a process of normalisation. As a result, the places will be part of the City's jurisdiction. These places are not formally included in the Local Heritage Survey but will be included once the normalisation process is complete.

Places in Appendix 2 are not formally included in the Local Heritage Survey (LHS). Appendix 2 contains places that are nominated by the community that have sufficient historical validity but lack definite physical boundaries or remnants to inform potential boundaries. Further information could potentially lift these places for inclusion in the LHS.

5



PLACENO.	PRENO	INHERITNO	PLACE NAME	LOCATION	PREVIOUS CATEGORY	CURRENT CATEGORY	STATE REGISTER	PAGE NO.
034	-	-	Early Government Housing - 8 William Street	8 William Street, Armadale	-	3		288
035	-	-	Swedish Prefabricated Home	11 William Street, Armadale	-	3		292
036	-	-	Early Government Housing - 23 William Street	23 William Street, Armadale	-	3		295
118	MRA	04681	RSL Hall	1 Commerce Avenue, Armadale	2	2		
119	MRA	14430	Armadale Fire Station	438 Green Avenue Armadale	3	3		

ASHENDON

037	079	03830	Canning Dam & Quarry (fmr)	Lot 348 McNess Drive, Ashendon	A	1		299
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BEDFORDALE

038	087	04722	Old Coach Road	Intersects Albany Highway & Canning Dam Road, Bedfordale	E	4		308
039	027	04692	Paradise Cottage	248 Albany Highway, Bedfordale	A	1		311
040	025	04691	Elizabethan Village	25 Canns Road, Bedfordale	D	4		316
041	028	18962	Weelarra	288 Carradine Road, Bedfordale	C	3		320
042	024	18961	Churchman Brook Dam	96 Churchman Brook Road, Bedfordale	A	1		324
043	002	20079	Armadale Settlers Common	39/63 Observation Circuit, Bedfordale	C	3		328
044	023	04690	Adderley's Residence	8 Springfield Road, Bedfordale	C	3		334
045	030	18963	Wungong Dam	Lot 50 Springfield Road, Bedfordale	B	2		337
046	029	04693	Willow Heights	8 Triton Court, Bedfordale	B	2		341

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PLACENO.	PRENO	INHERITNO.	PLACENAME	LOCATION	PREVIOUS CATEGORY	CURRENT CATEGORY	STATE REGISTER	PAGE NO.
WUNGONG								
117	006	08775	Dawkin's Place	Lot 809 No. 7 Corrigan Rise Wungong	B	2		663
APPENDIX 1								
FORRESTDALE								
120	DWA 033	04694	Haydock's Place	62 Allen Road, Forrestdale	2/B	2		679
HAYNES								
121	DWA	04670	John Haynes Dairy	474 Eleventh Road, Haynes	3	3		683
122	DWA	-	Maldon	310 Forrest Road, Haynes	3	3		688
123	DWA	04664	Gladalan Nursery (fmr)	Lot 46 Gray Road, Haynes	4	4		692
KELMSCOTT								
124	DWA	03479	Old Station Master's Residence	Lot 1091 No. 2793 Albany Highway Kelmscott	2	1		696
125	DWA	-	Infant Health Clinic (fmr)	2821 Albany Highway, Kelmscott	-	4		701

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CURRENT CATEGORY	PLACE NAME	LOCATION	PLACE NO.	PREV NO.	PREVIOUS CATEGORY
1	St Mary-In-The-Valley Church and Cemetery	4 River Road	078	066	A
1	Port Jackson Fig Trees	Lot 3860 Henrietta Avenue, Mount Nasura	088	074	A
1	Wirra Willa Gardens	12 Wangoola Terrace, Mount Nasura	091	022	A+
1	Convict Road & Culvert (fmr)	Lot 150 Albany Highway, Mount Richon	092	096	A
1	Armadale Brickworks Quarry (fmr)	Lot 21 Harrison Road, Mount Richon	095	001	A+
1	Cole's Shaft	Lot 49 Summit View, Mount Richon	096	003	A+
1	Darjeeling	538 Brookton Highway, Roleystone	098	082	A
1	Araluen Botanic Park	362 Croyden Road, Roleystone	106	075	A+
1	William Buckingham's Homestead	Lot 701 Heritage Drive, Roleystone	107	095	A+
1	Canning Contour Channel (fmr) and Two Stone Chimneys	Illawarra, Roleystone, Kelmscott to Marting (assessed at Lot 50 Canning Mills Road), Kelmscott	110	041	A+
1	Third Stone Chimney Canning Contour Channel	Mc Ness Drive, Roleystone	111	-	-
1	Thomas Buckingham's House Ruins	42 and 701 Thompson Road, Roleystone	116	119	A
2	Moreton Bay Fig Tree	24 Aragon Court, Armadale	003	010	B
2	Oaklands Old Homestead	10 Benjamin Street	005	014	B
2	The Manse Restaurant	31 Church Avenue, Armadale	006	109	B
2	Masonic Hall	31 Fourth Road, Armadale	008	110	B
2	Dr Colyer's Residence (fmr)	36 Jull Street, Armadale	011	106	B
2	Shire Council Offices (fmr)	145 Jull Street, Armadale	018	101	B
2	Muckcross Tearoom (fmr)	10 South Western Highway, Armadale	030	011	B
2	RSL Hall	1 Commerce Avenue Armadale	118	DWA	-
2	Wungong Dam	Lot 50 Springfield Road, Bedfordale	045	030	B
2	Willow Heights	8 Triton Court, Bedfordale	046	029	B
2	Armadale to Fremantle Railway Line & Bridge	Lot 718 Armadale, Forrestdale	047	115	A/D/E

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CURRENT CATEGORY	PLACE NAME	LOCATION	PLACE NO.	PREV NO.	PREVIOUS CATEGORY
2	Forestry House (fmr)	7 Ecko Road, Mount Nasura	087	107	B
2	Carrigg Residence	1 Millen Street, Mount Nasura	090	072	B
2	Roleystone Theatre Hall	587 Brookton Highway, Roleystone	100	092	B
2	Bangup	283 Chevin Road, Roleystone	102	076	B
2	Roley Pool	Lot 4697 Collins Road, Roleystone	103	089	B
2	Roleystone Community Church Hall	1 Croyden Road, Roleystone	104	090	B
2	Croyden Court Guesthouse	236 Croyden Road, Roleystone	105	081	B
2	Roleystone Historic Precinct	2 Soldiers Road, Roleystone	112	091	B
2	Dawkin's Place	7 Corrigan Rise (formerly Lot 809 South Western Highway), Wungong	117	006	B
3	Dalton's Racehorse Stable Arch	1256 Armadale Road, Armadale	004	031	C
3	Railway Hotel (fmr)	8 Commerce Avenue, Armadale	007	118	C
3	Early Government Housing - 7 John Street	7 John Street, Armadale	010	-	-
3	History House Museum	7 Minnawarra Historic Precinct, Orchard Avenue, Armadale	015	-	-
3	William Alderson's Residence	27A Lensham Place, Armadale	021	021	C
3	Dale Lodge No. 107 (fmr)	431 Railway Avenue, Armadale	026	005	C
3	Gwynne Park	90 Seventh Road, Armadale	027	118	C
3	Erriton Lodge	208 Seventh Road, Armadale	028	007	C
3	Townsend's Home	60 Sixth Road, Armadale	029	-	-
3	Early Government Housing - 3 William Street	3 William Street, Armadale	033	-	-
3	Early Government Housing - 8 William Street	8 William Street, Armadale	034	-	-
3	Swedish Prefabricated Home	11 William Street, Armadale	035	-	-

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CURRENT CATEGORY	PLACE NAME	LOCATION	PLACE NO.	PREV NO.	PREVIOUS CATEGORY
3	Early Government Housing - 23 William Street	23 William Street, Armadale	036	-	-
3	Weelarra	288 Carradine Road, Bedfordale	041	028	C
3	Armadale Settlers Common	39/63 Observation Circuit, Bedfordale	043	002	C
3	Adderley's Residence	8 Springfield Road, Bedfordale	044	023	C
3	Levi & Alberta Stewart's Residence (fmr)	2953 Albany Highway, Kelmscott	053	067	C
3	Goolamrup Reserve	Lot 92 & 93 Goolamrup Reserve	056	-	-
3	Pries Home	44 Mutton Road, Kelmscott	071	061	C
3	Kelmscott Primary School Site and Palm Tree	18 Orlando Street, Kelmscott	072	050	C
3	Dr Streich's Residence	37 Railway Avenue, Kelmscott	076	042	C
3	Silas Rundle's Residence	67 River Road, Kelmscott	081	064	C
3	Millar's Timber Trading Company Residence	7 Mader Crescent, Mount Nasura	089	073	C
3	Narrowlands	91 Burrows Retreat, Mount Richon	093	-	-
3	Richon Vineyards Site	Lot 4034 Chateau Court, Mount Richon	094	019	B
3	Metropolitan Water Supply Board Pump House	535 Brookton Highway	097	-	-
3	Bannow	539 Brookton Highway, Roleystone	099	077	C
3	Cross Park	44 Jarrah Road, Roleystone	109	080	C
3	Butcher's Barn	Lot 123 Stocker Road, Roleystone	113	078	C
3	Old Ford	Thompson Road, Roleystone	115	088	C
3	Armadale Fire Station	438 Green Avenue Armadale	119	DWA	-
4	Pioneer Village & Quarry	7 Albany Highway, Armadale	002	015	D
4	Site of First Duplex Cottage at Dale Cottages	2 Hobbs Drive, Armadale	009	004	E
4	Old Coach Road	Intersects Albany Highway & Canning Dam Road, Bedfordale	038	087	E

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CURRENT CATEGORY	PLACE NAME	LOCATION	PLACE NO.	PREV NO.	PREVIOUS CATEGORY
4	Elizabethan Village	25 Canns Road, Bedfordale	040	025	D
4	Karragullen Hall and Oval	26 Saunders Way, Karragullen	051	086	D
4	Old Gold Mines	Lot 263 Canning Mills Road, Kelmscott	062	058	E
4	Ulliyott Residence	18 Church Street, Kelmscott	064	068	D
4	Weir - (Dam)	Canning River (accessed from 2 Mount Street), Kelmscott	070	117	D
4	Betsy Buckingham's Residence	93 River Road, Kelmscott	082	037	D
4	Domestic Orchard Trees	316 Canning Mills & 33 Tower Street, Roleystone	101	-	-
4	First and Second Roleystone Primary School Sites	694 Brookton Highway, Roleystone	108	083	E
4	Sparrows Race and Site of First Water-Driven Saw Mill	22 Stocker Road, Roleystone	114	093	E

APPENDIX 1 – DevelopmentWA (formerly MRA) Jurisdiction Places

2	Haydock's Place	62 Allen Road, Forrestdale	-	DWA 033	2/B
1	Old Station master's House	1091 Albany Highway, Kelmscott	-	DWA	2
3	Maldon	310 Forrest Road, Haynes	-	DWA	3
3	John Haynes Dairy	438 Green Avenue, Haynes	-	DWA	3
3	Wungong Farm	175 Eleventh Road, Wungong	-	DWA	-
3	Nissen Hut	20-24 Gull Street, Wungong	-	DWA	-
3	Gladalan Nursery (fmr)	Lot 46 Gray Rd Haynes	-	DWA	4
3	Infant Health Clinic (fmr)	2821 Albany Hwy Kelmscott	-	DWA	-
4	Site of Wungong	1442 Rowley Rd	-	DWA	-
	Congregational Mission Hall	Wungong	-	DWA	-

City of Armadale Heritage List

Planning approval is required to be obtained prior to the commencement of any alterations, additions, demolition, erection of signage and other development occurring in accordance with TPS No. 4 Schedule A - Supplemental Provisions to the Deemed Provisions Clauses 61(1)(k), (l), (m) and (n).

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
001	Narrogin Inne	7 Albany Highway	Armadale	1	Yes – Original features such as fireplaces, doors, doorframes and other features still extant in original and 1930's portions of building.	<p>This double storey brick and tile hotel in the Inter-War Old English style, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • site has been continuously used as a hotel since at least 1856, and has been important to the Western Australian community as one of the early stopping places for coaches, and as a venue for socialisation by the local community and travellers from 1856 to the present; • is an outstanding and rare example of a building constructed in the Inter-War Old English style, enhanced by consistent stylistic detailing; • is a widely recognised landmark building on the South Western Highway; and, • was designed by architects Eustace Cohen, John B. Fitzhardinge and Joseph Eales of long standing firm Eales & Cohen.
003	Moreton Bay Fig Tree	24 Aragon Court	Armadale	2	No	<p>The Moreton Bay Fig Tree has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • has historic value as it marks the site of the former residence of H. Dale-Cullen on a property known as 'Brookside. • has aesthetic value as a mature and healthy tree specimen over 100 years old which forms a distinctive landmark to 24 Aragon Court.
005	Oaklands Old Homestead	10 Benjamin Street	Armadale	2	Yes – Original features such as fireplaces, doors, doorframes and other features	<p>The Oaklands Old Homestead, a single storey Federation Queen Anne residence has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • has aesthetic value due to its proportions and detailing in the Federation Queen Anne style of architecture. • has historic value as the site was cultivated for market gardening between 1922-1940.
006	The Manse Restaurant	31 Church Avenue	Armadale	2	Yes – some original features such as fireplaces, doors, doorframes and other features	<p>The Manse has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • Has aesthetic value as an example of the Federation Bungalow style of architecture. • Has historical value due to its association with the Armadale Congregational Church. • Has social value as a former pastor's residence and later as a restaurant in the locality.
008	Masonic Hall	31 Fourth Road	Armadale	2	Unknown	<p>Masonic Hall has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • Has aesthetic value as a modest example of an ecclesiastical building from the Inter-War period. • Has historic and social value for associations with the Church of Christ and subsequently with the Freemasons.

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
011	Dr Colyer's Residence (Former)	36 Jull Street	Armadale	2	Yes – significant original features extant	<p>Doctor Colyer's Residence (fmr) has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • Has aesthetic value as an example of a residence built in the Inter-War Old English style. • Has historic significance as an intact example of the work of the architectural firm of Marshall Clifton and Leach. • Has a social significance to the Armadale community as the home of the town's first full-time resident doctor.
012	Armadale District Hall	90 Jull Street	Armadale	1	Yes – significant original features are extant in the interior of the building.	<p>The Armadale District Hall, a brick and tiled building consisting of a main hall, a lesser hall and entrance foyer, in the Interwar Art Deco style, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • Is a product of the renewed optimism that was emerging at the end of the depression and is associated with the development of Armadale and the immediate district that evolved out of the Depression years; • Is a competently built Inter-War Art Deco style hall, designed by eminent Western Australian architectural firm Oldham, Boas & Ednie-Brown, which has a well composed principal elevation and appropriately embellished interior, and is a landmark as a distinctive building set in a prominent location; • Is highly valued by the local and regional communities as an important meeting, social and entertainment venue, which was demonstrated in March 2001, when rallies were staged opposing the redevelopment of the site for commercial purposes; and, • Has a high degree of integrity, as it continues to be used as a community hall and the original intention remains largely intact.
013	St Mathews Church	108 Jull Street	Armadale	1	Yes – significant original features are extant in the interior of the building.	<p>St Matthew's Anglican Church Group, Armadale, comprising St Matthew's Church built in brick and iron (1904, 1964) in Federation Gothic and Late Twentieth Century Ecclesiastical style; the Old Rectory (c.1910), a brick and iron residence in Federation Queen Anne style; and the New Rectory (1976), a modern brick and tile building, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • The group is a rare example of a dramatic Late Twentieth Century Ecclesiastical style extension to a Federation period church, and includes good examples of both these styles and, in the Old Rectory, of Federation Queen Anne style; • St Matthew's Church (1904) was designed by prominent West Australian architect Sir J. J. Talbot Hobbs and extended in 1964 using the design of architectural firm Forbes and Fitzhardinge. • The place is associated with early settlers in the Kelmscott-Armadale district, in particular Martin Jull, and Church warden Thomas Buckingham Jr. • The construction of St Matthew's Church in 1904 is indicative of the development of the district following the opening of the South Western railway line.

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
014	Sugar Gums and Minnawarra Park	Orchard Avenue and Armadale Road	Armadale	1	No	<ul style="list-style-type: none"> The place makes a considerable contribution to the Armadale community's sense of place as a reminder of the historical development of the area and is valued for its ongoing religious and social associations as demonstrated by the restoration of the Old Rectory in 1994-95. <p>Sugar Gums and Minnawarra Park have cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value for its contribution to the park like setting of central Armadale and the mature trees that provide links to Armadale's pioneering heritage. Has historic value with Martin Jull's historic property "Brookside". Has social value for its associations with the relocated buildings in the Minnawarra Heritage Precinct. Neerigen Brook has been identified as a site of significance to the Aboriginal community.
016	Armadale Congregational Church	127 Jull Street	Armadale	1	Yes – significant original features are extant in the interior of the building.	<p>The Armadale Congregational Church is of cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an example of a church in the Federation Gothic style dating from the early 1900s. Has historic value as the first church in Armadale. Has social value as represented by the community project to relocate the building in the 1980s. Has social value for being a place of worship and for being often used as a classroom.
017	Armadale Primary School (former)	127 Jull Street	Armadale	1	Yes – significant original features are extant in the interior of the building.	<p>The Armadale Primary School (fmr) has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an example of a former school building dating from the early 1900s with design features typical of the period of construction. Has historic value as the first school in Armadale and representing the early history of settlement of the City. Has social value as represented by the community project to relocate the building in the 1980s.
018	Shire Council Offices (former)	145 Jull Street	Armadale	2	Yes – significant original features are extant in the interior of the building.	<p>The Shire Council Offices (fmr) has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a well executed example of a public building in the Late Twentieth Century International style. Has historic value as it reflects the significant expansion of the civic administrative role of local government in the area, reflecting rapid urbanisation and the evolution from country village to a metropolitan regional centre.

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
019*	Old Jarrah Tree	206 Jull Street	Armadale	1	No	<ul style="list-style-type: none"> Has social value to the Armadale community as a former shire administrative building and its more recent use as an educational centre. <p>The Jarrah Tree, Armadale, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Surviving trees of equivalent age and girth are rare in the metropolitan area; The tree reflects the great age of this species and is an important remnant of the period prior to European colonisation; The tree has landmark quality and illustrates the girth of some jarrah forest trees before European settlement and subsequent clearing and timber felling; The place contributes to the community's sense of place by providing a physical link with the history of the development of Armadale; The place was associated with Thomas Saw, one of the earliest settlers in the district, a major property owner and local benefactor, who sold the land on which the tree stands to the Minister for Education to be used as a school site; The tree was associated with playground activities at Armadale Primary School from 1904 to 1987 and is highly valued by the local community; The tree was the subject of a Conservation Order issued on 14 November 1997 after the Minister for Heritage had received 1,147 submissions in favour of conservation; and, The tree forms an integral part of the Bicentennial Heritage Tree Trail and is included on the Register of Significant Trees of the National Trust of Australia (WA).
020	Post Office Building (former)	234 Jull Street	Armadale	1	Yes – significant original features are extant in the interior of the building.	<p>The Post Office Building (fmr), a single storey brick and tile post office in the Federation Arts and Crafts style, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a public building containing some of the original features in the Federation Arts and Crafts style. Has historic value as an example of the work of the Public Works Department of Western Australia under the direction of Chief Architect George Temple Poole. Is of social value as it represents the provision of public facilities such as postal services to Armadale from the late 19th Century.
022	Armadale Obelisk Memorial Park	Corner Orchard Avenue and Jull Street	Armadale	1	No	<p>The Armadale Obelisk in Memorial Park, a brick memorial in the Inter-War Stripped Classical architectural style, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as it is located in Memorial Park in the centre of Armadale with mature trees that provide links to Armadale's pioneering heritage. Has historic value as the first obelisk in Australia (though originally erected in a different location) that perpetuates the memory of Armadale residents and adjoining districts that fell during the Great War and subsequent conflicts.

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
023	Memorial Park and Trees	Corner Orchard Avenue and Jull Street	Armadale	1	No	<ul style="list-style-type: none"> Has social value to residents and families of the City as the relocated war memorial perpetuates the memory of residents of the district who fell in the Great War and subsequent conflicts. <p>Memorial Park and Trees, a park with mature trees planted in 1921 to honour fallen service personnel during World War 1 and a brick obelisk memorial in the Inter-War Stripped Classical architectural style, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value for its Contribution to the park like setting of central Armadale and the mature trees that provide links to Armadale's pioneering heritage. Has historic value due to its associations with Martin Jull's historic property "Brookside" and the obelisk that was one of the first in Western Australia (though originally erected in a different location) that perpetuates the memory of Armadale residents and adjoining districts that fell during the Great War and subsequent conflicts. Has very high social value for associations with the relocated war memorial.
024	Anglican Rectory (former)	11 Prospect Road	Armadale	1		<p>St Matthew's Anglican Church Group, Armadale, comprising St Matthew's Church built in brick and iron (1904, 1964) in Federation Gothic and Late Twentieth Century Ecclesiastical style; the Old Rectory (c.1910), a brick and iron residence in Federation Queen Anne style; and the New Rectory (1976), a modern brick and tile building, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> The group is a rare example of a dramatic Late Twentieth Century Ecclesiastical style extension to a Federation period church, and includes good examples of both these styles and, in the Old Rectory, of Federation Queen Anne style; Makes a considerable contribution to the Armadale community's sense of place as a reminder of the historical development of the area and is valued for its ongoing religious and social associations as demonstrated by the restoration of the Old Rectory in 1994-95.
025	Roads Board Building (former)	23 Prospect Road (fronts Jull street)	Armadale	1	Unknown	<p>The Roads Board Building (fmr) , a single storey building in the Federation Queen Anne style of architecture, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has historic value as it reflects the growth of Armadale and signifies the change of emphasis of municipal administration from Kelmiscott to Armadale. The Roads Board was responsible for most transport and civic infrastructure in the municipality. Has social value to the Armadale community as it reflects the growth of the local government area of Armadale. Is representative of public buildings built in the Federation period.

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
030	Muckross Tearoom (former)	10 South Western Highway	Armadale	2	Yes – Some original features are extant inside the building.	<p>The Muckross Tearooms (fmr) has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value with its timber shop-front and distinctive roof form. The place is also a well-known landmark in Armadale located in a prominent location near the intersection of Albany Highway and South West Highway. Has historic value as the place is one of a number of buildings, including the nearby Narrogin Inne and former Kate Wilkinson's Cottage, dating from the early 20th century associated with Kate Wilkinson, a well-known and respected local businesswoman. Has social value as it is valued by the community as a long-standing venue for social events when it operated as both a tearoom and community hall. Is one of a number of similar residences dating from the Inter-War and Post-War period which are located on the east side of South West Highway, in central Armadale.
031*	Armadale State Brickworks (former)	245 South Western Highway	Armadale	1	Yes – significant original features are extant in the interior of the buildings on site.	<p>The Armadale State Brickworks Dustroom & Machinery Shed (fmr), a steel framed, corrugated asbestos cement sheet clad former industrial facility comprising a dustroom and machine shed designed around five pan mills, elevators, return conveyors and spinners for extracting fine aggregate for brick making, and eight brick presses, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> The brick presses manufactured by Thos. C. Fawcett in the 1920s have historic significance as the only known extant examples of their type in Australia; The place clearly demonstrates the brickmaking process from the delivery of the primary material through the crushing process to the pressing and drying of the bricks; The place has very high social and historical significance as demonstrated by the work reunion held in 2002 attended by approximately 400 people, and by its identification by the Armadale & Districts Brickworks Preservation Group and the Institution of Engineers (WA Branch) as a site containing equipment worthy of preservation; The place was established as a result of building material shortages in the Post World War Two period and also employed a large number of European migrants subsequent to their arrival in Australia as part of the post-war immigration program; The place has associations with the development of the brickmaking industry in the Armadale district dating from 1897 through to the present day in 2007; The place represents an example of an industry established as a result of the Scaddan Labour Government's Government Trading Concerns Act of 1912; and, The place is a utilitarian example of a mid-twentieth century factory designed around the brick-making process and housing a significant and visually impressive collection of machines.

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
032	St Francis Xavier Church	10 Third Road	Armada	1	No	<p>The St Francis Xavier Church, a face brick ecclesiastical building in the Federation Romanesque style of architecture, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> The place has aesthetic value as a rare example of an ecclesiastical building designed in the Federation Romanesque style of architecture in the district. The place has historic value as the first Roman Catholic Church in Armadale. The place has social value to members of the Armadale Roman Catholic Parish when it was used as a church.
118	RSL Hall	1 Commerce Avenue, Armadale	Armadale	2		<p>The RSL Hall, a single storey Inter-War building has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has historic value as it represents the presence of the Returned Services League (RSL) in Armadale, following the involvement of Australian servicemen and servicewomen in conflicts overseas since World War I. Has social value as a venue for social and commemorative events for members of the RSL. The RSL club has also been used for various community events throughout its history.
037	Canning Dam and Quarry (former)	Lot 348 McNess Drive	Ashendon	1	No	<p>The Canning Dam and Quarry (fmr), a concrete dam in the Inter-War Stripped Classical style, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Is of aesthetic value as an example of a dam in the Inter-War Stripped Classical style reflected by the use of simplified neo-classical detailing on the gatehouse and balustrades. Has historic value as a large-scale engineering project constructed in the period before World War 2 to provide Perth with consistent water supply and contributed to the post-war development of the States capital. It also has historical significance for associations with the sustenance work programme in the 1930s. The place has scientific value for the innovation and technical achievement derived from design concepts and construction methods of Wellington Dam in Worsley. Has social value to the community as a destination for picnics and recreation. Is a representative example of a concrete gravity dam constructed in the Inter-War period constructed with a high degree of technical excellence.
039	Paradise Cottage	248 Albany Highway	Bedfordale	1	unknown	<p>Paradise Cottage, a single storey masonry and weatherboard cottage built in the Victorian Georgian style of architecture, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a modest cottage dating from the 1860s, displaying characteristic Victorian Georgian style of architecture built around the era, and is set in a domestic garden with the remains of an early orchard.

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
042	Churchman Brook Dam	96 Churchman Brook Road	Bedforddale	1	No	<ul style="list-style-type: none"> Has historic value as the residence of the Marsh Family who were prominent citizens in Armadale. The Marsh family were early farming settlers in the district. Is a rare example of an extant simply-designed farmhouse, built in the first thirty years of the establishment of the colony and demonstrates some of the characteristics of this type of building. <p>The Churchman Brook Dam, an earthen embankment dam, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a substantial engineering structure set within a picturesque valley landscape surrounded by State Forest, and features attractive landscaped areas in front of the dam wall. Has historic significance as an integral component of the 1924 'Hills Scheme', and, along with the other water reservoirs constructed in the Darling Range catchment area during this time, has continuously supplied Perth with water since 1929. Has social value to the community for its historic associations and scenic qualities as a place for bush walking, picnics and social recreation. Is representative of an earthen embankment dam, which is created from compacted earth and rock to create an impermeable barrier for the retention of water.
045	Wungong Dam	Lot 50 Springfield Road	Bedforddale	2	No	<p>Wungong Dam has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> The place has aesthetic value as the mature landscape contributes to its picturesque setting and secondary use as a recreational area. The place has historic value as the site of the first Wungong pipe-head dam established in 1925, followed by the Wungong Dam in 1979. The place has social value as a place for bush walking, picnics and social recreation. The place is representative of an earth and rockfill embankment dam, which is created from compacted earth and rock to create an impermeable barrier for the retention of water.
046	Willow Heights	8 Triton Court	Bedforddale	2	Unknown	<p>Willow Heights has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a modest relocated weatherboard building dating from the 1930s. Despite numerous modifications the place still retains a sense of its original character. Has historic value as the meeting place of the Plymouth Brethren, who lived and worked in the area. It was originally built by Mr Syd Buggins. Has social value as it is valued by the local community, originally as a venue for religious congregation, and more recently demonstrated by the community effort involved in the relocation of the building.

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047	Armada to Fremantle Railway Line and Bridge	Lot 718 Armadale Road	Forrestdale	2	No	<p>The Armada to Fremantle Railway Line and Bridge has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has historic value as the opening of the railway from Perth to Armadale had a large impact on the elevation of Armadale to municipal prominence. The selection of Armadale as the point to join the line to Fremantle further opened the district to the transport of its agricultural and timber products and the movement of passengers along the Armadale-Fremantle route. The place has scientific value as an archaeological research and teaching site that has the potential to reveal wider information about railway works associated with the construction of railways in Western Australia at the start of the 20th Century.
032	Forrestdale Lake	Lot 459 Forrest Road	Forrestdale	1	No	<p>Forrestdale Lake, a nature reserve measuring around 200 hectares, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> The place has aesthetic value as an attractive and prominent landscape feature that makes a significant contribution to the character of the area. Has scientific value as it has a variety of flora and is home to 72 species of birds including long range migratory birds, and is a wetland of international importance. Has social value as a popular educational site and for bush walking and bird-watching. It is also valued by local aboriginal communities as it is of historical-mythological significance, and was known as the 'place of the whistling kite' (Jandakot) and its association with the Lake Jandakot Sailing Club, which ran for several years from 1957.
049	Hanbury's Stone Barn	22 Cassoti Road	Karragullen	2	Yes – significant original interior features are extant in the building.	<p>Hanbury's Stone Barn has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a rural building that combines the qualities of its simple functional form with the craftsmanship of its masonry construction in the Victorian Georgian style of architecture, and is located in a picturesque rural setting. Has historic value as it is associated with the Hanbury family, pioneers of the Karragullen area.
050	Illawarra Orchard	233 Illawarra Road	Karragullen	2	No	<p>Illawarra Orchard has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a large orchard with various sheds and residential buildings situated in the backdrop of native jarrah bushland. Has historic value as it was integral to the development of agriculture in the wider Armadale district, being the place where Thomas Price experimented with various fruit species to determine their suitability for the area in the 1900s, and also implemented new practices and technology to improve the cold storage of the fruit, the control of pests, and the irrigation of the orchard.

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052	Hugh & Hilda Buckingham's Residence (former)	2947 Albany Highway	Kelmscott	2	Yes – significant original interior features are extant in the building	<ul style="list-style-type: none"> Is associated with Thomas Price, a nurseryman and active member of the Executive Council of the Western Australian Fruit-growers Association, who originally partnered with Charles Harper at 'Woodbridge Nurseries', and then went on to run Illawarra Orchard. <p>Hugh & Hilda Buckingham's Residence (fmr), has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an example of a residence in the Federation Queen Anne style of architecture. The place features a bull nosed verandah with timber posts and a decorative valance. Has historic value is one of a number of residences dating from the turn of the twentieth century, still extant in this section of Albany Highway. The place is also associated with former residents Hugh and Hilda Buckingham, and Alfred and Hilda Martin.
054	Nicholas Uren Residence	16 Armitage Road	Kelmscott	2	Yes – significant original interior features are extant in the building	<p>Nicholas Uren Residence has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a modest and attractive example of a brick and steel cottage in the Federation Bungalow style of architecture dating from c.1907, and makes a significant contribution to the streetscape. Has historic value due to its associated with Nicholas Uren who built and occupied the house with his wife from 1907-1927, and whos, as well as establishing a poultry farm on the site, was a lay preacher for the Congregational Church in Kelmscott. Has social value as it is valued by the local community for its associations with the early development of Kelmscott.
055	Vera Buckingham's House and shop	2 Armstrong Road	Kelmscott	2	Yes – significant original interior features are extant in the building	<p>Vera Buckingham's House and Shop has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a distinctive brick and steel residence with attached shop and, combined with its prominent pine trees, forms a distinctive landmark along Brookton Highway. The attached shop, although utilitarian in appearance, complements the scale and appearance of the residence and contributes to the aesthetic qualities of the place. Has historic value as it is associated with local business owners, Ron and Vera Buckingham, who, along with their children, operated a tearoom and then a shop from the premises that serviced the nearby migrant camps and surrounding district for over 20 years. The place is associated with the migrant camps that were established by the Metropolitan Water Supply in the Kelmscott district during the late 1940s.
057	Migrant Park	Lot 244 Brookton Highway	Kelmscott	1	No	<p>Migrant Park has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value due to its mature flame trees and parkland setting. Has historic value as the site of the camp established by the Metropolitan Water Supply during the 1940s to house displaced people who were contracted by the

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						<p>Government to work on upgrading the Contour Channel between Canning Dam and Martin. It is also associated with the many displaced people who began new lives in the Armadale-Kelmscott area under the UN Refugee Resettlement Scheme established after World War 2, and who went on to become valuable members of the local community.</p> <ul style="list-style-type: none"> Has scientific value as the remaining concrete foundations of the former Nissen Huts in former Camp No. 1 have potential to reveal archaeological information about the original layout and characteristics of the site. Has social value as the site of the first homes of many displaced people who came to live in the Kelmscott-Armadale area after World War 2, and whose descendants still remain in the area.
058	Butcher Residence and Hospital (former)	24 Brookton Highway	Kelmscott	2	Yes – significant original interior features are extant in the building	<p>The Butcher Residence and Hospital (fmr) has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an example of a residence in the Federation Bungalow style of architecture dated c.1900 with an asymmetrical form and a projecting gable bay. The place is clad with timber weatherboards that contrasts with the face brick walls of the main building. Has historic value as one of a number of residences dating from the early part of the twentieth century that characterise the old Kelmscott townsite near the Canning River. It operated as a private hospital from 1912-1920 and was run by Nurse Harper. The place also is one of a number of former residences associated with the Butcher family, located in Kelmscott.
059	Buckingham Creamery (former) and Residence	197 Brookton Highway	Kelmscott	2	Yes – significant original interior features are extant in the building	<p>The Buckingham Creamery (fmr) and Residence has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an example of a residence in the Federation Bungalow style of architecture with a distinct cottage form and displays characteristics typical of its age and style, including a symmetrical front elevation, a steeply-pitched hipped iron roof that incorporates a skillion verandah, and tall masonry chimneys. Has historic value as an early purpose-built creamery building, constructed in a vernacular style using adobe (mud brick). The place is associated with the Buckingham family, who were prominent pioneers in the Armadale district and whose efforts and resources contributed to the development of the district.
060	'Poplar' Homestead and Mill Site Cairn	222 Brookton Highway	Kelmscott	2	Yes – significant original interior features are extant in the building	<p>The Poplar Homestead and Mill Site Cairn has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an example of a stone and iron homestead constructed using local materials in the Victorian Georgian style of architecture, with a symmetrical form and set in an attractive rural setting. Has historic value due to its association with the prominent Buckingham family, particularly Walter Buckingham and Thomas Buckingham (Junior) who

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061	Stonehaven	Lot 181 Buckingham Road	Kelmscott	1	Yes – significant original interior features are extant in the building	<p>were associated with the construction of the house and former residence and water-powered mill located on the property.</p> <ul style="list-style-type: none"> Has social value as the place was also used for monthly church services by locals until another site was established in Kelmscott. The cairn also has social value as a memorial to the resources of Thomas Buckingham, who established the water-powered timber mill. <p>Residence, Lot 181 Buckingham Road, a single storey random rubble stone and brick residence with verandahs on all four sides, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a good example of a residence in the Federation Bungalow style of architecture. It is picturesque and well-resolved, featuring a symmetrical form, with timber framed verandahs to all four sides and a dominant roof form. The place is a well-known and established landmark on Brookton Highway located on a prominent corner overlooking the Canning River and Buckingham ridge.
063	Metropolitan Water Supply "The Yard"	7 Church Street	Kelmscott	2	No	<p>The Metropolitan Water Supply 'The Yard' has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> The early features of 'The Yard' has aesthetic value. The stone and tile building, bottlebrushes and rose gardens are attractive elements of an otherwise purely functional works depot. The place has historic value as it is associated with the development and expansion of the Metropolitan Water supply in the Darling Range region during the 1920s.
065	Kelmscott Scout Hall (former)	20 Church Street	Kelmscott	2	Yes – significant original interior features are extant in the building	<p>The Kelmscott Scout Hall (fmr) has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a modest but distinctive hall building, which by virtue of its form, scale and original function, gains prominence in the mostly residential streetscape of Church Street. Has historic value as the site of the Scout Hall was given to the scout group by A. Fancote and F. Donaldson and the hall was constructed in 1920 by three local men, Tom Marshall, Ted Thorne and Harvey Smith. Has social value as a long-standing venue for meetings of the 1st Kelmscott Scout Group, and although the group no longer occupy the site, a plaque installed at the place acknowledges its value to the community.
066	Martin's Cairn	111 Clifton Street	Kelmscott	1	No	<p>Martin's Cairn, a stone cairn approximately 1.6m in height, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a modest memorial located in a highly visible position along Clifton Street.

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						<ul style="list-style-type: none"> Has historic value as a record of the military presence of the 63rd Regiment in the 1830s and pays homage to Henry Martin, who resided in the former Barracks Building until 1920. Has social value as it was erected by the residents of the Kelmscott district and members of the Royal Historical Society in the 1930s. When the cairn was rebuilt in 1962-63 in its current location, a Blessing Ceremony was conducted by Reverend G.V. Johnson.
067	Lloyd Hughes Residence	158 Clifton Street	Kelmscott	2	Unknown	<p>Lloyd Hughes' Residence has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an attractive and substantial brick and steel residence that is distinguished by its patterned brickwork walls and sprawling form, which incorporates a colonnaded verandah to the front elevation. The place is also a prominent and well-known landmark with a high degree of visibility from Orlando Street and Clifton Street, and makes a significant contribution to both streetscapes. Has historic value as the former residence of Lloyd Hughes, an accomplished sportsman and prominent community member.
068	Fancote Residence	38 Fancote Street	Kelmscott	2	Unknown	<p>Fancote Residence has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an example of a residence built in the Federation Bungalow style of architecture Has historic value as the residence of the Fancote family for around 100 years. Is associated with the Fancote family, prominent community members of Kelmscott and Armadale. Is representative of an early weatherboard cottage constructed around 1900 and is one of a number of residences dating from the early part of the twentieth century that characterise the old Kelmscott townscape, positioned near the Canning River.
069	Merrifield House	30 Merrifield Avenue	Kelmscott	2	Yes – significant original interior features are extant in the building	<p>Merrifield House has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an example of a residence built in the Federation Queen Anne style of architecture exhibiting a picturesque asymmetrical form, a bull-nosed verandah, and a dominant gabled hip roof. Has historic value as it was built for the Pascoe family and was named Merrifield House for the family of Mrs. Pascoe.
073	Rushton Park	25 Orlando Street	Kelmscott	2	No	<p>Rushton Park has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an attractive urban park, in a prominent location near the Canning River, and features significant Sugar Gum trees planted around its perimeter. Has historic value as the first showground and sports ground in Kelmscott and was the focus of social and sporting activities from as early as 1897. Trees

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074	Rushton Park Obelisk memorial	25 Orlando Street	Kelmscott	1	No	<p>were planted on the grounds by Henry Buckingham of Roleystone. The park was first surveyed in 1837.</p> <ul style="list-style-type: none"> Has social value as a valued long-standing and popular site for social and recreational activities, and a public open space. <p>The Rushton Park Obelisk Memorial, a four-sided granite obelisk at the corner of Orlando Street and River Road, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as it is a well-known local landmark with its distinctive form, perimeter plantings, and prominent location. Has historic value for its association with individuals from Kelmscott who served in World War 1. Is of social value as it is dedicated to the residents of the district who went to War, and continues to be valued by the community as the focus of memorial services.
075	Jesse Hammond's Residence	21 Ottaway Street	Kelmscott	2	Some original interior features remain	<p>Jesse Hammond's Residence has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as is a good example of a residence in the Federation Bungalow style of architecture. Has historic value as it is associated with Jesse Hammond, the builder who resided in the garage and later in the house. The Hammonds were responsible for building a number of buildings in the district.
077	Martin's Crossing, Road Reserve and Rosebushes	Lot 501 River Road	Kelmscott	2	No	<p>Martin's Crossing, Road Reserve and Rosebushes have cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as the log bridge, walk track and rose bushes combine to produce a pleasing environment which incorporates both man-made and natural features that are well-worn from use and exposure to the elements. Has historic value as the remains and site of the former river crossing and coach road established in 1830, which provided valuable access between Kelmscott and Roleystone until the 1890s, and continues to provide pedestrian access across the river for locals. The rosebushes are believed to have been planted by the Martin family and date from the 1840s-1860s, being some of the earliest roses established in the area.
078	St Mary-In-The-Valley Church & Cemetery	4 River Road	Kelmscott	1	Yes. Most of the original features are still extant	<p>St Mary-In-The-Valley Church and Cemetery, a brick and tile church and cemetery located beside the Canning River, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as the church a good example of an ecclesiastical place of worship built in the Late Twentieth Century Perth Regional style of architecture, and the cemetery has a variety of monuments, many of which display craftsmanship in the disciplines of ironwork and stone masonry, and are arranged in ordered rows in a lawn setting dating from the Victorian period.

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079	Abdullah's Residence	31 River Road	Kelmscott	2	Some original interior features are extant.	<ul style="list-style-type: none"> Has historic value as it provides a record of the development and growth in the region. The cemetery dates back to 1870. The place is also associated with a number of well known people connected with the history of Armadale and Kelmscott and is a burial place for many individuals who contributed to the development of the region. Has social value as a continued use as a church venue and cemetery grounds. The cemetery is the burial place of several hundred people who died between the 1870s and the present, many having descendants living locally who continue to visit the place. The continuous use of the cemetery and efforts to maintain and improve its appearance is evidence of its importance to the community's sense of place. <p>Abdullah's Residence has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a good example of a residence built in the Federation Bungalow style of architecture with a picturesque form created by the projecting gable and front verandah, combined with its front fence and garden. It makes a significant contribution to the streetscape of River Road. Has historic value as one of a number of former residences believed to be associated with the Butcher family in Kelmscott. It is also one of a number of residences dating from the early part of the twentieth century that characterise the old Kelmscott townscape positioned near the Canning River.
080	Walter Butcher's Residence	61 River Road	Kelmscott	2	Yes, Some original interior features still exist.	<p>Walter Butcher's Residence has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a residence with masonry walls and rendered quoining and a roof form with twin gables to the front facade. Has historic value as it is associated with a local bicycle manufacturer and repairer, Step Bamblett, who lived in the Kelmscott district in the 1930s and 1940s. It is also one of a number of former residences associated with the Butcher family, located in Kelmscott. The place is also one of a number of residences dating from the early part of the twentieth century that characterise the old Kelmscott townscape, positioned near the Canning River.
083	Albert Butcher's Residence	104 River Road	Kelmscott	2	Yes, Some original interior features still exist.	<p>Albert Butcher's Residence has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an example of a residence built in the Federation Bungalow style of architecture with an asymmetrical form characterised by a projecting gable bay and a skillion verandah to the facade which contributes to the streetscape of River Road. Has historic value as it was the original home of Albert Butcher, a significant pioneer in the district, and is one of a number of former residences, associated with the Butcher family, located in Kelmscott. The place is also one of a number of residences dating from the early part of the twentieth century that characterise the old Kelmscott townscape, positioned near the Canning River.

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084	James Butcher's Residence	112 River Road	Kelmscott	2	Some original interior features remain.	James Butcher Residence has cultural heritage significance for the following reasons: <ul style="list-style-type: none"> Has aesthetic value as a modest residence with a distinct symmetrical form, a steeply-pitched hipped roof and vertically-proportioned doors and windows, and contributes to the streetscape of River Road. Has historic value as it is associated with the Butcher family who were important pioneers of the area and the place was also inhabited by a well-known doctor, Doctor Benson, in the district. It is also one of a number of former residences, associated with the Butcher family, located in Kelmscott. The place is one of a number of residences dating from the early part of the twentieth century that characterise the old Kelmscott township, positioned near the Canning River.
085	Kelmscott Congregational Church	17 Rundle Street	Kelmscott	2	Yes.	The Kelmscott Congregational Church has cultural heritage significance for the following reasons: <ul style="list-style-type: none"> Has aesthetic value as an example of an ecclesiastical building in the Federation Gothic style of architecture exhibiting a simple rectangular form with a steeply-pitched gable roof, stepped buttresses, warm-coloured face brick walls and contrasting rendered detailing. Has historic value due to its association with John Buckingham, who constructed the building using locally made bricks and timber. Has social value as a long-standing venue for religious congregation and worship, and continues to be used by the local religious community.
086	Springhill	Lot 139 Turner Road	Kelmscott	2		Springhill has cultural heritage significance for the following reasons: <ul style="list-style-type: none"> Has aesthetic value as a good example of a residence built in the Federation Bungalow style of architecture, attractively situated in a commanding location at the edge of the Darling Scarp, with landscaped surrounds complementing the natural bush setting. Has historic value as one of the older farm properties in Kelmscott and is one of a number of citrus orchards established in the area between Gosnells to Armadale between the 1890s and 1930s, which were an important factor in the development of the area. The place was built for Edwin and Betsy Cockram, farmers, storekeepers and proprietors of the Cannington Hotel and key members of the Cannington and Kelmscott communities from the 1880s. Has social value as it is valued by the local community for its associations with early settlement in the district and with the Cockram family.
087	Forestry House (former)	7 Ecco Road	Mount Nasura	2	Unknown.	Forestry House (fmr) has cultural heritage significance for the following reasons: <ul style="list-style-type: none"> Has aesthetic value as a rare representative of a weatherboard and steel Forests Department House DFO type 2. Has historic value as the residence of Alan Harris, who became Conservator of Forests (1954 to 1969).

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088	Port Jackson Fig Trees	Lot 3860 Henrietta Avenue	Mount Nasura	1	No	<p>The Port Jackson Fig Trees, two trees of the <i>Ficus rubiginosa</i> species, have cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as strong visual elements in the streetscape of Henrietta Avenue, and have impressive height, circumference and canopy spread, making them outstanding examples of their species. Has historic value due to its association with the Derry Na Sura vineyard which was established on this site by Martin and Roberta Jull in the 1890s.
090	Carrigg Residence	1 Millen Street	Mount Nasura	2	Unknown	<p>Carrigg Residence has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a picturesque timber framed weatherboard residence with a distinctive cottage form and fine timber detailing to its verandah and a corrugated steel roof. Has historic value as it is associated with the Campbell family and the Scott family. It was constructed by Nixon Davis, a builder who had connections with the timber industry in the south-west of the State.
091*	Wirra Willa Gardens	12 Wangoola Terrace	Mount Nasura	1	No	<p>Wirra Willa Gardens has cultural significance for the following reasons:</p> <ul style="list-style-type: none"> Contains an excellent and extensive example of an evolved Paradise style garden, the Paradise garden is a rare residential example of this style. Represents the ethos of amateur horticulturalists applying their interest and talents to creating highly personalised and individual gardens, which nevertheless fit within broader trends in garden design; Demonstrates the increasing involvement of women in amateur horticulture and garden design, and the associated shift in garden design philosophy that occurred after the First World War. Between 1961 and 1977, the place was developed by amateur horticulturalist Mary Hargreaves, who was later instrumental in the establishment of the Araluen Botanic Park; Contains rare mature specimens of many exotic plants that illustrate their potential growth patterns and horticultural requirements, and demonstrates the technical achievement of successive owners in establishing and maintaining a collection; Has been a valuable source of propagation material from exotic plants for Western Australian nurseries; and, the place is associated with the emerging heritage movement of the 1970s and the first attempts at covenanting land to ensure conservation for future generations. May contain rare or unusual examples of propagation material no longer widely available. <p>The weatherboard, masonry and iron house, garages and outbuildings are of little significance.</p>

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092	Convict Road and Culvert (former)	Lot 150 Albany Highway	Mount Richon	1	No	<p>The Convict Road and Culvert (fmr), remains of a former road along the banks of the Neerigen Brook, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • The place, located within bushland along the banks of the Neerigen Brook and with its remnant stone embankments has aesthetic value due to its setting. • Has historic value as it retains remnant features of the road, which was constructed by ticket-of-leave men and convicts in 1853/1854. The building of the Perth to Albany Road in this period is representative of the number of public works undertaken by convicts after their arrival in the Swan River Colony in 1850, including Aboriginal prisoners who were used as labourers for the clearing and construction. • Has historic value as it represents the need for a permanent, overland communication route between Perth; the capital of the new Swan River Colony, and Albany, which formally became the principal port of Western Australia in 1852. • Has historic value due to associations with Assistant Surveyor Alfred Hillman, Assistant Surveyor D. Smith, Assistant Surveyor A. C. Gregory, Royal Engineer Lieutenant William Crossman and Henry Vincent, Superintendent of the Native Establishment (1839 – 1867), who all played a role in the surveying and construction of the Perth to Albany Road. • The place has scientific value as an archaeological research and teaching site that has the potential to reveal wider information about convict and other prisoner built works associated with the survey and construction of roads in Western Australia.
095*	Armadales Brickworks Quarry (former)	Lot 21 Harrison Road	Mount Richon	1	No	<p>The Armadales Brickworks Quarry (fmr), a shale quarry in the Darling Scarp above the site of the former Armadales Brickworks factory, including part of the tunnel through which the haulage tramline extended to the factory, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • Supplied shale between 1901 and 1929 for one of the earliest, and possibly the first, brickworks in Western Australia to manufacture pressed shale bricks and provides tangible evidence of this historically important industrial activity which developed in the Perth region. • Is of geological interest for its display of the Cardup Series of shale formations, including stromatolites, and has been used as an educational site for more than 60 years. • The place, together with the brickworks it supplied, provided employment for a large number of local men and was an important social and economic influence in the town's development. • The quarry and brickworks operation was owned by land and finance agent Sir Thomas Coombe, and by builder and contractor Robert Oswald Law, both of whom were prominent figures in Western Australia during the early 20th Century.

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
096	Cole's Shaft	Lot 49 Summit View	Mount Richon	1	No	<ul style="list-style-type: none"> H has value as a research and teaching site with the potential to yield information relating to the history of brick making processes in Western Australia, particularly showing the beginning processes relating to the manufacture of pressed shale-blend bricks; Bricks produced with shale from the place have played a significant part in determining the character of Perth's suburbs. Is a landmark cultural feature in the Darling Scarp, visible from the western approaches to Armadale. <p>Cole's Shaft (fmr), a vertical mineshaft about 10 metres in depth, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Is the earliest extant mining shaft in Western Australia. It illustrates early prospecting activities in the Perth area in the depression years of the 1840s, and marks the beginnings of mineral exploration and the commencement of the mining industry in Western Australia. Has historic value for its association with the principals and shareholders of the Western Australian Mining Company, the first mining company to be formed in the State in September 1846. These included Messrs John Septimus Roe, Samuel Moore, Henry Charles Sutherland, Bartholomew Urban Vigors, William Knight, Robert Habgood, Charles Sholl, George Shenton, George Leake, Patrick Marmion and Henry Laroche Cole, all early Western Australian colonists of great influence, a number of whom went on to other successful mining ventures in the State; Is also associated with the German mineralogist, Dr Ferdinand von Sommer, who was the first Government Geologist of W.A. The shaft and its surroundings have potential, as an archaeological site, to yield information regarding early mining practices.
098	Darjeeling	538 Brookton Highway	Roleystone	1	Yes	<p>Darjeeling, Roleystone, a substantial timber and corrugated iron residence and guest house in the Inter War Old English style, set into mature, informal gardens, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Demonstrates the development of Roleystone as a nature-based retreat from Perth in response to the changing settlement patterns and growing economy. Is a rare and good representative example of the Interwar Old English style, demonstrating an innovative design in response to its local environment and retaining external and internal detailing, including gable roofs, tall chimneys, casement windows, imitation half timbering, jettying and arts & craft style inglenook fireplace. Is associated with the relocation of children from Perth during World War II, and is associated with Sister Kate Clutterbuck's cottage homes system for Aboriginal children of mixed descent which operated under the government policy of assimilation.

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
100	Roleystone Theatre Hall	587 Brookton Highway	Roleystone	2	Yes – significant original interior features are extant in the building.	<ul style="list-style-type: none"> Is a rare example of an historic guest house, and continues to operate as a family residence that offers private accommodation. Is associated with Australian author Ernestine Hill, whose works contributed to the popular cultural view of Australia's outback. <p>The Roleystone Theatre Hall has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> The place has aesthetic value as an example of the Federation Carpenter Gothic style of architecture. Its style, scale and colour of the building, particularly the original hall and fly tower, coupled with the elevated location and surrounding bushland, make the place a recognisable landmark. The Roleystone Hall (now theatre) was typical of a community hall built by community funds and used for a variety of social community events in the early to mid-1900s, particularly those constructed in semi-rural areas. The place has historic value as it is associated with the Roleystone Theatre Inc, which was formed in 1933 and continue to operate from the same site. The place is also associated with John Buckingham and Fred Fancote, who built the original Roleystone Hall and who were both prominent community members in the district. The place has social value as a long-standing venue for entertainment and social functions, and continues to be used for this purpose. The place is one of a few small theatre groups to have remained performing at its original location since the 1930s and to have purpose-built areas to facilitate the performance of a wider range of productions.
102	Bangup	283 Chevin Road	Roleystone	2	Yes	<p>Bangup has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an attractive weatherboard and steel homestead building, located within a rural setting that includes a number of mature trees, including pine trees along Chevin Road. Has historic value as it is associated with Henry Buckingham, who, with his family, was a pioneer of the Roleystone area from 1856 onwards.
103	Roley Pool	Lot 4697 Collins Road	Roleystone	2	No	<p>Roley Pool has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as an attractive natural pool formation situated in a picturesque bushland setting, with modest picnic structures. Has historic value as it was used by the Roleystone Swimming Club as early as the 1920s. Has social value as a well-known local swimming hole with associated picnic facilities that continues to be a site for public recreational and social activities.
104	Roleystone Community Church Hall	1 Croyden Road	Roleystone	2	Yes	<p>Roleystone Community Church Hall has cultural heritage significance for the following reasons:</p>

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
						<ul style="list-style-type: none"> Has aesthetic value as an example of a modest weatherboard ecclesiastical building built in the Federation Carpenter Gothic style of architecture which retains its original decorative timber joinery. Has historic value as the first church built in Roleystone. Has social value as a long-standing venue for a variety of functions, which include religious congregations, meetings and youth activities.
105	Croyden Court Guesthouse	236 Croyden Road	Roleystone	2	Yes	<p>Croyden Court Guesthouse has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a residence with a distinct homestead form and is constructed in a variety of local materials including timber and laterite stone and is located within a picturesque setting. Has historic value as the former residence of Jim Pound, who constructed it c.1926, and has since been used as tearooms, a restaurant and a guest house.
106*	Araluen Botanic Park	362 Croyden Road	Roleystone	1	No	<p>Araluen Botanic Park, covering approximately 59 hectares straddling the valley of Stinton Creek and consisting of bushland and exotic planting and containing a number of buildings and landscape features, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> It was an early recreational camp for young people in Western Australia and is an example of the work of the Young Australia League (YAL), a National organisation founded in Western Australia. It is the site of a water powered timber mill set up by Hugh Buckingham who took up the land in 1907; it is also associated with J.J. Simons, the founder of the YAL, and with various benefactors such as T.V. Healey, who financed the development of the camp. The aesthetic characteristics created by the landscape in which the many planted exotic species in a relatively small area contrast markedly with the natural vegetation. Its potential to contribute to an understanding the natural and cultural history of Western Australia as a teaching site and as a type locality, having several plant communities within the area which are closely associated with the soil type and being an example of a phase in the history of domestic architecture in Western Australia. Many of the exotic trees were planted by eminent visitors to Araluen and represent the countries which Y.A.L. boys had visited. The place is an early example of the concept of recreational camps for boys, many of the buildings, paths and roads having been constructed on weekends and holidays by YAL boys who were also responsible for much of the landscaping.

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
107*	William Buckingham's Homestead	Lot 701 Heritage Drive	Roleystone	1	No	<p>William Buckingham's Homestead, comprising an original mud brick and iron homestead with a timber framed addition, a rammed earth construction sheep dip, and a Cockscomb Coral tree, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • With its structural mud brick walls, steep pitched roofs and minimal ornamentation, the place is a fine example of Western Australian vernacular architecture of the 1880s, demonstrating the colonial approach to the design of domestic housing. • Is one of the oldest extant buildings in the Roleystone district, and is associated with the European settlement of south-western Australia in general and the development of the Roleystone/Kelmscott area as an agricultural district in particular. • Demonstrates the way of life of farmers and tenant farmers in the southern region of Perth from the 1880s onwards. The size of the cottage, and its subsequent developments, reflect the rural economics and hardships of the pioneering Buckingham family and the subsequent occupiers of the place. • Is associated with the Buckingham family, the first family to settle in the Roleystone district, who played an important role in the development of Perth, and were well-known for their contribution to the timber industry; • The sheep dip of the place provides evidence of a process and form of construction that is no longer used in farming practices and is a rare structure in the Perth Metropolitan area, the remnant trees and accretions of the place, on the slope rising west from the Canning River, contribute to the natural and cultural landscape within which it is situated. • The place contributes to the community's sense of place as one of a few pioneer buildings remaining in the district, and is highly valued by the local and wider community as demonstrated by the community effort to lobby and raise funding for the restoration of the building beginning in 1994, when further neglect would have resulted in its loss.
110*	Canning Contour Channel (former) and Two Stone Chimneys	Lot 50 Canning Mills Road	Roleystone	1	No	<p>The Canning Contour Channel (fmr), comprising an open concrete channel connected with cast iron pipe siphons following the contours of the Darling Scarp between Canning Dam and Gosnells (now Martin), together with two stone chimneys associated with the sites of construction camps for the channel and a number of associated works including stilling ponds, a flow measurement building (and flume) and archaeological sites such as the former chlorination plant and filtration equipment at the Gosnells terminus, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> • The place is the only example in Western Australia of an open contour channel built solely for the transfer of potable water, and supplied the metropolitan area from 1940 to 1975;

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
						<ul style="list-style-type: none"> The construction of the place provided direct employment for a large number of men under sustenance programs during the 1930s Depression. Is an important site in the history of the provision of Perth's water supply, demonstrating the resourcefulness of the Metropolitan Water Supply and the Public Works Department in addressing the problem of Perth's water supply during the 1930s Depression. Was designed under the direction of prominent engineers, Russell (RJ) Dumas, Engineer in Charge of Construction, E. W. Tindale, the Chief Engineer and Resident Engineers Victor Munt and Don Munro, while engineers E. H. Oldham and J. W. Allen supervised the construction of the place. The elements of the place are harmonious with their environment and provide a balance between natural and cultural features.
111	Third Stone Chimney Canning Contour Channel	Intersection of Peet Road and Mackie Road	Roleystone	1	No	<p>The Third Stone Chimney, a stone chimney with steel lintel, has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has historic value as a remnant of the workers camps historically associated with the construction of the Canning Contour Channel and Canning Dam.
112	Roleystone Historic Precinct	2 Soldiers Road	Roleystone	2	No	<p>The Roleystone Historic Precinct has cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as a distinctive precinct characterised by a group of buildings dating from the Inter-War period that exhibit similar architectural details and building materials. Has historic value as it was established in the area called Flat Rock, a community meeting place from 1900 onwards, and was the location of the first Roleystone Post Office and General Store. Also incorporates Smailes Park, which is dedicated to Ken Smailes, a well-respected orchardist and farrier from the Roleystone-Karragullen district. The plough incorporated into the park once belonged to Smailes and his father, and was used to establish their orchards in Karragullen. Has social value as a long-standing and popular meeting place and commercial area, which dates back to the 1920s.
116	Thomas Buckingham's House Ruins	42 and 701 Thompson Road	Roleystone	1	No	<p>Thomas Buckingham's House Ruins, includes remnants of two houses, a rock dam and stone yard, have cultural heritage significance for the following reasons:</p> <ul style="list-style-type: none"> Has aesthetic value as the house ruins, combined with the rock dam and stone yard are ruinous but rustic structures that, despite their degree of dilapidation, show evidence of high quality masonry craftsmanship, robustness and adaptability to local conditions and materials. Has historic value as the remains of the residence and farming property established by Thomas Buckingham Senior, one of the founding pioneers of Roleystone.

Place No.	Place Name	Address	Location	Management Category	Significant Interior	Statement of Significance
117	Dawkins Place	Lot 809 (7) Corrigan Rise	Wungong	2	Yes – significant original interior features are extant in the building.	Dawkin's Place has cultural heritage significance for the following reasons: <ul style="list-style-type: none"> Has aesthetic value as it represents a method of construction using exposed stone, brick, corrugated steel, and timber which is becoming increasingly rare. Has social value to the local community. Has aesthetic value as a good example of Federation Bungalow style of architecture.

Notes:

1. This Heritage List was adopted by resolution of Council at their meeting held on 2023 in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 Deemed Provisions Part 3 Heritage Provisions Clause 8(1)*.
2. Places marked * are also on State Register of Heritage Places.
3. Management Category Descriptions are as per those contained in the Heritage Council's Guidelines for Assessment of Heritage Places as set out below:

Management Category	Level of Significance	Description	Outcome
1	Exceptional Significance	Essential to the heritage of the locality. Rare or outstanding example	The Place should be retained and conserved. Any alterations or extensions should reinforce the significance of the place, and be in accordance with a Conservation Plan (if one exists for the place). Development would require consultation with the City of Armadale and possibly the Heritage Council of Western Australia. Maximum encouragement to the owner should be provided under the City of Armadale's Town Planning Scheme to conserve the significance of the place. A Heritage Assessment* and Impact Statement should be undertaken before approval is given for any major redevelopment. Incentives to promote heritage conservation should also be considered.
2	Considerable Significance	Very important to the heritage of the locality. High degree of integrity / authenticity.	Conservation of the place is highly desirable. Any alterations or extensions should reinforce the significance of the place. Maximum encouragement to the owner should be provided under the City of Armadale's Town Planning Scheme to conserve the significance of the place. A Heritage Assessment* and Impact Statement should be undertaken before approval is given for any major redevelopment. Incentives to promote heritage conservation should also be considered.



Armadale Fire Station

Previous Place No.: DWA

Place No.: 119



SITE INFORMATION

Other Names	Old Armadale Fire Station	
Street Address	438 Green Avenue	
Locality	Armadale	
Landgate PIN	344886	
Land Information	Lot 4	Vol/Folio 1452160
	Plan/Diagram P181497	
GPS	-32.151703, 116.012928	

HERITAGE LISTING

DPLH inHerit Database	14430
Previous AMHI	-
Other Listings	Fire & Rescue Service Heritage Inventory 1997; MRA Armadale Heritage Inventory 2017

PLACE TYPE

Original Use	Individual Building or Group
Current Use	Governmental - Fire Station
Other Use	-



Previous Place No.: DWA
Place No: 119

CONSTRUCTION DETAILS

Construction Date	c.1963 (extended 1991)
Walls	Face brick
Roof	Tile
Architectural Style	Post-War

PHYSICAL DESCRIPTION

The site is located on the corner of Forrest Road and Green Avenue. There are two entry driveways to the site off Green Avenue. The front elevation of the building faces west towards Green Avenue. A small car parking area is located to the west of the building and a larger car parking for the fire station is located to the rear of the building (east) which is accessed by the driveway that runs along the south boundary. The Armadale Railway line runs along the east boundary of the site. There is a vacant site to the south.

The building is single storey and is constructed using face brickwork. The building has a predominantly hip and gable terracotta tiled roof. Originally constructed in 1963, extensions to the building in 1991 were constructed in a similar style to the original building. The original 'Armadale Fire Station' signage is located on the north elevation of the building, facing Forrest Road. There are large cream coloured aluminum roller doors to the building on the west elevation. A single door entrance is also located off the Green Avenue entrance. The building is surrounded by mature trees and landscaping. A galvanised chain mesh fence borders the garden area to the north of the building. A taller chain mesh fence with barbed wire encloses the car park to the east of the building.

Condition	Good
Integrity	High
Authenticity	High
Date of Survey	12/12/2018

HISTORICAL INFORMATION

The Western Australian Fire Brigade Board announced a proposed fire station, engine and equipment in April 1940 following the agreement of the Fire Brigades Board that a volunteer Fire Brigade should be formed for the protection of Armadale and Kelmscott, following an unsuccessful attempt by the Armadale-Kelmscott Roads Board in 1930 to have a fire station funded by the State Government. A permanent fire brigade was established at the site in 1954 following the Armadale-Kelmscott Road Board's request, in light of rapid growth in building in the Armadale area. The built form fire station was constructed on site in 1963, with the engine room and related concrete ramp accessible from Forrest Road (in lieu of the current entry from Green Avenue, formerly Ninth Avenue). The 1963 building consisted of the engine room, bedroom facilities, change facilities and a kitchen. Ancillary to the built form, a hose tower was constructed in the rear yard (adjacent to the railway) on top of a concrete base. Several extant trees within the site were removed prior to the construction of the building. Extensions to the fire station were announced in 1985, to enable a permanent fire service to be provided to cater for the growth in Armadale and its surrounds. Opened in 1991 at a cost of \$415,000, the extension saw the volunteer fire service part of the building retained as a meeting and training area for volunteer firefighters with the permanent (non-volunteer) firefighters based within extended area.



Previous Place No.: DWA
Place No: 119

Signage located on the west elevation states:

WESTERN AUSTRALIAN FIRE BRIGADES BOARD
ARMADALE FIRE STATION

*This Fire Station was officially opened on 18th May 1991
by
HON GRAHAM EDWARDS. MLC.
Minister for Police; Emergency Services; Sport and Recreation*

BOARD MEMBERS

<i>R. W. SARGENT. AFSM Executive Chairman</i>	<i>K. M. CASTLEHOW Chief Officer</i>
<i>B. D. BARKER</i>	<i>A. W. LLEWELLYN</i>
<i>D. J. FLETCHER</i>	<i>R. J. McNALLY</i>
<i>R. M. JONES</i>	<i>D. V. NAIRN</i>
	<i>P. F. PEARSE</i>
	<i>J. LITTLE Secretary</i>
	<i>A. TONKIN</i>
	<i>D. R. WATSON</i>
	<i>B. G. WILLOUGHBY</i>

<i>Architects;</i>	<i>Builders;</i>
<i>LJ SCANLAN AND ASSOCIATES</i>	<i>GRENDL CONSTRUCTION ENGINEERS PTY</i>

A separate memorial plaque to September 11th 2001 is located close to the ground on the same elevation and states:

*September 11th 2001
"All gave some
some gave all"
343 Brothers Lost
In Memory*

Historic Theme

Social and Civic Activities: Community services & utilities

Associations

-



Previous Place No.: DWA

Place No. 119

Sources

- Department of Planning Lands and Heritage InHerit Database
MRA Armadale Heritage Listing 2017
"Armadale Fire Brigade" (1940, April 24) The West Australian (Perth, WA: 1879 -1954), p.15. Available from <http://trove.nla.gov.au/ndp/del/article/46370925> (accessed 25 February 2016)
"Armadale Fire District" (1930, March 11) The Daily News (Perth, WA: 1882-1950), p.4. Available from <http://trove.nla.gov.au/ndp/del/article/83503171> (accessed 25 February 2016)
"Westfield-Armadale Bush Fire Brigade" (1954, December 2) South West Advertiser (Perth, WA: 1910-1954), p.7. Available from <http://trove.nla.gov.au/newspaper/article/149770840> (accessed 25 February 2016)
Fire and Rescue Service of Western Australia (1997) Department of Contract and Management Services (1997) 'Fire and Rescue Service of Western Australia Heritage Inventory Volume 1 A-D'. Fire and Rescue
Service of Western Australia, Perth

STATEMENT OF SIGNIFICANCE

The Armadale Fire Station, a single storey Post-War building, has cultural heritage significance for the following reasons:

The place has historic value as the first government building in Armadale used solely for fire and emergency services, having been constructed in the 1960s following extensive lobbying by the former Armadale-Kelmscott Roads Board for a volunteer fire station in Armadale since the 1930s.

Management Category

3

Level of Significance

Some/Moderate

ADDITIONAL PHOTOGRAPHS



West elevation towards Green Avenue.
Source: SCA 12/12/2018



North elevation towards Forrest Road.
Source: SCA 12/12/2018



Previous Place No.: DWA

Place No.: 119



Memorial plaque located close to the west elevation Source: SCA 12/12/2018



Board member memorial signage located to the west elevation. Source 12/12/2018

HISTORICAL PHOTOGRAPHS



Main Fire Station Building (1991 Extension) looking towards entrance from Green Avenue Source: MRA 2017

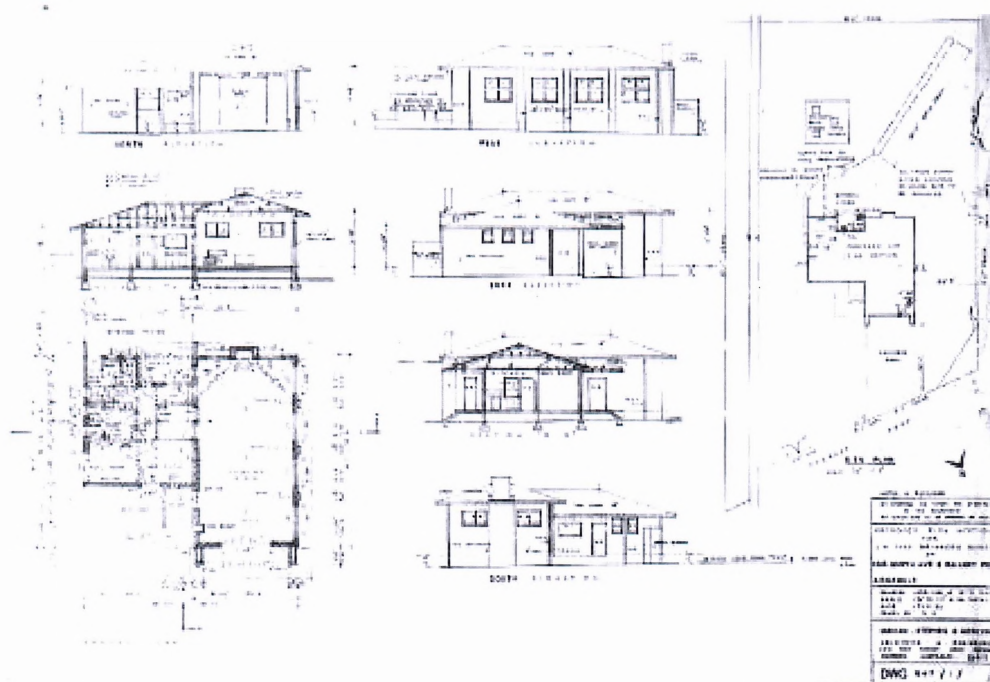


Original Entry to the Fire Station from Forrest Road. The original entry for vehicles was beneath the 'Armadale Fire Station' Signage. Source: MRA 2017



Previous Place No.: DWA

Place No.: 119



Armadale Fire State Building Licence Plans - 23 November 1962 (Source: State Records Office)
Source: MRA 2017 (State Records Office)

RSL Hall

Previous Place No.: DWA
Place No.: 118



SITE INFORMATION

Other Names	Returned Serviceman League Hall	
Street Address	1 Commerce Avenue	
Locality	Armadale	
Landgate PIN	1203262	
Land Information	Lot 28	Vol/Folio 3109471
	Plan/Diagram P193195	
GPS	-32.151863, 116.013727	

HERITAGE LISTINGS AND
SURVEYS

DPLH inHerit Database	04681
Previous AMHI	1995
Other Listings	MRA Armadale Heritage Listing 2017

PLACE TYPE

Original Use	Individual Building or Group
Current Use	Social/Recreational - RSL Hall
Other Use	-



Previous Place No.: DWA
Place No.: 118

CONSTRUCTION DETAILS

Construction Date	1935
Walls	Rendered masonry and compressed fibre cement sheeting
Roof	Corrugated steel
Architectural Style	Inter-War

PHYSICAL DESCRIPTION

The site is located on the corner of Commerce Avenue and Third Road. The Armadale Railway line runs along the west boundary of the site. Car parks are located to the north and south of the site. The front elevation of the building faces Commerce Avenue.

The RSL building is single-storey with a corrugated steel hip and gable roof. The building has been constructed predominantly using painted rendered masonry; however, some sections of the building are painted brickwork or framed construction with compressed fibre cement sheeting. Windows to the building have fixed steel security grilles. The building is currently painted cream and the corrugated steel roof is green. A section of an exterior wall facing south has a mural.

'R.S.L Club Rooms 1935' appears as signage on the gable above the entrance and signifies the building's opening year. There is a small garden area adjacent to the building facing Commerce Avenue. This garden area contains a 'Furphy Water Cart' and has interpretative signage explaining the history of the cart. A memorial plaque and white flag pole is also located in this area. The small garden is surrounded by simple steel fence railing that is painted green.

Solar photovoltaic panels, satellite antennas and air conditioning condenser units are located on the roof to the north and west. A steel shed is located to the northwest of the building. A section of the building adjacent to the steel shed has been clad using similar cladding.

Condition	Good
Integrity	High
Authenticity	Medium
Date of Survey	12/12/2018

HISTORICAL INFORMATION

The Armadale Returned Soldiers League was formed in 1919, following the end of the World War I. Meetings were initially held at the Armadale Co-operative Society rooms and Parish Hall until the RSL Hall was opened in December 1935 on land leased from the Kelmscott District Roads Board. The kitchen and library were built with voluntary labour from the branch's members, with books and furniture sourced from donations.

The hall was extended in the 1960s to almost double the area, to complement the existing building fabric (brick and plaster finish). A minor extension was completed in 1983, increasing the floor area of the club rooms adjacent to Eleventh Avenue (now Commerce Avenue). A further substantial extension was undertaken in 1998, effectively doubling the floor area of building.



Previous Place No.: DWA
Place No.: 118

A new hall was constructed in 1998, built to the same standard as the original structure and consequent extensions. In addition to the hall, the extension saw the inclusion of a new kitchen, bathroom facilities and bar. The roof of the extension was originally a different colour, illustrating the growth of the original building; however, this was later replaced with the same colour roofing covering the remainder of the building. Windows to the front elevation of the Club Room (facing Commerce Avenue) were added to the building in the early 2000s.

In addition to the hall's use as social meeting place for the RSL's members and as a space to commemorate ex-service personnel, the site has been used extensively as a space for functions.

The gable signage to the RSL hall is included in "Signs of Australia" by Brady Michaels and Dale Campisi published in 2017.

Historic Theme	Outside Influences: World Wars and other wars
Associations	-
Sources	<ul style="list-style-type: none">• MRA Armadale Heritage Listing 2017• "Armadale Ex-Soldiers Club" (1939, December 9) The West Australian (Perth, WA – 1879-1954) p.16, available from http://trove.nla.gov.au/newspaper/article/32984050 (accessed 25 February 2016)

STATEMENT OF SIGNIFICANCE

The RSL Hall, a single storey Inter-War building has cultural heritage significance for the following reasons:

The place has historic value as it represents the presence of the Returned Services League (RSL) in Armadale, following the involvement of Australian servicemen and servicewomen in conflicts overseas since World War I.

The place has social value as a venue for social and commemorative events for members of the RSL.

The RSL club has also been used for various community events throughout its history.

Management Category	2
Level of Significance	Considerable



Previous Place No.: DWA
Place No.: 118

ADDITIONAL PHOTOGRAPHS



East elevation facing Commerce Avenue.
Source: SCA 12/12/2018



Entry and signage to the east.
Source: SCA 12/12/2018



'Furphy Water Cart' and interpretative signage to the east.
Source: SCA 12/12/2018



North elevation.
Source: SCA 12/12/2018



Entry to the east facing Commerce Avenue.
Source: SCA 12/12/2018



Interpretative signage situated on Commerce Avenue.
Source: SCA 06/06/2018



Previous Place No.: DWA
Place No.: 118



Plaque situated on Commerce Avenue.
Source: SCA 12/12/2018



Signage to the east elevation.
Source: SCA 12/12/2018



Mural on south elevation.
Source: SCA 12/12/2018

HISTORICAL PHOTOGRAPHS



Front elevation of the RSL taken from Commerce Avenue.
Source: MRA 2017



Dawkin's Place

Previous Place No.: 006

Place No.: 117



SITE INFORMATION

Other Names	Mrs Ley's Place	
Street Address	Lot 809 (7) Corrigan Rise (formerly South Western Highway)	
Locality	Wungong	
Landgate PIN	11502153	
Land Information	Lot 809	Vol/Folio 268700932
	Plan/Diagram P048832	
GPS	-32.18643561, 116.024822	

HERITAGE LISTINGS AND SURVEYS

DPLH inHerit Database	08775
Previous AMHI	1995, 2008
Other Listings	-

PLACE TYPE

	Individual Building or Group
Original Use	Residential – Single-storey Residence
Current Use	Residential – Single-storey Residence
Other Use	-



Doctor Colyer's Residence (fmr)

Previous Place No.: 106

Place No.: 011



SITE INFORMATION

Other Names	Ray White Real Estate	
Street Address	36 Jull Street	
Locality	Armadale	
Landgate PIN	11428009	
Land Information	Lot 99	Vol/Folio 266400588
	Plan/Diagram P045348	
GPS	-32.15033027, 116.020114	

HERITAGE LISTINGS AND SURVEYS

DPLH inHerit Database	03465
Previous AMHI	2008
Other Listings	Armadale Redevelopment Authority Cultural Heritage Strategy 2005; National Trust of Australia (WA) - 1998

PLACE TYPE

Original Use	Individual Building or Group
Current Use	Residential - Single-storey Residence, Health - Hospital
Other Use	Commercial – Child Care Centre
	-

Place No.: 011

CONSTRUCTION DETAILS

Construction Date	1950
Walls	Face brick
Roof	Terracotta tile
Architectural Style	Inter War Old English

PHYSICAL DESCRIPTION

The building is set on elevated land overlooking Armadale Road. ~~A sign to the front identifies the place as "Ray White Southern Star" real estate agents.~~ The lot has mature trees to all sides, notably Eucalypts.

The place is a single-storey building with a steeply pitched tiled gable roof with exposed timber eaves, and face brickwork with simple brick detailing. The gable ends are infilled with white vertical timber cladding to the east and west, and brick to the north. There are a number of brick chimneys and double hung timber windows with security screens throughout. There is also a porch located to the north and a carport structure to the west.

There are field stones placed as formal edging to the garden which contains plantings such as lavender and plumbago. The extent of the lot to the east includes a car park.

~~In 2008 the then Armadale Redevelopment Authority issued approval for a Change of Use of the premise from Consulting Rooms to Office. The premise was then used for a Real Estate business for several years. In November 2020, the Council issued Planning Approval for a Change of Use for the building from Office to Child Care Centre along with additions and alterations to the building. The original external and internal features of the building were retained with contemporary additions built on either side and at the rear of the building.~~

Condition	Good
Integrity	Medium
Authenticity	High
Date of Survey	10/04/2018

HISTORICAL INFORMATION

The house was built for Dr and Mrs Colyer in 1950 and was designed by the architectural firm Marshall Clifton and Leach. Dr Colyer was Armadale's first full time resident doctor.

The building is mentioned in a Marshall Clifton book with the Draftsman Mr White.¹

Community feedback in 2018 has suggested that a pool was located on the east side which is currently a car park. It was said to have been demolished in the 1950s.

¹ Jeffrey Green 2019



Previous Place No.: 106

Place No.: 011

Historic Theme	Social & Civic Activities: Health
Associations	Marshall Clifton and Leach - Architectural firm
Sources	<ul style="list-style-type: none">• Community feedback - Employee at Ray White• 2008 City of Armadale Municipal Heritage InventoryCity of Armadale Records

STATEMENT OF SIGNIFICANCE

Doctor Colyer's Residence (fmr) has cultural heritage significance for the following reasons:

The place has aesthetic value as an example of a residence built in the Inter-War Old English style.
The place has historic significance as an intact example of the work of the architectural firm of Marshall Clifton and Leach.
The building has a social significance to the Armadale community as the home of the town's first full-time resident doctor.

Management Category	2
Level of Significance	Considerable

ADDITIONAL PHOTOGRAPHS



Vertical timber cladding to the east gable and brick wall and chimney to the north elevation.



Lean-to supported by columns to the east elevation. Source: SCA 10/04/2018



North elevation with carport.
Source: SCA 10/04/2018



West elevation showing the vertical timber cladding to the west gable. Source: SCA 10/04/2018



Previous Place No.: 106

Place No.: 011



Brick detail to the north chimney.

Source: SCA 10/04/2018



Boarded window to the west elevation.

Source: SCA 10/04/2018

HISTORICAL PHOTOGRAPHS



Source: AMHI 2008

SCHEDULE OF SUBMISSIONS DEVELOPMENT APPLICATION FOR RAILWAY VIADUCT				
NO.	SUBMITTER	SUPPORT, OBJECT, COMMENT	SUMMARY OF SUBMISSION	COA RECOMMENDATION TO WAPC
1	Community member	Comment	Traffic Management Plan needs to address access to Aragon Court in more detail. Other questions/comments about detail of documents and process.	Modify Traffic Management Plan to address this issue
2	Landowner (Developer)	Object	The traffic management proposal to close Neerigen Street during construction is not supported because that is the main access point to the carpark of the shopping centre for customers and the main street used for servicing the centre through transport deliveries whether that be small or large business (WW, BIGW semi-trailer deliveries).	Modify Traffic Management Plan to address this issue
3	Community member	Object	The railway viaduct, as proposed, would be an eyesore across the landscape around Armadale and be out of character with the surrounding area.	Appropriate visual treatments are required, in order to limit the viaduct's visual impact are recommended.
4	Community member	Support	Support for proposed railway viaduct.	Noted
5	Community member	Comment	The railway line should ideally be sunk, but if not, then the following items should be addressed: railway station character, similar or better than what we have; weather considerations for waiting passengers; noise pollution minimisation techniques and co-operation with members of the public interested in the railway history of this area.	The railway line won't be sunk. Railway Station design/character will be dealt with in the third development application.
NO.	SURVEY RETURNER	In general, do you support the proposal set out in the Byford Rail Extension Viaduct Development Application?	Do you have any additional comments on the application?	
1	Community member	Disagree	The development is very close to my investment property. The property has lost significant value already since I purchased (when it was built and developed in 2008), and never have reached the original purchase value even after 15 years. The noise, dust and visual amenity loss will further reduce the value of the property, and hence I oppose the development adjacent to my property.	The public realm areas need to be of a quality and scale to attract visitors and encourage activity.
2	Community member	Agree	Whilst I agree with the proposal the Development Application Plans look more like engineering plans. To the lay person they don't have a lot of meaning on what the finished design will look like - no finished drawings or 3D plans with landscaping to draw away from all that concrete construction. At present the drawings look like massive retaining walls that will encourage vandalism of graffiti and areas for homeless people to take shelter.	Acknowledge that limited details were provided in the DA and future DAs are intended to include additional information on treatments and public spaces. In regard to this DA, appropriate visual treatments are required, in order to limit the viaduct's visual impact
3	Community member	Agree	The viaduct beams and piers are proposed to be finished in grey, with future aesthetic treatment options. Public art will be vital in softening the perceived bulk of the viaduct structure, which is comprised of precast concrete piers and beams. The opportunity is ripe for the development of parks and gardens under this shaded area for public use, freeing up currently utilised land. These spaces should be activated to facilitate specific events and activities, or passive open spaces which can contribute to the public realm. Proper activation of this area underneath the viaduct is vital to ensure it's an appropriate gateway, rather than a sheltered space taken up by undesirables that could contribute to vandalism and anti-social behaviours. Proper activation should have due consideration of environmental noise and vibration associated with the viaduct's use.	Acknowledge that limited details were provided in the DA and future DAs are intended to include additional information on treatments and public spaces. In regard to this DA, appropriate visual treatments are required, in order to limit the viaduct's visual impact
4	Landowner (Developer) – Same as Submission #2 above	Disagree	The traffic management proposal to close Neerigen Street during construction is not supported because that is the main access point to the carpark of the shopping centre for customers and the main street used for servicing the centre through transport deliveries whether that be small or large business (WW, BIGW semi-trailer deliveries).	Modify Traffic Management Plan to address this issue

METRONET Byford Rail Extension
Development Approval Management Plan

METRONET Byford Rail Extension Development Approval Management Plan

Development Approval Management Plan

Document details	
Title	Development Approval Management Plan
Project	Byford Rail Extension (BRE) Design and Construction Project
Laing O'Rourke Project No.	R30
Client	Public Transport Authority of Western Australia
Client contract No.	PTA200142
METCONN Document No.	R30-MET-PLN-AR-000-00001

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Rev	Date	Revision Description	Prepared by	Reviewed by	Approved by
A	18-03-2022	Issued for Review	WWHS	Alistair Eyres	Jeremy Matterson
B	05 July 2022	Final	WWHS		
C	26 August 2022	Final	WWHS		

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OTHER METRONET REPORTS

The METCONN Alliance has been advised to use existing METRONET and PTA documents in the preparation of the BRE DAMP. The existing documents provided were prepared by METRONET Precincts, and specific METRONET projects where there is relevant/generic information that can be included ensure continuity and process improvement across the METRONET program. The following documents and authors are acknowledged in the preparation of this document:

- METRONET 2020, Station Precincts Process Guide; and
- Public Transport Authority 2021, Morley Ellenbrook Line Development Assessment Management Plan (prepared by Urbis).

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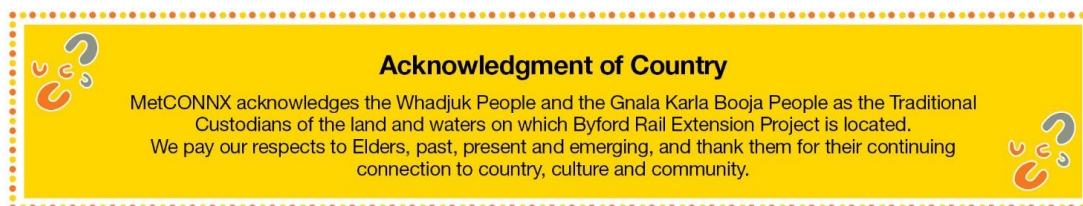
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1. Project overview

1.1 METRONET Vision and Objectives

As one of the largest single investments in Perth's public transport, METRONET will transform the way the people of Perth commute and connect. It will create jobs and business opportunities and stimulate local communities and economic development to assist communities to thrive. The METRONET vision is for a well-connected Perth with more transport, housing, and employment choices. In delivering METRONET, the WA Government has considered peoples' requirements for work, living and recreation within future urban centres with a train station at the heart.



The objectives are to:

- Support economic growth with better-connected businesses and greater access to jobs;
- Deliver infrastructure that promotes easy and accessible travel and lifestyle options;
- Create communities that have a sense of belonging and support Perth's growth and prosperity;
- Plan for Perth's future growth by making the best use of our resources and funding; and
- Lead a cultural shift in the way government, private sector, and industry work together to achieve integrated land use and transport solutions for the future of Perth.

1.2 Byford Rail Extension overview

The Byford Rail Extension (BRE) has been identified as an essential component of the METRONET program. The BRE will extend the electrified passenger rail service from Armadale to Byford, providing a strong transport connection between these two centres, supporting economic growth, and providing greater access to jobs. BRE has been developed in line with policy objectives for highly integrated transport and land use planning.



QR code for animated Project video

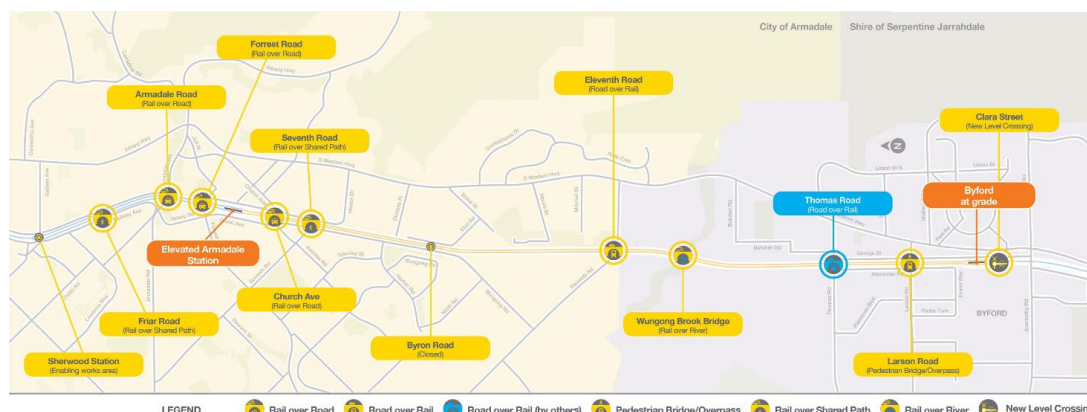


Figure 1: METRONET Byford Rail Extension Project

1.2.1 Project features

Transport infrastructure works for BRE include:

- Demolition of existing station at Armadale and construction of a new elevated station;
- Construction of a new Byford station at grade (base case);
- Construction of approximately 8km of dual track narrow gauge electrified passenger railway line extending from Armadale station to the newly created Byford station, with a dedicated platform for the Australind line;
- Removal of level crossings between the Byford and Armadale stations;
- Construction of Principle Shared Paths (PSPs) and associated infrastructure (including 'rail over road' and 'road over rail' bridges and roads);
- Parking areas at Armadale and Byford stations;
- Bus interchange facilities at Armadale and Byford stations;
- Upgrade of local roads surrounding both Armadale and Byford stations; and
- Improving connections with the existing and future planning for the precincts.



QR code for animated
scope flythrough

METRONET expansions recognise the importance of integrating station infrastructure with the surrounding development. On-going collaboration with the METRONET precinct team regarding precinct planning for areas surrounding the stations should be a key consideration for the project.

1.2.2 General scope of works

The BRE general scope of works includes designing, procuring, manufacturing, constructing, installing, and commissioning all rail infrastructure and ancillary works to support an electrified operational passenger rail between Armadale and Byford Stations. Also, in the case of the Australind train service, tying into the non-electrified rail network south of Byford Station.

BRE activities include all site investigation, design, planning, scheduling, procurement, cost control, approvals, construction, OH&S management, environmental management, quality management, testing and commissioning, Entry Into Service (EIS), training and operational readiness required to tie the rail extension to Byford into the existing rail network including the associated road, utilities, and other required works to interface with adjacent works and contracts. This will include bulk earthworks and retaining structures, grade separations, roads, and drainage, the demolition and removal and treatment of waste material and contaminated material resulting from construction of the Works, and temporary works constructed for the purpose of facilitating the Works.

The project scope also includes any new road works, modifications to existing roads and signalised intersections, utilities (diversion, protection, and new installation) and any other ancillary works to enable the BRE Project, especially to the public realm.

1.2.3 Future Proofing the works

As part of the BRE, space must be allowed within the rail corridor for the option of a 4-track scenario for a potential high-speed regional service connecting to Bunbury. The additional 2 tracks shall be constructed in the eastern half of the rail corridor, so that future infrastructure can be constructed without impacting on existing rail operations. BRE should also allow for the possibility of future extension of the electrified line south of Byford to Mundijong, and a future stabling yard south of Abernethy Road.

The design and delivery of the main works package for the BRE Project is broken into three distinct stages:

- Alliance Development Stage;
- Project Alliance Reference Design Stage; and
- Project Alliance Delivery Stage (Detailed Design through to Project close-out).

1.3 Key Project Objectives, Key Compliance Objectives and Critical Success Factors

METCONN and the PTA will form an integrated, collaborative Project Alliance to deliver rail infrastructure that reflects our absolute commitment to achieving the Project Objectives and delivering positive outcomes for the State. Community consultation maintains a key part of the planning process for all developments within Western Australia. METRONET projects seek to effectively engage with the local government, DevelopmentWA, and other key stakeholders to ensure the design and delivery of the project is extraordinary and serves the community of Western Australia for many decades.

The following image demonstrates how we have mapped each Key Project Objective in the Project Alliance Agreement (PAA) against the Critical Success Factors and Key Compliance Objectives to achieve best-for-project outcomes.

Key Project Objectives	Critical Success Factors for Successful Project Delivery
<p>Implementation of a robust and co-operative team culture, specifically:</p> <ul style="list-style-type: none"> • Assessment of risk and compliance with rail and occupational safety requirements • Project controls • Engineering assurance, including quality assurance and quality control processes • Resolution of unforeseen situations 	<ul style="list-style-type: none"> • Development of a project culture that results in the Successful Proponent developing core behavioural values and driving principles required to achieve the Alliance's goals. • Longevity and stability of key alliance personnel (i.e. Alliance Manager, ALT and AMT). • Implementation of the PTA mandated systems (i.e. TeamBinder, Primavera P6, TILOS) and an appropriate finance management system accepting of the PTA's existing cost breakdown structure • The successful management of interfaces with others on a site that is heavily constrained and with limited access. • The successful management and staging of works to reflect staged and constrained site access.

Key Project Objectives		Critical Success Factors for Successful Project Delivery		
Timely delivery of the Works to achieve the Project milestones in accordance with the agreed program.		<ul style="list-style-type: none">Development of sufficiently well-developed designs to inform:<ul style="list-style-type: none">Detailed construction methodologyDetailed schedule including utilities and third-party services relocations worksDetailed staging analysis including rail systems changes and shutdown requirementsDetailed commissioning activities plan including all rail systems changesTimely development of reference design fully integrated across all relevant engineering disciplinesSubsequent cash-flow management and financial forecasting, scheduling and value-earned calculation and determinationTimeliness for completion of all Project phases consistent with the SWTCTimely progress towards end of construction and completion of project close-out requirements to achieve Final Asset Acceptance and compliance with all PAA obligations.		
The inclusion of processes that will embrace and promote open tendering processes and promote the development of work packages that encourage and enable tendering by second and third tier suppliers for construction subcontracts, engineering design and other professional services.		<ul style="list-style-type: none">For professional service providers, material suppliers and other contract/subcontract service providers, implementation of proven, mature supply chain engagement process, including tender review, contract award and project integration that offers opportunity and security of paymentProven, mature supply chain engagement process for provision of labour hire services compliant with relevant Statutory Requirements in relation to industrial relations and safety, maintenance of employee standards and conditions and security of employee paymentsAbility to develop contracts and terms and conditions in keeping with spirit of Alliance relationship and principles, appropriate and commensurate with size, complexity and value of proposed subcontracted packages in accordance with Best Industry Practice.		
Compliance with the Western Australian Industry Participation Strategy (WAIPS) and building industry sustainability.				
Optimisation of operational and Whole of Life Costs.		<ul style="list-style-type: none">Sustainability considerations and outcomes for the whole of life of the Works.		
Ensuring appropriate consultation and integration with community and stakeholders.		<ul style="list-style-type: none">Engage with all relevant third-party asset owners and stakeholders, including, but not limited to, the City of Armadale, Shire of Serpentine-Jarrahdale, Main Roads WA, Byford Glades Residents Association, Byford Scarp Residents Association, land developers and relevant trade unions.Engage with all relevant third-party asset owners to ensure the effective management of impacted utilities and servicesEffective management of internal PTA interfaces and PTA contractors with technical and operational personnelConstant and effective engagement with PTA in design meetings, work planning and executing shutdowns.		
Providing passengers with safe and secure services and facilities.		<ul style="list-style-type: none">Compliance with the requirements of the ONRSRCompleted stations and bus transfer infrastructure able to deal successfully with people movement.		
Minimising disruption to current and anticipated rail operations.		<ul style="list-style-type: none">Liaison and interaction with PTA rail operations team to dictate when available network shutdowns occur and to implement contingency plans in the event of adverse eventsMinimised impact on public transport services disruptionEffective management of existing railway infrastructure asset protection.		
Recognising the Industrial Relations Objectives.		<ul style="list-style-type: none">A proven and successful IR plan that delivers a collaborative worksite, genuine collective agreement making when collective agreements are made, good faith in negotiations and dispute resolution, and respect for trade union rights of entry.		
Key Compliance Objectives				
Meeting all obligations to impacted stakeholders (and demonstrating genuine sensitivity to operations personnel, adjoining businesses, communities, and residents)	Compliance with the Scope of Works and Technical Criteria.	Protecting and minimising disruption to all existing facilities, infrastructure, properties or public utility services.	Compliance with all Statutory Requirements and State Government policy requirements for construction work.	Compliance with all environmental conditions and minimising adverse impact to the Environment.

Figure 2: Key Project Objectives, Critical Success Factors and Key Compliance Objectives

1.4 Alliance vision and delivery approach

The BRE Project will be delivered under an alliance contract to support the management of project and stakeholder interfaces and to mitigate project risks. A collaborative alliance approach will see the Works carried out in a cooperative, coordinated, and efficient manner, in compliance with the Alliance Principles.

METCONNX understands that the successful delivery of the Project is critically linked to meeting the PTA's Key Project Objectives. These objectives have shaped our vision for the Project that is around delivering a high-quality product and creating exceptional value-for-money. We are committed to a no-blame culture and to the prompt and mutual resolution of any issues that may arise.

During the AD Stage, an interactive ALT Visioning Workshop was held with representatives from the PTA and METCONNX to develop a suitable Alliance Vision for the Project, refer Figure 3.

“ Collaborating to deliver excellence in transport infrastructure with certainty which connects and activates the community, for current and future generations ”

Figure 3: AD Stage Alliance Vision Development Outcomes (developed with the PTA)

To support the realisation of this vision, we will develop a robust and highly collaborative Alliance culture in which everyone challenges 'business-as-usual' and pursues better outcomes in the design and construction of the Project. In line with this, during the AD Stage the METCONNX team refined their priorities for the Project as being:

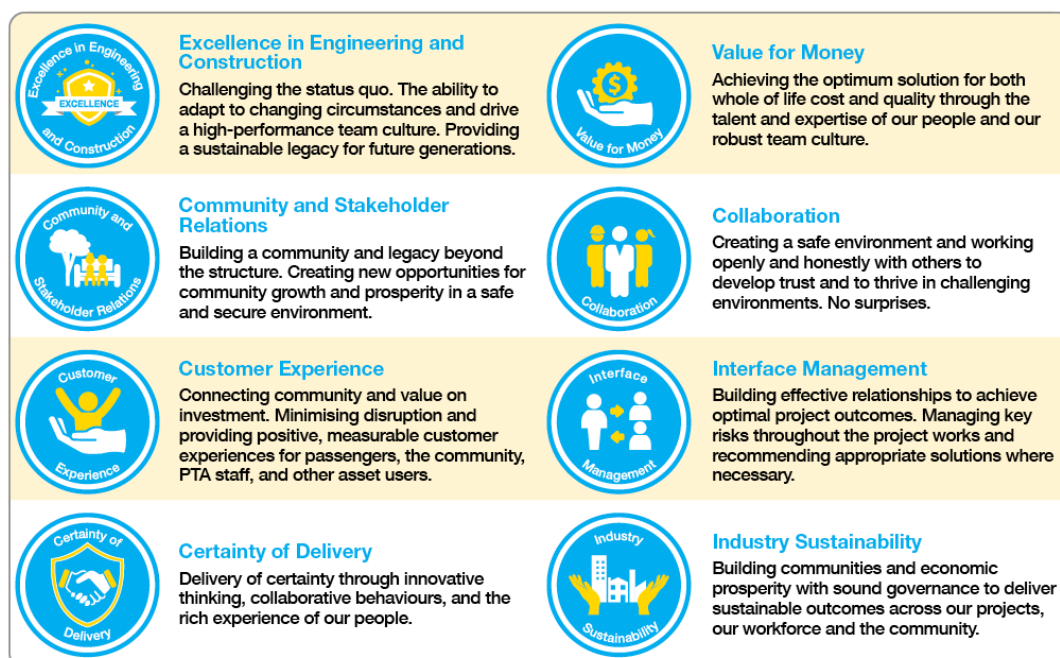


Figure 4: METCONNX Priorities aligned with Key Project Objectives

1.5 Alliance governance

The Project Alliance Agreement (PAA) provides the legal and commercial framework for delivering the Project as an Alliance. The ALT comprises two representatives from the Owner Participant and one representative from each of the Non Owner Participants (NOPs). Membership of the ALT is limited to no more than five representatives in total.

During the AD Stage alliance governance has been established and driven by the ALT. The ALT provides strategic leadership ensuring that the Alliance performance and progress is achieved, and escalated issues are promptly resolved.

The Alliance Manager, in consultation with the AMT, will ensure appropriate resources are engaged and mobilised on the BRE to provide adequate resources to implement the requirements of this Plan.

The Project Alliance will adopt METCONN partner Laing O'Rourke's best corporate governance practices on the BRE, achieving METRONET and project objectives.

1.6 Project Management Framework Integration

The Project Management Framework integrates the BRE requirements and METCONN partner Laing O'Rourke's proven project-specific management plans and sub-plans to facilitate a seamless approach to design and construction, assurance, organisation, and value creation management.

Underpinned by strong governance and compliance systems, the framework embodies the PTA's Project Objectives and Critical Success Factors.

The Alliance Management Plan (R30-MET-PLN-PM-000-00001) is a key plan in this framework, and it documents, amongst other things, the performance expectations of the ALT and the AMT, and defines how the performance of the Alliance Leadership Team (ALT), Alliance Manager and AMT will be monitored, measured, and reviewed during the course of the BRE.

As the primary and overarching plan, it will:

- Describe the Alliance governance structure, authorisations limits and delegated authorities; and
- Support Alliance Project Team personnel in managing and performing obligations to fulfil the requirements of the approved Scope of Works and Technical Criteria (SWTC), in accordance with the PAA.

This is a key plan in the Project management plan framework. This plan should be read in conjunction with the management plans listed in Figure 5.

METRONET Byford Rail Extension
Development Approval Management Plan

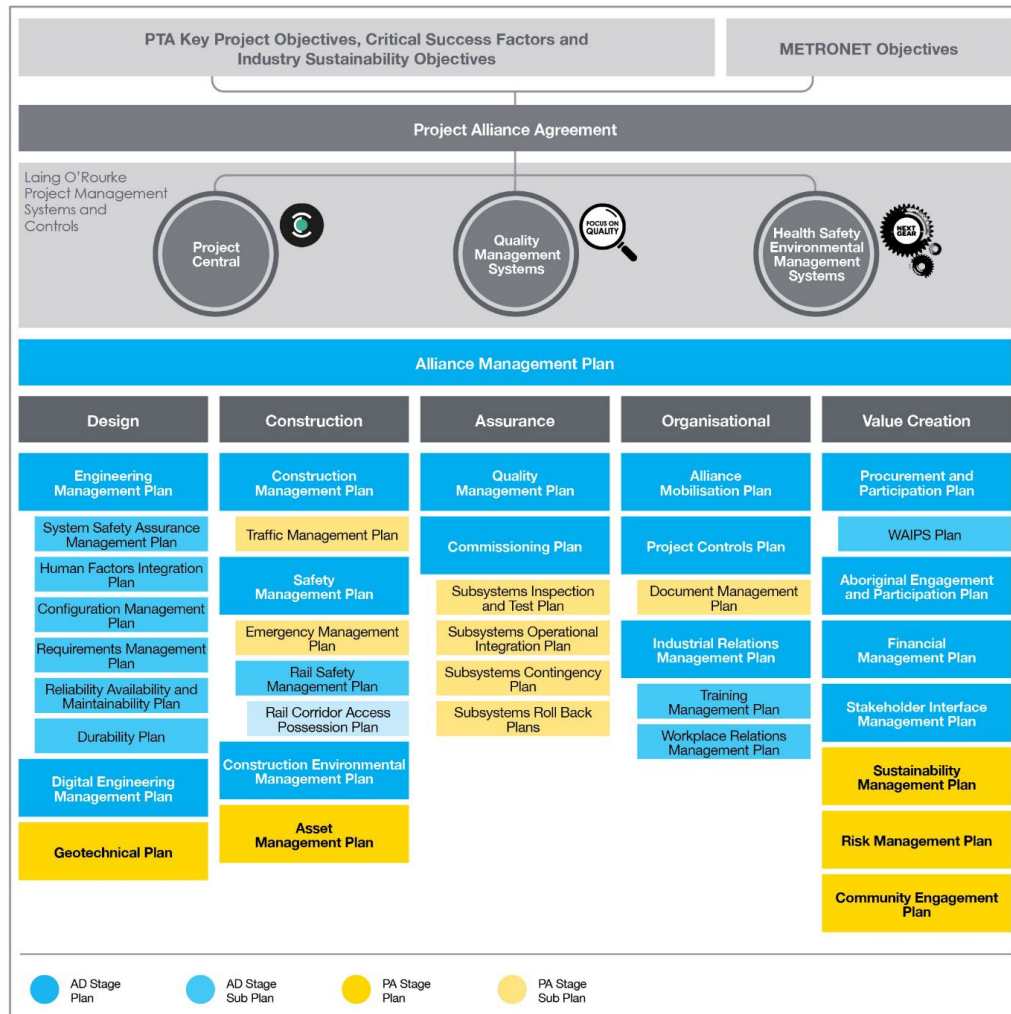


Figure 5: Project management framework integration

2. Executive summary

The summary below provides important information that can assist with project planning for BRE. It does not replace the detail provided throughout the report.

- The diagram on Page 14 provides an overview of BRE works that would and wouldn't require Development Approval. It is important to note this is a summary based on current information. Development Approval is generally required for early structural work around Armadale, for each station (and their surrounds), for the Eleventh Road Bridge and other temporary works.
- Engagement with stakeholders and the community is highly recommended to improve design outcomes and reduce project risk. Information to assist with stakeholder engagement activities is described on Page 16.
- Design Review through the State Design Review Panel (SDRP) is an important part of design development. It helps to improve project outcomes. Information on the best ways to focus the BRE project for future design reviews is described on Page 20. The typical lead in time for SDRP information preparation is three weeks. Information packages are to be sent two weeks and three days prior to presentation, and minutes are provided back to the project team ten working days after the meeting.
- The typical DA process is outlined on Page 29. It includes a list of all information required to be submitted for a standard or 'simplified' application (on advice of the WAPC). A flow chart and typical times for WAPC assessment is included here, with WAPC advising this process has typically taken 90-120 days for other METRONET projects. This time frame is not guaranteed (as it is not a maximum statutory time frame for approval). The lead in time for the Alliance's planning team to prepare the DA report is four weeks (which includes two weeks' time for the PTA Rail Planning team's review).
- Five DA packages are recommended based on current project knowledge. These packages include works across different LG areas and Development WA's Wungong jurisdiction. Minimising DAs will minimise potential time delays to obtaining Development Approval. All opportunities to reduce the number of DA's have been considered.
- Information on exempt works is provided on Page 34, based on WAPC advice. METRONET and WAPC do not require or need an exemption report.
- A project working group between the Alliance team, LG and WAPC should be set up to facilitate the clearance of DA conditions. Information on this is included on Page 36.
- Appendices and supporting information are included from Page 39. This includes the list of stakeholders engaged to prepare this report.

3. Introduction

This Development Approval Management Plan (DAMP) has been prepared as a best practice guide to facilitating the various Development Approvals required for the BRE.

The DAMP is a high-level guidance document that aims to provide clarity of the steps, stages, and timing of the various statutory planning processes between the applicant (METCONN), METRONET Office (METRONET), the Western Australian Planning Commission (WAPC), the Department of Planning, Lands and Heritage (DPLH), Office of Major Transport Infrastructure Delivery (OMTID), Public Transport Authority (PTA), Office of the Government Architect (OGA), State Design Review Panel (SDRP), City of Armadale (CoA), Shire of Serpentine-Jarrahdale (SoSJ), and other relevant stakeholders.

Recognising the complexity of delivering the transport infrastructure for the BRE, it is understood the works have been divided into the following high-level program:

- Demolition of existing station at Armadale and construction of a new elevated station;
- Construction of a new Byford station at grade (base case);
- Construction of approximately 8km of dual track narrow gauge electrified passenger railway line extending from Armadale station to the newly created Byford station, with a dedicated platform for the Australind line;
- Removal of level crossings between the Byford and Armadale stations;
- Construction of Principle Shared Paths (PSPs) and associated infrastructure (including 'rail over road' and 'road over rail' bridges and roads);
- Parking areas at Armadale and Byford stations;
- Bus interchange facilities at Armadale and Byford stations;
- Upgrade of local roads surrounding both Armadale and Byford stations; and
- Improving connections with the existing and future planning for the precincts.

Matters beyond the scope of this paper

METCONN has used its best judgement at the time of drafting this report and based on information provided through stakeholder engagement sessions. We make reasonable enquiries during its preparation however cannot be held responsible for the accuracy of such information that has been provided. It is important to note that there may be some works that are subject to change or not known at the time of report preparation, and this may impact on the DA pathways and packages recommended.

BRE Supporting Diagram

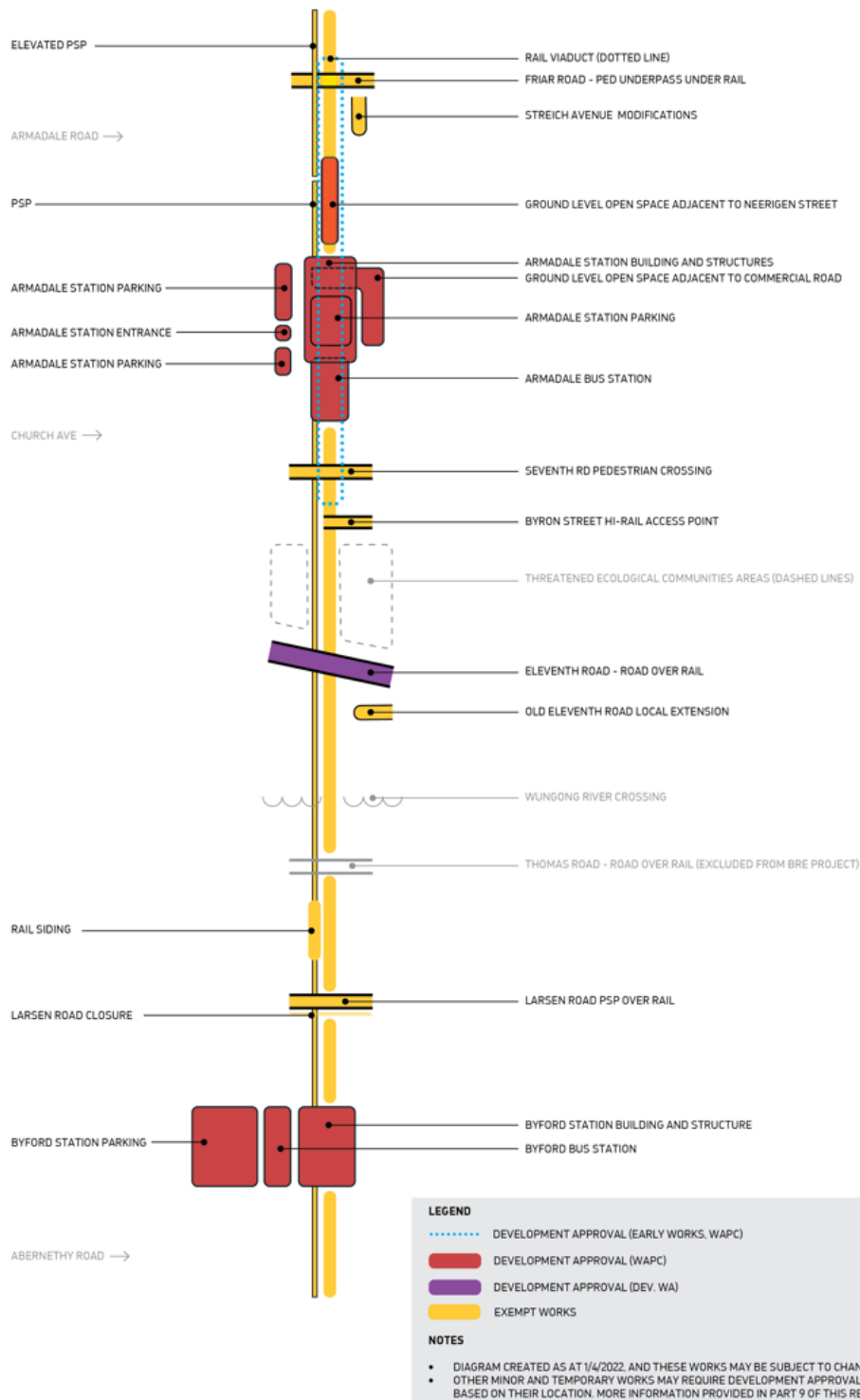


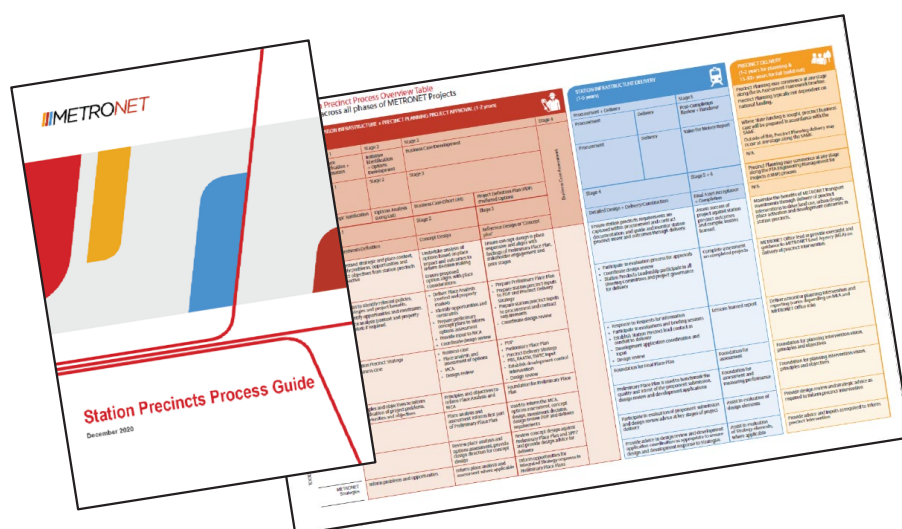
Figure 6: BRE Project Diagram

4. Intent

The purpose of the DAMP is to provide a summary of the issues below, so all stakeholders are aware of the processes going forward for the BRE:

- Stakeholder engagement (including justification of key stakeholder groups) issues to all stakeholders are aware of the process going forward;
- Identification of works requiring Development Approval from the WAPC, and those works that are exempt;
- DA information requirements and process;
- Final Place Plan information requirements (to be submitted with DA's);
- Design Review process and timing; and
- Other matters as required.

The DAMP is intended to provide clarity on the processes above, to assist with timing, required deliverables for approval and risk mitigation for BRE. These processes also assist to encourage good design outcomes for the project.



The METRONET Station Precincts Process Guide (MSPPG) provides clear guidance on the process to be followed during the delivery phase of the METRONET infrastructure projects, including BRE. It also identifies that all METRONET projects should:

- Consider the relationship between PTA stations and the surrounding communities they serve;
- Optimise land use development opportunities generated by the investment in rail infrastructure; and
- Realise the states commitment to achieving metropolitan-wide benefits with the METRONET program.

Key objectives of the BRE include:

- Ensuring that BRE station infrastructure is designed to be place responsive and is planned and delivered using the integrated transport and land use planning approach; and

- Ensuring that BRE station precincts are planned and delivered in line with the METRONET vision and principles, maximising the wider economic, environmental, and social benefits generated by new transport infrastructure.

The MSPPG should be used diligently throughout the BRE infrastructure delivery.

5. BRE Stakeholders

Stakeholder engagement undertaken as part of the BRE should include:

- Input from stakeholders (including the City of Armadale and Shire of Serpentine-Jarrahdale) who will provide site specific input into the BRE (and associated infrastructure);
- Consideration of BRE development applications that require public advertising; and
- The WAPC, SDRP and relevant local government(s).

The following stakeholders have been identified to form a part of stakeholder engagement.

A recommended level of engagement is described in the diagram below and in engagement table overleaf.

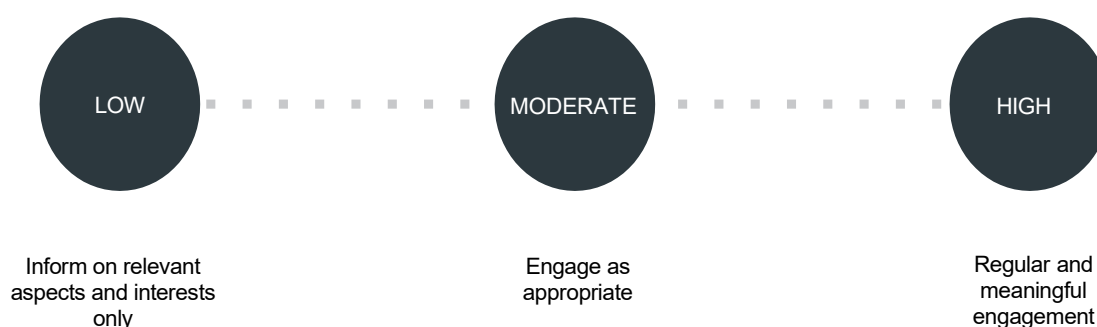


Table 1: BRE Stakeholders

STAKEHOLDER	SUMMARY OF INTEREST/CONCERNS/ISSUES	LEVEL OF CONSULTATION
METRONET Stations Precinct Team Phill Elliot (Planning Manager) Lisl Van Aarde (Planning Manager) Peter Keleman (Urban Design Advisor)	Consistency with METRONET framework and the Station Precinct Process Guide. Long-term Transport Orientated Development and placemaking opportunities. DA and advice on DAMP and PCA extent. Guidance and oversight to ensure the design and land use planning quality outcomes achieved on all station, precinct and public realm matters within the SWTC are of a high quality. This is also achieved through stakeholder engagement in delivery, including Final Place Plans, coordination of Urban Design Advisory and Design Review. Development of preliminary place plans for stations and stations precincts. Coordination of State agencies during DA assessment.	High
Office of Government Architect Rebecca Moore (Government Architect) Barbara Gdowski (Manager Design Review)	Design review is undertaken by the SDRP by a multi- disciplinary group of built environment professionals with experience in offering objective and constructive design advice.	High

STAKEHOLDER	SUMMARY OF INTEREST/CONCERNS/ISSUES	LEVEL OF CONSULTATION
OMTID - BRE Project Bradley Cheaib (Senior Project Manager - Station and Precincts) Maciej Szczepaniak (Delivery Manager)	Project delivery mitigating project risks	High
Public Transport Authority Tim Campbell / Jade Lam Sin Cho (Senior Planning and Development Coordinator) Kim Walliss (A/Land Integration Manager, PTA/OMTID)	State Government Authority delivering integrated, efficient transport solutions, which seeks to maximise the benefits of every transport dollar. The PTA has particular responsibilities as a key transport agency and, in conjunction with Main Roads Western Australia (MRWA) and the Department of Transport (DoT), are the State agencies responsible for the full spectrum of transport related matters. PTA is both the "client" that awards the contract for the BRE project as well as a referral authority that assesses the transport outcomes of the development including the station access strategy requirements are achieved. Specific to the development application process, the Infrastructure Planning and Land Services (IPLS) division of the PTA (specifically the Rail Planning team through the Senior Planning and Development Coordinator) will be responsible for undertaking pre-lodgement review of all final documents for the development applications (including attachments) to provide comments. IPLS will seek internal feedback as required on issues relating to design drawings, future rail and bus planning, and land and environmental issues, etc. Once any comments are addressed the PTA reviews development application material (including attachments) a second time prior to providing landowner consent, which is required to enable the lodgement of the respective development application. The PTA's Executive Director IPLS will be responsible for signing the DA's MRS Form 1 and providing supporting documentation in a letter to the relevant local authority to seek approval for development.	High
Department of Transport Andrew McClurg (PSP, Shared Paths, Cycle Storage) Mark La Galia (PSP, Shared Paths, Cycle Storage)	Station precincts include pedestrian movement networks and bike storage areas.	High
Department of Communities Danielle Coates (Project Manager, Family Domestic Violence Hubs)	How the project can support public housing occupants, particularly around Armadale.	Low
Main Roads Craig Peek (Asset Manager) Kenny Wong (Asset Manager) Andrew Reilly (Major Projects Interface Manager) David Van Den Dries (Manager Road Planning) Lindsay Broadhurst (Director Road Planning)	Significant work undertaken which will affect several main roads which are under the management of MRWA.	High
State Solicitors Office (SSO)	Legal advice relating to the delivery of public works.	Low

STAKEHOLDER	SUMMARY OF INTEREST/CONCERNS/ISSUES	LEVEL OF CONSULTATION
City of Armadale Joanne Abbiss (CEO) Paul Sanders (Executive Director Development Services) Carina Whittington (Manager Community Planning) Stephen Walker (Coordinator Growth & Urban Development)	Retention of significant trees. Involvement in public art, particularly if the City will be responsible for maintenance. Inclusion of left turning pocket from Armadale Road into Streich Avenue to be provided as part of the project. Viaduct columns and associated infrastructure. Activated spaces such as skateparks, basketball courts, event spaces, are to be located under the rail instead of passive green spaces. Reduction in passenger parking. Activation within the public realm. Connection of roads under viaduct at William Street.	High
Shire of Serpentine Jarrahdale Paul Martin (CEO) Andrew Trosic (Director Development Services) Reza Najafzadeh (Director Infrastructure) Shobair Hosseini (Strategic Projects Lead) Ashwin Nair (Planning and Compliance) Brian Oliver (Communications Division)	Good development outcomes / planning merit leading to a people focused environment. Eager to understand the timing of local roads as part of the project. The project seen as a way of connecting Byford to Perth To create a people focused environment. Young people are positively shaped through the project. Movement networks of people are considered	High
Political Mark McGowan MLA (Premier and Treasurer) Hugh Jones MLA (Member for Darling Range) Matthew Swinbourne MLC (East Metro) Rita Saffioti MLA (Minister for Transport) Tony Buti MLA (Member for Armadale / Minister for Finance; Lands, Sport Rec, Multicultural Int).	Political interests relating to the development of the project and its relationship with the local and broader community.	Moderate
Water Corporation Clíodhna Botsis (Project Manager) David Stanes (Project Manager) Perry Beor (Senior Engineer – Asset Protection) Rhys Connolly (Senior Advisor Head Works Delivery) Russel Nelson (Team Leader Head Works Delivery)	Significant work undertaken which may affect water mains within the Armadale and Byford Locality.	Moderate
Western Power Elizabeth Moriarty (Senior Project Dev. Specialist) Peter Lampkin (Senior Access Relocations Consultant)	Significant work undertaken which may affect power infrastructure within the Armadale and Byford Locality.	Moderate

STAKEHOLDER	SUMMARY OF INTEREST/CONCERNS/ISSUES	LEVEL OF CONSULTATION
Atco Gas Hisham Kamarudin (Project Engineer)	Significant work undertaken which may affect gas pipeline infrastructure within the Armadale and Byford Locality.	Moderate
NBN Co Paul Hames (Case Manager – Commercial Works)	Significant work undertaken which may affect communication infrastructure within the Armadale and Byford Locality.	Moderate
Optus Ray Azzopardi (Manager Field Operations)	Comments regarding installation of proposed telecommunications infrastructure.	
Telstra Christopher Gibbons (Project Engineer)		
Vocus Lee-Anne Kostera		
Department of Fire and Emergency Services (DFES) David Wilson (District Officer – Southeast Region) Gavin Maund Peter Mitchison (Senior Building Fire Safety Officer)	Portions of work located within Bushfire prone areas. Additional planning and building requirements may apply to development on this site.	Moderate
Armadale Senior High School Carol Daniels (Principal) Kathryn Dillon (Manager Corporate Services)	Dominant demographic likely to be using the station. Proximity to Armadale and Byford Stations	High
Byford Secondary College Marri Grove Primary School David Paine (Principal) Sally Woollard (Manager Corporate Services) Kylie Branch (P&C Representative)		
Colliers - Armadale Shopping City Russell Franks (Centre Manager)	Relationship of BRE infrastructure to the property.	Moderate
George Jones Child Advocacy Centre	Relationship of BRE infrastructure to the property.	Moderate
Aldi Byford David Sneddon (Owner) Nathan Stewart (Rowe Group – Planning Consultant)	Relationship of BRE infrastructure to the property.	Moderate
Arc Infrastructure Helen Anderson (Project lead)	Relationship of BRE infrastructure to infrastructure.	Moderate
Dome Byford Steve White (Owner)	Relationship of BRE infrastructure to the property.	Moderate
Erujin Pty Ltd	Relationship of BRE infrastructure to the property.	Moderate
LWP / Coles JV	Relationship of BRE infrastructure to the property.	Moderate

STAKEHOLDER	SUMMARY OF INTEREST/CONCERNS/ISSUES	LEVEL OF CONSULTATION
Parkerville - George Jones Child Advocacy Centre Ra Stewart	Relationship of BRE infrastructure to the property.	Moderate
Great Beginnings Day-care Centre Emma Dobra (Centre Manager)	Relationship of BRE infrastructure to the property.	Moderate
Little People's Place, Byford Jenna-Lee Marriott (Director)	Relationship of BRE infrastructure to the property.	Moderate
RSLWA – Armadale Bob Gildare (President)	Relationship of BRE infrastructure to the property.	Moderate

6. Design Review

The State Government promotes the importance of design quality through SPP 7.0 Design of the Built Environment, and Better Places and Spaces: a policy for the built environment in Western Australia. Both policies recognise that good design outcomes improve the urban environment, benefit local communities, and leave a positive legacy for future generations.

A key component of both policies is the importance of engaging in early design review processes, that present the project for review and advice from a panel of highly experienced built environment professionals who can suggest project improvements before the design progresses (and design changes impact on programme and project cost). A collaborative design review process will also reduce the risk of delays at DA stage. A collaborative approach to BRE should ensure that critical issues are resolved prior to DA submission, thereby mitigating possibility of WAPC refusing DA approval. Planners advising the WAPC will be able to use the design review outcomes support to support a project if it aligns with the ten design principles in SPP 7.0.

The WAPC operates the SDRP (which is a formal committee of the WAPC). Projects eligible for review by the SDRP include significant or strategic public works, infrastructure projects and other major development proposals. PTA stations (and their surrounds) are considered as strategic public works. SDRP Reports are to be included in DA submissions so that the WAPC can refer to them in the approval process.

The Alliance has met with the OGA to gain an understanding of the design review process and timeframes to ensure that:

- The design material presented to the OGA and SDRP is sufficient to enable a thorough review;
- Proposals are achievable within project parameters; and
- The OGA and SDRP can provide recommendations at appropriate intervals to inform the final project outcomes.

Number of reviews

The OGA advised that two reviews are typically scheduled for METRONET projects. To date, a first review has occurred on 27 October 2020, and an OGA Interim Advice on 7 May 2021 for the Armadale (at-grade option) and Byford (at-grade option).

Since that time there have been a number of significant changes to the configuration of the Armadale Station, now that it is elevated. The SDRP has now reviewed the Armadale station in this configuration.

For this reason, the following reviews are/were recommended:

Armadale Station and Surrounds

- Review 1 - SDRP. Completed for at-grade station configuration on 27 October 2020.

- OGA Interim Advice completed 7 May 2021. This review was of the AD Phase Design of an elevated Armadale station.
- Review 2 - SDRP. Completed 16 June 2022. This is a review for the reference design of Armadale station (that focusses on the architecture and ensures PPP outcomes are deliverable). This review occurs during design development and/or prior to the proposal being submitted for development approval.
- Review 3 - SDRP. This is a review for the reference design of the Armadale station (that focusses on the architecture and ensures PPP outcomes are deliverable). This review occurs during design development and/or prior to the proposal being submitted for development approval.

Byford Station and Surrounds

- Review 1 - SDRP. Completed for at-grade station configuration on 27 October 2020.
- OGA Interim Advice. Completed 7 May 2021.
Review 2 - SDRP. Completed on 16 June 2022. This is a review for the reference design of the Byford station (that focusses on the architecture and ensures PPP outcomes are deliverable). This review occurs during design development and/or prior to the proposal being submitted for development approval.
- Review 3 - SDRP. Proposed late 2022. This is a review for the reference design of the Byford Station (that focuses on the architecture and ensures PPP outcomes are deliverable). This review occurs during design development and/or prior to the proposal being submitted for development approval

The OGA will work collaboratively with the OMTID team which will involve METRONET, including with their Urban Design Advisor, and the DPLH assessors to provide design and planning guidance in a timely manner to:

- Advise on appropriate design responses to SDRP recommendations;
- Contribute to project efficiencies as part of DA preparation processes;
- Assist in Development Approval condition setting processes;
- Facilitate timely determinations by the WAPC; and
- Provide a technical forum with appropriate representation to assist with the condition clearance process post approval.

Design Review material

Design review material must demonstrate how the project is addressing the following components

- State Planning Policy 7.0 and the ten design principles it includes with an emphasis on Design Principle 1:
 - Context and Character;
 - Landscape quality;
 - Built form and scale;
 - Functionality and build quality;
 - Sustainability;
 - Amenity;
 - Legibility;
 - Safety;

- Community; and
- Aesthetics.

The applicant should place emphasis on the most critical factors for the project circumstances.

- The Gnarla Biddi (Our Pathways) Strategy - The focus of SDRP review will be to ensure that the commitments made under 2. Noongar Input into Place Making have been implemented by the METRONET lead agency and their delivery contractor. This includes interpreting the Noongar Cultural Context Document developed for the project and reflecting relevant Noongar themes in the final design
- The METRONET Sustainability Strategy - Clear alignment of the presented design with the objectives, targets and target outcomes outlined in the METRONET Sustainability Strategy should be evident to the SDRP and subsequently reported on through the review report.
- The METRONET Public Art Strategy and Policy - Designs presented to the SDRP for review should: Respond to place and the area's multi-layered history; Focus on integrated artworks; and Identify opportunities for emerging and reputational artists.

There are two separate submission requirements for every review:

- SDRP Briefing Package of approximately 8-12 pages. This is due two weeks prior to the SDRP meeting
- SDRP Review Day Presentation. This is three days prior to the SDRP meeting.

Table 2: SDRP briefing package

SDRP BRIEFING PACKAGE
Project vision, objectives, and design statement
Location plan
Site plan
Landscape vision / strategy
Built form massing studies
Options analysis including development options/site configuration arrangements which have been considered, and identify preferred option with clear rationale
Concept diagrams
Drafts of key plans and elevations
Site and building sections
Realistic and relevant precedent imagery

Table 3: SDRP review day presentation

SDRP REVIEW DAY PRESENTATION
All items included in the Briefing Package; plus, additional detail as required.
An overview of the project programme is helpful, along with project timeframes including future DR expectations, proposed DA lodgement or other constraints. Information about what items are fixed in the SWTC will be important to include in the presentation.

SDRP REVIEW DAY PRESENTATION

Any specific project issues or questions the proponent would like the Panel to address.

Clear context analysis. Context and Character is an important focus for DR1. Ensure sufficient material to demonstrate understanding, engagement, and responsiveness to context and how this process has informed a built form response. Refer to Design WA SPP7.3 V2 Appendix 3 for guidance on elements to inform local context analysis.

7. Development Application Framework

The need (or exemptions) for Development Approval relate to key pieces of State legislation, namely the Public Works Act 1902, the Railway (METRONET) Act 2018 and the Planning and Development Act 2005. The application of this legislation results in the recommendations for DA Applicability described on Page 33. Generally, works such as station buildings, station car parking, bus interchanges, paths within the station surrounds, public open spaces, some early and temporary works would require Development Approval.

Public Works Act 1902

The Public Works Act 1902 (Public Works Act) guides the way railways (and associated infrastructure) are made or authorised to be made. Section 96 the Public Works Act specifies that:

Every railway shall be made only under the authority of a special Act which shall state the railway and the 2 termini thereof; but it shall be lawful to deviate from such line at a distance of 1.6 km on either side thereof, or such other distance as may be provided in any special Act.

For BRE this means an amendment of the Railway (METRONET) Act 2018.

Railway (METRONET) Act 2018

The Railway (METRONET) Act 2018 (METRONET Act) is the enabling legislation applicable to the construction of the METRONET railway extensions. As of 23 February 2022, the Minister for Transport and Planning introduced amendments to the METRONET Act in Parliament to ensure its applicability to BRE. Part 2 and an associated Schedule will be amended to include the area of the BRE to ensure the METRONET Act can apply. It should be noted amendments to the METRONET Act have not passed as of 29 June 2022, though project planning and assumptions for BRE are based on this occurring, on advice from OMTID and WAPC. The METRONET Act also describes the relationship between railway works, the Metropolitan Region Scheme (MRS) and Planning and Development Act 2005.

Specifically, Section 6 of the METRONET Act provides the following exemption applicable to this application:

Despite anything in the MRS, the following development may be commenced or carried out without the approval of the WAPC:

- (A) METRONET works that involve the clearing of native vegetation on railway land in a Bush Forever area; and
- (B) METRONET works on non-railway land.

'METRONET works' for the purpose of this legislation are defined as:

- works for the purpose of, or in connection with, a METRONET railway but does not include the construction or alteration of a railway station, or any related car parks, public transport interchange facilities or associated means of pedestrian or vehicular access;

The METRONET Act (when amended) will provide exemptions for 'METRONET works' located outside the PCA.

Planning and Development Act 2005

Section 6 of the Planning and Development Act 2005 provides exemptions from the requirement to obtain planning approval under the local planning scheme for 'public works' or the taking of land associated with that public work.

To achieve this public works test, the following two elements must be met:

- The authority undertaking the work is an Agent of the Crown. Note: The PTA is considered an 'Agent of the Crown', and the Alliance contractor acts on behalf of the PTA. The proposed forward works will therefore meet the first test of public works.
- The scope of works meets the definition of 'public work' as defined by the Public Works Act.

Section 2 of the Public Works Act includes the following within the definition of 'public work'.

- (2) any railway authorised by special Act, or any work whatsoever authorised by any Act;
- (20) any road, stock route, viaduct, or canal;

Given all the works required for the BRE will be subject to the METRONET Act enabling legislation, all works are considered to meet this second test (on the assumption that the METRONET Act is passed before DA lodgement).

As all pillars of the Section 6 exemption have been met, the conclusion is that all the proposed works will not require approval under the local planning scheme. But approval under the MRS is still required in some circumstances.

Metropolitan Region Scheme

BRE works are wholly contained within the extent of the MRS and DevelopmentWA redevelopment area. The MRS text provides planning rules for reservations (Reserved Land) and Zones (Zoned Land) in the Perth metropolitan area.

Reserved Land

There are exemptions available under the MRS for reserved land under Clause 16(1a), where the development is 'permitted development' or expressly authorised under an Act to be commenced or carried out without the approval of the WAPC. The most applicable of these exemptions relates to 'Railways' reservations, which states that Development Approval is not required for development on reserved land owned or vested in a public authority, which means:

"Works on land reserved for railways for the purpose of or in connection with a railway, not including the construction or alteration of a railway station or any related car parks, public transport interchange facilities, or associated means of pedestrian or vehicular access."

This is interpreted to mean that any works relating to the station building, car parks or interchange facilities, or any new or modified pedestrian / vehicle access into the station will require Development Approval.

Zoned Land

The MRS outlines the exemptions applicable to zoned land, some of which may be applicable to the BRE. It noted that Clause 24(2)(a) of the MRS specifically states that the exemptions for planning approval cannot be applied to land which is declared under a PCA. Works within a PCA on zoned land will therefore require Development Approval, if not exempted by the METRONET Act.

Planning Control Area

A PCA relates to a temporary measure to protect land required for a public purpose. At the time of preparing this DAMP, a PCA has been declared, highlighted in yellow as demonstrated in Figure 6. For this reason, development within a PCA area will result in some minor changes to the DA process, as outlined in the Planning and Development Act 2005:

- The DA is to be lodged with the local authority. The local authority is to forward the application and its recommendation to the WAPC within 30 days of receiving the application.
- The DA is deemed to be refused by the WAPC if a determination has not been made within 60 days of receiving the referral comments from the local authority (being a total 'deemed refusal' period of 90 days).

Additional points to note regarding the PCA are as follows:

- The Joint Development Assessment Panel (JDAP) process is not available for DA's within a PCA but is still available for any project works outside of the PCA, subject to JDAP requirements.
- The PCA extinguishes the exemptions from planning approval for zoned land under the MRS (Section 24(2)(a)).

Exemptions under the Railway (METRONET) Act 2018 will still apply.

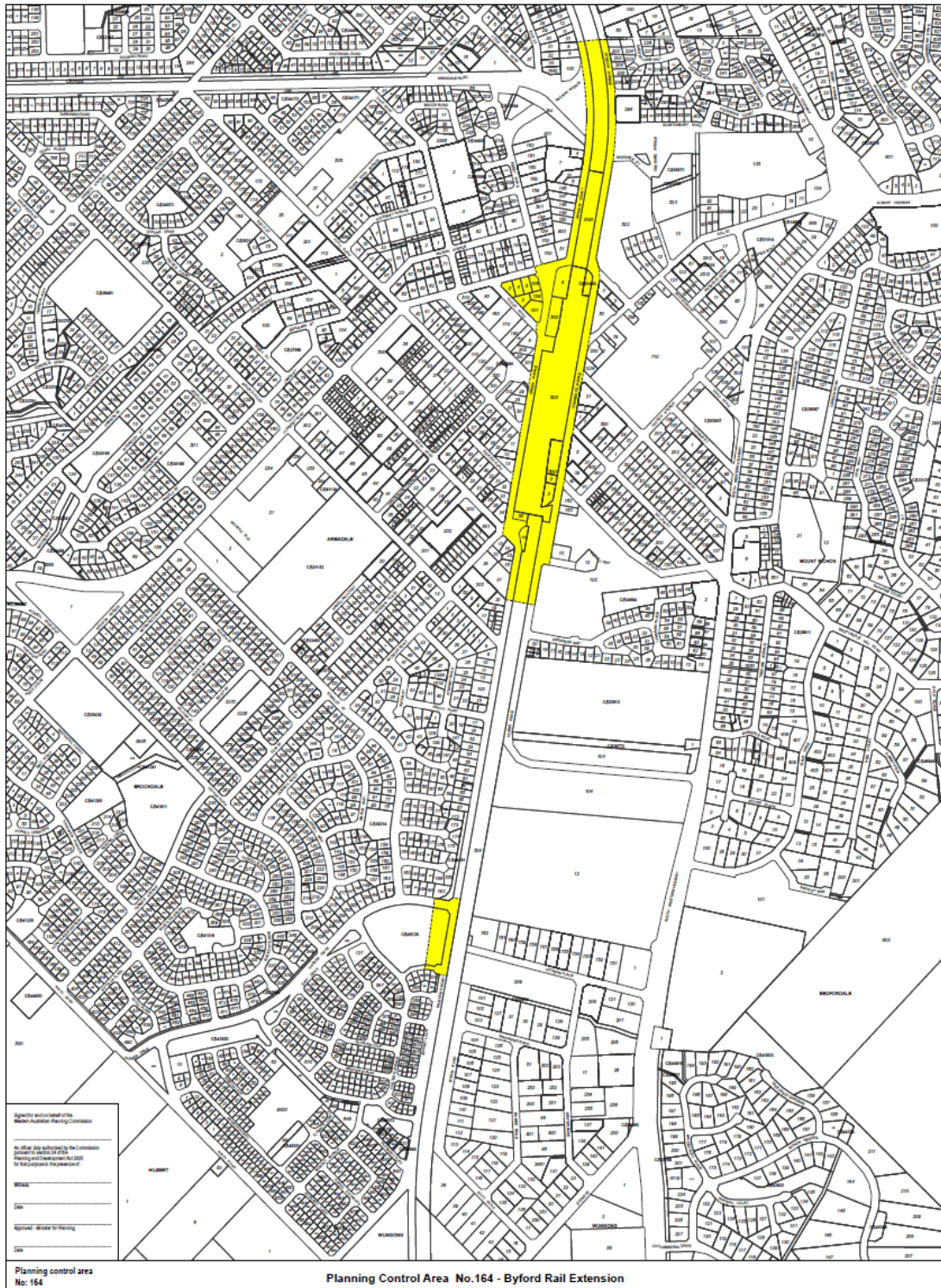
Works within a PCA require particular attention when considering the applicable planning exemption. Under the Planning and Development Act 2005, the provisions of the PCA will prevail over all other provisions of the Planning and Development Act 2005, Region Planning Scheme, and the relevant Local Planning Scheme, to the extent of any inconsistency with those provisions and schemes.

Metropolitan Redevelopment Authority Act 2011

A portion of the BRE area is impacted by the Metropolitan Redevelopment Authority Act 2011, which suspends the Planning and Development Act 2005. It should be noted that any infrastructure within affected redevelopment areas is subject to DA and approval through DevelopmentWA.

Locations where the Metropolitan Redevelopment Authority Act 2011 currently applies include an area over Armadale Station, and in the Wungong area to the south. At the time of preparing this DAMP, this land has now been normalised.

METRONET Byford Rail Extension
Development Approval Management Plan



METRONET Byford Rail Extension
Development Approval Management Plan

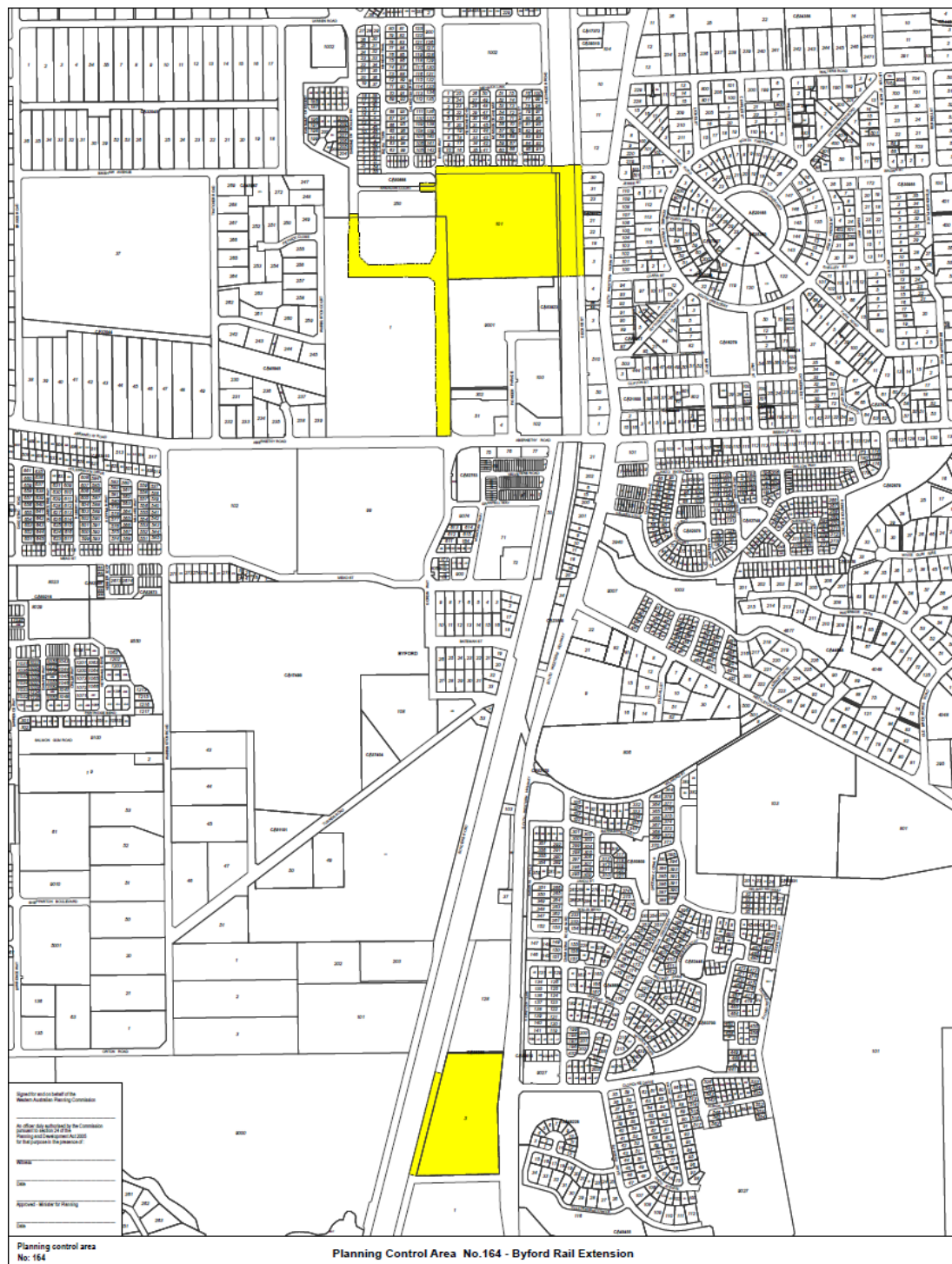


Figure 6: Planning Control Area boundaries (as of 4 April 2022).

8. Development Application Process*

Given the state significance of METRONET projects, PCA have been introduced over the areas surrounding BRE stations and parts of the existing rail infrastructure. The WAPC will be the sole decision-making authority for DA's (with the exception of a DA Package 2, which will be assessed by DevelopmentWA).

Applications for Development Approval within a PCA must be submitted to the relevant LG with such plans and information as required for the application to be considered and approved. The LG must, within 30 days of receiving the application, forward it together with its recommendation, to the WAPC for determination.

It is important the LG receives all the information included or delays could occur. It was identified in consultation to produce this report that previous METRONET projects had experienced delays to DA determination where the appropriate detail in supporting reports was not provided. As part of the consultation to produce this report, the WAPC also outlined a simplified list of DA materials for early works that would otherwise be exempt under the applicable legislation. This will make the process easier to prepare for DA Package 1 and 1.5.

It is important to note that this is not observed as a maximum time frame. If the WAPC has not determined the application within 60 days of its receipt the application is to be taken to have been refused. However, it was identified in consultation with the WAPC to produce this report that previous METRONET projects were determined in approximately 90-120 days. Upon determination of the DA, the WAPC will apply a series of conditions of Development Approval. The following information will assist the BRE team for preparation ahead of and during the DA process.

Pre-Lodgement

Pre DA communication is important to ensure LG stakeholders, the WAPC and/or DevelopmentWA are on-board with the DA intent. Stakeholders (such as the LG) can provide meaningful input into the DA process and can help reduce potential risks, prior to the assessment period. This might include meetings to discuss the DA design and technical inputs (such as transport or traffic modelling, or landscape inputs) to help stakeholders understand the ongoing management of spaces that are created through BRE. There may also be opportunities to brief LG Councillors before lodgement, to encourage their support and reduce project risks.

PTA's Rail Planning team will undertake pre-lodgement review of all final documents for the development applications (including attachments) to provide comments. IPLS will seek internal feedback as required on issues relating to design drawings, future rail and bus planning and land issues. PTA will have two weeks to review the documentation.

Lodgement

Lodgement of DA's to each LG (where WAPC is the decision maker) will require a DA report to be submitted, along with any drawings and technical information to support the proposal. Table 4 and Table 5 provide a recommended list of lodgement requirements only based on previous projects and feedback provided by the stakeholders. Preparation of the DA report will take time. While the Alliance's planning team can develop some DA report material concurrently with the design team, the lead in time to prepare the DA report must be mindful of a three-week review (at least), which includes two weeks' time for the PTA Land Use Planning team's review.

*References are made to DA package numbers in this section, so it is recommended that text should be read in conjunction with Table 6 (DA packages).

Specific to PTA, information relating to access to the station is critical and requires careful consideration in the design review process. For example given Armadale will be elevated, commentary on the lifts and stairs and how active modes of transport (walking, cycling) are facilitated. i.e. the shared path or PSP network, park n ride, access from bus interchange, bike storage, crossing points from the surrounding precinct, short term, long term parking. These are details that the community are interested in and will need to be reflected in the DA process when available for public comment.

The PTA Executive Director of Infrastructure Planning and Land Services will be responsible for signing the DA's MRS Form 1 and seeking approval for the DA with the relevant local authority

Public Advertising Process

Whilst there is no requirement under the Planning and Development Act 2005 to advertise DA's located within a PCA, METRONET has advised that DA's will generally be advertised for a period of 14 days in accordance with the information below:

- Notice on the DPLH website;
- Limited mail-out to landowners (within or immediately abutting PCA);
- Public notice in the LG newspaper; and
- Copies of the DA Report available for viewing at the DPLH office located at 140 William Street, and the LG administration offices.

The requirement for public advertising of DA's will be assessed on a case-by-case basis by DPLH/WAPC subject to the nature and extent of the proposed works.

Table 4: Development application (Standard DA)

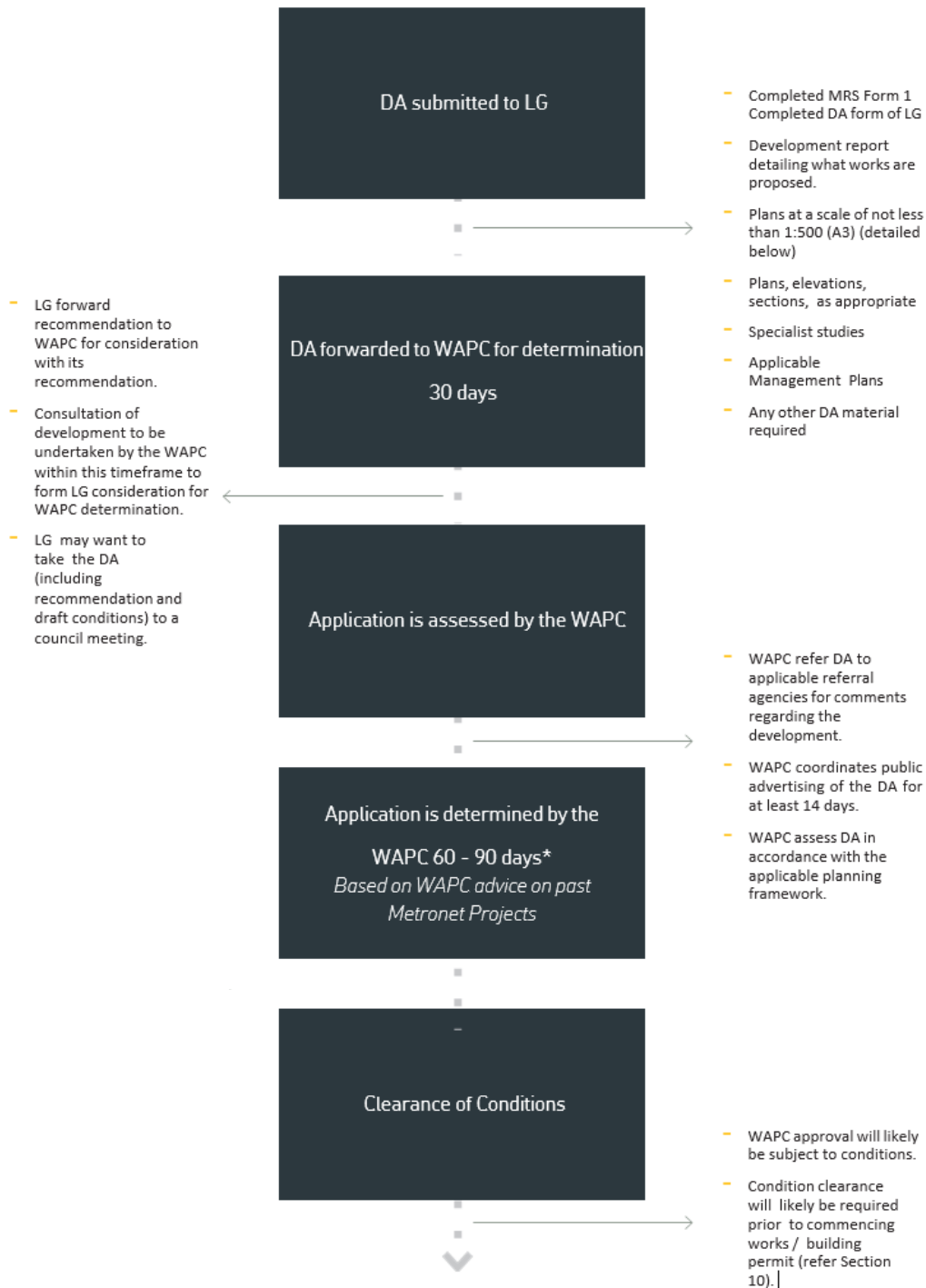
DEVELOPMENT APPLICATION SUPPORTING INFORMATION (FOR A STANDARD DA)
1. Completed Metropolitan Region Scheme (MRS) Form 1
2. Completed Application for Development Approval of the application local government
3. Plans at a scale not less than 1:500 (A3) showing: <ul style="list-style-type: none"> • The location of the site including street names, lot number(s), north point, and dimensions of the site. • The existing and proposed ground floor levels over the whole of the land that is the subject of the application, including details of proposed cut and fill, and retaining walls. • The location, metric dimensions, materials, finishes, existing and proposed structures, including services on the land and all existing structures and vegetation proposed to be removed. • The existing and proposed use of the site. • The existing and proposed means of access and egress for pedestrians and vehicles to and from the site. • The location, number, dimensions, and layout of all car parking spaces intended to be provided, including provision for the disabled. • The location and dimensions of any area proposed to be provided for the loading and unloading of vehicles carrying goods or commodities to and from the site and the means of access to and from those areas. • The nature and extent of any open space and landscaping proposed for the site/ • Proposed external lighting and signage.
4. Plans, elevations, and sections, as appropriate, of any building or structure proposed to be erected or altered and of any building or structure it is intended to retain
5. Specialist studies that the responsible authority may require the applicant to undertake in support of the application such as traffic, heritage, environmental, engineering, or urban design studies.
6. Applicable management plans the responsible authority may require supporting or implement the application.
7. Any other plan or information that the responsible authority may require to enable the application to be determined.

Table 5: Development application (Simple DA)

DEVELOPMENT APPLICATION SUPPORTING INFORMATION (FOR A SIMPLE DA - AS PROVIDED BY WAPC)

1. Completed Metropolitan Region Scheme (MRS) Form 1
2. Completed Application for Development Approval of the application local government
3. Brief DA report.
4. Plans and Elevations (based on available information):
 - a. Early works and site establishment works.
 - b. Overall plan showing viaduct alignment and pier locations.
 - c. Context plan showing integration with stations, transport infrastructure and corridor public realm/landscape.
 - d. Typical cross-section(s) and long-section(s) and elevations showing:
 - Viaduct elevation
 - Footing, piers, and viaducts
 - Services
 - Signalling and systems
 - Overhead Line Equipment masts
 - Emergency egress
 - Screening and architectural elements
 - e. Permanent drainage, services, and infrastructure.

DA Timeline Flow Chart



9. Development Application Applicability

Development Approvals are required for most of the works associated BRE, namely those areas that have the most impact on the public realm and town centre development – such as the Armadale and Byford stations and their surrounds. This need for DA's is outlined in relevant Acts and Schemes that are listed above.

In an attempt to streamline the DA process, the number of DA's have been streamlined to the minimum number possible; with the objective of integrating DA's as much as possible.

Table 6: DA packages

Proposed DA Package	Included works	Lodgement To	Approval Authority	Note
DA Package 1	Early works for viaducts, columns.	City of Armadale	WAPC	Simple DA material outlined by WAPC. Advertised. Some related items are not included in this DA (to be included in DA 3): - Lighting (in Stn. precinct) - Landscaping (in Stn. precinct) - Public art (in Stn. precinct) - Façade treatments (where applicable) and emergency egress (in Stn. precinct)
DA Package 1.5	Temporary bus interchange, and site establishment works for DA Package 1.5 at Armadale Station and surrounds, and early servicing and infrastructure.	City of Armadale	WAPC	Simple DA material outlined by WAPC. Advertised.
DA Package 2	Eleventh Road Bridge	DevelopmentWA	DevWA	DevelopmentWA materials, submission and processes differ to those of LG/WAPC
DA Package 3	Armadale Station structures, bus interchange facilities, public realm upgrades, viaduct treatments (where applicable), related car parking, and associated means of pedestrian and vehicle access	City of Armadale	WAPC	Includes Neerigen Street Open Space upgrades
DA Package 4	Byford Station structures, bus interchange facilities, public realm upgrades, viaduct treatments (where applicable), related car parking, and associated means of pedestrian and vehicle access	Shire of Serpentine Jarrahdale	WAPC	

The requirement for four DA packages assumes that:

- 'Noise walls associated with rail corridor' or 'Retaining walls along rail corridor where these are supporting the rail works/line' are not within a PCA.

- 'Railway buildings supporting operational rail works (excluding stations)' are not within a PCA.

This is based on information currently available to WWHS at the time of writing this document, which may change pending further information prior to Development Approval.

9.1 Works Exempt from Development Approval

Table 7 provides a matrix that describes the development approval requirements for work forming part of the BRE and identifies whether the works are exempt from the requirement for development approval from the WAPC under the PCA

Table 7: Summary of Work and Exemption Status / Approval Requirement

Works locations	METRONET works ¹ - as defined in Railway (METRONET) Act 2018	METRONET station (Railway station; related car parks; public transport interchange facilities; means of pedestrian or vehicular access to station; public realm)
Works located: Within PCA, and Within the MRS railway Reserve	WAPC approval required for all works	WAPC approval required for all works
Works located: Within PCA; and Outside the MRS rail reserve	Exempt	WAPC approval required for all works
Works located: Outside PCA; Outside the MRS rail reserve	Exempt	WAPC approval required for all works
Works located: Outside PCA; Within the MRS rail reserve	Exempt	N/A - there are no METRONET Station works proposed outside of the PCA

'METRONET Works' are described by WAPC as ¹:

- Early works and site establishment works;
- Operational railway infrastructure / works (i.e., rail track, maintenance tracks, signalling infrastructure, OLE masts, overhead rail lines and infrastructure etc);
- Piling for viaduct (not including station and associated infrastructure);

¹ METRONET works means works for the purpose of, or in connection with, a METRONET railway but does not include the construction or alteration of a railway station, or any related car parks, public transport interchange facilities or associated means of pedestrian or vehicular access.

- Viaduct piers and structure (not including station and associated infrastructure);
- Temporary road alterations for railway works;
- Road works (not providing pedestrian or vehicular access to stations and associated infrastructure);
- Railway buildings supporting operational rail works (excluding stations);
- New drainage or alteration to drainage where associated with rail works;
- New sewer or alteration to sewer where associated with rail works;
- Removal or alteration of water or gas infrastructure for the railway works;
- Electricity works for the railway;
- Temporary works compounds for the railway;
- Noise walls associated with rail corridor;
- Retaining walls associated with rail corridor;
- Retaining walls associated with rail corridor;
- Retaining walls along rail corridor where these are supporting the rail works/line;
- Temporary bus stands (assumes shelters and bins);
- Temporary bus interchanges;
- Temporary car parking areas to support construction;
- Demolition of existing stations;
- Demolition of existing railway infrastructure;
- Turnback's; and
- Construction of a new PSP bridge.

METRONET station works will typically include:

- Piling for viaduct/structure which forms part of the station;
- Viaduct piers and structure which form part of the station;
- Road works providing pedestrian or vehicular access to stations and associated infrastructure;
- Station buildings including:
 - railway station;
 - related car parks;
 - public transport interchange facilities;
 - means of pedestrian or vehicular access to stations (including principal shared path); and
 - all areas of public realm located at ground level beneath the viaduct, from abutment to abutment.
- New drainage or alterations to drainage required for stations and associated infrastructure;
- New sewer or alterations to sewer for stations and associated infrastructure;
- Noise walls associated with stations;
- Permanent fencing required for stations and associated infrastructure;
- Retaining walls required for stations and associated infrastructure;
- Permanent bus stands and bus interchange; and

- Permanent park and ride facilities.

10. WAPC Approval - Clearance of Conditions

The WAPC may impose conditions on BRE Development Approvals. Actual conditions applied to BRE Development Approvals will be at the discretion of the WAPC. It is important for the project that conditions are applied where they are valid, namely:

- They have a planning purpose;
- They fairly and reasonably relate to the development;
- They are not so unreasonable that no reasonable planning authority could have imposed it; and
- The condition is certain and final.

The DPLH is responsible for providing clearance of the WAPC approvals, on the advice of the LG. Clearing requests for DA conditions (and supporting documentation) should be submitted by METCONN to the LG and DPLH concurrently, with a separate clearance condition to be submitted for each condition of Development Approval. Technical issues relating to the specific request for clearance should be resolved prior to the submission of the DA condition clearance requests. In addition, material submitted to the clear conditions of Development Approval must be fit for purpose and specifically relate to the conditions and advice notes of the WAPC Development Approval. Specifically, each request should:

- Clearly identify the specific condition (and advice note where applicable) the clearance request relates to;
- Contain all relevant information necessary to clear the condition; and
- Exclude extraneous material that does not relate to the specific clearance request.

The responsibility to clear conditions of Development Approval will fall with the LG with reference to undertaking technical assessments. The LG, subject to resolution of any outstanding issues, will provide its advice to the DPLH that the condition of Development Approval should be cleared. It should be noted there is no statutory timeframe for clearance of conditions (unless specified in the wording of the condition). To facilitate effective clearance of conditions of Development Approval, early and ongoing engagement between (delivery alliance) and LG will be critical.

METCONN should consider the establishment of a Project Working Group (PWG) responsible for co-ordinating the clearance of WAPC DA conditions. The PWG should include members of the project team, LG (engineering and planning departments) and focus on resolution of specific matters relating to the DA conditions. Specifically, the PWG should:

- Identify potential issues arising from the clearance of conditions, and agreement by key stakeholders on suitable solutions;
- Establish a regular working group meeting to facilitate early management between key stakeholders, including project alliance and the LG; and
- Identify of key members of the LG and other stakeholders capable of identifying and resolving technical matters.

Table 8: Likely conditions of approval

ITEM	INDICATIVE CONDITIONS ONLY
<p>Conditions will not be finalised until the application is determined by the WAPC (with recommendations from the relevant LG authority). Additional or amended conditions may be included as part of any development approval at the discretion of the WAPC. Conditions set out below may not be applicable or relevant for all development applications.</p>	
<i>Prior to the commencement of site works</i>	
Construction Management Plan	A Construction Management Plan shall be submitted and approved to the specification of the (insert relevant local government) and the satisfaction of the Western Australian Planning Commission prior to the commencement of site works. Once approved, the Construction Management Plan is to be implemented in its entirety.
Traffic Management Plan	A Traffic Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the (insert relevant local government), prior to the commencement of site works. Once approved, the Traffic Management Plan is to be implemented in its entirety.
Earthworks Plan	4A detailed plan (including engineering drawings and specifications) showing existing ground levels, proposed ground levels, extent of fill, drainage and any other relevant information shall be submitted to and approved by the Western Australian Planning Commission, on the advice of the (insert relevant local government), prior to the commencement of site works. Once approved, the plan is to be implemented in its entirety.
Dilapidation Survey	A dilapidation survey of surrounding properties within the Zone of Influence being undertaken to the satisfaction of the WAPC on advice of the (insert relevant local government) prior to the commencement of any site works that may involve substantial earthworks, vibration and/or dewatering.
Final Place Plan	A final place plan showing how the (insert relevant station name) integrates with the surrounding precinct shall be submitted and approved by the Western Australian Planning Commission, on the advice of METRONET, prior to the commencement of site works. Once approved by the Western Australian Planning Commission, the plan is to be implemented in its entirety.
<i>Prior to the commencement of relevant building works</i>	
Architectural Plans	Detailed plans showing the architectural features and design treatments being applied to the station shall be submitted and approved by the Western Australian Planning Commission, on the advice of the (insert relevant local government), prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.
Materials and Finishes	A Schedule of Materials and Finishes for the exterior surfaces of the station shall be submitted and approved by the Western Australian Planning Commission, on the advice of the (insert relevant local government), prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.
Landscape Strategy	A detailed Landscape Strategy for (insert relevant station name) shall be submitted and approved by the Western Australian Planning Commission, on the advice of the (insert relevant local government), prior to the commencement of relevant building works. The Landscape Strategy should include detail on the layout and design, landscape treatments and fencing to the entire area subject of this application. Once approved, the Landscape Strategy is to be implemented in its entirety.
Transport Impact Assessment	A detailed Transport Impact Assessment (insert relevant station name) shall be submitted and approved by the Western Australian Planning Commission, on the advice of the (insert relevant local government) and the Department of Transport, prior to the commencement of site works. Once approved the Transport Impact Assessment is to be implemented in its entirety.
Drainage Management Plan	A Drainage Management Plan is to be prepared to the satisfaction of the WAPC on advice of the Department of Water and Environmental Regulation and the (insert relevant local government), prior to the commencement of relevant building works. Once approved, the plan is to be implemented in its entirety.

ITEM	INDICATIVE CONDITIONS ONLY
<i>Prior to the commencement of station operations</i>	
Signage and Wayfinding Plan	A Signage and Way-finding Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the (insert relevant local government), prior to the commencement of station operations. Once approved, the plan is to be implemented in its entirety, and maintained thereafter by the site owners.
<i>General</i>	
Approval Timeframe	This decision constitutes development approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within two years, the approval shall lapse and be of no further effect.
Bushfire Management Plan	A Bushfire Management Plan shall be submitted and approved by the Western Australian Planning Commission, on the advice of the (insert relevant local government), for the area included in this development application.
Road Information	All new or modified road connections, access points and car parking areas will be designed, constructed, drained and marked in accordance with Main Roads Western Australia standards and to the satisfaction of the (insert relevant local government) and the Western Australian Planning Commission.
Road Safety Audits	Road Safety Audits shall be submitted and approved by the Western Australian Planning Commission, to the specification of the Department of Transport and on the advice of the (insert relevant local government), for all permanent road connections (including all new or modified road connections and intersections) at the detailed design stage and at the pre-opening stage.
Anti-graffiti coating	All structures which are the subject of this application are to be applied with an anti-graffiti coating immediately upon completion to the specifications of the (insert relevant local government) and the satisfaction of the Western Australian Planning Commission. Any graffiti should be removed as soon as possible by the applicant.
Public Art Plan	A public art plan being submitted and approved to the satisfaction of the Western Australian Planning Commission, on the advice of the METRONET office. Once approved, the plan shall be implemented in its entirety.

11. Conclusion

This DAMP has been prepared as a best practice guide to facilitating the various Development Approvals required for the BRE. The DAMP is a high-level guidance document that aims to provide clarity of the steps, stages, and timing of the various statutory planning processes. It outlines the planning process and provides high-level advice of likely outcomes of the planning process, potential issues to arise, and potential risk management options.

Implications of recommendations listed in this report (as summarised in the Executive Summary) should be incorporated into BRE project planning to improve project outcomes (through the design review and DA process) and minimise project delay and risk.

Appendix A: Compliance matrix

The minimum requirements (refer Table 9 below) for this plan are defined in the Project's Scope of Work and Technical Criteria (SWTC), Book 2: Management Plan Requirements (document number BRE-PTAWA-PM-RPT-00003).

Table 9: Compliance matrix

Clause No	SWTC – Book 2: Management Plans Requirements	Doors NG Reference	Where SWTC is addressed in this plan
21	Development Approval Management Plan		
21-1	The NOP shall produce a Development Approval Management Plan (DAMP) for acceptance by PTA prior to submission of the Reference Design	902030	Throughout
21-2	The DAMP shall satisfy the following objectives:	902031	
21-2-1	Guide early and collaborative engagement to ensure issues and concerns are raised early and there is agreement in regard to process and extent of consultation	902032	Part 5
21-2-2	Provide opportunities to identify and resolve design issues early in the process	902033	Part 6
21-2-3	Provide a clear path of agreed steps so meetings/design reviews/milestones are known and can be locked in early to avoid potential delays	902034	Part 6
21-2-4	Demonstrate clear understanding of communication structure, process, and schedule so that stakeholders know what to expect and can allocate resources accordingly to meet timeframes	902035	Part 5
21-2-5	Define the list of deliverables required to be submitted within each Development Application.	902036	Part 8
21-2-6	Work towards only standard conditions being placed on Development Approvals	902037	Part 10
21-2-7	The DAMP shall include the process for agreement and closeout of any conditions placed on Development Approvals	902038	Part 10
21-2-8	This should include identification of lodgement requirements for each DA and require technical supporting information.	903065	Part 8
21-3	The NOP shall engage a suitably qualified and experienced statutory planner to develop the DAMP.	902039	Part 2
21-4	The NOP shall undertake workshops with relevant stakeholders including local Government and Development WA as an input into developing the DAMP. OMTID shall be present as these workshops.	902040	Part 5
21-5	The DAMP shall detail the following aspects of the Development Approval process as a minimum:	902041	
21-5-1	The legislative and statutory planning framework applicable to all relevant work sites.	902042	Part 7
21-5-2	The NOP shall develop an exemption report detailing works exempt from Development Approvals and shall contain:	902043	Part 8
21-5-2-1	Brief summary of the proposed works.	902044	Part 3

METRONET Byford Rail Extension Development Approval Management Plan			
Clause No	SWTC – Book 2: Management Plans Requirements	Doors NG Reference	Where SWTC is addressed in this plan
21-5-2-2	Background on any consultations which have been undertaken regarding the works (i.e. consultation with the State or Local Government)	902045	Appendix B
21-5-2-3	Location of the works	902046	Part 3
21-5-2-4	The legislative head of power for the works under exemption.	902047	Part 7
21-5-2-5	Sufficient drawings or plans of the works to understand the location, design and purpose of the works.	902048	Part 3
21-5-2-6	Strategy for further stakeholder engagement in design development of exempt works	902049	Part 6
21-5-3	The NOP shall undertake an assessment of all permanent and temporary works and identify the type of development assessment approvals that are required and by whom (e.g. OGA, SDRP, DevWA, LGAs, WAPC) and tabularise all works in an appendix to the DAMP	902050	Part 6
21-5-4	All engagement with stakeholders shall be undertaken with at least one member of OMTID present.	902051	Part 5
21-5-5	Identify stakeholders to be engaged with and the level of engagement undertaken at various stages of design prior to application lodgement, during assessment, and following approval of the necessary development applications.	902052	Part 5
21-5-5-1	Key stakeholders include PTA, METRONET Station Precincts, Local Government, Development WA, Office of the Government Architect, State Design Review Panel, and community reference groups.	902053	Part 5
21-5-5-2	The NOP shall plan for early and collaborative engagement with key stakeholders.	902054	Part 5
21-5-5-3	Stakeholder engagement shall consider works exempt from development approval.	902055	Part 5
21-5-6	The NOP shall identify lead personnel to engage with OGA and SDRP	902056	Part 5
21-5-6-1	The NOP shall engage urban designers and statutory planners to support development of the DAMP.	902057	Part 2
21-5-7	The NOP shall include within the project schedule the Development Approval processes which includes design reviews and comment closeout, preparation of Development Approvals and supporting documentation, the application process and any post-approval activities.	902058	Part 8
21-5-8	The DAMP shall include in an appendix a summary of any engagement undertaken in the development of the DAMP.	902059	Appendix B

Appendix B: Place Plans

The WAPC requires the production of Place Plans to assist with the design of PTA stations. Place Plans help the project team consider the context of the station, and its connection to the surrounding precinct. The WAPC describes Place Plans as providing:

Guidance for the planning and design of public spaces, buildings (including station infrastructure) and landscapes with Station Precincts.

Place Plans are prepared in two stages:

- Preliminary Place Plan - This is prepared by the METRONET Office in the planning phase to inform Business Case and Project Definition Plan. Preliminary Place Plans were prepared for the Byford Station and Armadale Station (as an at-grade option). The Armadale Station Preliminary Place Plan is being updated to reflect the direction for an elevated station.
- Final Place Plan - This is prepared by the Alliance team in the delivery phase to inform project design development and delivery and are submitted to the METRONET Office for review and approval.

Design quality must be considered and addressed during both the planning and delivery phases of all METRONET projects, and all effort should be taken to ensure design quality is maintained during scope and engineering reviews.

Table 10: Final Place Plan outputs

FINAL PLACE PLAN OUTPUTS
A report that includes a site and context analysis (including a constraints and opportunity plan), sense of place statement, any built environment responses to METRONET Strategies, a set of development principles and visualisations of key design concepts.
A Place Plan (spatial plan or plans) that identifies key action areas and important relationships, and identifies the development proposal and proposed design approach, including public domain, public art, and landscape treatments to be applied.
Action plans identifying how complementary METRONET Strategies (Gnarla Biddi, Public Art, Sustainability) will be addressed and implemented through the Final Place Plans (design, public domain, landscape, etc).

Appendix C: Exemption Report

An exemption report is not required as per advice received from the WAPC.

Appendix D: DAMP Stakeholders

A range of stakeholders and government agencies were consulted in the production of this report. Their feedback has helped to outline each process and shape the content, based on the summary provided.

Table 11: Stakeholder engagement

MEETING	STAKEHOLDER ATTENDEE(S)	FEEDBACK / COMMENTS
WAPC 21/02/2022	<ul style="list-style-type: none"> • Phill Elliot (WAPC/METRONET) • Lisl van Aarde (WAPC/METRONET) • Jeremy Macmath (OMTID) • Bradley Cheaib (OMTID) • Nic Temov (HS) • Tim Hodge (HS) 	<ul style="list-style-type: none"> • DAMP to be a high-level, succinct document primarily detailing what works are required, who will undertake these works, and when these works are required (staging). • Supporting documentation for DA lodgement must be submitted for purpose and not be repurposed. • Matters to be resolved between OMTID/WAPC on the extent of PCA area and works exempt from DA. This will be resolved by both parties in due course (for input into the DAMP)

MEETING	STAKEHOLDER ATTENDEE(S)	FEEDBACK / COMMENTS
		<ul style="list-style-type: none"> A maintenance agreement is currently in place with the WAPC and the LG.
SDRP / OGA 24/02/2022	<ul style="list-style-type: none"> Meagan Wells (OGA) Carmel Van Ruth (OGA) Bradley Cheaib (OMTID) Carmel van Ruth (DPLH) Jeremy Macmath (OMTID) Nic Temov (HS) Tim Hodge (HS) 	<ul style="list-style-type: none"> SDRP is required for BRE development. The DAMP is to detail logistics and timing of design review. SDRP 1 – undertaken in the planning phase to inform the business case project definition plan. SDRP 2 – review undertaken at procurement stage An SDRP review process takes approximately 1 month. Both station precincts are to be reviewed together to inform continuity. SDRP reports are issued approximately two weeks after review. This should be considered when preparing for DA lodgement. With Armadale station's configuration now elevated there may be a need for additional design review (by SDRP or OGA staff) to provide appropriate feedback to these changes.
OMTID 24/02/2022	<ul style="list-style-type: none"> Bradley Cheaib (OMTID) Jeremy Macmath (OMTID) Nic Temov (HS) Tim Hodge (HS) 	<ul style="list-style-type: none"> DAMP to detail how project team engages with key stakeholders. Identify key issues and summarise key concerns of key stakeholders. DAMP to identify benefits and risks of works staging. A loss of amenity will be significant for residents and business owners. Development of infrastructure relies on Building Permit and Design Acceptance. The DAMP forms as a high-level guide only
PTA 28/02/2022	<ul style="list-style-type: none"> Kim Walliss (PTA - Lands officer, Infrastructure, Planning and Land Services) Bradley Cheaib (OMTID) Jeremy Macmath (OMTID) Nic Temov (HS) Tim Hodge (HS) 	<ul style="list-style-type: none"> All DA's to be reviewed by Kim Walliss, prior to them being lodged with the LG / WAPC. Two weeks' timeframe typically observed. All DA's will be subject to public advertising – undertaken by the WAPC through statutory mediums such as on the DPLH website and in the local paper. DA's to include detailed information to assist with development assessment. Conditional approvals relating to further requirements, prior to commencement of construction, are not generally supported by the WAPC. DA's relating to early works be submitted as soon as possible.

MEETING	STAKEHOLDER ATTENDEE(S)	FEEDBACK / COMMENTS
CoA 08/03/2022	<ul style="list-style-type: none"> Paul Sanders (CoA) Stephen Walker (CoA) Alf Parolo (OMTID) Bradley Cheaib (OMTID) Clare Sicirolli (OMTID) Jeremy Macmath (OMTID) Nic Temov (HS) Tim Hodge (HS) 	<p>Involvement in the SDRP process and impacts on the local community were identified as the two biggest concerns for the CoA.</p> <p>The CoA are keen to understand how other processes are to be managed (land access arrangement / responsible authority).</p> <p>CoA interested in other opportunities of engagement to be explored.</p> <p>CoA keen to understand exactly what works are being proposed, and where.</p> <p>The CoA identified the viaduct structures and the provision for a public open space as key considerations for the design process.</p> <p>CoA eager to be involved in the SDRP process and influence the strategic direction of the design (touch point arrangement).</p> <p>CoA seek a better understanding of the works proposed and what the project intends to achieve.</p> <p>The CoA seek clarity in the management of proposed works. Maintenance agreements, in particular with reference to public art.</p> <p>The CoA identified the importance of trees within the development site. A tree survey was recommended as part of the design process.</p> <p>The CoA identified the DA's are the 'simple' part of the project, consultation and effective community engagement was identified as a key point in starting the conversation. An engagement schedule provided by the PTA was also mentioned.</p> <p>Council recommendation will be required, prior to the CoA providing its recommendation to the WAPC.</p> <p>The CoA recommended that pre-council briefings are undertaken to ensure that statutory timeframes to the WAPC are achieved.</p>
SoSJ 01/03/2022	<ul style="list-style-type: none"> Ashwin Nair (SoSJ) Andrew Trosic (SoSJ) Alf Parolo (OMTID) Bradley Cheaib (OMTID) Clare Sicirolli (OMTID) Jeremy Macmath (OMTID) Nic Temov (HS) Tim Hodge (HS) 	<ul style="list-style-type: none"> Connectivity of the built environment to support an integrated precinct. SoSJ are keen to be involved in the SDRP process. The project to consider all modes of transport to be supported. The desire for a connected precinct with the new Clara Street West crossing. Young people are positively shaped through the project with the desire to develop a people focused environment. Strong emphasis to establish a safety and security narrative. WAPC to undertake public consultation through comments provided by HS suggested workshops / further consultation is undertaken to develop a people focused environment.

MEETING	STAKEHOLDER ATTENDEE(S)	FEEDBACK / COMMENTS
WAPC 01/03/2021	<ul style="list-style-type: none"> Glen Finn (METRONET) Phill Elliot (WAPC) Lisl Van Aarde (METRONET) Maciej Szczepaniak (METRONET) Jeremy Macmath (OMTID) Bradley Cheaib (OMTID) Nic Temov (HS) Tim Hodge (HS) 	<ul style="list-style-type: none"> DevelopmentWA has confirmed the normalisation of Armadale City Centre before the PCA will be put into place. PCA to capture areas that would otherwise be exempt under the applicable legislation. Redevelopment area maintains over 11th Road bridge. This land will not be normalised, consultation may be required with DevelopmentWA. WAPC to undertake formal public consultation, but OMTID pre-community consultation highly recommended to de-risk. Determination of DA's submitted to the WAPC is typically 90 days. 60 days for the WAPC to determine the application, and a maximum of 30 days for the LG to forward the development to the WAPC with its recommendation. Not maximum timeframes. Simplified DA materials package for early pylon works that would otherwise be exempt under the applicable legislation. WAPC advise DA's for railway infrastructure is submitted earlier in the project timeline. Matters to be resolved between OMTID/WAPC on the extent of PCA area and works exempt from DA. This will be resolved by both parties in due course (for input into the DAMP)
Development WA 08/03/2022	<ul style="list-style-type: none"> Ryan Keys (DWA) Jeremy Macmath (OMTID) Bradley Cheaib (OMTID) Nic Temov (HS) Tim Hodge (HS) 	<p>The DevelopmentWA land around the Armadale Station will be released to form part of the PCA. DevelopmentWA confirmed it will be 'out' by August and the land would be released in time for DA lodgement with the LG/WAPC.</p> <p>Any work located within a PCA does not require referral to DevelopmentWA.</p> <p>A DA will be required to be submitted to DevelopmentWA for the 11th Road Bridge.</p> <p>No additional DA requirements for the 11th Road Bridge were mentioned from DevelopmentWA.</p>

Appendix E: Comprehensive List of DA Materials

This information is provided as a supplement to summarised information outlined in the 'Development Application' part of this report. It includes additional detail on the DA materials required to be submitted for a standard DA as determined by the WAPC.

Table 12: Comprehensive list of DA materials

ITEM	SUMMARY
MRS Form 1	MRS Form 1 signed by all landowners must be provided for lodgement of the DA. This is a mandatory requirement.
LGA Form	This is not a mandatory requirement for a 'public works' application but should be provided requested by the LGA.
Certificates of Title and relevant encumbrances / limitations	For all lots within the scope of the DA.

ITEM	SUMMARY
DA Cover Letter	One-page letter summarising the DA and procedural requirements.
Site Feature Survey	<p>Survey plan drawing showing in detail the site as it currently standards including any structures, services, environmental features, vegetation, and contours, including:</p> <ul style="list-style-type: none"> • north point and scale bar; • subject lot and/or development site boundaries with dimensions (depicted with solid thick black line); • existing cadastral lot boundaries and area dimensions; • lot number and plan reference (e.g., Lot 1 on DP:1234); • existing ground level contours, relevant spot levels; • finished floor level (FFL); • existing building and structures, including any retaining walls and batters; • existing vegetation, including position of mature tree specimens; • other existing fixtures (e.g., bus stops, power poles, power domes, traffic islands); • existing drainage lines (surface and sub-soil) and location of detention basins (natural and artificial); and • existing infrastructure services and utilities (both public and private).
Site Analysis and Context Plans	<p>A plan drawing (with aerial photograph base) showing basic detail of the locality (constraints, limitations, opportunities, etc.) in context of overall development site and proposal, including:</p> <ul style="list-style-type: none"> • north point and scale bar; • indicative location plan; • street names, property addresses and surrounding • geographical / place names; • subject lot and/or development site boundary; • existing cadastre and proposed lot boundaries (including land to be acquired); • existing environmental features, including watercourses, wetlands, and native vegetation (to be retained and removed); location, height and type of all existing buildings and structures (to be retained and removed); • existing road and pathway alignments (to be retained and removed); <ul style="list-style-type: none"> • existing infrastructure, utilities, and service provision; • future development site envelope.
Cross Section	<p>Cross section drawings (recommended scale 1:200) for the station building.</p> <p>Plan drawings must show a map key and east / west, north / south and diagonal (as required) cross sections at critical points of the development site / station precinct</p>

ITEM	SUMMARY
Station Precinct Development Plans	<p>Site development plan drawing(s) showing in detail the development site and design proposal, including:</p> <ul style="list-style-type: none"> • north point and scale bar; • indicative location plan; • existing and future (if applicable) lot boundaries; • development site boundaries with dimensions; • proposed FFL spot heights and 1 metre contour lines, including height of any retaining walls and crossover site; • development site envelope of the train station (i.e., station precinct boundary); • proposed station building floor and roof plans recommended (scale 1:200); • proposed car parking area including mark-up of bays and dimension of crossovers; • proposed bus interchange / transfer station or shelters; • proposed service vehicle loading and unloading (set-down) areas; • existing and new roads, including street lighting, road markings and signage; • existing and new pathway (pedestrian, cycle and shared) alignments and dimensions; • existing and new infrastructure services and utilities (e.g., water, power gas, etc.); • existing vegetation to be removed and retained; and • proposed station plaza, including hard and soft landscaping areas.
Elevations	<p>Elevation drawings of the development site / station buildings are to include the following details:</p> <ul style="list-style-type: none"> • scale bar; • existing natural ground level; • proposed ground level / retaining; • reduced levels (RL); and • including detail on materials and finishes.
Floor Plans / Platform Plan	<p>Floorplan drawings (recommended scale 1:200) to show the following details:</p> <ul style="list-style-type: none"> • north point and scale bar; • Finished Floor Level; • entry points; • delineate spaces open to the public (concourse) and restricted access; • floorspace areas and dimension; • roofspace areas and dimension; and • bicycle parking facilities (security classes and number of bays); and structures, such as fare gates, stairways, escalator, lifts, amenities, etc.
Materials and Finishes Schedule	Itemised list detailing specifications including samples of building materials and finishes.
Perspectives and Renders	Illustrative 3D perspective views of station buildings and surrounds.
Land Requirements and Assembly Plan	<p>A plan detailing the land acquisitions or leases that are being undertaken. To include the following details:</p> <ul style="list-style-type: none"> • north point and scale bar; • existing lot area, lot number and plan reference (e.g., Lot 1 on DP:1234); • any lot realignments which are occurring; and • land which is required to be compulsory acquired or leased. <p>This plan can be prepared to whatever scale is required.</p>
Civil Development Plans	Package of detailed civil plans, including detail on services.
Place Plan	Final Place Plan as described in this report.

METRONET Byford Rail Extension
Development Approval Management Plan

ITEM	SUMMARY
SPECIALIST REPORT	SUMMARY
Transport Impact Assessment (TIA)	Modelling as per Volume 4 of the WAPC TIA Guidelines. To be prepared by a traffic consultant.
Noise and Vibration Report	To consider station operations subject to the DA. To be prepared by an acoustic consultant.
Preliminary Landscape Plan	To be prepared by a landscape architect.
Public Art Strategy	To be prepared by a public art coordinator.
Stormwater Management Plan	To be prepared by a civil engineer.
Catchment Analysis and Mode Share	Prepared by traffic engineer.
Bushfire	A Bushfire Attack Level (BAL) Assessment will be required as a minimum level of reporting for a 'bushfire prone area'. A further Bushfire Management Plan (BMP) may also be required based on site specific analysis.
Architectural Report	Report prepared by the project architect to explain how the station precinct design has evolved in response to design review feedback.

Appendix F: Terms and Definitions

The terms, abbreviations and acronyms used in this plan are defined in Table 11.

Table 11: Terms and definitions

Term	Definition
AD	Alliance Development
ADA	Alliance Development Agreement
ALT	Alliance Leadership Team
AMT	Alliance Management Team
APT	Alliance Project Team, comprising Laing O'Rourke, KBR, Pritchard Francis and the PTA
BIM	Building Information Modelling
BRE	Byford Rail Extension
CAD	computer aided drafting
D&C	Design and Construct
DOA	Delegation of Authority
DOORS NG	DOORS NG requirements management tool
EIS	Entry into Service
FAA	Final Asset Acceptance
FAT	Factory Acceptance Test
IFC	issued for construction
ITP	Inspection and Test Plan
KRA	Key Result Area
LGA	Local Government Authority
MRS	Metropolitan Region Scheme
MRWA	Main Roads Western Australia
NCR	Non-Conformance Report
NOP	Non-Owner Participants (Laing O'Rourke, KBR, Pritchard Francis)
OGA	Office of Government Architect
OH&S	Occupational Health and Safety
PAA	Project Alliance Agreement
PBA	Project Bank Account
PCA	Planning Control Area
Project	METRONET Byford Rail Extension Project
PTA	Public Transport Authority
SDRP	State Design Review Panel
SMP	Safety Management Plan
SMS	Safety Management System
SWTC	Scope of Works and Technical Criteria
T&C	Testing and Commissioning
WAPC	Western Australian Planning Commission

Plan reference:
Metropolitan Region Scheme
1:25000 sheet 24
Amending plans:
1.8012/1 - 1.8021/1

Refer to separate Attachments

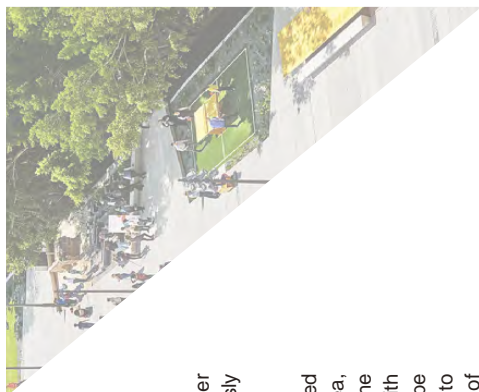
Development Application 1

Viaduct for Armadale Station and surrounds

Byford Rail Extension (BRE) Design and Construction Project

3. *Separate Attachments* – Development Application 1 – Viaduct for Armadale Station and Surrounds

- 3.1 Byford Rail Extension Viaduct - Development Application - MRS Form 1
- 3.2 Appendix B - Certificate of Titles
- 3.3 Appendix C - Site Plan
- 3.4 Appendix D - Train Station and Viaduct Development Application Drawings -
- 3.5 Appendix E - Tree Retention Strategy
- 3.6 Appendix F - Service & Utility Works – Location of Utility Works through Armadale Viaduct Area
- 3.7 Appendix F - Staging Demolition and Construction Management Plan
- 3.8 Appendix G - Operational Noise and Vibration – Acoustic Report
- 3.9 Appendix G - Traffic Management Plan and Concept Overview
- 3.10 Appendix H - Drainage Design Strategy
- 3.11 Appendix I - Engagement Outcomes Report
- 3.12 Appendix J - Geotechnical Design Report



5.3 Public Realm

5.3.1 Public Open Space Provision

The HTAC is framed on three sides by open space and is in proximity to other areas of open space within the wider Wungong Project Area. These areas of open space, including the abutting Neerigan Brook and Wungong River, provide a variety of opportunities for both passive and active recreation for residents and visitors.

Within the HTAC, the Structure Plan proposes five (5) small areas of Public Open Space:

- A small additional area adjacent to Community Park 12, this being 322m²;
- Two (2) small areas in the south western area of the HTAC, adjacent to the Neerigan Brook and Wungong River foreshore spaces and the key Road Avenue entry point into the HTAC from the south west. These spaces are proposed at 489m² and 526m². The areas will provide additional break out and recreational space adjacent to the foreshore areas and also provide the opportunity to create a landscaped entry statement for this main entry into the HTAC from the south west;
- A public plaza (840m²) connecting Weatherley Way/Main Street to Shipwreck Park; and
- A public plaza (425m²) approximately half way along the Main Street.

Community Park 13, as shown on the approved Precinct 15 (F) Structure Plan, is not proposed on the HTAC Structure Plan. It is considered that the provision of POS in this location is not appropriate for active recreation as it would compromise the safety of Forrest Road and the POS users. In addition, the original intent of this POS under the approved Precinct 15 (F) Structure Plan was to protect an archaeological site. This requirement is no longer applicable.

The Public Open Space provision of the Precinct 15 Structure Plan is further modified by the HTAC where it seeks to incorporate a portion of the previously designated 'Town Centre Park' (TCP) within the HTAC Structure Plan area.

The 5,000m² area of Community Infrastructure Plan (CIP) land to be provided within the HTAC has been maintained within the HTAC Structure Plan area, with Community land uses permitted within the Town Centre Core and the Mixed Use Frame. The CIP site location will be determined in consultation with the City of Armadale and Development WA. It is noted that the area may be provided across 2 -3 sites within the HTAC area. Stockland is continuing to engage with the City on this matter to work together on the early delivery of community infrastructure in the HTAC.

The POS Schedule for Precinct 15 (F) has been revised to account for the above proposed modifications to the provision of POS with the HTAC. In addition, a revised POS Plan has been prepared to reflect the proposed modifications to POS provision (refer Figure 35).

5.3.2 Public Spaces

The Structure Plan recognises the need for areas of both passive and active public use. Two key civic public open spaces are identified along or at the terminus of the Main Street to provide public spaces for the community to interact with the built environment. The intention of these civic squares is to promote spaces where the community can gather, foster local amenity and provide an area for respite from the surrounding urban environment. These spaces may include extensions of retail shop fronts, areas for alfresco dining, temporary markets and other uses which integrate the private and public realm.



A - Market Square
B - Town Square

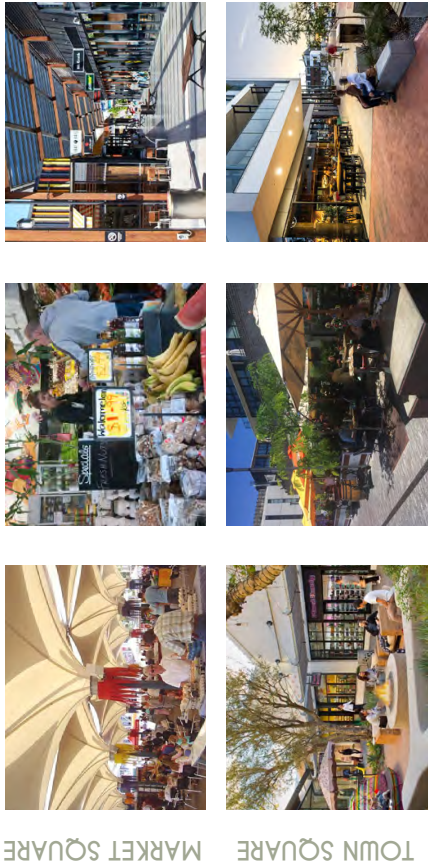


Figure 34: Public Space Character Image

5.3.3 Landscape

A Landscape Strategy has been prepared for the HTAC by Emerge Associates (refer Appendix 5).

The overall landscape strategy is to provide a cohesive streetscape setting that is connected both physically and in character with the site. Where possible native vegetation and existing landform will be retained and will help inform the design process. This encompasses choice of material, plant palette and POS activity to create a sense of place and a connection to the existing environment.

A strong emphasis has been directed on the ease of access throughout the site and into the surrounding areas for pedestrians and cyclists utilising the green corridors. This design approach provides a greater ratio of interface with the Town Activity Centre and residential areas throughout the site which will ultimately mean overall increased usage of these spaces by local residents.

Safety is also a key consideration with urbanised centres such as the HTAC. Crime Prevention Through Environmental Design (CPTED) strategies would be applicable during the design phase. Key response would be to build a sense of community among its inhabitants, promote a safe and comfortable environment to dispel the fear and incidence of crime, and provide an improvement in quality of life.

Some landscape areas also facilitate drainage infrastructure in the form of swales and basins. It is intended that these will have a vegetated batter with native wetland species and will add to the overall character and diversity of the development.

The HTAC interfaces with the Wungong and Neerigen Brook foreshores and the now established Shipwreck Park providing a strength in recreational facilities and activity for not only the immediate Sienna Wood community but visitors alike. Maintaining the natural aspect of the Wungong and Neerigen Brooks adjoining the HTAC will keep that connection with nature new developments usually lose and aims to improve the existing ecology and habitats for native flora and fauna to the region so these may flourish in future. Pedestrian access within foreshore areas should be limited to formal paths, trails and turfed areas.

The landscape master plan strategy aims to provide for a coordinated and integrated provision of an appropriate mix of land uses and infrastructure, necessary to support a strong, healthy, safe and vibrant HTAC, whilst delivering key social, environmental and financially sustainable outcomes.



- The streetscape character can be divided into three distinct categories:
- Urban Character – provide aesthetic and dynamic tree lined streets
 - Native Character – provide natural tree lined corridors
 - Wetland Character – provide connection with riparian corridors

Outdoor spaces within an urban town centre must be treated differently to traditional suburban open space. Landscaping within the Structure Plan area should be designed to accommodate the functional and cultural needs of open space within an urban context. This includes considerations regarding the adequate provision of seating, shade and wind protection, safety and security as well as general pedestrian movement throughout the Structure Plan area.

The Landscape Strategy provides a sample of the variety of native and WA native species available for planting in public spaces throughout the HTAC. Final plant selection and species mix is to be coordinated with the City of Armadale. In addition, the Amenity Plan within the Landscape Strategy reflects the indicative location of public domain components including picnic facilities, shelter, seating, BBQ's, play space and fitness and sports equipment. The Landscape Strategy also includes a typical POS Concept illustrating how active space can be provided in addition to retention of mature, healthy trees where possible and creation of linkages to pedestrian path networks throughout the site.

Street tree planting will be critical to reinforcing the road hierarchy and providing legibility throughout the HTAC, guiding residents and visitors alike. Street trees will be provided generally in accordance with the Design Guidelines. A series of streetscape characters are located throughout the Structure Plan area to provide a distinct identity to the Main Street, as well as ensuring surrounding precincts are reflective of the local landscape character. It also takes into consideration the City of Armadale's Urban Forest Strategy (2014), tree value and the initiative to increase and improve the areas canopy coverage.

With regard to street trees in car parking areas, trees will be planted at a ratio of 1 tree for every 4 car bays for parallel parking arrangements, and at a rate of 1 tree for every 8 bays within dedicated car parking areas. However, it is proposed that for the HTAC the appropriate tree planting density within car parks will be approximately 1 tree for every 8 car bays, or as considered appropriate at detailed design stage in consultation with Development WA and the City of Armadale.

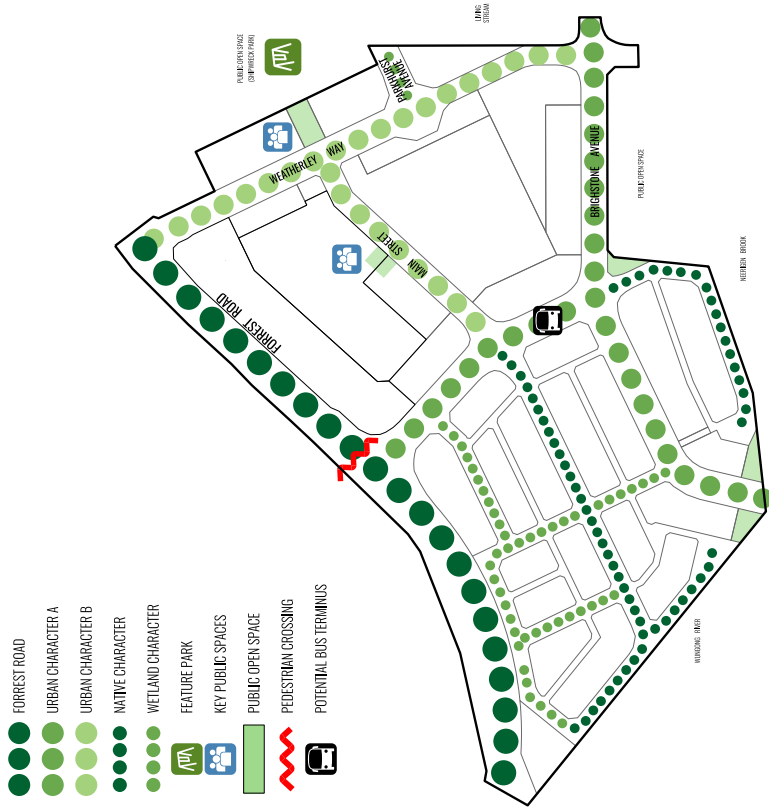


Figure 36: Public Domain

5.3.4 Public Art Strategy

Public Art is a great opportunity for a place or precinct to express its identity as well as developing character creating landmarks for the community.

Public Art can be diverse and take many forms, from murals, sculptures, lighting and mosaics. It is important that it is reflective of the community and its surrounds. Successful public art draws inspiration from the past and present as well as looking towards the future growing community.

All Public Art provided will be done in conjunction with relevant authority.

There will be three types of public art within the Town Activity Centre, those being:

- Lighting Structures
- Murals
- Sculptures

Lighting Structures

Lighting structures will be a key feature to the town centre and will be done in conjunction with a lighting designer and artist experienced in this form. An overhead lighting structure, such as catenary lighting or a suspended overhead form can add character to an urban centre as well as activating the precinct after dark.

Proposed locations: Town Centre

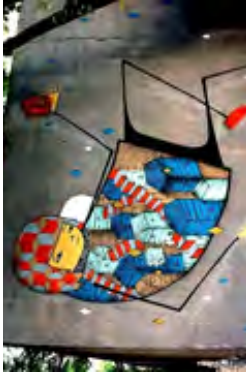


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Murals

Murals are an effective way of bringing colour and activation to a space. City's such as Melbourne have embraced wall murals as a way of activating laneways and bringing life to all parts of a City. Murals will reflect the local context and community.

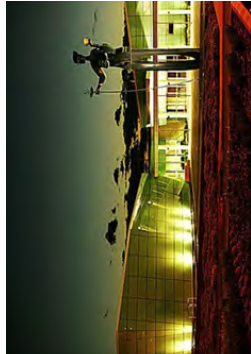
Proposed locations: Laneways, Carparks, Public Open Space

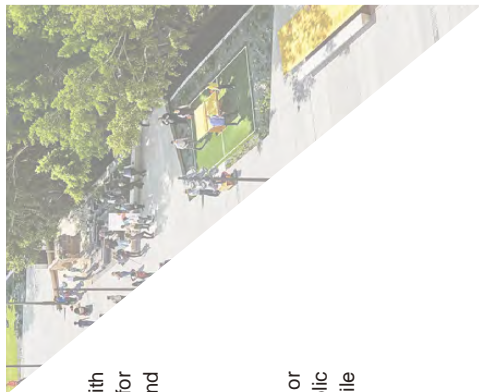


Sculptures

Public art sculptures can provide iconic landmarks or intricate works within a precinct. Sculptures should acknowledge local culture or community and use materials appropriate to the selected location. Sculptures should work at various scales, for people travelling through the precinct in a car or bike to people viewing the works up close and in detail. Sculptures can also double up as play structures and be included in public open space.

Proposed locations: Entry Nodes, Public Open Space





- The development of a site wide public art plan is anticipated with regards to nominated Artwork locations and potential budget spend for each item and timing of artwork linked to actual project phasing and development release.

Integration

There is the potential for certain landscape elements such as paths, walls or structures to provide a working platform and plinth to be integrated with public art to gain a dual benefit which may best provide a cost effective outcome while ideally expanding the volume of public art.

Themes

The project's design ethos is aimed at extending aspects of Sienna Wood's character into the Town Activity Centre. A key theme of "modern living" in natural surrounds" is proposed. This theme will be interpreted by artists through their designs but is expected to pick up on concepts such as local flora and fauna, past land uses, local aboriginal heritage and contemporary urban life.

A number of artwork pieces may be developed, encompassing some standalone pieces to items integrated into the landscape infrastructure as well. Some design aspects that may be considered include:

- A focus on providing legibility of theme and an evident story / journey for residents and visitors.
- The scale and size of artwork may differ with possibly some pieces to be small and intimate whilst others are to be statement pieces / focal points. Artwork typologies may vary from traditional sculptural instalments to more integrated user-friendly pieces.
- There is the potential for Artwork to encompass kinetic attributes to highlight the changing micro-environment and respond to built-form or landscape elements.
- The material palette and options available for component artwork pieces across the development may vary dependent on location, access, budget, safety, longevity and robustness.

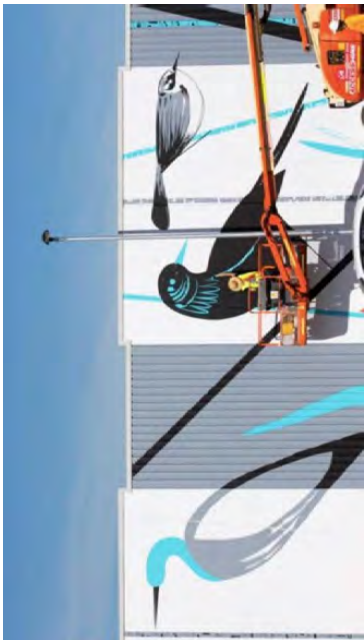


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Project Aims

The provision of public art to this project is proposed to:

- Assist in the presentation of the project to the public and its future residents.
- Reflects the areas diverse, authentic and unique built and natural environments. This includes subjects and themes that reference or depicts:
 - Aboriginal/European Settlement;
 - Local life or celebrates a particular event or aspect of the community.
- Provide a reference point and landmark that can be identified with the Sienna Wood development.
- Potentially provide secondary use aside from only visual public art.
- To bring scale and impact to the future public spaces and where appropriate to areas of built form faces and edges.
- To contribute to the TAC character and overall development themes.

Artist Selection

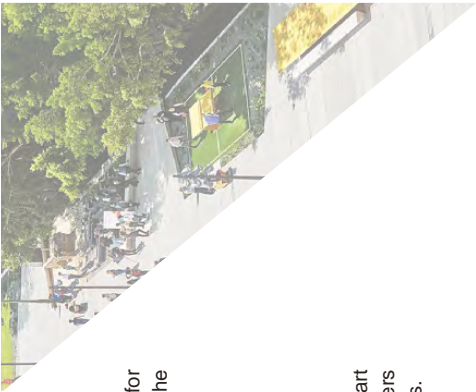
Stockland will work closely to develop a shortlist of appropriate artists for the relevant works within the Town Activity Centre. Influencing factors in the selection of the artists:

- Experience in similar works
- Current workload and availability
- Artists local to the area will be investigated

We propose that upon the selection of the shortlisted artists, that a public art procurement and delivery tender be put together, inviting selected tenderers to prepare concepts for review based on a detailed brief and scope of works.



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5.3.5 Public Lighting Strategy

The Town Activity Centre will become a key central hub for Sienna Wood and will be a space where residents and visitors will use until late into the evening. A focus on lighting the main street and public realm will enhance people's experience after dark as well promoting safety and amenity within the centre.

The following provides a high level overview of the proposed lighting strategy for the precinct, detailed lighting design will be completed by an electrical engineer in conjunction with a lighting specialist to meet or exceed AS/NZS 1158 Set: 2010 Lighting for roads and public spaces. The street lighting will be covered under the civil detailed design package, while pole-tip lighting, bollard lighting and up-lighting will be captured under the landscape detailed design drawings.

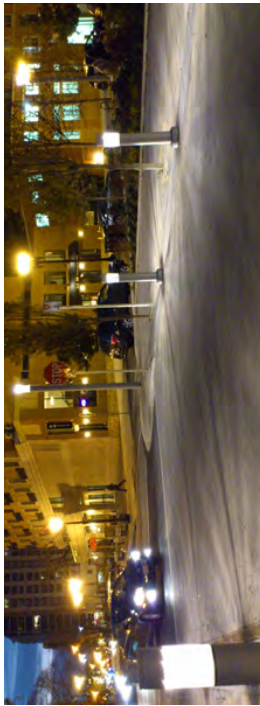
From a lighting perspective, there are four key areas that will need to be considered with the Town Activity Centre, those being:

- Main Street
- Town Centre
- Entry Nodes
- Recreational Nodes

Main Street

The main street provides primary access into and out of the town centre for vehicles, pedestrians and cyclists. To ensure safety off all users are maintained, a mixture of lighting fixtures are proposed:

- Street lighting
- Bollard lighting
- Pole-top lighting

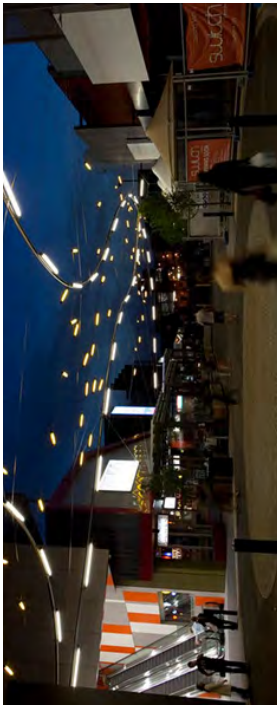


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Town Centre

The town centre will have high pedestrian activity at certain times of the day and night and will need to cater for a range of different commercial users. Lighting to the Town Centre will include:

- Catenary / Feature lighting
- Pole-top lighting
- Bollard lighting
- Up-lighting



Entry Nodes

The entry nodes into the Town Activity Centre will include signage and amenity that will signal the arrival at the town's key precinct. Entry nodes will have the below lighting:

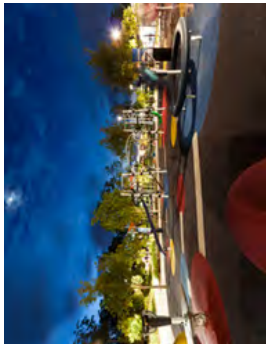
- Up-lighting



Recreational Nodes

There are a number of key recreational nodes located within the precinct which will include varied levels of amenity for passive and active recreation. Recreational nodes will include the below lighting:

- Pole-top lighting
- Up-lighting

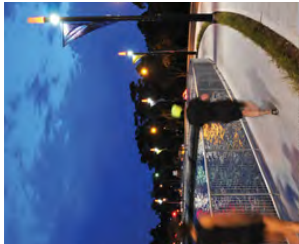


Lighting types

Lighting fixtures will be selected in conjunction with the City of Armadale and relevant minimum lighting standards. Lighting fixtures have been selected with two key considerations, maintenance and sustainability.

Street Lighting:

Hub Smart Pole – 166mm diameter pole with street lighting, pedestrian lighting, CCTV and signage



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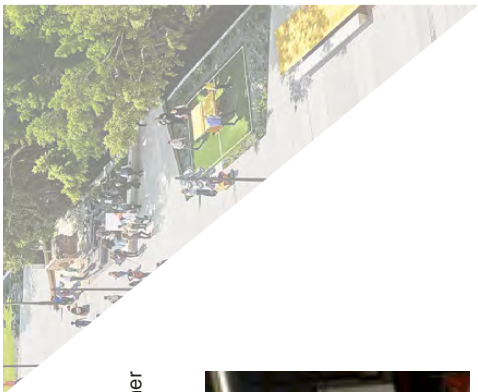
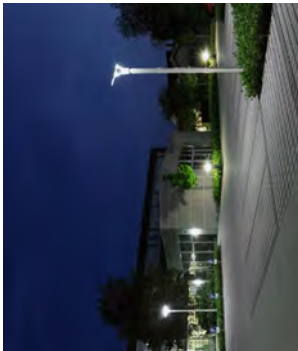
Catenary Lighting:

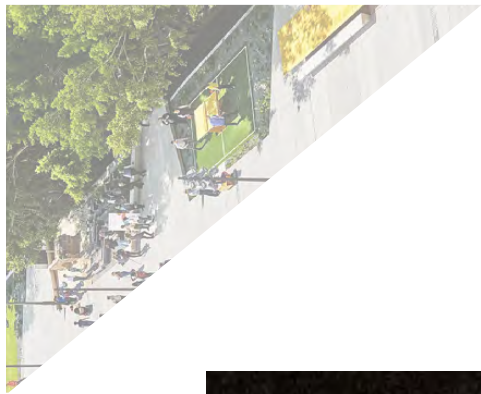
This will be designed in conjunction with a public artist and lighting designer and will involve colour, trellis and potentially landscaping.



Pole-top Lighting:

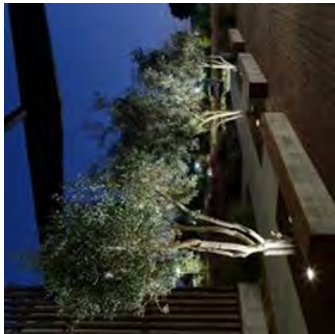
4m high LED Symmetrical Optical Assembly – Neutral White.





Up-lighting:

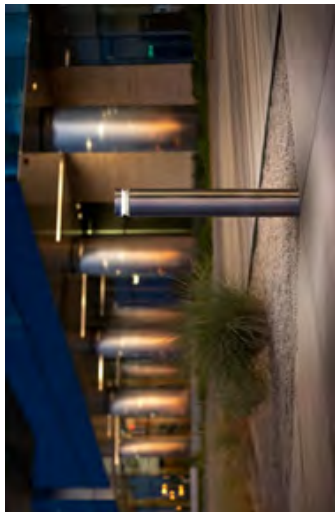
Stainless Steel trafficable in-ground location luminaires – 4.3 W.



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Bollard Lighting:

170mm diameter aluminium LED bollard light.





AERIAL PLAN
Harrisdale District Centre
Future Public Realm Areas Strategy

DATE 5 January 2021 - REVISION 2101
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