

# CITY OF ARMADALE

## AGENDA

**OF DEVELOPMENT SERVICES COMMITTEE TO BE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON TUESDAY, 19 JUNE 2018 AT 7PM.**

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

### **PRESENT:**

**APOLOGIES:** Cr D M Shaw (Leave of Absence)  
Cr K Busby (Leave of Absence)

### **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**

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

## **DECLARATION OF MEMBERS' INTERESTS**

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## **QUESTION TIME**

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*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**

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## **CONFIRMATION OF MINUTES**

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### **RECOMMEND**

**Minutes of the Development Services Committee Meeting held on 22 May 2018 be confirmed.**

## **ITEMS REFERRED FROM INFORMATION BULLETIN - ISSUE 9 - MAY 2018**

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### **Outstanding Matters & Information Items**

Report on Outstanding Matters - Development Services Committee

Reviews before the State Administrative Tribunal (SAT)

#### **Health**

Health Services Manager's Report - May 2018

#### **Planning**

Planning Applications Report - May 2018

Town Planning Scheme No.4 - Amendment Action Table

Subdivision Applications - WAPC Approvals/Refusals - May 2018

Subdivision Applications - Report on Lots Registered for 2017/2018

PAW Closure Report - Significant Actions during May 2018

Compliance Officer's Report - May 2018

#### **Building**

Building Services Manager's Report - May 2018

Building Health/Compliance Officer's Report - May 2018

Building Applications Monthly Statistics - May 2018

*If any of the items listed above require clarification or a report for a decision of Council, this item to be raised for discussion at this juncture.*

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19 JUNE 2018

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***1.1 - COUNCIL POLICY REVIEW - HLTH 5 - SMOKE FREE WORKPLACE***

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WARD : ALL  
FILE No. : M/359/18  
DATE : 12 June 2018  
REF : GD  
RESPONSIBLE : EDDS  
MANAGER

**In Brief:**

- Part 3.1 of the procedures of Policy Review, requires the City to review its policies every 3 years. Policy HLTH5 Smoke Free Workplace is due for review.
- The report presents the findings of the review of Policy - HLTH 5 Smoke Free Workplace.
- Recommend that Policy HLTH 5 be reaffirmed in its current form, for a further period of three years.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

Nil

**Legislation Implications**

1. *Tobacco Products Control Act 2006*
2. *Occupational Safety and Health Regulations 1996.*
3. *Local Government Act 1995*

**Council Policy/Local Law Implications**

City of Armadale Policy Manual (Adopted 2003)

**Budget/Financial Implications**

Nil

**Consultation**

- Development Services.
- Community Services.
- Human Resources.

## BACKGROUND

At its meeting of 4 March 2003, Council formally adopted the Policy Manual, endorsed the associated Management Practices and the procedure for developing, amending and reviewing the Policies and Management Practices (C6/2/03).

Part 3.1 of the procedures for Policy Review states:

*“A review of every policy is to be made every 3 years by the relevant Executive Director, with a third of the policies being reviewed every year”.*

Council Policies are reviewed in accordance with the City’s “Policy Manual Procedures and Practices”, having regard for whether the policy:

- Satisfies current organisational/operational requirements.
- Complies with current legislative requirements.
- Is consistent with other Council Policies.

## DETAIL OF PROPOSAL

Council Policy HLTH 5 - Smoke Free Workplace was last reviewed and formally adopted by Council on 21 December 2015 and is now due for review. This policy has been in use for the past three (3) years to establish a clear aim of limiting human exposure to smoking in outdoor public places under the jurisdiction of the City of Armadale.

## ANALYSIS

HLTH 5 - Smoke Free Workplace has been reviewed in consultation with relevant Departments within the City. The policy is consistent with the requirements of the *Tobacco Products Control Act 2006* and the *Occupational Safety and Health Regulations 1996*. It is also consistent with the “Supporting smoking-free workplaces - a policy implementation guide” produced by the Tobacco Control Branch, Department of Health WA.

In Western Australia, the *Tobacco Products Control Act 2006* and associated regulations regulate smoking in enclosed public places. Section 19 of the *Occupational Safety and Health Act 1984* requires an employer, so far as practicable, to provide and maintain a working environment in which the employees are not exposed to hazards.

Under regulation 3.44B of the *Occupational Safety and Health Regulations 1996*, employers, employees and self-employed persons are prohibited from smoking in enclosed workplaces. Under the *Occupational Safety and Health Act 1984* a ‘workplace’ means:

*“a place, whether or not in an aircraft, ship, vehicle, building, or other structure, where employees or self-employed people work or are likely to be in the course of their work.”*

A workplace is an ‘enclosed workplace’ if it has a ceiling or roof and is greater than 50% enclosed by walls, or other vertical structures or coverings.

The City has reviewed this policy and determined that the policy is performing well and no modifications are required at this stage.

### **OPTIONS**

1. Council reaffirm the relevance of the policy without amendment.
2. Council could seek to amend the policy.
3. Council revoke the policy.

### **CONCLUSION**

Council Policy HLTH 5 have been used for the past three years to establish clear guidelines to protect the health of Council employees, contractors, visitors and the general public by eliminating exposure to environmental tobacco smoke in and around all City controlled buildings and recreational facilities both indoor and outdoor. The current policy is performing well and is aligned with relevant legislation. No further changes to the policy are required at this point. It is recommended that Council adopt Option 1 and continue to apply and operate Policy HLTH 5 for a further three (3) years.

### **RECOMMEND**

#### **That Council:**

- 1. Pursuant to Section 2.7(2)(b) of the *Local Government Act 1995* reaffirm the continued application and operation of the current Council Policy for a further three (3) years.**

### **ATTACHMENTS**

1. Policy - HLTH 5 - Smoke Free Workplace



**LOCATION PLAN**  
 Kilburn Lane, Kelmescot



DATE 6 June 2018 - REVISION 1801  
 p:\auto\cad\agenda\_drawings\2018\June\Kilburn\_lane\Kilburn\_lane.dwg

Best information provided by me with the permission of the  
 Western Australian Land Information Authority (LMI) on 20/06/2018.  
 Actual polygons supplied by Landgate, Melbourne by Westpac.



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**2.1 - ROAD RENAMING - KILBURN LANE, KELMSCOTT**

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WARD : HERON  
FILE No. : M/339/18  
DATE : 11 June 2018  
REF : SS  
RESPONSIBLE : EDDS  
MANAGER  
APPLICANT : City of Armadale  
LANDOWNER : Various  
SUBJECT LAND : Kilburn Lane (ROW),  
Kelmscott  
ZONING  
MRS / : Industrial  
TPS No.4 : Unzoned

**In Brief:**

- A request from Councillors has been made to give consideration to investigating the renaming of Kilburn Lane in Kelmscott.
- The name 'Kilburn' was originally selected in 1978 and was named after Kilburn Industrial College.
- Recommend that Council advertise it's intention to rename the ROW Lane currently known as Kilburn Lane and liaise with occupants, landowners and government agencies on the names proposed in this report.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

- 2.2.2.3 Contribute to local character by understanding the history of places and preserving locally significant sites and items.
- 2.5.1.1 Implement the Local Planning Strategy recommendations through amendments to TPS No.4, Structure Plans, Planning Policies and strategies.

**Legislation Implications**

Land Administration Act 1997.

**Council Policy/Local Law Implications**

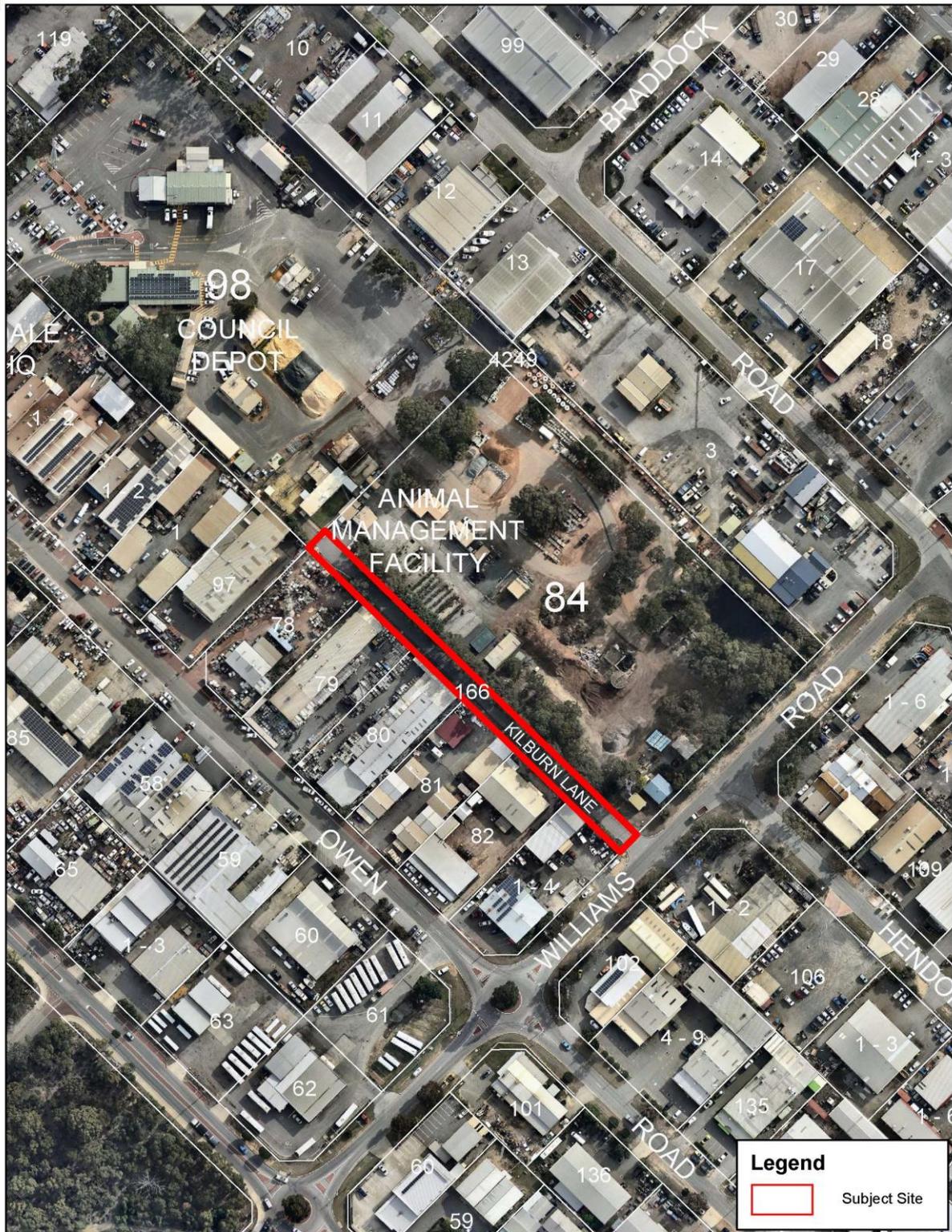
City of Armadale Street Numbering Local Law 2010  
Street Numbering Policy (DEV 1)  
Naming of Roads, Parks, Places and Buildings Policy (DEV 2)

**Budget/Financial Implications**

Advertising costs can be accommodated within the Planning Services budget. New street signs will also be required. Further notification may be required due to the City's Animal Management Facility being accessed from Kilburn Lane, Kelmscott.

**Consultation**

Nil.



**AERIAL PLAN**  
 Kilburn Lane, Kelmescott



SCALE 1 : 2500

DATE 5 January 2018 - REVISION 1801  
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Based on information provided by and with the permission of the  
 Western Australian Land Information Authority trading as Landgate (2012).  
 Aerial photograph supplied by Landgate. Photomaps by Topographic



## **BACKGROUND**

A request from Councillors has been made at the City Strategy Committee meeting to give consideration to investigating the renaming of Kilburn Lane in Kelmscott due to the sensitivities raised by some residents.

In accordance with Landgate's Policies and Standards for Geographical Naming in Western Australia, *"Road names are intended to be enduring. The renaming of any road is discouraged unless there are good reasons for a change of name. Where a change to the name of a road is proposed, the new name selected shall conform to all the necessary naming policies and standards."*

The name Kilburn comes from an area of northwest London, England, situated 3.75 miles (6.0 km) north-west of Charing Cross. The main thoroughfare running northwest-southeast is Kilburn High Road, part of the modern A5 road. The road dates back to pre-Roman times and is part of the Roman road known as Watling Street. The town of Kilburn has its origins in a 12th-century priory on the banks of the Kilburn Brook.

This name was selected when the development of the area originally occurred in the 1970's. Kilburn was selected along with similar English names like Hendon (named after a leading Industrial College in Britain). Other road names in the area were selected from early landowners / pioneers in the area like Owen and Brant.

The original layout proposed for Kilburn Way ran from what today is known as Williams Rd / Owen Road through to Railway Avenue bisected by several land parcels. The development of the City's depot and surrounding roads being altered required the as constructed Kilburn Way to be renamed Owen Road for its entirety including the portion from Williams Road through to Railway Avenue. The name Kilburn was held in reserve during that time and in 1985 the City applied for the name Kilburn Lane to the ROW.

## **DETAILS OF PROPOSAL**

Renaming Kilburn Lane, Kelmscott, provides an opportunity for the City to denote the rich and significant heritage history of the area. Part of this may include continuation of the theme which was selected for the naming in 1978 of leading Industrial Colleges in Britain or to continue the names of early landowners in the area.

Landgates policy states that *"Any change to an existing approved name is discouraged. As all official names are meant to be enduring, any proposals to change the name of a feature, administrative boundary or road must include evidence of a compelling reason for such a change, for example the proposal is deemed to be in the public interest for safety reasons. The changing of a name merely to correct or re-establish historical usage shall not be considered in itself a reason to change a name. Evidence of community consultation and feedback from all relevant agencies and jurisdictions must be included with the submission. All such requests will be required to be presented to Landgate for consideration. If Landgate determines that the name change is unnecessary or non-essential, yet there is enough community support for the change and it is compliant with the relevant naming policies and standards, it may be approved but it shall incur a service charge."* (\$279 fee current as at May 2018).

Suggested names as follows have been sourced from the similar theme: Industrial Colleges in Britain and / or early landowners.

- **Barnsley:** is a further education college just outside the town centre of Barnsley, England. It has several campuses: Old Mill Lane Campus, Construction Centre, Honeywell Sport Campus, STEM Centre, Think Low Carbon Centre, SciTech Centre and the Barnsley Sixth Form College.
- **Moray:** Moray College is a further education college based in Elgin, in Moray, northeastern Scotland and is a college of the University of the Highlands and Islands. In 1971 the Elgin Technical College was opened as a further education college by the local education authority. The name of the college changed to the Moray College of Further Education in 1978. When the Further and Higher Education Scotland Act was passed in 1992 the college left the ownership of the local education authority (a process known as incorporation) and the name was changed to simply Moray College. The main campus for the college is in central Elgin. This campus is also home to the Gas, Oil and Renewables Assessment Centre.
- **Boston:** Boston College opened in 1964 to provide A level courses for those not attending the town's two grammar schools.
- **Davidson** (D J) – Blacksmith and wheelwright in Third Road, Armadale 1912.
- **Capstick** (Constable Charles) – Policeman in Armadale 1934 – 1939.
- **Steffan** (J) – Veteran of the Franco Prussian War who owned the land in Karragullen on which Miaweeroona orchard was started.

The suggested alternative names could be advertised for feedback to the affected landowners and occupants, government agencies, Geographic Names Team, and the wider community. Suggestions that comply with Landgate's *Policies and Standards for Geographical Naming in Western Australia* shall also be accepted for consideration if GNC agreed to renaming.

## COMMENT

Renaming Kilburn Lane may be of risk to public and operational safety. Emergency service responders require clear, unambiguous road names for optimised service delivery. Renaming could potentially be confusing for emergency service responders. In this case, only the City's Animal Management Facility uses this Lane as an address.

Landgate requires evidence of community consultation and feedback from all relevant agencies and jurisdictions. Whilst proposals normally require the support of the local government authority, the Minister for Planning, Lands and Heritage is the final authority in such matters.

The road type shall be one deemed suitable by the Geographic Names Team. The City will advise all affected landowners and occupants, and relevant government agencies, of the proposal.

## ANALYSIS

Landgate's *Policies and Standards for Geographical Naming in Western Australia* requires that the proposed road names are duplicated less than six times in the metropolitan area (three south and three north of the Swan River) and do not have duplicates less than 10km from the subject site. Further criteria is set out in Clause 2.3.1 *Existing duplicated or similar sounding names* in Landgate's *Policies and Standards for Geographical Naming in Western Australia*.

All suggested alternative names meet the required criteria and pass preliminary validation.

## OPTIONS

Council could:

1. Support advertisement of the proposal to rename Kilburn Lane, Kelmscott, and proceed with canvassing of landowners, occupants and government agencies in regards to the proposed alternative names.
2. Propose alternative names subject to meeting GNT's criteria prior to advertisement and canvassing of landowners, occupants and government agencies.
3. Decline to pursue a road renaming of the subject site and retain the name as Kilburn Lane, Kelmscott.

## CONCLUSION

Names suggested continue the theme of Industrial Colleges as proposed in 1978 for the area and / or sourced from pioneers. Option 1 is therefore recommended.

Following the closure of the advertising period, a report will be prepared for Council's consideration of the submissions received and proposed names.

## RECOMMEND

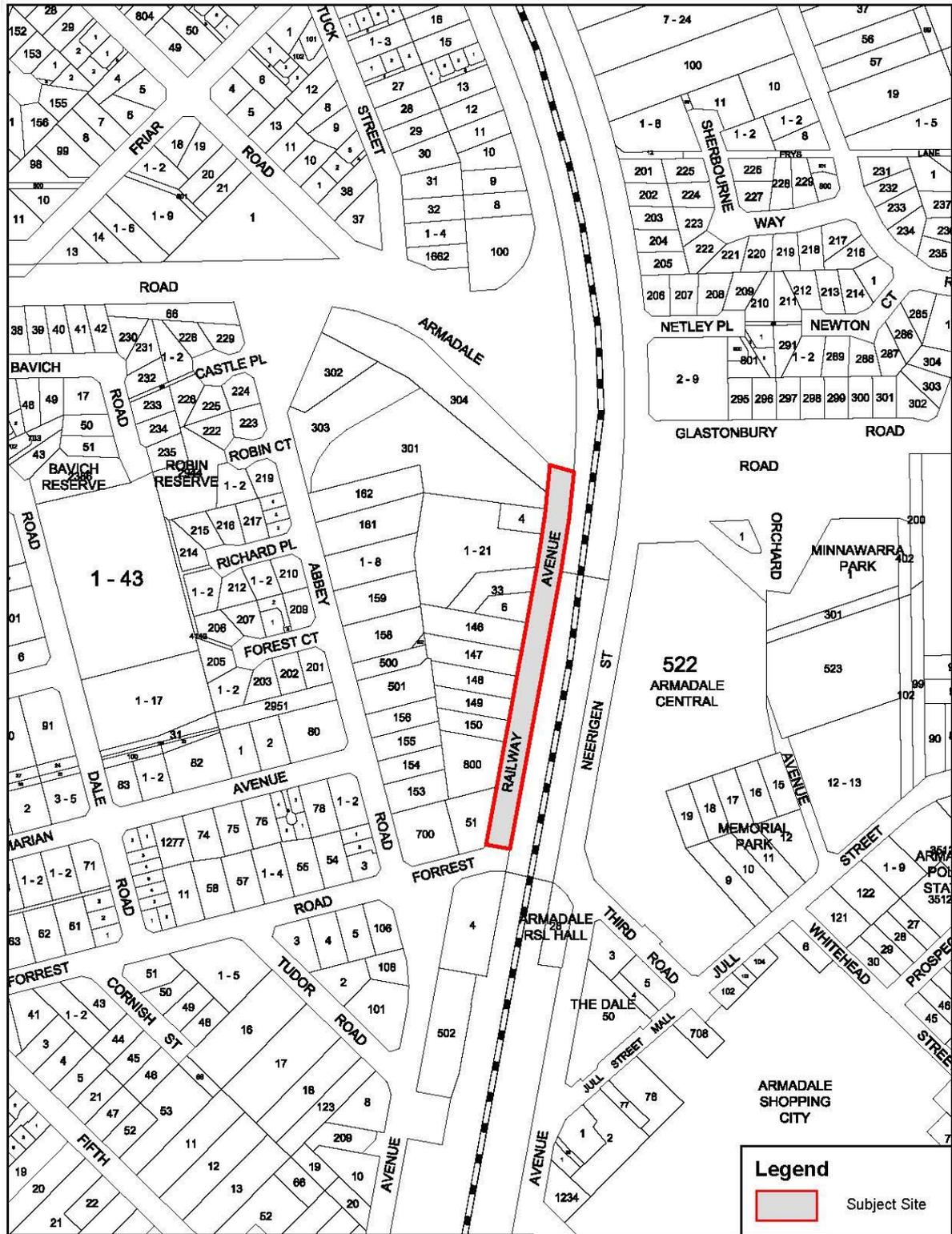
**That Council:**

1. **Advertise the proposal to rename the ROW Kilburn Lane, Kelmscott with the following suggested names:**
  - **Barnsley**
  - **Moray**
  - **Boston**
  - **Davidson**
  - **Capstick**
  - **Steffan**

**to affected landowners, government agencies, and the wider community by way of letters for affected landowners and newspaper advertisement.**

## ATTACHMENTS

There are no attachments for this report.



**LOCATION PLAN**  
 Portion of Railway Avenue, Armadale



SCALE 1 : 5000

DATE 5 January 2018 - REVISION 1801  
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Based on information provided by and with the permission of the  
 Western Australian Land Information Authority in August 2012.  
 Aerial photograph supplied by LandGas, Melbourne by MailStop.



## **2.2 - ROAD RENAMING - RAILWAY AVENUE, ARMADALE**

WARD : MINNAWARRA  
FILE No. : RDR/13-02  
- M/300/18  
DATE : 12 June 2018  
REF : KC  
RESPONSIBLE : EDDS  
MANAGER  
APPLICANT : City of Armadale  
LANDOWNER : Various  
SUBJECT LAND : Railway Avenue,  
Armadale  
ZONING  
MRS / : Urban  
TPS No.4 : Unzoned

### **In Brief:**

- Council, at its meeting on 18 April 2006 (D33/4/06) resolved to realign Railway Avenue, Armadale to connect with Abbey Road.
- The realignment resulted in the portion of Railway Avenue south of Armadale Road becoming a cul-de-sac and subsequently requiring renaming and renumbering to ensure continuation of uninterrupted services, including timely responses from emergency services.
- Council resolved at its meeting on 23 April 2018 (D23/4/18) to advertise its intention to rename the southern portion of Railway Avenue, Armadale, liaising with occupants, landowners, government agencies and the wider community by way of letters and newspaper advertising.
- A total of 19 submissions were received during the advertising period.
- Recommend that Council submit the supported name 'Aragon' to Geographic Names Team (GNT), with the secondarily preferred name of 'Lionheart' to accompany this submission in the case that the preferred name is deemed unsuitable by GNT.

### **Tabled Items**

Nil.

### **Officer Interest Declaration**

Nil.

### **Strategic Implications**

2.2.2.3 Contribute to local character by understanding the history of places and preserving locally significant sites and items.

2.5.1.1 Implement the Local Planning Strategy recommendations through amendments to TPS No. 4, Structure Plans, Planning Policies and strategies.

### **Legislation Implications**

Land Administration Act 1997.

### **Council Policy/Local Law Implications**

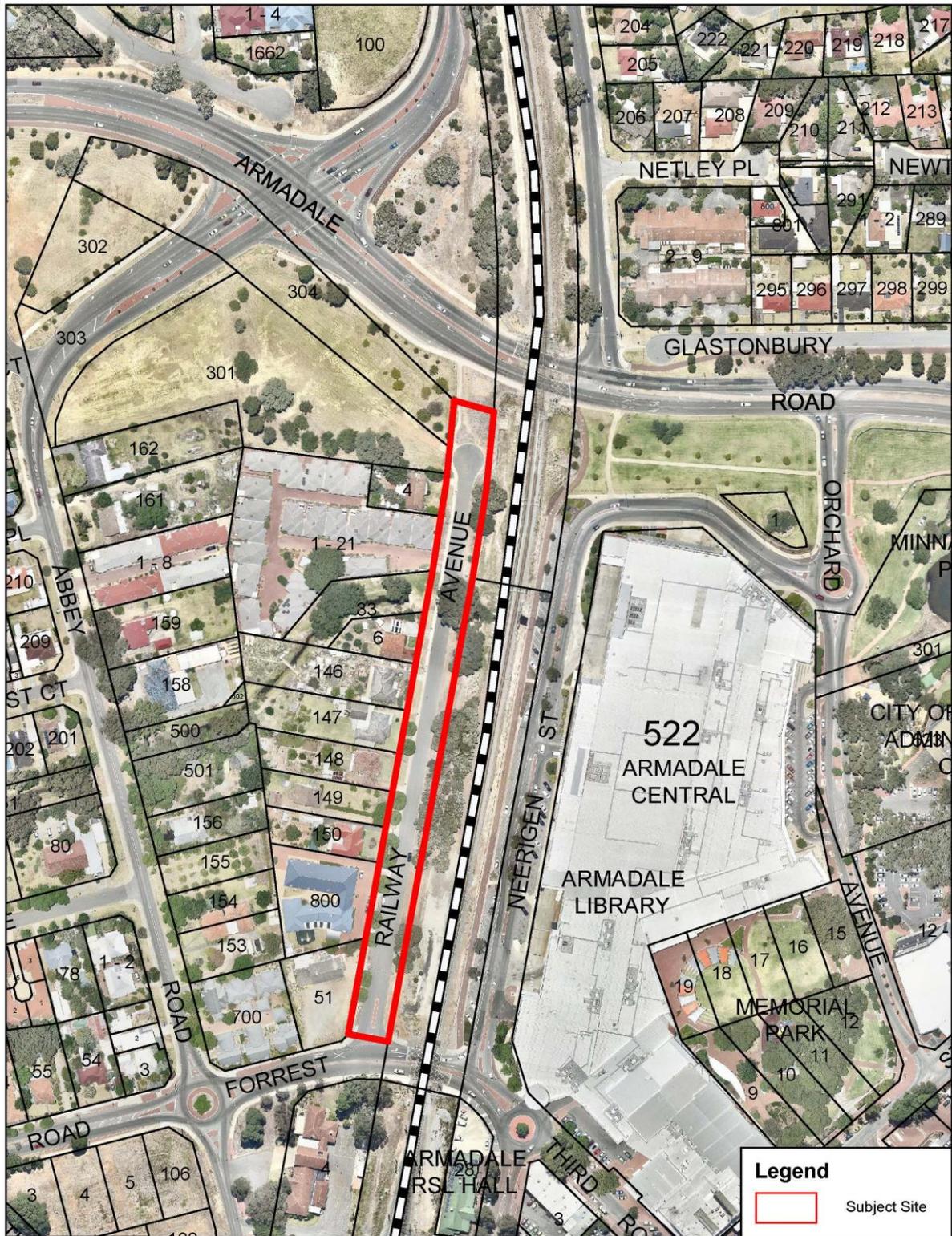
City of Armadale Street Numbering Local Law 2010

Street Numbering Policy (DEV 1)

Naming of Roads, Parks, Places and Buildings Policy (DEV 2)

### **Budget/Financial Implications**

New street signage shall be required.



**AERIAL PLAN**  
 Portion of Railway Avenue, Armadale



DATE 6 April 2018 - REVISION 1801  
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Based on information provided by and with the permission of the Western Australian Land Information Authority (LIDAR) (2012). Aerial photograph supplied by Landspace. Photograph by RealMap.



### **Consultation**

- Geographic Names Team
- Water Corporation
- Western Power
- ATCO Gas Australia
- Department of Planning, Lands and Heritage
- Australian Electrical Commission
- Department of Fire and Emergency Services
- Landgate
- Australia Post
- St John Ambulance
- Synergy
- WA Police

### **BACKGROUND**

Council, at its meeting on 18 April 2006 (D33/4/06) resolved to realign Railway Avenue, Armadale, and connect Abbey Road. It is appropriate to rename the now segregated cul-de-sac portion of Railway Avenue south of Armadale Road as works have been completed at the Abbey Road and Railway Avenue junction.

In accordance with Landgate's *Policies and Standards for Geographical Naming in Western Australia*, "renaming shall be necessary when a road is made into a cul-de-sac, resulting in two or more separated sections of road." It is noted that "such separations can cause difficulties for emergency service responders and the delivery of other services to the area." Renaming this portion of Railway Avenue, Armadale provides an opportunity for the City to express the rich and significant heritage history of the area.

Suggested names gave homage to early settlers, and were drawn from the legend of Robin Hood, continuing the theme initiated by Herbert Dale Cullen. The suggestion of 'Moreton' acknowledges the heritage-listed Moreton Bay Fig Tree located within the Sherwood Gardens unit complex on Railway Avenue, Armadale.

Council resolved at its meeting on 23 April 2018 (D23/4/18) to advertise the proposed names to affected landowners and occupants, government agencies, and the wider community. Submissions were welcomed over the course of three (3) weeks. Suggestions that complied with Landgate's *Policies and Standards for Geographical Naming in Western Australia* were also encouraged for the City's consideration, including:

- a) Redman
- b) O'Reilly
- c) Moreton
- d) Lionheart
- e) Aragon

Renaming of this portion of Railway Avenue will require street renumbering. Renumbering is required by the Australian and New Zealand Standard – *Rural and urban addressing* (AS/NZS 4819:2011) and shall be in accordance to the City's Street Numbering Policy (DEV 1).

## COMMENT

Landgate requires evidence of community consultation and feedback from all relevant agencies and jurisdictions. The City has demonstrated consultation with the community, government agencies, service providers and affected landowners and residents.

The road type shall be one deemed suitable by the Geographic Names Team.

The City will notify all affected landowners and occupants, and the following agencies, of the road name and the new street number allocations once the road renaming has ministerial approval:

- |                      |  |
|----------------------|--|
| - Alinta             | - Australian Electoral Commission – Canning  |
| - Australia Post     | - Department of Fire and Emergency Services  |
| - Landgate           | - Western Australian Police                  |
| - St John Ambulance  | - Synergy                                    |
| - Telstra            | - Water Corporation                          |
| - Western Power      | - Department of Planning, Lands and Heritage |
| - ATCO Gas Australia |  |

Landgate's *Policies and Standards for Geographical Naming in Western Australia* requires that the proposed road names are duplicated less than six times in the metropolitan area (three south and three north of the Swan River) and do not have duplicates less than 10km from the subject site. Additional criteria is set out in Clause 2.3.1 *Existing duplicated or similar sounding names* in Landgate's *Policies and Standards for Geographical Naming in Western Australia*.

## PUBLIC ADVERTISING

Total No. of letters sent to residents/owners	:	43
Total No. of submission received	:	16
No. of submissions of conditional support/no objection	:	16
No. of submissions of objection	:	0
No. of submissions of general advice by Service Agencies	:	3

Submissions were invited over a three (3) week period, with a total of 19 responses received.

Both Department of Fire and Emergency Services and Western Power advised of no comment on the proposal. Geographic Names Team (GNT) advised that the name 'Moreton' is unsuitable due to the similar-sounding names of Merton Road in Roleystone and Martin Street in Kelmscott.

The remaining 16 responses were from affected residents and landowners.

**ANALYSIS**

A preferential voting system was supplied on the submission form, which most respondents made use of. The results are detailed in the table below:

	1 <sup>st</sup> Choice	2 <sup>nd</sup> Choice	3 <sup>rd</sup> Choice	4 <sup>th</sup> Choice	5 <sup>th</sup> Choice
<b>Moreton</b>	5	3	2	2	0
<b>Aragon</b>	4	2	0	3	0
<b>Lionheart</b>	3	2	2	0	1
<b>Redman</b>	1	1	3	2	1
<b>O'Reilly</b>	0	1	1	1	5
<b>Ayers</b>	2	1	0	0	0

‘Moreton’ is ineligible for consideration given GNT’s feedback that Moreton is similar to Merton Road in Roleystone and Martin Street in Kelmscott. Thus ‘Aragon’ was determined to be the favoured name as demonstrated by the high number of first and second choices and could be submitted to GNT as the proposed name. ‘Lionheart’ was secondarily preferred and could accompany the City’s submission in the case that the preferred name of ‘Aragon’ is deemed unsuitable.

All suggested names that shall be proposed to GNT for consideration meet the relevant criteria and pass preliminary validation. Origin evidence shall be provided to give further support to the proposed names.

The City received the suggestion of ‘Loxley’ however this is an alternate spelling of ‘Locksley’ which already exists as an Avenue within Armadale. GNT require that names submitted for consideration are not homonymous, with similarities in spelling or sound to an existing name, particularly within the same locality. Consequently this name is not supported for this proposal.

Respondents also provided alternative names including ‘Ayers’ and ‘Straiton’, which are derived from families who settled in the area. Whilst these had limited support from the canvassed respondents, the City will consider adding these to its list of potential road names for future use within the City.

The name ‘Gumtree’ was also proposed in relation to the numbers of gumtrees within the surrounding area, however in accordance with Landgate’s *Policies and Standards for Geographical Naming in Western Australia* Clause 1.6.4 ‘Business and commercial names’, “approval shall not be given to the naming of roads [...] after commercial businesses [and] trade names”. This is to ensure “no commercial advantage or disadvantage arises from such naming proposals” and thus this name is not supported.

It was suggested by a respondent that the City consider reimbursing mail redirections for affected properties. It is important to note that Australia Post will be notified of the road renaming which should assist with mail delivery. In this case there is a potential of 30 properties that would be affected. Full reimbursement of one (1) month’s redirection for each property would total \$924.00, with twelve (12) months’ redirections for 30 properties totaling \$4003.50. This does not account for processing time to administer such reimbursements. In this case it is considered unreasonable for the City to bear the costs to reimburse mail redirections for this road renaming and renumbering.

## OPTIONS

1. Approve the road names for submission to GNT to obtain ministerial approval.
2. Not approve the road names indicated as preferred by the community and that Council recommend a new road name to GNT.

## CONCLUSION

The road name, chosen by the City and supported by residents, should meet GNT criteria and appears to be an appropriate proposal for Council to approve. Option 1 is recommended.

## RECOMMEND

### That Council:

1. **Approach the Geographic Names Team (GNT) seeking ministerial approval for the following road name (with a suitable road type acceptable to the GNT) as shown on the attached plan:**

- **‘Aragon’**

**With the following road name as an alternative should this name be deemed unsuitable:**

- **‘Lionheart’**

## ATTACHMENTS

1. Confidential - Schedule of Submissions - Renaming of Railway Ave, Armadale - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as it deals with the matter relating to the personal affairs of a person/s.*
2. Confidential - Submitter Plan - Renaming of Railway Ave, Armadale - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as it deals with the matter relating to the personal affairs of a person/s.*

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**LOCATION PLAN**  
 Harrisdale Activity Centre



SCALE 1 : 7500

DATE 5 June 2018 - REVISION 1801  
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Based on information provided by and with the permission of the  
 relevant authorities. Subject to the terms and conditions of the  
 aerial photograph supplied by Landgate, Perthshire by Westpac.



**3.1 - HARRISDALE ACTIVITY CENTRE PLAN - LOT 1 (120) YELLOWWOOD  
AVE/NICHOLSON RD, HARRISDALE**

WARD : LAKE  
FILE No. : - M/347/18  
DATE : 12 June 2018  
REF : MK  
RESPONSIBLE MANAGER : EDDS  
APPLICANT : Urbis Pty Ltd  
LANDOWNER : Stockland WA  
Development Pty Ltd  
SUBJECT LAND : Lot 1 (120) Yellowwood  
Avenue corner Nicholson  
Road, Harrisdale  
ZONING  
MRS / : Urban  
TPS No.4 : District Centre

**In Brief:**

- Urbis Planning Consultants on behalf of Stockland Pty Ltd have prepared an Activity Centre Plan (ACP) for the Harrisdale District Centre and the ACP has now been lodged with the City for assessment and recommendation to the Western Australian Planning Commission (WAPC). The ACP is accompanied by a Retail Sustainability Assessment and a Transport Impact Assessment. The Harrisdale ACP will provide the primary land use, built form and strategic planning controls for the Harrisdale District Centre.
- Assessment of the ACP has identified that some modifications, including the addition of a number of provisions, are required.
- The ACP was advertised for a period of 21 days and 59 submissions were received from the public and Government agencies during the advertising period.
- Recommend that the Council advise the WAPC that the ACP is supported subject to modifications.

**Tabled Items**

Nil.

**Officer Interest Declaration**

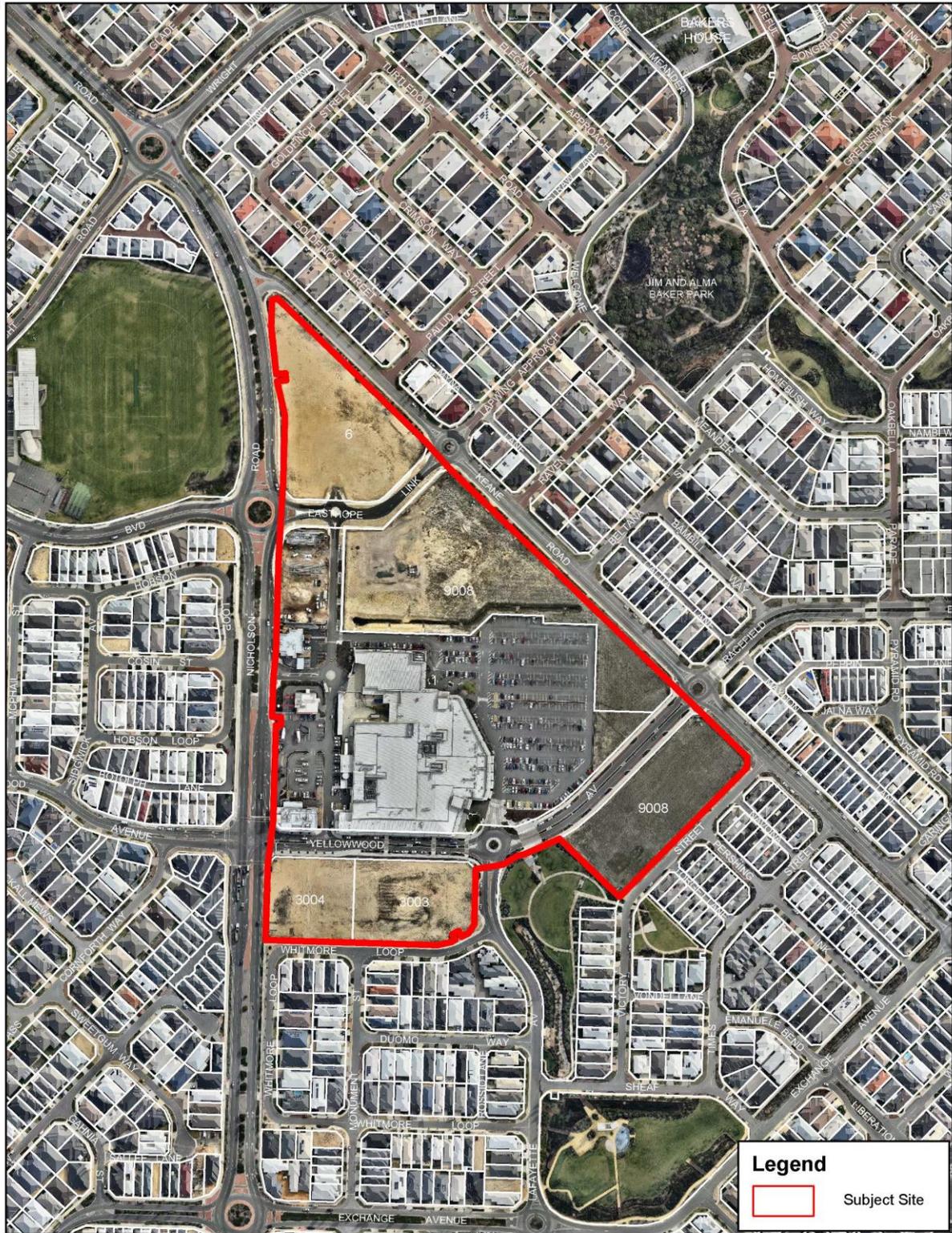
Nil.

**Strategic Implications**

- 1.3.1 Plan for services and facilities in existing and emerging communities
- 2.5.1 Implement and administer the City's Town Planning Scheme and Local Planning Strategy to deliver quality development outcomes.
- 3.3.1 Facilitate and advocate for an efficient movement network connecting employment and business opportunities.

**Legislation Implications**

Planning and Development Act 2005  
Planning and Development (Local Planning Schemes) Regulations 2015  
Metropolitan Region Scheme  
State Planning Policy SPP 4.2 - Activity Centres for Perth and Peel (SPP 4.2)  
Town Planning Scheme (TPS) No.4  
North Forrestdale Stage 1 ('Central') Structure Plan



**AERIAL PLAN**  
 Harrisdale Activity Centre



SCALE 1 : 5000

DATE 5 January 2018 - REVISION 1801  
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 Western Australian Land Information Authority trading as Landgate (2012).  
 Aerial photograph supplied by Landgate. PhotoMap by NearMap.



### **Council Policy/Local Law Implications**

Local Planning Strategy 2016

Local Planning Policy PLN 2.9 Landscaping

Local Planning Policy PLN 4.2 Signage (Advertisements)

### **Budget/Financial Implications**

Nil.

### **Consultation**

- ◆ Development Control Unit.
- ◆ State Government departments and utility providers
- ◆ Landowners within approximately 1 km of the shopping centre.

## **BACKGROUND**

The Harrisdale Shopping Centre was identified in the 2001 Southern River/Forrestdale/Brookdale/Wungong District Structure Plan as a Village Centre. The shopping centre was identified as a Neighbourhood Centre in the North Forrestdale Stage 1 (Central) Structure Plan since approximately 2005. Initially it appeared in the City's Activity Centre Strategy as a large Neighbourhood Centre and was located on both sides of Nicholson Road. Over the years the centre was reclassified at both State and local levels as a District Centre under SPP 4.2 Activity Centres for Perth and Peel and the 2012 City of Armadale Activity Centre Strategy Working Paper. The location of the District Centre was also slightly modified with all of the centre being located on the eastern side of Nicholson Road and slightly south of its present location.

At its meeting held on 25 January 2010, Council adopted the Newhaven District Activity Centre Structure Plan (Newhaven DACSP) over the land that comprises the Harrisdale District Centre. The Structure Plan was endorsed by the Western Australian Planning Commission on 21 October 2010. This Structure Plan set the provisions and design guidelines for the development of stage 1 of the Harrisdale District Centre.

Stage 1 of the Harrisdale District Centre opened for business in June 2016 and comprises:

1. A shopping centre, anchored by Woolworths and ALDI, two mini-majors, with approximately 30 other tenancies including shops, several cafes/restaurants, Post Office, hair and beauty businesses, a 24 hour gymnasium and a medical centre.
2. McDonald's, KFC, and Hungry Jacks fast food outlets on 'pad' sites along Nicholson Road. Pad sites are leasehold sites within a shopping centre that are leased from the owner of the shopping centre by other businesses.

A Fuel Station/Convenience Store (711) has been approved on a pad site on the corner of Nicholson Road and Easthope Link and is currently under construction. A Child Care Centre has been approved on the corner of Yellowwood Avenue, Lafayette Avenue and Whitmore Loop. Construction has not commenced to date.

## DETAILS OF PROPOSAL

The Harrisdale Activity Centre Plan (ACP) will facilitate the development of additional stages of the Harrisdale District Centre. The centre has been identified and provided for in a range of higher-level planning documents, including State Planning Policy SPP4.2 – Activity Centres for Perth and Peel (SPP4.2), the North Forrestdale Stage 1 (Central) local structure plan and the City of Armadale Local Planning Strategy. Through the adoption of the City's current Local Planning Strategy (LPS), the WAPC has approved the development of up to 20,000m<sup>2</sup> NLA by 2021, 25,000m<sup>2</sup> by 2026 and 31,000m<sup>2</sup> by 2031. If the developer wishes to bring forward additional floorspace before the timeframes set in the LPS then a Retail Sustainability Assessment is required to be prepared to determine if the demand exists to support the increase.

The Harrisdale ACP is proposed to supersede and replace the existing Newhaven District Activity Centre Structure Plan (NDACSP). The NDACSP restricts the primary lot (shopping centre building) in the activity centre to 12,000m<sup>2</sup> Nett Lettable Area (NLA). An additional 1500m<sup>2</sup> NLA is allocated to the portion of the District Centre that is on the opposite side of Yellowwood Road (the Main Street) from the shopping centre building. The Harrisdale ACP will remove the cap on retail floor space on individual lots, and provide for ongoing expansion of the activity centre in a coordinated manner. SPP 4.2 requires WAPC adoption where the NLA of a District Centre is proposed to exceed 20,000m<sup>2</sup>. This is applicable to the subject ACP.

Under this new ACP the activity centre is planned to provide:

1. Retail floor space of over 20,000m<sup>2</sup> NLA in the life of this activity centre plan – including the addition of a discount department store such as a Big W, Kmart or Target store.
2. Continued development of Yellowwood Avenue as the activity centre's main street, with highly active edges, accommodating retail, commercial and entertainment land uses such as a child care centre, purpose built medical centre and a tavern.
3. Car-based retail and commercial uses along Nicholson Road.
4. A variety of potential residential development sites, both for short-term and long-term development.
5. Consolidated car parking areas and pedestrian linkages to connect all parts of the activity centre.
6. Design Guidelines for buildings including the nomination of landmark sites within the District Centre.

The ACP breaks the District Centre up into a number of precincts including the Main Street Commercial precinct, Convenience/Service Commercial precinct, Retail Core precinct and Mixed Use/Residential precinct. The location of these precincts within the District Centre are shown on the Precinct Plan attached to this report. Each precinct has a vision and objectives.

These are as follows:

Main Street Commercial

Vision:

- A mix of commercial uses, such as Tavern, Child Care premises, Offices or Medical Centre, to promote visitation and activity on the main street.
- Built form concentrated along Yellowwood Avenue with parking generally located behind the built form in order to facilitate activity and interactions within the main street elements.

Objectives:

- Provide for development that activates the main street.
- Provide an amenable interface to surrounding residential development.
- Provide for development that contributes to the built form character of Yellowwood Avenue.

Convenience/Service Commercial

Vision:

- A mix of car-based commercial uses Fast Food Outlet, Convenience Store, Service Station or Showroom.
- Built form that is fit for purpose, resulting in standalone buildings, 'drive through' elements and parking directly adjacent to buildings.
- A dedicated precinct for these types of uses, along Nicholson Road, ensures that these car-based uses do not compromise the amenity of the other parts of the activity centre.

Objectives:

- Provide for car based uses away from the main street.
- Provide development that has attractive frontages to Nicholson Road.
- Provide for development that is also accessible to pedestrians.

Retail Core

Vision:

- A mix of retail and commercial land uses in a shopping centre environment – enclosed and unenclosed.
- Smaller scale, active uses are to be concentrated on Yellowwood Avenue with secondary concentration facing east along the north-south key pedestrian linkage through the precinct.
- Some large format retail uses (including supermarket/s, a discount department store, and mini majors), and a consolidated area for car parking in the eastern portion of the precinct.

Objectives:

- Provide a convenient District Shopping Centre environment for the surrounding community.
- Provide interaction and visual interest to the key pedestrian linkage through the precinct.
- Provide for development that activates the main street.
- Provide safe and pleasant pedestrian connections to the adjacent precincts.
- Provide an amenable interface to surrounding development.
- Provide for development that minimises, within reason, the visual and other amenity impacts of service areas associated with a retail centre.

### Mixed Use/Residential

#### Vision:

- A range of mixed use, small scale commercial and residential uses.
- The southern portion of the precinct will likely be predominantly residential with the likely development being medium density dwellings or small scale multi-unit development.
- The northern portion may be developed for commercial or residential uses.

#### Objectives:

- Provide for a mix of uses, including commercial and residential development.
- Provide interaction and/or visual interest to the Yellowwood Avenue and Easthope Link frontages.
- Provide an amenable interface to surrounding development.

### **Land Uses**

Land use permissibility in the centre will as per Table 1 Zoning Table within TPS No.4 for the District Centre zone. However, where a use is discretionary, the precinct visions and objectives will provide criteria for determining whether a particular land use is appropriate in a particular precinct.

### **Development Requirements**

The ACP contains a range of development requirements related to residential development, building height, building frontage design guideline classifications, building emphasis/landmark building locations and requirements, architectural design, vehicle access, pedestrian paths and linkages, open space, landscaping, car parking ratios, bicycle parking requirements, screening of services, signage and Main Street activation requirements.

The outcome of the assessment of the structure plan development requirements are discussed in the Analysis section below.

### **Public Advertising of the Amendment**

The proposed ACP was advertised for 21 days, closing on 7 March 2018.

Total No. of submissions received	:	59
No. of submissions of conditional support/no objection	:	45
No. of submissions of objection	:	14

It should be noted with regard to the objections received that most were objecting to only one element of the ACP (vehicle access to Whitmore Loop from the Yellowwood Avenue pad sites) and not to the extension of the shopping centre as a whole.

The issues or concerns raised by the submissions have been summarised and recommendation made on each submission. *Refer to the Confidential Attachments of this report for the Schedule of Submissions and location plan of submitters.*

The main issues raised in the submissions, together with a comment on each issue are outlined below.

***Key Issues***

*Issue 1 - Traffic volumes need to be modelled carefully to avoid the problems occurring at some other centres within Perth such as Cockburn Gateway.*

Comment

A Transport Impact Assessment (TIA) report was lodged with the application and has been reviewed by the City's Engineers and Main Roads Western Australia (MRWA). It is recommended that the applicant be required to update the TIA with regard to peak traffic generation times and impact of pedestrian movements on traffic flow.

Recommendation

That the issue (concern) is supported.

*Issue 2 - Provision should be made for a bus terminus in the Harrisdale shopping area.*

Comment

The proposed Activity Centre Plan (ACP) has been forwarded to the Public Transport Authority (PTA) for assessment and they will determine what facilities are needed at Harrisdale. The applicant has been requested to liaise directly with the PTA with regard to public transport facilities.

Recommendation

That the issue is partly supported.

*Issue 3 - Traffic congestion is currently occurring at the intersection of Yellowwood Ave and Lafayette Rd due to heavy pedestrian activity at this main access point to the centre.*

Comment

A Traffic Impact Assessment report was lodged with the application and has been comprehensively reviewed by the City's Engineers and MRWA. The City has advised the applicants that it is deemed that an additional access point in and out of the centre is required on Keane Road to ease congestion on Yellowwood Avenue/Lafayette Avenue and to provide more accessibility to the north-west.

Revision of the Transport Impact Assessment to include the impact of the pedestrian movements on traffic movement is recommended.

Recommendation

That the issue is supported.

*Issue 4 - the car parking area for the shopping centre should have an access point to Keane road to distribute traffic better.*

Comment

See comment on Issue 4 above.

Recommendation

That the issue is supported.

*Issue 5 - Increased residential development may cause street parking problems in the area.*

Comment

Parking for residential developments within the District Centre will be required to be provided in accordance with the requirements of the Residential Design Codes for WA (RCodes). The RCodes requirements include a requirement for provision of on-site visitor parking for Grouped and Multiple Dwellings.

Recommendation

That the issue is supported.

*Issue 6 - Residents of Whitmore Loop do not support any vehicle access to or from Whitmore Loop for the commercial site.*

Comment

The subject sites have frontage to both Yellowwood Avenue and Whitmore Loop and have been designated as District Centre since 2008. It is expected that Yellowwood Avenue will provide the main shared ingress/egress point for the pad sites but it is important to have alternative points of ingress/egress to Whitmore Loop to adequately disperse traffic movements within the town centre. This has been the longstanding intention in both the existing Newhaven District Centre Structure Plan 2009 and this new structure plan.

The City issued Development Approval for a Child Care Centre on the corner of Yellowwood Avenue, Lafayette Avenue and Whitmore Loop in August 2017. The Child Care Centre vehicle access point will be Whitmore Loop. Parking areas for any development on the lots fronting Whitmore Loop are required to be designed such that they can be shared and reciprocal access is provided across all the sites.

When Development applications are received for uses on the remainder of the land fronting Whitmore Avenue traffic management will be required to be assessed again with particular regard to the type of landuse and the volume of traffic such a land use will generate.

Recommendation

That the issue is partly supported.

*Issue 7 - the proposed medium density residential sites should be used for additional parking as parking is already inadequate in the existing shopping centre.*

Comment

Parking will be required to be provided at the rates prescribed in Schedule 7A Parking Standards of Town Planning Scheme No.4. Additional parking spaces are provided on the street in Yellowwood Avenue. Having residences within walkable distance to a shopping centre is important to ensure the viability of the centre and will enable residents to access the centre via alternate travel modes such as walking, gophers and bicycles.

In future stages of development and expansion of the centre it may be necessary for the developers to investigate alternate parking facilities such as multi-storey parking structures or under or on top of shopping centre buildings.

Recommendation

That the issue is not supported.

*Issue 8 - residents would like a wider range of land uses developed within the centre including Kmart, Swimming pool/swim school, Cinema, Bank, Offices, Petrol Station, Community Centre and a Library.*

Comment

The District Centre zone allows for a wide range of land uses to be developed including those specific uses identified as desirable by submitters. In addition, SPP 4.2 Activity Centres for Perth and Peel require diversity in land uses within District Centres so they do not become purely shopping centres. A Petrol Station is currently under construction on one of the pad sites abutting Nicholson Road and Easthope Link.

The Concept Plan in the ACP identifies that Stage 2 of the shopping centre is to include a discount department store. However, the name of the exact company has not been publicly released to date by the applicant.

The City's current *Library Strategic and Development Plan* recommends that a library service be developed in Harrisdale and to become operative at some stage between 2020 and 2024.

The City's *Community Development Strategy 2017-2021* specifies how the City will deliver community programs and services. It outlines a number of key focus areas to be rolled out over the next five years and will have impact across the whole community including in Harrisdale and Piara Waters.

The provision of other desired land uses within the District Centre (such as a cinema, swimming school etc) will depend on whether market forces identify that these uses are viable in this location.

Recommendation

That the issue is supported.

*Issue 9 - Development of a Tavern within the shopping centre will have possible amenity impacts as a result of noise, traffic volumes and traffic and parking in residential streets by Tavern patrons.*

Comment

The land use of tavern has been proposed for the District Centre since the original Structure Plan for the District Centre was adopted. The Alfresco area will be required to face Yellowwood Avenue (Main Street) to provide activity on the Main Street and direct potential noise away from adjacent residences. Car parking will be required to be provided on site in accordance with the requirements of Schedule 7A of the Town Planning Scheme and there are additional parking spaces on-street on Yellowwood Avenue.

The parking areas for the Tavern, child care centre and any other business developed on the pad sites on the southern side of Yellowwood Avenue will be required to be designed to allow for reciprocal parking and access to occur. Accordingly, during peak patronage times for the Tavern, patrons will have access to all of the parking on the pad sites. This should eliminate the need for patrons to park on residential adjacent residential streets.

Recommendation

That the issue is not supported.

*Issue 10 - the proposed residential area bounded by Keane Rd, Yellowwood Ave and Victory Street should be changed to a public park to balance out the large expanse of car parking at the shopping centre.*

Comment

All parking areas are subject to the landscaping requirements contained in the Town planning Scheme and in Local Planning Policy PLN 2.9 Landscaping. The requirements for landscaping include the planting of one (1) tree per four (4) car spaces and the provision of two (2) metre deep landscaping strips along street frontages.

There is a large existing park directly opposite the shopping centre on Yellowwood Avenue and overall public open space provision within the central portion of Harrisdale in excess of the 10% requirement imposed on all greenfield developments.

Recommendation

That the issue is not supported.

*Issue 11 - Specific provision needs to be made for the inclusion of professional services and offices within the shopping centre to provide adequate diversity in accordance with the requirements of SPP 4.2 Activity Centres for Perth and Peel for District Centre developments.*

Comment

It appears that this submission may have been raised by consultants acting for a competing shopping centre. Regardless of this, SPP 4.2 Activity Centres for Perth and Peel requires that 30% of the floor space within District Centres, that have a floor area of 20,000m<sup>2</sup> Net Lettable Area, be for non-retail uses in order to provide a robust centre that meets more than just shopping needs for its catchment. The ACP does not include sufficient controls to ensure that this diversity of land uses will occur. Accordingly, it is recommended that the ACP be amended to include stricter controls that enable the 30% of non-retail floorspace to be achieved. There are already some non-retail land uses in the centre including a Medical Centre and gymnasium but land uses such as offices and other non-retail services are lacking and are yet to develop, partially as the catchment is still growing.

Recommendation

That the issue is supported.

*Issue 12 - proposed medium and high density housing proposals within the centre and in particular in the proposed housing precinct abutting existing residential streets, will lead to increased crime, pollution and littering.*

Comment

The majority of housing within Harrisdale and Piara Waters is four (4) bedroom, two (2) bathroom single residences. It is important to provide diversity in housing types within a residential area to encourage diversity in the demographic makeup of an area and provide options for people downsizing in the area. In addition, SPP 4.2 Activity Centres for Perth and Peel requires the achievement of density targets within the walkable catchment of Activity Centres. Accordingly, there is a requirement for the inclusion of medium to high density dwelling developments within the District Centre, which may include small apartments (ie. maisonettes).

Apartments will have to comply with the design and site layout requirements contained in the Residential Design Codes of Western Australia and the Design WA Apartment Codes when finalised. Apartment developments also provide a smaller footprint on the ground than traditional Grouped Dwelling (villas etc) developments thereby potentially allowing more open space and more room for landscaping on the ground. There is no evidence that a particular housing type would result in more crime, pollution or littering.

Recommendation

That the issue is not supported.

*Issue 13 - Any alfresco area for the tavern should be located on the corner of Nicholson Road and Yellowwood Avenue to reduce the potential for noise impact on residential neighbours behind the tavern.*

Comment

The City will require the proposed Alfresco area for the Tavern to be located adjacent to Yellowwood Avenue to minimize potential impacts on the amenity of adjacent residences particularly on Whitmore Loop and to take advantage of the northern aspect. This is also the City's desired location for the Alfresco area in the interests of providing activity to support the Main Street of the District Centre.

Recommendation

That the issue is supported.

*Issue 14 - Loading areas are unsightly and unattractive and measures should be undertaken to improve their appearance.*

Comment

All commercial developments have back of house areas for purposes such as bin storage, loading bays and plant and equipment. The existing loading and service areas for the existing shopping centre have been located behind the pad site developments that front Nicholson Road. Measures taken to reduce the impact of these areas include screening walls, landscaping and architectural design features on blank walls.

These same requirements will apply to future developments both on the main shopping centre site and on pad sites fronting Nicholson Road, Yellowwood Avenue and Whitmore Loop. Of particular importance will be the back of buildings facing Whitmore Loop and provisions have been included on the approved Local Development Plan for these pad sites to reduce the impact of the appearance and noise generation from back of house infrastructure. Bin storage areas will be required to be screened with walls/fences and a 2m deep landscaping strip will be required along the Whitmore Loop frontage. Depending on the design and purpose of the buildings ultimately developed on these properties, the City may impose other screening and noise amelioration requirements.

The approved child care centre on the corner of Lafayette Avenue, Yellowwood Avenue and Whitmore Loop was required to produce an acoustic assessment for the development and recommendations included as a result of that assessment include the construction of noise amelioration walls and fences. Child care centres are commonly located in residential areas across the Metropolitan Region.

#### Recommendation

That the issue is supported.

*Issue 15 - The Architectural design needs to provide character and flair and landmark sites are extremely important.*

#### Comment

The Structure Plan does identify landmark sites within the centre on both sides of the intersection of Nicholson Road and Yellowwood Avenue at the entrance to the centre and the City has identified an additional location for a landmark building/structure at the intersection of Nicholson Road and Keane Road.

#### Recommendation

That the issue is supported.

### **COMMENT**

#### ***Development Control Unit (DCU)***

DCU considered the proposal and no objections were raised although there were some suggested modifications to the ACP related to improving design outcomes, additional landmark building sites and architectural features required, especially on non-active frontages of buildings such as blank walls.

#### ***Government Agency Comments***

##### *Western Power (WP)*

WP advised that the proposed Activity Centre Plan needs to be updated to illustrate the alignment of the existing WP high voltage 132 kv transmission line and associated registered easement located within the boundaries of the plan.

WP also provided standard advice provided for all developments relating to compliance with WP design and construction requirements, development and storage being kept out of any WP easements, future development applications to be referred to WP for assessment and development proposals being designed to mitigate perceived amenity issues associated with WP infrastructure. It should be noted that the easement affects the height allowed for trees in the Keane Road reserve and abutting the 2 metre landscaping strip on the subject land.

Transperth (TP)

TP advised that they are generally supportive of the proposed Activity Centre Plan for Harrisdale Shopping Centre. Following requests from the community, TP is currently investigating placing another set of public transport stops closer to Yellowstone Avenue and the entrance to the shopping centre. Typically, bus stops are placed 250 metres apart. The Public Transit Authority (PTA) would like to be consulted on any impact to the existing bus stops located along Nicholson Road as part of the development to determine whether any changes taking place will suit long-term operational and access requirements.

Water Corporation (WC)

WC advises that generally adequate water and wastewater services are available to the subject site. A more detailed assessment of development demands can be undertaken at a time when total development yields are apparent at structure planning stage, reflecting specified R-Coding.

Department of Planning, Lands and Heritage (DPLH)

The ACP was assessed by DPLH Transport Team who advised that they have no objection on regional transport planning grounds subject to the following recommendations:

- No new access points are supported to the Nicholson Road Other Regional Road;
- Dimensions of the proposed roundabout are to be provided, with swept path templates (to calculate the space needed by different vehicles when turning) submitted to the satisfaction of the City; and
- SIDRA analysis of the left-in/left-out access point from Nicholson Road is to be submitted.

The request for further information was referred to the applicant who will provide the additional technical details directly to the DPLH Transport Team and Main Roads WA (MRWA). It is recommended that the Transport Impact Assessment be revised to include more detail on peak road usage and shopping centre patronage numbers as well as the impact of pedestrians movements within the shopping centre site on traffic movements. In addition, at Development Application stage it may be deemed necessary for further updates to be made to the Transport Impact Assessment based on what the final proposed land uses are.

All Development Applications for development of this scale and development abutting Regional Roads such as Nicholson Road are referred to both DPLH and MRWA (where it affects their infrastructure) for assessment.

Atco Gas

No objections.

Main Roads WA (MRWA)

Like the DPLH Transport Team, MRWA requested additional documentation and data related to the Transport Impact Assessment and Traffic Modelling. The applicant is engaging directly with the MRWA and DPLH in this regard. In addition, at Development Application stage it may be deemed necessary for further updates to be made to the Transport Impact Assessment based on what the final proposed land uses are.

## ANALYSIS

The Harrisdale Activity Centre Plan (ACP) will provide guidance for development of the District Centre over the next 10 years. Under the Planning and Development (Local Planning Schemes) Regulations 2015 an Activity Centre Plan has a lifespan of 10 years. Review of the ACP will be required prior to that time period ending.

Following the close of advertising, receipt of comments from Government Agencies and internal assessment of the Structure Plan against State and Local statutory and policy requirements, the City provided the applicant with a list of modifications that would be required to be made to the ACP. Modifications required included:

- The alignment of the Western Power easement for the High Voltage Power lines on the ACP;
- Providing an additional entrance and exit to the car park from Keane Road to assist with dispersal of traffic around the centre;
- Car Parking ratio provisions to require compliance with the requirements of Town Planning Scheme No.4 (TPS No.4);
- Shade tree planting in car parks to comply with the requirements of Town Planning Scheme No.4;
- Improving pedestrian links to and within the centre, particularly from Keane Road;
- Removal of the land use “Showroom” from the ACP as this use is no longer permitted in the District Centre zone following a recent Scheme Amendment to TPS No.4;
- Replacing the wording “Primary Building Emphasis” to “Landmark Building”;
- Designating the south east corner of Nicholson Road/Easthope Link intersection and the Easthope Link and Keane Road corner of the main shopping centre site as Landmark Building sites;
- Including mechanisms in the Structure Plan provisions to ensure the minimum 30% non-retail land use mix required under SPP 4.2 Activity Centres for Perth and Peel can be achieved; Provide an audit of land uses in existing centre to identify current level of diversity to enable further consideration.
- Modifications to the wording and requirements of some of the Design elements within the ACP report;
- Clarifying the intent of design requirements related to Active and Semi Active and Attractive frontages;
- Clarifying the requirements for screening of service areas and clearly require that development abutting the internal road will be covered by the new provisions and the existing service area provisions;
- Provisions for articulation of blank walls to be included within Table 3, and to include various methods of articulation and treatment such as vertical gardens, alternative materials and other methods of providing texture and articulation;
- Including provisions to address the need for dwellings adjacent to Yellowwood Park to actively view the park – Amend Table 3 accordingly;
- Including provisions that identify that Single Houses and single storey development is not a desirable outcome on proposed residential lots within the District Centre;

- Amend section 1.6 (Contributions) to specify “Except for the abutting roads, which would be subject to the normal Development Application processes and conditions and the Planning and Development Act”.
- The ACP plan being updated to show the current bus stops and, through liaison with the PTA, proposed bus stops;
- Removing any reference to height of pylon signage and inserting text saying signage is subject to separate approval and compliance with requirements of TPS No.4;
- Submission of a modified Transport Impact Assessment (TIA) including:
  - a) Traffic volume modelling being undertaken for all days and at various different times that would represent both peak traffic on the surrounding roads and peak patronage of the shopping centre;
  - b) Provision of both actual surveyed data of usage of the centre and surrounding road usage data and modelling of the potential increase in traffic volumes at both the centre and on the roads as a result on the steady continuing population increase in the area; and
  - c) TIA be updated to include location of existing and proposed pedestrian paths, identification of links to the external path network and the impact of the volume of pedestrian traffic on vehicle movements.

The applicant agreed to most of the modifications required by the City’s officers. However, there are still some areas of contention between the City’s requirements and the applicant’s/developer’s response. These areas of contention include:

- Car parking rates;
- Land use diversity mechanisms;
- Signage height; and
- Revision of the Traffic Impact Assessment.

#### Car Parking Rates

The applicant only wishes to provide car parking for the Shopping Centre at the rate of 4 bays per 100m<sup>2</sup> of Nett Lettable retail floor area on the basis that Clause 5.3.2 (4) of SPP 4.2 Activity Centres for Perth and Peel contains the following provision:

*“As a guide, two bays per 100m<sup>2</sup> for showrooms and offices and 4-5 bays per 100m<sup>2</sup> for shops”.*

Town Planning Scheme 4 (TPS No.4) requires car parking for shops to be provided at a ratio of 6 bays per 100m<sup>2</sup> Net Lettable retail floor space. Research was also undertaken with regard to the parking requirements of other Councils in the Perth Metropolitan Area within District Centres. These Council’s included Stirling, Swan, Wanneroo, Melville, Cockburn and Rockingham. Not one of the Council’s had ratios as low as 4 car bays per 100m<sup>2</sup>.

The provision of only 4 bays per 100m<sup>2</sup> retail floor space as provided for in the ACP is not justified particularly given the lack of public transport options in the area, limited density around the centre and the scale of the catchment area. Two thirds of the Harrisdale and Piara Waters areas are two (2) or more kilometres from the shopping centre which exceeds the walkable or rideable catchment for the centre. The shopping centre also serves the rural areas of Forrestdale and Treeby. Accordingly, the City should require parking to be provided at a rate of 6 bays per 100m<sup>2</sup> as per the requirements of TPS No.4 for all new development. Any request for concessions with regard to car parking can be reassessed at Development Application stage under TPS No.4’s provisions for car parking.

The applicant also states that the car parking at the existing shopping centre is not used to full capacity. However, it is important to note that the existing Urban/residential areas within the catchment for the Harrisdale District Centre are less than two-thirds developed. The population will continue to steadily grow over the next 10 years and the patronage of the shopping centre will increase accordingly. There are also additional areas that have recently been or soon will be rezoned to Urban with the centre's catchment and there are also a number of Urban Investigation areas identified in DPLH's Perth and Peel @3.5million strategies.

#### Land Use Diversity Mechanism

SPP 4.2 Activity Centres for Perth and Peel require that a minimum of 30% of the Nett Lettable Area (NLA) floorspace needs to comprise non-retail uses in a District Centre with 20,000m<sup>2</sup> NLA or more to avoid the centre being predominantly a single-purpose centre. In order to ensure that this does occur a specific provision needs to be made in the ACP report for the inclusion of professional services, offices and other non-retail uses within the shopping centre. The ACP needs to state that Development Application Plans must identify designated space for these non-retail uses to provide adequate diversity.

#### Pylon Signage Heights

LPP PLN 4.2 Signage (Advertisements) sets a height limit of 6.0 metres for Pylon signs. The applicant is asking for a Pylon signage height of 12 metres in the ACP report. The applicant maintain that the proposed pylon height of 12m is consistent with the signage requirements for a district centre and in alignment with the existing approved signage on the site. The applicant argues that this can be seen in a number of district centres across Perth such as Brabham and Karrinyup. They also state that the proposed signage heights and locations are not considered to be in conflict with the proposed landmark building locations and will allow for the visual dominance to be at these locations.

The existing Pylon Signs at the Shopping Centre were approved at a height of 9.5m through the submission and approval of a Signage Strategy. It should be noted that the applicant's comparison of signage at other centres outside the City of Armadale does not justify the variation. In addition, Brabham is not, as Stockland state, a District Centre but is instead classified as a Secondary Centre under SPP 4.2, which is a higher classification of centre than a District Centre.

It is recommended the ACP report to be modified to require signage to comply with the requirements of Town Planning Scheme No.4 and LPP PLN 4.2 Signage (Advertisements).

#### Transport Impact Assessment (TIA)

The applicant lodged a TIA with the application. The TIA states that the assessment has been updated since the initial TIA prepared in 2013 for Stage 1 of the Centre. It is noted that at that stage the TIA did not include the Aldi supermarket in the calculations as it was not approved at that time.

The TIA assumes that the centre is expected to generate the highest level of traffic movements during the Saturday mid-day period, and that therefore the traffic generated by the proposed development and the road network traffic is likely to result in the greatest demand on the road network during the Saturday mid-day peak hour of 12:00-13:00. It is considered that these assumptions by the applicant are not justified and that traffic volume modelling should have been undertaken for all days and at various different times that would represent both peak traffic on the surrounding roads and peak patronage of the shopping centre.

For example, Thursday afternoon and evenings would see peak road usage (especially on Nicholson Road) and peak patronage of the shopping centre. It is not likely that the lunchtime period on a Saturday would be peak patronage of the shopping centre and is unlikely as a peak road usage time for the week.

It is recommended a modification be required to the Structure Plan to ensure that the TIA be updated to include both actual surveyed data of usage of the centre and surrounding road usage data and modelling of the potential increase in traffic volumes at both the centre and on the roads as a result on the steady continuing population increase in the area.

Assumptions made about the ability of the main customer vehicle entrance to the shopping centre off Yellowwood Avenue do not take into account the impact on traffic movement as a result of the heavy use of the pedestrian crossing. In submissions many residents raised the issue of congestion at the Yellowwood Avenue/Lafayette Avenue roundabout as a result of heavy pedestrian movement affecting traffic flow. The volume of the pedestrian traffic on the crossing is such that this means that cars are not able to get off the road into the centre. This in turn affects traffic flow through the roundabout. An additional access point to the shopping centre car park from Keane Road (which currently does not have any vehicle access points to the shopping centre) will reduce the number of vehicles coming from the residential areas to the east and north east of the shopping centre from needing to go into Yellowwood Avenue. At a minimum, a left in/left out access point should be able to be provided on the Keane Road frontage.

The TIA barely addresses the issue of pedestrian movements through the site except for a single sentence advising that pedestrian and cyclist links will be added and connected to existing path networks within the centre and on adjacent roads. It is recommended that the TIA be updated to include location of existing and proposed pedestrian paths, identification of links to the external path network, the impact of the volume of pedestrian traffic on vehicle movements and measures to improve pedestrian access.

#### Timeframe for determination of Structure Plan

The applicant has requested that in the interests of time, efficiency, and in acknowledgement that the WAPC will consider the City's recommended modifications (and indeed recommend its own changes), that the City proceed to Council with the ACP as lodged, subject to a range of modifications outlined in this report and that any recommendation to the WAPC be accompanied by those recommended modifications. The City considers that this request is appropriate in the interest of timeliness and that there will be the ability to advise the WAPC of the importance of the modifications requested by Council.

## **OPTIONS**

1. Council may resolve to support the Activity Centre Plan (ACP) with or without modifications and request that the Western Australian Planning Commission (WAPC) approve the ACP with or without modifications.
2. Council may resolve to not adopt the Activity Centre Plan giving reasons and request that the WAPC refuse to approve the plan.

## CONCLUSION

The existing Newhaven District Centre Structure Plan is reaching the end of its maximum lifespan of 10 years provided for under the Planning and Development (Local Planning Scheme Regulations 2015). In addition, the existing Structure Plan does not cater for the retail floor area in the centre more than doubling in area and changes in State and Local planning legislation and policies relating to Activity Centres. The Harrisdale Activity Centre Plan will provide guidance for development of the District Centre over the next 10 years.

Assessment of the draft ACP has identified a number of modifications required to be made to the ACP prior to it being approved by the Western Australian Planning Commission. These modifications are necessary to ensure that the centre functions as a truly diverse District Centre as required under SPP 4.2 Activity Centres for Perth and Peel.

The provision of adequate car parking and the vehicle and pedestrian movement networks within the centre are extremely important elements that will ensure the centre functions adequately for its users. The appearance of the centre, developed through the guidance of design guidelines contained in the ACP, is extremely important with regard to the sense of place and attractiveness of the centre. It is recommended that Council resolve to support WAPC approval of the ACP subject to the modifications identified in the recommendation below in accordance with Option 1 above.

## RECOMMEND

### That Council:

1. Pursuant to Schedule 2, Clause 20(1)(e) of the *Planning and Development (Local Planning Scheme) Regulations 2015* the Council supports the approval by the Western Australian Planning Commission of the Harrisdale Activity Centre Plan with modifications as set out below:
  - a) The alignment of the Western Power easement for the High Voltage Power lines on the ACP;
  - b) Providing an additional entrance to the car park from Keane Road to assist with dispersal of traffic around the centre;
  - c) Car Parking ratio provisions to require compliance with the requirements of Town Planning Scheme No.4 (TPS No.4);
  - d) Shade tree planting in car parks to comply with the requirements of Town Planning Scheme No.4;
  - e) Improving pedestrian links to and within the centre, particularly from Keane Road;
  - f) Removal of the land use “Showroom” from the ACP as this use is no longer permitted in the District Centre zone following a recent Scheme Amendment to TPS No.4;
  - g) Replacing the wording “Primary Building Emphasis” to “Landmark Building”;
  - h) Designating the south east corner of Nicholson Road/Easthope Link

intersection and the Easthope Link and Keane Road corner of the main shopping centre site as Landmark Building sites;

- i) Including mechanisms in the Structure Plan provisions to ensure the minimum 30% non-retail land use mix required under SPP 4.2 Activity Centres for Perth and Peel can be achieved. Provide an audit of land uses in existing centre to identify current level of diversity to enable further consideration;
- j) Modifications to the wording and requirements of some of the Design elements within the ACP report;
- k) Clarifying the intent of design requirements related to Active and Semi Active and Attractive frontages;
- l) Clarifying the requirements for screening of service areas and clearly require that development abutting the internal road will be covered by the new provisions and the existing service area provisions;
- m) Provisions for articulation of blank walls to be included within Table 3 and to include various methods of articulation and treatment such as vertical gardens, alternative materials and other methods of providing texture and articulation;
- n) Including provisions to address the need for dwellings adjacent to Yellowwood Park to actively view the park – Amend Table 3 accordingly;
- o) Including provisions that identify that Single Houses and single storey development is not a desirable outcome on proposed residential lots within the District Centre;
- p) Amend section 1.6 to specify “Except for the abutting roads, which would be subject to the normal Development Application processes and conditions and the Planning and Development Act”;
- q) The ACP plan being updated to show the current bus stops and, through liaison with the PTA, proposed bus stops;
- r) Removing any reference to height of pylon signage and inserting text saying signage is subject to separate approval and compliance with the requirements of TPS No.4 and Council policies;
- s) Submission of a modified Transport Impact Assessment (TIA) including:
  - Traffic volume modelling being undertaken for all days and at various different times that would represent both peak traffic on the surrounding roads and peak patronage of the shopping centre;
  - Provision of both actual surveyed data of usage of the centre and surrounding road usage data and modelling of the potential increase in traffic volumes at both the centre and on the roads as a result on the steady continuing population increase in the area; and
  - TIA be updated to include location of existing and proposed pedestrian paths, identification of links to the external path network and the impact of the volume of pedestrian traffic on vehicle movements and measures to improve pedestrian movement.

- 2. Forward the Activity Centre Plan documentation to the Western Australian Planning Commission for its consideration and request the WAPC approve the ACP subject to the modifications outlined in Part 1 above.**
- 3. Endorse the comments made in this report regarding the submissions received on this Activity Centre Plan for inclusion in the schedule of submissions to be forwarded to the Western Australian Planning Commission.**
- 4. Advise the submitters and the applicant of its decision.**
- 5. Request the Department of Planning, Lands and Heritage (DPLH) officers to liaise with City officers should DPLH not be in agreeance with the modifications requested by the Council.**

#### **ATTACHMENTS**

1. Precincts - Harrisdale Activity Centre
2. Residential Density Plan - Harrisdale Activity Centre
3. Staging Plan - Harrisdale Activity Centre
4. Southern River Structure Plan - Harrisdale Activity Centre
5. North Forrestdale Structure Plan - Harrisdale Activity Centre
6. Activity Centre Plan - Harrisdale Activity Centre
7. Concept Plan - Harrisdale Activity Centre
8. CONFIDENTIAL - Schedule of Submissions - Harrisdale Activity Centre Plan - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as it deals with the matter relating to the personal affairs of a person/s.*
9. CONFIDENTIAL Submitter Plan - Harrisdale Activity Centre - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as it deals with the matter relating to the personal affairs of a person/s.*

#### ***4.1 - REFERRAL ITEM - FUTURE PLANNING OF AREA WEST OF KELMSCOTT DISTRICT CENTRE***

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At the Council meeting held on 23<sup>rd</sup> April 2018, Cr Wielinga referred the following matter to the Development Services Committee.

*That the matter of interim or permanent planning measures for the site west of Kelmscott Town Centre bounded by Westfield Road, Cammillo Road and Railway Avenue be referred to the Development Services Committee.*

#### **Comment from Cr Wielinga**

*The area west of Kelmscott Train Station is recognised in the Local Planning Strategy (2016) as having potential for increased density as it is situated on the railway line, near shopping centres and is close to public open space. As such, the area would make an excellent example of urban renewal in the City, with new development at medium to high density. Unfortunately the current zoning is not yet been changed as suggested in the LPS. Currently house-behind-house development is allowed and because it is often the cheapest, most convenient for existing home owners, is creating development at arguable the wrong density and style for this excellent location.*

#### **Officer Comment**

The City's approved Local Planning Strategy (LPS), includes a number of actions regarding residential densities. Action 1 under the Housing Strategy identifies the need to 'increase density potential around the main centres (particularly the Strategic Metropolitan Centre) to R60 and R80 or higher subject to design requirements'. This includes areas around the Kelmscott District Centre in particular the area west of the Kelmscott Train Station which is identified on the Strategic Plan (Plan 2) as suitable for a combination of 'general' increase in residential density and increase in residential density for land over 2000sqm in area. Further increases in residential density are proposed around the train stations of Challis and Sherwood and the Armadale Strategic Metropolitan Centre.

The core of the Kelmscott Town Centre is currently under the planning jurisdiction of the Metropolitan Redevelopment Authority (MRA) who combined with the City of Armadale and the State Government's Metronet team are currently looking at solutions to grade separate the passenger rail crossing at Denny Avenue. The MRA had previously advised that in addition to considering Town Centre impacts of the Denny Avenue grade separation they would also potentially investigate broader opportunities to upgrade the Town Centre and the feasibility of increasing densities around the Train Station. As part of this work, the MRA completed a service capacity study west of the Kelmscott Town Centre which includes the area bounded by Westfield Road, Cammillo Road and Railway Avenue. The study maps the current services in the area and identifies any servicing shortfalls that may restrain more dense development from occurring in the future. The MRA has previously advised last year that the study will be considered as part of its feasibility for further consideration of possibly increasing the MRA's planning boundary, subject to discussion with the City.

The State Government's Metronet Team will be announcing its preferred design for the grade separation of Denny Avenue shortly and it is expected that this will make the State Government's involvement on the future planning of the Kelmscott Town Centre clearer.

In accordance with the City's LPS, Planning Services have commenced the preparation of an amendment to Town Planning Scheme No.4 (TPS No.4) that focus on the increased densification of residential land immediately around the Sherwood and Challis train stations. Amendment No.89 to TPS No.4 include the areas immediately east and west of the train stations and will look at rezoning the land to higher densities such as R60 and R80. The City anticipates that Amendment No.89 to TPS No.4 will be presented to the July meeting of the Development Services Committee for consideration and recommendation to Council for support for public consultation.

The City plans to increase the residential density around Kelmscott Train Station as part of a separate amendment to TPS No.4 but has held back pending the MRA and Metronet announcement on the preferred Denny Avenue grade separation solution as mentioned above and more importantly, the City is also cognisant that the State Government is progressing with the preparation of Design WA which is a draft State Planning Policy initiative to ensure good design is at the centre of all development in Western Australia. The Western Australian Planning Commission has proposed to release Design WA in stages with the first stage including Draft Apartment Design Policy. The Stage one release of Design WA occurred in mid-2016 and the City provided its comments to the WAPC following a Council resolution on the 19<sup>th</sup> December 2016. It is anticipated that final approval of Design WA stage one will take place later in 2018 and will create a better design standard to guide multiple residential and apartment development and make for improved development around the key activity centres of Kelmscott and Armadale City Centre. The alternative approach would be for the City to fund Design Guidelines at its cost and that they will be more difficult to implement and won't be as widely accepted.

In the meantime, the City is making progress with other Local Planning Strategy initiatives including the preparation of an Activity Centre Structure Plan and Design Guidelines (Local Planning Policy) for the Armadale City Centre which has been prepared over 2017 and 2018 with formal public consultation on the documents concluding on the 5<sup>th</sup> June 2018. It is anticipated that the City via Council will make its recommendation to the WAPC later this year and this will be followed by the initiation of an amendment to Town Planning Scheme No.4 to include Structure Plan changes into the Town Planning Scheme. As part of this process the City will explore the acceptability with the WAPC of precluding 'grouped dwellings' as a permitted form of development in the Armadale City Centre and if accepted this would provide the platform for its consideration in the future planning and development of the Kelmscott Town Centre.

In addition to the Armadale City Centre Structure Plan and Design Guidelines, the City has embarked on a process to review land use permissibility within its 'Rural Living', 'General Rural' and 'Special Residential' localities. This process commenced in August 2017 and has involved the preparation of three separate Town Planning Scheme amendments, including Amendments No.94 (review of Special Residential), No.95 (review of General Rural) and No.97 (review of Rural Living). The amendments are at various stages, with Amendment No.94 adopted by Council at its meeting on the 28<sup>th</sup> May 2018 and currently with the WAPC for assessment. Both Amendments No.95 and No.97 have been initiated and are at various stages of the assessment and consultation.

Moving forward the City will continue to liaise with the MRA to clarify its future role in the future planning for the Kelmscott Town Centre. In the event that the MRA elects not to expand its planning jurisdiction, the City will prepare a report for Council to initiate a separate Town Planning Scheme amendment to progress the LPS recommendations for further densification west of the Kelmscott Town Centre.

## **RECOMMEND**

### **That Council:**

- 1. Notes that a servicing report across land west of the Kelmscott Train Station has been completed by the MRA.**
- 2. Notes that the announcement of a preferred plan for the grade separation of the passenger rail crossing and road network is close to being finalised by the relevant State Government Departments and this will assist in clarifying the MRA's role in the Kelmscott Town Centre.**
- 3. Notes that pending point 2 above, a report will be prepared for Council's consideration to initiate a scheme amendment to recode portions of the residential land west of the Kelmscott Town Centre should the MRA's planning role for Kelmscott not be made clear by the end of 2018.**

## **ATTACHMENTS**

1. Location Plan - Kelmscott West
2. Aerial Plan - Kelmscott West

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**4.2 - DEVELOPMENT SERVICES DIRECTORATE 2018/2019 DRAFT BUDGET**

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WARD : ALL  
FILE No. : M/119/18  
DATE : 12 June 2018  
REF : NC  
RESPONSIBLE : EDDS  
MANAGER

**In Brief:**

- This Report presents the 2018/19 Draft Budget for the Development Services Directorate.
- The Report recommends that the Draft 2018/19 Budget Report as presented (with or without modifications made by Committee/Council) be referred to the Special meeting of the City Strategy Committee to be held on 26 June 2018 (the business of that meeting being to recommend to Council the 2018/19 Annual Budget), for consideration and inclusion in Council's 2018/19 Annual Budget.

**Tabled Items**

Nil

**Officer Interest Declaration**

Nil

**Strategic Implications**

4.3.1 Prepare and implement short to long term financial plans

**Legislation Implications**

Section 6.2 of the *Local Government Act 1995* refers i.e.

6.2. Local government to prepare annual budget

- (1) *During the period from 1 June in a financial year to 31 August in the next financial year, or such extended time as the Minister allows, each local government is to prepare and adopt\*, in the form and manner prescribed, a budget for its municipal fund for the financial year ending on the 30 June next following that 31 August.*
- (2) *In the preparation of the annual budget the local government is to have regard to the contents of the plan for the future of the district made in accordance with section 5.56 and to prepare a detailed estimate for the current year of—*
  - (a) *the expenditure by the local government;*

- (b) the revenue and income, independent of general rates, of the local government; and*
  - (c) the amount required to make up the deficiency, if any, shown by comparing the estimated expenditure with the estimated revenue and income.*
- (3) For the purposes of subsections (2) (a) and (b) all expenditure, revenue and income of the local government is to be taken into account unless otherwise prescribed.*

### **Council Policy/Local Law Implications**

Nil.

### **Budget/Financial Implications**

In accordance with the agreed 2018/19 Budget Adoption Timetable, this Report presents the 2018/19 Draft Budget for the Development Services Directorate for Committee's consideration and recommendation.

### **Consultation**

This report is informed by:

1. Councillor Workshops held over the last (2) months relating to the City's Strategic Community Plan, Corporate Business Plan, Long Term Financial Plan, Workforce Plan and Asset Management Plan; and
2. Meetings of the Management Executive.

### **DETAILS OF PROPOSAL**

Committee is referred to the Draft 2018/19 Budget Report as attached. (*Refer to Attachment circulated separately*).

Committee's task in considering the attached Draft Budget Report is:

- to consider and confirm the key actions as reported for implementation during 2018/19;
- to consider and confirm the reasonableness of the revenue and expenditure estimates as relating to each of the services and programs proposed for the 2018/19 year; and
- to consider/identify whether there are any other budget matters arising, that Committee would recommend as a priority for inclusion in the draft budget, should funding levels subsequently allow.

## **CONCLUSION**

That Committee approves the 2018/19 Draft Budget Report as presented, with or without modification, for referral to the Special meeting of the City Strategy Committee to be held on 26 June 2018.

## **RECOMMEND**

**That Council refers the Draft 2018/19 Development Services Directorate Budget Report as presented, (with or without modification) to the Special meeting of the City Strategy Committee to be held on 26 June 2018 (the business of that meeting being to recommend to Council the 2017-2022 Corporate Business Plan and Annual Budget), for consideration and inclusion in Council's 2018/19 Annual Budget.**

## **ATTACHMENTS**

1. Development Services Directorate - 2018 2019 Draft Budget - see separate attachment

***COUNCILLORS' ITEMS***

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*Items to be submitted.*

## ***EXECUTIVE DIRECTOR DEVELOPMENT SERVICES REPORT***

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### ***6.1 - PLANNING COMPLIANCE - 79 WALLANGARRA DRIVE, BEDFORDALE***

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On 9 May 2018, the City received a payment of \$43,185 in relation to the outstanding Court imposed fines handed down to Ms Donna Hainsworth/Chapman and Mr Alan Chapman in the Armadale Courts dating back from December 2012 and February 2013.

#### **History of events.**

In December 2010, the joint owners and occupiers of 79 Wallangarra Drive, Bedfordale placed a sea container and were parking commercial vehicles on the property without approval which contravened the City of Armadale Town Planning Scheme No.4, namely undertaking an unauthorised development and commercial vehicle parking. Following liaison and negotiations a Directions Notice to remove the sea container and commercial vehicles was issued on 21 January 2011.

Despite the issuing of a Directions Notice from the City, the owners failed to remove the sea container and commercial vehicles.

- On 3 February 2011, an Application to SAT was submitted to appeal the decision of the issuing of the Directions Notice.
- On 2 September 2011, SAT decided to set aside the Directions Notice and allow for it to be reviewed. SAT also denied the City's definition of a Commercial Vehicle.
- On 14 September 2011, a new Directions Notice to remove the Sea Container was issued by the City.
- On 29 September 2011, the City of Armadale lodged an Appeal with the Supreme Court regarding the decision made by SAT on the definition of a commercial vehicle.
- On 20 June 2012, a Supreme Court decision was handed down in favour of the City, which confirmed the City's definition of a Commercial Vehicle is correct. Due to the time taken for the decision, the limitation period to proceed with prosecution for the parking of commercial vehicle had expired.
- On 26 October 2012, a prosecution for the placing of the sea container on the land was heard in the Armadale Magistrates Court and the joint owners of 79 Wallangarra Drive, Bedfordale were convicted and fined a total of \$31,536.70.
- A further fine of \$27,397.60 was imposed by the Armadale Magistrates Court for a continued offence in relation to the sea container and commercial vehicle.
- The payment in May 2018 was the remainder of what was owing out of the 2012 and 2013 Court decisions with the balance having been paid by monthly installments.

Following the failure to pay the fines, the Fines, Enforcement Registry placed a memorial on the property title for the outstanding amounts owed by both parties. Following the sale of the property at 79 Wallangarra Drive, Bedfordale, the City received the full amount of all outstanding fines. This now concludes the matter on this property.

#### **ATTACHMENTS**

There are no attachments for this report.

## ***6.2 - PIARA WATERS SOUTH EAST PLAYING FIELD - UPDATE***

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A shared playing field (currently known as Piara Waters South East Playing Field) is proposed over a public open space area and a portion of the future primary school. The City has already negotiated with Mirvac WA Pty Ltd, the developers of Madox Estate in Piara Waters, for the early ceding of the public open space area for the playing field on their land which is located on Terracina Parkway. This land is now a Crown Reserve for Recreation and vested in the City.

The City recently finalised a Deed of Agreement with the developer that relates to the construction of the Piara Waters South East Playing Field, and will be partially located on a proposed adjacent public primary school site that will share the playing field. A portion of the primary school site is currently owned by Mirvac and the Department of Education (DoE) has not set a date when it will acquire that portion. This uncertainty may have delayed construction of the playing field if an agreement with Mirvac had not been pursued by the City. The Deed of Agreement has enabled construction of the playing field to be brought forward by addressing issues such as maintenance and access on privately owned land.

The playing field will provide an important and needed large area of open space for residents in the south eastern part of Piara Waters and also support sporting and community use.

The construction of the playing field is funded by DCP No.3 with a contribution from DoE expected once the school is constructed. The tender for Stage 1 works (playing field and car park) is currently being advertised and closes on 3 July 2018.

The City will also need to consider an appropriate name for the playing field over the next few months.

### **ATTACHMENTS**

There are no attachments for this report.

***6.3 - PROJECT UPDATE ON ARMADALE STRATEGIC METROPOLITAN CITY CENTRE STRUCTURE PLAN AND DESIGN GUIDELINES (LOCAL PLANNING POLICY)***

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Following a series of Elected Member briefings and stakeholder and landowner workshops in 2017, Council resolved at its meeting on the 23<sup>rd</sup> April 2018 to support the draft Armadale Strategic Metropolitan City Centre Structure Plan and Design Guidelines (Local Planning Policy) for the purposes of public consultation. Public consultation commenced on the 8<sup>th</sup> May 2018 and concluded on the 5<sup>th</sup> June 2018. A total of 81 submissions have been received at the close of advertising with a small number of Government Agencies expected to submit late submissions.

During the public consultation period, the City held two ‘open day’ events at the Armadale Shopping Centre on Saturday, 12<sup>th</sup> May 2018 and at the Armadale Central Shopping Centre on Wednesday, 16<sup>th</sup> May 2018. Between the two events, the City’s staff and consultant team spoke with over 500 individuals, explaining the project vision, preferred development plan, seeking their feedback on the project, etc. Also during this period the City held a briefing with members of the State Government’s Metronet team which include staff from the Department for Planning, Lands and Heritage (DPLH), Public Transport Authority, Metropolitan Redevelopment Authority and LandCorp, and a separate briefing with senior management from the Metropolitan South and Peel team from DPLH. The City also hosted a separate workshop with representatives from Armadale’s Youth to gauge the thoughts and ideas of the City’s younger generation, who have also made a submission.

The City is currently reviewing the submissions received and will make recommendations for improvements to the Armadale Strategic Metropolitan City Centre Structure Plan and Design Guidelines. The City anticipates a report to Council by August / September 2018 followed by a referral to the WAPC for final determination.

**ATTACHMENTS**

There are no attachments for this report.

***6.4 - SAT UPDATE - LOT 256, 180 OXLEY ROAD, FORRESTDAL - FORRESTDAL  
MEDITATION CENTRE***

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As reported to Council at its April 2018 meeting, the City has undertaken public advertising, State Government agency referral and internal assessment of the abovementioned development application and identified numerous outstanding issues requiring the applicants' further attention. The applicant has elected to make application for review at the State Administrative Tribunal (SAT) on the basis of Deemed Refusal (decision not being made within 90 days).

A Directions Hearing was held at SAT on the 18/05/2018 and meditation scheduled. A site inspection and mediation meeting was attended by the applicants, Planning Services officers, consultants for the City and the applicants, and the assigned SAT member on 25/5/2018. SAT Orders have subsequently been issued that require the applicant to submit revised plans based on discussion outcomes during mediation. Assuming the information is lodged in accordance with SAT timeframes, the revised plans are to be presented to Council at its July 2018 meeting for consideration pursuant to section 31(1) of the State Administrative Tribunal Act 2004 (WA).

**ATTACHMENTS**

There are no attachments for this report.

***6.5 - PRESENTATION - HEALTH SERVICES***

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Presentation – Health Services Manager

**ATTACHMENTS**

There are no attachments for this report.

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**MEETING DECLARED CLOSED AT \_\_\_\_\_**

<b>DEVELOPMENT SERVICES COMMITTEE</b>		
<b>SUMMARY OF ATTACHMENTS</b>		
<b>19 JUNE 2018</b>		
<b>ATT NO.</b>	<b>SUBJECT</b>	<b>PAGE</b>
<b>1.1 COUNCIL POLICY REVIEW - HLTH 5 - SMOKE FREE WORKPLACE</b>		
1.1.1	Policy - HLTH 5 - Smoke Free Workplace	55
<b>3.1 HARRISDALE ACTIVITY CENTRE PLAN - LOT 1 (120) YELLOWWOOD AVE/NICHOLSON RD, HARRISDALE</b>		
3.1.1	Precincts - Harrisdale Activity Centre	57
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<b>4.1 REFERRAL ITEM - FUTURE PLANNING OF AREA WEST OF KELMSCOTT DISTRICT CENTRE</b>		
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<b>4.2 DEVELOPMENT SERVICES DIRECTORATE 2018/2019 DRAFT BUDGET</b>		
4.2.1	Development Services Directorate - 2018 2019 Draft Budget - see separate attachment	66



**POLICY – HLTH 5 - Smoke Free Workplace**

**Related Management Practice**

No

**Relevant Delegation**

N/A

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**Rationale**

To protect the health of Council employees, contractors and visitors by eliminating exposure to environmental tobacco smoke in and around all Council controlled buildings, recreational facilities, both indoor and outdoor and work vehicles.

**Policy Statement**

This policy covers the smoking of any tobacco product and the use of oral tobacco products, “chewing” tobacco and e-cigarettes, and it applies to all employees, contractors and visitors.

**Smoking Restrictions**

- Smoking is prohibited in all Council owned and controlled buildings, enclosed workplaces, enclosed recreational facilities and work vehicles at all times.
- To prevent drift of smoke into smoke free environments, no smoking will be permitted within 5 metres of doorways and 10 metres of air intake vents of Council premises.
- Smokers are expected to be considerate of the health and wellbeing of others. It is unacceptable to smoke where it is possible for others to inhale smoke e.g. along thoroughfares and footpaths and near access ways.
- Smokers are expected to be discreet. It is unacceptable to smoke where the activity is clearly visible to work colleagues and the general public e.g. outside offices in full view of other staff.
- Smokers are only permitted to smoke during official work breaks in designated outdoor areas.

**Programs to Assist in Quitting Smoking**

- The City of Armadale will provide assistance to any member of staff who wishes to stop smoking by contributing towards the costs of an accredited stop smoking program.
- Consideration may be given to providing paid leave to attend an approved course during working hours.

**Signage and Waste Disposal**

- No smoking signs and butt bins will be installed at appropriate locations to discourage smoking near to City owned and controlled buildings.

**Recruitment**

- The City of Armadale will advertise in all recruitment material, including Council’s website, of its smoke free workplace policy.
- All new employees will be informed of the smoke free workplace policy at commencement of employment and at induction training for new staff.

**Environmental Waste Reduction**

Staff are responsible for ensuring that any waste such as cigarette butts are properly disposed.

Related Local Law	N/A	
Related Policies	HLTH 1 – Smoke Free Outdoor Areas	
Related Budget Schedule	N/A	
Last Reviewed	21 December 2015	
Next Review Date	March 2018	
Authority	27 April 2009 (CS46/4/09)	27 February 2012 (D8/2/12)
Council Meeting of:	21 December 2015 (D67/12/15)	



**Harrisdale Activity Centre**  
 Activity Centre Precincts

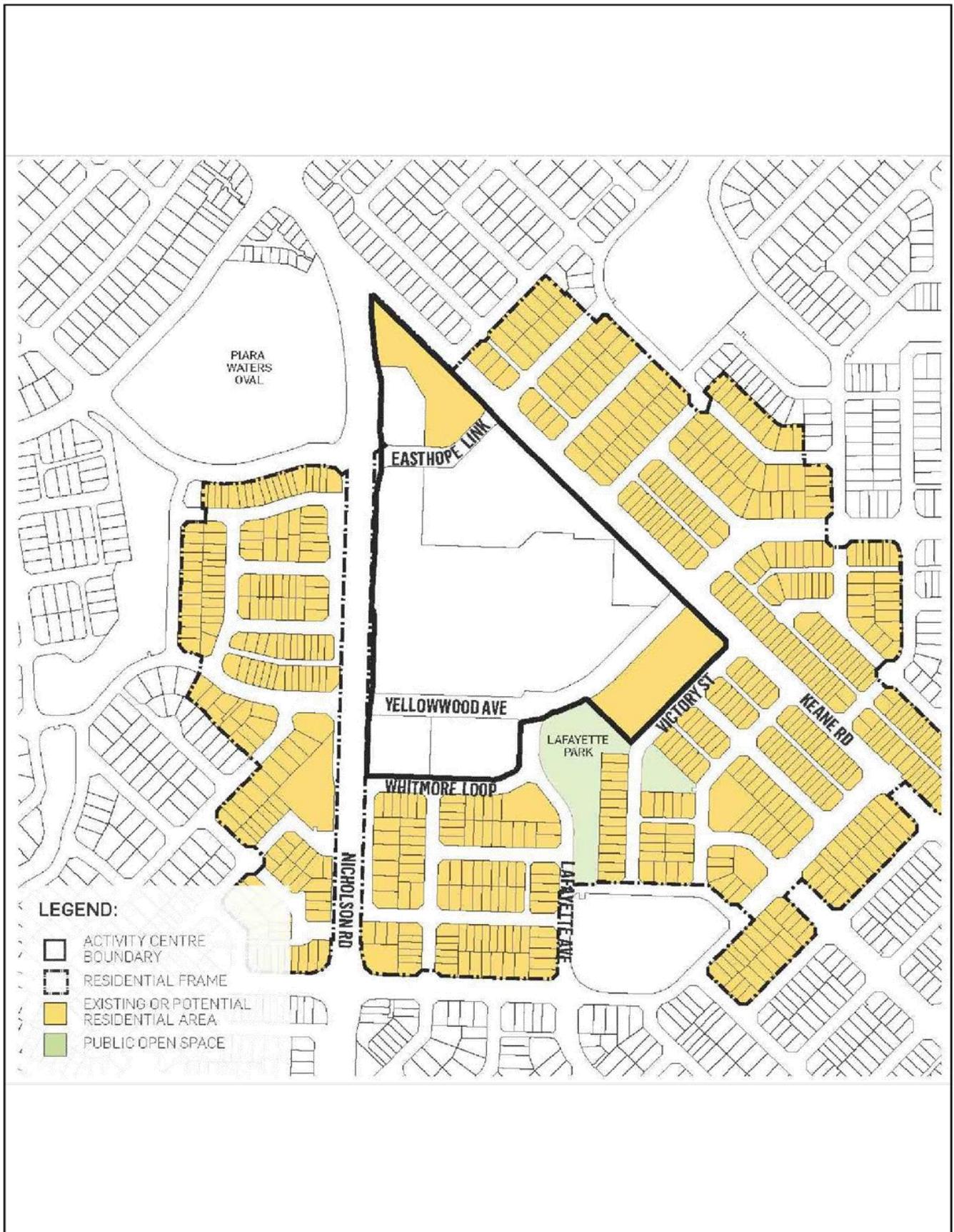


NOT TO SCALE

DATE 6 June 2018 - REVISION 1801  
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 Aerial photographs supplied by Landgate. Photographs by GeoMap.





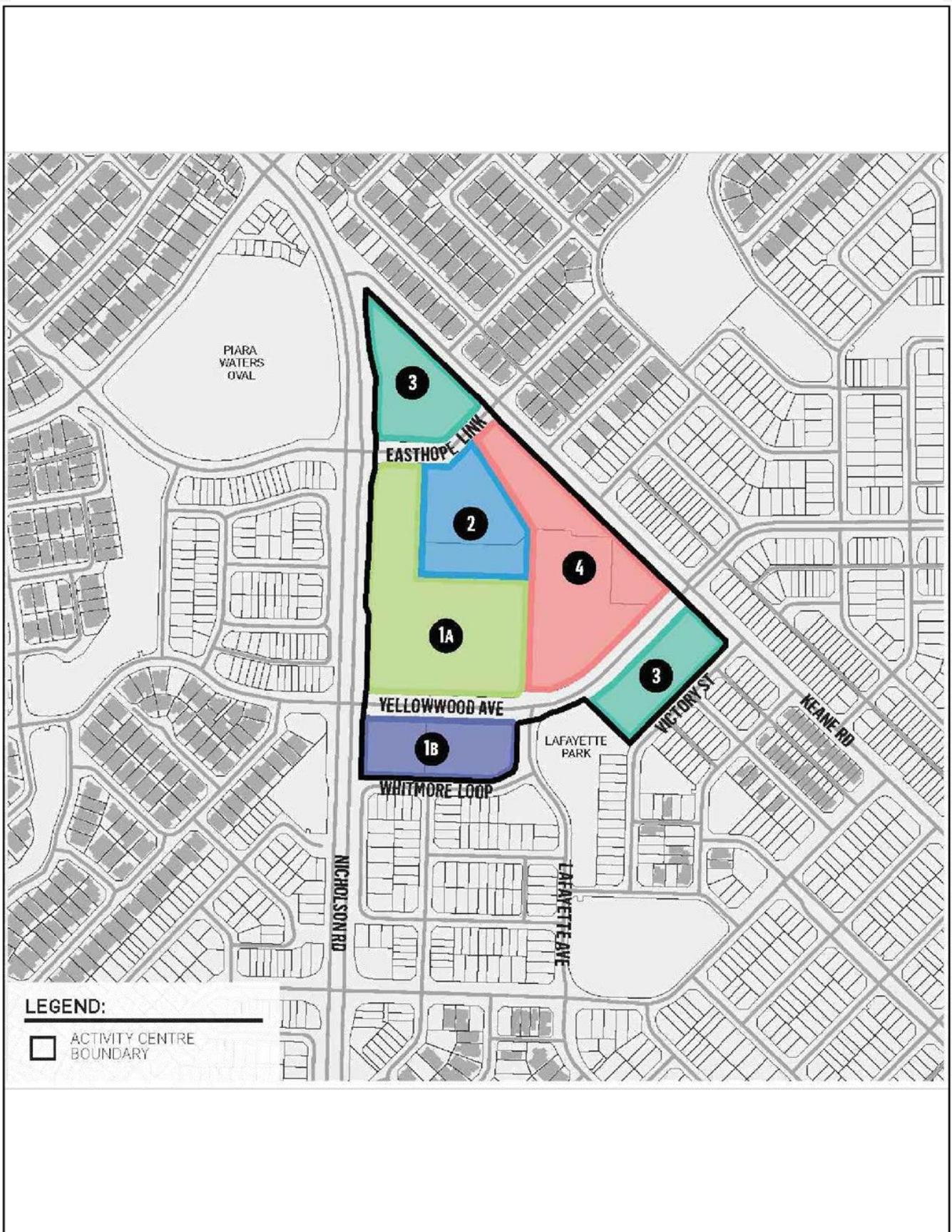
**Harrisdale Activity Centre**  
Residential Density Plan



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**Harrisdale Activity Centre**  
Staging Plan

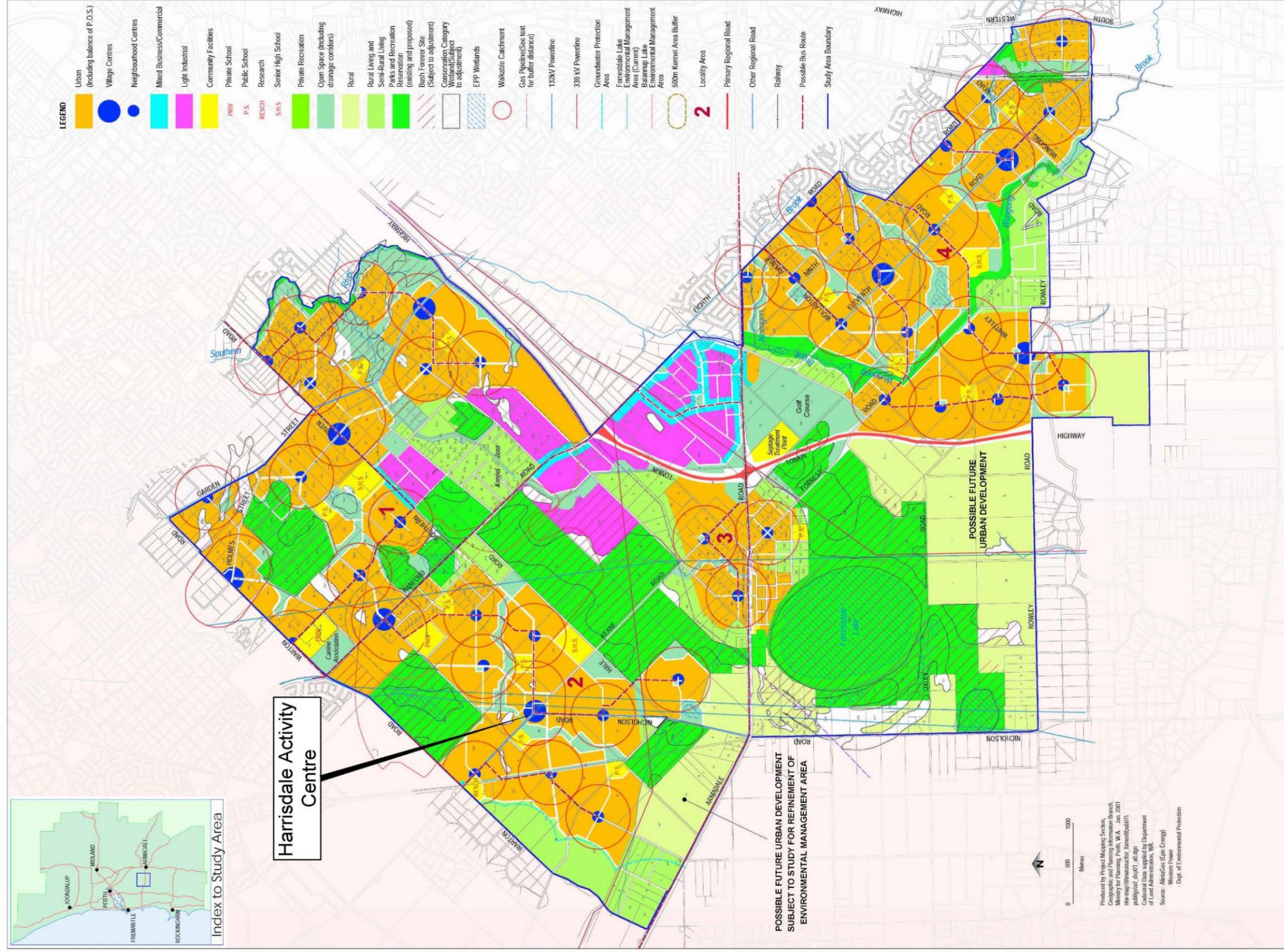


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Wayfarer, Australia Land Information & Activity Mapping and Landscape (2012).  
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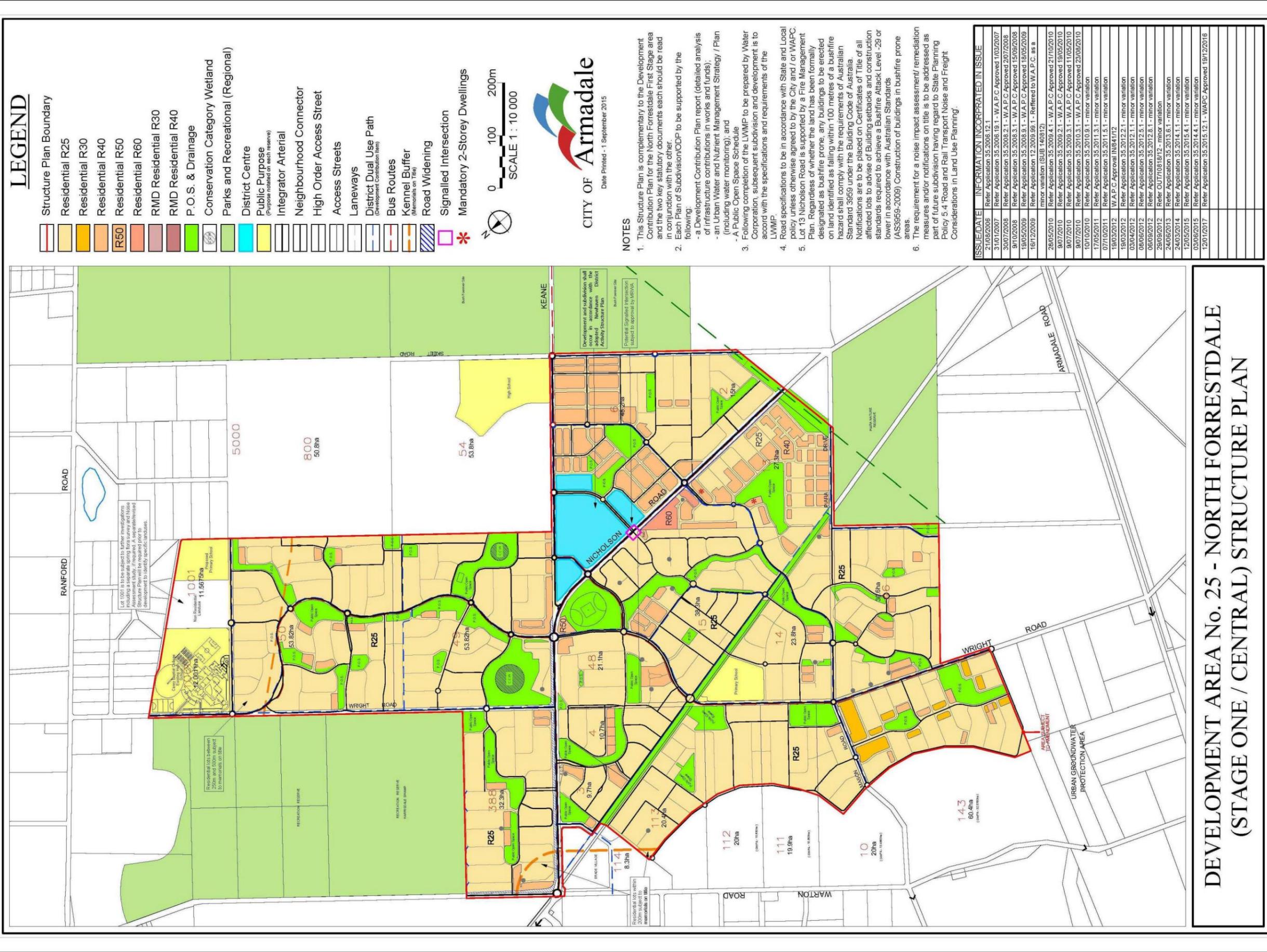
Southern River/Forrestdale/Brookdale/Wungong  
**District Structure Plan - 2001**

**Harrisdale Activity Centre**  
Southern River District Structure Plan

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Aerial photograph supplied by Landgate, Perth/Mapbox





**Harrisdale Activity Centre**  
North Forrestdale Structure Plan - Stage One

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**LEGEND**

- Activity Centre Boundary (11.72Ha)

**PRECINCTS**

- Retail Core Precinct (5.92Ha)
- Convenience/Service Commercial Precinct (1.44Ha)
- Mixed Use/Residential Precinct (1.89Ha)
- Main Street Commercial Precinct (1.18Ha)

**LAND USE**

- Indicative Commercial Areas (5.95Ha)
- Indicative Residential Areas (1.00Ha)
- Concentrated Car Parking Area (3.48Ha) (potential long term development opportunities)
- Primary Service Area
- R80 R-Code

**OTHER**

- Town Square
- Primary Building Emphasis
- Secondary Building Emphasis
- Primary Main Street
- Secondary Main Street
- Indicative Major Vehicle Access \*
- Private Service Road
- Key Pedestrian Linkage
- Indicative Pedestrian Linkages

**FRONTAGES**

- Active Frontage
- Semi Active Frontage
- Attractive Frontage
- Movement Frontage
- Existing Consolidated Monolith Sign
- Potential Additional Monolith Sign

\* All site access arrangements are subject to a Transport Impact Assessment at Development Application stage



NOT TO SCALE

Based on information provided by the applicant, the City of Armadale Land Information Authority as at 1/10/17. Aerial photograph supplied by Landgate, Photogrammetry by Hovatec.

**URBIS** ACTIVITY CENTRE PLAN MAP  
HARRISDALE ACTIVITY CENTRE - NICHOLSON ROAD, HARRISDALE  
Level 14, The Quadrant, 1 William Street | Perth WA 6000 Australia | +61 8 9346 0500 | URBIS Pty Ltd | ABN 50 105 256 228

DATA SOURCE  
SLIP/LANDGATE  
PROJECTION  
MGA94, ZONE 50

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CLIENT  
STOCKLAND

PROJECT NO. PA1310  
DATE 30.10.17  
DRAWING NO. 03  
REVISION C

Harrisdale Activity Centre  
Activity Centre Plan

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**LEGEND:**

- ACTIVITY CENTRE BOUNDARY
- - - FUTURE POTENTIAL DEVELOPMENT (BEYOND ACTIVITY CENTRE PLAN LIFESPAN)
- ① EXISTING SHOPPING CENTRE
- ② EXPANDED SHOPPING CENTRE INCLUSIVE OF DISCOUNT DEPARTMENT STORE AND SPECIALITY RETAIL
- ③ EXISTING CONVENIENCE AND FOOD AND BEVERAGE OFFERING
- ④ FUTURE SERVICE, CONVENIENCE AND FOOD AND BEVERAGE OFFERINGS
- ⑤ APPROVED CHILDCARE
- ⑥ FUTURE COMMERCIAL OFFICES AND TAVERN
- ⑦ YELLOWWOOD AVENUE MAIN STREET
- ⑧ EXISTING TOWN SQUARE
- ⑨ FUTURE MEDIUM DENSITY RESIDENTIAL (INDICATIVE LAYOUT, A PORTION OF THIS SITE IS LIKELY TO BE DEVELOPED WITHIN ACTIVITY CENTRE PLAN LIFESPAN)
- ⑩ FUTURE MIXED USE / RESIDENTIAL DEVELOPMENT
- ⑪ KEY PEDESTRIAN LINK BETWEEN YELLOWWOOD AVENUE AND EASTHOPE LINK



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**URBIS** STOCKLAND HARRISDALE  
PRELIMINARY ACTIVITY CENTRE CONCEPT PLAN

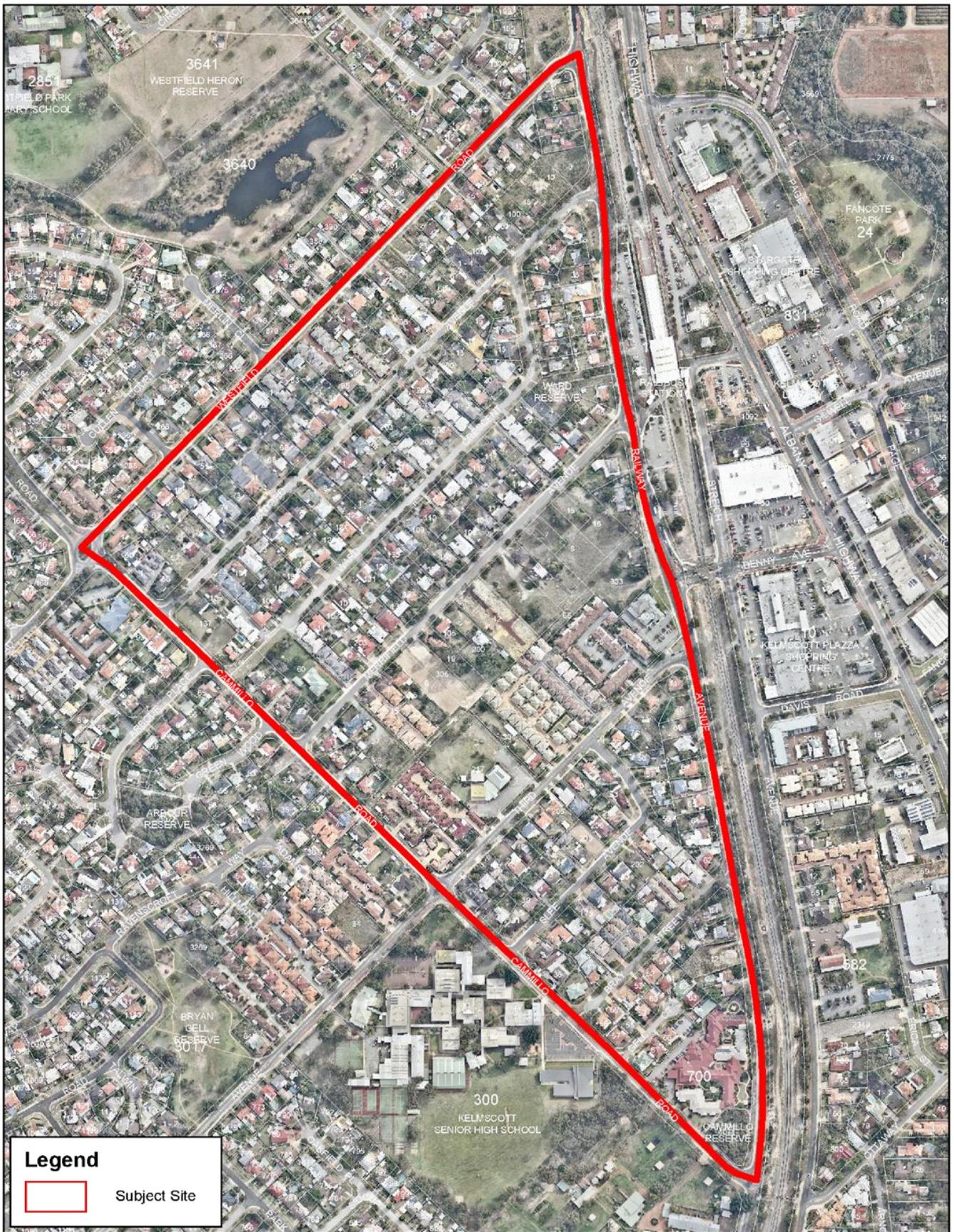
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JOB NO: PA1310  
DWG NO: ACP-SK01  
REV: B

1:1000 @ A1

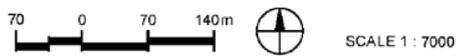
Harrisdale Activity Centre  
Concept Plan

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**AERIAL PLAN**  
Kelmscott West



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Development Services Directorate  
2018/19 Draft Annual Budget

See Separate Attachment