

CITY OF ARMADALE

AGENDA

OF DEVELOPMENT SERVICES COMMITTEE TO BE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON TUESDAY, 21 MARCH 2017 AT 7PM.

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

PRESENT:

APOLOGIES:

OBSERVERS:

IN ATTENDANCE:

PUBLIC:

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

DISCLAIMER

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

DECLARATION OF MEMBERS' INTERESTS

QUESTION TIME

Public Question Time is allocated for the asking of and responding to questions raised by members of the public. Minimum time to be provided – 15 minutes (unless not required)

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

It is also available in the public gallery.

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

DEPUTATION

CONFIRMATION OF MINUTES

RECOMMEND

Minutes of the Development Services Committee Meeting held on 21 February 2017 be confirmed.

ITEMS REFERRED FROM INFORMATION BULLETIN - ISSUE 4 / 2017

Outstanding Matters & Information Items

Report on Outstanding Matters - Development Services Committee
Review before the State Administrative Tribunal (SAT)

Health

Health Services Manager's Report - February 2017

Planning

Planning Applications Report - February 2017

Town Planning Scheme No.4 - Amendment Action Table

Subdivision Applications - WAPC Approvals/Refusals - February 2017

Subdivision Applications - Report on Lots Registered for 2016/2017

PAW Closure Report - Significant Actions during February 2017

Compliance Officer's Report - February 2017

Building

Building Services Manager's Report - February 2017

Building Health/Compliance Officer's Report - February 2017

Building Applications Monthly Statistics - February 2017

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.

CONTENTS

DEVELOPMENT SERVICES COMMITTEE

21 MARCH 2017

| | |
|---|-----------|
| 1. DEVELOPMENT | |
| 1.1 PROPOSED MEDICAL CENTRE AND SHOP (PHARMACY) LOTS 507, 508 & 509, NOS 16, 18 & 20 RIVA ENTRANCE PIARA WATERS..... | 4 |
| 2. ROAD NAMING/ROAD CLOSURE/ROAD DEDICATION | |
| 2.1 PROPOSED CLOSURE OF PORTIONS OF A UNCONSTRUCTED ROAD RESERVE IN PIARA WATERS | 26 |
| 3. STRATEGIC PLANNING | |
| 3.1 DISPOSAL OF LOT 100 (1) LITTLE JOHN ROAD, ARMADALE BY WAY OF PRIVATE TREATY | 34 |
| 4. MISCELLANEOUS | |
| 4.1 PETITION - OBJECTION TO DEVELOPMENT APPLICATION - CRUSHING & SCREENING FACILITY - LOT 254 KEATES ROAD, ARMADALE | 44 |
| 4.2 ANNUAL LEAVE - EXECUTIVE DIRECTOR DEVELOPMENT SERVICES | 49 |
| 5. COUNCILLORS' ITEMS..... | 51 |
| SUMMARY OF ATTACHMENTS | 52 |



Location Plan

Lots 507, 508 & 509 (No. 16, 18 & 20)
Riva Entrance, Piara Waters



SCALE 1 : 4 000

Based on information provided by and with the permission of the
Western Australian Land Information Authority (using as of 2012)
Aerial photography supplied by Landsat, PhotoMap by Nearmap.



1.1 - PROPOSED MEDICAL CENTRE AND SHOP (PHARMACY) LOTS 507, 508 & 509, NOS 16, 18 & 20 RIVA ENTRANCE PIARA WATERS

WARD : LAKE
FILE No. : M/58/17
APPLN NO. : 10.2016.364.1
DATE : 9 March 2017
REF : CV
RESPONSIBLE MANAGER : Executive Director
Development Services
APPLICANT : Tuscom Subdivision
Consultants Pty Ltd
LANDOWNER : Sat and James Pty Ltd
SUBJECT LAND : Lot 507 - 450m²
Lot 508 - 378m²
Lot 509 - 317m²
Total - 1145m²
ZONING
MRS / : Urban
TPS No.4 : Urban Development
Zone

Tabled Items

Nil.

Officer Interest Declaration

Nil

In Brief:

- The City received an application for a Medical Centre/Shop (Pharmacy) on 28/09/2016, to be located on Lots 507, 508 and 509 (Nos 16, 18 & 20 Riva Entrance Piara Waters).
- The subject land is zoned Urban Development and is designated as Residential R40/Additional Use - Medical Centre/Shop (pharmacy) under the North Forrestdale Development Area No.31 Structure Plan. Medical Centre and Shop (Pharmacy) are to be considered as discretionary ('D') uses for the subject lots.
- The proposal incorporates five (5) consulting rooms and a 100m² floor shop use (pharmacy).
- The development application was advertised for a period of 2 weeks. A total of two landowner submissions were received objecting to the proposal.
- One of the submitters subsequently provided a petition to Council containing 34 signatures requesting that access to the proposed development be from Riva Entrance.
- Recommend that the Council approve the application subject to appropriate conditions.

Strategic Implications

2.3 Diverse and attractive development that is integrated with the distinctive character of the City.

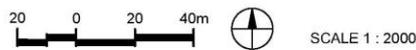
2.3.1 Provide supportive planning and development guidance and liaison on major land developments.

2.4 Attractive and user-friendly streetscapes and open spaces.

2.4.1 Implement townscape, streetscape and parkland improvements to enhance the distinctive character of the City.



Aerial Plan
 Lots 507, 508 & 509 (No. 16, 18 & 20)
 Riva Entrance, Piara Waters
 DATE 2 March 2017 - REVISION 1701
 p:\a\locad\agenda_drawings\2017\3_march\rivaent_piara_waters\rivaent_piara_waters.dwg



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, Photosmaps by NearMap.



Legislation Implications

Planning and Development Act 2005
Town Planning Scheme (TPS) No.4
Local Planning Strategy 2016
Metropolitan Region Scheme

Council Policy/Local Law Implications

PLN 2.9 - Landscaping

Budget/Financial Implications

Nil

Consultation

The City advertised the proposal to four (4) immediately adjoining landowners for a period of 14 days.

BACKGROUND

The subject lots are zoned Residential R40 under the North Forrestdale Development Area No.31 Structure Plan and collectively, the lots are located on the corner of Riva Entrance, Rodez Link and Skeet Road. The subject lots are also subject to a Local Development Plan (LDP). The LDP states that dwellings are to be articulated towards Riva Entrance and that vehicle access is to occur from Rodez Link.

The applicant initially approached the City in July 2015 to discuss a concept for a Consulting Rooms use for the subject lots, with two consulting rooms located on each lot. The applicant proposed locating the Consulting Rooms on the separate lots in order to potentially allow for an increase from the maximum number of two consulting rooms per tenancy. Consulting Rooms is a discretionary 'A' use in a Residential area under TPS No.4. After discussion with the applicant the City advised them that a less contrived development outcome than the above approach may be facilitated by proposing a Medical Centre use with the possibility of a supplementary Shop use. The City advised the applicant that if they wished to investigate this approach then they would need to submit a Structure Plan amendment application to the City to change the zoning from Residential R40 to Local Centre, with a restricted use (RU) clause limited to Medical Centre and Shop (Pharmacy). These uses are permitted (P) in Local Centre zones under TPS No.4 whereas Medical Centre and Shop are non-permitted (X) uses in Residential zones.

Medical Centre is defined under TPS No.4 as:

means premises, other than a hospital, used by one or more health consultant(s) for the investigation or treatment of human injuries or ailments and for general outpatient care (including preventative care, diagnosis, medical and surgical treatment, and counselling);

Shop is defined under TPS No.4 as:

means premises used to sell goods by retail, hire goods, or provide services of a personal nature (including a hairdresser or beauty therapist) but does not include a showroom or fast food outlet, liquor store-small or liquor store-large;

For the purpose of the Structure Plan amendment, the City wished to restrict the Shop use to a pharmacy business as other activities encompassed by the definition may be less desirable in this context.

The applicant submitted the Structure Plan amendment to the City on 22/10/2015. As the new *Planning and Development (Local Planning Scheme) Regulations 2015* had come into effect by August 2015 the ultimate determination responsibility for Structure Plan amendments resided with the Western Australian Planning Commission (WAPC).

The City undertook the following public consultation measures in relation to the proposed amendment:

- Letters sent directly to 59 adjoining landowners within 200m of the proposed development;
- A letter being sent to the Department of Planning; and
- A sign being placed onsite advising of the details of the application for the duration of the comment period (two weeks).

In response the City received nine (9) submissions from the public, comprised of:

- Three (3) submissions objecting to the proposed uses;
- Five (5) submissions in support of the proposed uses; and
- One (1) comment only.

Of the submissions that objected to the proposal these tended to concentrate on the topic of the vehicle access arrangements to the site as shown in the indicative development drawings that were provided by the applicant as part of the Structure Plan amendment application. Submissions in support of the proposal tended to focus on the amenity benefits that the proposed uses could bring to residents within the immediate locality.

Medical Centres and pharmacies have commonly been included as Additional or Restricted Uses to Residential zoned land across the City over the last fifteen to twenty years. This is a common approach used by many local governments. The following examples of existing or potential Medical Centre Additional Uses (AU) within Residential zones and potential in close proximity to residential uses can be found within the City:

| Location | Zoning | TPS No.4 Additional Uses | Medical Centre Currently Operational? | In Proximity to Dwellings? |
|--|------------------------|--|---|-------------------------------|
| Lot 501, No.273 Railway Avenue Armadale | Residential R15/R40 | AU No.24 - Medical Centre & Shop (P) | Yes | Yes |
| Lot 600, No.53 Railway Avenue Kelmescott | Residential R15/R40 | AU No.18 - Medical Centre & Incidental Shop (for dispensary only) (P) | Yes | Yes |
| Lot 535, No.240 Seville Drive, Seville Grove | Residential R25/R40 | AU No.29 – Medical Centre Consulting Rooms Veterinary Clinic Pharmacy Offices (incidental only) (P) | Yes | Yes |
| Lot 53, No.9 Wygonda Road, Roleystone | Residential R5 | AU No.5 Medical Centre Office (P) | Yes | Yes |

| Location | Zoning | TPS No.4 Additional Uses | Medical Centre Currently Operational? | In Proximity to Dwellings? |
|---|------------------------|--|---|---|
| Lot 51 (No.2973) Albany Hwy and Lot 52 (No.3) Foster Rd Kelmscott | Residential R15/R40 | AU No.32 – Medical Centre (D) | Yes | Yes |
| Lots 11 (No.3033) and 3 (No.3043) Albany Highway, Kelmscott. (fronting Flinn Avenue also) | Residential R25/40 | AU No.33 - Medical Centre (D) | No (Single House at present) | Yes |
| Part of Lot 114 Warton Road and part of Lot 3 Nicholson Road (Erade Village) | Residential R15/40 | AU No.35 – Medical Centre (D) Shop (D) | Yes (among other non- residential uses.) | Yes – Future subdivision and development will result in residential uses being located closer to the Medical Centre. |
| Lot 41 (No.1) Lefroy Road, Mount Nasura | Residential R10/25 | AU No.41 – Medical Centre (D) (limited to three (3) consulting rooms) | Yes | Yes |
| Lot 60 Carawatha Avenue, Mount Nasura) | Residential R10/25 | AU No.17 – Medical Centre (D) | No (site vacant) Note: Currently for sale by the City. | Yes |

It was also noted that in conjunction with a nearby recently approved Child Care Premises use at No.3 Riva Entrance, the public open space on the west side of the Skeet Road and the future Primary School site on the south side of Riva Entrance, there was an opportunity to provide and group conveniently placed amenities that are suitable to a residential area. The relative lack of such local services in the Piara Waters/Harrisdale area in comparison to the high (and increasing) population of the area was also noted by the City. Specific issues, such as access, building appearance and landscaping could then be investigated more closely as part of a future development application for the site.

The lack of privately provided services available that are otherwise commonly found in residential areas, such as the suburbs of Harrisdale and Piara Waters, which is common to most growth areas should also be viewed in light of the area's increasing and higher than forecast population growth. Data from the City's id population consultants indicates that as of 2016 the population of Piara Waters is approximately 9,440 and Harrisdale 9,122. By 2021 this is forecast to increase to 15,236 and 10,283 respectively, resulting in a combined population of 25,519. As of March 2017 there are currently two Medical Centre uses servicing the entirety of the combined suburbs of Piara Waters and Harrisdale. One is located within the District Centre zone in Harrisdale and the other a relatively small sized use within Erade Village complex (AU No.35), in the north/west corner of Piara Waters. There is only one other location where they are permitted in Piara Waters and one potential new location in the northern portion of Harrisdale.

Given the above, the City recommended approval of the proposed changes in a Structure Plan amendment report provided to the WAPC on 25/01/2016. During discussions with the WAPC, the City suggested changing the amendment from a rezoning to a Local Centre zone with Restricted Use designations to retaining the Residential R40 zoning and making Medical Centre /Shop (Pharmacy) – Additional Use on a discretionary (D) basis. This would still enable residential development on the site should development of the site as a Medical Centre and Shop (pharmacy) not proceed. The WAPC accepted the City's recommendation and approved the Structure Plan amendment on 28/07/2016. All submitters were then advised in writing of the WAPC's decision.

DETAILS OF PROPOSAL

The proposal includes a single storey building with an overall floor area of 366.4m² containing:

- Five medical consulting rooms and associated treatment and administrative areas (including a nursing room, pathology room, staff amenities and patient waiting area). This 266.4m² floor area comprises the Medical Centre element of the proposal;
- The remaining 100m² of floor area is comprised of the Shop (pharmacy) use;
- The proposed building is sleeved around the corner of Riva Entrance/Piara Waters and is articulated towards the street corner. The proposal is compliant with regard to building setbacks, heights and open space;
- Five (5) practitioners are to be employed onsite alongside a maximum of four support staff;
- The operating hours are proposed to be 9.00am to 5.00pm Monday to Friday. The applicant has indicated there may be the possibility of Saturday AM opening hours proposed in the future; and
- A total of 25 onsite parking bays are proposed to be provided in lieu of the 26 required.

COMMENT

Development Control Unit (DCU)

The assessment process included a referral to the Development Control Unit. Engineering Services initially provided comments declining to support the proposal but noted that access from Rodez Link was preferable in terms of safe vehicle movements rather than Riva Entrance. The other Departments of the City raised no objection to the proposal.

In light of the petition and the two submissions to the City requesting that access to the site occur solely from Riva Entrance, Planning Services requested further investigation by the applicant and Technical Services of the viability of allowing vehicle access to and from Riva Entrance.

Technical Services provided a memorandum advising that access from Riva Entrance could potentially occur subject to modifications of the proposal to limit certain movements and to the adjacent traffic roundabout on the intersection of Riva Entrance and Skeet/Barcelona Roads. Technical Services has advised that the viability of entry/exit from Riva Entrance is dependent on slowing traffic using the roundabout at the developer's cost. This advice is expanded upon later in this report.

Public Advertising

The application was advertised for two weeks, closing on 10/11/2016. Advertising was carried out by way of letters to nearby landowners.

| | |
|--|-----|
| Total No. of letters sent | : 4 |
| Total No. of submissions received | : 2 |
| No. of submissions of conditional support/no objection | : 0 |
| No. of submissions of objection | : 2 |
| No. of submissions of general advice by Service Agencies | : 0 |

One of the above submissions included a petition containing 34 signatures requesting that entry and exit points to the proposed Medical Centre/Shop (Pharmacy) be made solely from Riva Entrance instead of Rodez Link. The petition was presented to Council at its Ordinary Meeting of 28 November 2016, in accordance with Council Policy and procedures.

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

Key Issues

Issue 1 - The proposed Medical Centre/Shop (Pharmacy) will result in an increase in crime in the immediate locality.

Comment

The City is not aware of any research that demonstrates a link between the presence of Medical Centre/Shop (Pharmacy) uses and an associated increase in crime rates in surrounding residential areas.

Recommendation

That the issue is not supported.

Issue 2 - The proposed development will result in an increase in noise pollution.

Comment

The Medical Centre/Shop (Pharmacy) use is not anticipated to result in unusual levels of noise generation by way of external amplified sound or machinery operation. Medical Centre uses often coexist in close proximity to residential land uses without major disruption occurring to occupants of adjacent dwellings. It is also noted that the proposed use is not incorporating evening operating hours thereby limiting any noise impact of the proposed use to general working hours. Should the development ultimately be approved standard conditions requiring construction and the operation of the use to comply with the *Noise Regulations 1997* would be applied.

Recommendation

That the issue is not supported.

Issue 3 - The proposal does not ensure an adequate separation between residential and commercial uses.

Comment

It is not uncommon for Medical Centre uses to occur alongside residential uses, often in close proximity. The generally unobtrusive nature of the use means that disruption to adjoining residents is not common. A number of existing examples of Medical Centre uses in close proximity to residences can be found in the City.

It is noted that the submission raising this concern has raised this issue solely in relation to the potential impacts of additional traffic utilising Rodez Link. In the context of this proposal this can be viewed as an issue distinct from the operation of the use itself and is addressed in more detail later in this report

Recommendation

That the issue is not supported.

Issue 4 - The proposed use will result in an unsafe environment for small children as result of increased traffic movements.

Comment

The submission raised the concern that small children could be endangered by additional traffic utilising the local road network and Rodez Link in particular. Whilst the safety of vehicle movements is a key issue for consideration in this proposal nonetheless all of the adjacent roads are public thoroughfares and can in theory be used by any number of vehicles at any time, regardless of the outcome of this particular proposal. This claim is not able to be substantiated.

Recommendation

That the issue is not supported.

Issue 5 - Insufficient car parking spaces have been provided.

Comment

The applicant has proposed 25 car parking bays in lieu of the required 26 for the combined Medical Centre/Shop (pharmacy) proposal. Whilst a shortfall is proposal it is noted that the siting of the proposal will allow a degree of visits on foot from within the surrounding residential area. Whilst vehicle access is considered to be a significant issue in the proposal, the onsite parking shortfall is minor and should not unduly affect the amenity of the surrounding area in its own right. It is also noted that there are a large number of non-school days and that peak demand around the school site will be concentrated to relatively brief periods during school days.

Recommendation

That the issue is not supported.

Issue 6 - The location of the waste bins will cause an amenity impact upon adjoining residents.

Comment

The bin stores are shown adjacent to the eastern boundary to be serviced from Rodez Link. It is noted that whilst the proposed bin store is located mostly adjacent to the non-habitable garages of No.2 Toulon Mews and No.22 Riva Entrance there may be opportunities to relocate the bin store to an alternative location, possibly within the building footprint.

Recommendation

That the issue is supported in part.

Issue 7 - The proposed Medical Centre/Shop (pharmacy) should be fully fenced along Rodez Link.

Comment

The complete enclosure of the site, particularly from Rodez Link is not desirable as it may limit opportunities for passive surveillance to and from the site. Whilst the application of security barriers to entrance points may be feasible it is considered that the majority of the site should remain without solid fencing. This would ensure a more visually appealing and potentially safer configuration.

Recommendation

That the issue is not supported.

Issue 8 - The proposed Medical Centre/Shop will create excessive traffic in Rodez Link thereby negatively impacting upon the amenity of residents whose properties adjoin the laneway.

Comment

The applicant has proposed sole vehicle access from Rodez Link as this reflects the prevailing intent of the existing road network. The City has received two submissions and an additional petition (containing 34 signatures) prepared by one of the submitters that object to access to the site occurring from Rodez Link. One of the submitters asserts that the proposed use will result in 240 vehicle movements per day based on their own projections derived from the number of practitioners and their estimate of the average duration of customer visits. The Traffic Engineering Review provided by the applicant provides a lower estimate of vehicle movements, being 143 per day.

The applicant has sought to justify sole vehicle access from Rodez Link on the grounds that the entry point from Rodez Link is the lowest order road available and is the most conducive for safe vehicle movements in comparison with an alternative access point on Riva Entrance. Whilst the City generally concurs with these positions in relation to traffic safety they do not necessarily address the potential amenity impacts upon adjacent residents that may arise from the comparative increase of traffic to and from the site when compared to a scenario where the site is developed for residential purposes only.

Notwithstanding this, the prayer of the petition received by the City which is to enclose the site and prevent all access from Rodez Link is not necessarily desirable as it may reduce the permeability of the site with regards to vehicle movements, waste collection and passive surveillance. These issues are discussed in more detail in the analysis below.

Recommendation

That the issue is supported in part.

ANALYSIS

Town Planning Scheme No.4

The site is zoned as Urban Development Zone under TPS No.4 and is designated Residential R40/Additional Use - Medical Centre/Shop (pharmacy) under the North Forrestdale Development Area No.31 Structure Plan. Under TPS No.4 zonings under Structure Plans are considered to have the same effect as in zoned areas under the Scheme. Clause 4.2.1 of TPS No.4 states the following objectives with regard to Residential zones:

- a) *To provide for a range of housing and a choice of residential densities to meet the needs of the variety of household types which make up the community.*
- b) *To provide for a range of associated compatible activities and development, which will assist in the creation of efficient and sustainable residential neighbourhoods.*
- c) *To facilitate and encourage high quality design, built form and streetscapes throughout residential areas.*

The proposed development is considered to be consistent with clauses (b) and (c) of Clause 4.2.1 as it permits a use of convenience to local residents. The design and scale of the proposed building is considered to be complementary to the residential area and will have a beneficial outcome in terms of improving the streetscape appearance of the corner of Skeet Road and Riva Entrance.

Siting, Setbacks and Building Heights.

A Local Development Plan (LDP) does apply to the subject lots and surrounding laneway properties. The LDP's provisions largely relate to residential development. Nonetheless, there are key principles expressed in the LDP that are relevant to the consideration of this proposal. In particular, the LDP requires that:

All lots with access to rear laneways shall obtain vehicular access from the laneway only; and

The design of dwellings shall include a primary/front style elevation oriented in the direction of the arrows shown on the LDP.

Whilst the LDP is essentially a guide for residential development the proposal is considered to be consistent with the above principles. The applicant has proposed sole access from Rodez Link and the proposed building has been sleeved around the corner of Skeet Road and Riva Entrance. The latter is considered to allow the most appropriate siting of the building in terms of setbacks from adjoining dwellings and facilitating a desirable streetscape outcome.

The proposed building is single storey and has a maximum roof height of 5.3m which is within the height limits for a residential area which could otherwise permit two storey development and a maximum roof height of 9.0m. Given this the scale of the building is considered to be appropriate to a residential context.

Streetscape

The proposed building articulates towards the intersection of Skeet Road and Riva Entrance thereby creating an acceptable interface with the streetscape. The applicant made alterations to the proposal on the City's advice to provide a more detailed roof form and additional openings to the corner frontage of Skeet Road/Riva Entrance.

Landscaping

The applicant has demonstrated an acceptable basis to provide suitable landscaping for the site. A finalised landscaping plan will be a condition of any approval should Council support the proposal.

Car Parking

As mentioned above the applicant has proposed a one (1) parking bay shortfall, having provided 25 onsite parking bays in lieu of the required 26. The proposed shortfall is considered minor in light of the availability of existing bays on Riva Entrance and the potential foot traffic from nearby residences. Parking is also available in the local street network, particularly outside of school pick up and drop off times.

Traffic Engineering Review Version 2 Prepared by Move Consultants dated 16/02/2017

The key issue arising from this proposal is evaluating the impact of increased traffic movements through Rodez Link. The development application proposes the following arrangements in terms of parking and access:

- A double width crossover from Rodez Link to the site;
- Seventeen (17) parking bays accessed via the central aisle linked to the crossover; and
- Eight (8) bays accessed directly via Rodez Link that do not utilise the crossover and aisle.

It is expected that refuse collection will take place from Rodez Link, consistent with adjacent properties.

The applicant has advised that deliveries to the site will take place during business hours and are not likely to involve heavy trucks, outside of the construction phase.

As part of the application, the applicant has provided a Traffic Engineering Review prepared by Move Consultants. The report provides the following key assessments and recommendations:

- Estimated traffic generation for the proposed Medical Centre/Shop (pharmacy) is 143 vehicle movements per day (VPD).
- During the AM peak period there is expected to be an average seven (7) vehicle movements per hour (VPH) comprised of six (6) inbound trips and one (1) outbound.
- During the PM peak period there is expected to be an average thirteen (13) vehicle movements per hour (VPH) comprised of four (4) inbound trips and nine (8) outbound*.

The applicant's consultant has utilized the Institute of Traffic Engineers *Trip Generation Manual, 8th Edition* and the *RTA Guide to Traffic Generating Developments* to calculate the above estimates.

**The report in part refers to nine (9) PM VPH movements, the consultant has clarified that this is a typing error.*

Of these trips the following manner of trip movement breakdown has been provided by the applicant's consultant:

1. **Inbound:**
70% from the north via Skeet Road (north) and Rodez Link
2. **Outbound:**
70% to the north via Rodez Link, Riva Entrance (west and Skeet Road)
- Both Inbound and Outbound:**
3. 15% to and from the east via Riva Entrance (east) and Rodez Link
4. 15% to and from the south via Skeet Road (Barcelona Road), Riva Entrance (west) and Rodez Link.

A plan prepared by the City providing a visual representation of the applicant's information is in the attachments.

The consultant has explained to the City that the distinction between the two figures for north bound movements is that the existing median island on Skeet Road prevents vehicles turning right from Rodez Link to head north on Skeet Road. The two different movements together represent 70% of all movements being to and from the north via Skeet Road.

Working from the assumption that all vehicle movements to and from the site will be made via Rodez Link, the applicant's consultant has provided their breakdown of where the estimates of how the projected 143 daily VPD will interact with the above site trip destination estimates:

- Skeet Road (North) – 50 vpd/2 vph A.M./2 vph P.M. turning left into Rodez Link from Skeet Road and 14 vpd/1 vph A.M./1 vph P.M. turning left out from Rodez Link
- Rodez Link (along northern boundary of the site) – 143 vpd/7 vph A.M./13 vph P.M.
- Rodez Link (east on approach to Riva Entrance) – 79 vpd/6 vph A.M./12 vph P.M.
- Riva Entrance – 79 vpd/6 vph A.M./12 vph P.M.

The consultant offers their view that the proposed access to the site via Rodez Link only provides the safest and most efficient method of permitting vehicles to access the site and that the proposal can be contained amply within the capabilities of the existing road network. The consultant estimates that when you combine the traffic movements of the Medical Centre and Shop (Pharmacy) with the existing three dwellings utilising Rodez Link, the combined maximum VPD figure will be 180.

It is noted that the consultant Traffic Engineer has attributed a practical daily capacity for Rodez Link of 3000 VPD in accordance with the Main Roads Western Australia Functional Road Hierarchy. Whilst possibly correct on a traffic engineering level, this figure is of less value when considering the impacts upon the amenity of adjoining landowners that may arise from such traffic volumes. Impacts upon the amenity of adjoining landowners whose properties abut are best evaluated against the aims of Liveable Neighbourhoods and a comparative evaluation with the development of single houses on the subject lots.

Under *Liveable Neighbourhoods 2009* a six metre wide road reservation with lower adjoining dwelling setbacks such as a Rodez Link is estimated to have an appropriate maximum capacity of 300 VPD.

By these measures the estimated VPD of 180 (including movements from existing dwellings) is well within the 300 VPD maximum recommended by Liveable Neighbourhoods but could reasonably be deduced to be higher than an equivalent residential only context given the short length of Rodez Link and the small number of dwellings utilising the road. Given this aspect of the proposal, it was considered prudent to examine whether there are opportunities to increase the permeability of the site to reduce the number of movements through Rodez Link. The most logical way of addressing this would be to consider vehicle movements directly to and from Riva Entrance, if possible.

Investigation of Vehicle Access from Riva Entrance.

The applicant's consultant has addressed the potential of allowing vehicle access from Riva Entrance in their Traffic Engineering Review. They have advised that:

Any potential relocation of the site access to Riva Entrance frontage would result in a full movements access approximately 40m east of a roundabout intersection which is neither safe nor desirable with minimum sightlines (AGSD, MGSD and SISD) not satisfied for either approach or exiting vehicles as per the Austroads Guide to Road Design Part 4A - Signalised and Unsignalised Intersections and potentially would result in an increase in the risk for eastbound and westbound rear end crashes for inbound vehicles and side-swipe and right-angle crashes for outbound vehicles due to the proximity to the roundabout. Access located on a lower order road would be desirable such as that proposed on Rodez Link with entering and exiting traffic distributed efficiently and effectively via the Skeet Road/Rodez Link and Riva Entrance/Rodez Link intersections resulting in a nil impact to the risk profile on the boundary road network.

The consultant has concluded that:

...the proposed location of the site access on Rodez Link is not only safe and appropriate but it also will allow for efficient and safe distribution of site-generated traffic to and from the boundary road network with no impacts to either the operation of during peak periods of Rodez Link, inclusive of nil impact to existing properties. Access to Riva Entrance is not desirable from both an operational and a safety perspective. It can therefore be concluded that the proposed access arrangements as shown on the site plan are acceptable from an operational and safety perspective and the proposal can be supported from a traffic engineering perspective.

Comment from the City's Technical Services Section.

The City's Technical Services Directorate advice was sought in relation to the content of the Traffic Engineering Review prepared by Move Consultants on behalf of the applicant and on the viability of allowing a direct crossover to Riva Entrance.

In response to the Traffic Review, Technical Services has advised that it generally agreed with the conclusion of the consultant that the use of Rodez Link was the safest and most efficient method of facilitating access to the subject site under the existing engineering of the immediate local road network, in particular the roundabout at the intersection of Riva Entrance and Skeet/Barcelona Roads. It was not the view of Technical Services that sole access from Riva Entrance as requested by the petition submitted to the City was a suitable response to the site conditions, without road works occurring.

In relation to the possibility of allowing direct vehicle movements to and from Riva Entrance Technical Services has advised in more detail that:

With the proposed access point off Riva Entrance being a Major/Minor intersection this means that vehicles travelling eastbound along Riva Entrance need to be able to recognise the potential conflict point where a vehicle is turning into the proposed Medical Centre or turning out of it.

- *The minimum Safe Intersection Sight Distance (SISD) specified in Table 3.2 is 73m which means that the driver of an eastbound vehicle would have to be 18m (or approx. 3 car lengths) from the roundabout to be able to respond to potential conflict at the Medical Centre access point - and given that the driver is approaching the roundabout his/her first priority will be to assess the movements at the roundabout rather than what's happening beyond it.*
- *This means that once the driver has assessed the roundabout conditions and is moving through the roundabout and straight down Riva Entrance this only leaves approximately 43m in which to identify the potential conflict at the access point and take the required action to avoid a collision (i.e. decelerate).*

Of the traffic conditions facilitated by the existing roundabout, Technical Services has observed the following:

The existing roundabout at the intersection of Riva Entrance and Skeet Road has a central island radius of 7.5m which is a Desirable Minimum on roads that are bus routes as defined by Main Roads WA (Dwg 200331-194-3). The Absolute Minimum island radius is 6.5m. The circulating roadway width on the roundabout is 6.5m which is the width required for a 12.5m single unit truck to negotiate the roundabout (Table 4.3, Austroads Part 4B).

The roundabout approach widths on Riva Entrance are 5.0m for west-bound vehicles and 4.0m for eastbound vehicles. Although Austroads states a desirable minimum of 5.0m it allows for lesser widths provided that appropriate kerbing and trafficable areas maintain access for service vehicles.

On Skeet Road, the approach width is 4.0m for south-bound vehicles. It should also be noted that the departure width into Riva Entrance east-bound is 5.0m.

Based on the wide circulating width, approach widths and departure width into Riva Entrance it is possible for drivers to negotiate the roundabout at speeds between 40 to 50 km/h.

Given the above the only feasible way of allowing safer movements to the subject site from Riva Entrance would be to slow vehicles down from 40 to 50 km/h as the current road engineering allows. By lowering vehicles speeds the SISD conditions may be improved also. Technical Services have outlined the following points which would need to be addressed to allow a degree of vehicle access from Riva Entrance:

To ensure that a safe access point can be provided on Riva Entrance into the proposed medical centre and pharmacy the following would be required:

- 1. Change in roundabout approach and departure geometry by using a combination of pre-deflections and narrowing the approach and departure legs on Riva Entrance and Skeet Road (south-bound) to reduce the speed at which vehicles negotiate the roundabout.*
- 2. Change in roundabout approach angle for vehicles travelling on Riva Entrance east-bound and Skeet Road south-bound to introduce sharper turning movements that would lead to a reduction in speed.*
- 3. Provide a left turn pocket at a safe distance from the roundabout to allow vehicles accessing the proposed medical centre and pharmacy to move off Riva Entrance. It should be noted that the existing 3 parallel parking bays on the north side of Riva Entrance will be lost.*
- 4. Limit the southern access point on Riva Entrance to left-in and left-out only to prevent cars from turning right into Riva Entrance.*
- 5. Limit the northern access point on Rodez Link to right-in and left-out only to prevent cars from turning right into Rodez Link.*

By adopting two access points with limited turn movements as described above it will be possible to address residents' concerns about increased vehicle volumes on Rodez Link to the east of the proposed medical centre and pharmacy.

The developer of the proposed medical centre and pharmacy would need to carry out engineering design and obtain approval for the necessary modifications to the roundabout to permit the creation of a safe access point into the site from Riva Entrance.

It is noted that points 1 to 3 would need to be addressed by the applicant/developer submitting civil works drawings to the City for approval and then undertaking the works required at their cost in accordance with a condition. Points 4 and 5 would require internal engineering and would necessitate the provision of amended drawings to the City. The general range of cost of the above traffic engineering works is likely to be in the region of above \$70,000 but less than \$150,000, in addition to the costs of modifying the existing retaining wall, earthworks and crossover costs.

The potential impact of the above costs upon the applicant relative to the scale of the proposed development must be considered closely in light of where the proposal complies with the relevant statutory framework. Specifically, while it is acknowledged there may be potential benefits to the amenity of adjoining residents as a result of allowing vehicle access to Riva Entrance, the proposed traffic generation levels are within the acceptable parameters of Liveable Neighbourhoods and the Main Roads WA Functional Road Hierarchy. Whilst Council could potentially place a condition requiring the applicant to provide engineering drawings to modify the adjacent road dimensions in order to allow safe access from Riva Entrance and then undertakes such works, such a condition may have a high chance of being challenged upon review by the State Administrative Tribunal based on the two above Policy documents.

Other methods of reducing the impact of vehicle movements in Rodez Link can be implemented. These include limiting the operating hours by condition to standard business hours and restricting the parking bays located closest to Rodez Link to staff parking only, to reduce the frequency of vehicle movements in the area closest to the dwellings on the northern side of Rodez Link.

OPTIONS

1. Council may conditionally approve the proposal.
2. Council may resolve to refuse the application and provide reasons for its decision.

CONCLUSION

The proposed use of Medical Centre/Shop (Pharmacy) is considered to be acceptable in terms of its suitability for location within a residential area. The proposed uses are commonly located in residential areas in the City. Additionally the proposal is considered to meet the general objectives of the Residential zone under TPS No.4 as it will provide a service that is compatible within a residential area and it is located in an area where there is a shortfall of such services located within convenient proximity for local residents.

The issue of vehicular access to the site and its potential impacts upon the amenity of residents whose properties abut Rodez Link requires close consideration by Council. Whilst the submissions (including a petition containing 34 signatures) do not necessarily object to the proposed uses as such, they do express a strong desire that vehicles should not use Rodez Link to access the site. Notwithstanding the understandable reasons for this, the City has received advice from the traffic engineer engaged by the applicant that the safest point of access to the site is from Rodez Link. The City's Technical Services generally agrees with this conclusion, unless modifications are made to the adjacent roundabout and roads in order to reduce vehicle speeds to then allow safer movements. Should this be done partial access to the site from Riva Entrance would be feasible, however the significant costs do not justify the requirement in the context of the Policy requirement.

Given the above, option one is recommended.

RECOMMEND

That Council:

- A. Approves the application for Planning Approval for Medical Centre/Shop (Pharmacy) on Lots 507, 508 and 509, Nos 16, 18 and 20 Riva Entrance, Piara Waters, subject to the following conditions:**
- 1. Prior to the submission of a Building Permit, revised plans shall be submitted to and approved by the City's Planning Services Department, in accordance with Schedule 2, Part 9, Clause 74(1) of the Planning and Development (Local Planning Schemes) Regulations 2015, that modify the proposal to:**
 - a) Relocating the bin store adjacent to the crossover to be within the footprint of the building.**
 - 2. The parking bays adjoining Rodez Link shall be restricted to staff only and be marked accordingly to the satisfaction of the Executive Director Development Services.**
 - 3. A loading/servicing management plan detailing loading times, vehicle movements and noise mitigation measures shall be submitted to and approved by the Executive Director Development Services. The management plan shall be implemented thereafter to the satisfaction of the Executive Director Development Services.**
 - 4. No materials shall be stored in car parking areas to the satisfaction of the Executive Director Development Services.**
 - 5. Patron public rubbish bin facilities shall be provided adjacent to the Shop (pharmacy) frontage and convenient to pedestrians, but positioned so as not to obstruct pedestrian movements in accordance with Clause 5C.4.1 of *Town Planning Scheme No.4*, to the satisfaction of the Executive Director Development Services. Bins shall be continuously maintained in good condition and the surrounding area kept free of litter thereafter.**

6. A landscape plan shall be submitted to and approved by the Executive Director Development Services. The landscape plan shall include:
- a) Plant species (predominantly West Australian natives);
 - b) Numbers, location, container size;
 - c) Method of irrigation of the landscaped areas;
 - d) Landscaping and treatment of adjoining verge areas; and
 - e) The provision of shade trees within the car park at the rates of at least 1 tree per 10 metre interval along any line of car parking.

All landscaping shall be installed prior to occupancy of the development and maintained as per the approved plan thereafter.

7. Evidence shall be provided from the Land Titles Office that Lots 507, 508 and 509 Riva Entrance Piara Waters have been amalgamated and a new title issued prior to the occupation of the proposed building.
8. All vehicle manoeuvring and parking spaces shall be constructed, sealed, marked, kerbed and drained in accordance with the approved site plan to the satisfaction of the Executive Director Technical Services and continuously maintained thereafter. Relocation/removal of any services/infrastructure will be at the cost of the owner/developer.
9. All rubbish bin storage areas and servicing areas associated with the development shall be appropriately screened from public vantage points to the satisfaction of the Executive Director Development Services.
10. A schedule of external colours and materials shall be submitted to the City's Planning Services Department and approved by the Executive Director Development Services. The development shall be completed and maintained in accordance with the approved schedule to the satisfaction of the Executive Director Development Services.
11. Opening hours of the Medical Centre and Shop (pharmacy) shall be limited to 9.00am to 5.00pm Monday to Friday to the satisfaction of the Executive Director Development Services.
12. To meet drainage requirements the developer/owner shall, to the specifications and satisfaction of the Executive Director Technical Services:
- a) Submit a stormwater management plan incorporating water sensitive design principles for approval and implement the approved plan thereafter;
 - b) Show any drainage easements as may be required on the Certificate of Title in favour of the City; and
 - c) Relocate, remove or upgrade any drainage infrastructure on the lot or within the adjoining road reserve that is impacted by the proposed development.
13. Masonry/concrete fencing shall be installed along the shared boundary with Lot 510, (No.22) Riva Entrance, Piara Waters prior to the use commencing

to the satisfaction of the Executive Director Development Services.

14. Air conditioning units, compressors and other equipment related to utilities shall be screened from public view and positioned so as to avoid any adverse effects, including noise, on the occupants of nearby properties to the satisfaction of the Executive Director Development Services.
15. 'End of trip bicycle facilities' in accordance with Clause 5.11.1 and Schedule 11.B of Town Planning Scheme No.4 shall be provided prior to occupation of the development in a location agreed to by the City and continuously maintained thereafter.
16. A Bushfire Management Plan addressing Section 6.5 of State Planning Policy 3.7 – 'Planning in Bushfire Prone Areas' (inclusive of a Bushfire Attack Level (BAL) assessment by an accredited Bushfire Planning Practitioner) shall be provided prior to any Building Permit application and the dwelling shall be constructed in-accordance with Australian Standard 3959 – Construction of Buildings in Bush Fire Prone Areas (or superseding standard).
17. All conditions are to be complied with prior to exercising the right of this approval, to the satisfaction of the Executive Director Development Services.

Advice Notes

- A. With regard to Condition 6 requiring a Landscape Plan, please refer to the City's Landscaping Guidelines – (*Industrial and Commercial*), *Landscaping Guidelines – Plants to Avoid*, the City's *Urban Forestry Strategy* and *Landscape Factsheet - Trees for Confined Spaces* to assist you to formulate a satisfactory landscaping proposal. Copies of these documents are available on the City's website at: www.armadale.wa.gov.au/planning-information-sheet-forms-fees
- B. With regard to Condition 16 it is possible that the Department of Fire and Emergency Services may remove the partial classification of Lot 507 as bushfire prone when it updates its mapping of bushfire prone areas in May 2017.
- C. Compliance with the Building Code of Australia is required. In this regard, a Building/Demolition Permit application shall be submitted to the City's Building Department and approved prior to the erection / demolition of any structures on the subject site.
- D. A separate application is required for all signs associated with the development.
- E. The applicant and landowner are advised that it is a statutory requirement to comply with all conditions of this approval, and that not complying with any condition is therefore illegal. Failure to comply with any condition of this approval or the approved plans constitutes an offence under the Planning Development Act 2005. The City can issue a Planning Infringement Notice of \$500 (without notice) and/or commence legal action with higher penalties up to \$200,000 for each offence and a daily penalty of \$25,000 per day for the

continuation of that offence. It is the responsibility of the applicant and/or landowner to inform Council in writing when they consider the development to be complete and all conditions of this approval have been satisfied.

If the applicant is aggrieved by a Refusal to Approve his/her application, or, where Approved, is aggrieved by any Condition imposed in that Approval he/she may apply for a Review to the State Administrative Tribunal pursuant to the provisions of Part 14 of the Planning and Development Act 2005 against such refusal or imposition of such aggrieved Condition.

- F. Such application for Review must be made not more than twenty eight (28) days after the date of Council's decision via the form available from the State Administrative Tribunal (copies available from the State Administrative Tribunal, at Level 6, State Administrative Tribunal Building, 565 Hay Street, Perth, WA, 6000 or GPO Box U1991, Perth, WA, 6845, or www.sat.justice.wa.gov.au or from Council's offices), and should be accompanied by the relevant fee detailed in Schedule 18 of the State Administrative Tribunal Regulations 2004.
- G. The developer is reminded of the requirement under the provisions of the Environmental Protection Act that all construction work (which includes earthworks and similar) be managed with due regard for noise control. Works generating noise, and rock breaking in particular, are not permitted:-
- Outside the hours of 7.00am to 7.00pm; or
 - On a Sunday or Public Holiday.

- B) That the submitters and organiser of the petition be advised of the Council's decision in this regard.

ATTACHMENTS

1. [↓](#) Site Photographs 1 - Proposed Medical Centre - Riva Entrance, Piara Waters
2. [↓](#) Site Photographs 2 - Proposed Medical Centre - Riva Entrance, Piara Waters
3. [↓](#) Site Photographs 3 - Proposed Medical Centre - Riva Entrance, Piara Waters
4. [↓](#) Applicant's Traffic Review Trip Origin Estimates - Proposed Medical Centre - Riva Entrance, Piara Waters
5. [↓](#) Traffic Report - Proposed Medical Centre - Riva Entrance, Piara Waters
6. [↓](#) Floor Plan 1 - Proposed Medical Centre - Riva Entrance, Piara Waters
7. [↓](#) Ground Floor Plan - Proposed Medical Centre - Riva Entrance, Piara Waters
8. [↓](#) Elevations 1 - Proposed Medical Centre - Riva Entrance, Piara Waters
9. [↓](#) Elevations 2 - Proposed Medical Centre - Riva Entrance, Piara Waters
10. [↓](#) Perspective View 1 - Proposed Medical Centre - Riva Entrance, Piara Waters
11. [↓](#) Perspective View 2 - Proposed Medical Centre - Riva Entrance, Piara Waters
12. Confidential Submitter Plan - Proposed Medical Centre - Riva Entrance, Piara Waters - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as it deals with the matter relates to the personal affairs of a person*
13. Confidential - Submitter Petition - Proposed Medical Centre - Riva Entrance Piara Waters - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as it deals with the matter relates to the personal affairs of a person*

PAGE INTENTIONALLY LEFT BLANK

**2.1 - PROPOSED CLOSURE OF PORTIONS OF A UNCONSTRUCTED ROAD
RESERVE IN PIARA WATERS**

WARD : LAKE
FILE No. : M/1/17
DATE : 8 March 2017
REF : HB
RESPONSIBLE : Executive Director
MANAGER : Development Services
APPLN No. : Roads & Drainage/Closures
APPLICANT : City of Armadale
LANDOWNER : State of WA; Minister for
Education
SUBJECT LAND : Lots 1500, 1503 and 1505
on Plan 55814, Lot 8014 on
Plan 407389, Lot 8016 on
Plan 403456 and Lot 9503
on Plan 401753, Piara
Waters
ZONING
MRS / : Urban/Urban Development
TPS No.4 : Zone

In Brief:

- The City is proposing to close the unconstructed portions of a road reserve in Piara Waters to facilitate the development of public open space and a primary school.
- The subject land does not contain a constructed road and the land is not required by the City for road purposes, therefore permanent closure should be supported, so the land can be included in Recreation Reserves or Public Purpose for a Primary School.
- Recommend that Council authorise a request being made to the Minister for Lands for the permanent closure of Lots 1500, 1503, 1505, 8014, 8016 and 9503, subject to the land being amalgamated with the adjoining lots or reserves.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

1.3.1 Plan for services and facilities in existing and emerging communities.

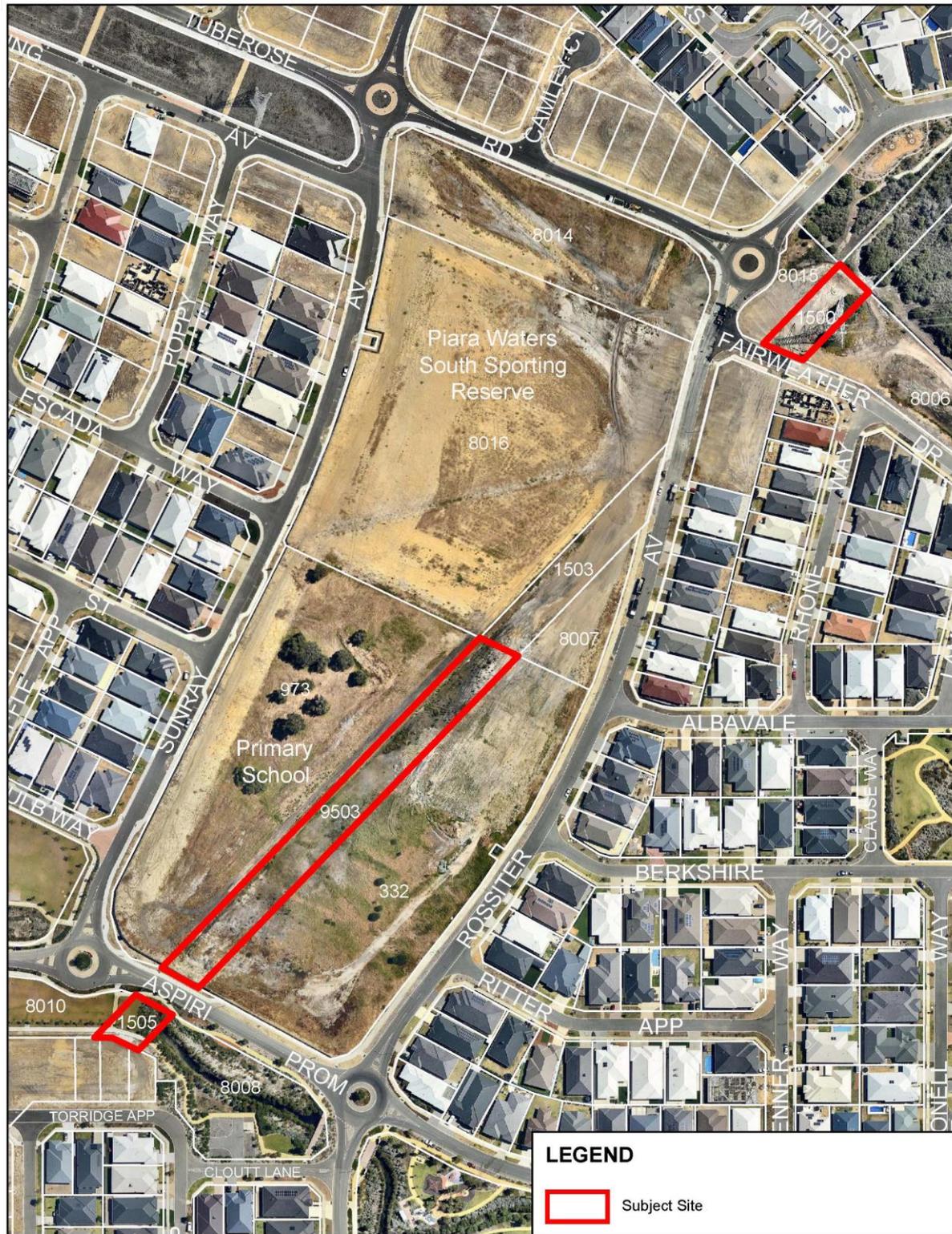
2.2.1 Deliver attractive and functional streetscapes, open spaces, City buildings and facilities.

Legislation Implications

Land Administration Act 1997.

Council Policy/Local Law Implications

Nil.



Aerial Plan

Proposed closure of portions of unconstructed road reserve in Piara Waters

DATE 7 March 2017 - REVISION 1701

p:\autocad\agenda_drawings\2017\3_march\rossiter_ave\rossiter_ave.dwg



SCALE 1 : 3000

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, Photosmaps by NearMap.



Budget/Financial Implications

Nil - land is owned by the Crown and Minister for Education.

Consultation

Advertised for Public Comment.

BACKGROUND

Council at its meeting on the 25th March 2008 resolved to initiate Amendment 43 to bring TPS No.4 into conformity with the MRS Amendment No.1142/57 which zoned an area of Piara Waters from 'Rural' to 'Urban'. Subsequently the City received an application to close a portion of the subject road reserve to facilitate future subdivision in accordance with the North Forrestdale Stage Three/South structure plan.

The Council resolved at its meeting on 21 October 2008 to:

1. *Request the Department for Planning and Infrastructure – State Land Services to close the portion of road reserve extending from its junction with Armadale Road to the south western corner of the Piara Nature Reserve and situated between Lot 45 Wright Road and Lot 58 Armadale Road, Piara Waters.*
2. *Advise the applicant of Council's decision.*

The City then proceeded with the closure of portions of the subject road reserve in collaboration with subdivision and development.

The remaining subject site is intended to be developed as Public Open Space (POS) and a Primary School, as indicated on the structure plan for Development Area No.35 – North Forrestdale (Stage Three/South). The City is currently developing the POS, known as the Piara Waters South Sporting Reserve project. The Sporting Reserve will also include a pavilion and will adjoin a new Primary School. The closure and subsequent amalgamation of the subject road reserve will facilitate the development of these two projects and additional POS lots.

On the 27th May 2015, the Western Australian Planning Commission (WAPC) approved a plan of subdivision for the Aspiri residential estate on Wright Road and Armadale Road, Piara Waters. The plan of subdivision proposes the widening of the adjoining Rossiter Avenue and subsequent closure of the unconstructed portions of the remaining road reserve. This will help facilitate the creation of Public Open Space and public purpose lots mentioned above in accordance with the North Forrestdale Stage Three/South structure plan.

DETAILS OF PROPOSAL

WAPC has given approval subject to conditions for the subdivision of Aspiri residential estate (Application 151480). Condition 4 states:

“The proposed 15 metre wide section of Rossiter Avenue as depicted on the submitted plan of subdivision is to be widened to 18 metre to provide seamless connection with the already constructed section to the south. (Local Government).”

The City requested this condition in its subdivision response to the WAPC. Subsequently, the City is progressing the widening from Lot 1503 which forms part of Rossiter Avenue road reserve and a portion of Lots 8014 and 8016 which form part of Reserve 52045 on behalf of the applicants, McMullen Nolan Group (MNG) and PRM Property (PRM). This is as per requirements set by the Land Administration Act 1997. The remainder of Lot 1503, 8014 and 8016 will be amalgamated into Reserve 52045 for the purpose of 'Public Recreation and Drainage'.

To streamline development in this estate and assist in future development, three remaining unconstructed road reserves requiring closure have been identified. These lots include Lot 1500 Fairweather Drive, Lot 1505 Aspiri Promenade and Lot 9503 Fanshawe Boulevard, Piara Waters. Lots 1500 and 1505 are proposed to be closed and amalgamated with the adjoining POS reserves. Lot 9503 is proposed to be closed and amalgamated with adjoining the 'Public Purpose – Primary School', currently owned by the Minister for Education.

COMMENT

The widening of Rossiter Avenue has already been constructed, and the City is now liaising with MNG, who is required to prepare a new Deposited Plan showing the portion of Lots 1503, 8014 and 8016 designated for road widening. The City is undertaking the process to widen Rossiter Avenue on behalf of the applicant. This will in turn facilitate the clearing of conditions as set by WAPC. The developer will be responsible for all costs associated with the road widening.

Lots 1500 and 1505 are currently unconstructed portions of road reserve which require closure in accordance with subdivision plans for the residential estate. These two lots will be added to existing Recreation Reserves.

The Minister for Education has identified parcels of land along Sunray Avenue and Fanshawe Boulevard for the development of a Primary School in accordance with the approved structure plan for Development Area No.35 - North Forrestdale (Stage Three/South). Lot 9503 is proposed to be closed and amalgamated with the adjoining lot, Lot 332 which is owned by the Minister for Education.

ANALYSIS

The proposal was advertised in the 'Examiner' and 'Comment News' for a period of 37 days, which is in accordance with requirements set by Section 58 of the Land Administration Act 1997. No submissions were received.

The closure of these portions of the unconstructed road reserve and its subsequent incorporation into the adjoining land will facilitate the development in accordance with the Structure Plan adopted by Council and the subdivision approval issued by the WAPC. The subject portions of the unconstructed road reserve are not required by the City for road purposes, therefore its permanent closure should be supported.

The City's Technical Services Directorate has no objections to the proposals in light that the existing road reserve was never utilised by any services within the areas, and that no pavement was constructed prior to recent development of the residential estates.

The proposed closure and road widening has been processed in-accordance with the requirements of the Land Administration Act 1997. The Department of Lands is responsible for the disposal of the closed road reserve and creation of road reserves.

In view of there being no objections to the proposal and in light of the WAPC approval for the proposed subdivision, it would be appropriate for Council to resolve that a portion of Lots 1503, 8014 and 8016 be set aside for road widening. The remaining portions of these lots should be amalgamated with adjoining Lot 8007 to form Reserve 52045 for the purpose of Public Recreation and Drainage. This will also facilitate the development of the Sporting Reserve. Lots 1500 and 1505 be closed and amalgamated with the adjoining lots for Public Open Space purposes, and Lot 9503 closed and amalgamated with adjoining Lot 332 for use as a Primary School under ownership of the Minister for Education.

OPTIONS

1. Council could authorise a request being made to the Minister for Lands for a portion of Lot 1503 Rossiter Avenue, Lot 8014 Rossiter Ave and Lot 8016 Sunray Avenue to be set aside for road widening purposes and the permanent closure of the following lots:
 - Remaining portion of Lot 1503 Rossiter Avenue;
 - Lot 1500 Fairweather Drive;
 - Lot 1505 Aspiri Promenade; and
 - Lot 9503 Fanshawe Boulevard.
2. Council could resolve not to support the request to close portions of the road reserves mentioned above and advise the applicant and the WAPC of its decision.

CONCLUSION

The closure of the road reserve and amalgamation of the land will facilitate the creation of POS lots in-accordance with the subdivision approvals for the area and facilitate land assembly for the Piara Waters (South) Sporting Reserve and future primary school. It is recommended that Council should support the road closure in-accordance with Option 1.

RECOMMEND

That Council:

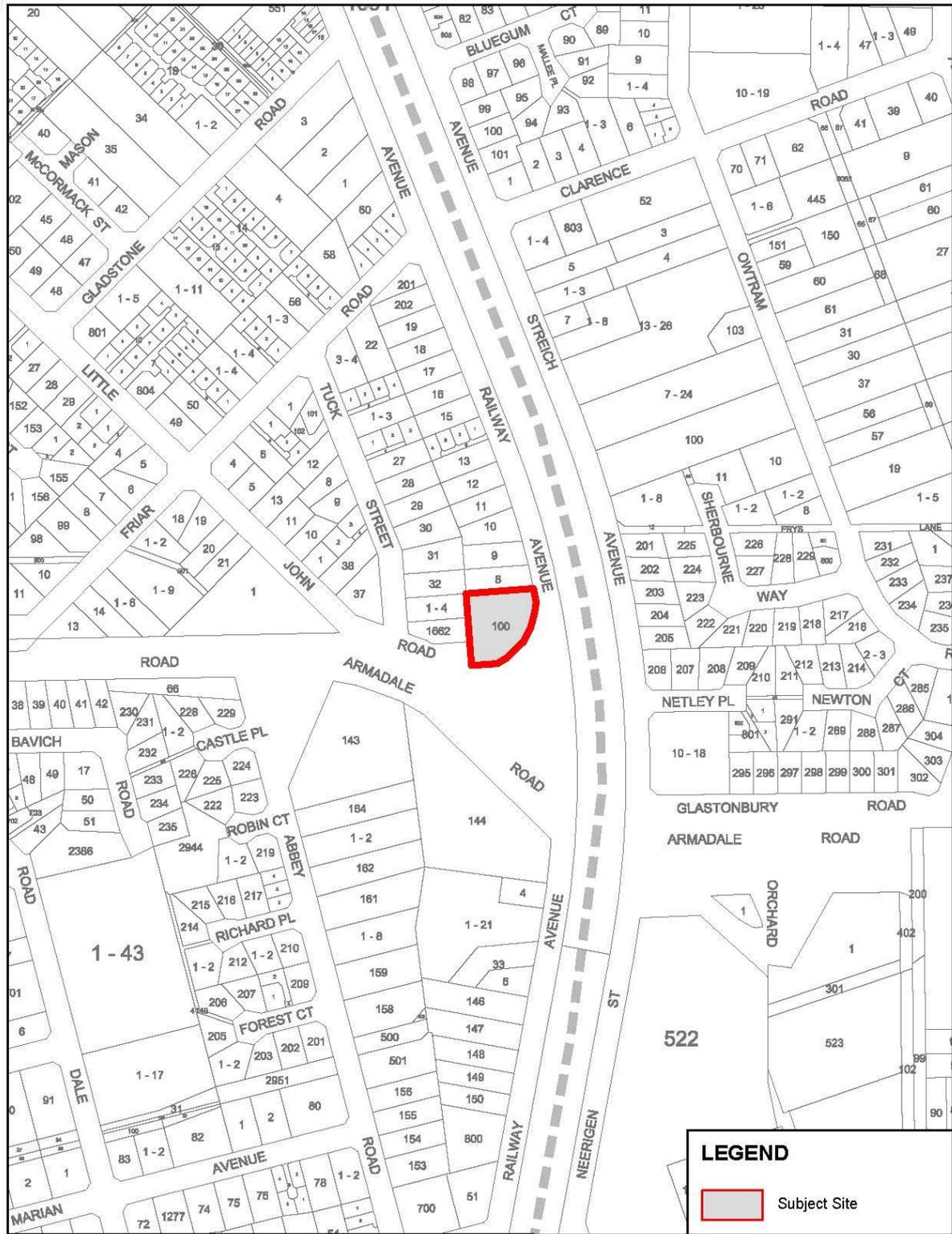
1. **Authorises a request being made to the Minister for Lands pursuant to Section 58 of the Land Administration Act 1997 for the following:**
 - a) **Portion of Lot 1503 Rossiter Ave excised for road widening of Rossiter Avenue, Piara Waters;**
 - b) **Portions of Lots 8014 and 8016 which form Reserve 52045 excised for road widening of Rossiter Avenue, Piara Waters;**
 - c) **The remaining portions of Lots 1503, 8014 and 8016 to be amalgamated into Lot 8007 on 401753 to form Reserve 52045 for the purpose of Public Recreation and Drainage;**

- d) **Closure of Lot 1500 Fairweather Drive for amalgamation into the adjoining Reserve for Recreation (Reserve 51504);**
 - e) **Closure of Lot 1505 Aspiri Promenade for amalgamation into the adjoining Reserve for Recreation (Reserve 51613); and**
 - f) **Closure of Lot 9503 Fanshawe Boulevard for amalgamation with Lot 332 on DP76917 for the development of a Primary School.**
2. **Advise the applicant that any costs incurred by the City for the road widening proposal will need to be paid in full by the applicant.**
3. **Advise the applicant and Department of Education of its decision.**

ATTACHMENTS

- 1. [↓](#) Location Plan - Road Widening - Rossiter Ave Road Reserve, Piara Waters
- 2. [↓](#) Aerial Plan - Road Widening - Rossiter Ave Road Reserve, Piara Waters
- 3. [↓](#) Amalgamation Plan - Rossiter Ave Road Reserve, Piara Waters

PAGE INTENTIONALLY LEFT BLANK



Location Plan
Lot 100 (No. 1) Little John Road,
Armadale



SCALE 1 : 5000

Based on information provided by and with the permission of the
Western Australian Land Information Authority (using an AusMap (2012)).
Aerial photographs supplied by Landsat, PhotoMap by Nearmap.

LEGEND

 Subject Site

3.1 - DISPOSAL OF LOT 100 (1) LITTLE JOHN ROAD, ARMADALE BY WAY OF PRIVATE TREATY

WARD : MINNAWARRA
FILE No. : M/137/17
DATE : 14 March 2017
REF : SW
RESPONSIBLE : Executive Director
MANAGER : Development Services

In Brief:

1. Council at its meeting of 23 November 2015 resolved to endorse a Business Plan which proposed the sale of Lot 100 (1) Little John Road, Armadale, and adopt a Local Development Plan for that site.
2. The LDP outlines the development parameters for the site.
3. A formal Contract of Sale was received for the site on 23 December 2016.
4. Following receipt of a formal Contract for Sale, Local Public Notice was given of Council's intent to dispose of Lot 100 (1) Little John Road, Armadale by way of private treaty, and one public submission was received.
5. Should Council support the Contract of Sale, the development application for a "Child Care Centre" will need to be advertised for public comment and will require Council's ultimate determination on this application, should the City recommend supporting the proposal.
6. Recommend that Council endorse the formal Contract for Sale of Lot 100 (1) Little John Road, Armadale.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

2.5.1 Implement and administer the City's Town Planning Scheme and Local Planning Strategy to deliver quality development outcomes.

4.3.2 Pursue non-rates revenue opportunities

Legislation Implications

Planning and Development Act, 2005

Crown Land Administration and Registration Practice Manual

Local Government Act, 1995 - Section 3.58 Disposing of Land

Local Government Act, 1995 - Section 3.59 - Commercial Enterprises by Local Government

Local Government (Functions and General) Regulations, 1996

Council Policy/Local Law Implications

N/A

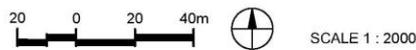
Budget/Financial Implications

Revenue generated from the sale of Lot 100 will be used to pay down loans associated with the Abbey Road/Railway Avenue Project.

Details of the Abbey Road/Railway Avenue Project and land values/status are included in the Attachments to the report for Parcel 1 in the City Strategy Committee agenda and will be available at the Committee Meeting.



Aerial Plan
Lot 100 (No. 1) Little John Road,
Armadale



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

DATE 2 March 2017 - REVISION 1701



Consultation

- Proposed disposal advertised for a period of 14 days
- Relevant City Directorates

BACKGROUND

Property Description

Lot 100 is situated adjacent to the intersection of Armadale Road and Railway Avenue, however vehicular access is from the cul-de-sac at the end of Little John Road. It comprises a flat, vacant residential site with an area of approximately 2910m².

The subject lot is zoned "Residential R15/60" under Town Planning Scheme No.4 (TPS4), and is located adjacent to the Armadale Strategic Metropolitan City Centre boundary.

Project History

The City purchased a number of freehold properties in 2009 to facilitate the realignment of Railway Avenue and Abbey Road and the construction of a four-way, signalised intersection on Armadale Road. This project, known as the Abbey Road/Railway Avenue Link, formed part of the redevelopment of the Armadale Central Business District and improved the performance and safety of the road network.

Three lots were acquired on the northern side of the new intersection, being Lot 70 (3) Little John Road, Lot 71 (1) Little John Road and Lot 1612 (318) Railway Avenue, Armadale. After the road works were completed, the three lots were the subject of a subdivision application which dedicated some land for the realignment of Railway Avenue and amalgamated the balance into Lot 100. At the time of their purchase, the three lots were zoned Residential R15/40.

Amendment No.71 to the City's TPS4, which was gazetted on 19 September 2014, recoded the site to Residential R15/R60 and removed the zoning/coding from those portions that has been dedicated as road reserve.

Local Development Plan

Council resolved at its meeting on 23 September 2013 that a Local Development Plan (LDP) should be prepared and approved to guide development on Lot 100 (1) Little John Road, Armadale, prior to the development and/or sale of the land. The intention of that resolution was to ensure that any development of Lot 100 following its sale would achieve Council's vision for the site. In addition, it was determined on the advice of Technical Services that the LDP should prevent vehicular access and refuse collection from Railway Avenue, due to concerns with safety.

Council at its meeting on 23 November 2015 (D61/11/15) resolved to adopt a LDP which would guide development of the site. The LDP was designed to achieve a landmark residential building providing significant levels of surveillance and interaction to Railway Avenue.

The main features are:

- Preference for multiple dwelling development;
- A minimum requirement of two-storey development abutting Railway Avenue, with provision for up to 3 storeys;
- Building height flexibility in the remaining area, up to a maximum of two storeys;
- Where 3 storey development is proposed abutting Railway Avenue, a central feature element is required to be provided;
- Dwellings abutting Railway Avenue should address that street (major opening on all levels, entrance for ground floor dwellings and balcony for upper floor dwellings);
- Requirement for permeable front fencing abutting Railway Avenue, to be constructed in masonry (with permeable infill); and
- Vehicular access to Railway Avenue is prevented, with access to come from Little John Road.

Council can modify the existing LDP as it sees fit.

Apartment Design Guidelines

In October 2016 the WAPC advertised a draft set of Apartment Design Guidelines, which are intended to form part of the Design WA suite of documents. The draft Guidelines proposed a number of minimum standards which, if approved, would improve apartment design in general. A report on Design WA was considered by Council at its meeting of 19 December 2016.

Business Plan

Council at its meeting on 23 November 2015 (D61/11/15) resolved to adopt a Business Plan which proposed the sale of Lot 100 (1) Little John Road, Armadale (see Attachments).

Valuations and Offers

1. Lot 100 was first listed for sale in February 2016, for \$750,000 (Exc. GST). That asking price was based on a valuation from one of the City's Panel Valuers, of \$725,000 (Exc. GST).
2. The property was put to the market between 3 February 2016 and 7 September 2016.
3. On 4 August 2016 an offer was received from Global Digital Recruiting Pty Ltd for \$500,000.00 (Inc. GST). That offer was declined by the City.
4. The City initiated a review of the valuation and it was determined by the City and its valuer to be too high.
5. The City received a revaluation of \$610,000 (Exc. GST) in January 2017.
6. Global Digital Recruiting Pty Ltd submitted a second offer using an alternate trading name, which is discussed below in the Details of Proposal section. The second offer is the subject of this report.

Advertising of Offer

The proposed sale by private treaty was advertised in the Comment News dated 7 February 2017 (copy attached) and on the City's website. Submissions were invited from the public until 21 February 2017. One submission was received in favour of the proposed sale from the Minnowarra Ward Progress Association Inc.

DETAILS OF PROPOSAL

Offer to Purchase

The current offer, from Westlight Asset Pty Ltd, is for \$600,000.00 (Exc. GST). The Offer to Purchase is made subject to the following conditions/notifications:

1. Special conditions relating to the City's obligation under the Local Government Act (City's normal condition);
2. Obtaining development approval for a 100 place childcare centre within 150 days of the offer being accepted; and
3. The Buyer is aware of the Local Development Plan provisions and will work with the City to achieve an acceptable childcare centre design.

The offer is referred to Council for consideration given the nature of the proposal and because the CEO does not have the delegation to endorse an Offer to Purchase where a submission has been received during advertising.

Proposed Landuse and Development Concepts

Under TPS No. 4, "Child Care Centre" is classified as an "A" use which requires the development application to be advertised for public comment and the City's discretion for approval. The LDP which was approved on 23 November 2015 sets the development parameters for the site.

When they lodged the offer, Westlight Asset Pty Ltd were requested to provide an indicative concept for the site, demonstrating how their child care centre would address the main points of the LDP. The concepts that were submitted are included in the Attachments. The potential purchaser was subsequently advised that if the offer was accepted, the City would be willing to meet them to discuss the design, which would need to more closely address the Local Development Plan criteria than the concepts that were presented.

There are a limited number of child care centres in the City and the City's population continues to grow. A child care centre could be a complementary use to the Armadale City Centre and provide an important service for the community and local employment.

COMMENT

Valuer's Commentary

The City's panel valuer provided some commentary on the site's highest and best use, and demand for apartment sites. That information is included as a confidential Attachment. The valuer's observations about demand for apartment sites are consistent with the low number of development applications being sought for multiple dwellings within the City.

Development Application

Should the offer be accepted and a development application for a child care centre be lodged, the applicant would be expected to demonstrate that the proposed built form satisfies the design intent of the Local Development Plan, for a landmark building. The applicant would also need to lodge a Transport Impact Assessment, Noise Report and a Planning Report demonstrating compliance with Local Planning Policy 3.2 – Child Care Premises.

That development application would be advertised for public comment and then referred to Council for determination, if the application was recommended for approval. Council's consideration of this offer would not fetter the subsequent planning assessment.

ANALYSIS

Objectives of the Sale

The City has been given two objectives in selling Lot 100, which are:

- Facilitate the development of a landmark residential building; and
- Obtain market value from the sale.

It is apparent that in the current market conditions, which were described above, it is not possible to fully achieve both objectives at this time.

Retaining Residential Component

If Council wants to both retain the residential use and see the site developed in the short to medium term, it may be possible to drop the asking price to a point below the current valuation where it makes a residential project viable.

The other option would be to "land bank" the site until such time as the market conditions for multi-residential development on this lot improve.

Negotiations to Date

In negotiations with the potential buyer to date, the City has been exploring the possibility of a sale that would achieve the desired built form, but without the residential land use. It is still unknown at this stage if that outcome is achievable, in addition to all the standard requirements that would be applicable to a child care centre. This would be determined during the assessment of a development application.

Condition of Sale

The wording of the condition which requires that development approval be granted for a child care centre is as follows:

“Conditional upon the buyer being able to obtain Council approval to build a child care centre facility for 100 child care places. This approval to be given in writing by City of Armadale within 150 days of acceptance of offer.”

This wording and timing provides some certainty that the application would be determined by the City rather than submitted as an optional DAP application to the Metro East JDAP. An optional DAP application would have a minimum estimated value of \$2 million or more and less than \$10 million.

In the event that a development application for a 100 place child care centre has not been received by the buyer and approved by the City within a 150 day period, the contract of sale can be declared null and void by the buyer, or the buyer can elect to proceed with the purchase without the approval.

Price

The proposed sale price of \$600,000.00 (Exc. GST) is \$10,000 below the January 2017 valuation of \$610,000 (Exc. GST). That difference is considered reasonable given market conditions and the conditions attached to the offer.

OPTIONS

1. Accept the offer from Westlight Asset Pty Ltd for \$600,000.00 (Exc. GST) subject to conditions, or include additional conditions;
2. Decline the offer and keep Lot 100 on the market; or
3. Decline the offer and “land bank” the site until such time as the market conditions for this lot improve.

CONCLUSION

The offer provides a potential opportunity to achieve several, but not all, of Council’s current objectives for the site. If the offer is progressed in accordance with the proposed terms and conditions, Council would be in a position to determine the planning application for the buyer’s child care centre proposal, assuming the City recommended approval following its assessment. Option One is recommended.

RECOMMEND

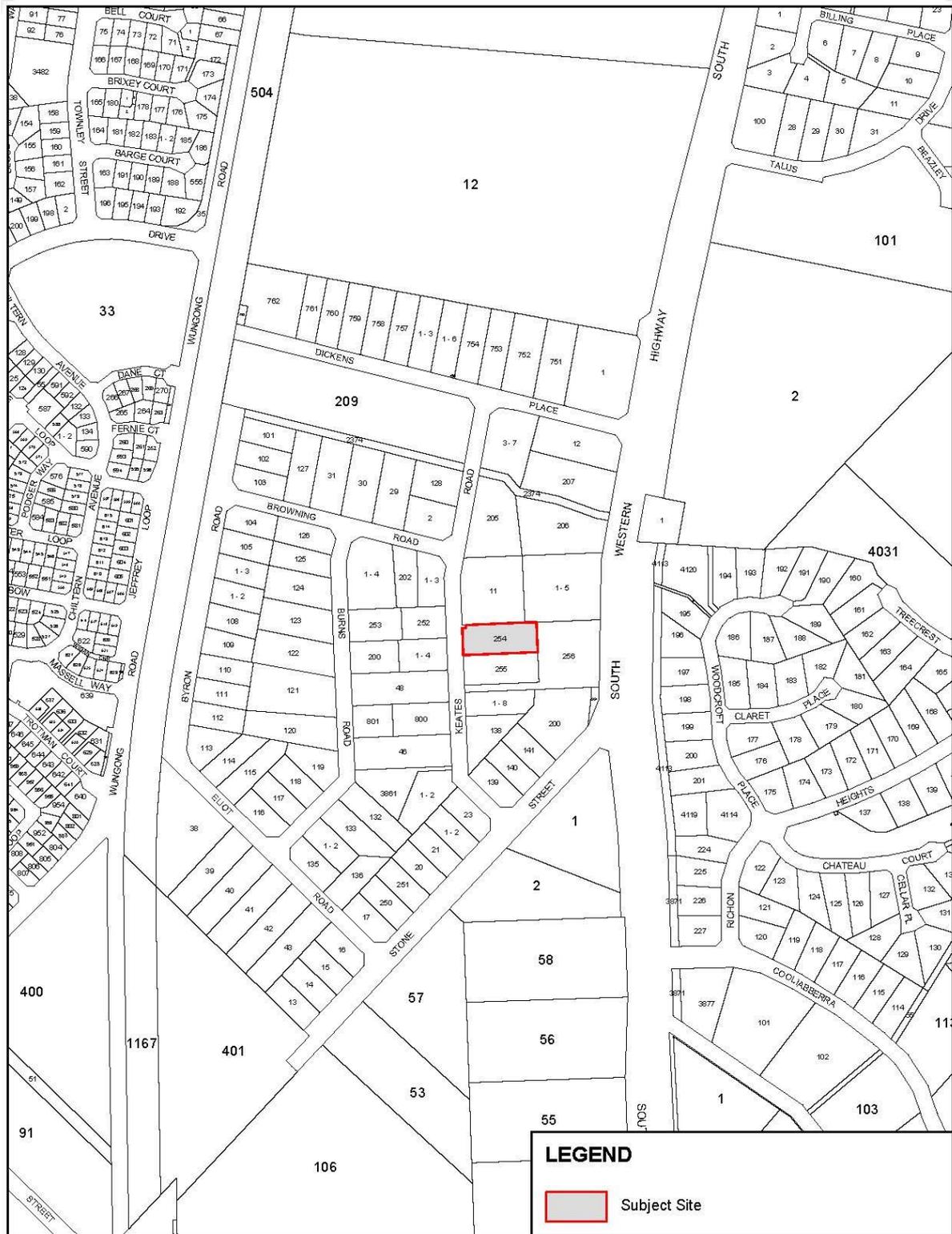
That Council:

1. **Endorse the formal Contract for Sale of Lot 100 (1) Little John Road, Armadale, for \$600,000 (Exc. GST) and subject to the conditions identified in the report.**
2. **Noted that a development application, if considered favourably, will be referred to Council for final determination.**

ATTACHMENTS

1. [↓](#) Site Plan - Lot 100 Little John Road, Armadale
2. [↓](#) Local Development Plan - Lot 100 Little John Road, Armadale
3. [↓](#) Development Concept - Photographs 1 - Lot 100 Little John Road, Armadale
4. [↓](#) Development Concept - Photographs 2 - Lot 100 Little John Road, Armadale
5. [↓](#) Land Transaction Business Plan - Lot 100 Little John Road, Armadale
6. Confidential - Valuation Report - Lot 100 Little John Road, 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 relates to the personal affairs of a person*

PAGE INTENTIONALLY LEFT BLANK



Location Plan
Lot 254 (No.13) Keates Road
Armadale

DATE 25 October 2016 - REVISION 1601

Based on information provided by and with the permission of the
Western Australian Land Information Authority (using an AusMap (2012))
Aerial photography supplied by Landsat, Photographed by HiMap.



4.1 - PETITION - OBJECTION TO DEVELOPMENT APPLICATION - CRUSHING & SCREENING FACILITY - LOT 254 KEATES ROAD, ARMADALE

WARD : ALL
FILE No. : M/146/17
DATE : 14 March 2017
REF : EP
RESPONSIBLE : Executive Director
MANAGER : Development Services

In Brief:

- A petition was tabled at the Ordinary Council Meeting on 27 February 2017 with 395 signatories objecting to the above mentioned Development Application.
- Recommend that Council acknowledge receipt of the petition.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

2.5.1 Implement and administer the Cities Town Planning Scheme and Local Planning Strategy to deliver quality development outcomes.

Legislation Implications

Planning and Development Act 2005
Town Planning Scheme (TPS) No.4
Local Planning Strategy 2016
Metropolitan Region Scheme

Council Policy/Local Law Implications

PLN 4.1 - The Design of Industrial Sites and Estates
PLN 2.9 - Landscaping

Budget/Financial Implications

Nil.

BACKGROUND

At the Council meeting on the 27 February 2017, a Petition signed by 395 residents was tabled, the prayer of which reads:

“We the undersigned, being residents of Mount Richon, Brookdale, strongly oppose the Planning Application under consideration for the establishment of a construction and demolition recycling crushing/screen plant in Keates Road, Armadale.



Aerial Plan
Lot 254 (No.13) Keates Road
Armadale



DATE 25 October 2016 - REVISION 1601

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, Photosmaps by NearMap.



With the very real probability that construction/demolition waste may contain asbestos and may be contaminated by the likes of Dieldren and DDT, the last thing we want in our neighbourhood is a crushing plan breaking down the rubble into fine fibres and particles. These fibres and particles to be blown by the easterly wind over our homes and families less than 500 metres to the west.

We believe the City of Armadale should place greater value on the health and amenity of her residents and rate payers than to consider such a potentially hazardous enterprise on our door step”.

COMMENT

Council at its meeting on 27 February 2017 considered the above development application and resolved to refuse the application for the following reasons.

1. The proposal should be classified as an “industry - noxious” use in the City Town Planning Scheme No.4, which is an “A” use and should not be approved, given the risks associated with the proposal and the detrimental impacts on the area, property owners/businesses and streetscape.
2. The proposal is considered to be over development of the lot and will have a detrimental impact on the streetscape and surrounding land uses.
3. The proposal does not comply with the setback requirements specified in the City’s Planning Policy PLN 4.1 - The Design of Industrial Sites and Estates and will have a detrimental impact on the streetscape.
4. The proposal does not comply with Clause 5D.2.1 of the City’s Town Planning Scheme No.4 in terms of the proposed building height and will have a detrimental impact on the adjoining/nearby development and streetscape.
5. The proposal does not provide adequate car parking on-site to meet the requirements of the City’s Town Planning Scheme No.4 and is likely to have an adverse impact on the street and vehicle movements.
6. The proposal does not include adequate landscaping as required by Clauses 5D.4.1, 5D.4.2 and 5D.4.3 of the City’s Town Planning Scheme No.4.
7. The proposal does not comply with Clause 5D.9 (off-site buffers) of the City’s Town Planning Scheme No.4 due to the potential environmental impacts and risk.
8. The proposed use is not appropriate for this lot due to the proximity of nearby residences and the potential risks and impacts associated with the proposed development and its operations.
9. The Council is not satisfied that appropriate mechanisms will be in place to ensure compliance with the proposed Management Plans.

Letters have been sent to submitters advising of Council’s decision.

It is anticipated that the applicant may lodge an application for review with the State Administrative Tribunal.

RECOMMEND

That Council:

- 1. Acknowledge receipt of the petition and note that Council has refused the development application.**
- 2. Advise the organiser of the petition of the above actions.**

ATTACHMENTS

There are no attachments for this report.

4.2 - ANNUAL LEAVE - EXECUTIVE DIRECTOR DEVELOPMENT SERVICES

WARD : ALL
FILE No. : M/165/17
DATE : 13 March 2017
REF : PS
RESPONSIBLE : Executive Director
MANAGER : Development Services

In Brief:

- Advice of proposed Annual Leave on Tuesday, 11th April and Tuesday, 18th April and Long Service Leave from Thursday 7th September to Monday, 30th October 2017 for the Executive Director Development Services.
- Recommend that Council note that the Executive Director Development Services (Paul Sanders) will take Annual Leave on Tuesday, 11th April and Tuesday, 18th April and Long Service Leave from Thursday 7th September to Monday, 30th October 2017 inclusive and that the Executive Manager Development Services (Sergio Famiano) be appointed Acting Executive Director Development Services.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

Nil.

Legislation Implications

General assessment of relevant legislation (e.g. Local Government Act) has not revealed any restrictions.

Council Policy/Local Law Implications

Council Policy and Management Practice ADM 12 “Acting Senior Positions”.

Budget/Financial Implications

The higher duties payment associated with this matter can be accommodated within the adopted 2016-17 Annual Budget.

Consultation

- Chief Executive Officer

DETAILS OF PROPOSAL

The Executive Director Development Services will be taking Annual Leave on Tuesday, 11th April and Tuesday, 18th April and Long Service Leave from Thursday 7th September to Monday, 30th October 2017 inclusive and during this time it is proposed that the Executive Manager Development Services (Sergio Famiano) be appointed Acting Executive Director Development Services.

RECOMMEND

That Council:

- 1. Note that the Executive Director Development Services (Paul Sanders) will take Annual Leave on Tuesday, 11th April and Tuesday, 18th April and Long Service Leave from Thursday 7th September to Monday, 30th October 2017 inclusive.**
- 2. Pursuant to Management Practice ADM 12 and on the recommendation of the Chief Executive Officer, appoint the Executive Manager Development Services (Sergio Famiano) for the period on Tuesday, 11th April and Tuesday, 18th April and from Thursday 7th September to Monday, 30th October 2017 inclusive as Acting Executive Director Development Services.**

ATTACHMENTS

There are no attachments for this report.

COUNCILLORS' ITEMS

Items to be submitted.

EXECUTIVE DIRECTOR DEVELOPMENT SERVICES REPORT

Nil

MEETING DECLARED CLOSED AT _____

| DEVELOPMENT SERVICES COMMITTEE | | |
|--|--|-------------|
| SUMMARY OF ATTACHMENTS | | |
| 21 MARCH 2017 | | |
| ATT NO. | SUBJECT | PAGE |
| 1.1 PROPOSED MEDICAL CENTRE AND SHOP (PHARMACY) LOTS 507, 508 & 509, NOS 16, 18 & 20 RIVA ENTRANCE PIARA WATERS | | |
| 1.1.1 | Site Photographs 1 - Proposed Medical Centre - Riva Entrance, Piara Waters | 53 |
| 1.1.2 | Site Photographs 2 - Proposed Medical Centre - Riva Entrance, Piara Waters | 54 |
| 1.1.3 | Site Photographs 3 - Proposed Medical Centre - Riva Entrance, Piara Waters | 55 |
| 1.1.4 | Applicant's Traffic Review Trip Origin Estimates - Proposed Medical Centre - Riva Entrance, Piara Waters | 56 |
| 1.1.5 | Traffic Report - Proposed Medical Centre - Riva Entrance, Piara Waters | 57 |
| 1.1.6 | Floor Plan 1 - Proposed Medical Centre - Riva Entrance, Piara Waters | 64 |
| 1.1.7 | Ground Floor Plan - Proposed Medical Centre - Riva Entrance, Piara Waters | 65 |
| 1.1.8 | Elevations 1 - Proposed Medical Centre - Riva Entrance, Piara Waters | 66 |
| 1.1.9 | Elevations 2 - Proposed Medical Centre - Riva Entrance, Piara Waters | 67 |
| 1.1.10 | Perspective View 1 - Proposed Medical Centre - Riva Entrance, Piara Waters | 68 |
| 1.1.11 | Perspective View 2 - Proposed Medical Centre - Riva Entrance, Piara Waters | 69 |
| 2.1 PROPOSED CLOSURE OF PORTIONS OF A UNCONSTRUCTED ROAD RESERVE IN PIARA WATERS | | |
| 2.1.1 | Location Plan - Road Widening - Rossiter Ave Road Reserve, Piara Waters | 70 |
| 2.1.2 | Aerial Plan - Road Widening - Rossiter Ave Road Reserve, Piara Waters | 71 |
| 2.1.3 | Amalgamation Plan - Rossiter Ave Road Reserve, Piara Waters | 72 |
| 3.1 DISPOSAL OF LOT 100 (1) LITTLE JOHN ROAD, ARMADALE BY WAY OF PRIVATE TREATY | | |
| 3.1.1 | Site Plan - Lot 100 Little John Road, Armadale | 73 |
| 3.1.2 | Local Development Plan - Lot 100 Little John Road, Armadale | 74 |
| 3.1.3 | Development Concept - Photographs 1 - Lot 100 Little John Road, Armadale | 75 |
| 3.1.4 | Development Concept - Photographs 2 - Lot 100 Little John Road, Armadale | 76 |
| 3.1.5 | Land Transaction Business Plan - Lot 100 Little John Road, Armadale | 77 |



Looking East towards Rodez Link from the corner of
Skeet Road/Riva Entrance



Looking East down Riva Entrance from Skeet Road



Looking North East at site from South side of Riva Entrance



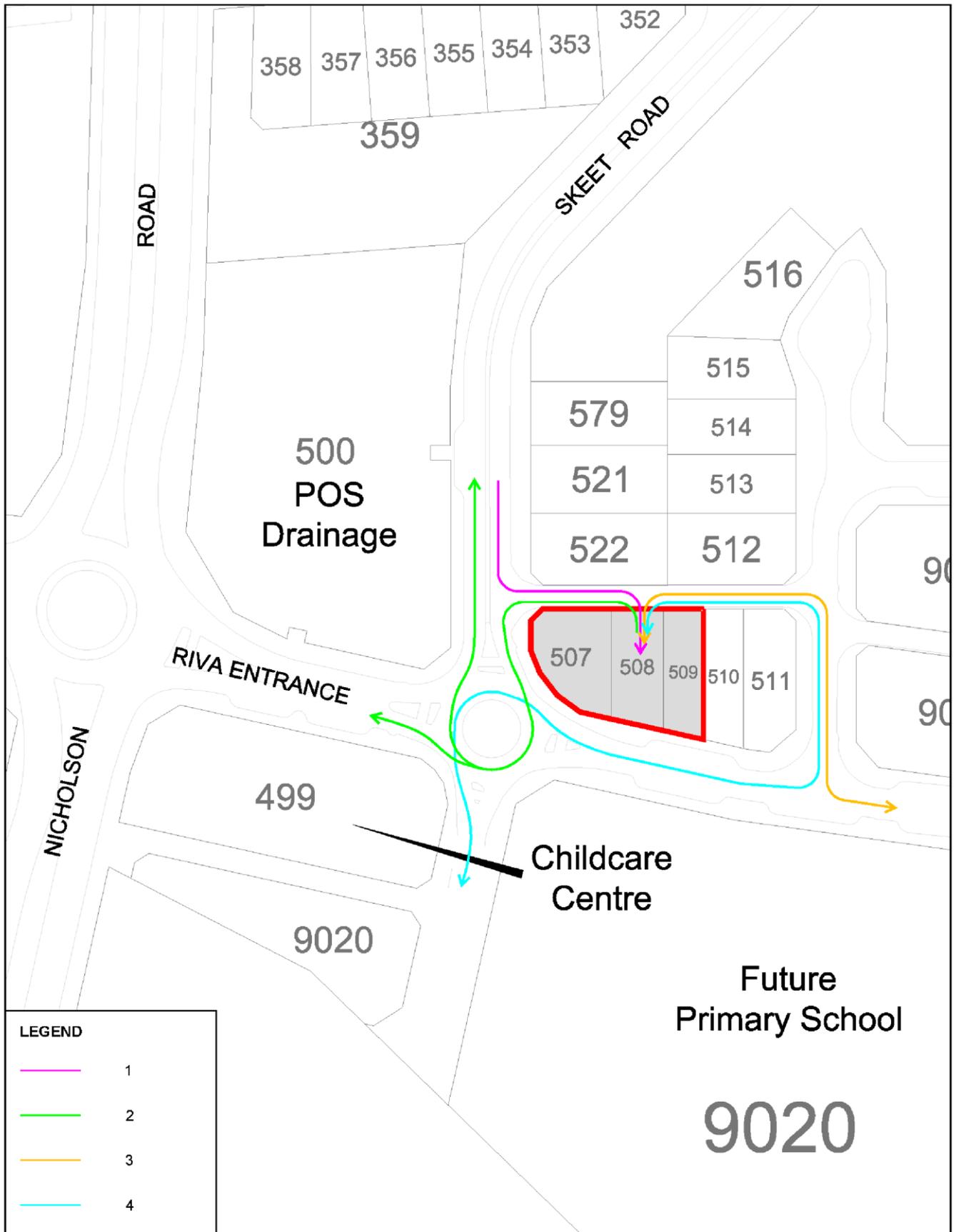
Looking North towards Eastern entrance to Rodez Link from Toulon Mews



Looking South to Eastern entrance to Rodez Link from Toulon Mews



Looking West towards Skeet Road from within Rodez Link



**Applicant's Traffic Review Trip
 Origin Estimates**

Lots 507, 508 & 509 (No. 16, 18 & 20)
 Riva Entrance, Piara Waters

DATE 10 March 2017 - REVISION 1702



SCALE 1 : 1 500

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, Photos by NearMap





Move consultants
Moving People Moving Commerce
P.O. BOX 525
APPLECROSS WA
AUSTRALIA 6953
P: +61 434 189 788
Abn 14 102 899 517

e-mail: heidi.herget@moveconsultants.com.au
www.moveconsultants.com.au

16th February 2017

MC_16 18 20 Riva Entrance_TER_V2_160217.docx

Ms. Susie Chai
Tuscom Subdivision Consultants
25 Willcock Street
ARDROSS WA 6153

Via Email: susie@tuscom.com.au

Dear Susie:

Re: 16-20 Riva Entrance, Piara Waters – Traffic Engineering Review – V2

Further to an additional request for clarification and information from the City of Armadale, Move Consultants has updated its Traffic Engineering Review, issued on 2nd February 2017, in relation to the proposed Change of Use application at 16-20 Riva Entrance, Piara Waters in the City of Armadale in response to the issues outlined in the City of Armadale's letter dated 25th November 2016. This advice has been based upon a review of the City's *Town Planning Scheme No. 4*, *Austroads Guide to Road Design: Part 4A – Signalised and Unsignalised Intersections* and traffic-engineering best-practice.

Background and Existing Road Network

The proposed development consists of a Change of Use Application for the subject site to accommodate a medical centre and a pharmacy. The medical centre will consist of 5 consulting rooms, a nurse's room, a pathology centre and a reception centre and the pharmacy will consist of 100m² of floor area. The subject site is located within the North Forrestdale Structure Plan area. The proposed site plan is attached to this review. The location of the site is shown in Figure 1

Project: 16-20 Riva Entrance
Client: Tuscom Subdivision Consultants

February 2017

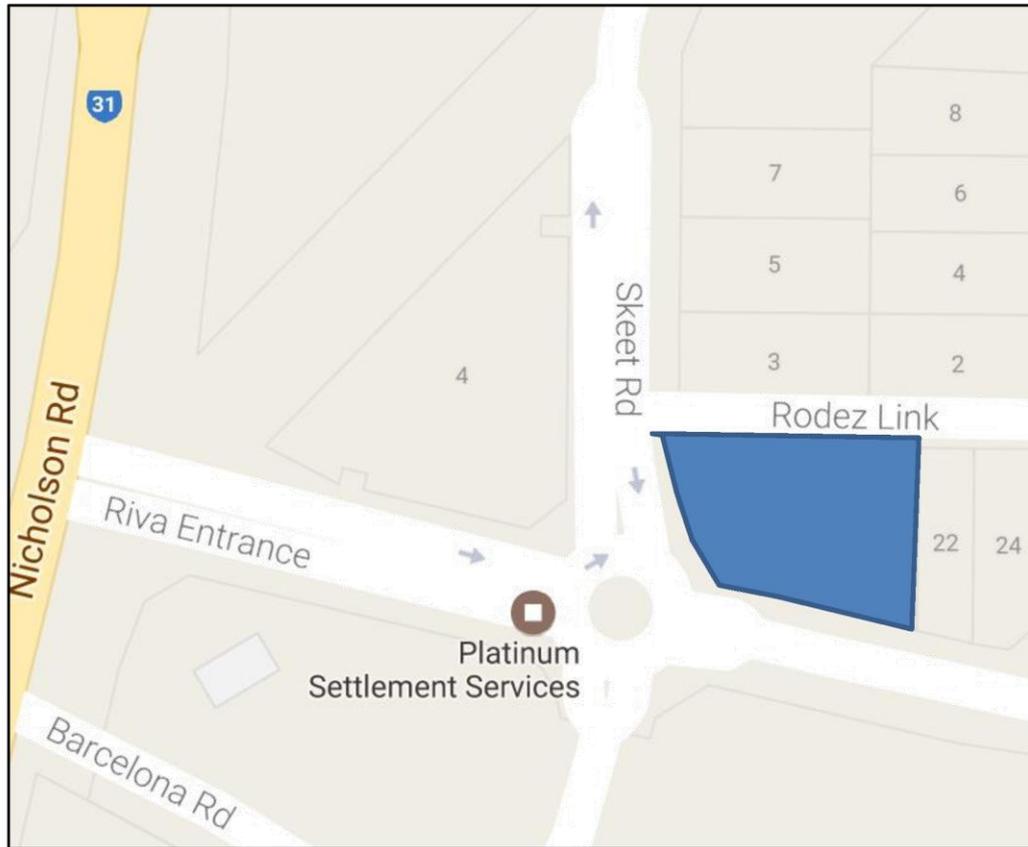


Figure 1: Location of Site

An aerial view of the site is shown in Figure 2.

Project: 16-20 Riva Entrance
Client: Tuscom Subdivision Consultants

February 2017

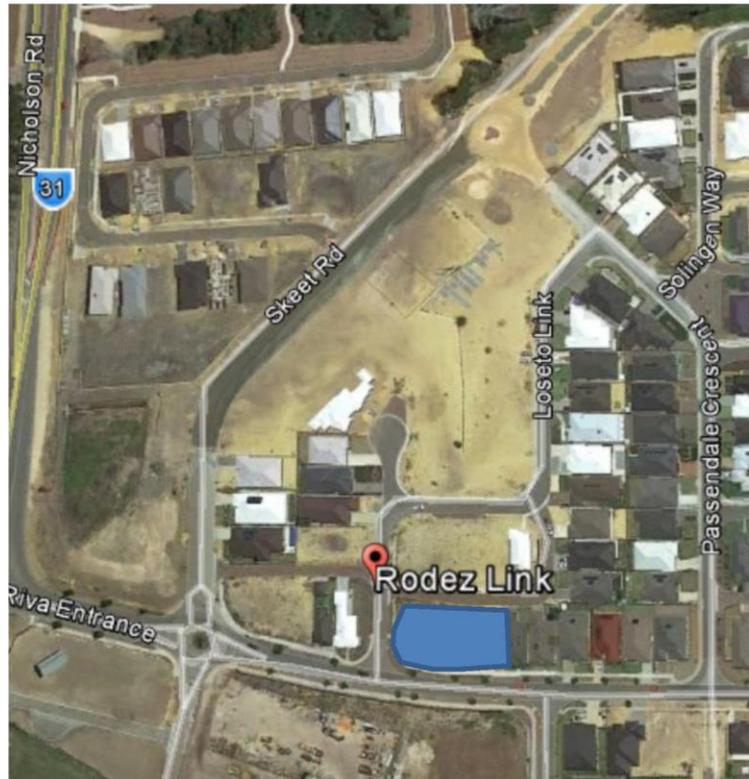


Figure 2: Aerial View of Site

The property is bounded by Skeet Road to the west, Rodez Link to the north, residential development to the east and Riva Entrance to the south. Proposed access is proposed via the south side of Rodez Link along the northern boundary of the site at a location approximately 55m east of the intersection with Skeet Road.

The boundary road network within the area has generally been built-out to ultimate development standard with Skeet Road constructed as a single divided carriageway with on-road cycle lanes and a raised median along the western boundary of the site and Riva Entrance constructed as a single undivided carriageway with on-road cycle lanes along the southern boundary of the site. Rodez Link has been constructed as a single undivided carriageway along the northern boundary of the site. These roads are currently classified as *Access Roads* under the MRWA *Functional Road Hierarchy*; however, it is expected that Skeet Road will be reclassified as a *District Distributor* road and Riva Entrance as a *Local Distributor* road to be consistent with the approved Structure Plan in the area. These roads will have practical daily capacities of approximately 10,000 to 12,000 vpd and 7,000 to 10,000 vpd, respectively. While the entire length of Rodez Link has been classified as an *Access Road*, it should be noted that the east-west section connecting to Skeet Road along the northern boundary of the site functions as a laneway with a maximum practical capacity in the order of 400 vpd with the balance of Rodez Link having a maximum practical capacity of 3,000 vpd.

Project: 16-20 Riva Entrance
Client: Tuscom Subdivision Consultants

February 2017

The intersection of Skeet Road/Riva Entrance is controlled by a single circulating roundabout. The intersection of Skeet Road/Rodez Link operates as a partial movements (left-in/left-out only) and Riva Entrance/Rodez Link operates as a full movements T-intersection operating under Give Way control on Rodez Link approach.

Traffic Engineering Review

Estimated traffic generation for the full build-out of the proposed medical centre and pharmacy is in the order of 143 vpd with 7 vph (6 inbound/1 outbound) during the a.m. peak hour and 9 vph (4 inbound/9 outbound) during the p.m. peak hour. This traffic generation has been based upon rates derived from a review of the Institute of Transportation Engineers *Trip Generation Manual, 8th Edition* and the *RTA Guide to Traffic Generating Developments*. It has been estimated that site trip distribution and assignment would be as follows:

- 70% from the north via Skeet Road (north) and Rodez Link;
- 70% to the north via Rodez Link, Riva Entrance (west) and Skeet Road;
- 15% to and from the east via Riva Entrance (east) and Rodez Link; and
- 15% to and from the south via Skeet Road, Riva Entrance (west) and Rodez Link.

It should be noted that the trip distribution has been based upon spatial distribution of land uses as well as ease of access and road geometry configuration of the adjacent boundary road network, noting that the entrance at Skeet Road/Rodez Link is a left-in/left-out only with vehicles wishing to return to the north along Skeet Road required to exit the site and travel through the Riva Entrance/Rodez Link intersection towards Skeet Road/Riva Entrance and then turn north from there. This explains the differences in inbound and outbound travel desire lines.

A review of the daily and peak hour volumes on the boundary road links would be as follows:

- Skeet Road (North) – 50 vpd/2 vph A.M./2 vph P.M. turning left into Rodez Link from Skeet Road and 14 vpd/1 vph A.M./1 vph P.M. turning left out from Rodez Link
- Rodez Link (along northern boundary of the site) – 143 vpd/7 vph A.M./13 vph P.M.
- Rodez Link (east on approach to Riva Entrance) – 79 vpd/6 vph A.M./12 vph P.M.
- Riva Entrance – 79 vpd/6 vph A.M./12 vph P.M.

The proposed access located on the south side of Rodez Link can comfortably accommodate the anticipated maximum volumes expected to be generated by the site. The direct frontage by other land uses on the east-west section of Rodez Link or the 'laneway' section will be a maximum of 3 single residential units under full build-out. The anticipated traffic to be generated by these residential dwellings in addition to that generated by the proposal would be in the order of a maximum of 180 vpd, which is well within not only the 400 vpd maximum practical capacity but also within the maximum practical capacity of the north-south section of Rodez Link leading to Riva Entrance. The majority of traffic will utilise the Riva Entrance/Rodez Link intersection due to the fact it operates under full movements control which will allow for effective and efficient distribution of traffic to and from this intersection. The operation of these intersections is expected to be satisfactory during the weekday roadway peak

Project: 16-20 Riva Entrance
Client: Tuscom Subdivision Consultants

February 2017

hours. The additional site-generated traffic associated with the proposal will also comfortably accommodated within the planned practical capacities of the boundary road network. Due to the limited number of residential properties accessing directly to Rodez Link to the north-east of the site driveway, the anticipated maximum site-generated traffic will not impact the manoeuvring by vehicles associated with these properties with no congestion or conflict whatsoever expected during peak periods with a maximum of one vehicle per 5 minutes expected to enter or exit the site during these times.

A review of the proposed access arrangements indicates that a single access to the south side of Rodez Link is sufficient with no modifications to the proposal required. As per the City of Armadale's request to consider relocation of the site access to the Riva Entrance frontage, a review of the appropriateness of this has been undertaken in the context of a vehicular safety and impacts to car parking. A review of the crash history indicates that no crashes have occurred during the 2011-2015 5-year reporting period which is reflective of the relatively new construction of Rodez Link and the low traffic volumes on the road. The addition of the subject site-generated traffic and that associated with anticipated development on the lands immediately opposite the site to the existing road traffic on the north side of Rodez Link is not expected to cause the maximum daily demand on Rodez Link to exceed the practical capacity and it is estimated that the maximum demand on this road section will be less than 200 vpd.

Any potential relocation of the site access to Riva Entrance frontage would result in a full movements access approximately 40m east of a roundabout intersection which is neither safe nor desirable with minimum sightlines (AGSD, MGSD and SISD) not satisfied for either approach or exiting vehicles as per the *Austrroads Guide to Road Design: Part 4A – Signalised and Unsignalised Intersections* and potentially would result in an increase in the risk for eastbound and westbound rear end crashes for inbound vehicles and side-swipe and right-angle crashes for outbound vehicles due to the proximity to the roundabout. Access located on a lower order road would be desirable such as that proposed on Rodez Link with entering and exiting traffic distributed efficiently and effectively via the Skeet Road/Rodez Link and Riva Entrance/Rodez Link intersections resulting a nil impact to the risk profile on the boundary road network.

A review of the impacts to the existing indented parallel on-street car parking on Riva Entrance adjacent to the site's southern boundary indicate that any revised access to the site at this location would result in the need to remove these bays to meet minimum requirements under Austrroads guidelines and Australian Standard AS 2890.1: *Off-Street Parking*.

Rubbish collection will be separately confirmed with the City of Armadale through consultation with its Waste Management services. Service and delivery vehicles will access the site between 1 and 3 times per week and typically outside peak hours with no impacts to the existing road network expected.

The proposed on-site end-of-trip facilities consist of scooter/motorcycle bays and bicycle parking plus end-of-journey facilities consistent with City and Austrroads guidelines.

Project: 16-20 Riva Entrance
Client: Tuscom Subdivision Consultants

February 2017

Proposed car parking on the site consists of 25 bays which represents a 1 bay theoretical shortfall as per the City's TPS; however, the existing on-street indented public car parking on Riva Entrance can be legitimately and appropriately used by visitors to the development to offset this shortfall. It should also be noted that it is expected that a minimum of 25% of trip making will be inclusive of trip-chaining or multi-purpose trips to both the medical centre and the pharmacy resulting in a reasonable justification for the 1 bay shortfall. It can therefore be concluded that the proposed on-site car parking will be sufficient to accommodate the demands associated with the proposal.

It is therefore concluded that the proposed location of the site access on Rodez Link is not only safe and appropriate but it also will allow for efficient and safe distribution of site-generated traffic to and from the boundary road network with no impacts to either the operation of during peak periods of Rodez Link, inclusive of nil impact to existing properties. Access to Riva Entrance is not desirable from both an operational and a safety perspective. It can therefore be concluded that the proposed access arrangements as shown on the site plan are acceptable from an operational and safety perspective and the proposal can be supported from a traffic engineering perspective.

Should you have any queries, please do not hesitate to contact me at 0434 189 788.

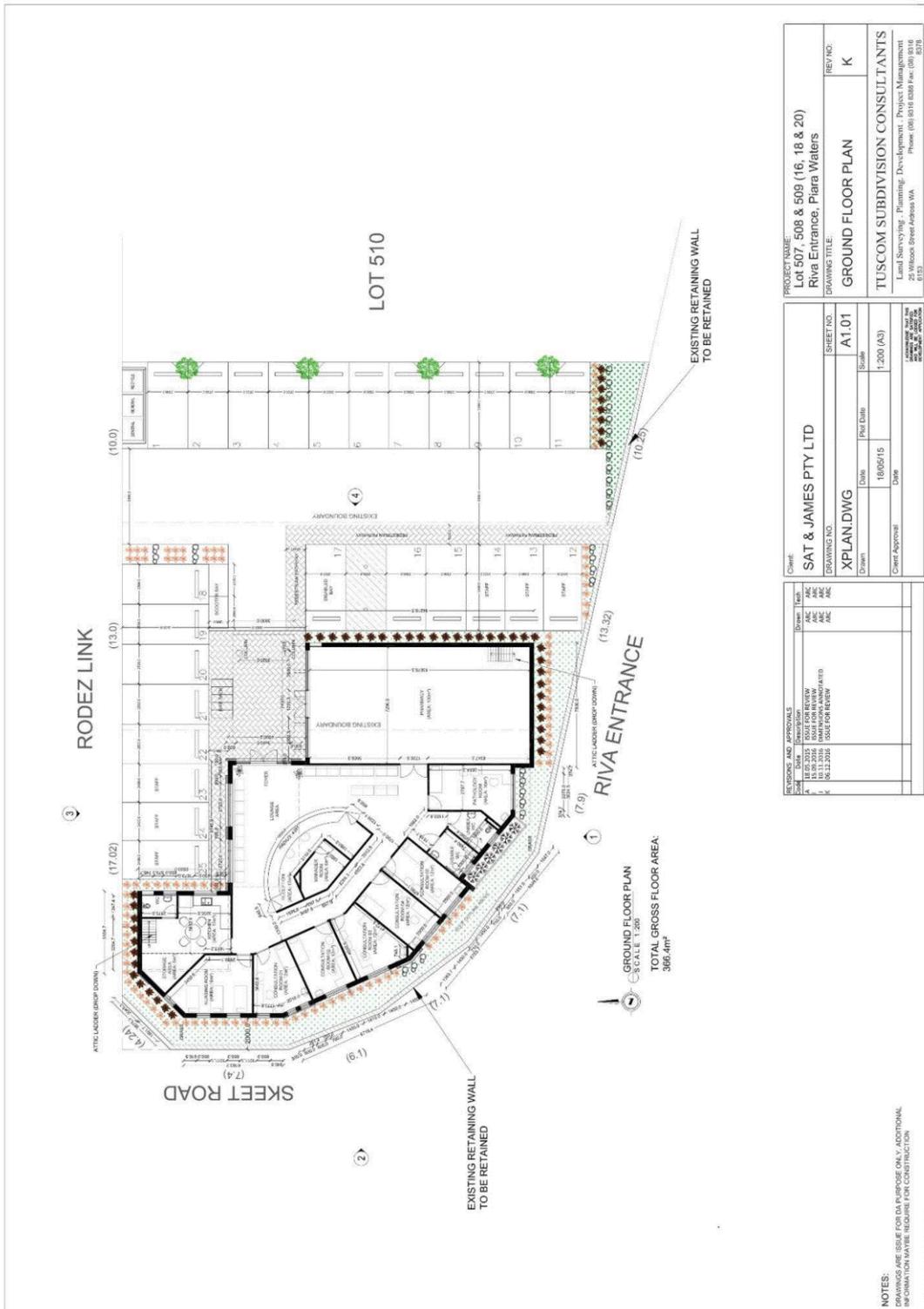
Yours sincerely,

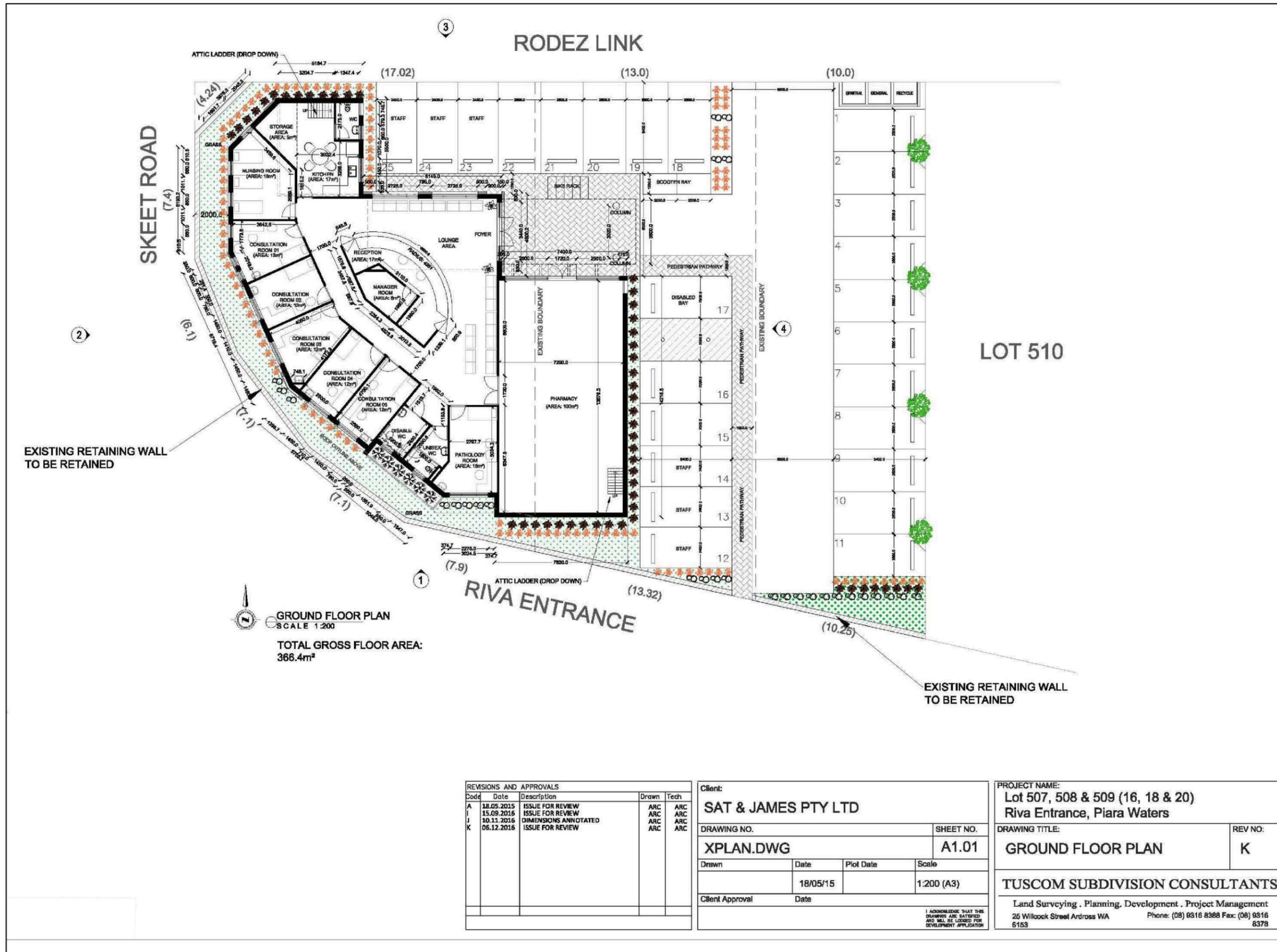


Heidi Herget, B.ASc. (Civil), MUDIA, MAITPM, MCILT, MPIA (Assoc.)
Principal Transport Consultant

Project: 16-20 Riva Entrance
 Client: Tuscom Subdivision Consultants

February 2017





NOT TO SCALE

Based on information provided by and with the permission of the City of Armadale. Aerial photograph supplied by Landgate. Photographed by Northgate.

Ground Floor Plan
Lots 507, 508 & 509 (No. 16, 18 & 20)
Riva Entrance, Piara Waters

DATE 10 January 2017 - REVISION 1701



GROUND FLOOR PLAN
SCALE 1:200
TOTAL GROSS FLOOR AREA:
366.4m²

| REVISIONS AND APPROVALS | | | | |
|-------------------------|------------|----------------------|-------|------|
| Code | Date | Description | Drawn | Tech |
| A | 18.05.2015 | ISSUE FOR REVIEW | ARC | ARC |
| I | 15.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| J | 10.11.2016 | DIMENSIONS ANNOTATED | ARC | ARC |
| K | 06.12.2016 | ISSUE FOR REVIEW | ARC | ARC |

| | | | |
|---|----------|---------------------------|------------|
| Client: SAT & JAMES PTY LTD | | | |
| DRAWING NO. XPLAN.DWG | | SHEET NO. A1.01 | |
| Drawn | Date | Plot Date | Scale |
| | 18/05/15 | | 1:200 (A3) |
| Client Approval | | Date | |
| I ACKNOWLEDGE THAT THIS DRAWING IS SATISFIED AND WILL BE LOANED FOR DEVELOPMENT APPLICATION | | | |

| | |
|--|---------------------|
| PROJECT NAME: Lot 507, 508 & 509 (No. 16, 18 & 20) Riva Entrance, Piara Waters | |
| DRAWING TITLE: GROUND FLOOR PLAN | REV NO: K |
| TUSCOM SUBDIVISION CONSULTANTS | |
| Land Surveying . Planning . Development . Project Management 25 Wilcock Street Ardress WA Phone: (08) 9316 8388 Fax: (08) 9316 8378 | |

Ground Floor Plan
Lots 507, 508 & 509 (No. 16, 18 & 20)
Riva Entrance, Piara Waters

DATE 10 January 2017 - REVISION 1701

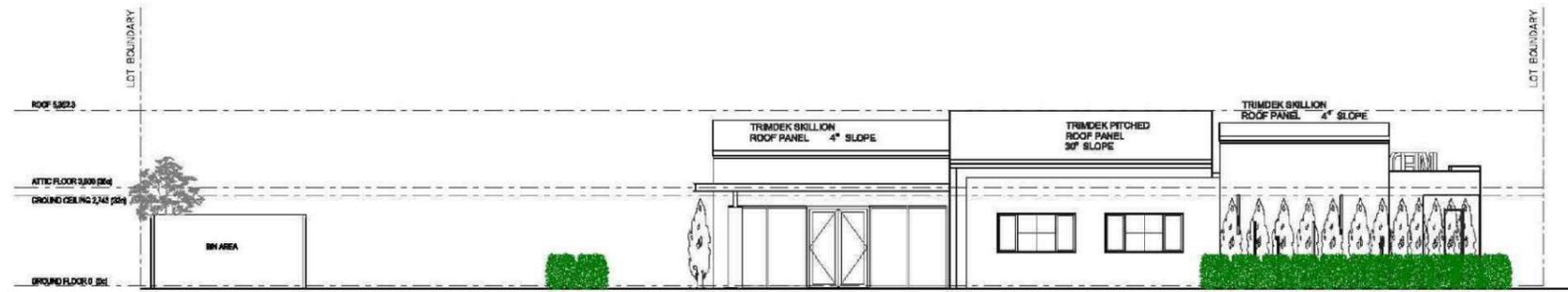
NOT TO SCALE

Based on information provided by and with the permission of the City of Armadale. Aerial photograph supplied by Landings. Photographed by NorthMap.

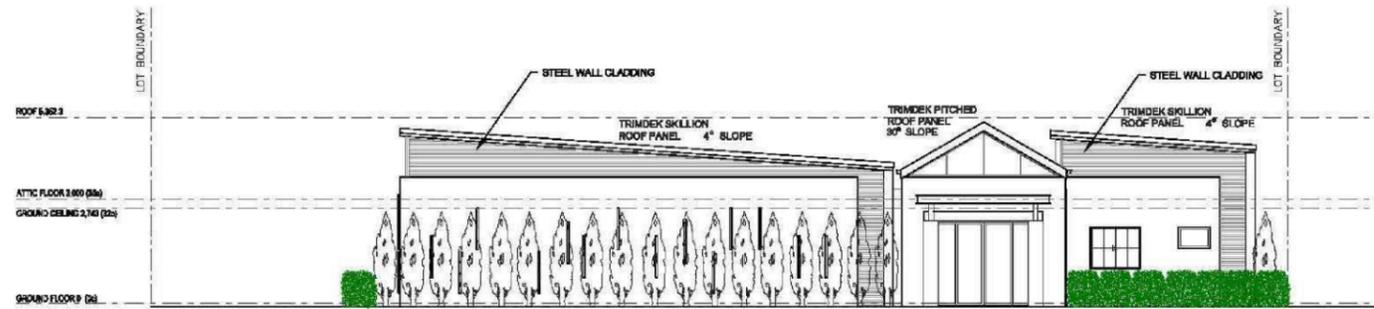




NOT TO SCALE
Based on information provided by and with the permission of the City of Armadale. Aerial photograph supplied by Landings. Photographs by Nasa/Map.



ELEVATION 3 (RODEZ LINK ELEVATION)
SCALE 1:200



ELEVATION 4
SCALE 1:200

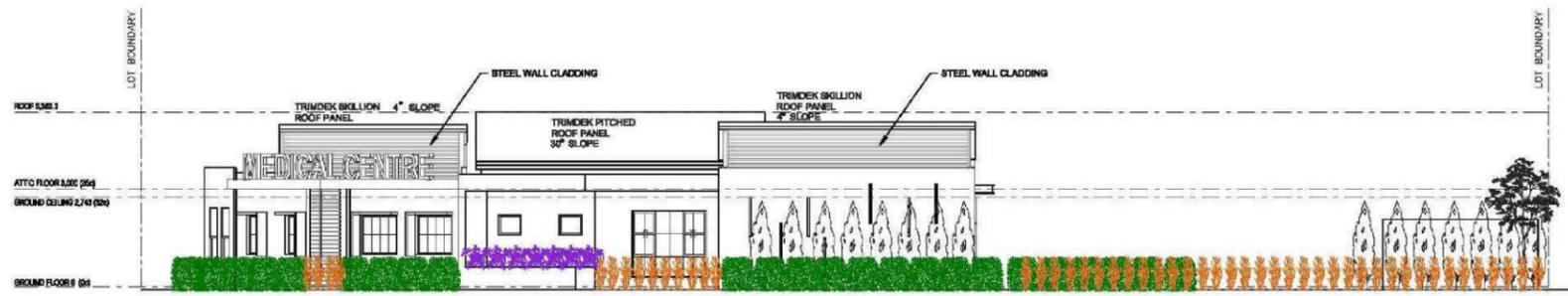
| REVISIONS AND APPROVALS | | | | |
|-------------------------|------------|----------------------|-------|------|
| Code | Date | Description | Drawn | Tech |
| A | 18.05.2015 | ISSUE FOR REVIEW | ARC | ARC |
| B | 05.06.2015 | ISSUE FOR REVIEW | ARC | ARC |
| C | 18.06.2015 | ISSUE FOR REVIEW | ARC | ARC |
| D | 04.09.2015 | ISSUE FOR REVIEW | ARC | ARC |
| E | 30.08.2016 | ISSUE FOR REVIEW | ARC | ARC |
| F | 05.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| G | 20.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| H | 23.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| I | 10.11.2016 | DIMENSIONS ANNOTATED | ARC | ARC |
| J | 08.12.2016 | ISSUE FOR REVIEW | ARC | ARC |

| | | | |
|--|----------|---------------------------|------------|
| Client: SAT & JAMES PTY LTD | | | |
| DRAWING NO. XELE.DWG | | SHEET NO. A2.02 | |
| Drawn | Date | Plot Date | Scale |
| | 18/05/15 | | 1:200 (A3) |
| Client Approval | | Date | |
| I ACKNOWLEDGE THAT THE DRAWINGS ARE SATISFIED AND WILL BE LOANED FOR DEVELOPMENT APPLICATION | | | |

| | |
|--|---------------------|
| PROJECT NAME: Lot 507, 508 & 509 (16, 18 & 20) Riva Entrance, Piara Waters | |
| DRAWING TITLE: ELEVATIONS | REV NO: J |
| TUSCOM SUBDIVISION CONSULTANTS | |
| Land Surveying . Planning. Development . Project Management 25 Wilcock Street Andross WA Phone: (08) 9316 8388 Fax: (08) 9316 8153 8378 | |

Elevations
Lots 507, 508 & 509 (No. 16, 18 & 20)
Riva Entrance, Piara Waters

DATE 10 January 2017 - REVISION 1701



ELEVATION 1 (RIVA ENTRANCE ELEVATION)
SCALE 1:200



ELEVATION 2 (SKEET ROAD ELEVATION)
SCALE 1:200

| REVISIONS AND APPROVALS | | | | |
|-------------------------|------------|----------------------|-------|------|
| Code | Date | Description | Drawn | Tech |
| A | 18.05.2015 | ISSUE FOR REVIEW | ARC | ARC |
| B | 05.06.2015 | ISSUE FOR REVIEW | ARC | ARC |
| C | 18.06.2015 | ISSUE FOR REVIEW | ARC | ARC |
| D | 04.09.2015 | ISSUE FOR REVIEW | ARC | ARC |
| E | 30.08.2016 | ISSUE FOR REVIEW | ARC | ARC |
| F | 05.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| G | 20.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| H | 23.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| I | 10.11.2016 | DIMENSIONS ANNOTATED | ARC | ARC |
| J | 08.12.2016 | ISSUE FOR REVIEW | ARC | ARC |

| | | | |
|---|------------------|---------------------------|---------------------|
| Client: SAT & JAMES PTY LTD | | | |
| DRAWING NO. XELE.DWG | | SHEET NO. A2.01 | |
| Drawn | Date 18/05/15 | Plot Date | Scale 1:200 (A3) |
| Client Approval Date | | | |
| <small>I ACKNOWLEDGE THAT THIS DRAWING HAS BEEN PREPARED AND CHECKED AND WILL BE LOANED FOR DEVELOPMENT APPLICATION</small> | | | |

| | |
|---|---------------------|
| PROJECT NAME: Lot 507, 508 & 509 (16, 18 & 20) Riva Entrance, Piara Waters | |
| DRAWING TITLE: ELEVATIONS | REV NO: J |
| TUSCOM SUBDIVISION CONSULTANTS | |
| Land Surveying , Planning, Development , Project Management 25 Wilcock Street Ardross WA Phone: (08) 9316 8388 Fax: (08) 9316 8378 | |



NOT TO SCALE

Based on information provided by and with the permission of the City of Armadale. Aerial photograph supplied by Landgate. Photographs by Nasa/Map.

Elevations
Lots 507, 508 & 509 (No. 16, 18 & 20)
Riva Entrance, Piara Waters

DATE 10 January 2017 - REVISION 1701



NOT TO SCALE
Based on information provided by and with the permission of the
Aerial photograph supplied by Landgate. Processed by NerdMap.



PERSPECTIVE RENDER 1
(RIVA ENTRANCE VIEW)

| REVISIONS AND APPROVALS | | | | |
|-------------------------|------------|------------------|-------|------|
| Code | Date | Description | Drawn | Tech |
| A | 18.05.2015 | ISSUE FOR REVIEW | ARC | ARC |
| B | 05.06.2015 | ISSUE FOR REVIEW | ARC | ARC |
| C | 18.06.2015 | ISSUE FOR REVIEW | ARC | ARC |
| D | 04.09.2015 | ISSUE FOR REVIEW | ARC | ARC |
| E | 30.08.2016 | ISSUE FOR REVIEW | ARC | ARC |
| F | 05.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| G | 20.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| H | 23.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| I | 08.12.2016 | ISSUE FOR REVIEW | ARC | ARC |

Client:
SAT & JAMES PTY LTD

| | | | |
|--------------------------------|---------------------------|-----------|-------|
| DRAWING NO. XELE.DWG | SHEET NO. A3.01 | | |
| Drawn | Date | Plot Date | Scale |
| | | | |
| Client Approval | Date | | |
| | | | |

I ACKNOWLEDGE THAT THIS DRAWING IS SATISFIED AND WILL BE LOANED FOR DEVELOPMENT APPLICATION.

| | |
|---|---------------------|
| PROJECT NAME: Lot 507, 508 & 509 (No. 16, 18 & 20) Riva Entrance, Piara Waters | |
| DRAWING TITLE: PERSPECTIVE VIEWS | REV NO: I |
| TUSCOM SUBDIVISION CONSULTANTS | |
| Land Surveying . Planning. Development . Project Management 25 Wilcock Street Ardross WA Phone: (08) 9316 8388 Fax: (08) 9316 8378 6153 | |

Perspective View
Lots 507, 508 & 509 (No. 16, 18 & 20)
Riva Entrance, Piara Waters

DATE 10 January 2017 - REVISION 1701



PERSPECTIVE RENDER 2
(SKEET ROAD VIEW)



PERSPECTIVE RENDER 3
(RODEZ LINK VIEW)

| REVISIONS AND APPROVALS | | | | |
|-------------------------|------------|------------------|-------|------|
| Code | Date | Description | Drawn | Tech |
| A | 18.05.2015 | ISSUE FOR REVIEW | ARC | ARC |
| B | 05.06.2015 | ISSUE FOR REVIEW | ARC | ARC |
| C | 18.06.2015 | ISSUE FOR REVIEW | ARC | ARC |
| D | 04.09.2015 | ISSUE FOR REVIEW | ARC | ARC |
| E | 30.08.2016 | ISSUE FOR REVIEW | ARC | ARC |
| F | 05.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| G | 20.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| H | 23.09.2016 | ISSUE FOR REVIEW | ARC | ARC |
| I | 08.12.2016 | ISSUE FOR REVIEW | ARC | ARC |

| | | | |
|---|------|---------------------------|-------|
| Client: SAT & JAMES PTY LTD | | | |
| DRAWING NO. XELE.DWG | | SHEET NO. A3.02 | |
| Drawn | Date | Plot Date | Scale |
| | | | |
| Client Approval | | Date | |
| | | | |

| | |
|--|---|
| PROJECT NAME: Lot 507, 508 & 509 (16, 18 & 20) Riva Entrance, Piara Waters | |
| DRAWING TITLE: PERSPECTIVE VIEWS | REV NO: I |
| TUSCOM SUBDIVISION CONSULTANTS | |
| Land Surveying . Planning . Development . Project Management | |
| 25 Willcock Street Ardross WA 6153 | Phone: (08) 9316 8388 Fax: (08) 9316 8378 |



NOT TO SCALE

Based on information provided by and with the permission of the City of Armadale. Aerial photograph supplied by Landgate. Photographs by Nardi/Map.

Perspective View
Lots 507, 508 & 509 (No. 16, 18 & 20)
Riva Entrance, Piara Waters

DATE 10 January 2017 - REVISION 1701



Location Plan

Proposed road widening of Rossiter Avenue road reserve
in Piara Waters

DATE 7 March 2017 - REVISION 1701
p:\autocad\agenda_drawings\2017\3 march\rossiter_ave\rossiter_ave.dwg



SCALE 1 : 2000

Based on information provided by and with the permission of the
Western Australian Land Information Authority trading as Landgate (2012).
Aerial photograph supplied by Landgate, Photographs by NewMap

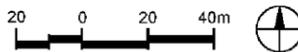




Aerial Plan

Proposed road widening of Rossiter Avenue road reserve
in Piara Waters

DATE 7 March 2017 - REVISION 1701
p:\autocad\agenda_drawings\2017\3 march\rossiter_ave\rossiter_ave.dwg



SCALE 1 : 2000

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, Photosats by NearMap





| LEGEND | |
|--------|--|
| | Lot 1500 P055814 Fairweather Drive - To be amalgamated with Lots 8015 P407389 & 8006 P403898 Fairweather Drive |
| | Lots 8015 P407389 & 8006 P403898, Fairweather Drive |
| | Lot 1503 P055814 Rossiter Avenue - To be amalgamated with Lots 8016 P403456 Sunray Avenue & 8007 P401753 Fairweather Drive |
| | Lots 8016 P403456 Sunray Avenue & 8007 P401753 Fairweather Drive |
| | Lot 9503 P401753 Fanshawe Boulevard - To be amalgamated with Lots 973 P403456 Sunray Avenue & 332 P076917 Aspiri Promenade |
| | Lots 973 P403456 Sunray Avenue & 332 P076917 Aspiri Promenade |
| | Lot 1505 P055814 Aspiri Promenade - To be amalgamated with Lots 8010 P403457 Fanshawe Boulevard & 8008 P076917 Rossiter Avenue |
| | Lots 8010 P403457 Fanshawe Boulevard & 8008 P076917 Rossiter Avenue |

Amalgamation Plan
 Proposed amalgamation of lots

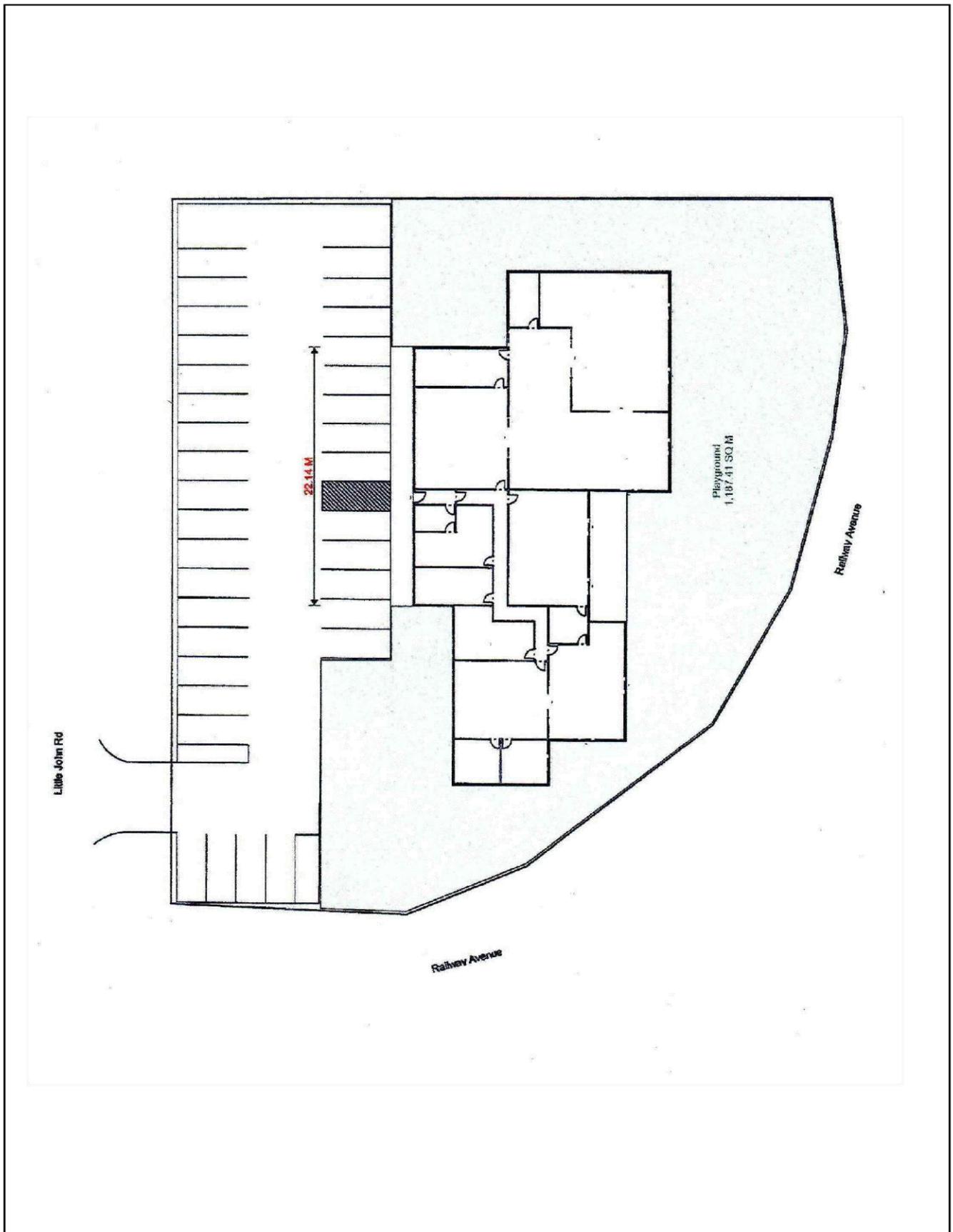


SCALE 1 : 3500

DATE 10 January 2017 - REVISION 1701
 p:\autocad\legenda_drawings\2017\3 march\rossiter_ave\rossiter_ave.dwg

Based on information provided by and with the permission of the
 Western Australian Land Information Authority trading as Landgate (2012).
 Aerial photograph supplied by Landgate, Photographs by NewMap





Site Plan

Lot 100 (No. 1) Little John Road,
Armadale

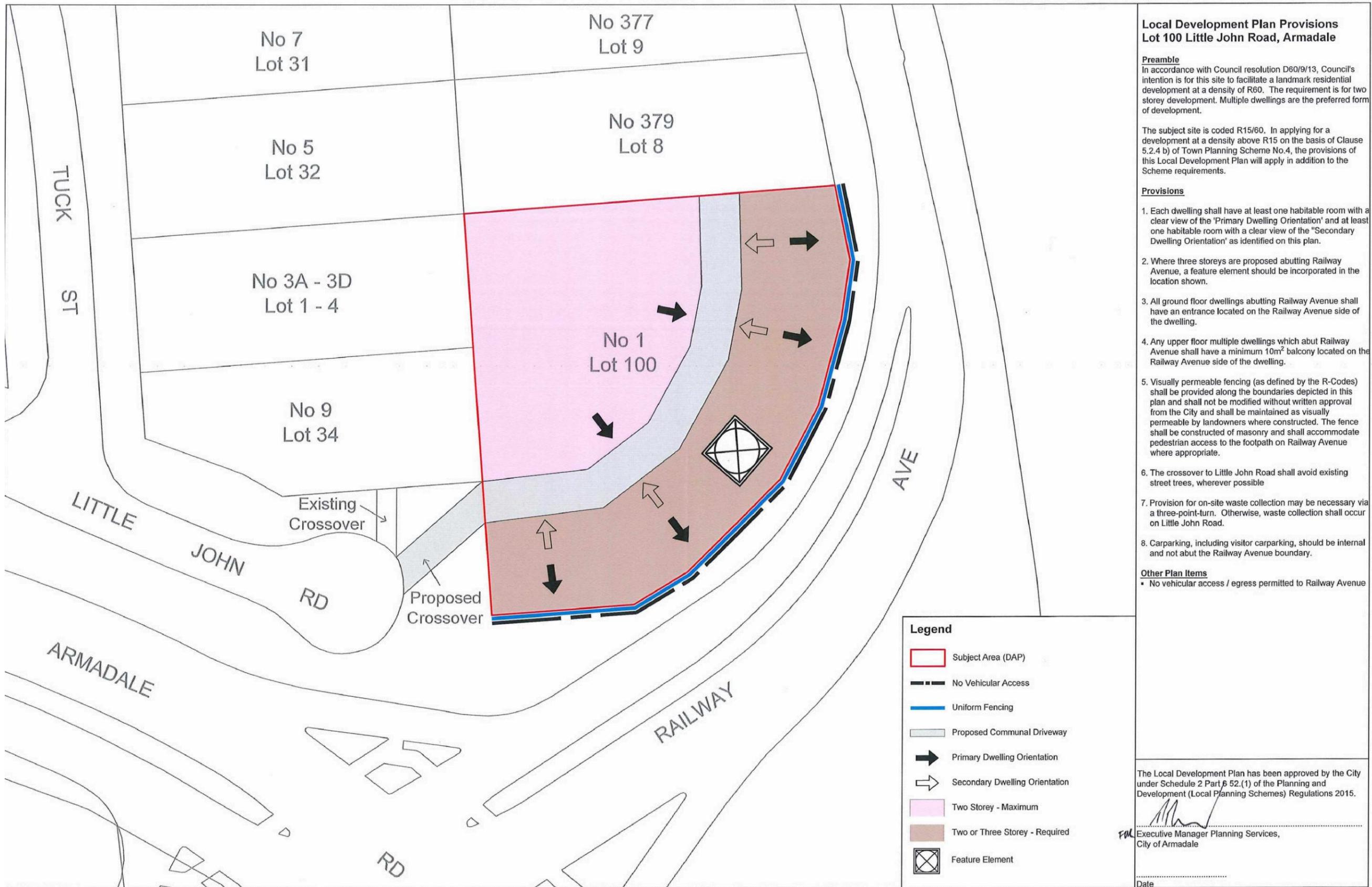
DATE 15 March 2017 - REVISION 1701
p:\auto\cad\agenda_drawings\2017\3.march\100_little_john\100_little_john_2.dwg



NOT TO SCALE

Based on information provided by and with the permission of the
Western Australian Land Information Authority (Landscape 2012).
Aerial photographs supplied by Landscape. Photographs by GeoMap.





**Local Development Plan Provisions
Lot 100 Little John Road, Armadale**

Preamble
In accordance with Council resolution D60/9/13, Council's intention is for this site to facilitate a landmark residential development at a density of R60. The requirement is for two storey development. Multiple dwellings are the preferred form of development.

The subject site is coded R15/60. In applying for a development at a density above R15 on the basis of Clause 5.2.4 b) of Town Planning Scheme No.4, the provisions of this Local Development Plan will apply in addition to the Scheme requirements.

Provisions

1. Each dwelling shall have at least one habitable room with a clear view of the 'Primary Dwelling Orientation' and at least one habitable room with a clear view of the 'Secondary Dwelling Orientation' as identified on this plan.
2. Where three storeys are proposed abutting Railway Avenue, a feature element should be incorporated in the location shown.
3. All ground floor dwellings abutting Railway Avenue shall have an entrance located on the Railway Avenue side of the dwelling.
4. Any upper floor multiple dwellings which abut Railway Avenue shall have a minimum 10m² balcony located on the Railway Avenue side of the dwelling.
5. Visually permeable fencing (as defined by the R-Codes) shall be provided along the boundaries depicted in this plan and shall not be modified without written approval from the City and shall be maintained as visually permeable by landowners where constructed. The fence shall be constructed of masonry and shall accommodate pedestrian access to the footpath on Railway Avenue where appropriate.
6. The crossover to Little John Road shall avoid existing street trees, wherever possible
7. Provision for on-site waste collection may be necessary via a three-point-turn. Otherwise, waste collection shall occur on Little John Road.
8. Carparking, including visitor carparking, should be internal and not abut the Railway Avenue boundary.

Other Plan Items

- No vehicular access / egress permitted to Railway Avenue

The Local Development Plan has been approved by the City under Schedule 2 Part 6 52.(1) of the Planning and Development (Local Planning Schemes) Regulations 2015.

[Signature]
Executive Manager Planning Services,
City of Armadale

Date

LOCAL DEVELOPMENT PLAN
of 100 (No. 1) Little John Road, Armadale

DATE 10 November 2015 - REVISION 1504



Based on information provided by and with the permission of the Western Australian Land Information Authority trading as Landgate (2012). Aerial photograph supplied by Landgate. Photographs by iStockphoto.





DEVELOPMENT CONCEPT - PHOTOGRAPH EXAMPLE 1



DEVELOPMENT CONCEPT - PHOTOGRAPH EXAMPLE 2



DEVELOPMENT CONCEPT - PHOTOGRAPH EXAMPLE 3



DEVELOPMENT CONCEPT - PHOTOGRAPH EXAMPLE 4



Land Transaction Business Plan

Covering the Land Parcel:



Lot 100 (1) Little John Road, Armadale WA 6112

Proposal to Sell

Prepared pursuant to sections 3.58 and 3.59 of the Local Government Act 1995

Proposal

The City holds the freehold ownership of the following land parcel:

| Lot No | Street Address | Approx. Land Area | Certificate of Title Details | Zoning/Code | Sewer Connection Capability |
|--------|--|---------------------|-------------------------------|---|-----------------------------|
| 100 | Little John Road, Armadale WA 6112 | 2910 m ² | Volume: 2832 Folio: 933 | “Residential R15/60” with the potential to develop at the higher density code of “R60” as per Clause 5.2.4 (b) of TPS No. 4 | Yes |

The City purchased a number of freehold properties in 2009 to facilitate the realignment of Railway Avenue and Abbey Road and the construction of a four-way, signalised intersection on Armadale Road.

Three lots were acquired on the northern side of the new intersection, being Lot 70 (3) Little John Road, Lot 71 (1) Little John Road and Lot 1612 (318) Railway Avenue, Armadale. After purchase the three lots were the subject of a subdivision application which dedicated some land for the realignment of Railway Avenue and amalgamated the balance into Lot 100.

At the time of their purchase, the three lots were zoned Residential R15/40. Amendment No. 71 to the City’s Town Planning Scheme No. 4 (TPS4), which was gazetted on 19 September 2014, recoded them Residential R15/R60 and removed the zoning/coding from those portions that has been dedicated as road reserve.

Funds derived from the sale of Lot 100 will be used to recoup costs incurred in the realignment of Railway Avenue and Abbey Road and land acquisition costs.

Property

Lot 100 Little John Road, Armadale

The property is located within Armadale, approximately 36km south east of the Perth CBD. More specifically the site is situated adjacent to intersection of Armadale Road and Railway Avenue, however vehicular access is from the cul-de-sac at the end of Little John Road. It comprises a flat, vacant residential site with an area of approximately 2910m².

The subject lot is zoned “Residential R15/60”. Under Clause 5.2.4 (b) of TPS4 an application can be made for residential development at the higher



Image of Lot 100 taken looking from Railway Avenue: Monday 6th July 2015

density code, if it can be demonstrated that the proposal satisfies design criteria contained in Local Planning Policy 3.1 – Residential Density Development.

Considerations

Expected effect on the provision of facilities and services by the City (Section 3.59(3)(a))

The subject land is owned in fee simple by the City of Armadale. Following dedication of the portion required as road reserve for the realignment of Railway Avenue, the balance Lot 100 is a Residential zoned lot which is surplus to requirements. Its sale would therefore have no impact upon the provision of facilities and services.

Expected effect on other persons providing facilities and services in the district (Section 3.59(3)(b))

The subject site is vacant land owned freehold by the City of Armadale. The land does not provide any services or facilities to the community. The proceeds from the sale will be used to recoup costs incurred in the realignment of Railway Avenue and Abbey Road.

Expected financial effect on the City of Armadale (Section 3.59(3)(c))

A valuation will be obtained for the property and the sale will be executed by suitable qualified experts. The net effect of the sale would be positive and would enable some of the funds already expended in the project to be recouped.

There is a likelihood that Lot 100 will be developed for residential purposes and hence provide additional rate revenue for the City without creation of any new assets, such as roads and hence additional on-going expenditure.

Expected effect on matters contained in the City's Strategic Community Plan 2013 - 2028 (Section 3.59 (3)(d))

The proposed sale would implement the following initiative from the City's Strategic Community Plan 2013-2028:

4.2.1 Develop, implement and report on Council's strategic and business plans.

It should be noted that the road project which necessitated the acquisition of this land also satisfied initiatives contained in the Strategic Community Plan 2013-2028.

The ability of the City to manage the transaction (section 3.59(3)(e))

The City ordinarily administers large-scale financial undertakings in its day-to-day business as a Local Government entity. The City will engage appropriately qualified consultants to provide goods and services such as Licensed Valuations, Real Estate and Settlement Services, to ensure the disposal is executed correctly and effectively.

Other matters (Section 3.59(3)(f))

There are no other matters that require discussion in relation to the proposal.

Method of Disposal

The disposal/sale of the subject site comprising this transaction and the subject of the Business Plan will be accordance with Section 3.58 (2) and (3) of the Local Government Act 1995.

These sections 3.58 (2) and (3) provide the following options for disposal of property:

- 3.58 (2) a. to the highest bidder at public auction; or
 b. to the person who at public tender makes what is, in the opinion of the local government, the most acceptable tender, whether or not it is the highest tender; or
- 3.58 (3) a. by a private treaty giving local public notice of the proposed disposition:
 i) by describing the property concerned;
 ii) giving details of the proposed disposition; and
 iii) inviting submission to be made to the local government before the date specified.

Comments on this Business Plan

This Business Plan is being advertised for a period of 42 days from the date of notifications in The West Australian newspaper, with the advertising period closing on 19 October 2015.

The Business Plan can be inspected:

- At the Administration Centre of the City of Armadale between the hours of 8:15am to 4:45pm Monday to Friday; and/or
- At the City's Public Libraries located in Armadale, Kelmscott and Seville Grove between the following hours;

Copies of the Business Plan can be obtained by:

- Contacting the City's Special Projects Officer, Steve Walker on (08) 9399 0628; or
- By downloading the documents from the City's website at www.armadale.wa.gov.au

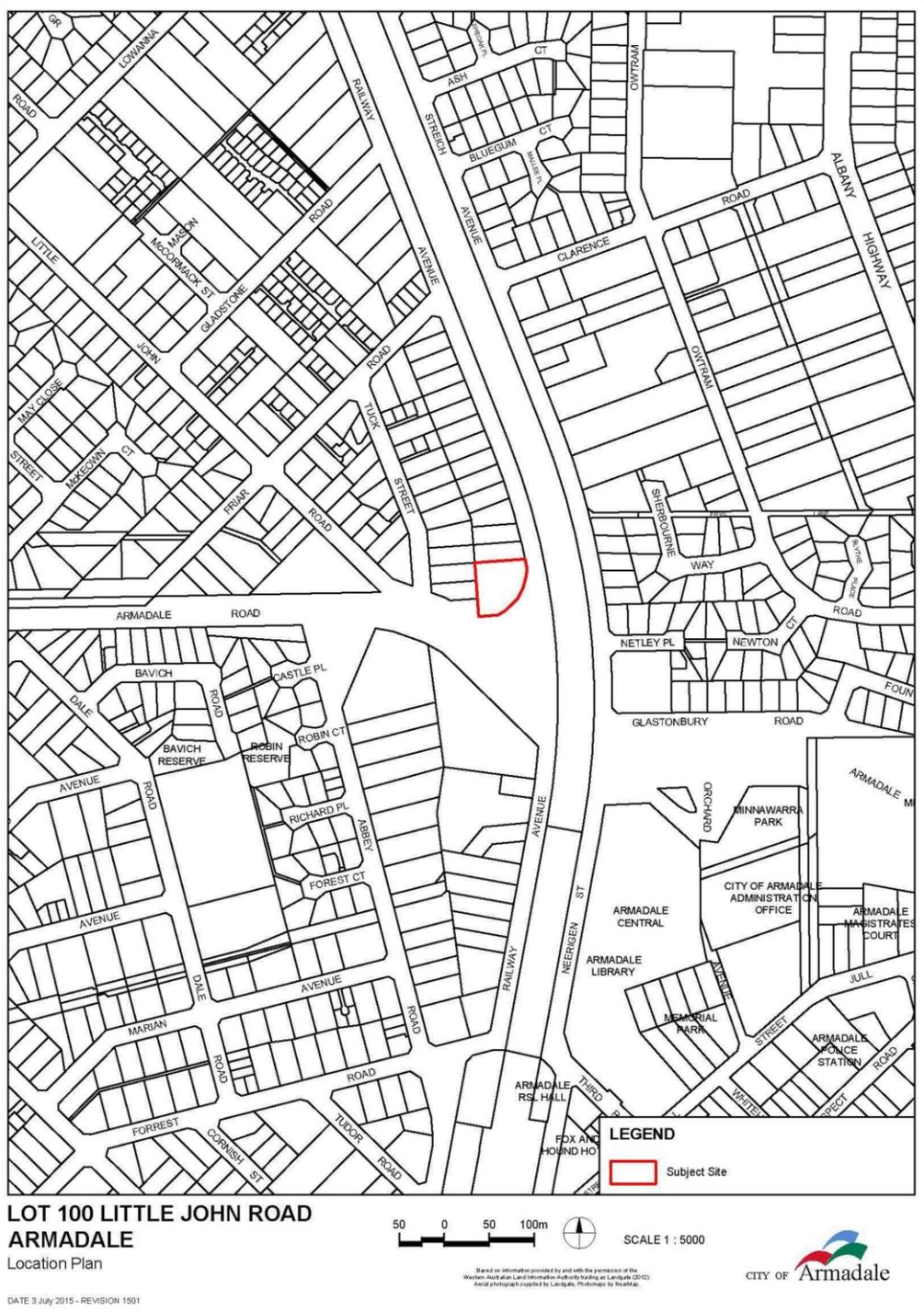
Submissions on the Business Plan are to be made in writing and to be received no later than 19 October 2015.

Submissions to be addressed to:

**Chief Executive Officer
City of Armadale
Locked Bag 2
ARMADALE WA 6992
Attention: Stephen Walker (Special Projects Officer)**

Process Following Public Advertising

Following the public advertising period the Council will consider all submissions and may decide (by absolute majority) to proceed with the Land Transaction as described in this plan in accordance with the provisions of the *Local Government Act 1995*.



Appendix A – Diagram / Location of Lot 100 Little John Road, Armadale