

# Kelmscott

## Precinct Structure Plan





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REVISION	STATUS	AUTHOR	REVIEWER	ISSUE DATE
0	Draft	KS	RC	17/05/2022
1	Revised draft	KS	BDM	31/05/2022
2	Revised draft	KS	RC	04/08/2022

Versions 0 and 1 were in Word format

# Document Information

The Precinct Structure Plan (Precinct SP) was prepared for the City of Armadale by:



**Flyt** | Traffic and Transport

**Emerge Associates** | Landscape Architecture

**Emerge Associates** | Hydrology

**Emerge Associates** | Bushfire Management

**Lloyd George Acoustics** | Noise and Vibration

**Pracsys** | Economic and Retail Analysis

**The Civil Group** | Engineering and Infrastructure

**Taylor Robinson Chaney Broderick** | Built Form Architecture

# Endorsement

This Structure Plan is prepared under the provision of the **City of Armadale**

## Local Planning Scheme No. 4

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

\_\_\_\_\_ Date

Signed for and on behalf of the Western Australian Planning Commission

\_\_\_\_\_

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning AND Development Act 2005 for that purpose, in the presence of:

\_\_\_\_\_ Witness

\_\_\_\_\_ Date

\_\_\_\_\_ Date of Expiry



# Table of Amendments

AMENDMENT NO.	SUMMARY OF AMENDMENT	AMENDMENT TYPE	DATE APPROVED BY WAPC

# Executive Summary

The Kelmscott District Activity Centre Precinct Structure Plan (Precinct SP) has been prepared to coordinate the redevelopment of land within the Kelmscott District Centre.

The Precinct SP provides a framework for the planning and development of the area by providing a holistic long term vision and implementation framework. The City of Armadale currently has a total population of approximately 90,000 persons and is estimated to reach approximately 144,827 persons by 2036. Planning for the Precinct SP area is required to accommodate not only future growth of the centre, but also a changing appreciation for the urban form of the centre with a greater emphasis on inner city and higher density living in close proximity to public transport, commercial precincts and town centre locations.

The plan has been drafted in accordance with the relevant provisions of the Western Australian Planning Commission's (WAPC) State Planning Policy 4.2 'Activity Centres for Perth and Peel'; State Planning Policy 7.3 (Volume 2) Precinct Design; the WAPC's Structure Plan Framework; and the Planning and Development (Local Planning Schemes) Regulations 2015.

The document comprises:

## **Part One – Implementation**

This section contains the structure plan map and outlines the purpose and intent of the Precinct SP. Part One outlines the requirements that will be applied when assessing subdivision and development applications over the land to which the Precinct SP relates.

## **Part Two – Explanatory Report**

This supports the Precinct SP contained in Part One by providing the background and explanatory information used to prepare the Precinct SP. Part Two contains site and context analysis; stakeholder and community participation; vision; design elements related to urban ecology; urban structure; public realm; movement; land use; and built form.

## **Technical Appendices**

The technical appendices include information to inform the implementation provisions of the Precinct SP and provide a basis for the assessment of subsequent planning applications.

The technical appendices for the Kelmscott District Activity Centre Precinct SP include:

- Retail and Employment Strategy prepared by Pracsys (**Appendix A**);
- Movement, Transport and Car Parking Strategy prepared by Flyt (**Appendix B**);
- Local Water Management Strategy prepared by Emerge (**Appendix C**);
- Bushfire Management Plan prepared by Emerge (**Appendix D**);
- Road & Rail Noise and Ground Vibration Assessment prepared by Lloyd George Acoustics (**Appendix E**);
- Servicing Report prepared by The Civil Group (**Appendix F**);
- Place and POS Audit Report prepared by TBB and Emerge (**Appendix G**);
- Consultation and Engagement Outcomes Report prepared by TBB (**Appendix H**)

ITEM	DATA	STRUCTURE PLAN REF (SECTION NO.)
Total area covered by the Structure Plan	57.4407 ha	<b>Part 1, Section 1.1</b> <b>Part 2, Section 1.2</b>
Area of each land use proposed:	Hectare	
Residential	3.985 ha	
Commercial	11.355 ha	<b>Part 2, Section 10.0</b>
Industrial	8.4436 ha	
Rural Residential	8.2427 ha	
Total Estimated Lot Yield	N/A	N/A
Estimated No. of Dwellings	1,047 - 3,468 dwellings (site area) Potential for 1,103 - 2,432 dwellings (400m walkable catchment)	<b>Part 2, Section 10.5</b>
Estimated Residential Site Density	18 - 60 dwellings per site/ha (site area) Potential for 32 – 72 dwellings per site/ha (400m walkable catchment)	<b>Part 2, Section 10.5</b>
Estimated Population	2,303 - 7,630 persons	<b>Part 2, Section 10.5</b>
No. of High Schools	N/A	N/A
No. of Primary Schools	N/A	N/A
Estimated Commercial Floor Space	11,300m <sup>2</sup> - 21,100m <sup>2</sup> of additional floorspace (GFA)	<b>Part 2, Section 10.6</b>
Estimated area and percentage of Public Open Space given over to:		
Proposed Parks and Recreation	0.219 ha	
Existing Parks and Recreation (Local)	2.2755 ha	
Existing Parks and Recreation (Region)	1.6862 ha	





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# Part One

## *Implementation*



# 1.0 Introduction

## 1.1 Precinct Plan Area

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

The Precinct SP area is located within the City of Armadale and is dispersed either side of Albany Highway, generally bound by Turner Place to the north, Brookton Highway to the south, the Canning River/Clifton Street to the east and Railway Avenue to the west.

The Precinct SP area is approximately 57.4407 hectares (ha), and at the time of preparing this report consists of approximately 51 land parcels.

## 1.2 Objectives

The Precinct SP seeks to facilitate the redevelopment of the centre to:

- Accommodate future growth of the centre within proximity to public transport, commercial precincts and other non-residential land uses based on transit oriented development (TOD) and activity centre principles.
- Enhance the quality of the built form and amenity of the place through appropriate building heights, setback controls and architectural design guidance appropriate to the context.
- Provide a mix of land uses and public realm enhancements that responds to the needs of the community and encourages activity.
- Encourage built form and public realm design that creates a unique sense of character and celebrates the history of the place.
- Improve the public realm through high quality landscaping and amenity, pedestrian linkages, signage and wayfinding.
- Increase residential density and diversity that supports the targets established through government policy.
- Encourage sustainable and quality built form outcomes that provide social, economic and environmental benefits.

## 1.3 Operation

In accordance with the Planning and Development (Local Planning Scheme) Regulations 2015 (LPS Regulations) – Schedule 2 (the Deemed Provisions), the Precinct SP shall become operational upon its approval by the Western Australian Planning Commission (WAPC).

The Precinct SP is made pursuant to Part 5 of Schedule 2 of the LPS Regulations (the Deemed Provisions) and is to be read in conjunction with the City of Armadale Town Planning Scheme No. 4 (the Scheme) or any subsequent Scheme. In the event of any inconsistency between the Precinct SP and the Scheme, the Scheme shall prevail to the extent of the inconsistency.

This Precinct SP has been prepared in accordance with:

- LPS Regulation requirements for the preparation of Precinct Structure Plans;
- The WAPC's State Planning Policy 4.2 (Activity Centres for Perth & Peel) which identifies the subject area as a District Centre, and identifies the requirement for the preparation of a Precinct SP to guide subdivision and development of land within the centre; and
- State Planning Policy 7.2 - Precinct Design, including SPP 7.2 Precinct Design Guidelines.

The provisions of Part 1 of the Precinct SP are to be given due regard in determining development applications as required by Clauses 43(1) and 67(h) of the Deemed Provisions and due regard in determining subdivision applications as required by Section 138 of the *Planning and Development Act 2005*.

Part 2 of the Precinct SP also functions as a strategic guide to the Scheme. As such it may provide guidance for future scheme amendments within the Precinct SP area, and provide additional context for the application of discretion regarding subdivision and/or development in the Precinct SP area.

### 1.3.1 Relationship to policies

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



### 1.3.2 Relationship to the Residential Design Codes

All residential development shall be in accordance with the requirements of State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) unless specifically varied by Part 1 of this Precinct SP, and is to otherwise be read in conjunction with the Scheme.

## 1.4 Staging

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





# 2.0 Subdivision and Development Requirements

## 2.1 Zoning and Land Use

The distribution of land use zoning and reservations throughout the Precinct SP area are outlined on **Plan 1**. The formal implementation of zonings and reservations is subject to separate consideration and progression of an amendment to the City of Armadale Town Planning Scheme No. 4 (TPS 4) to incorporate the revised zoning and subsequent land use permissibility within TPS 4.

The proposed allocation of land use zoning is outlined on **Plan 1** and further described as follows:

### 2.1.1 Commercial

The Commercial land use zone is intended to accommodate a broad range of commercial, office, retail and entertainment uses that support the role of the district centre as a vibrant and appealing precinct and a focal point within the community. This land use zone is proposed to apply to sites which currently accommodate commercial land uses and by virtue of their location at the northern and southern gateway of the Precinct SP area are considered to be suitable for commercial activity and as they transition towards mixed use development areas.

The Commercial land use zone is intended to provide an attractive and vibrant precinct with a broad range of commercial, office, retail and entertainment uses, whilst accommodating high density residential development above the commercial/retail activity, where appropriate.

The objectives of the Commercial land use zone are to:

- a) Facilitate commercial development that supports local and district needs, and optimises local business and employment opportunities.
- b) Ensure non-residential development achieves a suitable transition between more intense development and established and future residential areas.
- c) Ensure non-residential land uses provide activation at ground level and interact with the public realm.
- d) Facilitate a mix of land uses that can accommodate high density residential development above the commercial/retail activity, where appropriate.

### 2.1.2 Mixed Use Core Area

The Mixed Use Retail Core land use zone is intended to accommodate a mix of residential, retail, cultural, commercial, civic and employment-generating land uses around the core area of the precinct and close to public transport options. This land use zone is proposed to apply to sites which are currently occupied by retail shopping precincts and are considered to be suitable for continued development of commercial activity and as they transition towards mixed use transition development areas.

The objectives of the Mixed Use Retail Core land use zone are to:

- a) Accommodate a significant proportion of the City's dwelling targets through the development of medium and high-density development in a compact and integrated form with non-residential development at ground level encouraged.
- b) Support land uses that enhance the vibrancy and diversity of activity within the core area.
- c) Encourage land uses that provide after-hours activation to create a safe and friendly environment.
- d) Promote mixed use development that achieves high standards of built form and visual character.

### 2.1.3 Mixed Use - Residential

The Mixed Use – Residential land use zone is intended to accommodate a mix of land uses that may include smaller-scale commercial and retail uses along with residential uses in an integrated form. This land use zone is proposed to apply to sites on the periphery of the mixed use/retail core area to provide an appropriate transition to surrounding residential and lower-scale development.

The objectives of the Mixed Use – Residential land use zone are to:

- a) Provide for a range of compatible land uses, in addition to residential development, that promote vibrancy of the precinct and encourage activity.
- b) Promote building form, scale and massing that achieves a transitional function to lower density residential development.

- c) Enhance the built form character and streetscape amenity through high-quality development.
- d) Encourage activation of the street through non-residential land uses at ground level or adaptable design

### 2.1.4 Residential

The Residential land use zone is intended to accommodate a variety of housing forms and density appropriate to the precinct location, whilst ensuring an appropriate transition in built form and land use transition to surrounding development.

The objectives of the Residential land use zone are to:

- a) Support urban infill opportunities through dwelling mix and density in appropriate locations.
- b) Maintain and enhance the local character of established low-scale residential development along Gilwell Avenue.
- c) Ensure high quality built form outcomes that enhance the public and private realms and liveability of the precinct.

### 2.1.5 Reserved Land

Reservations under both the Metropolitan Region Scheme (MRS) and TPS 4 are not proposed to be modified under this Precinct SP.

## 2.2 Density Coding

The applicable density coding for the Precinct SP area is outlined on **Plan 1**, and is subject to separate consideration and progression of an amendment to TPS 4 to incorporate the coding where required.

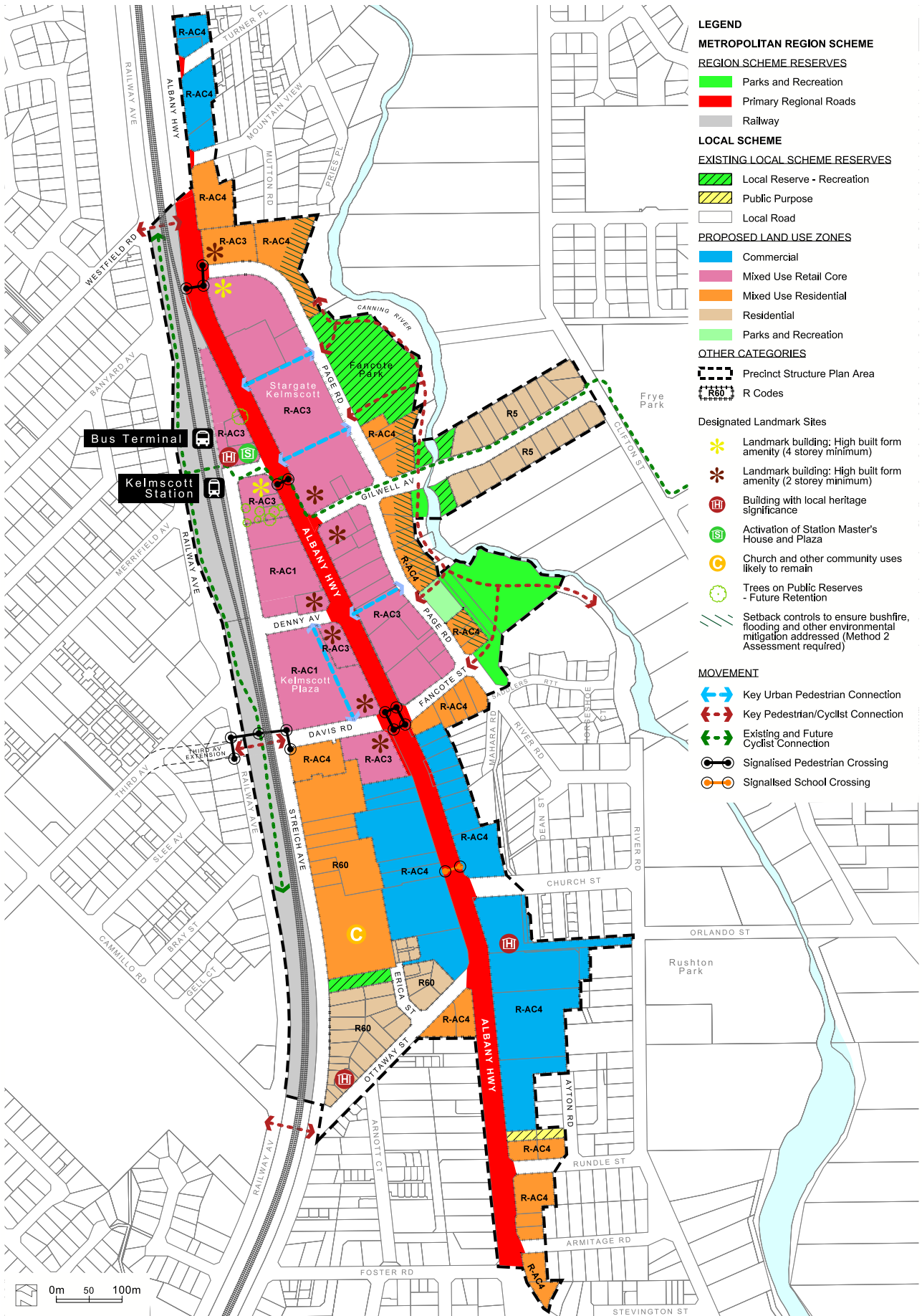
**Plan 1** defines density coding that apply to different areas within the Residential land use zone of the Precinct SP as follows:

- R5
- R60

**Plan 1** defines density coding that apply to different areas within the Mixed Use land use zones of the Precinct SP as follows:

- R60
- R-AC1
- R-AC3
- R-AC4

The density coding is intended to directly align with the applicable provisions of State Planning Policy 7.3 - Residential Design Codes (as amended) (SPP 7.3) unless these provisions are specifically modified by Part 1 of this Precinct SP.



Plan 1: Precinct Structure Plan

## 2.3 Sub-Precincts

The following sub-precincts as outlined on **Plan 2** have been established to ensure that the Precinct SP area is developed in a comprehensive and integrated manner having regard to desired character, preferred land uses, residential density, built form and public realm design principles:

- Northern Commercial
- Northern Mixed-Use Transition
- River Edge
- Eastern Gilwell Avenue
- Core
- Central Mixed-Use Transition
- Southern Commercial
- Western Residential
- Southern Mixed-Use Transition

This sub-precinct-led approach will influence appropriate built form provisions including the street level design; land use preferences at street level and above; street level activation, built form setbacks; and treatment. The following character statements shall be referred to in the assessment of all development proposals.

### 2.3.1 Northern Commercial

#### Vision

The Northern Commercial sub-precinct is intended to continue as the location for the accommodation of smaller-scale commercial and complementary retail uses. This sub-precinct provides land uses and services that support the needs of the community but which, due to car-based nature of the land use and development form, are generally not appropriate to the Core sub-precinct.

#### Objectives

- a) Accommodate commercial and business activities that require good vehicular access and benefit from exposure to Albany Highway.
- b) To accommodate a range of complementary business services that are appropriate in or close to the heart of the Town Centre.

- c) To ensure that building setbacks, car parking, landscaping and access provide for a high standard of built form and landscaping.
- d) Where any new development is adjacent to residential properties, the development is to be suitably setback, screened and otherwise treated so as not to detract from the residential amenity.

### 2.3.2 Northern Mixed-Use Transition

#### Vision

The Northern Mixed-Use Transition sub-precinct forms a valuable land use and activity interface with the Core sub-precinct whilst also providing a sensitive interface with adjacent residential properties. Development in the sub-precinct is promoted to accommodate a mix of residential and non-residential uses

#### Objectives

- a) Provide for a mix of office and commercial uses that are compatible to residential development, with the opportunity for small-scale retail.
- b) Provide for a variety of complementary housing forms, with a particular emphasis on apartments adjacent to Page Road.
- c) Provide for active uses at ground level fronting Albany Highway and Page Road.
- d) Deliver development in key locations that promotes high quality design outcomes acting as a landmark and gateway to the Town Centre.
- e) Provide a comfortable, safe and attractive office/commercial and residential environment through high-quality design, materials and landscaping.

### 2.3.3 River Edge

#### Vision

Having a direct interface with the Town Centre's signature feature – the Canning River – the form and quality of future development of public and private land in the River Edge sub-precinct will play a significant role in elevating the character and enjoyment of the Town Centre. Development will need to demonstrate a sensitivity to the interface and qualities of the river



environs whilst also providing an engaging contribution to the quality of the Page Road streetscape and place character.

### Objectives

- a) Contribute noticeably, through building design and architectural qualities, to the creation of Page Road and the sub-precinct as a unique and special place.
- b) Provide land uses that help to enhance the activation and amenity of Page Road and the public open spaces adjacent to Page Road.
- c) Design buildings to create public realm interfaces that provide passive surveillance across the river and open space environs, whilst having a scale and articulation that presents well to those using the public spaces.

### 2.3.4 Eastern Gilwell Avenue

#### Vision

Celebrate the special character of the sub-precinct as a streetscape of significant street-tree presence and homes built on wide, large-lots. The sub-precinct serves as a distinctly Kelmscott feature place, creating a grand connection to the Canning River and the Town Centre from the east. This lower intensity of development provided in close proximity to the Core sub-precinct is balanced by the focus on the treescape, the quality of new houses and front landscaping, and the pleasant journey to the river.

#### Objectives

- a) Ensure that new development has a high priority on the retention of existing trees.
- b) Maintain the minimum primary street building setbacks required by the R5 density coding, and ensure that new buildings are designed to provide an appealing presentation to the street.
- c) For properties abutting the river foreshore, design new buildings to provide an attractive presence from the public realm and create an interface that provides passive surveillance across the open space environs.

### 2.3.5 Core

#### Vision

As the heart of the Town Centre, the Core sub-precinct will be revitalised to create a vibrant, inviting and dynamic activated hub that unites the area across Albany Highway between the Kelmscott Station and the riverside parks. The sub-precinct will include a variety of urban spaces and pedestrian-oriented streets, with a mix of retail, commercial, food and beverage, entertainment, recreational, civic and cultural land uses. A key component of the sub-precinct also includes the integration of residential development above compatible ground floor retail and commercial uses. The sub-precinct will also focus on the pedestrian experience, through high quality public realm and built form design, particularly along Albany Highway and the linkages between the River Edge sub-precinct and the train station. A key focus of this sub-precinct is to increase the level of tree planting and landscape enhancements to improve tree canopy in urban areas, streetscapes and the appearance of car parking areas along Albany Highway.

#### Objectives

- a) Connect, protect and promote the environmental and cultural heritage values of the Town Centre to integrate with the wider cultural heritage values of The City of Armadale.
- b) Create an attractive, active and accessible Town Centre area where the street edges of private land support a strong relationship between pedestrians and activated buildings rather than extensive areas of open carparking.
- c) Provide for a mix of uses, including retail, commercial, entertainment, food and beverage, recreational, civic and cultural, and residential land uses.
- d) Deliver outcomes that have a foundation of sustainable, pragmatic and distinctive design.
- e) Support the use of, and activation around, Kelmscott Station, particularly in the Station Plaza.
- f) Create activated east-west pedestrian links to provide a clear connection between the rail crossing points and Canning River, through the renewal of

a private land, the enhancement of Gilwell Avenue and Fancote Street and the provision of new urban laneways.

- g) Facilitate the creation of a comfortable, safe and attractive civic, shopping, living and recreation environment through high-quality design, materials and landscaping.
- h) Provide slow-speed 'shared street' environments throughout the sub-precinct that create safe pedestrian and cyclist movement, provide accessible, shady and active streets and spaces.
- i) Create highly landscaped urban spaces and pedestrian links to urban spaces through retention of existing trees and new tree planting within parking and building setback areas.
- j) Deliver development in key locations that promote high quality design outcomes for landmarks and gateways to the precinct.

### 2.3.6 Central Mixed-Use Transition

#### Vision

The Central Mixed-Use Transition sub-precinct is located at the nexus between the retail intensity north of Davis Road and the lower-intensity commercial and large-format retail development in the Southern Commercial sub-precinct. Development in the sub-precinct will serve as a key feature on the connection between the Davis Road rail underpass and the riverside open space at the eastern end of Fancote Street.

The intersection of Davis Road-Fancote Street and Albany Highway forms an important movement and crossing point for pedestrians, cyclists and vehicles in the Town Centre. This elevates the importance of development being undertaken to a high standard and helps to explain the key landmark sites identified in the sub-precinct. Development in the sub-precinct is promoted to accommodate a mix of residential and non-residential uses, particularly along Fancote Street.

#### Objectives

- a) Provide for a mix of commercial, entertainment, food and beverage, and small scale retail uses..

- b) Provide for a variety of complementary housing forms, with a particular emphasis on apartments adjacent to Fancote Street and Page Road.
- c) Provide for active uses at ground level fronting Albany Highway, David Road and Fancote Street.
- d) Deliver development in key locations that promotes high quality design outcomes acting as a landmark and gateway to the Town Centre.
- e) Provide a comfortable, safe and attractive office/commercial and residential environment through high-quality design, materials and landscaping.
- f) Where any new development is adjacent to residential properties, the development is to be suitably setback, screened and otherwise treated so as not to detract from the residential amenity.

### 2.3.7 Southern Commercial

#### Vision

The Southern Commercial sub-precinct is intended to continue as the location for the accommodation of showrooms and bulky goods retail outlets, trade and professional services, the Water Corporation facility, and smaller-scale complementary retail and commercial uses. This sub-precinct provides for the needs of the community but which, due to car-based nature of the land use and development form, are generally not appropriate to the Core sub-precinct.

#### Objectives

- a) Accommodate commercial and business activities which, because of their nature of the business, require good vehicular access and/or large sites.
- b) To accommodate a range of light industries, showrooms, warehouses and complementary business services that are not appropriate in the city centre core or Service Industrial Zone.
- c) To ensure that building setbacks, car parking, landscaping and access provide for a high standard of built form and landscaping.
- d) Where any new development is adjacent to residential properties, the development is to be suitably setback, screened and otherwise treated so as not to detract from the residential amenity.

### 2.3.8 Western Residential

#### Vision

The Western Residential sub-precinct is focal area for medium density residential development and the Good Shepherd Catholic Church and associated facilities. The development of the sub-precinct has substantial areas of opportunity but will need to provide an appropriate interface with existing residences and provide a suitable design response to the proximity of the railway line.

#### Objectives

- a) Enable the land use and functional continuation of the Good Shepherd Church and associated facilities.
- b) Ensure that new buildings are designed to provide an appealing presentation to the street.
- c) Facilitate the planting of new street trees in Streich Avenue and Ottaway Street.

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

### 2.3.9 Southern Mixed-Use Transition

#### Vision

The Southern Mixed-Use Transition sub-precinct serves as the 'gateway' environment into the Town Centre Precinct, commencing at the key junction of Brookton Highway and Albany Highway. The sub-precinct forms a valuable land use and activity interface with the Southern Commercial sub-precinct whilst also providing a sensitive interface with adjacent residential properties. Development in the sub-precinct is promoted to accommodate non-residential uses, which benefit from vehicle access to Rundle Street and Armitage Road, with support for medium density residential development, also.

#### Objectives

- a) Provide for a mix of office and commercial uses, and scale of development, that are compatible with adjoining residential development.
- b) Provide for a variety of complementary housing forms, including apartments and grouped-housing.
- c) Provide for active uses at ground level, particularly overlooking Albany Highway and other streets.





## 2.4 Built Form Design

The building envelope defines the outer limits for any built form on site and is not an indication of the final building form, mass or scale. Building envelopes are defined through the following detailed built form design controls that respond to the Precinct SP vision and the objectives of the relevant character area.

### 2.4.1 Building Envelope

#### 2.4.1.1 Building Height

- a) The maximum building height requirement is outlined spatially on **Plan 3**.
- b) The minimum height for single-storey buildings is 4.0m to the bottom of the eaves, or 5.0m to the top of a front parapet wall except for land in the eastern Gilwell Avenue Sub-Precinct.
- c) The building height specified on **Plan 3** is in replacement of generic building height maximums specified under State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) (as amended) for the applicable density codes.
- d) Building height is to be measured in accordance with the provisions of State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) (as amended) and is not to exceed the maximum building height specified on **Plan 3**.

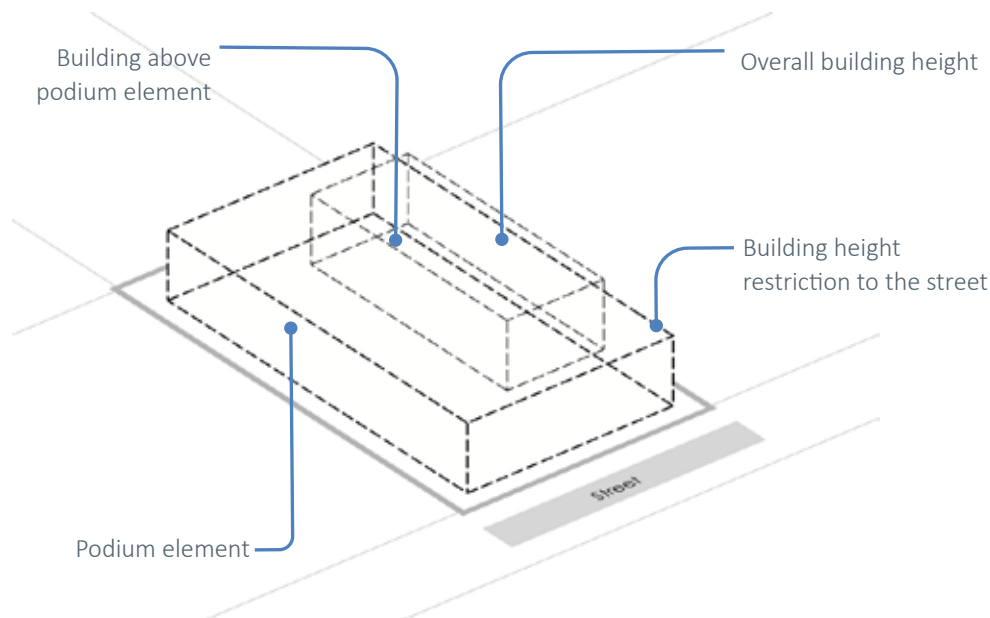


Figure 1: Building Envelope Diagram

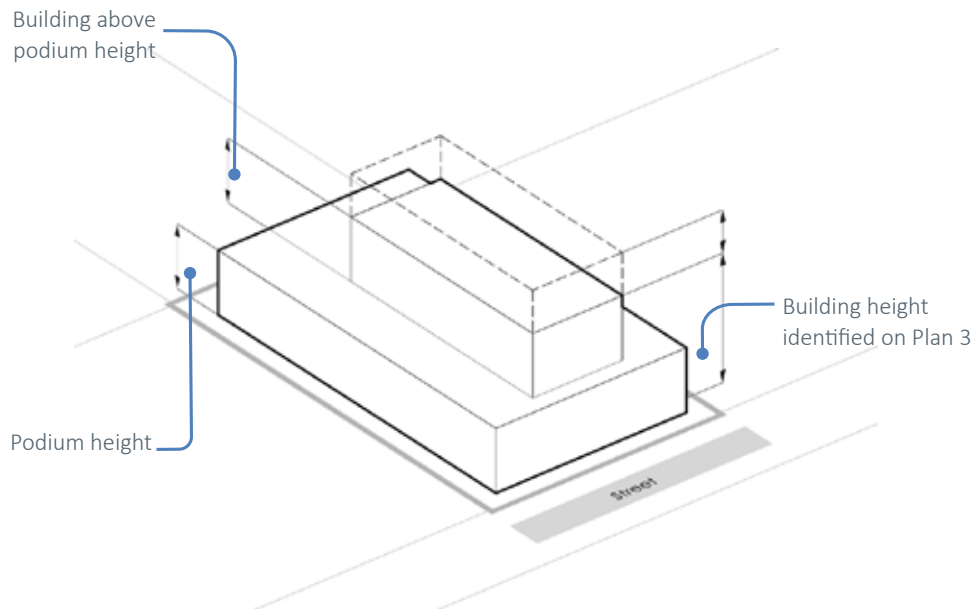


Figure 2: Building Height Diagram

#### 2.4.1.2 Plot Ratio

- a) Residential and mixed-use development within the subject land shall comply with the maximum plot ratio requirements as per State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) (as amended).
- b) For land within the Mixed Use and Commercial land use zones, the requirement for a minimum non-residential land use plot ratio of 0.5 applies.

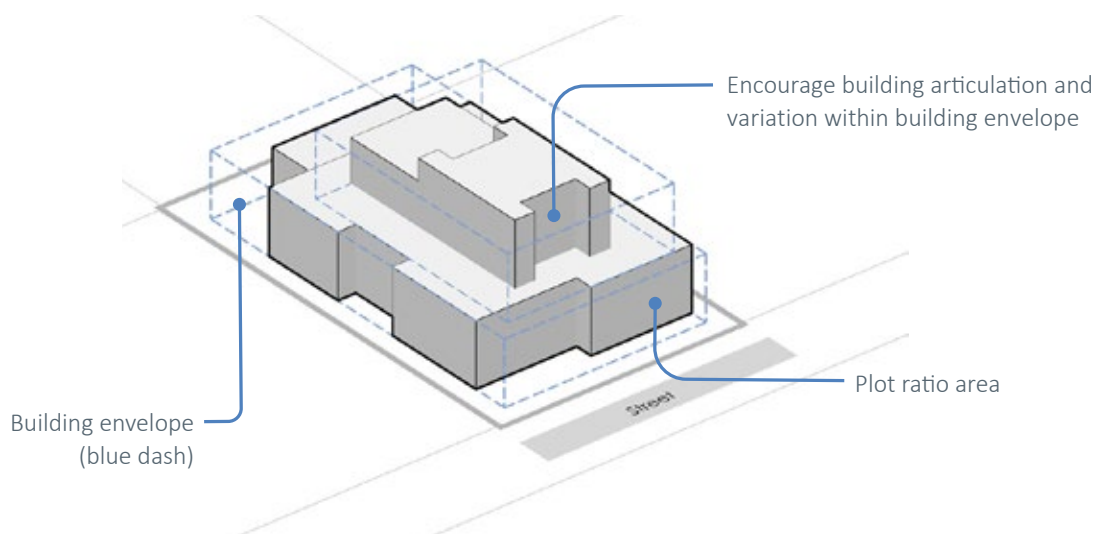


Figure 3: Plot Ratio

### 2.4.1.3 Building Setbacks – Podium Level

- a) The minimum primary street and secondary street setbacks for all podium level buildings are specified in **Plan 4**.
- b) The primary and secondary street setbacks specified on **Plan 3** replace the generic street setbacks specified under State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) (as amended) for their applicable density codes.
- c) Street setbacks are permitted to be averaged, up to a maximum of 50% of the setback distance, where it is demonstrated to the City's satisfaction that this results in a benefit to the streetscape amenity and/or broader community as a component of the proposed development.
- d) The primary and secondary street setbacks shall be read in conjunction with the Building Height **Plan 3** which specifies maximum podium building height locations.
- e) Except for the provision of vehicle access, pedestrian access and building articulation, buildings are encouraged to be developed from side boundary to side boundary to provide continuity of facades to the street and for buildings to address the adjacent public realm environment.

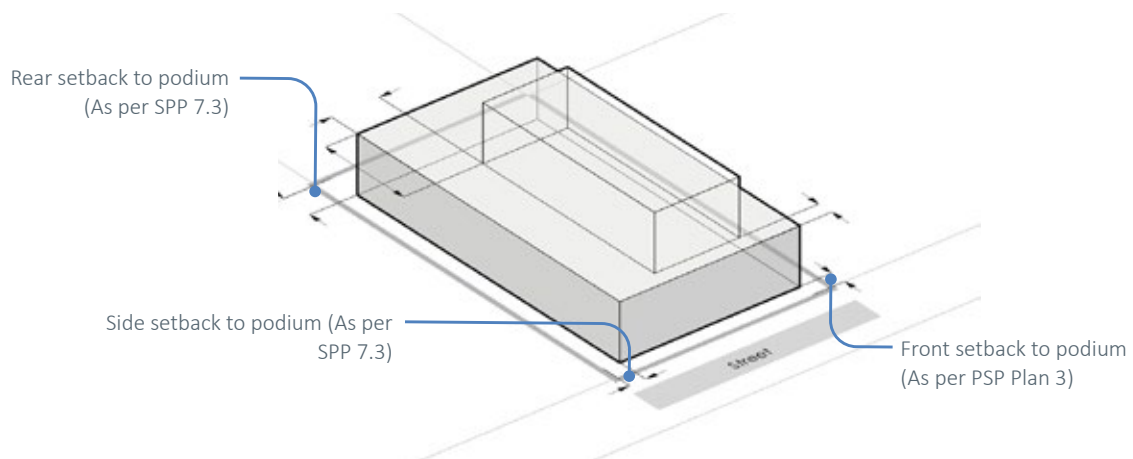


Figure 4: Boundary Setback – Podium Level

#### 2.4.1.4 Building Setbacks – Above Podium

- a) The minimum primary street and secondary street setbacks for all buildings above podium level are outlined in **Plan 5**. These setbacks shall be measured from the podium building edge.
- b) The primary and secondary street setbacks specified on **Plan 4** replace the generic street setbacks specified under State Planning Policy 7.3 - Residential Design Codes for their applicable density codes.
- c) For development above the podium level, the building footprint element is restricted to a maximum 50% of the total site area.
- d) Where the proposed development incorporates more than one tower, building separation shall accord with State Planning Policy 7.3 - Residential Design Codes (Volume 2) (as amended).

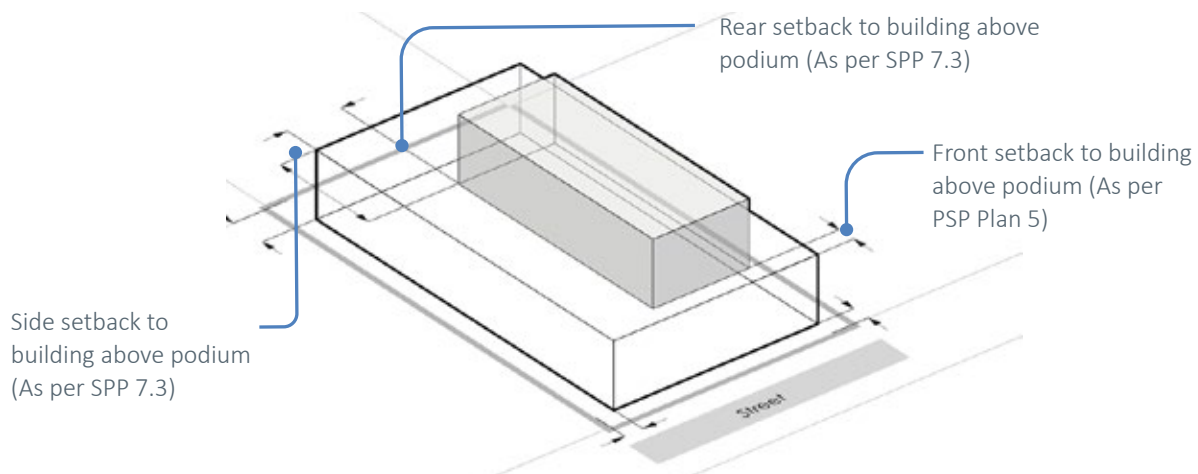


Figure 5: Building Above Podium Elements

#### 2.4.2 Streetscape Interface

Street interface categories that apply to new ground floor development are identified in **Plan 6**, and the following provisions apply.

- a) Non-residential land uses shall be provided on the ground floor to activate the street frontage and facilitate employment opportunities.
- b) Tenancies with dual frontages to the public realm and an internal mall shall be designed with doors and windows to both frontages.
- c) Floor to floor heights on the ground floor retail and commercial tenancies of multi-storey buildings shall be a minimum of 3.5m.
- d) Retail tenancies abutting a street or public space shall typically be in the 6.0m - 10.0m wide range for the majority, and are not to exceed these widths except if they are suitably articulated and have window displays that allow visual transparency to the tenancy beyond.
- e) Dedicated entries to commercial, residential and other non-retail uses at upper floors are to be incorporated into the design of the ground floor.
- f) In order to provide direct access to ground floor active use premises, finished floor levels are to correspond to the adjacent footpath.
- g) Residential ground floors shall not be more than 0.9m above natural ground level at any point.

### 2.4.3 Facades

- a) Building facades shall utilise an architectural treatment that breaks down building mass to provide visual relief through building structure, cladding and glazing.
- b) A minimum 50% glazing shall be achieved at ground level on any façade to the street front.
- c) The design of buildings taller than three storeys is to provide differentiation between the base, middle and top parts of the building.
- d) On the second storey and subsequent storeys above, building facades shall be articulated to break-up straight plain facades using a combination of the following:
  - Openings;
  - Protruding or indented balconies;
  - Awnings or sun shading devices over all windows;
  - Use of different colours and textures;
  - Indentations and extrusions with details to break the building into individual elements.
- e) Blank walls shall not be visible from the public realm, unless abutting a side boundary where it is anticipated that another building will eventually be constructed to screen the wall. Any blank walls (including temporary), architectural treatments shall be installed on the portions of the wall visible from the public domain.
- f) Long street facades shall contain building breaks at a maximum of every 40 metres.
- g) Parking on upper levels shall either be sleeved behind habitable development or presented with openings and/or façade treatments commensurate with the design intent of openings on other levels.
- h) Provision of high quality signage that maintains the character of the street, protects heritage buildings, and prevents the proliferation of signage in accordance with PLN 4.2 Advertisements (Signage).

### 2.4.4 Diversity and Ground Floor Adaptability

- a) All development located with an R-AC coding shall achieve a minimum ground floor to first floor ceiling height of 3.5m.
- b) In considering whether a building is capable of adaptive re-use, the City will have regard to the:
  - Use of load bearing columns and walls;
  - Location of service cores and stairs; and
  - The number of openings to the primary street.

### 2.4.5 Vehicle Parking

#### 2.4.5.1 Car Parking Requirements

- a) Car parking should be provided in accordance with TPS 4 and SPP 7.3 (Vol. 2).
- b) The City may consider alternative approaches to car parking provision, such as reciprocity and making bays available for general use of either residential or non-residential uses as unallocated communal parking bays on satisfactory justification of suitably qualified traffic/transport specialist.
- c) Mixed use development is required, as part of lodgement of any application for development approval, to prepare a Car Parking Strategy that addresses the management of parking, including:
  - Total parking mix proposed in comparison to current requirements.
  - Current on-street parking supply and use within 200m of front door of development.
  - Implications for trip generation and impact of development site.
  - Retention of visitor bays.
  - Provision or enhancement of End of Trip (EOT) and bicycle parking facilities.
- d) Parking should generally be located to the rear of developments, out of view of surrounding streets and sleeved by development. Some at-grade landscaped parking directly adjoining shops and businesses on Albany Highway is acceptable where indicated in the Precinct SP (**Plan 1**).



## 2.4.6 2.4.6 Landmark Sites

Landmark site locations have been identified on **Plan 1**. These sites have been located at the termination of key view lines and based on their strategic location within the Precinct SP area (i.e. 'core' of the centre, proximity to station/plaza). These sites will also act as key nodes located along important pedestrian movement connections and will assist in linking these sites with the public realm, particularly at the northern gateway and to bookend development at key intersections. These sites are generally expected to be of a greater building quality and height (2 and 4 storey minimums) than surrounding development.

- a) Sites for landmark buildings have been identified on **Plan 1**. These sites have been identified in response to priority view lines, reinforce the public realm and/or arrangement of built form to define surrounding spaces.
- b) A Local Development Plan may be prepared and approved by the City prior to a development application being considered for any site identified as an opportunity site for a Landmark Building. Design excellence is required in terms of quality, articulation of the facade, proportion, scale and massing, material selection and detailing
- c) Design excellence is required in terms of quality, articulation of the facade, proportion, scale and massing, material selection and detailing.
- d) Landmark buildings shall employ architectural design to create landmark buildings that emphasise key view-line locations, corners and building entrances to increase legibility of the town centre via:
  - Architectural roof features that protrude above the normal roof line; and/or
  - Increased parapet heights with additional detail, colour and textures.
- e) The provision of a mature tree at landmark and corner locations shall be contemplated by the City, which could include the recessing of the building to provide room for the tree.

## 2.4.7 Tree Retention

Remaining mature trees scattered across the Precinct SP area offer significant amenity and value to the community and streetscape and should be retained and respected, where possible.

**Plan 1** identifies trees considered to be worthy of retention where located within a public reserve managed by an external agency and subject to future redevelopment. In the assessment of subdivision applications, the City will recommend to the WAPC that the location of significant trees be shown on subdivision plans as 'to be retained' to ensure protection where possible. Where development is proposed in areas with existing mature trees, proponents should undertake a Significant Tree Survey and the results should be used to inform the subdivision design process and prioritise significant tree retention. The 'significance' of trees should consider qualities such as age and condition, height, spread, girth, species, historical association, habitat value and landscape amenity value.

PLN 2.4 Landscape Feature and Tree Preservation includes a number of mechanisms that protect or that can be used to achieve preservation of trees or groups of trees or landscaping features. The requirements outlined in PLN 2.4 shall apply in addition to the requirements of the Precinct SP.

## 2.4.8 Weather Protection

- a) A weather protecting awning shall be provided along the edge of any part of a building that abuts a pedestrian footpath and/or public space. The minimum dimensions are:
  - 2.5 metres in depth; and
  - 3.0 to 3.6 metres in height above footpath.

Note: Awning structures encroaching into road reserve or public realm shall require approval from the Department of Planning, Lands and Heritage prior to Building Permit.

## 2.4.9 Amenity

- a) Loading docks and service areas within development sites shall be screened visually and acoustically from residential units.

- b) Odour producing servicing elements (for example, waste compactors and storage) shall be suitably located or designed and treated in a manner that does not impose unacceptably on residential amenity in a mixed-use building.
- c) Waste storage facilities shall be designed to allow collection of waste from within the site or a strategy for transfer of waste is to be developed within the waste management strategy.
- d) Waste collection / bin storage areas shall be located behind the primary building line and screened from the public realm by incorporation into the building with a quality material, compatible with the building design.
- e) TV antennae, satellite dishes and radio masts shall be located discretely and setback from the building edge to reduce visibility from ground level or screened.
- f) Roof and wall mounted air conditioning units are not permitted unless fully concealed from view. Where air conditioning units are located within balconies, they shall be screened from view in a manner that has regard for the overall design of the building. Noise impact to adjacent dwellings shall also be considered and managed.
- g) An integrated Waste Management Strategy shall be submitted at the development application stage
- h) Developments are to incorporate design principles of CPTED in accordance with PLN 3.14 Designing out crime.
- i) Developments should be designed to engage with and activate the public realm, particularly at ground level.
- j) Proposed pedestrian access ways shall provide adequate lighting and natural surveillance to meet the CPTED guidelines for safety in accordance with PLN 3.14 Designing out crime.
- k) Private areas for the sole use of occupants shall be clearly demarcated from the public domain.



### 2.4.10 Landscaping

- a) Landscaping for developments is to be provided in accordance with the City's TPS 4, Local Planning Policies and applicable guidelines. Landscaping shall also achieve the objectives and provisions of State Planning Policy 7.3 - Residential Design Codes (Volume 2) (as amended) where applicable to residential and mixed use developments.
- b) As detailed in **Section 4.0**, applications for development approval shall be accompanied by a landscape plan addressing the requirements of the Precinct Structure Plan, the City's TPS 4, Local Planning Policies and applicable guidelines.
- c) In addition to the requirements of SPP 7.3 and/or the City's relevant Scheme provisions, local planning policies and guidelines, applications for subdivision or development approval shall demonstrate the preservation of trees in private lots, road reserves and recreation reserves. Evidence of proposed tree retention is to be provided regardless of the number of lots proposed under a subdivision or the extent of development proposed. Information required by the City for assessment is to be in accordance with the requirements of the City's local planning policies.
- d) The locations of landscaping areas and tree planting are to be consistent with the locations shown on Plan 6 Street Interface Type Plan, for lots where **Plan 6** identifies that buildings are to be setback to enable tree planting and/or where landscaped parking is to be provided in the front setback.
- e) Where a proposed development includes portions of a car parking area abutting a street, an area no less than 2.0m wide within the lot along all street alignments shall be set aside, developed and maintained as landscaping.
- f) For non-residential development, a minimum of 10% of the development site, or 7% of the development site if an existing tree with a diameter of 500mm at 1.0m height is retained on site, shall be allocated for landscaping
- g) For non-residential and mixed use development, shade trees shall be planted, spaced and maintained in car parking areas at a rate of 1 tree for every 4 car parking bays at intervals of no greater than 10m.
- h) For non residential development, further trees in addition to h) above are to be provided at the rate of 1 tree per 500sqm of the development site area (minimum).
- i) For grouped dwelling residential development within the Precinct SP area, the City may impose a condition of development approval to require the planting of a new street tree where no street tree(s) exist or are to be retained, at the applicant's cost, on an abutting road reserve.
- j) In accordance with TPS 4 Clause 4C.9, a tree with a diameter of 500mm at 1.0m height in the District Centre zone shall not be removed, lopped, topped, chopped, ringbarked or otherwise trimmed or destroyed without the prior written approval of the local government.

## 2.5 Other Requirements

### 2.5.1 Interim Land Uses

- a) For the purposes of this Precinct SP, an 'interim land use' is defined as:

*'A land use that is permissible within the prescribed zone, but because of its nature, scale, form or intensity, is not an appropriate long-term use of the land within the Precinct SP area.'*

Council may determine to approve an 'interim land use' and associated development within the Precinct SP area, subject to the following:

- a) The applicant shall demonstrate that any building or structure associated with the interim use:
  - i. contributes to the public realm;
  - ii. incorporates built form structurally capable of vertical intensification over time; and
  - iii. forms part of a large staged built form strategy; or
  - iv. the internal floor space and tenancy configuration is adaptable and capable of accommodating

- active ground floor uses or more employment generating land uses over time; or
  - v. be easily removed from the site and the site appropriately remediated to the City's satisfaction; or
  - vi. be appropriately adapted to suit a permanent use that is to the satisfaction of the City; and
- b) The City may impose a condition stating that the approval period for interim development is to be a maximum of 10 years, which may be renewed or extended by a five years where deemed appropriate by the City.

### 2.5.2 Aboriginal Heritage Places

Should the aboriginal heritage sites identified as meeting the requirements of section 5 of the Aboriginal Heritage Act 1972 (AHA) be proposed to be disturbed in any way, an application must first be made and consent granted under section 18 of the AHA.

Furthermore, where applicable, an Aboriginal Heritage Management Plan shall be prepared and implemented prior to subdivision of any land affecting the identified site.

### 2.5.3 European Heritage Places

The heritage value of the local heritage sites identified within the City's Local Heritage Survey as identified on **Plan 1** are to be protected.

If the heritage value of a local heritage site is proposed to be altered, impacted or affected in any way, a development application, accompanied by a heritage assessment prepared by a suitably qualified heritage advisor, is required.

In addition, such proposals would also require planning approval (for heritage considerations), in addition to referral to the Heritage Council of WA (DPLH) and public consultation.

### 2.5.4 Bushfire Management

This Precinct SP is supported by a Bushfire Management Plan (BMP), which is contained at **Appendix D**.

Where appropriate, development and subdivision will have regard to the Bushfire Attack Level (BAL) Assessment contained in this Report and be determined in accordance with State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7). Applications for Subdivision Approval and Development Approval may be required to be accompanied by an updated Bushfire Management Plan in accordance with the provisions of SPP 3.7.

Where a subdivision application includes land with a BAL of 12.5 or greater, the Local Government shall recommend to the WAPC that a condition be imposed on the grant of subdivision approval for a notification to be placed on the Certificate of Title.

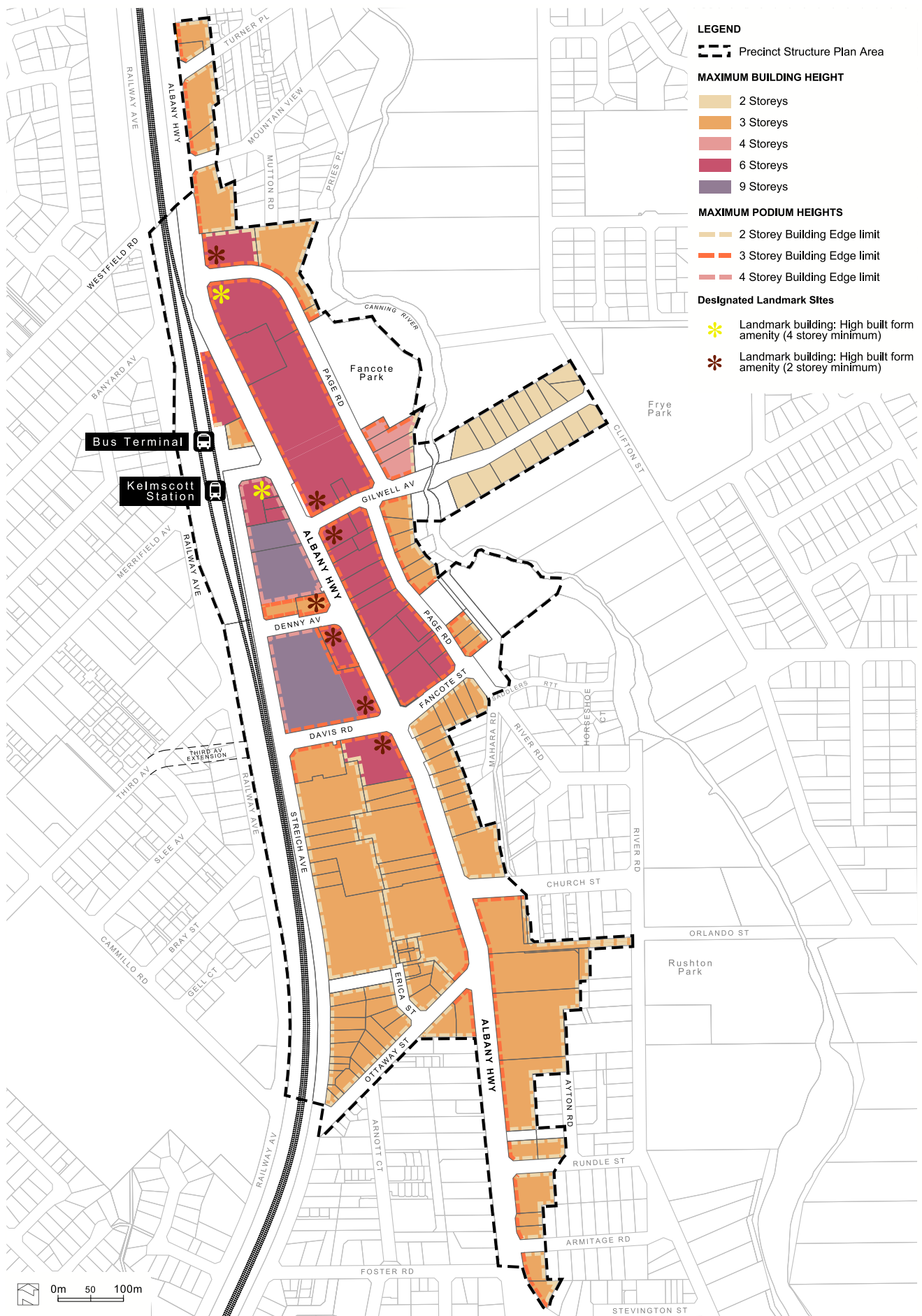
### 2.5.5 Noise and Vibration

For subdivision and development of noise sensitive uses located within the Noise and Vibration Assessment trigger distance for Albany Highway and the railway line, a further noise and vibration assessment shall be undertaken and included as part of any application to demonstrate that the proposed design will meet the noise level requirements of under State Planning Policy 5.4 State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (as amended) (SPP 5.4).

In accordance with SPP 5.4 a notification on title shall be required for lots where noise sensitive uses are exposed to noise and vibration levels that exceeds the required target as defined in SPP 5.4.

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

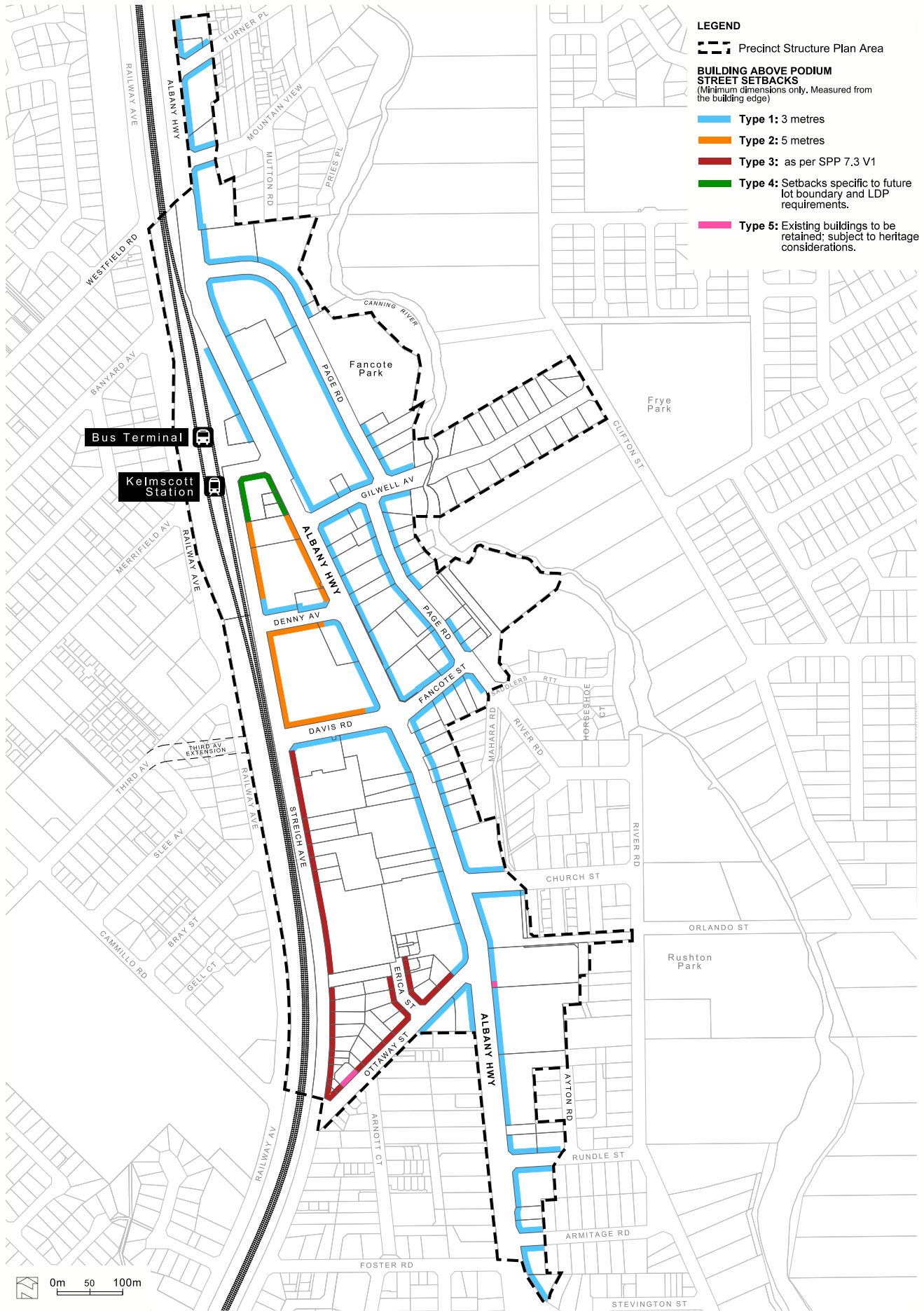




Plan 3: Maximum Building Heights Plan







Plan 5: Buildings above Podium Street Setbacks Plan







## 3.0 Local Development Plans

Local Development Plans (LDP) are not proposed for the Precinct SP area unless separately identified as necessary by the City of Armadale or WAPC in consideration of a specific subdivision or development proposal, or otherwise deemed beneficial in overcoming localised planning issues. The City of Armadale or WAPC may require LDPs for sites identified as designated landmark sites as per **Plan 1** to achieve iconic built form and landmark outcomes.

## 4.0 Additional Information

**Table 1** below outlines additional information that will be required at future approval stages. Additional information requirements may not be limited to those listed; the City or WAPC may require other information in relation to particular proposals.

Table 1: Management Plans, Reports and Strategies

ADDITIONAL INFORMATION	ADDITIONAL INFORMATION	APPROVING AUTHORITY
Subdivision Stage (where applicable)		
Urban Water Management Plan (UWMP)	Detailing the specific drainage requirements for future development.	WAPC, City, DWER
Noise & Vibration Assessment Report	<p>Lots adjacent to the railway and major roads including Albany Highway may be affected by noise and vibrations.</p> <p>Where lots are located within the Noise and Vibration Assessment trigger distance, further assessment of the traffic noise impacts from the railway and such major roads is to be undertaken at each impacted stage of subdivision in accordance with SPP 5.4.</p>	WAPC, City
Transport Impact Statement (TIS) or Assessment (TIA)	<p>Where subdivision applications have moderate impact (10 – 100 vehicle trips in the peak hour) a TIS is to be provided.</p> <p>Where subdivision applications have high impact (&gt;100 vehicle trips in the peak hour) a TIA is to be provided.</p> <p>The TIS or TIA is to demonstrate the proposal is consistent with the Precinct SP and provide a greater level of details of any transport planning issues specific to the subdivision or development.</p> <p>Refer to WAPC Transport Impact Assessment Guidelines (August 2016) for more details on TIS and TIA requirements.</p>	WAPC, City
Bushfire Management Plan	<p>A BAL Contour Map and Bushfire Management Plan is required to determine indicative acceptable BAL ratings across the Precinct SP at each subdivision stage in accordance with SPP 3.7.</p> <p>This should be accompanied by identification of any bushfire hazard issues and an assessment against the bushfire protection criteria requirements demonstrating compliance within the boundary of the affected area.</p>	WAPC, City
Heritage Management Plan	A Heritage Management Plan or similar should be developed, before ground disturbance occurs, to allow for culturally appropriate management of any discoveries of suspected or actual heritage material.	DPLH, City



ADDITIONAL INFORMATION	ADDITIONAL INFORMATION	APPROVING AUTHORITY
Foreshore Reserve Management Plan (or similar)	A Foreshore Management Plan is required to be submitted to support proposals adjacent the Canning River, or where development is proposed within the foreshore/ flood fringe/ floodway area	WAPC, City, DWER
Identification and protection of vegetation worthy of protection	Subdivision plan to show the location of significant trees 'to be retained' based on results of Significant Tree Survey and any other requirements of PLN 2.4 Landscape Feature and Tree Preservation.	WAPC, City
Local Development Plan(s)	For lots as required by the City/WAPC in order to overcome localised planning issues and for sites identified as designated landmark sites as per <b>Plan 1.</b>	WAPC, City
Development Application Stage (where applicable)		
UWMP / Stormwater Management Plan	Detailing the specific drainage requirements for future development.	City, DWER
Transport Impact Statement (TIS) or Assessment (TIA)	<p>Where individual developments have moderate impact (10 – 100 vehicle trips in the peak hour) a TIS is to be provided.</p> <p>Where individual developments have high impact (&gt;100 vehicle trips in the peak hour) a TIA is to be provided.</p> <p>The TIS or TIA is to demonstrate the proposal is consistent with the Precinct SP and provide a greater level of details of any transport planning issues specific to the subdivision or development.</p> <p>Refer to WAPC Transport Impact Assessment Guidelines (August 2016) for more details on TIS and TIA requirements.</p>	City
Servicing Report	Where in the opinion of the local government a development proposal is likely to exceed the capacity of the existing utility infrastructure network, the proponent is required to prepare and submit a utility infrastructure assessment to demonstrate that the subject proposal is capable of being serviced with all essential utilities based on existing network capacity or proposed upgrades.	City, Water Corp, Western Power, ATCO Gas

ADDITIONAL INFORMATION	ADDITIONAL INFORMATION	APPROVING AUTHORITY
Landscape Concept Plan	<p>The proponent is required to demonstrate that onsite landscaping is consistent with the guidance provided by State Planning Policy 7.3 - Residential Design Codes and/or the City's relevant Scheme provisions and policy guidance, and in addition is to identify:</p> <ul style="list-style-type: none"> <li>• Measures taken to ensure that verge landscaping and mature trees are not impacted by the development design or damaged during construction; and</li> <li>• Opportunities to increase landscaping within the adjacent public realm, or undertake landscaping immediately abutting the public realm to provide shared benefit.</li> </ul>	City
Identification and protection of vegetation worthy of protection	Development plans to show the location of significant trees 'to be retained' based on results of Significant Tree Survey and any other requirements of PLN 2.4 Landscape Feature and Tree Preservation.	City
Noise & Vibration Assessment	<p>Lots adjacent to the railway and major roads including Albany Highway may be affected by noise and vibrations.</p> <p>Where lots are located within the Noise and Vibration Assessment trigger distance, further assessment of the traffic noise impacts from the railway and such major roads is to be undertaken at each impacted stage of development in accordance with SPP 5.4.</p>	City
Heritage Management Plan	Condition DA (to accompany development application)	DPLH, City
Signage Strategy	A signage strategy is to be prepared at relevant development application stages to outline the location and nature of signage.	City

# Part Two

## *Explanatory Report*



# 1.0 Introduction

## 1.1 Purpose

The Precinct SP provides a framework for the planning and development of the area by providing a holistic long term vision and implementation framework for the Kelmscott District Activity Centre. The heavy commercial and retail focus along Albany Highway, established suburban residential development within the peripheral areas, high level of amenity afforded by the riverine environment and excellent access to alternative modes of transport as currently existing are important characteristics that will support and enhance the future redevelopment of the Precinct SP area.

The City of Armadale currently has a total population of approximately 90,000 persons and is estimated to reach approximately 144,827 persons by 2036. Planning for the Precinct SP area is required to accommodate not only future growth of the centre, but also a changing appreciation for the urban form of the centre with a greater emphasis on denser forms of living in close proximity to public transport, commercial precincts and town centre locations.

The report is intended to guide decision making by all stakeholders, including Local and State Government, landowners, business owners, residents and investors.

## 1.2 Precinct Plan Area

The Kelmscott District Activity Centre Precinct SP applies to the land contained within the inner edge of the line denoting the Precinct SP area boundary on **Figure 1**.

The Precinct SP area is located within the City of Armadale and is dispersed either side of Albany Highway for a length of approximately 1.5 kilometres (km), generally bound by Turner Place to the north, Brookton Highway to the south, the Canning River/Clifton Street to the east and Railway Avenue (Armadale passenger railway) to the west.

The Precinct SP area is approximately 57.4407 hectares (ha), and is a mix of private land ownership (the predominant ownership type), Crown Reserves (some vested with the City) and State Government landholdings. At the time of preparing this report the Precinct SP area consists of approximately 51 privately owned land parcels.

The Precinct SP boundary has been determined based on an analysis of the site context and relevant considerations as outlined in Appendix 2 of the SPP 7.2 Design Guidelines, in addition to other considerations as summarised in **Table 2** below.

Table 2: Precinct Boundary Considerations

POTENTIAL CONSIDERATION	RESPONSE
Higher order strategic directions	
Target dwelling yields	<p>A yield assessment has been undertaken for the Precinct SP area focusing on a 400m walkable catchment of the two central points within the Town Centre. The yield assessment has demonstrated that the required residential density of 30 dwelling per hectare as required by the WAPC's SPP 4.2 can be achieved based on the current zoning and density coding within the 400m walkable catchments of the Town Centre. The outcomes of the assessment are summarised as follows:</p> <ul style="list-style-type: none"> <li>• Approximately 33.64 ha of urban land within the 400m walkable catchment.</li> <li>• 30 dwellings per ha of urban land equates to 1,009 dwellings.</li> </ul> <p>Theoretically, the dwellings target could be achieved based on the current zoning and density coding equating to 1,009 dwellings based on a minimum plot ratio of 0.8 (R60 equivalent) and a 25% uptake.</p> <p><i>Note: the District Centre zone currently doesn't limit residential density or plot ratio and land on the eastern side of the railway line has a split density coding and criteria to achieve R60 or R80.</i></p> <p>Implementing the redevelopment potential as determined through the yield assessment can achieve the assigned target (as a minimum).</p>



Identified activity centres	<p>The town centre has an elongated shape along Albany Highway, therefore it is appropriate to identify two central points within the Town Centre from which to measure the 400m walkable catchment from. These two points are in proximity to the two main shopping/activity areas, being the Kelmscott Plaza and Stargate Kelmscott, whilst also being in proximity to the train station, bus terminal and new station plaza.</p> <p>The Precinct SP identifies a 'core' and 'transition' (frame) area to ensure an appropriate transition to surrounding residential areas.</p>
Existing land use pattern and zoning	
Land uses, Zones, Reservations	<p>Logical boundary based on existing zoning of Town Planning Scheme No. 4 (TPS 4):</p> <ul style="list-style-type: none"> <li>• land zoned District Centre</li> <li>• the Armadale Redevelopment Scheme Area east of, and including, the Armadale Rail Line (due to be normalised post completion of the METRONET Denny Avenue Level Crossing Removal Project)</li> <li>• residential land to the south extending generally to Ottaway Street/ Brookton Highway</li> </ul> <p>Focus on District Centre zone land only toward the northern and southern extents supports development of the central 'core' area while providing a suitable entry statement to the centre and allowing investigation of non-core commercial and mixed use opportunities.</p> <p>Excludes the area of land subject to TPS 4 Amendment 100 recently approved by the Minister, which increased residential density codes west of the Kelmscott Train Station and Armadale Rail Line.</p> <p>Largely excludes the area of land subject to the recently approved TPS 4 Amendment 89 (except for minor encroachment) which is currently awaiting approval by the WAPC and also seeks to modified residential density codes south of the Town Centre.</p> <p>The resultant design outcomes envisaged for the Amendment 89 and 100 areas and Precinct SP area will ensure a cohesive identify and built form character. Amendments 89 and 100 included additiional mechanisms to protect existing vegetation.</p> <p>Excludes the areas of land to the east within the Canning River Clifton Street Precinct and, to the south, the residential character areas associated with/ transitioning to the River Road Heritage Area Local Planning Policy area.</p> <p>The proposed precinct plan boundary includes a diverse range of uses including residential, retail, office, commercial, restaurants, cafes, medical and community type uses, generally situated in the 'core' area.</p>
Existing land ownership	
Tenure, Degree of fragmentation, Public/private	<p>Land within the precinct plan area is a mix of private land ownership (the predominant ownership type), Crown Reserves (some vested with the City) and State Government landholdings.</p> <p>Privately owned land comprises generally of larger parcels with minimal land fragmentation. These larger parcels of land presenting the opportunity for redevelopment opportunities, in addition to land other key government landholdings.</p> <p>Maintaining the recently-introduced zoning and development controls east of the Armadale Rail Line (TPS 4 Amendment 100) affords a measure of certainty to DevelopmentWA for business case preparation prior to development of vacant Merrifield Avenue landholdings.</p>

Existing land ownership	
Major roads, Railways	<p>Physical characteristics/features such as the railway line, Albany Highway and river represent logical boundaries to the precinct.</p> <p>The railway line, in particular, is a clear physical barrier channelling both vehicular and pedestrian movement to the western side of the Town Centre to a limited number of thoroughfares.</p> <p>It is not considered necessary to address areas west of these physical barriers in the precinct planning process as these areas have been the subject of recent rezoning proposals.</p> <p>The physical barrier of the railway line is being addressed through the separate METRONET planning with respect to providing a physical connection across the railway line.</p> <p>Whilst Railway Avenue is located outside of the Precinct SP area, the movement network and pedestrian connections for the Precinct SP area and broader area have been carefully considered to ensure a comprehensive network is achieved.</p>
Waterways, Water management	<p>The eastern boundary of the Precinct SP is considered a logical urban boundary of the precinct as it will ensure that the balance area between the Precinct SP eastern boundary and the Canning River can be treated as a separate heritage/character area and guided by a separate planning framework (LPP 3.9).</p> <p>Opportunities to enhance urban ecology and connectivity including detailed examination of urban drains in the balance area will require targeted and ongoing consultation with the Water Corporation.</p>
Transport infrastructure	
Existing and proposed train and major bus stations	<p>The Kelmscott Train Station and bus interchange is a key landmark/focal point within the Town Centre and is located in close proximity to the northern point from which the 400/800m walkable catchment is measured from.</p>
Other considerations	
	<p>The Precinct SP boundary has been supported by Council through the initiation of the project and has been the subject of early consultation with Elected Members, key government stakeholders, landowners, business operators and the community.</p>

## 1.3 Objectives

The Precinct SP seeks to facilitate the redevelopment of the centre to:

- Accommodate future growth of the centre within proximity to public transport, commercial precincts and other non-residential land uses based on transit oriented development (TOD) and activity centre principles.
- Enhance the quality of the built form and amenity of the place through appropriate building heights, setback controls and architectural design guidance appropriate to the context.
- Provide a mix of land uses and public realm enhancements that responds to the needs of the community and encourages activity.
- Encourage built form and public realm design that creates a unique sense of character and celebrates the history of the place.
- Improve the public realm through high quality landscaping and amenity, retention of existing trees and new tree planting, pedestrian linkages, signage and wayfinding.
- Increased residential density and diversity that supports the targets established through government policy.
- Encourage sustainable and quality built form outcomes that provide social, economic and environmental benefits.







# 2.0 Site and Context Analysis

## 2.1 Physical Context

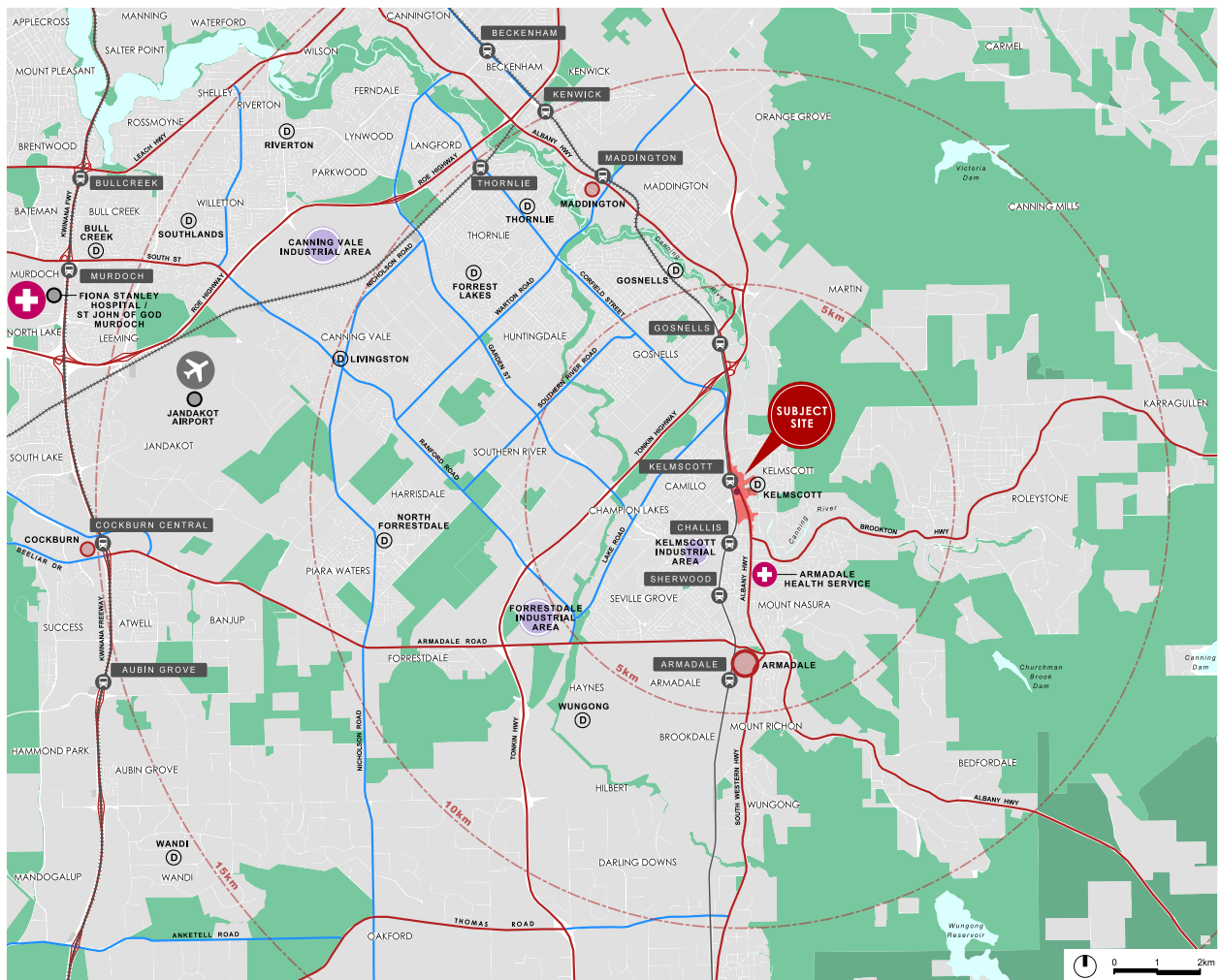
### 2.1.1 Regional Context

The Kelmscott District Activity Centre is located within the municipality of the City of Armadale. The Precinct SP area is located approximately 30km from the Perth Central Business District (CBD) in Perth's southeast.

The Precinct SP area is a District Centre within the Perth and Peel Activity Centre Hierarchy outlined in the WAPC's State Planning Policy 4.2 (SPP 4.2) and Draft

SPP 4.2 (Aug 2020). SPP 4.2 recognises that the focus of district centres is to service the daily and weekly needs of residents and provide services, facilities and job opportunities to the catchment. The Kelmscott District Activity Centre catchment extends approximately 10km and includes the Armadale locality.

Other activity centres in proximity to the Precinct SP area include higher order centres of Armadale City Centre



#### LEGEND

##### Boundaries

Kelmscott Precinct Structure Plan Area

##### Environment

State Forest  
 Regional Open Space  
 Waterways

##### Infrastructure

Railway Line  
 Railway Station  
 Airport  
 Primary Regional Roads  
 Other Regional Roads

##### Centres / Precincts

1. Kelmscott Industrial Area  
 2. Forrestdale Industrial Area  
 2. Canning Vale Industrial Area  
 1. Armadale Health Service  
 2. Fiona Stanley Hospital / St John of God Murdoch

##### Centres / Precincts

Strategic Metropolitan Activity Centre  
 Secondary Activity Centre  
 Specialised Activity Centre  
 District Activity Centre

Figure 2: Regional Context



and Cannington, which are both identified as a Strategic Metropolitan Centres and located approximately 4km and 14km from the Precinct SP area respectively.

The Precinct SP area is strategically located along Albany Highway and the Armadale passenger railway line. This portion of Albany Highway includes diverse range of uses including residential, retail, office, commercial, restaurants, cafes, medical and community related uses. The Precinct SP area includes the Kelmscott Train Station which provides direct connectivity between Armadale and the Perth CBD.

The Canning River and its environs which runs along the eastern boundary of the Precinct SP area is a significant waterway and recreation facility with environmental qualities.

These regionally significant assets and infrastructure support the potential future growth of the Precinct SP area, providing land use and intensification opportunities, regional connectivity and open space and community facilities for the changing and growing community.

## 2.1.2 Local Context

### 2.1.2.1 Historical Context

Kelmscott has a rich European and Aboriginal history, being one of four initial townsites established in the Swan River Colony. The Canning River was used by traditional owners as a regular route to access the Darling Ranges from the plain. The area around what is now Kelmscott was known as Goolamrup, related to the word goolam, meaning 'young man'

#### Early Colonial Period: 1829-1850

Kelmscott was proclaimed a town on 6 July 1830 (named after the Oxfordshire birthplace of Archdeacon T. H. Scott), and land was taken up in the area. The district was a remote rural outpost, with Kelmscott the small service centre. Few colonists settled successfully in Kelmscott, although a small, steady stream attempted to. The Canning River proved not to be a navigable waterway for most of the year.

Kelmscott's early land-use was circumscribed by Government regulation. These rules covered tree-felling, land clearing, fencing and housing. Only a few examples

of the early housing and structures in the Kelmscott/ Armadale District have survived.

#### Late Colonial Period: 1850s-1880s

Work began in 1851 constructing the Perth to Albany road, using convict labour. As part of the road works, a bridge was constructed over the Canning River near Kelmscott.

#### Diversification and Growth: 1890s-1914

At Kelmscott, the town reoriented away from the original, river-based townsite to have the railway as its focus.

The opening of the Perth-Bunbury railway occurred in 1893 radically reducing the district's isolation and boosting development. Kelmscott had a station from the outset, however Armadale was a listed stopping place with no station for several years.

#### Consolidation and The Second World War and Post-War Expansion: 1915-1939 and 1940-1960

Armadale increasingly attempted to promote itself as the service centre for the whole district. Determined to maintain its own identity, Kelmscott duplicated many services found in Armadale.

Armadale-Kelmscott residents embraced the war effort during World War Two. As early as 1944, the Roads Board began cooperating with government planning for post-war workers' housing in the district. More than half the residences constructed in the district under government schemes by this time were designed for purchase by low-income working families, especially returned service personnel.

Community facilities such as health clinics, schools and entertainment and sporting facilities were established within the Armadale and Kelmscott districts to support the post-war expansion. Kelmscott matured as a suburban centre in the late 1960s and 1970s, with continued development and future opportunities to the present day.

#### 2.1.2.2 Existing Land Uses

The Precinct SP area is characterised by a broad range of land uses typical of a suburban district centre. Commercial and retail uses are predominantly located within the 'District Centre' zone of TPS 4, and are

focused between the railway line to the west, Page Road to the east/north and Davis Road to the south. Common uses include retail shops, supermarkets, cafes, restaurants, offices and small showrooms. Community and health related uses are also dispersed across the Precinct SP area.

Residential uses are located on the periphery of the Precinct SP area and comprise predominantly of single detached dwellings and a small number of grouped dwellings.

The following strategic land uses are located within 800m of the Precinct SP area:

**Education:**

- Kelmscott Primary School
- Kelmscott Senior High School
- Clifton Hills Primary School
- John Wollaston Anglican Community School
- Westfield Park Primary School
- Good Shepherd Catholic Primary School

**Public Open Space and Recreation Areas:**

- Rushton Park
- Lloyd Hughes Park
- Frye Park
- Westfield Park Reserve/Camillo Wetland

**Medical:**

- Armadale Health Services campus

**2.1.2.3 Existing Built Form**

The standard and amenity of existing built form throughout the Precinct SP area varies. Non-residential development and recent medium density residential development have not met high quality or contemporary built form/architectural design expectations. Built form along Albany Highway generally has a highway/car based interface with existing urban fabric and public spaces/streets and lacks clear, defined character. Recent residential redevelopment has resulted in built form issues (appropriate and desirable building bulk and height) and local amenity issues (privacy, noise, parking and traffic). Established single detached dwellings

are generally of a higher standard with a distinct local character.

There are also a number of sites across the Precinct SP area identified on the City's Local Heritage Survey, City of Armadale Municipal Inventory and Heritage List and Armadale Redevelopment Area Heritage Inventory, which warrant varying levels of protection. The identified heritage sites are shown on **Plan 1**.

**2.1.2.4 Accessibility and Connectivity**

Movement to, from and around the Precinct SP area is supported by a number of major transport infrastructure links including Albany Highway and public transport network, including dedicated cycle paths. East-west pedestrian permeability throughout the Precinct SP and crossing opportunities across Albany Highway are limited.

The METRONET project resulted in the closure of the at-grade rail crossing at Denny Avenue in April 2021, and progressively over the remainder of 2021 saw the establishment of the rail underpass at Davis Road. The area is also accessed by five bus routes.

**2.1.2.5 Existing Public Realm**

The Precinct SP area has reasonable access to open space and public realm amenity through the Canning River foreshore and formalised areas of POS through Fancote Park and the Bush Forever Site 246. The Station Plaza provides a more urban shared space offering opportunities for passive recreation and gathering.

Generally speaking, streets are characterised by inadequate street trees/shading, large expanses of car parking, limited pedestrian crossings, lack wayfinding and predominance of hard surfaces. These public realm impacts largely arise from recent infrastructure projects in Kelmscott and the landscape works remaining incomplete.

The road network provides some high amenity streets, but there are also a number of streets which lack suitable infrastructure to encourage pedestrian movements and streetscape activity.

Further analysis of the existing public realm qualities and characteristics is documented in the Place Audit Report contained at **Appendix G**.





Figure 3: Local Context



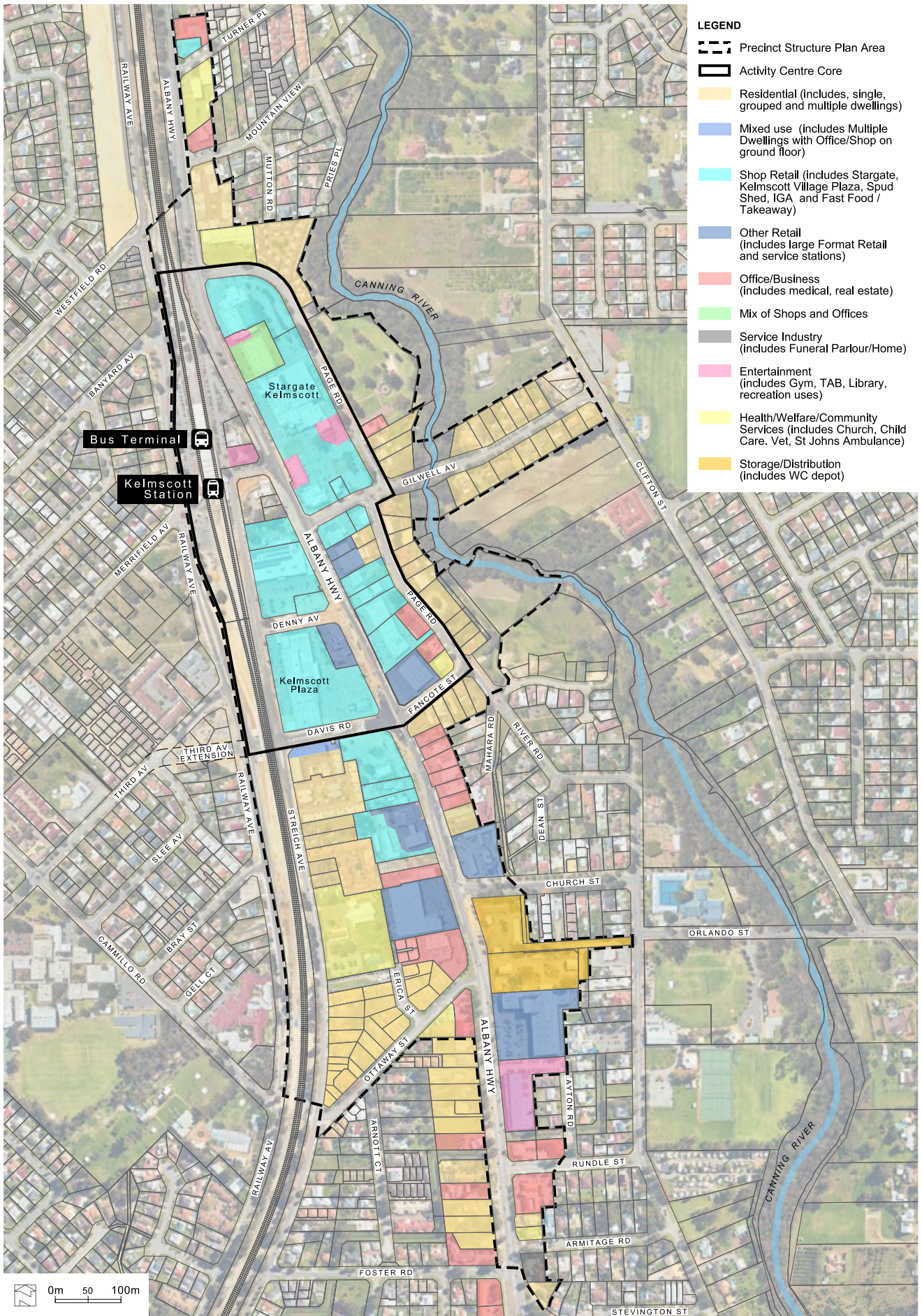


Figure 4: Existing Land Uses



## 2.2 Community Context

### 2.2.1 Demographic Summary

A demographic summary outlining key demographic considerations which have informed the preparation of this Precinct SP is shown on **Figure 5**. Planning for the Precinct SP area requires an understanding of the demographic context and unique characteristics of the people who live, work and play in the Precinct SP area. The community profile for the Precinct SP area based on 2016 and 2021 ABS Census Data is summarised as follows:

- An older population when compared to Greater Perth with a median age of 44 compared to 37 for Greater Perth.
- A higher median household income compared to Greater Perth with a median weekly household income of \$934 compared to \$1,865 in Greater Perth.
- A higher-than-average proportion of workers employed in Retail Trade, Manufacturing, Transport, Postal and Warehousing and Wholesale Trade, whilst having less Professional, Scientific and Technical Services and Education and Training than the Greater Perth area.
- A higher proportion of individuals employed in technical and trades roles with a considerably lower amount of managers and professionals than in the Greater Perth area.
- Similar labour force status statistics as Greater Perth, however a lower proportion of part time workers and a higher proportion of those unemployed and looking for work.
- The primary mode of transport to work is by car. Walking and cycling to work is low.

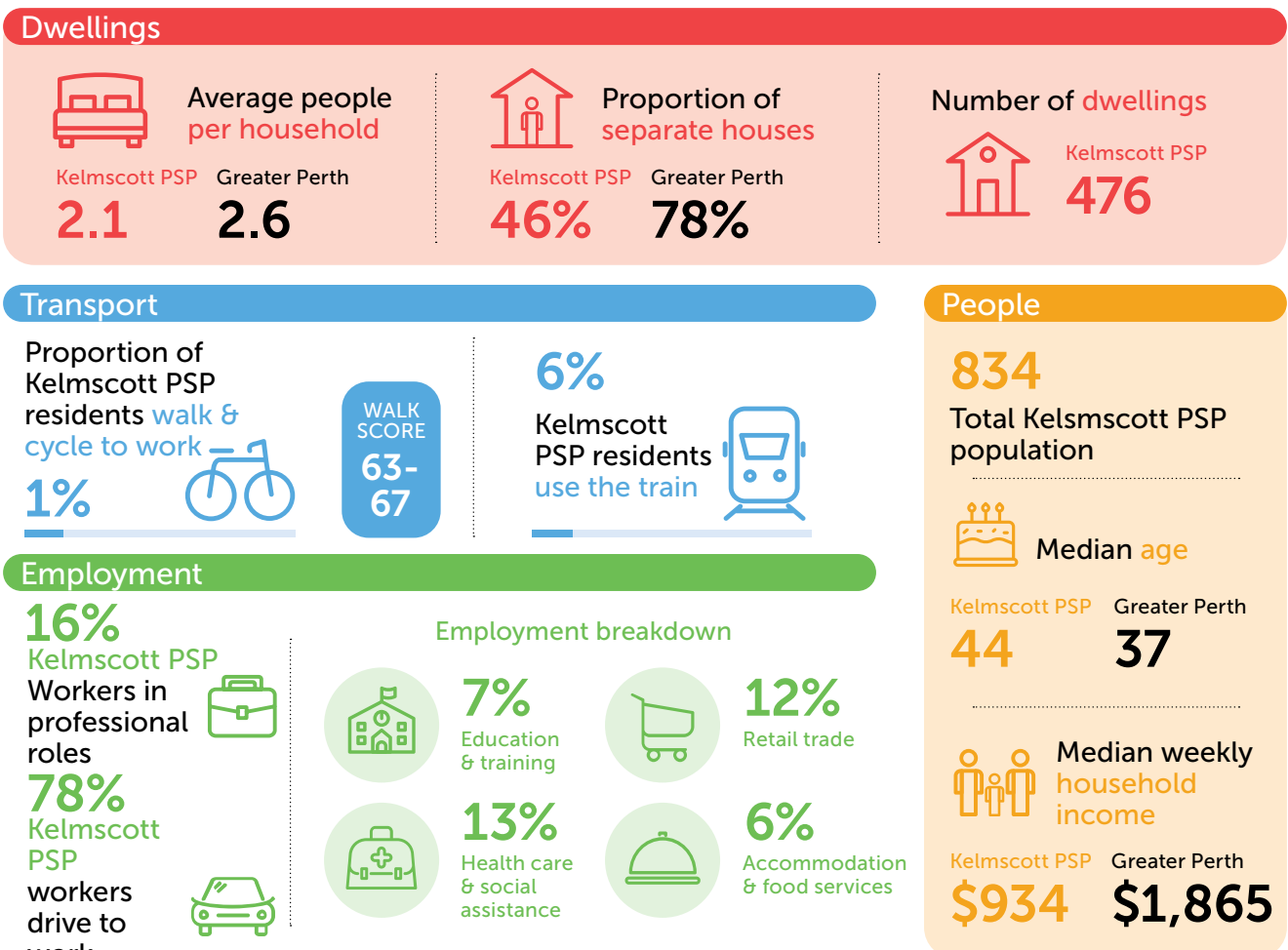


Figure 5: Demographic Summary (Source: ABS Census 2016 and 2021 (Statistical Area 2))

## 2.3 Governance Context

### 2.3.1 State Planning Strategy 2050

The WAPC's State Planning Strategy is the lead strategic planning document within State Government and provides a strategic context and basis for the integration and coordination of land-use planning and development across state, regional and local jurisdictions. The Strategy guides, shapes and informs the hierarchy of State, regional and local planning tools, instruments and decisions within the Western Australian planning system.

The Strategy proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

In planning for the future of the Precinct SP area, the State planning principles for coordinated and sustainable development are highly relevant to the vision and objectives of the Precinct SP area. Guidance provided by the principles and the strategic goals recognise it is of key importance when planning for the Precinct to prioritise community-specific development that is responsive to the Kelmscott community and wider City needs; supports economic diversity and innovation; and builds inclusive and connected communities.

### 2.3.2 Perth and Peel @3.5 Million and the Central Sub-Regional Planning Framework

The WAPC's Perth and Peel @ 3.5 million land use planning and infrastructure framework (2018) sets out an overarching framework for the City with a population of 3.5 million people by 2050. The Perth and Peel @ 3.5 million strategic suite of documents includes four planning and infrastructure frameworks for the Central, North- West, North-East and South Metropolitan Peel subregions provide guidance on sustainable development over the next three decades.

The Perth and Peel @ 3.5 million spatial plan identifies the Precinct SP area as 'urban zone – developed'. The activity centres plan identifies Kelmscott as a 'district centre' consistent with its designation under State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP 4.2).

The Framework aims to establish a long-term, integrated planning framework for land use and infrastructure to guide future growth across the subregion, and identifies the subject site as a 'district centre' consistent with its designation under SPP 4.2.

In accordance with the Framework, the City of Armadale has a target to plan for the provision of 64,910 additional dwellings and additional population of 95,110 persons by 2050 to support a total Perth metropolitan population of 3.5 million people.

The Precinct SP supports sustainable and connected growth by increasing residential development in and around the Kelmscott activity centre, linked by a robust movement network. The Precinct SP also responds to targets for land use diversity and residential density as required by state planning legislation and will be achieved through proposing dwelling targets, providing housing diversity and recreational opportunities in a highly accessible location.

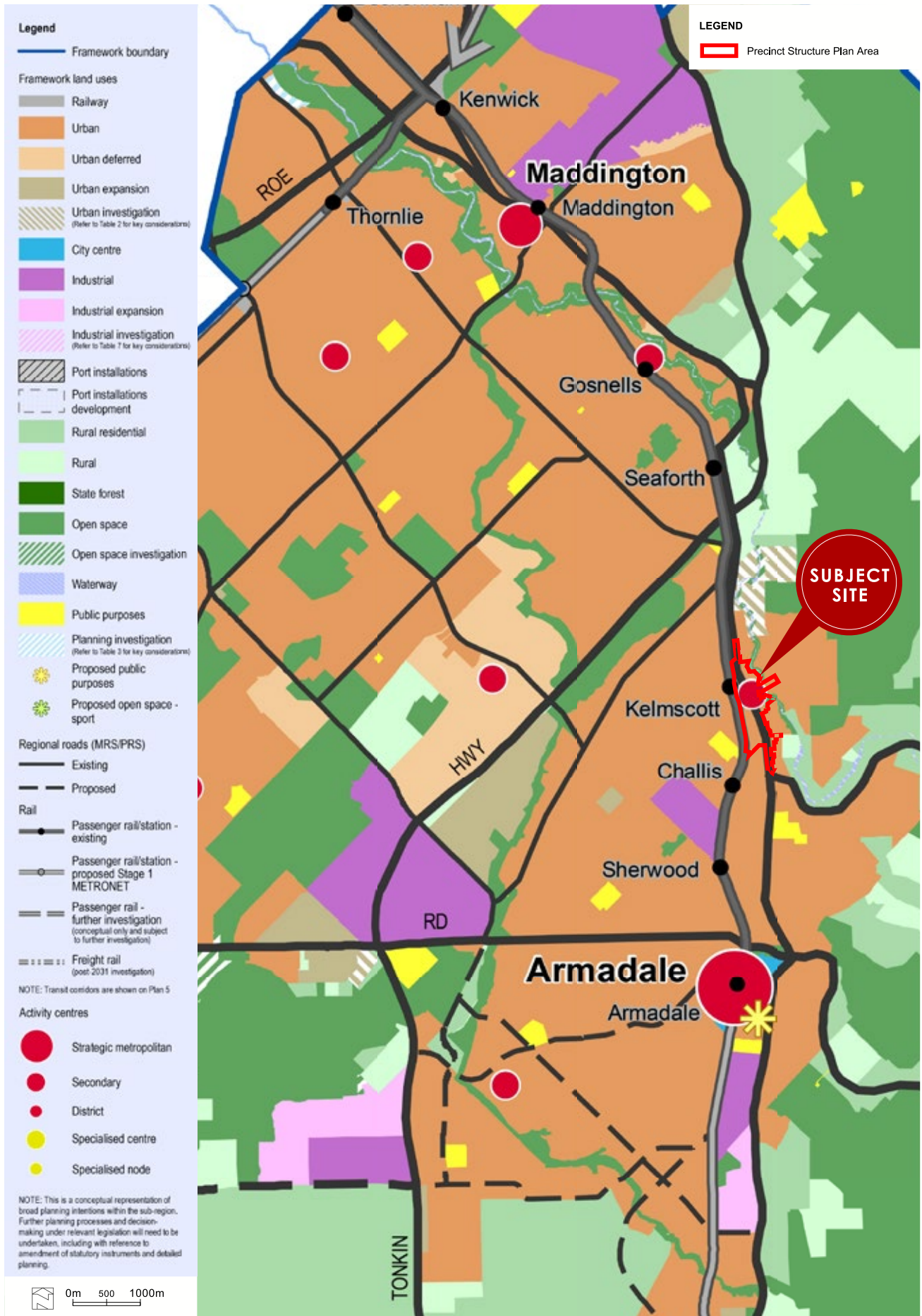


Figure 6: Extract of Perth and Peel @3.5 Million - South Metropolitan Peel Sub-Regional Planning Framework

### 2.3.3 Metropolitan Region Scheme

The Precinct SP area is primarily zoned 'Urban' under the Metropolitan Region Scheme (MRS) with land abutting the Canning River zoned 'Rural' (as shown in **Figure 7**). Albany Highway is reserved as a 'Primary Regional Road', the railway line is reserved as 'Railways' and the open space area north of Saddlers Retreat is reserved as 'Parks and Recreation'. A Bush Forever Area Notice of Designation is also located over the Canning River and associated environs (Bush Forever Area 246).

An area of land generally bound by Westfield Road to the north, Davis Road to the south, Albany Highway to the east and Railway Avenue to the west is located within the Armadale Redevelopment Area 2020 and subject to the Armadale Redevelopment Scheme 2. Under Section 51 of the Metropolitan Redevelopment Authority Act 2011, any planning scheme that applies to the Armadale Redevelopment Area 2020 ceases to apply. However, proposed Amendment No. 112 to TPS 4 proposes the reintroduction of this area into the City's TPS 4 (commonly referred to as 'normalisation') in order for the City to reassume planning control over this land.

Development within this area will facilitate redevelopment of the Kelmscott Station Plaza and enable works required for the Denny Avenue Level Crossing Removal (LXR) project under the State Government's METRONET project.

### 2.3.4 City of Armadale Town Planning Scheme No. 4

The Precinct SP area includes a combination of zones under the City of Armadale Town Planning Scheme No. 4 (TPS 4), such as the 'District Centre' zone, 'Special Residential' zone (R5) and 'Residential' zone (R15/40) (as shown in **Figure 8**). Much of the District Centre zone that is located on the periphery of the central area of the Precinct SP is impacted by 'Restricted Use No. 1, No. 2 and No. 11' which differentiates land use planning between the centre 'core' and 'non-core' areas as outlined in Schedule 3 of TPS 4.

Fancote Park is reserved 'Parks and Recreation' under the local scheme with the abutting portion of Page Road zoned 'Special Use 1', which requires development approval from the WAPC. Areas abutting the Canning River and associated environs are located with 'Special Control Area – Flood Prone Areas – Floodways' and 'Special Control Area – Flood Prone Areas – Flood Fringes'.

Consistent with the MRS, Albany Highway is reserved 'Primary Regional Roads', land relating to the railway line is reserved 'Railways' and the open space area north of Saddlers Retreat is reserved as 'Parks and Recreation'.

The City of Armadale is the responsible authority for planning and development within its municipality, with the exception of those areas under the jurisdiction of DevelopmentWA pursuant to the provisions of the Metropolitan Redevelopment Authority Act 2011. Under Section 51 of the Metropolitan Redevelopment Authority Act 2011, any planning scheme that applies to the Armadale Redevelopment Area 2020 ceases to apply. Proposed Amendment No. 112 to TPS 4 proposes to include DevelopmentWA's Kelmscott Precinct into the TPS 4 boundary in order for the City to reassume planning control over the Precinct, currently under the control of DevelopmentWA when the Redevelopment Area is rescinded.

To ensure that there is continuity between TPS 4 and the Precinct SP, amendments to TPS 4 will be required to include all the relevant changes necessary to ensure its alignment with the Precinct SP. This will also include a review of Restricted Uses No. 1 and No. 2 and land use permissibility to ensure proper alignment and relevance.



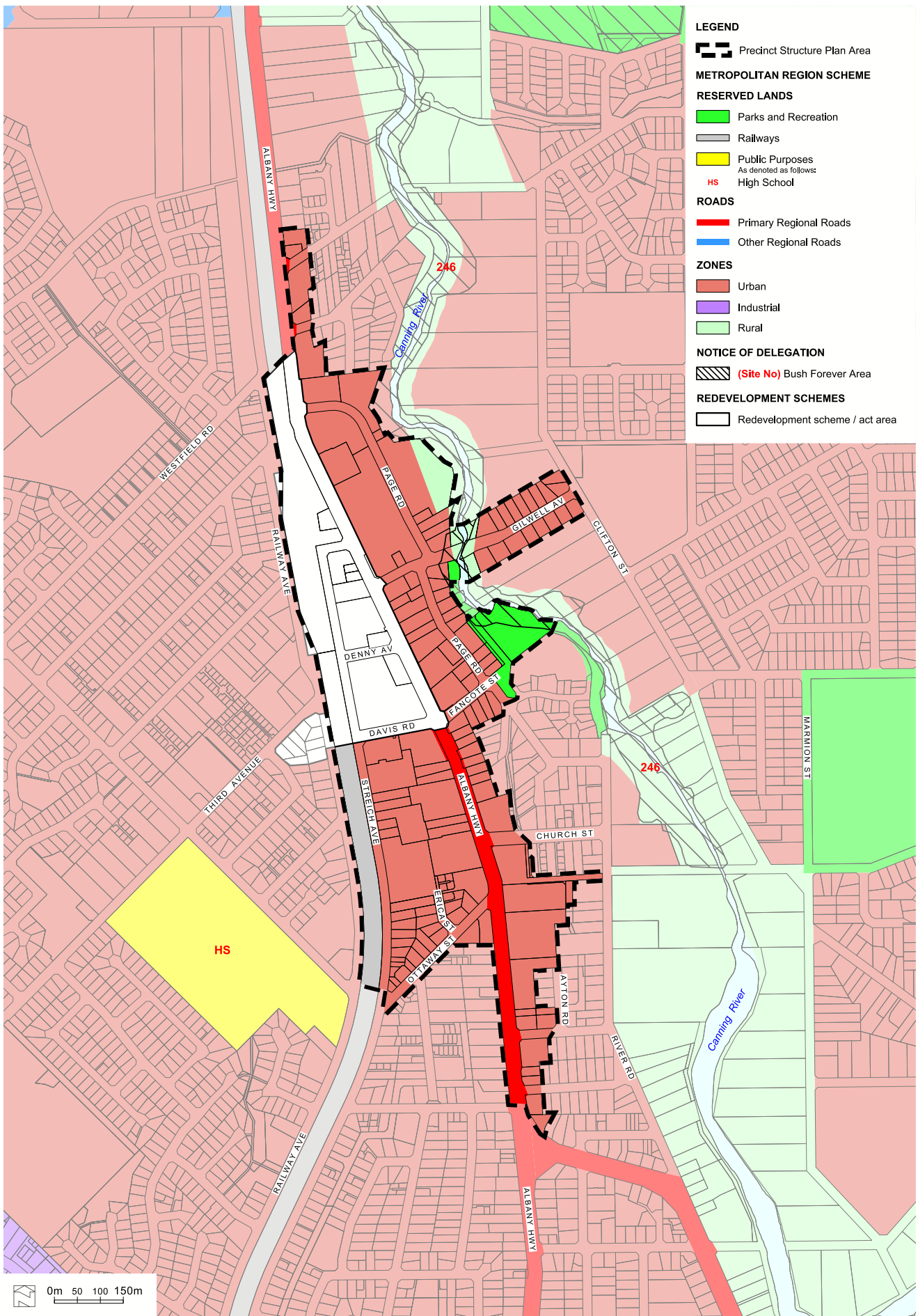


Figure 7: Extract of the Metropolitan Region Scheme



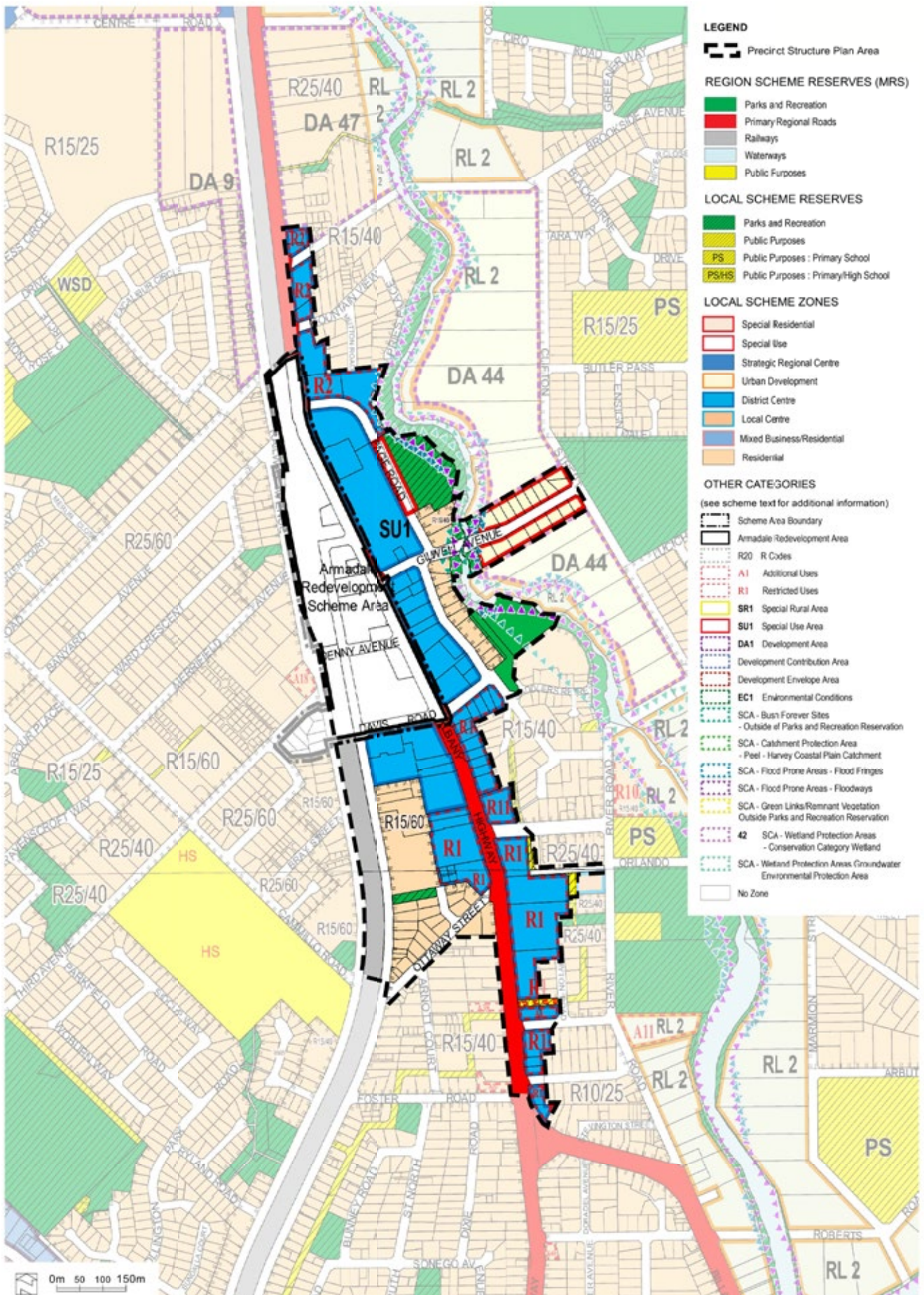


Figure 8: Extract of the City's Town Planning Scheme No. 4

## 2.3.5 State Planning Policies

### 2.3.5.1 State Planning Policy 2.10 Swan-Canning river system

The WAPC's State Planning Policy 2.10 – Swan-Canning river system (SPP 2.10) applies to the Swan and Canning rivers and their immediate surroundings.

SPP 2.10 provides a context for consistent and integrated planning and decision making in relation to the river; and ensures that activities, land use and development maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values.

The Precinct SP area is located immediately adjacent a portion of the Canning River foreshore area. SPP 2.10 outline the following policy measures with respect to the 'Upper Canning and Southern rivers', of which have been taken into consideration in the planning for the Precinct SP area with respect to land use designation, public realm design and water management practices.

- improve public access to the river
- protect river banks in their natural state
- enhance surface and sub-surface water capacities flowing into the river
- ensure development meets environmental water requirements, where they have been set
- maintain and enhance riparian vegetation and habitats
- ensure that development, including earthworks associated with subdivision, complements the landscape values of the area and the Darling Scarp
- protect places of cultural significance

### 2.3.5.2 State Planning Policy 4.2 Activity Centres for Perth and Peel

The WAPC's SPP 4.2 details the distribution, function, broad land use and urban design criteria of activity centres, and the coordination of land use and infrastructure planning.

The Precinct SP area is identified as 'District Centre', with a focus on servicing the daily and weekly needs of residents. The centre should also service the catchment by providing services, facilities and job opportunities.

SPP 4.2 identifies a service population (trade) area of 20,000-50,000 persons and a residential density target of 20 (minimum) and 30 (desirable) per gross hectare within a 400m walkable catchment.

The Precinct SP area's identification as a 'District Centre' will require the preparation of an activity centre structure plan (now referred to as Precinct Plan) where shop-retail floorspace exceeds 20,000m<sup>2</sup> NLA to be approved by the WAPC.

### 2.3.5.3 Draft State Planning Policy 4.2 Activity Centres for Perth and Peel (Aug 2020)

Consistent with the existing SPP 4.2, the WAPC's Draft SPP 4.2 provides a hierarchy and network of activity centres that meets community need and provides social, economic and environmental benefits.

The Precinct SP area is identified as 'District Centre'.

A residential density target of 30 dwellings per gross urban zone ha applies within a 400m walkable catchment of a district centre.

Draft SPP 4.2 states that a precinct structure plan is to be prepared for strategic, secondary, district and specialised activity centres and endorsed by the WAPC.

Any major development must satisfy relevant requirements of State Planning Policy 7.2 Precinct Design and Precinct Design Guidelines.

For established district centres, a proposal is considered a 'major development' if the net additional floorspace is 5,000m<sup>2</sup> NLA.

This Precinct SP has been prepared to support the classification as a 'District Centre' under the established and planned activity centre hierarchy. The precinct plan is supported by a Retail and Employment Strategy as required by Draft SPP 4.2.

### 2.3.5.4 State Planning Policy 5.4 Road and Rail Noise

The WAPC's SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations.

This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise.



Where any part of a lot is within the specified trigger distance, an assessment against SPP 5.4 is required to determine the likely level of transport noise and management/ mitigation required.

In relation to the Precinct SP area, consideration will be given to SPP 5.4 in the context of railway noise and vibration associated with the Armadale passenger railway and vehicle noise associated with Albany Highway. A Transportation Noise Assessment has been undertaken by Lloyd George Acoustics. The recommendations of this assessment are discussed in more detail at Section 6.2.2.

#### **2.3.5.5 State Planning Policy 7.0 Design WA**

The WAPC's SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works.

#### **2.3.5.6 State Planning Policy 7.2 Precinct Design**

The WAPC's SPP 7.2 Precinct Design was gazetted and became operational on 19 February 2021. SPP 7.2 is supported by the Precinct Design Guidelines and Manner and Form suite of documents. This Precinct SP has been prepared in accordance with the relevant provisions of SPP 7.2 Precinct Design suite of documents.

This policy recognises the need to design and plan for a broader range of precinct-based contexts and conditions, including: activity centres, stations, urban corridors, and infill areas.

SPP 7.2 is to be applied to the subject site, being an activity centre defined by Draft SPP 4.2 and provides guidance for the preparation of precinct structure plans, which outlines land use, density and development (including built form), access arrangements, infrastructure, environmental assets and community facilities at a precinct scale to facilitate future subdivision and development.

As outlined in the SPP 7.2 Manner and Form guidance document, this Precinct SP aims to achieve excellent

built form and design outcomes, best possible vehicle and pedestrian movement networks, a vibrant and pedestrian focussed town environment and an appropriate development bonus framework to deliver valued public benefits in accordance with the key SPP 7.2 Design Elements.

In accordance with the Guidelines, the project involves early and continuous engagement and supported by an engagement strategy.

Determining the precinct boundary will be a key component of the initial stages of the project and will need to identify a precinct 'core' and 'frame'. For larger activity centres, it may be appropriate to identify a boundary at 800m (using the walkable catchment methodology).

#### **2.3.5.7 State Planning Policy 7.3 Residential Design Codes**

The WAPC's SPP 7.3 provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. Volume 1 of the R-Codes applies to all single house and grouped dwelling development, and apartments/multiple dwellings coded R35 and below. Volume 2 – Apartments of the R-Codes applies to apartments/multiple dwellings coded R40 and above and the residential component of mixed-use development.

The purpose of the policy is to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals.

The Precinct SP utilises built form controls from both Volume 1 and Volume 2 of the R-Codes to provide guidance for future development with some variations to the R-Code controls to ensure the future characteristics of the Precinct SP area achieve the desired vision.

The applicable density codings for the Precinct SP area are outlined on Plan All residential development shall be in accordance with the requirements of State Planning Policy 7.3 - Residential Design Codes (Volume 1 and Volume 2) unless specifically varied by Part 1 of this Precinct SP, and is to otherwise be read in conjunction with the Scheme.



The WAPC is also amending Volume 1 of the R-Codes to guide future medium density residential development. Once in effect, the policy will apply to single houses and grouped dwellings in areas coded R30 and above, and multiple dwellings coded R30-R60.

### 2.3.6 City of Armadale Local Planning Strategy 2016

The LPS sets out the long-term planning directions for the City of Armadale to 2030 and provides the background information which informs the City's TPS 4.

The vision for the strategy is to shape the City of Armadale's future development to create a city that is connected, progressive, strategic metropolitan community. The City also aims to create a liveable area where future generations value the environment, education and economic sustainability.

The strategies/action outlined in the LPS with respect to the subject site include:

- Increased densities will be provided around commercial centres at Kelmscott and Armadale, near local centres, proximate to railway stations and in other locations favourable for access to facilities subject to the achievement of high quality design. The review of density codes around the Kelmscott town centre via Amendments 100 and recently gazetted Amendment 89 to TPS 4 were informed by this action.
- Planning policy provisions will be included over time to introduce appropriate urban design controls for specific areas (since implemented via Scheme Amendment No. 89 and 100 and R-Codes Volume 2 – Apartments).
- Prepare a Centre Plan for the Kelmscott District Centre in conjunction with normalisation of the MRA Kelmscott precinct.

One of the key recommendations of the LPS is the need to prepare a Precinct Plan for the Kelmscott District Centre.

“ARC6. Prepare a Centre Plan for the Armadale Strategic Regional Centre in accordance with SPP 4.2 and a Plan for Kelmscott District Centre in conjunction with normalisation of the MRA Kelmscott Precinct”.

As documented in the Armadale Retail (Commercial) Centres Strategy (2020) supporting the LPS, the LPS supports the need for an activity centre plan for the Kelmscott District Centre to support development that has the potential to expand the centre's shop/retail floorspace from 22,574m<sup>2</sup> in 2016 to 25,000m<sup>2</sup> at 2041.

Consistent with the objectives of the LPS, the Precinct Plan will support the increase in density around commercial uses, centres and proximity to railway stations, subject to achieving high quality design.

The LPS provides the foundation for the review and updates required to TPS 4 zones to achieve the above.

### 2.3.7 Surrounding Structure Plans

#### 2.3.7.1 Canning River Clifton Street (South) Precinct Structure Plan

The surrounding context of the Precinct Plan area includes the Canning River Clifton Street (South) Precinct which is guided by a structure plan approved by the WAPC on 19 June 2017.

The structure plan identifies land for the purposes of residential development (R40, R60, R80), public open space and future foreshore reserve.

The majority of the structure plan is located within a 800m walkable catchment of the Kelmscott Train Station.

A two storey building height limit applies for new development fronting Clifton Street.

The location and planning for the Precinct Plan will be guided by surrounding development areas and structure planning and provides context for the establishment of residential density targets and land use within a 800m walkable catchment of the Kelmscott Train Station.

#### 2.3.7.2 Outline Development Concept Plan Precinct 4

The surrounding context of the Precinct Plan area includes land referred to as 'Precinct 4' (residential area bounded by Camillo Road, Third Avenue, Railway Avenue and Merrifield Avenue) which is guided by an outline development plan (ODP) last modified by the City on 22 March 2010. ODPs are now known as Structure Plans.

The ODP provides a framework for the coordination of development between landowners, providing guidance in terms of vehicle access, waste collection and streetscape improvements.

The requirements of PLN 3.1 Residential Density Development apply within the ODP area, with a residential density code up to R40.

TPS 4 now identifies land within the ODP area as 'Residential' with a split density code of R15/60.

The location and planning for the Precinct Plan will be guided by surrounding development areas and structure planning and provides context for the establishment of residential density targets and land use within a 400/800m walkable catchment of the Kelmscott Train Station.

### 2.3.8 Local Planning Policies

#### 2.3.8.1 Local Planning Policy PLN 3.8 Heritage Management and Incentives Policy

PLN 3.8 applies to all properties within the City's Scheme that are listed on the City's Local Heritage Survey, Heritage List, or located within a Heritage Area.

The Objectives of this Policy are:

- To promote public awareness of places of cultural heritage significance within the City of Armadale.
- To encourage the retention, conservation and promotion of heritage places located within the City of Armadale.
- In particular, encouraging development that reinforces heritage values outlined within the Local Heritage Survey.
- To recognise the commitment of property owners that conserve heritage places that provides benefit to the wider community.
- To provide assistance to owners with the conservation of places recognised as having cultural heritage significance within the City of Armadale.

The requirements of PLN 3.8 will be given due regard by the City in making recommendations to the WAPC for the development and subdivision of land subject to the City's Local Heritage Survey.

#### 2.3.8.2 Local Planning Policy PLN 5.1 Highway Development

PLN 5.1 aims to control the development of land along all Primary Distributor Roads in the interests of maintaining and improving their efficiency and safety. PLN 5.1 aims to ensure suitable highway access in line with the following policy objectives:

- To encourage the uninterrupted movement of traffic.
- To minimise conflicts between traffic passing, entering or leaving a property.
- To minimise conflicts between pedestrians and motor vehicles.

Albany Highway is identified as a Primary Distributor Road.

The Precinct Plan will need to consider the following requirements of PLN 5.1 as it relates to development along Albany Highway:

- No development will be permitted on properties fronting a Primary Distributor Road, unless they are permissible ("P" uses) under the City's Scheme or there is an alternative means of access from a lower order road.
- The City may give consideration to discretionary uses ("D" and "A" uses), and in the opinion of the City equal or lesser traffic generators than uses permitted ("P" uses) in the zone.
- The City may require cross easements and reciprocal rights of carriageway agreements where appropriate.
- Other matters as required to be addressed through determination of a DA.

PLN 5.1 will be used as a guide to assist the City in the assessment of proposals.

# 3.0 Stakeholder and Community Participation

## 3.1 Engagement Process

Stakeholder engagement has been a pivotal component of the project to encapsulate as many of the stakeholder’s practical and viable aspirations as possible. The City of Armadale Council has endorsed a stakeholder engagement process to support Precinct Structure Plan preparation. This includes a variety of engagement activities such as online community and business owner surveys, landowner and business owner workshops and formal public advertising of a proposed draft Precinct Structure Plan. An overview of the engagement process and methods is summarised below:

### Stage 1: Community and Business Online Surveys.

- Individual meetings with major landowners (Kelmescott Plaza, Stargate, Spud Shed and former Sizzler landholdings) – May 2021
- Online Survey: June - August 2021

### Stage 2: Landowner and Business Operator and Councillor Workshops.

- Councillor Workshop No. 1: Preliminary Issues, Opportunities & Constraints – 31 May 2021
- Councillor Workshop No. 2: Issues, Opportunities & Constraints – 5 August 2021
- Landowner and Business Operator Workshop No. 1: Place Vision – 31 August 2021
- Councillor Workshop No. 3: Draft Place Ideas Plans – 27 October 2021
- Landowner and Business Operator Workshop No. 2: Place Design – 18 November 2021
- Councillor Workshop No. 4: Draft Place Ideas Plans – 15 December 2021
- Councillor Workshop No. 5: Final Draft Place Plan – 15 February 2022

### Stage 3: Council considers Draft Precinct Structure Plan for advertising for public comment.

### Stage 4: Advertising of Precinct Structure Plan for public review and comment.

In addition to the above, the project team has met with the City Internal Working Group and Executive

Leadership Team at key milestones throughout the preparation of this Precinct SP. These groups comprised of technical officers and executives of the City and sought feedback on both strategic and technical aspects of the project.

A detailed overview of the engagement process and tasks is included in the Outcomes Reports contained at **Appendix H**.

## 3.2 Engagement Outcomes

Following the engagement process, feedback was consolidated to provide key outcomes related to the Precinct SP area for consideration in the development of the Precinct SP. Summary of the outcomes that have informed the principles and objectives underpinning this Precinct SP are outlined in **Table 3**.



Table 3: Summary of Engagement Outcomes

THEME	OUTCOME
Built Form	<ul style="list-style-type: none"> <li>• Improve the presentation, variety and quality of built form</li> <li>• Support for increased height – however, consider interface with surrounding lower-density residential development               <ul style="list-style-type: none"> <li>• 6 storey maximum east of Albany Highway, and 9 storeys west of Albany Highway</li> </ul> </li> <li>• Development setbacks for pedestrian/human scale and tree planting to be emphasised where 9 and 6 storeys is proposed</li> <li>• Improve the appearance of car parking areas</li> <li>• Create an environment that stimulates maintenance and uplift of existing buildings and car parks and encourage a sense of ownership</li> <li>• Consider incentives and funding opportunities</li> </ul>
Land Use	<ul style="list-style-type: none"> <li>• Encourage diversity of uses and uses that encourage people to visit and stay in Kelmscott (e.g., uses that stimulate night time economy, retail and F&amp;B)</li> <li>• Variety/type of development – Residential, Commercial, Mixed Use</li> <li>• Commercial land use preferred for Albany Highway (south of Fancote Street / Davis Road)</li> <li>• Opportunities for food and beverage/cafés close to the river</li> <li>• Increase activity in Fancote Park by encouraging uses that improve surveillance/safety and celebrate the history of the place</li> </ul>
Public Realm	<ul style="list-style-type: none"> <li>• Encourage family friendly spaces</li> <li>• Encourage street tree planting within car parking areas and along Albany Highway</li> <li>• Improve activation and use of Fancote Park and river surrounds</li> <li>• Create and celebrate character and cultural heritage of the area</li> </ul>
Movement	<ul style="list-style-type: none"> <li>• Urban spaces and shared space streets linking spaces and people</li> <li>• Pedestrian shopping streets linking Denny Avenue and Davis Road</li> <li>• Create/improve pathways to, along and across the river (connections along river to celebrate social, built form and cultural aspects)</li> <li>• Improve pedestrian amenity and safety of Albany Highway (e.g. lighting, street tree planting)</li> </ul>



# 4.0 Vision

## 4.1 Precinct Concept Plan


The overarching themes, principles and objectives for the Precinct SP as established by the project team and reinforced through stakeholder engagement are as follows.

The four themes established (**BELONG, LIVE, PROSPER, PLAY**) are considered to be the unique components of place (Places for People, Places for Investment, Places for Employment and Places of Character) that encourage people to stay and spend time in a place (where they live, work, spend their leisure).



**BELONG**

- A Place of Distinct Character;
- A Friendly Place;
- A Welcoming Place; and
- A Place that Fosters Togetherness.




**LIVE**

- A Place of Housing Choices;
- A Place of Quality Amenity; and
- An Enlivened Place.



**PROSPER**

- A Business and Jobs Attractor;
- A Place of Cultural and Social Well-being;
- A Place of Synergies; and
- A Place to Invest.



**PLAY**

- A Place to Socialise;
- A Place for Active Recreation and Leisure; and
- A Place for Passive Recreation and Leisure.

# Precinct SP Themes, Principles and Objectives



## BELONG

THEME	OBJECTIVE
A Place of Distinct Character	<ul style="list-style-type: none"> <li>Support the essence of a 'riverside Town Centre' and better reflect Kelmscott's social, cultural and built heritage qualities.</li> <li>Extend the landscape qualities of the Canning River environs through tree-planting in the open spaces and streets extending up to Albany Highway.</li> <li>Increase the quality and diversity of green spaces.</li> </ul>
A Friendly Place	<ul style="list-style-type: none"> <li>In key areas, provide the ground space at the front of buildings more for pedestrians than for parked cars.</li> <li>Connect the places and spaces together with a great pedestrian and cyclist path networks.</li> <li>Make the spaces and connections safe and comfortable – providing shade and shelter, cool spots and warm spots.</li> </ul>
A Welcoming Place	<ul style="list-style-type: none"> <li>Make the Town Centre easy to get to for pedestrians, cyclists and transit users, and easy to get to parking areas.</li> <li>Make it easy to move about the Town Centre, with improvements to the amount and directness of pedestrian linkages.</li> <li>Remove barriers to movement and the enjoyment of spaces, such as difficult streets to cross and large street blocks to walk around.</li> </ul>
A Place that Fosters Togetherness	<ul style="list-style-type: none"> <li>Creating and managing spaces and nodes of activity for socialising.</li> <li>Support a democratic Town Centre, with features and facilities that cater for everyone.</li> <li>Provide choices of spaces, settings and uses.</li> </ul>

## LIVE

THEME	OBJECTIVE
A Place of Housing Choices	<ul style="list-style-type: none"> <li>Support a mix of residential dwellings to include apartments and small-lot housing.</li> <li>Provide places for higher-density living close to the train station, in mixed-use streets and overlooking parks.</li> </ul>
A Place of Quality Amenity	<ul style="list-style-type: none"> <li>Optimise retention of existing trees, particularly in parks and street verges, and create opportunities for green spaces and tree plantings.</li> <li>Create appealing settings in the Commercial and Mixed Use areas that help to attract and sustain businesses and residents.</li> <li>Ensure the architecture of all new buildings contributes to the creation of a high-quality urban environment, and do not settle for mediocre outcomes.</li> </ul>
An Enlivened Place	<ul style="list-style-type: none"> <li>Integrate residential in the Town Centre to increase the amount of people supporting businesses and activating the public realm during the day and night.</li> <li>The distribution and orientation of dwellings throughout the Town Centre should enhance the sense of safety for people in the streets and spaces, and in their homes.</li> <li>Provide uses and facilities in the riverside parks and public spaces that are attractions for Town Centre residents and visitors.</li> </ul>

## PROSPER

THEME	OBJECTIVE
A Business and Jobs Attractor	<ul style="list-style-type: none"> <li>• Ensure that land containing existing non-residential floorspace maintains a similar amount whenever redevelopment occurs.</li> <li>• Provide appropriate land use zones, land use permissibility and development requirements that supports the growth of non-residential uses and associated employment.</li> <li>• Connect students and entrepreneurs with educational, employment and lifestyle opportunities and facilities in the Town Centre.</li> </ul>
A Place of Cultural and Social Well-being	<ul style="list-style-type: none"> <li>• Use the Town Centre revitalisation as a flagship for a more beautiful, liveable, and healthy city.</li> <li>• Locate and connect public spaces and facilities to support and raise the awareness of cultural initiatives and community diversity.</li> <li>• Ensure the design of the public realm and facilities expresses and celebrates the community's identity, shared histories, values, beliefs and traditions.</li> </ul>
A Place of Synergies	<ul style="list-style-type: none"> <li>• Support the growth of socialising and hospitality uses, particularly in Denny Avenue, Page Road and urban spaces with close proximity to key retail facilities and amenity areas.</li> <li>• Enable appropriate non-residential uses in and/or around the riverside and urban spaces that add value to people's use and enjoyment of those spaces.</li> <li>• Locate consolidated parking stations so pedestrian traffic optimises people's exposure to retail and hospitality businesses.</li> </ul>
A Place to Invest	<ul style="list-style-type: none"> <li>• Champion a Town Centre vision and implementation strategy with collaboration between public and private stakeholders.</li> <li>• Enable desired Town Centre outcomes to be staged as private redevelopment and public works occur over time.</li> <li>• Provide development requirements that will lead to a high quality urban environment whilst enabling cost-efficient approvals and construction.</li> </ul>

## PLAY

THEME	OBJECTIVE
A Place to Socialise	<ul style="list-style-type: none"> <li>• Create Denny Avenue as a 'people street' socialising hub for cafes, restaurants and bars in the Town Centre.</li> <li>• Foster the 'evening economy' with a diversity of entertainment, leisure and hospitality drawcards, particularly between Davis Road and Fancote Park.</li> <li>• Continue to improve the amenity offered in Fancote Park, with future park landscape masterplanning to consider possible family-focussed amenities such as a café-in-the park, nature play, water play, youth play.</li> </ul>
A Place for Active Recreation and Leisure	<ul style="list-style-type: none"> <li>• Integrate the Canning River environs into Town Centre life, particularly with activity attractions in the riverside parks.</li> <li>• Improve the pedestrian and cycle links to the riverside parks, including across the Canning River.</li> <li>• Provide well-defined walking trails through streets and spaces that connect to parks, playgrounds and other destinations within the Town Centre and nearby.</li> </ul>
A Place for Passive Recreation and Leisure	<ul style="list-style-type: none"> <li>• Improve the community-value of Fancote Park and enhance the park's use with complementary new features.</li> <li>• Enhance the use and enjoyment of the Canning River environs and the appreciation of its conservation qualities.</li> <li>• Use spaces as a combined system for singular events, such as Denny Avenue and adjacent pedestrian-oriented spaces.</li> </ul>

## 4.2 Precinct Concept Plan

The themes, principles and objectives underpinning the Precinct SP have been formulated around the following vision:

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

In addition to the Precinct Structure Plans included in Part 1, a Precinct Concept Plan has been prepared to provide an illustration of the development intent (refer **Figure 9**, **Figure 10**, **Figure 11** and **Figure 12**).

This graphical representation is indicative only and reflects a long term, mature development scenario; however, it gives an indication of how the public spaces may be developed and the relationship of the public/private interface between the public spaces and new commercial, mixed use and residential areas.

### 4.2.1 Key Concept Plan Features

The key proposals of the Precinct Concept Plan are provided in the tables and illustrations below.

#### 4.2.1.1 Land Use

NOTE REF.	DESCRIPTION
1	Create Albany Highway as an Activity Corridor with a mix of employment land uses and the opportunity for upper-level residential use.
2	Supporting the various key retail sites to accommodate a mix of uses that contribute to day and night activity.
3	Land close to Kelmscott Station providing a strong focus for the development of mixed-use development that incorporates residential land use.
4	Development along the link between Kelmscott Station and Canning River accommodating mixed land uses that support public realm activation, socialising opportunities and upper-level residential overlooking open spaces.
5	Properties fronting Page Road able to accommodate mixed-use development, with smaller scale non-residential uses that can benefit from the setting.
6	Retail and commercial uses supported along Albany Highway.
7	Supporting higher-density residential overlooking the Canning River environs and views to Darling Scarp.
8	Foster land use and public realm developments that create an activated, people-oriented, place-focussed place environment in Denny Avenue.
9	Supporting the creation of land uses and development that provides activated street edges along the Davis Road-Fancote Street connection to the riverside parkland.







Figure 9: Concept Plan - Land Use



4.2.1.2 Movement Network

NOTE REF.	DESCRIPTION
1	Advocate for a change to the role and traffic speed of Albany Highway, between Page Road and Davis Road, to a pedestrian-friendly Activity Corridor Boulevard.
2	Refine the character and traffic speed of Page Road to create a pedestrian-friendly, special Town Centre street.
3	Create Denny Avenue as a pedestrian-oriented, slow-speed street, with the retention of vehicle access points into abutting sites.
4	Supporting the provision of safe pedestrian links between Albany Highway and Page Road, to improve accessibility through the Town Centre.
5	Increase the extent of Albany Highway frontage with no parking in front of buildings, to improve the quality of Town Centre amenity, character and experience.
6	Allow parking areas along the edge of Albany Highway, predominantly outside the Core sub-precinct.
7	Improve the pedestrian/cyclist path network and wayfinding along the Canning River.
8	Improve the pedestrian/cyclist path crossings and wayfinding over the Canning River (locations to be determined).



3



6



7





Figure 10: Concept Plan - Movement Network



#### 4.2.1.3 Public Realm and Place

NOTE REF.	DESCRIPTION
1	Celebrate the Canning River environs and cultural significance with improved pathways, landscaping and cultural heritage features.
2	Upgrade Fancote Park to become a safe, exciting and appealing place for locals and visitors to play and enjoy events and activities.
3	Advocate for integration of the Water Corporation's swale as part of an upgraded riverside park that extends the qualities of the river environs through to a wide parkland frontage on Page Road.
4	Supporting the creation of a pedestrian-oriented connection between Albany Highway and Page Road, which forms part of a link between the Station Plaza and Canning River.
5	Supporting the provision of a pedestrian-priority shopping street that incorporates a small, activated urban space.
6	Facilitating the long-term landscape qualities of Albany Highway to contain trees within the front setback of buildings and the retention of any existing trees in the road reserve.
7	Supporting a coordinated and unified revitalisation of parking areas along Albany Highway with trees and landscaping at the road reserve edge.
8	Page Road streetscape improved with new trees, paths and landscaping.
9	Enhance Gilwell Avenue landscaping with new trees and landscaping, to extend the river-environs qualities to Albany Highway .
10	Improve the landscape and pedestrian-environment qualities of Denny Avenue, to support greater activation and enjoyment of the street as a community destination.
11	Improve the tree planting and landscaping along Davis Road and Fancote Street, to enhance the pedestrian experience through to Page Road and the riverside park.

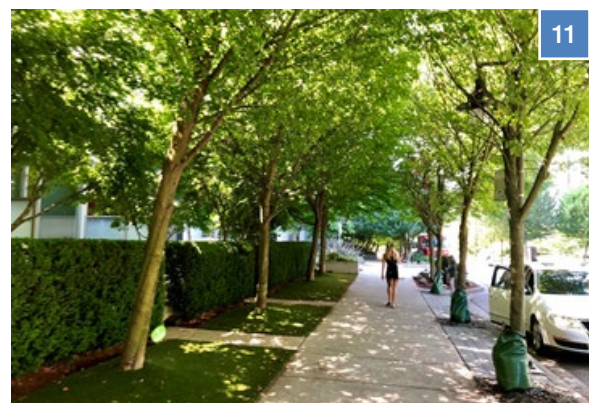






Figure 11: Concept Plan - Public Realm and Place



#### 4.2.1.4 Built Form

NOTE REF.	DESCRIPTION
1	Buildings along the Albany Highway street-edges that provide welcoming shopfronts, and encourage and invite people to walk along and use the street.
2	Ensure that any buildings that are set away from Albany Highway present an appealing and inviting face to the public realm.
3	Focus on high-quality design and street-presence qualities for buildings in key locations at Town Centre gateways, nodes and view-line end points.
4	Building scale and articulation at the edges of streets and spaces needs to create an interesting and comfortable experience for people. New buildings should respond to and expand on the qualities and points of difference that make the Town Centre distinctly Kelmscott.
5	Building scale and articulation at the edges of streets and spaces in the Town Centre transitional areas needs to be appropriate for the interface with existing lower-intensity residential areas.
6	Support innovative built-form and development outcomes that create high-quality experiences for public and private users and increase the value of the Town Centre.
7	Redevelopment of Town Centre properties needs to ensure a better presentation to, and overlooking of, the public realm.







Figure 12: Concept Plan - Built Form



# 5.0 Design Elements

## 5.1 Issues and Opportunities

The Precinct SP design has been informed by a thorough analysis of the existing site conditions and the potential opportunities and issues offered by the location. A summary of the key considerations as they relate to land use, built form, movement and public realm are provided in **Figure 13, Figure 14, Figure 15 and Figure 16**, and described below.

### 5.1.1 Land Use

- Consider ways to improve the integration of Fancote Park into the Town Centre experience.
- Opportunity to explore high-street scenarios over Denny Avenue.
- Opportunities for land use intensification along Davis Road.
- Rail reserve along western edge limits the ability to provide active land uses along this edge.
- Lack of active commercial frontages within the Town Centre restrains vitality with limited pedestrian activity and passive surveillance.

### 5.1.2 Built Form

- Northern and southern development site opportunities.
- Opportunities to better integrate the existing Kelmscott Station to the adjacent precinct.
- Establish a 'main street' and/or 'town square' - e.g. along Denny Avenue.
- Opportunities to enhance built form interface with Fancote Park and residential opposite.
- Limited short-term redevelopment opportunities at some landmark locations given recent redevelopment.

### 5.1.3 Movement

- Redesign of Streich Avenue (north of Denny Avenue) to calm traffic.
- Denny Avenue / Streich Avenue intersection – traffic lights removed and level crossing closed.
- Davis Road / Albany Highway – new signalised intersection, additional two turning lanes on Hwy to allow right turn onto Davis.

- New signalised pedestrian crossing on Albany Highway does not serve the direct desire between the Station/Plaza and Shopping Centre.
- No pedestrian crossing facility across the southern arm of the Davis Rd/Streich Ave/Railway Ave/Third Ave intersection.

### 5.1.4 Public Realm & Place

- Improve access and legibility of river from Fancote Park.
- Opportunity to create a more pedestrian friendly environment along Albany Highway.
- Improve east-west pedestrian environments.
- Lack of landscaping/ shading within parking areas
- Removal of existing street trees along Streich Avenue, Railway Avenue and Albany Highway impacting sense of place and pedestrian amenity.

### 5.1.5 Economic Development

- Location along Albany Highway has led to uses that are generally car-based.
- The centre can be easily accessed via public transport and Albany Highway, however east-west pedestrian connectivity and wayfinding is lacking.
- Individual car parking areas encourage visitors to use car instead of walking to various destinations within the centre.
- Pedestrian movement generally begins from parking areas east/west of the station and shopping centre parking.
- Pedestrian origins do not necessarily lead to active frontages.
- Opportunity to identify strategic land assets. High turnover retail and food and beverage uses should be prioritised for high exposure sites.

In addition to the above, the Retail and Employment Strategy prepared by Pracsys has examined the economic sustainability and physical characteristics of the Precinct SP area. Opportunities and actions to encourage the growth and activation of the centre and opportunities for successful business development are discussed in more detail in the Strategy (**Appendix A**).

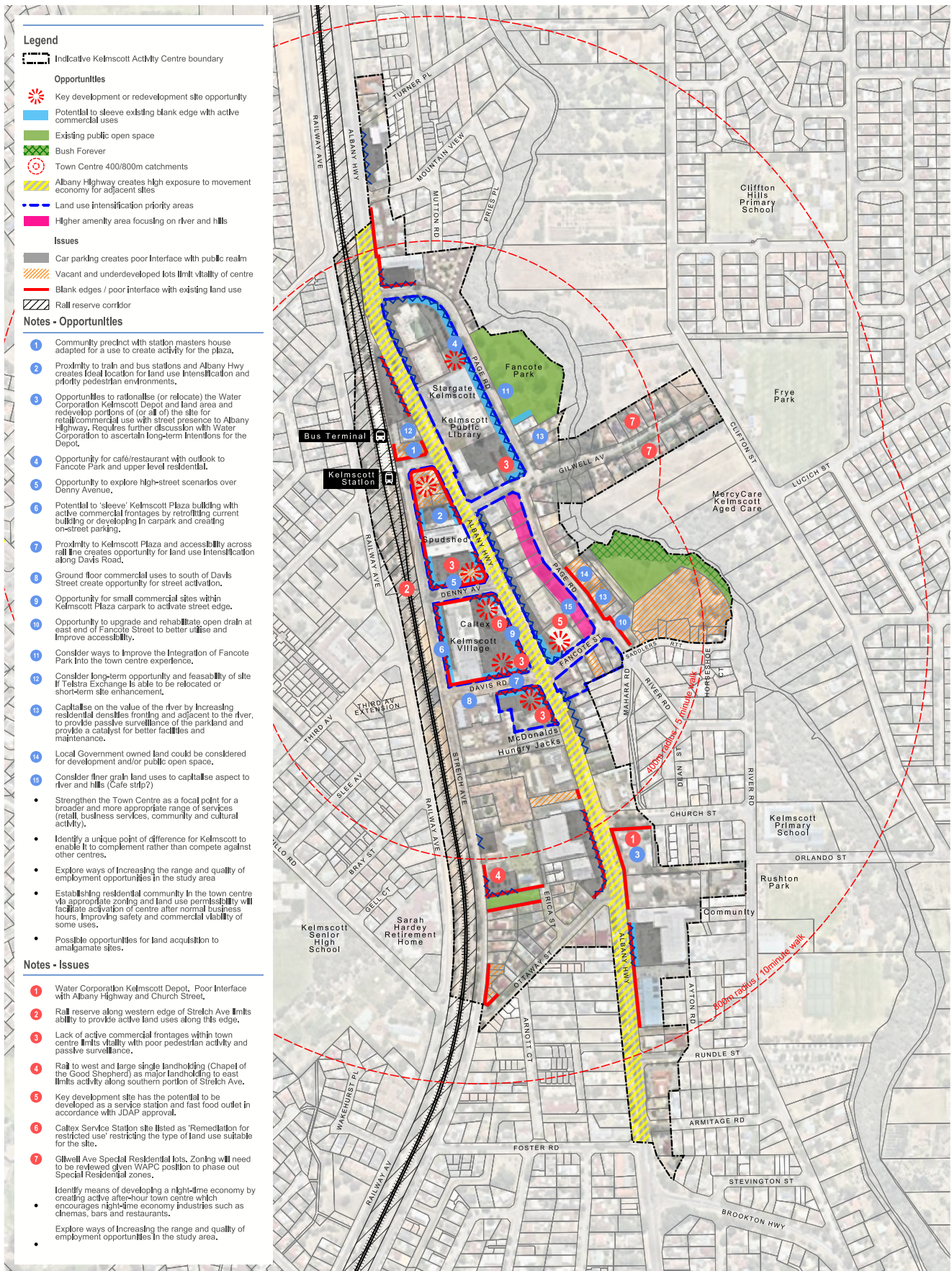


Figure 13: Opportunities & Issues - Land Use



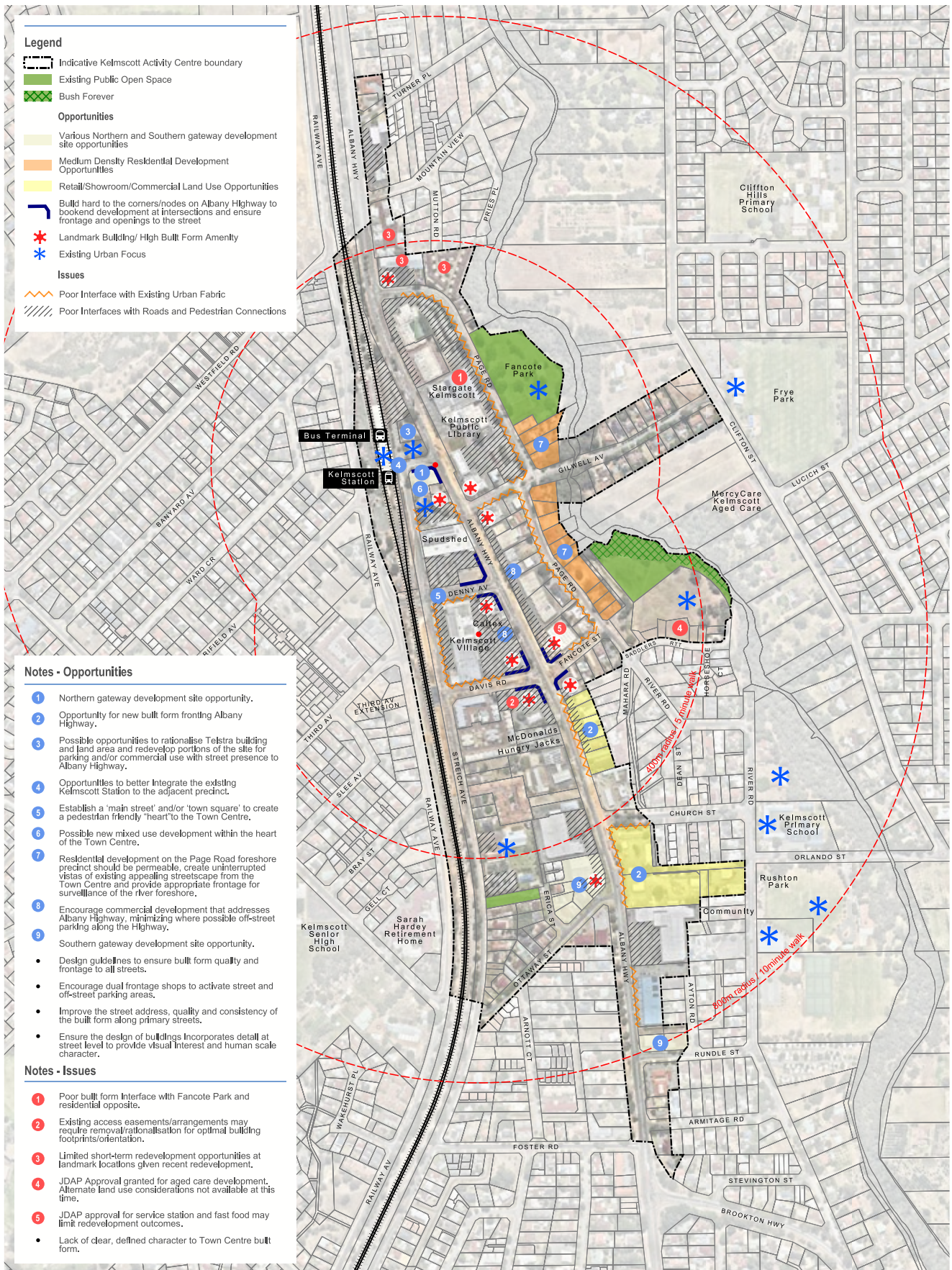


Figure 14: Opportunities & Issues - Built Form



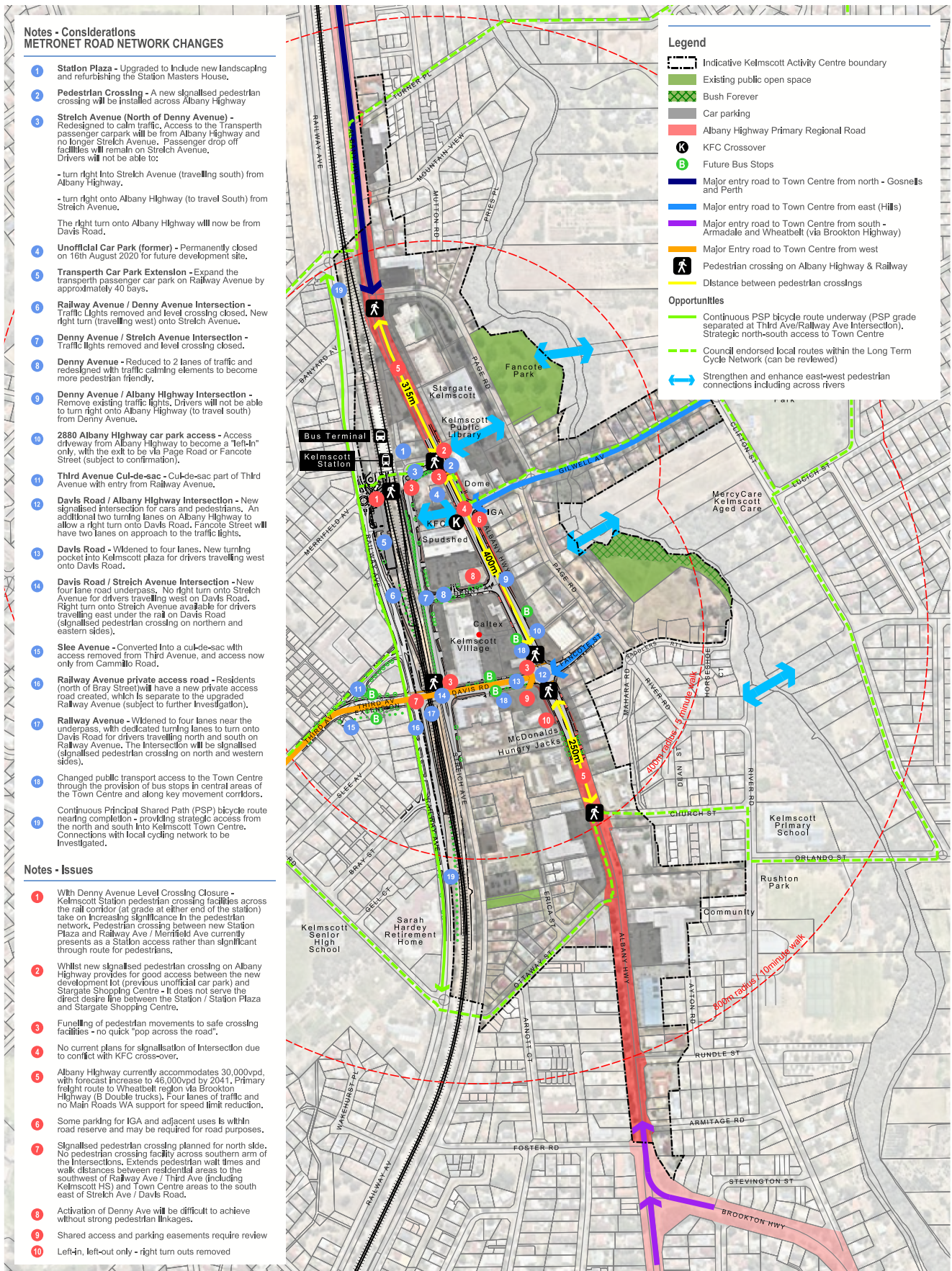


Figure 15: Opportunities & Issues - Movement



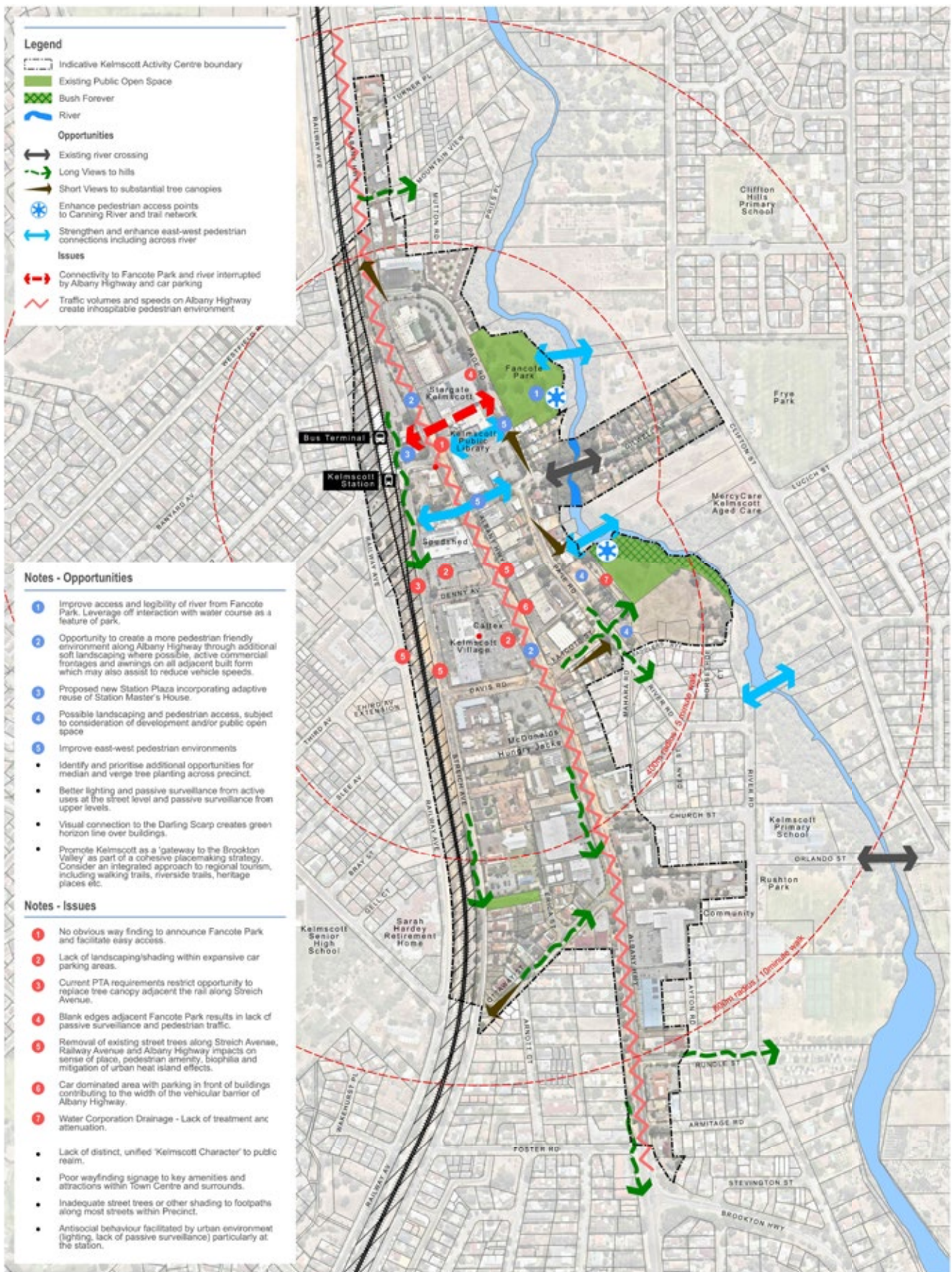


Figure 16: Opportunities & Issues - Public Realm







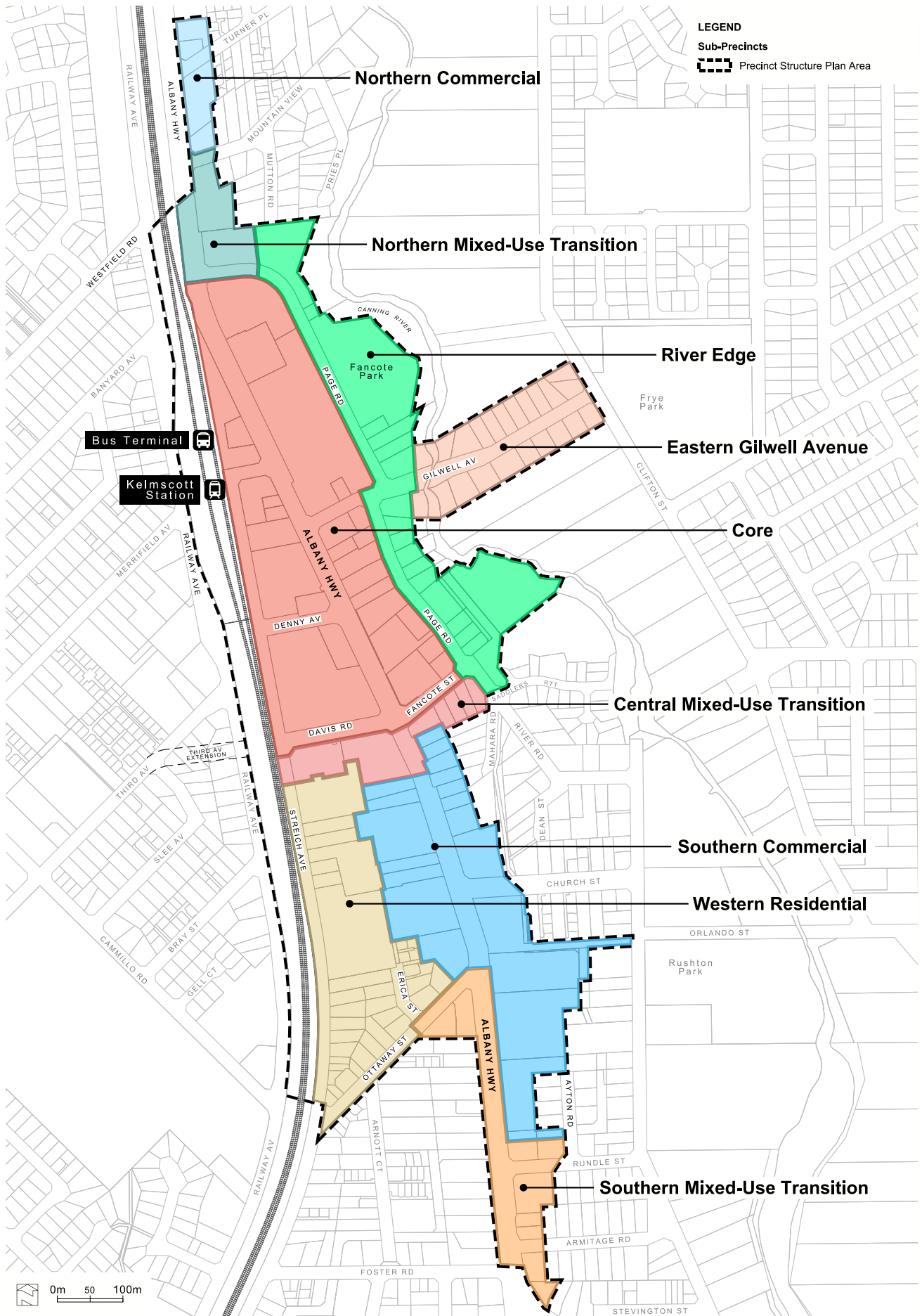


Figure 17: Sub-Precincts Plan

## 5.2 Sub-Precinct Areas

### 5.2.1 Northern Commercial

#### Character Statement

The Northern Commercial sub-precinct is the northern entry to the Precinct SP area and will retain its commercial focus, capitalising on its prominent location and exposure to passing traffic along Albany Highway.

Although limited opportunities for short-medium term redevelopment due to relatively recent development, any redevelopment will contribute to an enhanced streetscape and respect the existing scale of development in the sub-precinct in recognition of its location on the entry to, but outside the core of, the centre.



Image: Northern Commercial Sub-Precinct Area

### 5.2.2 Northern Mixed-Use Transition

#### Character Statement

The Northern Mixed-Use Transition sub-precinct sits between existing and proposed commercial and residential areas with development fronting Mountain View and Page Road and stretching along Albany Highway.

There is an opportunity to enhance this sub-precinct through redevelopment which embraces its proximity to Albany Highway, including built-form fronting the highway and introduction of additional commercial uses, particularly at ground level. Any new development should demonstrate a respectful transition from residential to commercial uses whilst also providing for a landmark building on Page Road to signal the approach to the adjacent core retail area along Albany Highway.

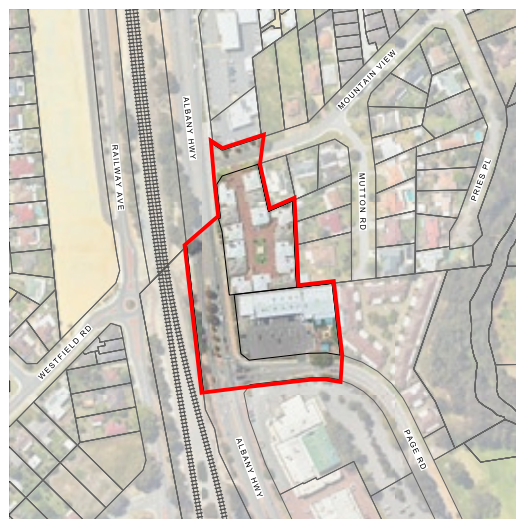


Image: Northern Mixed-Use Transition Sub-Precinct Area

### 5.2.3 River Edge

#### Character Statement

The River Edge sub-precinct stretches along the eastern side of Page Road and encompasses all land up to the edge of the Canning River environs, including Fancote Park which is the centre's main community recreational focal point.

Development in this sub-precinct will need to sensitively respond to the environmental features of the river environs and appropriately address bushfire risk. There is the opportunity to provide an enhanced southern community recreational focal point through the setting aside of additional land for local parks and recreation along Page Rd adjacent to MRS reserved land.

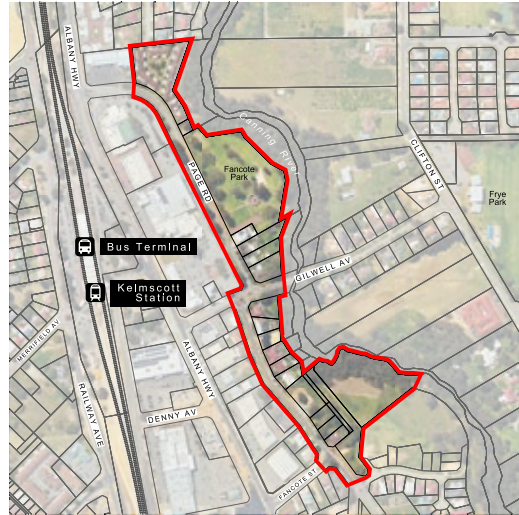


Image: River Edge Sub-Precinct Area

### 5.2.4 Eastern Gilwell Avenue

#### Character Statement

The Eastern Gilwell Avenue sub-precinct comprises large residential lots with generous tree-lined verges providing an attractive approach to the Precinct SP area and the Kelmscott hills. The bridge over the Canning River signals the transition to a mix of commercial and higher density residential uses on the fringe of the centre.

In order to preserve the character of this sub-precinct, existing land use and residential density will be maintained. There is the opportunity to improve east-west pedestrian and cycling networks along Gilwell Avenue to enhance connections to the centre.



Image: Eastern Gilwell Avenue Sub-Precinct Area



## 5.2.5 Core

### Character Statement

The Core sub-precinct is the heart of the Precinct SP comprising the centre's main retail shopping activities including Stargate shopping centre and supporting retail uses in the north, Kelmscott Plaza to the south and Spud Shed as the other major attractor in the core. The south-eastern portion of this sub-precinct comprises more historical strip commercial uses providing a diverse range of shopping retail offerings to meet the needs of passing traffic along Albany Highway and visitors to the centre.

It is proposed to retain the eclectic mix of commercial uses in the core and promote opportunities for new residential development capitalising on proximity to the rail station and amenities in the centre, without reducing the intensity of shopping retail uses. Redevelopment opportunities on corner sites should be maximised to provide future landmarks for the centre and development oriented or addressing Denny Avenue, Davis Road, Fancote and Gilwell, in addition to Albany Highway. New east-west connections between the highway and the river environs are provided for in order to improve permeability and enhance pedestrian experiences, and include opportunities for built-form to frame these new spaces. These east-west connections are complemented by additional key urban pedestrian opportunities parallel to Albany Highway where more intimate and amenable pedestrian environments can be created away from Albany Highway through redevelopment of the Kelmscott Plaza site.

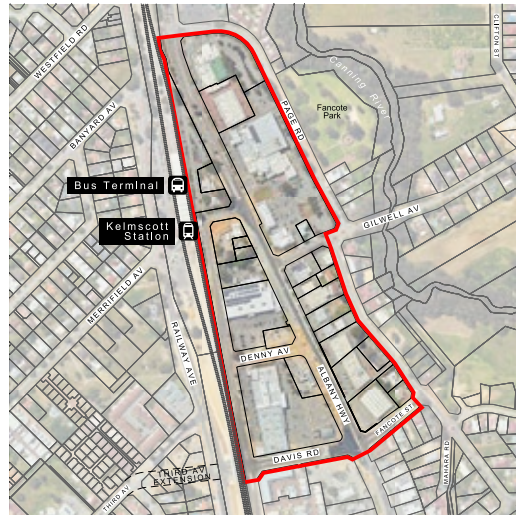


Image: Core Sub-Precinct Area

## 5.2.6 Central Mixed-Use Transition

### Character Statement

The Central Mixed-Use Transition Sub-Precinct will experience a high level of activity due to the recent construction of the rail-over-road underpass at Davis Road. This sub-precinct will capitalise on this highly-trafficked connection and improved accessibility by providing for a vibrant mix of uses.

The focus within this sub-precinct will be on retail, entertainment and food and beverage that provides ground floor activation and activity to complement the Core. Opportunities for upper-level residential development will create a diverse residential population to add vibrancy, support local business, and ensure a high level of day and night-time activity.

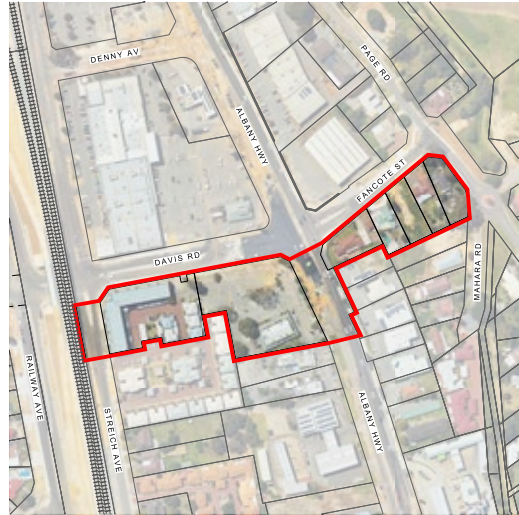


Image: Central Mixed-Use Transition Sub-Precinct Area

## 5.2.7 Southern Commercial

### Character Statement

The Southern Commercial Sub-Precinct provides a commercial focus in the form of large format retail and showrooms due to the existing urban fabric and established uses.

This sub-precinct will primarily facilitate commercial development opportunities, supported by residential land uses to contribute to economic development and place activation. Reactivation of this area will occur through streetscape and public realm enhancements along Albany Highway and improved quality of built form and presentation to the street.

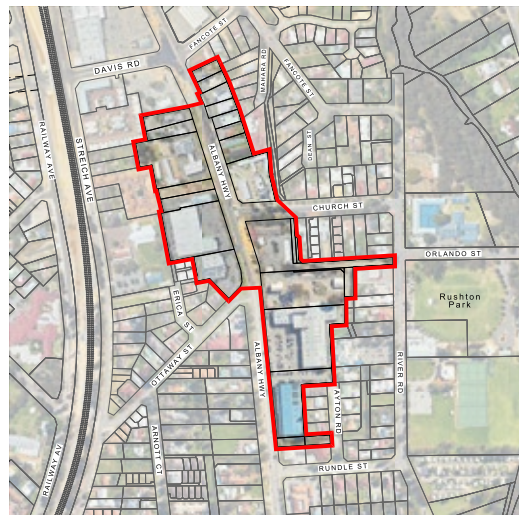


Image: Southern Commercial Sub-Precinct Area

## 5.2.8 Western Residential

### Character Statement

The Western Residential Sub-Precinct is located adjacent the railway line and is generally characterised by low-medium density residential development presenting opportunities for enhanced streetscape outcomes.

This sub-precinct promotes a variety of land uses with residential emphasis to co-exist within a mixed-use environment as a transition to existing residential land uses. Future development will leverage from proximity to the core area of activity but also be mindful of achieving an appropriate interface with, and protection of amenity from, the railway line.



Image: Western Residential Sub-Precinct Area

## 5.2.9 Southern Mixed-Use Transition

### Character Statement

The Southern Mixed-Use Transition Sub-Precinct is located at the southern gateway to the centre where Brookton and Albany Highways intersect. The Highway is flanked by a mix of commercial and low density residential development of varying built form stock and character.

This sub-precinct provides a southern gateway to the centre that will have a primary focus on accommodating residential development with the opportunity for compatible land uses that activate and support growth of the centre. Future development is to be compatible in scale with adjoining residential land uses and maintain an appropriate level of amenity to adjoining development.

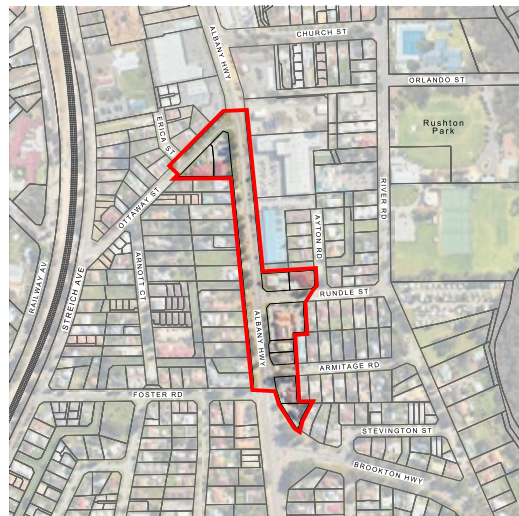


Image: Southern Mixed-Use Transition Sub-Precinct Area



# 6.0 Urban Ecology (Environment)

## 6.1 Existing Environment

### 6.1.1 Topography

The topography of the Precinct SP area slopes generally in a northerly and easterly direction towards the centre of the Precinct SP area and/or Canning River, with the exception of a small portion which slopes in a westerly direction to towards the Canning River. Elevations range from 35m Australian height datum (m AHD) in the southern, 28m AHD to north in a localised high point along Albany Highway and down to 17m AHD on the eastern boundary and adjacent to the Canning River. The northern corner of the Precinct SP slopes to the north from 28m AHD to 23m AHD.

### 6.1.2 Vegetation

The majority of the Precinct SP area has been historically cleared of native vegetation. A review of historical aerial photography indicates that the clearing occurred sometime prior to 1953. A flora and vegetation survey has not been undertaken across the Precinct SP area. However, based on the extent of disturbance and presence of commercial and residential properties, it is unlikely that threatened or priority flora is present. Remnant native vegetation within the Precinct SP area is primarily associated with vegetation adjacent the Canning River and riverine wetlands.

Bush Forever Site 246 'Canning and Southern Rivers, Beckenham to Martin/Kelmscott' is located along the eastern boundary of the Precinct SP area, generally associated with the Canning River and environs and within the POS area south of Gilwell Avenue.

Two environmentally sensitive areas (ESA) are identified within the Precinct SP area along the north-eastern boundary and adjacent to the Canning River, and covering the majority of the Precinct SP area south of Davis Road being a mix of private land ownership and Crown Reserves. There is a small area of vegetation south of Gilwell Avenue, adjacent to the Canning River that is identified as an area requiring investigation for Carnaby's Cockatoo foraging habitat (Site ID 245). These areas are not proposed to be cleared as part of the Precinct SP.

Review of the Geomorphic Wetlands of the Swan Coastal Plain (DBCA 2021) dataset indicates that the land adjacent to both sides of the Canning River

(floodplain areas) and main waterway are classified under the Canning River flood plain and conservation category wetlands (CCW) (UFI 15644, 15655, 15669 and 15675). Small portions of each CCW are observed within the Precinct SP area located within Crown Reserves. Multiple use wetlands (MUW) are located within the Canning River floodplain area within proximity to the Precinct SP area. No RAMSAR wetlands are identified within the mapping as occurring within, or in close proximity to, the Precinct SP area.

### 6.1.3 Tree Preservation

The Precinct SP area has recently experienced loss of a significant number of mature trees (including native vegetation) particularly along the railway corridor as part of the Denny Avenue LXR. In order to maintain the amenity and value of the few remaining significant trees scattered across the Precinct SP area, existing trees located within public reserves are to be retained and respected (as identified on **Plan 1**), and building setback and car parking areas to include additional tree planting (as identified on **Plan 6**) through subdivision design and development proposals in order to preserve the amenity of streetscape and the Precinct SP area.

### 6.1.4 Aboriginal Heritage

A search of the Department of Planning, Lands & Heritage (DPLH) aboriginal heritage enquiry system identifies one registered site occurring within the Precinct SP area:

- The Canning River (ID 3538)

This registered site is not proposed to be cleared or impacted by development works. However, should disturbance of these sites be proposed, an application is to be made for consent to use the land under section 18 of the Aboriginal Heritage Act (AHA).

### 6.1.5 European Heritage

The City's Municipal Heritage Inventory and Local Heritage Survey identifies four sites occurring within the Precinct SP area:

- Kelmscott Station Master's House (DPLH Place No. 03479): 2793 Albany Highway (Management Category 1 – retained and conserved)

- Jesse Hammond's Residence (Place No. 075): 25 Ottaway Street (Management Category 2 – conservation desirable)
- Infant Health Clinic (Former Place No. 2821): 2821 Albany Highway (Management Category 4 – photographic evidence or demolition)
- Metropolitan Water Supply 'The Yard' (Place No. 063): 7 Church Street (Management Category 2 – conservation desirable)

The Precinct SP identifies the places of heritage significance occurring within the Precinct SP, with the exception of the Infant Health Clinic which has been demolished. The retention and celebration of these buildings will occur in accordance with the respective management category.

## 6.2 Environmental Responses

### 6.2.1 Bushfire Hazard Considerations

The northern and north-eastern portions of the Precinct SP area are identified as being located within a 'Bush Fire Prone Area'. As such, a BMP has been prepared by Emerge in support of the Precinct SP (refer **Appendix D**). The purpose of the BMP is to assess bushfire hazards both within the site and nearby and demonstrate that the threat posed by any identified hazards can be appropriately mitigated and managed. The BMP addresses the requirements of SPP 3.7 (WAPC 2015), the Guidelines (DPLH & WAPC 2021) and (AS 3959) (Standards Australia 2018).

The majority of the Precinct SP area has been historically cleared of native vegetation and developed to establish residential and commercial land uses, recreational and community assets, as well as road networks and a railway line. Bushfire hazards are present across the eastern portion of the Precinct SP area due to the presence of forest (Class A) vegetation associated with the Canning River. Bushfire hazards are also present in the western portion of the Precinct SP area associated with a small area of scrub (Class D) and various pockets of forest (Class A) and grassland (Class G) situated. Several areas of undeveloped residential land with unmanaged grass were identified during this assessment. These areas are identified as

temporary hazards and will likely be removed once they are developed. All other vegetation within the site is considered to be able to be managed to achieve low threat (and therefore not a hazard).

As part of the BMP, a Bushfire Attack Level (BAL) Contour Map has been prepared which identifies the post-development BAL based on vegetation classifications. The BAL Contour Map identifies the majority of the Precinct SP area with a BAL rating of BAL-LOW or BAL-12.5. However, future mixed use and commercial development along the eastern boundary is exposed to BAL-40 or BAL-FZ, generally being within 27m of forest vegetation along with Canning River. Development within BAL-40 or above is restricted and considered unsuitable for habitable buildings, unless appropriate separation and/or management from permanent bushfire hazards can occur.

It is expected that the bushfire hazard assessment will be further refined as part of future subdivision or development stages by individual landowners in order to accurately assess the bushfire risk posed by surrounding classified vegetation and exposure levels (and associated BAL) for future lots created within the Precinct SP area and ensure that a BAL-29 or below can be achieved.

### 6.2.2 Acoustic Considerations

As discussed at **Section 2.3.5.4** the Precinct SP area is located adjacent to a number of sources associated with road and rail noise which are guided by SPP 5.4. In this regard, a Transportation Noise Assessment has been undertaken by Lloyd George Acoustics (contained at **Appendix E**).

The Transportation Noise Assessment identifies two main sources of noise for consideration under SPP 5.4, being:

- Albany Highway as an 'Other significant Freight / Traffic Route carrying in excess of 23,000 vehicles per day.
- The Perth-Fremantle Passenger Railway Line.

The Transportation Noise Assessment has been prepared acknowledging the rail noise and vibration assessment undertaken by SLR Consulting as part of the Denny Avenue LXR crossing project. Mitigation options documented within that assessment included

noise walls, close fitting noise walls and rail web dampers, however this relates to land south of Davis Road only. Vibration is expected to be controlled at the track to compliant levels.

The outcomes determined within the assessment for the Precinct SP area are considered somewhat conservative given they do not include noise walls that may be constructed as part of the Denny Avenue LXR crossing project or screening provided by the buildings adjoining the transport corridors.

The recommendations of this assessment are discussed in more detail at **Appendix E**.

- Where noise sensitive uses exist within Exposure A, B and C, Quiet House Packages of SPP 5.4 can be adopted. Where noise sensitive uses exist within Exposure D, a site specific assessment would be mandatory.
- Where practicable, the separation distance from Albany Highway to a noise sensitive part of a development, and similarly the railway, should be maximised. Ideally, at least 10m from the centre of the nearest railway track and 20m from the edge of Albany Highway travel lane, being the distances to no longer be located within Exposure D.

- Physical barriers such as noise walls can be considered. However, there is some practicality with the height of noise walls that will limit their effectiveness to ground and first floors only.
- Where the development has no noise sensitive uses (i.e. commercial only), a noise and/or vibration study is not mandatory, since it is not assessed against SPP 5.4. It should be noted however that some commercial uses can be sensitive to noise and vibration or may require such an assessment as part of a future development application.
- Where a noise sensitive development is within 40m of the railway, a vibration assessment should also be undertaken.
- A condition of subdivision may be recommended for any proposal falling within these areas to require a notification on title to alert landowners of the potential for noise impact generated by the road and rail infrastructure.

### 6.2.3 Waste Management

A review of waste management practices for each development application will be undertaken by the local authority on a case-by-case basis. Waste management should be focused on adopting waste minimisation practices, efficiency of collection and storage of waste onsite in a suitable location. Development application proposals will be assessed in accordance with any waste management guidelines prepared by the City, in discussion with the City's Waste Services team.

### 6.2.4 Precinct Design Objectives Assessment – Urban Ecology

An outline of the Precinct SP's consistency with the SPP 7.2 Precinct Design Objectives for urban ecology considerations is provided in **Table 4**.





Table 4: Precinct Design Objectives Assessment – Urban Ecology

OBJECTIVE	CONSIDERATIONS	SECTION REFERENCE	SUMMARY / ADDITIONAL COMMENT
To protect, enhance and respond to the ecological systems of the precinct.	Identify and respond to the topography and landscape of the precinct and its surrounding area	<b>Section 6.1.1</b>	The topography of the area slopes generally in a northerly and easterly direction towards the centre of the Precinct SP area and/or Canning River.
	Identify opportunities to develop and/or enhance the extent, connectivity and quality of the green network.	<b>Section 6.1.3</b>	The retention and expansion of mature trees and landscaping throughout the area is a key objective of this Precinct SP.
	Consider the total water cycle and how any proposed management responds to the hydrological system, the site and its development context.	<b>Section 12.5</b>	The Precinct SP area has a comprehensive drainage system which will be progressively supplemented with opportunities for local infiltration, stormwater reuse and best management practices to minimise pollutants to the Canning River.
	Identify opportunities to support habitat protection and enhancement in the precinct.	<b>Section 6.1.2 &amp; 6.1.3</b>	The retention and expansion of mature trees and landscaping throughout the area to support habitat protection and enhancement of the precinct. Areas of natural environmental significance are not proposed to be cleared as part of the Precinct SP.
To enhance sense of place by recognising and responding to Aboriginal, cultural and built heritage.	Acknowledge and incorporate local Aboriginal knowledge, concepts and stories of place	<b>Section 6.1.4</b>	Registered Aboriginal sites are not proposed to be cleared or impacted by development works under this Precinct SP. Opportunities to recognise and celebrate Aboriginal history should be supported.
	Consider and integrate the cultural heritage of the area into the precinct design.	<b>Section 6.1.4 &amp; 6.1.5</b>	Opportunities to recognise and celebrate Aboriginal and European heritage in the design and interpretation of built and public realm should be supported through the Precinct SP.
	Identify and incorporate unique built features, including built heritage, into precinct design.	<b>Section 6.1.4 &amp; 6.1.5</b>	Opportunities to recognise and celebrate Aboriginal and European heritage in the design and interpretation of built and public realm should be supported through the Precinct SP.
To reduce the environmental and climate change impacts of the precinct development.	Identify opportunities to retain existing trees and enhance the tree canopy through new planting.	<b>Section 6.1.3</b>	The retention and expansion of mature trees and landscaping throughout the area is a key objective of this Precinct SP.
	Consider the influence of the precinct design on energy demand and review the potential for precinct scale energy generation, distribution and storage	<b>Section 6.1.3 &amp; 12.5</b>	Opportunities for energy efficient built form and onsite generation / capture / storage will be pursued wherever possible throughout the Precinct SP.

OBJECTIVE	CONSIDERATIONS	SECTION REFERENCE	SUMMARY / ADDITIONAL COMMENT
To reduce the environmental and climate change impacts of the precinct development.	Prioritise consideration of waste management at the relevant scale in line with low-waste, circular economy objectives.	<b>Section 6.2.3</b>	Reviews of waste management practices for each development application will be undertaken on individual merit and should be focused on waste minimisation practices, efficiency of collection and storage of waste onsite in a suitable location.
	Promote water conservation including water reuse and recycling.	<b>Section 12.5</b>	The Precinct SP area has a comprehensive drainage system which will be progressively supplemented with opportunities for local infiltration, stormwater reuse and best management practices.
	Evaluate the performance of precinct development proposals against leading Australian sustainability performance standards	N/A	Ongoing evaluation of the performance of the precinct at periodic intervals is encouraged. Reviews of sustainability performance for individual development applications should be undertaken.



# 7.0 Urban Structure

## 7.1 Land Ownership

The Precinct SP area is a mix of private land ownership (the predominant ownership type), Crown Reserves (some vested with the City) and private landholdings. At the time of preparing this report, the Precinct SP area consists of approximately 51 privately owned land parcels.

As identified on **Figure 18**, the majority of land parcels are under private ownership. Two parcels are owned by the City of Armadale relating to Fancote Park and Lot 39 (No. 24) Page Road. Crown Land includes 25 parcels largely associated with the rail, Station Plaza, Canning River and foreshore areas and Water Corporation drainage infrastructure. One parcel of land is owned by the Commonwealth Government situated at Lot 1288 (No. 2291) Albany Highway and accommodates the Telstra Exchange.

This level of ownership fragmentation will result in an additional challenge to potential redevelopment in the future. Development sites under government ownership can be regarded as opportunity sites suitable for redevelopment in the short-medium term. Completion of METRONET works could also be considered as a catalyst for redevelopment in and around the station precinct.

## 7.2 Key Views and Connections

Physical and visual could be improved within the Precinct SP and broader area. Major road and rail connections, particularly Albany Highway result in barriers to providing safe and pleasant pedestrian connections to key destinations. Expanses of car parking, limited street trees and shade and minimal wayfinding results in unsafe and illegible viewlines and pedestrian connections. Canning River is a key environmental asset, however the visual and physical connections could be improved to increase the amenity and value of the area.

The topography of the site allows the potential to celebrate views to the east to pick up on key attributes such as the Canning River and hills. Furthermore, there are a number of key locations and development sites situated at the termination of key view lines and sites highly visible at the gateways and from outside of the Precinct SP area, thereby acting as landmarks

for the development. There is also the opportunity to provide small green spaces incorporating retained trees, particularly at key viewline locations to improve street-presence qualities and assist with wayfinding. Opportunities for improved east-west connections to/from the centre core and the Canning River across Albany Highway and Page Road will provide safe and pleasant pedestrian connections to key destinations.

Opportunities to improve public realm and movement connections are further discussed at **Sections 8.4 and 9.2.3**.

## 7.3 Precinct Design Objectives Assessment – Urban Structure

An outline of the Precinct SP's consistency with the SPP 7.2 Precinct Design Objectives for urban structure considerations is provided in **Table 5**.



Table 5: Precinct Design Objectives Assessment – Urban Structure

OBJECTIVE	CONSIDERATIONS	SECTION REFERENCE	SUMMARY / ADDITIONAL COMMENT
<p>To ensure an adaptable urban structure that can respond to and facilitate change within a precinct.</p>	<p>Develop a street block pattern that can accommodate change over time.</p>	<p><b>Section 7.1</b></p>	<p>The street block pattern is well ingrained and not likely to be subject to substantial change without significant redevelopment and investment. The primary constraint relates to the fragmentation of landholdings and land ownership and will evolve over time as the intensity of development increases in the context of both a TOD and Activity Corridor.</p>
	<p>Identify long-term strategic opportunity/ catalyst sites and detail how they are to be protected from under-development.</p>	<p><b>Section 7.2</b></p>	<p>The level of ownership fragmentation is a challenge to potential redevelopment, however development sites under government ownership can be regarded as opportunity sites suitable for redevelopment in the short-medium term. Completion of METRONET works could also be considered as a catalyst for redevelopment. Landmark site locations have also been identified on <b>Plan 1</b>. These sites are generally expected to be of a greater building quality and height (2 and 4 storey minimums) than surrounding development.</p>
	<p>Illustrate the relationship between the proposed urban structure and precinct staging.</p>	<p>N/A</p>	<p>As the Precinct SP area is highly developed and large portions fragmented and privately owned, the actual timing and sequencing of development will be subject to market demand and individual development intentions.</p>



# 8.0 Public Realm

## 8.1 Existing Public Realm

The existing public spaces within the Precinct SP area comprise of the following:

### Parks and Open Space

- Canning River
- Fancote Park
- 'Bush Forever' POS (Reserve No. 27073)+

### Streets and Urban Spaces

- Station Plaza
- Albany Highway
- Erica Street PAW

TBB undertook a place and POS audit of the Precinct SP area on 20 April 2021 to determine the existing level of service and existing streetscape amenity and help to influence future demand and enhancement of public realm areas. 19 key areas/streets and 4 POS areas were assessed. Through observation, the audit ranks factors supporting the key attributes which define "place", being:

- Uses and activities;
- Sociability;
- Access and linkages; and
- Comfort and Image.

The following key attributes as it relates to key public spaces and areas included:

- Amenity
- Safety;
- Infrastructure; and
- Access.

The results of the Place and POS audits are contained at **Appendix G**.

### 8.1.1 Parks and Open Space

Canning River located along the eastern boundary of the Precinct SP area is a significant environmental and recreational asset for Kelmscott and the City of Armadale. The river foreshore is heavily vegetated and features an informal pedestrian path/track for sections along the embankment, which is heavily used by cyclists. Although the river is apparent to the local community,

it is not so visible to the broader community or when observed from roads due to limited visual connections, legibility and wayfinding.

Fancote Park presents opportunities to site/meet/play due to leafy, expansive and well-maintained landscaped areas and river setting, however there is no obvious wayfinding to announce the park. The park features infrastructure in the form of play and fitness equipment, BBQ facilities and seating, however there are significant opportunities for enhancement to create a safer and more pleasant environment through improved lighting and passive surveillance. Council has recently resolved to undertake further landscape masterplanning to coordinate, and set a vision for, future upgrades.

POS Reserve No. 27073 is situated to the rear of residential properties with the north extent bounded by Gilwell Road. The river flows through the site with the majority of vegetation located adjacent its banks. Vegetation and landscaping adjacent the river is dense and leafy in its natural state presenting significant opportunity to create a useable and valuable open space area within larger turfed areas of Fancote Park itself. Surveillance, lighting and connectivity should be enhanced to foster a safe and inviting space.

### 8.1.2 Streets and Urban Spaces

Albany Highway is a heavily trafficked highway with a mixture of commercial and retail land uses. Pedestrian paths close to the street and car parking areas lack appropriate street trees and landscaping that provides shade. Car parking areas dominate the streetscape, particularly along Albany Highway contributing to a lack of distinct and unified character to the public realm. The connectivity to Canning River and parkland is interrupted by Albany Highway and expanses of car parking.

As discussed above, the removal of existing street trees particularly along Streich Avenue, Davis Road, Railway Avenue and Albany Highway as a result of Denny Avenue LXR works, has compromised the ability to create a sense of place and impacted pedestrian amenity and contributed to urban heat island effects. Furthermore, current PTA and MRWA requirements restrict the opportunity to enhance the street tree canopy adjacent the railway line and along the Albany Highway corridor.



The recent opening of the Kelmscott Station Plaza through the METRONET project improves the amenity and pedestrian connectivity immediately around the station area. The reuse of the Station Master's House presents a valuable opportunity to support and activate the Station Plaza and provide a positive interface with the station and Albany Highway promoting passive surveillance and visual interest. The Station Plaza softens the interface with, and provides a respite location from, the rail to Albany Highway. Integration between the Station Master's building and plaza will respect and celebrate the heritage significance of the place and provide instant character.

Erica Street pedestrian accessway (PAW) provides clear access from Streich Avenue to Erica Street within the south-western corner of the Precinct SP area. The PAW has been elevated in use by the play elements clustered at the eastern end. This pedestrian connection is well maintained, however only provides a true connection to a quiet residential street. There are no connecting paths beyond the one located in the POS and the lack of shade would detract from more regular use.

## 8.2 Public Realm Response

An Overall Landscape Master Plan including the key town centre urban spaces and pedestrian linkages and Fancote Park Concept Plan has been prepared by Emerge in support of the Precinct SP to provide a graphical representation of how the key public space areas may be developed and the overarching principles and objectives relating to the development of the public realm achieved (refer **Figure 20**).

Key opportunities include public realm improvements and pedestrianisation of Albany Highway and improvements to wayfinding and signage within the Town Centre. The proposals are summarised in **Table 6** and **Figure 19**, for each public realm area.

These considerations will collectively be used in:

- a) The assessment of subdivision and development applications abutting these streets and laneways; and
- b) The assessment of any public realm or community benefit contribution proposal by a developer which seeks to make a contribution within one of the identified streetscapes.



Table 6: Public Space Types within Precinct

PUBLIC SPACE TYPES	DESCRIPTION
Urban Space (hardscaped)	<p>These are outdoor spaces typically framed by active or semi-active building interface types and contribute to the public realm quality and activation of the Precinct SP area.</p> <ul style="list-style-type: none"> <li>• They may be public, semi-public or private but shall be fully publicly accessible.</li> <li>• They are characterised by a high standard of finish, predominantly hardstand but incorporate soft landscaping and particularly shade for parts of the space.</li> </ul>
Green Space (softscaped)	<p>These areas shall be designed for trees, vegetation or ground covers to provide recreational or aesthetic purposes in the Precinct SP area.</p> <ul style="list-style-type: none"> <li>• They may be public, semi-public or private but shall be deep soil compatible and contribute to the landscape amenity and character of the precinct.</li> <li>• Green spaces should be deep soil compatible and preferably contribute to water sensitive urban design of the Precinct SP area.</li> </ul>
Pedestrian Shared Space Street	<p>These are streets where the pedestrian and vehicle surfaces are integrated for the benefits of a calmer, slower vehicle speed environment, where pedestrian movement along and across the street has priority.</p> <ul style="list-style-type: none"> <li>• They result in a high-quality pedestrian priority environment with consistent paving treatments across road and verge and facilitate full universal access.</li> <li>• They result in an improved social outcome for the portion of road by reclaiming the space from dominant car use.</li> </ul>
Slow Speed Town Centre Street	<p>Streets that maintain segregated vehicle and pedestrian surfaces for increased vehicle priority movement, albeit in a managed slow speed manner.</p>
Albany Highway – Town Centre Enhanced Landscape Character Area	<p>It is recommended that the landscape quality and provision along Albany Highway be of a high prominence and announce arrival to Kelmscott. Landscape design should incorporate Urban and Green Space principles and may integrate public art installations at key locations.</p>
Landscape Setbacks on Private Land	<p>Privately owned land with a requirement for landscaped setbacks to assist in providing amenity to the adjacent public realm.</p>

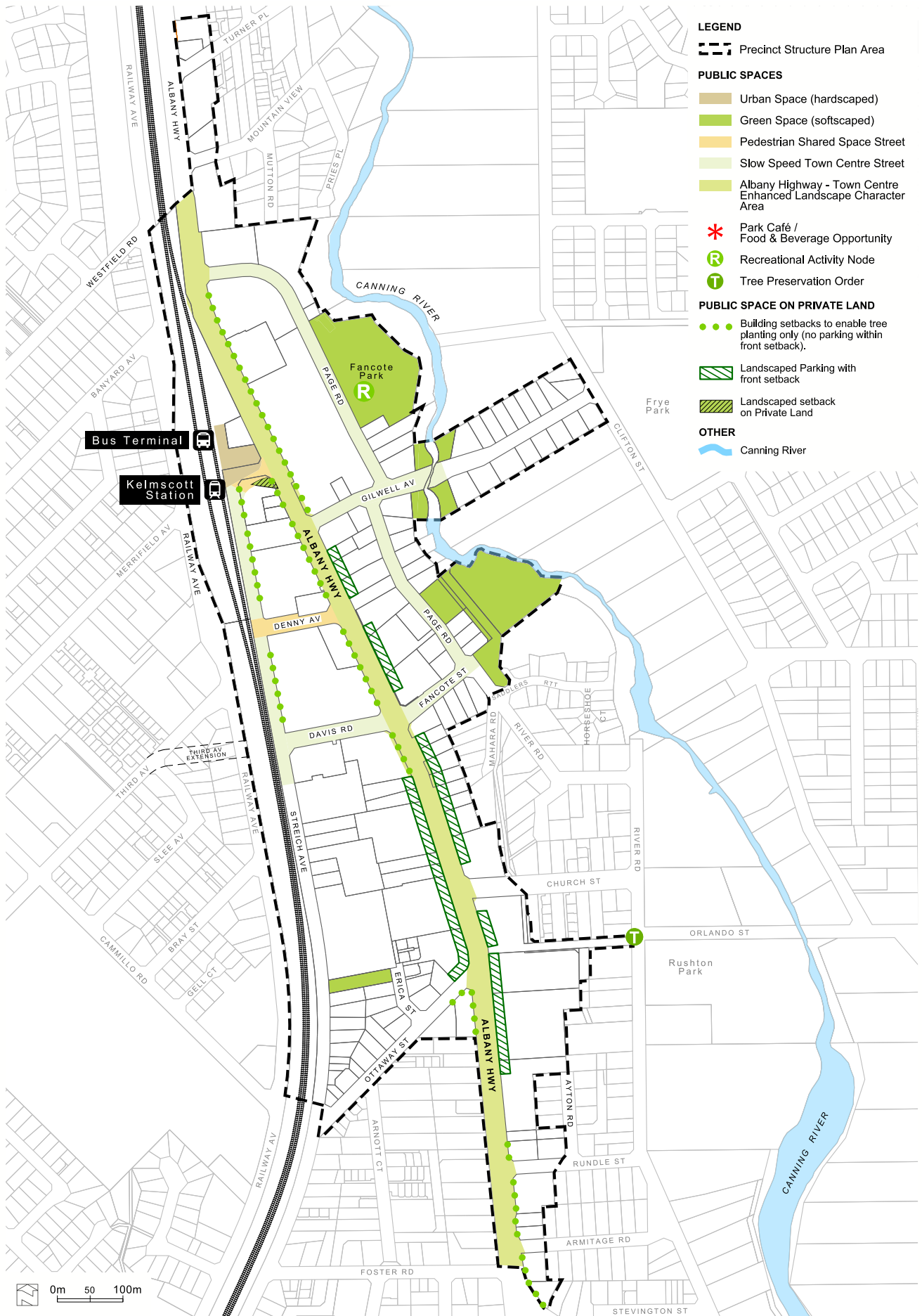


Figure 19: Public Realm Outcomes Plan





Figure 20: Landscape Master Plan

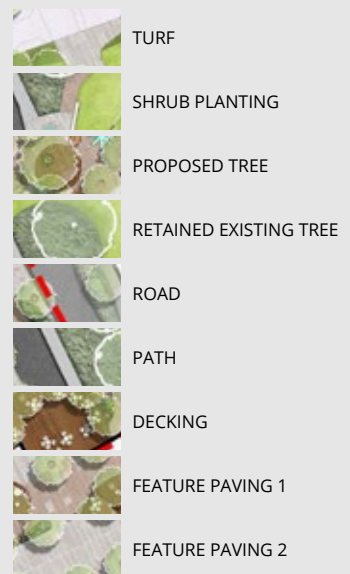




**LEGEND**

- 1 KELMSCOTT TRAIN STATION
- 2 STATION MASTER'S HOUSE
- 3 CAFE
- 4 FITNESS NODE
- 5 EXISTING FORT
- 6 STREET MALL
- 7 EXISTING PLAYGROUND
- 8 PROPOSED SKATEPARK INDICATIVE LOCATION (SUBJECT TO LANDSCAPE MASTER PLANNING)
- 9 FEATURE CROSS WALK
- 10 SHOWCASE PLATFORM
- 11 EXISTING NATURE TRAIL ALONG CANNING RIVER
- 12 EXISTING CARPARK
- 13 DROP OFF POINT
- 14 EXISTING TURF / PASSIVE RECREATION
- 15 PROPOSED ENTRY WALL / SIGNAGE TO FANCOTE PARK
- 16 TOWN CENTRE SHARED SPACE
- 17 FUTURE PEDESTRIAN CONNECTION
- 18 TURF MOUNDING/ SEATING

NOTE: FANCOTE PARK SUBJECT TO FUTURE LANDSCAPE MASTER PLANNING



## 8.2.1 Street Design

The Precinct SP identifies opportunities to enhance the design quality of public streets and sets out principles for improvements including:

- Capitalise on the outlook to the east towards the Darling Scarp and Canning River providing a point of difference to the Town Centre character and experience.
- Strengthen the importance of retaining and celebrating significant trees and increase street tree planting within streets and car parking areas.
- Reduce urban heat sink characteristics and create a durable urban landscape.
- Identify and facilitate opportunities for median and verge tree planting along railway corridor and Albany Highway.
- Greatly improve wayfinding throughout the Precinct SP area by creating a hierarchy of landscape treatments from materials, plant species and signage to provide greater clarity throughout.
- Consider road surface differentiation treatment (colour/materials) in the town centre core.
- Improving pedestrian functionality and connectivity through tree planting, footpath improvements and safe crossing points that provide shade and amenity and reduce the reliance upon, and dominance of, vehicles.
- Key east-west pedestrian movement will be enhanced through urban spaces and connections that activate spaces and provide a visual cue to link pedestrian desire lines.
- Introducing new shared street areas to enhance and support activated land uses at the ground level.
- Enhance slow speed streets to maintain pedestrian priority and enhance associated public realm.
- Incorporate design principles of Crime Prevention Through Environmental Design (CPTED) and the provision of adequate lighting, consistent with the objectives of Local Planning Policy PLN 3.14 Designing Out Crime.

In actioning these principles, the Precinct SP outlines proposals for improving pedestrian connectivity, amenity and safety in order to improve walkability of the area.

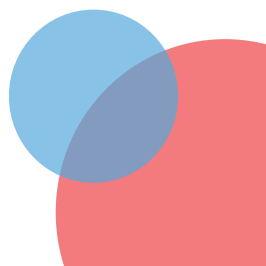
### 8.2.1.1 Albany Highway

In undertaking actions to improve the amenity of Albany Highway the following is proposed:

- Provide convenient parking
- Public art that connects to the town's history, having regard to Local Planning Policy PLN 3.14 Percent for Public Art
- Consider how buildings relate to and address public spaces
- Parking adjacent to Highway, including landscaping areas and tree planting in locations as shown on Plan 6.
- Ease of pedestrian access

Street setbacks for buildings along Albany Highway have been guided by opportunities to improve the appearance of car parking areas and enhance the pedestrian experience through the provision of street tree planting and landscaping within private land. **Plan 6** identifies locations where parking is permitted within the front setback area within a landscaped setting and where building setbacks are to exclude parking to enable tree planting only.

The indicative cross-sections shown in **Figure 21** and **Figure 22** illustrate two possible options which achieve the intended landscaping outcome for setbacks along Albany Highway based on a 4.0m landscape setback and 8.5m-10.0m setback (measured from the edge of the road carriageway) for different sections of Albany Highway as depicted in **Plan 6**. It should be noted that there are locations along Albany Highway where private parking is located within this 8.5m-10.0m landscape setback area therefore affecting the ability for the entire setback area to be landscaped as shown in **Plan 6**.





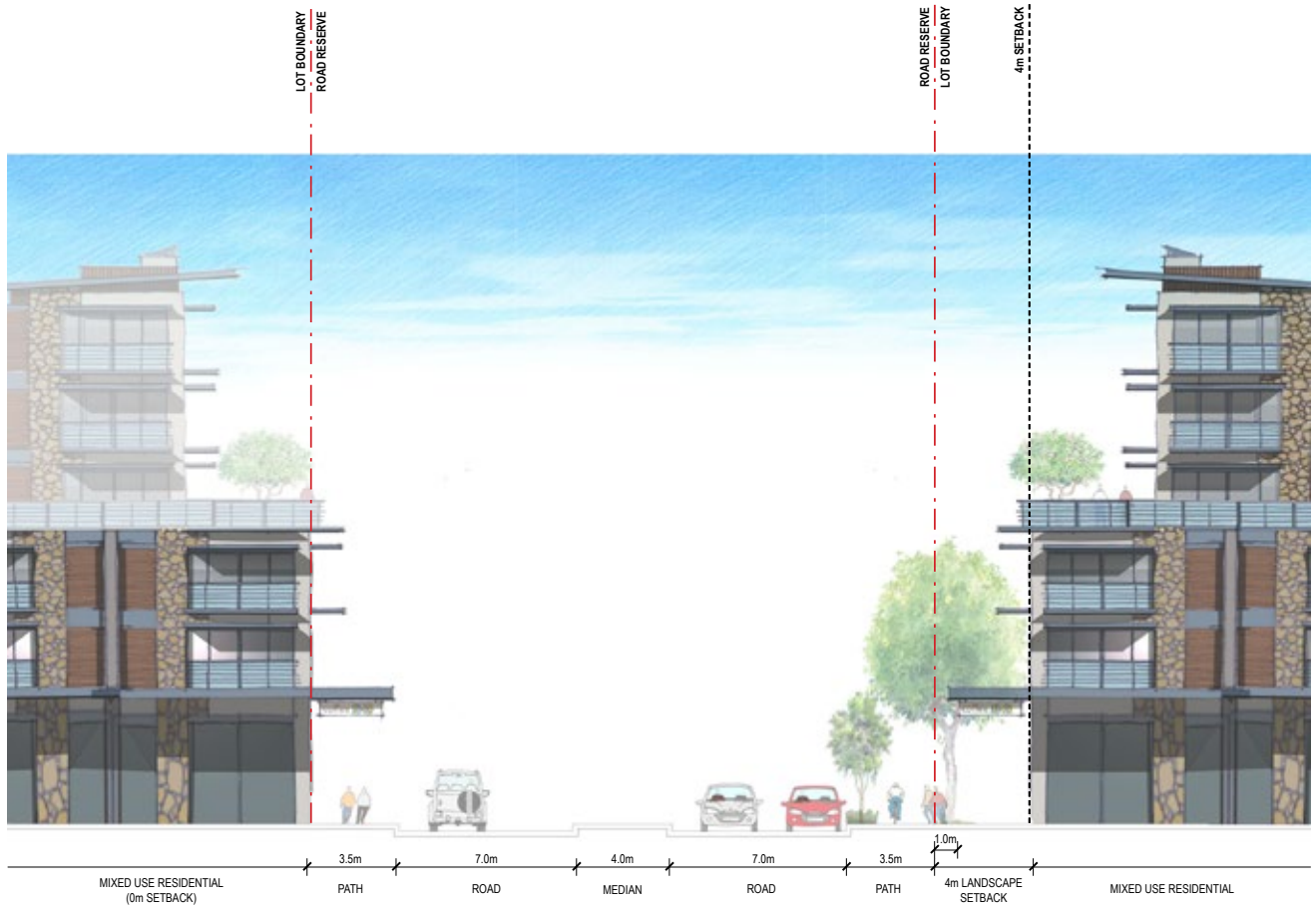


Figure 21: Indicative Cross Section - Stargate Kelmscott / Albany Hwy – 4.0m landscape setback (east side only)

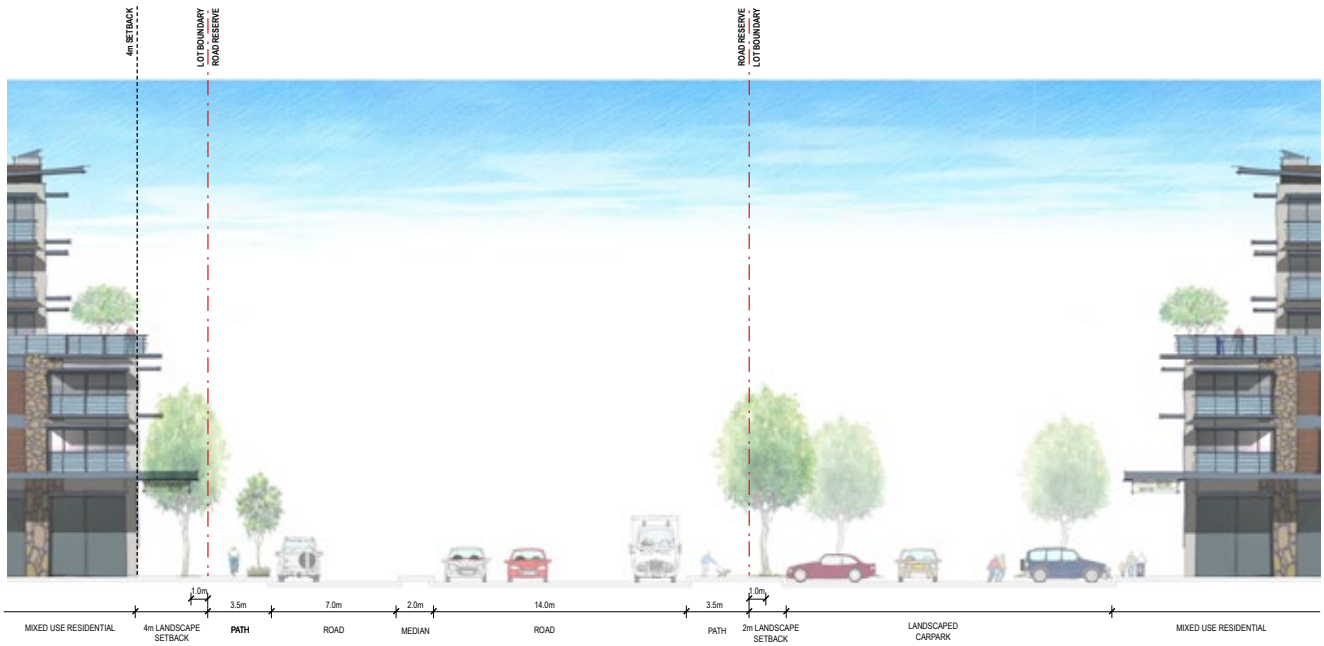


Figure 22: Indicative Cross Section - Stargate Kelmscott / Albany Hwy – 8.5-10.0m landscape setback (east side only)

#### 8.2.1.2 Streich Avenue

In undertaking actions to improve the amenity of Streich Avenue the following is proposed:

- Improve street tree replanting (acknowledging restrictions along railway line)
- Improve wayfinding and lighting for pedestrians
- Provide native streetscapes/small dwarf landscaping in residential/foot traffic areas

#### 8.2.1.3 Denny Avenue

In undertaking actions to improve the amenity of Denny Avenue the following is proposed:

- Large tree planting
- Opportunity for Farmer's Market (local produce; create a central focus)
- Facilitate a signature landmark building at key corner of Denny Avenue and Albany Highway

#### 8.2.1.4 Davis Road

In undertaking actions to improve the amenity of Davis Road the following is proposed:

- Connection to the heritage of the orchards
- Investigate opportunity for art mural on side of shopping centre to promote Kelmscott history until site is redeveloped

#### 8.2.1.5 Page Road

In undertaking actions to improve the amenity of Page Road the following is proposed:

- Improve pedestrian paths
- Consider reducing road pavement to make more space for trees
- Aim for a more slow-speed environment

#### 8.2.1.6 Gilwell Avenue

In undertaking actions to improve the amenity of Gilwell Avenue the following is proposed:

- Ensure consistent theme of pavement design across the street

- Explore opportunities to underground the powerlines to improve tree canopy coverage
- Prioritise pedestrian access
- Investigate opportunities for public art, information on the area's history or other actions that leverage its feature as a pedestrian and cycling thoroughfare

#### 8.2.1.7 Urban Spaces

In undertaking actions to improve the amenity of key urban spaces the following is proposed:

- Improve landscaping and public art by private developers through incentives
- Improve wayfinding through spaces and linkages
- Opportunities for public art that enhances local character and celebrates history and culture of the place
- Improve visual dominance of car parking areas through softening and street tree planting
- Improve pedestrian linkages to uses/activities

A landscape concept plan for the key urban space and pedestrian linkage between the town centre core, Stargate Plaza and Fancote Park is shown in **Figure 23**.





Figure 23: Town Centre Landscape Concept

## 8.2.2 Parks, Open Space and Urban Space Enhancements

The Precinct SP identifies proposals for consideration to enhance the design quality of parks, open space and urban spaces and sets out principles for improvements including:

- Promote Kelmscott as a highly valued tourism experience that celebrates local history and environmental attributes that includes walking trails and riverside experiences.
- Enhance and activate existing pockets of open space through masterplanning, landscape treatments, passive surveillance opportunities of surrounding development and wayfinding strategies to activate and enhance these spaces.
- Improve shade, shelter, rest, and interest of the pedestrian environment and enhance the unique character with lighting, street furniture, artwork and murals.

- Improve safety and enhance passive surveillance through landscape treatment and lighting that provides night-time safety measures and vegetation to maintain clear sight lines.
- Continue to promote the use of low water demand plants and incorporation of water sensitive urban design (WSUD) principles.

### 8.2.2.1 Fancote Park

Fancote Park has further potential to be a valuable community asset with a focus on creating a meeting place for the community, providing a pedestrian movement corridor from the core and along the Canning River, and spaces for active recreation. Council has recently resolved to undertake further landscape masterplanning for Fancote Park.

The space provides a number of opportunities for consideration in a future landscape masterplan, such as café/food and beverage outlets providing alfresco spill-out areas within a well-shaded landscaped setting offered by the existing tree canopies. The space is also

capable of accommodating facilities such as additional outdoor fitness trail equipment and interactive sculptural elements as public art. The open and broad nature of spaces will provide safe pedestrian circulation and sight lines, lighting and activity will enable the space to accommodate the needs of a growing local population.

Since 2021 Council has considered the findings of community consultation on a skate park proposal (two stage concept, with a mix of street and transition skate elements, viewing platforms, seating and shade structures) and identified Fancote Park as a potentially suitable location for a bike jump/pump track. These possible upgrades are examples of improvements that would support the facility, benefit the town centre and enhance passive surveillance of the park.

A landscape concept plan for Fancote Park, providing a starting point for the exploration of how this key open space area could be developed, is shown in **Figure 24**. This concept will be further explored during landscape masterplanning processes.

### 8.2.2.2 POS Reserve No. 27073

The ‘Bush Forever’ POS area (Reserve No. 27073) located east of Page Road and north of Saddlers Retreat is one of the more substantial areas of dedicated POS within the Precinct SP area. Whilst the area is designated as a bush forever site, existing vegetation consists of turf and an overstorey of forest vegetation closer to the river. This expansive area provides opportunities to increase tree coverage and planting and enhance the level of amenity and recreational opportunities within a riverside setting. Formalised pedestrian connections and built form opportunities that embrace this space will facilitate passive surveillance and a safer environment for the community.



Figure 24: Fancote Park Landscape Concept

### 8.3 Precinct Design Objectives Assessment – Public Realm

An outline of the Precinct SP’s consistency with the SPP 7.2 Precinct Design Objectives for public realm considerations is provided in **Table 7**.

Table 7: Precinct Design Objectives Assessment – Public Realm

OBJECTIVE	CONSIDERATIONS	SECTION REFERENCE	SUMMARY / ADDITIONAL COMMENT
To ensure the public realm is designed to promote community health and wellbeing.	Provide a range of public spaces that support and contribute to the community’s health and wellbeing, in response to identified community need.	<b>Section 8.2</b>	The Precinct SP identifies the extent of existing public spaces throughout and adjacent the centre which provide a level of public amenity and enhance spaces that encourage and accommodate local community and tourist use and engagement through events, markets and other activities.
	Design public spaces for multiple uses, to efficiently accommodate a range of functions and activities.	<b>Section 8.2</b>	The Precinct SP identifies the extent of redesign opportunities in existing public spaces, inclusive of embellishment and expansion, and the need for adjacent private redevelopment to support and respond to these spaces.
	Consider year-round user comfort in the design of the public realm.	<b>Section 8.2</b>	The Precinct SP reinforces the need to maintain and expand upon mature trees and provide shade and shelter to create spaces that are usable throughout the year. Landscaping enhancements that respond to the climate through controlling solar heat gain; minimise heat island effect; respond to local conditions.
To enable local character and identity to be expressed in public realm design to enhance sense of place.	Public realm design should incorporate local natural topography, habitats and vegetation to enhance sense of place.	<b>Section 8.2</b>	Landscaping design to utilise native species and capitalise on street and public realm design to utilise existing topography and capitalise on views to the hills and Canning River.
	Demonstrate appropriate interpretation of Aboriginal knowledge, history and heritage within public realm design.	<b>Section 8.2</b>	As a component of public realm improvements and public open space celebrate the cultural and heritage significance of the place and established considered connections.
	Design the public realm to reflect the heritage significance of the precinct and support the precinct’s intended character and identity	<b>Section 8.2</b>	As a component of public realm improvements and public open space celebrate the cultural and heritage significance of the place, particularly where these are reflected through the identification of heritage areas and listed heritage sites.



OBJECTIVE	CONSIDERATIONS	SECTION REFERENCE	SUMMARY / ADDITIONAL COMMENT
To ensure that key environmental attributes are protected and enhanced within the public realm.	Integrate environmental features of the precinct within the public realm.	<b>Section 8.2</b>	Integrate key environmental features within the public realm design, particularly focusing on the retention of mature trees and the planting of native species where possible.
	Ensure the public realm contributes to creating and/or improving the urban tree canopy within the precinct and its surrounds.	<b>Section 8.2</b>	Integrate key environmental features within the public realm design, particularly focusing on the retention of mature trees and new street tree planting.
	Incorporate waterwise species into the green network and public realm where appropriate.	<b>Section 8.2</b>	Promote the use of low water demand plants.
	Incorporate water sensitive urban design into the public realm.	<b>Section 8.2 &amp; 12.5</b>	Landscaping design and drainage system to consider and adopt WSUD principles particularly to minister the impact on to the Canning River.
	Provide opportunities for urban greening, such as community gardens and rooftop gardens.	<b>Section 8.2</b>	Public spaces to allow for opportunities to accommodate local community use and engagement such as community gardens, markets and other activities.
To ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities.	Develop legible routes and intersections, connected by identifiable landmarks to aid navigation through the public realm.	<b>Section 8.2</b>	Greatly improve wayfinding and key east-west pedestrian movement that provide a visual cue to link pedestrian desire lines.
To ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities.	Accommodate and promote inclusion and accessibility for people of all ages and abilities in the public realm.	<b>Section 8.2</b>	The design of public spaces and streets that prioritises universal access.
To ensure the public realm is designed to be inclusive, safe and accessible for different users and people of all ages and abilities.	Design the public realm according to the principles of Crime Prevention through Environmental Design (CPTED).	<b>Section 8.2</b>	Incorporate design principles of CPTED and the provision of adequate lighting and street activation.

OBJECTIVE	CONSIDERATIONS	SECTION REFERENCE	SUMMARY / ADDITIONAL COMMENT
To ensure public realm design is integrated with the built form, movement network and landscape of the precinct.	Design well-proportioned and appropriately scaled public spaces and streets.	<b>Section 8.2 &amp; 11.2</b>	The design of buildings and public realm incorporates detail at street level to provide visual interest and human scale character.
	Consider and enhance relationships between the public realm and surrounding land uses and activities to create mutual benefit.	<b>Section 8.2 &amp; 11.2</b>	The Precinct SP promotes active uses at street level with strong pedestrian links to surrounding streets.
	Design the public realm as a series of well connected, legible spaces.	<b>Section 8.2</b>	The Precinct SP facilitates improved pedestrian functionality and connectivity and encourages the reliance upon, and dominance of, vehicles.
	Integrate services and utilities to minimise impact on function and amenity of public spaces, streets and surrounding built form.	<b>Section 8.2 &amp; 11.2</b>	Redevelopment involving new infrastructure should be accommodated in a way to be sensitive and low impact on public realm.



# 9.0 Movement

This section provides a summary of the key issues and recommendations for transport in the Precinct SP Area. A Movement, Transport and Parking Strategy has been prepared by Flyt and is included in **Appendix B**.

## 9.1 Existing Movement

The following is a summary of the existing movement network throughout the Precinct SP area.

### 9.1.1 Regional Accessibility

The Precinct SP area is serviced by major transport infrastructure in Albany Highway, and is strategically located adjacent to the Kelmscott Train Station and Bus Transfer, with the majority of the Precinct SP area within a 400m walkable catchment of the station.

The train provides access north towards central Perth and south to Armadale. The station also features five active bus stands located in a central busway between the northbound and southbound rail tracks (the only such busway arrangement on the metropolitan rail network). These bus routes serve suburbs further to the east with three via the Armadale Station.

On the basis of the Precinct SP area's proximity to public transport, the Precinct SP is appropriately considered having regard to the walkability, accessibility and therefore intensification and redevelopment potential.

### 9.1.2 Local Road Network

The road network within the Precinct SP area has been subject to significant disruption over 2021-2022 as a result of the METRONET works to deliver the Denny Avenue LXR and replacement of the Davis Road underpass – as well as concurrent upgrades of utilities along the Albany Highway corridor. The crossing was permanently closed on 1st April 2021 and a new east-west connection of a rail-over-road underpass has been built at Davis Road, approximately 170m south of the previous Denny Avenue Level Crossing. The main transport network upgrades to be delivered as part of the Denny Avenue LXR project are discussed further at **Section 9.2.1**.

The road network hierarchy through the Precinct SP area summarised below:

- Primary Distributor Road – under the control of Main Roads WA:
  - Albany Highway
- Distributor A Road – under the control of the City of Armadale:
  - Railway Avenue
  - Denny Avenue (expected to be reclassified as a result of the closure of the Denny Avenue Level Crossing)
- Distributor B Road – under the control of the City of Armadale:
  - Gilwell Avenue
  - Streich Avenue (south of Denny Avenue – may be reclassified to south of Davis Road)
  - Third Avenue (expected to be extended to include Davis Road through to Albany Highway)
  - Church Street
- Local Distributor Road – under the control of the City of Armadale:
  - Page Road
  - Fancote Street
  - River Road
- Access Road – under the control of the City of Armadale:
  - All other local streets

### 9.1.3 Pedestrian Movement

Pre-Denny Avenue LXR works, the Precinct SP area had an established pedestrian network with good levels of pedestrian connectivity with the majority of the Precinct SP area within a 15-minute walk catchment of the Kelmscott Train Station. Whilst the Precinct SP area has an established network of footpaths and shared paths, there are two significant barriers to east-west pedestrian movements across the Precinct – the Armadale Line rail corridor and the Albany Highway road corridor – that require consideration in the Precinct SP design response.



### 9.1.4 Cyclist Transport

The Precinct SP area had a good level of bicycle accessibility as a result of recent Denny Avenue LXR works. These include a high-quality PSP along the Armadale Line extending both north and south of the Kelmscott Train Station (including grade separation over Davis Road). The remaining shared path sections between Lake Road and Challis Station will be delivered by the City of Armadale in separate stages. The Lake Road to Westfield Road section commenced construction in financial year 2020-21 and is complete. The route alignment for the Bray Street to Challis Station section is under consideration by the City of Armadale and State Government agencies. Limited formal bicycle routes are provided to the east of the rail corridor, with only on-street provision for cycling or local pedestrian paths.

### 9.1.5 Public Transport

As mentioned above, the Precinct SP area is well-served by public transport via the Perth to Armadale train service and bus transfer. The train provides access north towards central Perth and south to Armadale and operate on a 10-minute frequency during weekday peaks and 15-minute frequency on weekends. Five bus routes serve surrounding suburbs to the east (240-245) with three services via the Armadale Station (243-245).



Data for train boardings shows that Kelmscott Station is slightly busier on average than Armadale Station – with Armadale Station serving a Strategic Metropolitan Centre and Kelmscott Station serving a District Centre. Data for bus patronage suggests that 80% of trips relate to bus/train transfer. However it should be noted that the Denny Avenue LXR works may have influenced public transport patronage. In addition, to enable works on the Victoria Park-Canning Level Crossing Removal, Byford Rail Extension, and the connection of the new Thornlie-Cockburn Link to the Thornlie Line METRONET projects, the Armadale and Thornlie lines will be shut down for up to 18 months, starting in early-2023.

### 9.1.6 Parking

For the purposes of this Precinct SP, the two 'public parking' car parks included in the parking study were the Kelmscott Station PTA car parks and Fancote Park car park and informal verge parking. The total public car parking within the study area is approximately 324 bays with an additional 4 ACROD bays. Of the total public car parking in the study area 268 bays (83%) are PTA car parking bays subject to a \$2 weekday parking fee, and 56 bays (17%) of the car parking bays are City of Armadale controlled bays with no fee or time restriction. Car parking utilisation data was collected at each public car parking location. Generally speaking, the PTA car parks are at full capacity during the week, however very low level of use at weekends. The Fancote Park car park and verge areas does not appear to be well utilised on weekdays and with a slightly higher utilisation at weekends compared to weekdays.

The car parking data collected from aerial imagery suggests that there are approximately 2,500 car parking bays within the Precinct SP area, which can be described as either public car parking or private commercial car parking. The aerial images indicate that less than 50% is utilised at any given point in time. It should be noted that this may not be the case during peak periods of activity at the shopping centres – when parking utilisation may be considerably higher.

## 9.2 Movement Network Response

### 9.2.1 METRONET / Denny Avenue Level Crossing Removal Project

The METRONET (PTA) Team released the METRONET Station Precincts Gateway report in October 2021, which provides a high-level assessment for planning and development around METRONET stations. The Gateway report presents information for METRONET Stage One projects, which includes the Denny Avenue LXR project and broader considerations for the Kelmscott Town Centre Station Precinct.

An overview of the movement network related considerations taken from the METRONET report in relation to the Kelmscott Station Precinct and Precinct SP is considered in the following sections of this report. However it should be noted given the time lapse between preparation of the Gateway report and progression of planning under this Precinct SP, there are notable differences in the land use information and intensity of development envisaged for the Precinct SP. The Precinct SP includes more detailed and up-to-date analysis than the Gateway report, and therefore the Precinct SP should be preferred in the consideration of planning and development proposals within the Precinct SP area.

Key action and elements of the Kelmscott Town Centre Station Precinct project by METRONET include:

- Davis Road 'Road Under Rail'
- Denny Avenue Level Crossing Closure
- Public Realm upgrades, including the delivery of station plaza and upgrades to Station Master's house
- Streetscape Upgrades
- Principal Shared Path ('PSP')
- Other road modifications (Third Ave, Sleet Ave, Railway Ave, Streich Ave)
- Increase in station parking and short term car bays
- 'Station Place' Future Development Site

The removal of the Denny Avenue level crossing will create opportunities for residential and commercial development around the railway station and along Albany Highway, with greater pedestrian access away from busy Albany Highway.

### 9.2.2 Vehicle Movement

The Precinct SP retains the road network arrangements as delivered by Main Roads WA and the METRONET teams as part of the Denny Avenue LXR project. A summary of the key changes to the road network under this project are listed below:

- Removal of the Denny Avenue Level Crossing.
- Creation of an underpass (rail-over-road) at Davis Road.
- Third Avenue realigned to connection into the new Davis Road underpass.
- Davis Road widened from one lane in each direction to two lanes in each direction.
- New signalised intersection between Davis Road/ Third Avenue and Railway Avenue with pedestrian crossing facilities across northern and western arms of the intersection.
- New signalised intersection between Davis Road and Streich Avenue with pedestrian crossing facilities across northern and eastern arms of the intersection.
- New signalised intersection between Davis Road/ Fancote Street and Albany Highway with pedestrian crossing facilities across all four arms of the intersection.

The Precinct SP builds on the road network arrangements delivered as part of the wider Denny Avenue LXR project. The following following vehicle movement network opportunities are created by both the Precinct SP and the delivered road network arrangements.

#### **Streich Avenue (north of Denny Avenue)**

This section of Streich Avenue will be redesigned to calm traffic, with access to the Transperth passenger car park from Albany Highway as opposed to Streich Avenue in order to create a continuous pedestrianised Station Plaza. Passenger drop-off facilities will remain on Streich Avenue. Changes to vehicular movement include:

- Ability to turn right into Streich Avenue from Albany Highway.
- Ability to turn right onto Albany Highway from Streich Avenue (via Davis Road).

### **Davis Road**

Widened to two lanes in each direction with a new right turn pocket into Kelmscott Plaza Shopping Mall.

### **Railway Avenue**

Widened from one lane in each direction (two lanes in total) to two lanes in each direction (four lanes in total) either side of the new Davis Road/Third Avenue road connection. Additional right turn pockets are facilitated at the Davis Road intersection for both eastbound and westbound movements.

### **Third Avenue**

Realignment of Third Avenue to the Davis Road underpass resulting in Third Avenue being a cul-de-sac at the realigned Third Avenue with vehicle access from Railway Avenue.

### **Denny Avenue and Streich Avenue Intersection**

Signalised intersection removed and replaced with a priority-controlled intersection (Streich Avenue to have priority) – with the closure of the level crossing a new right turn from Denny Avenue into Streich Avenue is provided.

### **Albany Highway and Davis Road/Fancote Street Intersection**

Signalised intersection with all movements permitted and an additional two turning lanes on Albany Highway to allow for a double right turn into Davis Road and Fancote Street (two lanes on approach).

### **Davis Road and Streich Avenue Intersection**

Rail-over-road underpass along Davis Road with two lanes in each direction with no right turn from Davis Road into Streich Avenue north.

## **9.2.3 Traffic Forecasts**

Traffic modelling has used an existing mesoscopic model previously constructed on behalf of METRONET and Main Roads WA based on a 2019 base year model and prior to the closure of Denny Avenue and the replacement with the Davis Road underpass.

The model has been updated to reflect a 2041 forecast year, infrastructure changes identified through the Denny Avenue LXR project and land use types and yields proposed under the Precinct SP. For the purpose of the traffic modelling assessment, the 'Potential Yield' scenario has been adopted as being most representative of the anticipated long-term development and maximum build-out across the Precinct SP area.

As such, it should be noted that the road network infrastructure recently delivered by State Government as part of the Denny Avenue Level Crossing Removal project (most notably the permanent closure of the Denny Avenue Level Crossing and the creation of an underpass (rail-over-road) at Davis Road) has delivered major road infrastructure expected to address access and movement requirements through the town centre in the long term – and this sets the road network arrangements across the Precinct SP area for the long term.

**Table 8** below provides a summary of the AM and PM peak hour vehicle trip generation based on the re-calibrated 2019 base year model, the 2019 existing situation and future Potential Yield scenario (notionally 2041). Trip rates are based on the WAPC's Transport Impact Assessment Guidelines (2016).

Based on the trip generation forecasts outlined above, the following analysis and recommendations are provided:

- **AM Peak:** The roads shown with emerging capacity issues are the northbound approach to the signalised intersection of Albany Highway with Davis Road, Gilwell Avenue approach to Albany Highway, the northbound approach to the new pedestrian crossing along Albany Highway and the link that represents Turner Place.



Table 8: Peak Hour Trip Generation

PEAK HOUR	2019 MODEL	2019 EXISTING SITUATION	POTENTIAL YIELD SCENARIO	DIFFERENCE BETWEEN 2019 EXISTING AND POTENTIAL YIELD SCENARIO
AM inbound	784	803	1,153	+350 / 1.44
AM outbound	516	522	1,090	+568 / 2.09
<b>AM TOTAL</b>	<b>1,300</b>	<b>1,325</b>	<b>2,243</b>	<b>+918 / 1.69</b>
PM inbound	706	722	1,250	+528 / 1.73
PM outbound	739	733	1,145	+412 / 1.56
<b>PM TOTAL</b>	<b>1,445</b>	<b>1,455</b>	<b>2,395</b>	<b>+940 / 1.64</b>

- **AM Peak:** The Albany Highway and Davis Road (approximately 30 seconds average delay) has the largest intersection delay. The other larger delays are all shown at signalised intersections along Albany highway and the new Davis Road underpass intersections.
- **PM Peak:** The roads shown with emerging capacity issues relate to a few of the minor roads that join Albany Highway. These are usually the product of a single lane approach attempting to load a reasonably large demand onto a main carriageway.
- **PM Peak:** The new signalised intersection of Albany Highway and Davis Road (approximately 30 seconds average delay) has the largest intersection delay. The other larger delays are all shown at signalised intersections along Albany Highway and the new Davis Road underpass intersections.

Although there are some roads that are modelled with higher volume capacity and delays based on the larger forecast year 2041 demand volumes, the transport network is shown to operate reasonably over the average hour periods. A large proportion of traffic along Albany Highway can be attributed to longer distance trips rather than those associated solely with the trip attractors associated with the Precinct SP.

It is possible that if congestion becomes more significant along Albany Highway or Railway Avenue, that drivers may reassign between either of these routes or find

alternative routes to avoid perceived delays via Davis Road.

It should also be noted that overtime Perth's urban transport networks will develop to provide a wider range of opportunities for people to travel by non-car modes, whether that be by active transport (walking and cycling) or through improved public transport options. This change will likely occur in the inner metropolitan areas of Perth first and then middle/outer town centre locations, such as Kelmscott Town Centre. The Precinct SP supports active transport opportunities by increasing the liveability and attractiveness of the town centre urban corridor by (for example) improving landscaping requirements on private lots adjoining the urban corridor and by encouraging a mix of land uses.

#### 9.2.4 Pedestrian and Cyclist Movement

Shared paths and key pedestrian and cyclist infrastructure surrounding and through the Precinct SP area will be enhanced through the Denny Avenue LXR and Future Bicycle Network projects. Key initiatives and opportunities created by both the Precinct SP and the delivered pedestrian and cyclist network arrangements include:

- New grade-separated shared path over the new Davis Road overpass delivered under the Denny Avenue LXR project.
- Completion of continuous shared path alongside the Armadale railway line.
- Public realm improvements around Kelmscott Station and Station Masters House (including a Station

Plaza) to create a more pedestrian friendly space and connection between Kelmscott Station and Stargate Shopping Centre.

- Albany Highway signalised pedestrian crossing south of Streich Avenue intersection.
- Denny Avenue traffic lane reduction to one lane in each direction and redesigned with traffic calming measures.
- Signalisation of Albany Highway and Davis Road/ Fancote Street intersection with pedestrian crossing facilities on all four arms of the intersection (however no crossing facilities across the southern arm either side of the new Davis Road underpass).
- Opportunity for formal path network between Kelmscott Station, Albany Highway, Stargate Shopping Centre, Page Road and Fancote Park/ Canning River to improve connectivity in an easterly direction (which may require access easements over private landholdings).
- Additional local bicycle routes, particularly east-west movements to be investigated and delivered under the Long Term Cycle Network endorsed by the City.

### 9.2.5 Public Transport

Significant upgrades to public transport infrastructure as part of the Denny Avenue LXR project will enhance public transport opportunities for the Precinct SP area. Key initiatives and opportunities include:

- Small increase in car parking bay capacity of 40 bays at Kelmscott Station.
- Improved bus route access through the provision of bus stops resulting from the closure of the Denny Avenue Level Crossing and Davis Road underpass.
- Opportunity to break direct bus to train transfer through improved local amenity and retail, commercial and entertainment offerings.

### 9.2.6 Parking

Given the precinct context, mix of land uses proposed and the proximity to the Kelmscott Station (rail and bus), car parking provision and facilities needs to be appropriate to the precinct context and encourage alternative modes of transport whilst still meeting anticipated demand in an other metropolitan context. The following principles will guide parking management within the Precinct SP area:

- Encourage the efficient use of available parking resources and minimise land and capital investments in parking.
- Prioritise on-street parking for short-term use by visitors to residential and mixed-use areas, where safe to do so.
- Maximise the efficient use of public car parking by ensuring a high level of turnover and availability.
- Ensure car park design does not hinder safe and secure pedestrian, cyclist and public transport access (including access on foot from public transport).
- Support shared use arrangements between landowners to maximise the efficient use of on-site car parking.
- Provide longer term parking for Kelmscott Station (provided by PTA adjacent to the station) and businesses in dedicated locations on-site rather than within the public realm.
- Ensure the parking demand created by development is predominantly provided on-site rather than reliant on public parking.

### 9.2.7 Precinct Design Objective Assessment – Movement

An outline of the Precinct SP's consistency with the SPP 7.2 Precinct Design Objectives for movement network considerations is provided in **Table 9**.

Table 9: Precinct Design Objective Assessment – Movement

OBJECTIVE	CONSIDERATIONS	SECTION REFERENCE	SUMMARY / ADDITIONAL COMMENT
To ensure the movement network supports the function and ongoing development of the precinct.	Address the current and future access needs of the precinct through an integrated transport planning and land use assessment process.	<b>Section 9.2</b>	Current and future access through integrated transport and land use planning.
	Design the movement network in balance with place considerations, local access and neighbourhood/ district/ regional access requirements for travel to, through and around the precinct.	<b>Section 9.2</b>	Future network post-METRONET and Main Roads WA works. Movement network balance with place considerations also addressed.
	Develop a movement network that enables convenient and comfortable travel and access for users of all ages and abilities.	<b>Section 9.2 &amp; Appendix B</b>	Future network post-METRONET and Main Roads WA works. Mobility design considerations address in Movement, Transport & Parking Strategy.
	Design transport infrastructure that provides a safe network for all users.	<b>Section 9.2 &amp; Appendix B</b>	Future network post-METRONET and Main Roads WA works. Mobility design considerations addressed in Movement, Transport & Parking Strategy.
To ensure a resilient movement network that prioritises affordable, efficient, sustainable and healthy modes of transport.	Prioritise walking, cycling, public transport and shared mobility, to minimise car dependency.	<b>Section 9.2.4</b>	Context to Precinct sustainable transport and sustainable transport objectives outlined.
	Establish mode share targets for the precinct.	<b>Section 9.2.4, 5.0 &amp; Appendix B</b>	Context to mode share targets outlined. Mode share targets also assessed.
To enable a range of transport choices that meet the needs of residents, workers and visitors.	Prioritise provision of direct and legible pedestrian routes within the precinct and to adjacent areas.	<b>Section 9.1.3 &amp; 9.2.3</b>	Context to Precinct pedestrian routes and pedestrian network connectivity outlined.
	Provide a bicycle network within the precinct that integrates with the broader cycle network and connects safely and conveniently to key destinations.	<b>Section 9.2.3</b>	Context to Precinct bicycle network and connectivity outlined.



OBJECTIVE	CONSIDERATIONS	SECTION REFERENCE	SUMMARY / ADDITIONAL COMMENT
To enable a range of transport choices that meet the needs of residents, workers and visitors.	Identify public transport services and infrastructure to be upgraded or established to improve coverage, frequency, connection and user choice.	<b>Section 9.2.4</b>	Context to Precinct public transport network and connectivity outlined.
	Design public transport infrastructure to integrate with and be appropriate for the intended mode share, patronage and place character of the precinct.	<b>Section 9.2</b>	Future network post-METRONET and Main Roads WA works addressed.
	Consider access requirements for service vehicles and logistical freight movements within the precinct.	<b>Section 4.1 Appendix B.</b>	High-level service vehicle requirements addressed in Movement, Transport & Parking Strategy.
	Design the movement network to allow for private vehicle access and movement that is appropriate to the precinct function.	<b>Section 9.2</b>	Future network post-METRONET and Main Roads WA works addressed.
To ensure the quantity, location, management and design of parking supports the vision of the precinct.	Provide the minimum amount of car parking appropriate for the precinct.	<b>Section 9.2.6</b>	High-level parking strategy outlined.
	Manage and locate car parking to prioritise access according to the needs of different user groups.	<b>Section 9.2.5</b>	High-level parking strategy outlined.
	Design parking to be integrated with the urban form.	<b>Section 9.2.5</b>	High-level parking strategy outlined.
	Design parking for adaptability over time to accommodate potential future change of use	<b>Section 9.2.5</b>	High-level parking strategy outlined.
	Consider parking requirements and end of trip facilities for other transport modes.	<b>Section 9.2.5</b>	High-level parking strategy outlined.

# 10.0 Land Use

## 10.1 Existing Land Uses

The Precinct SP area includes a broad range of existing land uses which can be summarised as follows:

- Residential
- Commercial;
- Retail;
- Mixed Use;
- Community / Civic;
- Open Space.

Non-residential land uses are concentrated within the central portion of the Precinct SP area around the retail precincts of Stargate Kelmscott and Kelmscott Plaza and dispersed either side of Albany Highway. Residential land uses are generally located on the periphery of the Precinct SP area and generally comprise of single detached and grouped dwellings. The land use designations proposed under the Precinct SP will facilitate the continuation of existing land uses.

A summary of existing land uses and yield/floorspace areas is provided in **Table 10**.

Table 10: Existing Land Use Summary

LAND USE	DWELLINGS / FLOORSPACE (GFA M <sup>2</sup> )
Residential	229
Health / Welfare / Community Services	217
Entertainment / Recreation / Cultural	4,263
Office / Business	7,923
Shop Retail	28,193
Other Retail	4,710
Manufacturing / Processing / Fabrication	665
Storage / Distribution	993
Utilities / Communications	460
Service Industry	3,510
<b>Total Residential Dwellings</b>	<b>229</b>
<b>Total Commercial Floorspace</b>	<b>50,934</b>



## 10.2 Residential

The Residential land use designation is able to accommodate a mix of dwelling densities and typologies, however it is anticipated that the majority of housing typologies will be in the form of single dwellings, with the opportunity for grouped dwellings and townhouse development.

Residential development is generally located within peripheral areas of the Precinct SP area to facilitate built form and land use transition to the surrounding suburban residential areas.

Residential density codes applied to land designated as Residential on **Plan 1** include:

- R5 for land located either side of Gilwell Avenue consistent with existing residential density coding of the land, protection of streetscape and areas considered to be of local character / heritage sensitivity.
- R60 in areas where medium density development is considered optimal based on location and surrounding context and with an interface with adjacent mixed use development potential.

## 10.3 Mixed Use

The Mixed Use land use designation is intended to accommodate a mix of residential, commercial, office, retail, food and beverage and entertainment uses that contribute to the vibrancy, activation and economic development of the Precinct SP area. Non-residential uses are required at ground level for development generally within the central portion / core of the Precinct SP area and within close proximity to key transport infrastructure of Albany Highway and the Kelmscott train and bus station as identified on Plan 6. The Mixed Use designation for land abutting Denny Avenue will enable the development of a highly active, high quality 'main street' with active retail frontages and residential development in a compact urban form.

The ultimate intent is to encourage as much active (non residential) development as possible at ground floor. However, as with any mixed use development, these sub-precincts will develop and mature over time and commercial/retail use will establish as demand requires. As such, development still within the mixed use areas

yet outside of the central/core area is likely to have a residential focus as permitted by Plan 6.

Residential development within the area designated as Mixed Use will offer housing in a variety of forms and density appropriate to the context. It is envisaged that the central portion of the Precinct SP area will provide multiple dwellings to contribute to the desired scale and density of the centre and will help to achieve the desired dwelling and population targets identified under SPP 4.2. Medium density development likely in the form of grouped dwellings, townhouse development and low-scale apartment buildings is generally located within the south-western portion of the Precinct SP area bounded by Streich Avenue/Railway line and Ottaway Street.

Residential density codes applied to land designated as Mixed Use on **Plan 1** include:

- R-AC1 for land either side of Denny Avenue aimed to create a dense, active 'heart' within the Mixed Use Core Area with a high level of activity.
- R-AC3 for land generally abutting Albany Highway within the Mixed Use Core Area.
- R-AC4 for land interfacing with existing development of lower densities within the Mixed Use Transition Area.

## 10.4 Commercial

The Commercial land use designation is intended to accommodate a mix of commercial, office and larger-scale retail uses along the key transit corridor of Albany Highway and at the northern and southern gateways to the Precinct SP area. These areas are considered to be suitable for larger-scale commercial activity such as larger format retail and small showrooms not necessarily suitable for integration with residential / mixed use development yet integral to support the surrounding residential catchment.

As identified on **Plan 6**, commercial/retail development is required at ground level along Albany Highway. Where residential development is proposed at upper levels, a density code of R-AC4 applies, also to provide an appropriate transition to surrounding development.



## 10.5 Population and Dwelling Growth

It is envisaged that the Precinct SP will accommodate primarily multiple dwellings to contribute to the desired scale and density of the development. Opportunity to provide grouped and single dwelling development will also exist at the periphery, where the precinct adjoins existing low to medium density residential housing.

The estimated yield is indicatively only, based on the build-out potential under the Precinct SP. Two scenarios have been investigated based on a Potential Yield (25% take-up) and Full Yield (100% take-up), however it is anticipated that the Potential Yield scenario best reflects the likely build-out of the Precinct SP area. The Precinct SP is capable of achieving a Full Yield scenario, however this is most unlikely within the relevant planning horizon.

The Precinct Concept Plan suggests a potential yield of 1,047 dwellings and a full yield of 3,468 dwellings (3,292 multiple dwellings and 176 single dwellings). This could accommodate a population of up to 2,303-7,630 assuming an average household size of 2.2 people based on the assumptions made within the South Metropolitan Peel Sub-regional Planning Framework.

With respect to multiple and grouped dwellings, the ultimate yield and product mix will be determined by the type of development pursued by proponents and will be subject to the market conditions at the time, and based on the development parameters proposed under the Precinct SP. The ultimate yield and product mix will be determined during the construction and development phase.

A yield assessment has been undertaken for the proposed precinct plan area focusing on a 400m walkable catchment of the two central points within the Town Centre. The yield assessment has demonstrated that the required residential density of 30 dwelling per hectare as required by SPP 4.2 can be achieved based on the current zoning and density coding within the 400m walkable catchments of the Town Centre. The outcomes of the assessment are summarised as follows:

- Approximately 33.64ha of urban land within the 400m walkable catchment.
- 30 dwellings per hectare of urban land equates to 1,009 dwellings. \

- Theoretically, the required dwelling target could be achieved based on the current zoning and density coding equating to 1,047 dwellings based on a minimum plot ratio of 0.8 (R60 equivalent) and a 25% uptake.

Implementing the redevelopment potential as determined through Precinct SP can achieve the assigned target (as a minimum).

## 10.6 Commercial and Retail Growth

A Retail and Employment Strategy has been prepared by Pracsys in support of the Precinct SP (refer **Appendix A**). This Strategy has been prepared in response to the requirements of SPP 4.2 in recognition of the Precinct SP area's designation as a District Centre and alignment with the City of Armadale's Activity and Retail (Commercial) Centres Strategy (draft).

The Kelmscott District Centre currently has a total non-residential floorspace of 55,248m<sup>2</sup> comprising largely of shop retail, office and entertainment uses. The centre plays an important role in meeting the goods and services needs of the surrounding population and passers-by, particularly along Albany Highway. As such, a 10km catchment radius has been selected to appropriately reflect visitation to the centre. The Kelmscott District Centre is also located within close proximity (4km) from the Armadale City Centre which is identified as a Strategic Metropolitan Centre under SPP 4.2.

As identified in the City's Activity and Retail (Commercial) Centres Strategy, retail floorspace within the centre is planned to increase to 25,000m<sup>2</sup> by 2031 in response to projected population growth in the City of Armadale.

The Retail Needs Assessment uses a retail gravity model methodology to examine the supply of and demand for retail floorspace within the defined trade area, and to estimate the potential impact of proposed retail developments. The following three scenarios were modelled and the outcomes summarised in **Table 11**:

- Business as Usual (BAU): no additional development with the exception of an increase in retail floorspace

to 25,000 by 2031 in line with the City's Activity and Retail (Commercial) Centres Strategy (draft).

- Potential Yield: 25% take-up scenario best reflective of the likely build-out of the Precinct SP area.
- Full Yield: 100% take-up scenario considered to be most unlikely within the relevant planning horizon.

Table 11: Additional Floorspace (GFA) Development Scenario Summary

PLUC	SCENARIO	2021	2026	2031	2036	2041
SHP	BAU					25,000
	Potential Yield	22,573	22,573	25,000	25,000	<b>25,507</b>
	Full Yield					30,394
ENT	BAU					6,932
	Potential Yield	4,263	6,474	6,932	6,932	<b>7,028</b>
	Full Yield					7,951
HEL	BAU					1,098
	Potential Yield	217	217	1,098	1,098	<b>1,103</b>
	Full Yield					1,150
OFF	BAU					11,880
	Potential Yield	7,923	7,923	10,327	11,880	<b>12,058</b>
	Full Yield					13,773
RET	BAU					5,216
	Potential Yield	4,710	4,710	5,216	5,216	<b>5,322</b>
	Full Yield					6,342
SER	BAU					3,887
	Potential Yield	3,510	3,510	3,887	3,887	<b>3,966</b>
	Full Yield					4,726

Based on the Potential Yield and Full Yield scenarios, the Precinct SP area is estimated to support between 2,900m<sup>2</sup> and 7,800m<sup>2</sup> of additional SHP floorspace and 8,400m<sup>2</sup> and 13,300m<sup>2</sup> of additional Non-SHP floorspace.

The Kelmscott District Centre supports almost exclusively population driven industries, including retail and hospitality, construction and industrial services, civic, healthcare and education, and business-to-business supply chains. Based on the outcomes of a benchmark analysis and to achieve the SHP/Non-SHP

diversity ratio of 66% required under Draft SPP 4.2, the Strategy identifies a number of opportunities to diversify as the centre matures over time in order to improve the viability and vibrancy of the centre:

- Retail Trade
- Food and Beverage Services
- Health Care and Social Assistance
- Education and Training
- Professional Services (population oriented)

Floorspace analysis has identified specific gaps in floorspace uses based on relevant benchmarks of other centres. The following three gaps were identified in order to develop the Kelmscott District Centre as a transit-orientated development (TOD) and improve the performance of the centre in the shorter term:

- Entertainment, Recreation and Cultural uses
- Health, Welfare and Community Service uses
- Office uses

## 10.7 Employment

Employment scenarios were developed based on the identified additional floorspace and floorspace to employment ratios. It is estimated that the Precinct SP area will support between 338 and 601 additional jobs by 2041 under the potential yield and full yield scenarios respectively. The Precinct SP area is anticipated to contribute between 1.6% and 2.8% of the total additional jobs required to meet the employment self-sufficient (ESS) target under the South Metropolitan Peel Sub-regional Planning Framework. The Precinct SP area could support employment industries aligned with Professional Services and Financial Services, in addition to already existing employment industries in Retail Trade, Accommodation and Food Services, Health Care and Social Assistance and Education and Training.

## 10.8 Precinct Design Objectives Assessment – Land Use

An outline of the Precinct SP's consistency with the SPP 7.2 Precinct Design Objectives for land use (activity) considerations is provided in **Table 12**.





Table 12: Precinct Design Objective Assessment – Land Use

OBJECTIVE	CONSIDERATIONS	SECTION REFERENCE	SUMMARY / ADDITIONAL COMMENT
<p>To ensure current and planned land uses respond to the needs and expectations of the community.</p>	<p>Review existing zonings and land uses within and adjacent to the Precinct to identify gaps and determine the appropriate zones and land use mix.</p>	<p><b>Section 10.1</b></p>	<p>The existing land uses and dwelling density within and adjacent to the Precinct SP area meets with targets suitable for a District Centre, however the Precinct SP allows opportunities to diversify the land use mix and increase dwelling types and yield to enhance the vibrancy and liveability of the centre and to take advantage of public transport options.</p>
	<p>Consider the current and future need for services, utilities and social infrastructure, including community, civic and cultural facilities.</p>	<p><b>Section 10.7</b></p>	<p>There would not appear to be any identified shortfalls in the current and future community service provision. The City may wish to undertake a separate community needs assessment as development in the Precinct SP and broader area progresses. That being said, the Retail &amp; Employment Strategy (<b>Appendix A</b>) includes a floorspace gap analysis which has identified gaps in health and professional services, however acknowledge that these uses will also locate in higher order centres of Armadale.</p>
	<p>Identify locations for staged land use transition to meet changing community needs.</p>	<p>N/A</p>	<p>It is not anticipated that development within the Precinct SP area will result in substantial land use transition, but rather a potential intensification of existing commercial/retail and residential uses. The engagement process undertaken to inform this Precinct SP has carefully managed matters such as changes in land use and built form outcomes, particularly in consideration of impact on abutting and surrounding properties. These considerations will need to be addressed on an individual basis as development unfolds.</p>
<p>To ensure the planned land use types contribute positively to the precinct character and amenity.</p>	<p>Co-locate land uses that have a mutual, positive benefit.</p>	<p><b>Section 10.2, 10.3, 10.4 &amp; 10.5</b></p>	<p>The distribution of land uses has been guided by the current distribution whereby the core area comprises more active commercial, retail and entertainment uses, surrounded by a mixed-use transitional area accommodating denser forms of residential development before transitioning to lower density residential areas and commercial land uses at the gateways to the Precinct SP area.</p>

OBJECTIVE	CONSIDERATIONS	SECTION REFERENCE	SUMMARY / ADDITIONAL COMMENT
To ensure the planned land use types contribute positively to the precinct character and amenity.	Locate and distribute land uses to manage amenity impacts such as noise, visual and air pollution.	<b>Section 6.2.2</b>	The Precinct SP area is located adjacent to a number of sources associated with road and rail noise (Albany Highway and passenger rail). Subdivision and development will need to be designed to ensure that the impacts of noise are minimised in accordance with the WAPC's SPP 5.4.
	Distribute land uses across the precinct to support and benefit from the movement network.	<b>Section 10.2, 10.3, 10.4 &amp; 10.5</b>	Land uses and density coding has been allocated cognisant of key traffic and transport routes and destinations and to maximise use of public transport.
To achieve a mix of land uses and activity that supports the precinct vision.	Determine the appropriate land use mix for the Precinct.	<b>Section 10.2, 10.3, 10.4 &amp; 10.5</b>	As a District Centre the Precinct SP proposes to further grow and support increased residential density and commercial activity to improve the viability of the local economy and vibrancy of the centre.
	Determine the appropriate distribution of residential density to support the intended character and function of the Precinct.	<b>Section 10.2</b>	Residential density is distributed across the Precinct SP area in a manner which capitalises on existing major transport routes and the commercial and retail core by facilitating high density forms of mixed-use development, transitioning to lower scale/density mixed use and residential development as approaching the periphery of the Precinct SP area.
	Provide for land uses that appropriately activate and promote safety in the public realm.	<b>Section 11.2</b>	Built form development controls and architectural guidance to create active frontages, promote social interaction in the street, land uses that support high levels of pedestrian activity and street lighting.
	Identify a land use mix that supports local employment and the local economy.	<b>Section 10.7 &amp; 10.8</b>	The Retail & Employment Strategy ( <b>Appendix A</b> ) identifies a number of opportunities to target industries to improve the viability of the centre and create local employment opportunities. These industries include retail trade, food and beverage services, health care and social assistance, education and training and professional services.

# 11.0 Built Form

## 11.1 Existing Built Form

The existing built form quality within the Precinct SP area has been investigated, including the building quality and shop front presentation. Generally speaking, the standard and amenity of existing built form throughout the Precinct SP area is in need of improvement and a greater focus is required on the interface and presentation to the street.

This analysis has provided a deeper understanding and appreciation of the underlying built form structure in order to enhance the architectural and built form character through built form controls and architectural guidance within this Precinct SP.

To inform a well-designed built form response, the following key considerations evident in the Precinct SP area as it relates to building height and scale and street interface have been identified to inform design responses:

### Height and Scale

- Buildings lack visual interest and human scale detail at ground level.
- Limited upper level residential, office and commercial land uses.
- Lack of strong façade rhythm.

### Street Interface

- Expanses of blank walls resulting in unappealing street presence.
- Car parks, servicing areas and inactive shop frontages create unsuitable interfaces with streets, parks and pedestrian connections.
- Opportunities to improve built form interface with Fancote Park and residential development opposite.
- A need for an increased focus on street address and quality along primary streets.
- Built form and streetscape does not result in good passive surveillance and a safe environment.
- Car parking design discourages high activity levels and pedestrian permeability.
- Large open monotonous, monotone spaces created by car parking areas.





## 11.2 Built Form Response

### 11.2.1 Building Height / Plot Ratio

The proposed built form response will be medium to high density, generally with height limits of three, six or nine storeys, dependent on the location. This will include maximum podium building heights of two to four storeys to minimise impact on the quality of the public realm and pedestrian amenity of the area by maintaining a relatable human scale at the street level.

A lower building height limit of two storeys applies for lots within the Eastern Gilwell Avenue Sub-Precinct and four storeys where interfacing with Fancote Park and transitioning to the lower-scale area of Gilwell Avenue. The lower building height maximums applied to sites located towards the periphery of the Precinct SP area will provide an appropriate transition to adjacent surrounding lower density residential areas.

Minimum building heights of two and four storeys applies for Landmark buildings (as identified as a 'Designated Landmark Site'). These sites are deliberately located to accentuate the core of the Precinct SP and transition height within the Precinct whilst restricting impact on surrounding Sub-Precincts.

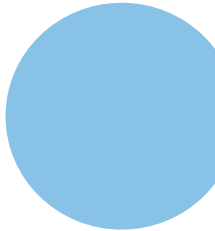
Plot ratio controls applied in the Precinct SP area for residential and mixed-use development are consistent with SPP 7.3 (Volume 2 - Apartments). Non-residential plot ratio requirements applied in the Precinct SP are intended to limit maximum potential building massing and scale.



Image: Building height provisions in the Precinct SP will achieve specific interface outcomes where appropriate



Image: Building height provisions in the Precinct SP will achieve specific interface outcomes where appropriate



### 11.2.2 Building Envelope / Setbacks

The building envelope defines the outer limits for any construction on site within which the plot ratio area can be configured. These envelopes encourage interesting design responses through articulated building facades and innovative features.

Lot orientation, shape and fragmented ownership within the Precinct SP area presents a challenge for developing a specific approach to solar access and overshadowing, particularly in the core area characterised by attached streetscapes and nil side boundary setbacks. SPP 7.3 (Volume 2 - Apartments) solar access provisions will guide development proposals.

Street setbacks for building podium levels and building above the podium are detailed in **Section 2.4** and on **Plan 4** and **Plan 5** in Part 1 of the Precinct SP. The setback locations, dimensions and interrelationships between podium and tower have been determined following analysis of existing and the desirable typology character for the extent of the precinct.

To achieve an acceptable level of amenity between buildings of both non-residential and residential land uses, side and rear lot boundary setbacks, along with building separation and visual privacy, shall accord with SPP 7.3 (Volume 2 - Apartments).

Building form and orientation shall be configured to maximise climate responsiveness of the building and consider neighbouring properties. Buildings shall be arranged to minimise overshadowing of habitable rooms and open space of neighbouring properties along with the adjacent public realm during mid-winter.



Image: Building envelopes will provide sufficient space to achieve design articulation for unique design responses



Image: Building above podium setbacks to achieve appropriate solar amenity to adjoining site

### 11.2.3 Streetscape Interface

Analysis of the Precinct SP area revealed a wide variety of streetscape interface types with little consistency. This diversity in streetscape character, functionality and place quality creates beneficial opportunities for differing built form responses in appropriate locations.

To guide these development outcomes, street interface types have been categorised in **Plan 6**. Precinct SP objectives and built form controls have been identified to enhance the success of these street types.

Improving pedestrian experience and accessibility along key commercial and transport connections is integral to the functionality of the Precinct SP area to retain commercial viability and place making appeal. In order to achieve this:

- Proposed development should encourage activity generating land uses on the ground level to create interest and variety along their building frontages.
- Dependant on interface type, development shall incorporate weather protection such as continuous awnings over footpaths, limit the quantity of vehicle crossovers, locate parking areas away from the street interface and maintain high quality vehicle entrance treatments.



Image: Active street interfaces with Integrated retail uses



Image: Street landscaping setting for building



### 11.2.4 Dwelling Diversity

Future buildings that incorporate residential uses will be required to provide a mix of dwelling types, sizes and configurations to accommodate a range of household types. This will ensure that the forecast dwelling demand through population growth in the City will be partly met by the Precinct SP area.

This diverse dwelling mix will positively contribute to changing demographic mix enhancing the vibrancy of the Precinct SP community.

### 11.2.5 Precinct Design Objective Assessment – Built Form

An outline of the Precinct SP’s consistency with the SPP 7.2 Precinct Design Objectives for built form considerations is provided in **Table 13**.

Table 13: Precinct Design Objective Assessment – Built Form

OBJECTIVE	CONSIDERATIONS	SECTION REFERENCE	SUMMARY / ADDITIONAL COMMENT
To ensure the quantity, location, management and design of parking supports the vision of the precinct.	Set height controls to ensure buildings within a Precinct have a positive impact on the surrounding streetscape and public spaces.	<b>Section 11.2.1</b>	Maximum building (including podium) heights controls apply with intensification around core of Precinct SP area with lower building heights transitioning towards the periphery. Minimum building height requirements for key landmark sites.
	Develop setback controls in consideration of the intended relationship between buildings, and between buildings and the street.	<b>Section 11.2.2</b>	Setback requirements to create human scale character and interface with the street. The interrelationship between buildings and their adjacent public realm shall vary throughout the Precinct, in response to their location and Streetscape Interface Type and respective built form controls.
	Apply built form envelopes to define the streetscape and reinforce the Precinct character	<b>Section 11.2.2</b>	Building envelope requirements shall vary throughout the Precinct, in response to their location and Streetscape Interface Type and respective built form controls.
	Determine plot ratio controls appropriate for the existing or intended future character of the Precinct, where relevant.	<b>Section 11.2.1</b>	Specific building height, setbacks and other built form controls have been determined for the sub-precinct areas. Specific density codes have been selected based on their locational context and associated plot ratios controls will apply in accordance with SPP 7.3.

OBJECTIVE	CONSIDERATIONS	SECTION REFERENCE	SUMMARY / ADDITIONAL COMMENT
To ensure that built form design reduces energy demand across the Precinct by facilitating climate-responsive design.	Locate and arrange buildings to optimise solar access to buildings and the public realm.	<b>Section 11.2</b>	Building design that adopts environmentally sustainable practices through passive solar design and minimises overshadowing, particularly of the streetscape.
	Consider the placement and layout of buildings to optimise natural ventilation and minimise wind	<b>Section 11.2</b>	Building design that adopts environmentally sustainable practices through cross ventilation and addresses SPP 7.3.
To ensure that built form design is responsive to the streetscape and contributes to a safe and comfortable public realm.	Design and setback buildings to enable passive surveillance and outlook to the street.	<b>Section 11.2.2</b>	The Precinct SP encourages active uses at the street level and appropriate setbacks that create a “sense of enclosure”. Setbacks along Albany Highway to accommodate car parking areas within a landscaped setting where appropriate.
	Design for weather protection for pedestrian priority streets and public spaces, where appropriate.	<b>Section 11.2.3</b>	The Precinct SP encourages the provision of covered walkways and awnings adjacent to building frontages to provide weather protection.



## 12.0 Infrastructure

Analysis of the infrastructure capacity and upgrade requirements for the Precinct SP area and anticipated redevelopment has been undertaken by The Civil Group. The infrastructure analysis is summarised in the following sections and outlined further in the Engineering Report contained within **Appendix F**.

### 12.1 Wastewater

All wastewater collected in the Precinct SP area is directed by gravity flow to a number of wastewater pumping stations (WWPS) located in Page Road (temporary), Brookdale Avenue, Turner Place, Hemingway Drive and River Road.

The Water Corporation advised that the sewer networks may ultimately be constrained by the DN225 sewer in Fancote Street as well as the River Road WWPS. Upgrades to this pumping station are currently planned for 2035, which will be reviewed depending on the rate of development and will be funded by the Water Corporation.

In addition, for proposed commercial development on residential zoned land, upgrades from existing 150mm to 225mm diameter sewers may be required as per Water Corporation standards, however is not considered to be a constraint to development.

If the rate of development triggers the upgrade of the Fancote Street DN225 gravity sewer, this will need to be funded by the developers or the Water Corporation will need to review/fund an upgrade as part of their Capital Investment Program (CIP). Any minor reticulation works (pipework less than 300mm diameter) required as part of the development are to be funded by developers.

### 12.2 Water Supply

The Wungong Trunk Main is located within the southern section of Albany Highway extending to the intersection with Ottoway Street. Distribution sized mains are located within the northern section of Albany Highway (915mm diameter steel), Orlando Street (915mm diameter steel and the 760mm diameter steel), and an offtake main in Westfield Road (460mm diameter steel).

The existing reticulation sized mains through the Precinct SP area are predominantly cast-iron mains ranging from 205mm to 100mm diameter. Given the proposed density, the type of buildings may trigger the need for

larger fire services with any upgrades being funded by the proponent to suit the individual developments.

Discussions with the Water Corporation to inform the preparation of this Precinct SP indicated that the Water Corporation is currently reviewing the water and sewerage schemes for the Kelmscott area which is anticipated to be completed by the end of July 2022.

This will determine in more detail if upgrades to services are required and the rate of the proposed development will also determine whether the Water Corporation will need to include some of the planned upgrades to water and sewer infrastructure in their CIP. However, it is noted that a number of upgrades to Water Corporation infrastructure were already progressed through the Denny Avenue LXR project.

However, at this stage, the Water Corporation does not have any planned upgrades for the water supply in their CIP and any required upgrades will need to be funded by developer funded.

### 12.3 Power Supply

Data obtained from the Western Power Network Mapping Tool indicates that the Precinct SP area is located in closest proximity to the Gosnells and Southern River Substations and the forecast network capacity for 2036 is 10-15MVA, being the equivalent of 2,000-3,000 dwellings.

Given Western Power does not reserve electricity network capacity for developers, a Network Feasibility Study is required to determine if a development triggers an upgrade to a High Voltage feeder.

### 12.4 Gas Supply

Reticulated gas is available throughout the Precinct SP area supplied from a network of medium-low, medium and high-pressure pipes. ATCO Gas advised that, at this point in time, they do not have any planned upgrades to their gas network in the Precinct SP area. However, sufficient supply and networks are in place and is believed there is adequate supply to support residential and commercial demands anticipated as a result of redevelopment of the Precinct SP area. If mains are to be upgraded, it will be progressive and supported from the network of high-pressure mains.



## 12.5 Stormwater Drainage

A review of the Gnangara Jandakot Water Table Elevation (DWER 2019) contours indicates the maximum groundwater levels ranging between 23mAHD to 20mAHD and that these flow in a north easterly direction across the Precinct SP area (i.e. approximately 2m to 7m below the natural surface) towards the Canning River. The available maximum groundwater levels only cover the western half of the site. It is anticipated that groundwater levels will be variable across the site, and likely to be affected by localised soil conditions.

Existing drainage infrastructure is present throughout the development area with a pit and pipe system utilised to drain the road network with little to no at source water quality treatment or detention, and is purely a flood mitigation/conveyance system. Piped and open main drains from Water Corporation are located within the southern and eastern portions of the site, discharging to the Canning River via the Rundle Street Main Drain. Minor piped stormwater drainage from the City of Armadale drainage network connects to the Water Corporation drainage network (southern half of the site), meanwhile the northern half discharges directly into the Canning River foreshore.

The Local Water Management Strategy (LWMS) prepared by Emerge associated (contained at **Appendix C**) details the water management approach to support the Precinct SP and has been prepared in accordance with Better Urban Water Management (WAPC 2008), and to address the expectations of the Department of Water and Environmental Regulation (DWER) and the City of Armadale.

The key strategies which will likely be adopted should include:

- Water conservation design criteria have been determined in line with the guidelines presented in BUWM (WAPC 2008).
- Manage and treat the small (first 15mm) event runoff as close to source as practicable.
- Pre-development peak flow rates discharging into the Canning River in the minor (10% AEP) and major (1% AEP) event should be maintained.
- For road reserves and the broader precinct, runoff from the small event can be managed by roadside

bio-retention areas, tree pits and vegetated swales (the responsibility of the relevant authority - City, PTA, Main Roads WA, Water Corp).

- Finished floor levels must have a minimum of 500 mm clearance above the 1% AEP flood level of the Canning River.
- Utilise best management practices to minimise pollutants to the Canning River.

A key opportunity exists for the retrofit of the Rundle Street Main Drain prior to discharge to the Canning River. The Water Corporation's piped network discharges to the open drain and the adoption of a Drainage for Liveability approach would significantly improve the water quality being discharged to Canning River and will increase the amenity of the open space within which it is located. Water Corporation and other relevant stakeholders should be engaged to facilitate an improved outcome for the Rundle Street Main Drain, and maintenance will be a key consideration.

## 12.6 Telecommunications

The national broadband installation initiative, NBN Co. provides the full coverage of the Precinct SP area with a high-speed internet connection. Communication cables operated by Optus and TPG are also available within the Precinct SP area.

## 12.7 Acid Sulphate Soils

The Acid Sulfate Soil Risk Map (DWER 2017a) classifies the majority of Precinct SP area as having 'moderate to low risk' of acid sulphate soils (ASS) occurring within 3m of natural soil surface, with the exception of the foreshore area of the Canning River being classified as having 'high to moderate risk'.

It is anticipated that the redevelopment of the Precinct SP area will largely utilise the existing sewer and drainage infrastructure alignments and depths, which will assist in reducing the extent of ASS risk during construction. Where ASS is found to be a risk, an acid sulfate soil and dewatering management plan (ASSDMP) will be prepared to inform site works and monitoring, and monitoring requirements.

# 13.0 Implementation

## 13.1 Planning Framework

The existing zoning arrangement within the Precinct SP area is presently not suitably configured to properly support the land use designations proposed under the Precinct SP.

Preparation of a new Scheme Text and Maps (LPS 5) is anticipated in June 2024, however timing of the approval of the PSP and preparation of a new Scheme will leave a temporary 'gap' in the planning framework between the date of approval of these documents by the WAPC.

Related to this Precinct SP, the City is in the process of 'normalising' the area of land currently located within the Armadale Redevelopment Area 2020 and subject to the Armadale Redevelopment Scheme 2 under proposed Scheme Amendment No. 112. Scheme Amendment No. 112 proposes to designate the Redevelopment Area as 'District Centre' and identify as 'Development Area No. 67' (under Schedule 8) which enables preparation of the Precinct SP land zoned 'District Centre'.

However, this scheme amendment does not provide an appropriate zoning foundation as envisaged by the Precinct SP. Similarly, an 'interim' scheme amendment may also be required for land within the balance of the Precinct SP area to facilitate subdivision and development within the Precinct SP area until such time as a more comprehensive scheme amendment is progressed which aligns with the zones/reserves of the City's future LPS 5.

### 13.1.1 Interim Scheme Amendment Proposal

Given timing for preparation of LPS 5 is currently programmed for June 2024 it would be logical to progress amendments to TPS 4 as an 'interim' measure in line with the current zones/reserves of TPS 4.

The objectives and land use permissibility of the District Centre Zone is considered appropriate to accommodate subdivision/development in line with the intent of the Precinct SP for the majority of the Precinct SP area, with Residential zone generally applied to those lots currently zoned 'Special Residential' along Gilwell Avenue and 'Residential' along Ottaway Street.

This approach to apply the District Centre zone to the majority of the Precinct SP area is in keeping with Scheme Amendment No. 112. Expansion of the Special Control Area to encompass the whole of the Precinct SP

area within DA 67 would seem a logical step to provide the appropriate foundation upon which to establish the Precinct SP framework.

As supported under Scheme Amendment No. 112, this approach provides the City adequate control over development until the Precinct SP area can be brought into line with the future LPS 5 to more accurately reflect the land use zones and any specific development standards proposed under the Precinct SP.

The provisions included under Schedule 8 as it relates to DA 67 are equally relevant to the balance of the Precinct SP area and would allow minor developments to be carried out, but limit substantial developments until a Precinct SP is approved.

A recommended interim scheme amendment proposal is shown indicatively in **Figure 25**. This will be reviewed through TPS 4 amendment preparation processes.

### Restricted Uses

Schedule 3 of TPS 4 includes Restricted Uses that apply within the Precinct SP area (R1, R2 & R11). It is the preference of the City that these existing Restricted Uses to continue to apply to support core and frame land uses.

However, for the balance of the Precinct SP area, it is recommended that through the Interim Scheme Amendment an audit is undertaken to ensure that the restricted uses do not compromise the ability to achieve the intended vision and uses contemplated under the Precinct SP. In this regard, it may be necessary to add to, or amend, the list of current Restricted Uses within the Precinct SP area to be consistent, and coincide, with proposed Land Use Zones as depicted on **Plan 1** and/or Sub-Precinct boundaries as depicted in **Plan 2**.

### Special Use Zone

A portion of Page Road within the Precinct SP area is identified as 'Special Use 1' (SU1). Schedule 4 of TPS 4 requires the approval of the WAPC for use and development of this land. In conjunction with a review of the restricted uses that relate to the Precinct SP area, it is also recommended that the appropriateness of SU1 is also undertaken and removed from the Scheme if required.

**Residential Density Coding**

As provided for under TPS 4 Clause 4.2.6, in areas zoned District Centre in which grouped or multiple dwellings are permitted at the discretion of the local government, the maximum density of development shall be determined by the local government, taking into consideration the suitability of the area for the proposed development and the likely impact of the development on the amenity of the locality.

As such, there is no requirement to modify the Scheme Map to identify residential density coding as shown on the Precinct SP. However, to ensure greater certainty, the City may wish to apply the residential density codes proposed under the Precinct SP under the Interim Scheme Amendment Proposal option.

**Land Use Permissibility**

The ‘land use zones’ as shown on **Plan 1** translates to the following corresponding zoning within TPS 4:

<b>PSP Land Use Zone</b>	<b>Equivalent Zone/ Reserve in accordance with TPS 4</b>
Commercial	District Centre
Mixed Use Retail Core	District Centre
Mixed Use Residential	District Centre
Residential	Residential (R60); Special Residential (R5); District Centre
Parks and Recreation	Parks and Recreation

Land use permissibility shall be in accordance with the corresponding zone as outlined in the Zoning Table of TPS 4, and acknowledging the Restricted Uses that apply within the Precinct SP area.

With respect to the District Centre Zone, the objectives and land use permissibility of this zone is considered appropriate to accommodate subdivision/development in line with the intent of the Precinct SP; however, the following uses are considered to be ‘Acceptable’ in the Precinct SP area:

- Ancillary Accommodation
- Bulky Goods Showroom
- Family Day Care

The following uses are considered to be ‘Unacceptable’ in the Precinct SP area:

- Auction Mart
- Betting Agency
- Industry – Cottage
- Industry – Service
- Motor Vehicle, Boat and Caravan Sales
- Caretakers Dwelling
- Home Store
- Industry - Light
- Night Club
- Single House
- Warehouse

Land use permissibility for the following uses within the District Centre Zone requires further review as part of the future scheme amendment proposal:

- Motor Vehicle Repair
- Motor Vehicle Wash
- Service Station
- Vet Hospital



### 13.1.2 Ultimate Scheme Amendment Proposal

As mentioned above, substantial amendments to the City's current TPS 4 are required to accommodate the land use framework identified in Part 1 of the Precinct SP.

The City's Scheme Review Report was endorsed by the WAPC in May 2022 and preparation of a new Scheme Text and Maps in June 2024. To coincide with this timing, a subsequent 'ultimate' scheme amendment proposal would then be progressed at a later stage based on the zones/reserves proposed under the new Scheme (LPS 5). It is anticipated that LPS 5 would include zones in line with the model scheme text. The PSP has been prepared with the view to future incorporation into LPS 5 in line with more contemporary planning practice.

The amendments required under this 'ultimate' scheme amendment proposal option would likely include:

- Creation of new zones/reserves to align with **Plan 1**;
- Revised land use permissibility relevant to the Precinct SP Area (and subsequent removal of Restricted Uses); and
- Specific built form and site design provisions considered necessary for inclusion in the Scheme to given the appropriate level of regard in assessment of subdivision/development applications.

A recommended ultimate scheme amendment proposal is shown indicatively in **Figure 26**.

## 13.2 Precinct Structure Plan

The Precinct SP is to be approved by the WAPC following the necessary procedural requirements under the LPS Regulations (deemed provisions).

Thereafter the Precinct SP is to be used:

- a) To guide land use and development in the assessment and determination of subdivision and/or development applications;
- b) To guide the City in decision making with respect to upgrades and improvements to infrastructure to improve the public realm, movement network, community facilities and utility and servicing;
- c) To guide the review of TPS 4 through the preparation of a new Local Planning Scheme; and
- d) To guide necessary amendments to TPS 4 and development ahead of the new Local Planning Scheme.

## 13.3 Local Development Plans

The preparation of Local Development Plan(s) (LDP) where site specific issues arise as a result of complications in the land development process and an agreed plan will assist in informing and guiding both the landowners and the City may be required. An LDP would be used to guide the site and built form design, with particular focus on built form design, access and circulation, public realm interface and management of the impact to adjacent properties, and would be considered in accordance with the LPS Regulations (deemed provisions).

## 13.4 Land Assembly

There are various statutory processes required to deliver and facilitate development of the Precinct SP area such as subdivision and amalgamation applications to assemble the land appropriately.

The City will seek to support the assembly of land parcels through amalgamation and coordination of landowners where possible, as the fragmentation of land ownership is considered to be a significant constraint in achieving the envisioned development outcomes throughout the precinct.





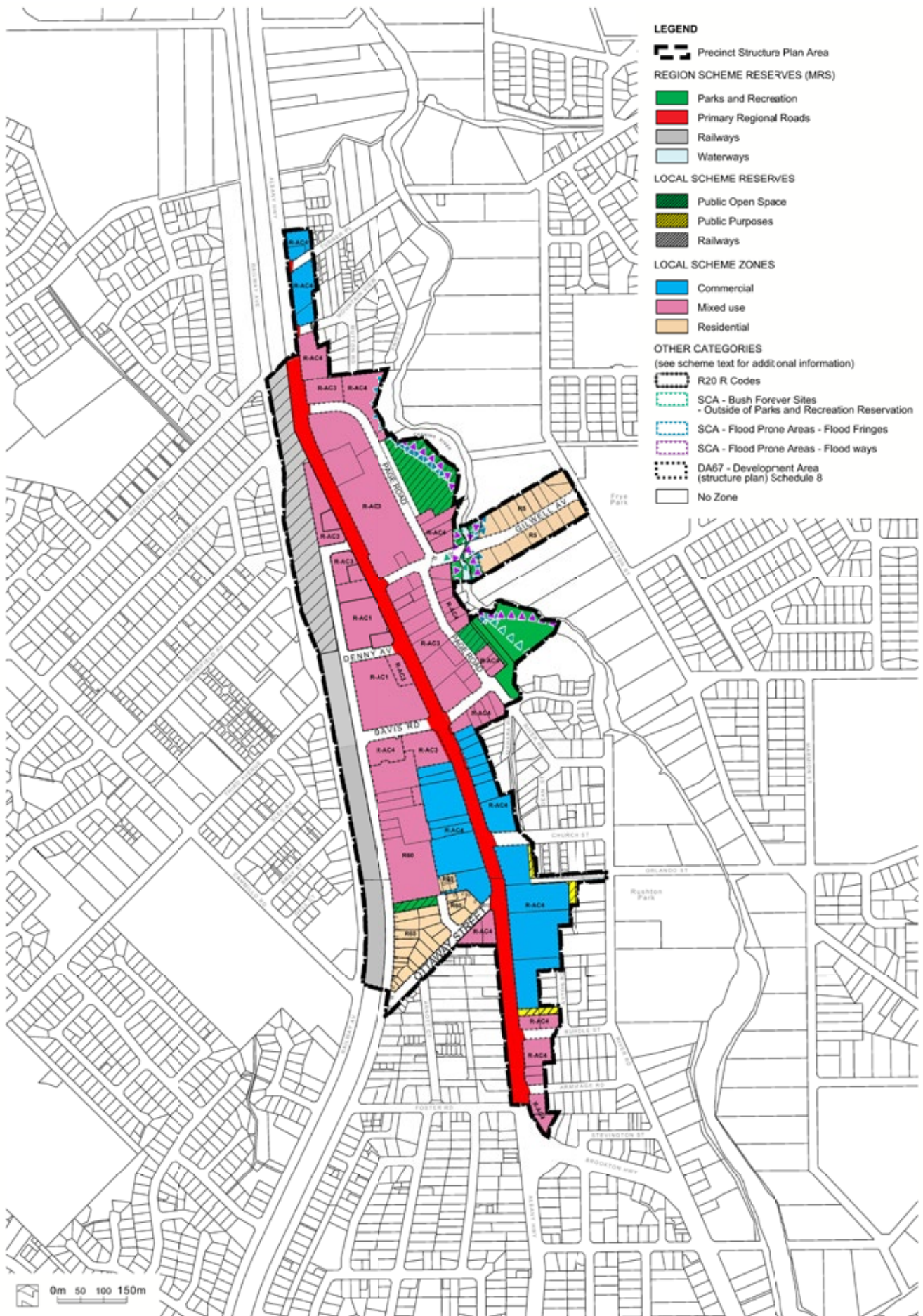
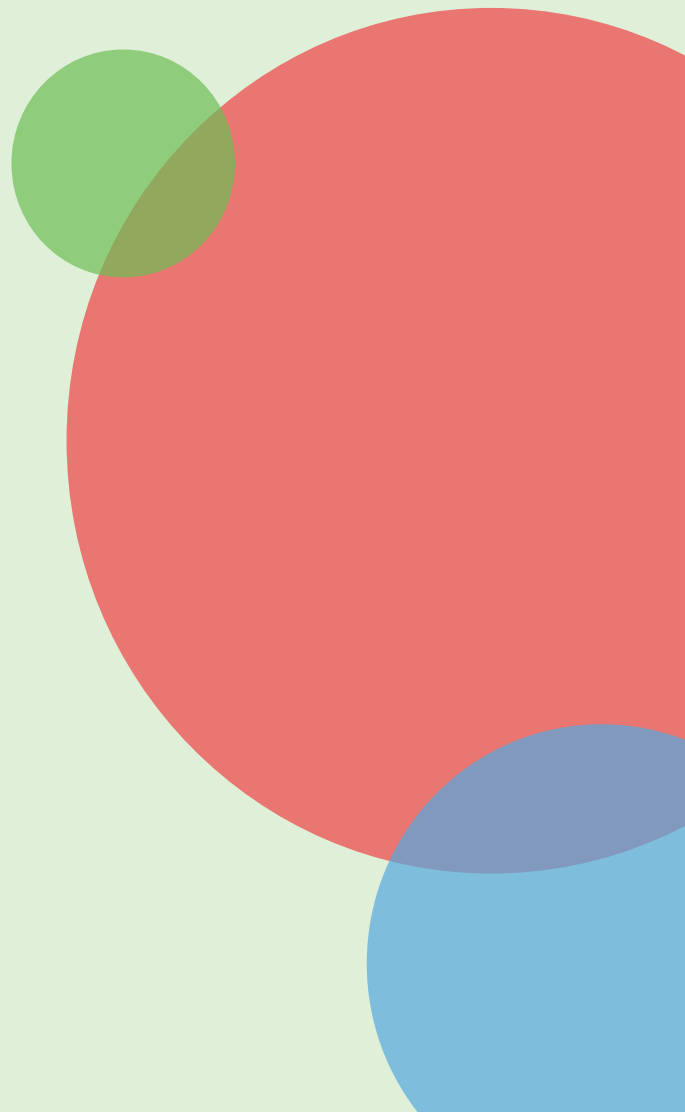


Figure 26: Indicative Ultimate Scheme Amendment Proposal



# Appendix A

Retail and Employment Strategy



# Appendix B

Movement, Transport and Car Parking Strategy



# Appendix C

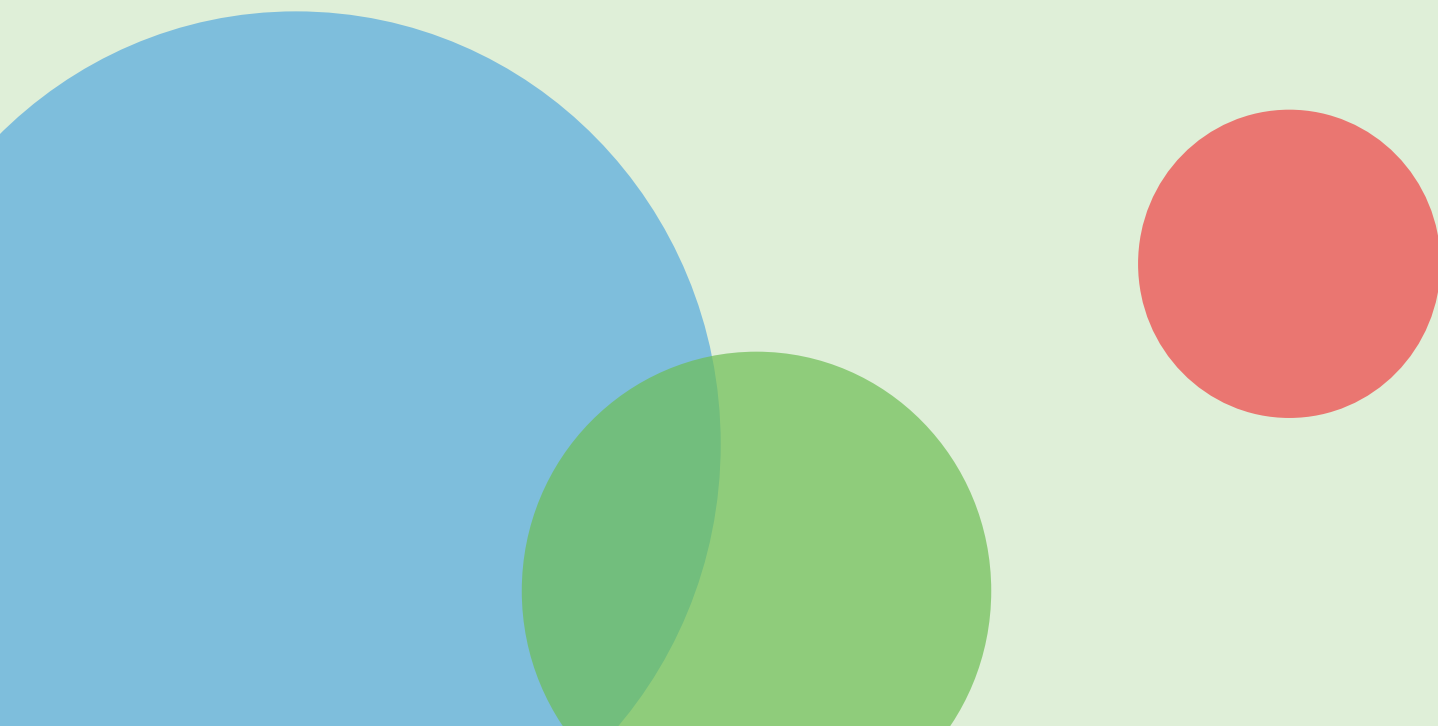
Local Water Management Strategy





# Appendix D

Bushfire Management Plan



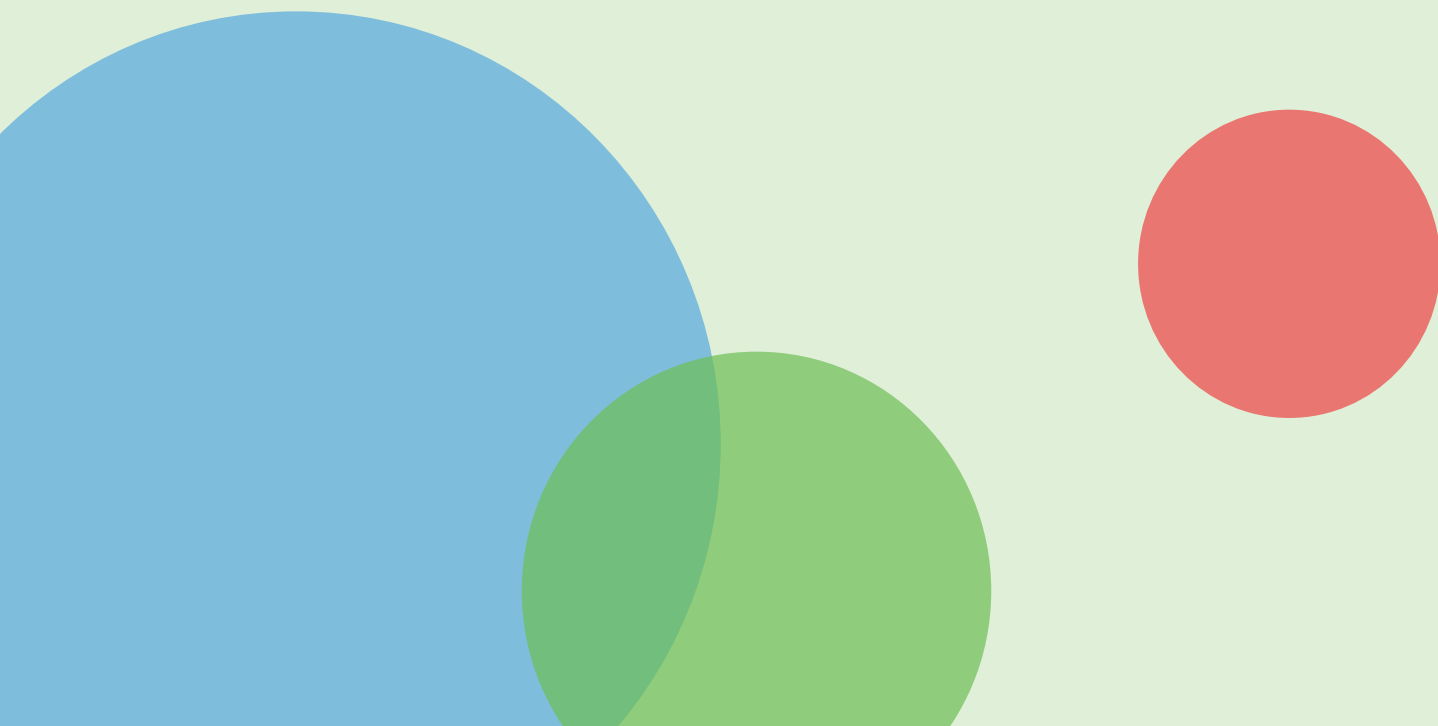
# Appendix E

Road & Rail Noise and Ground Vibration Assessment



# Appendix F

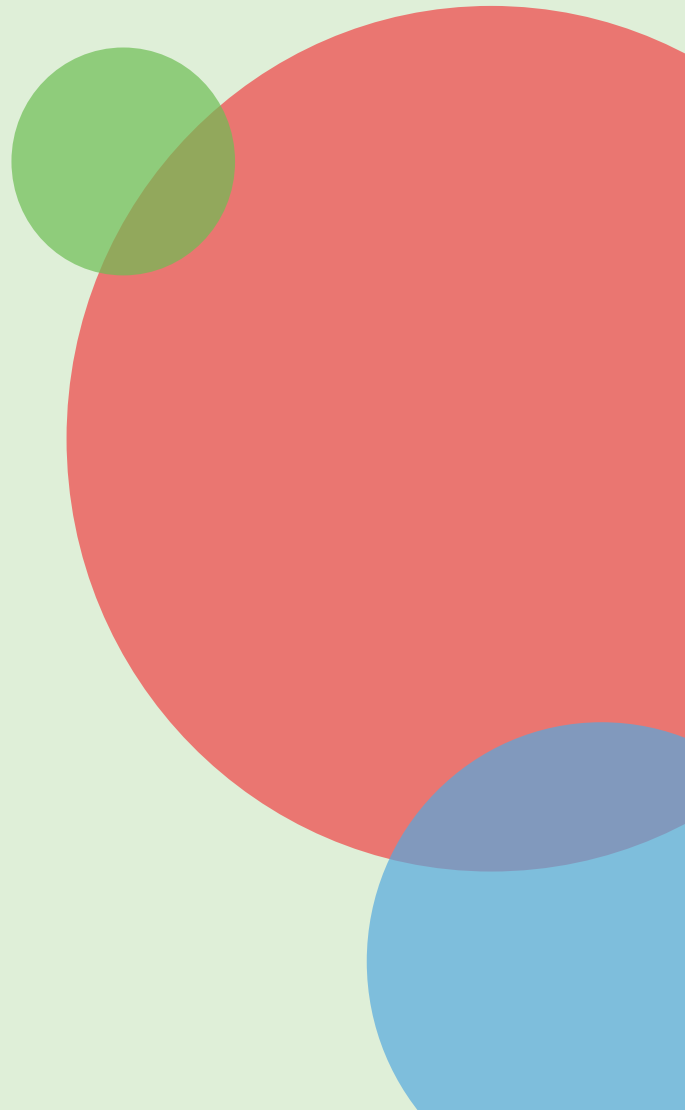
Servicing Report





# Appendix G

Place and POS Audit Report



# Appendix H

Consultation and Engagement Outcomes Report

