
Centre Road Canning River (West) Precinct Urban Structure Plan

**For the development and
control of subdivision
(including strata) and
development (including
grouped housing)**

Final

OCTOBER 2008

Prepared for
City of Armadale

Prepared by



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ENDORSEMENT PAGE

This structure plan is prepared under the provisions 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:

2008

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Date of Expiry:

19 OCTOBER 2035

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OVERVIEW

The Centre Road Canning River (West) Precinct Urban Structure Plan is an initiative of the City of Armadale for the preparation of a Local Structure Plan for the area bounded by Centre Road, Turner Place, Albany Highway and the Canning River in Kelmscott (the Precinct). **Figure 1 – Location Plan.**

RPS Koltasz Smith was engaged by the City of Armadale to prepare a structure plan in response to increasing pressure from landowners and developers for the subdivision and development of lots within the Precinct and the City's desire to secure the coordinated development of the Precinct.

AIM

Council's aim is to secure a Local Structure Plan, in accordance with Part 6A of TPS 4 that guides the future development of the Centre Road Canning River (West) Precinct and makes recommendations for:

- The subdivision and development of the land adjacent to the river to provide a continuous foreshore reserve to be secured in accordance with the policies of the WAPC; and
- Any rationalisation of the MRS and TPS 4 zonings or reservations, which are required to facilitate the implementation of the Local Structure Plan.

OBJECTIVES

The Local Structure Plan will provide a framework to meet the objectives of Council, which are to:

- Increase the residential population within the catchment of the Kelmscott Town Centre, particularly those within easy walking distance, by providing better use of land resources near the town centre;
- Provide strong support to the town centre's businesses;
- Meet the pressure for increased development and population growth;
- Secure a foreshore reserve along the western bank of the Canning River;
- Focus on the Precinct, but also consider and make recommendations on the implications of the study objectives on the wider locality as appropriate; and
- Engage with the landowners and other community stakeholders.

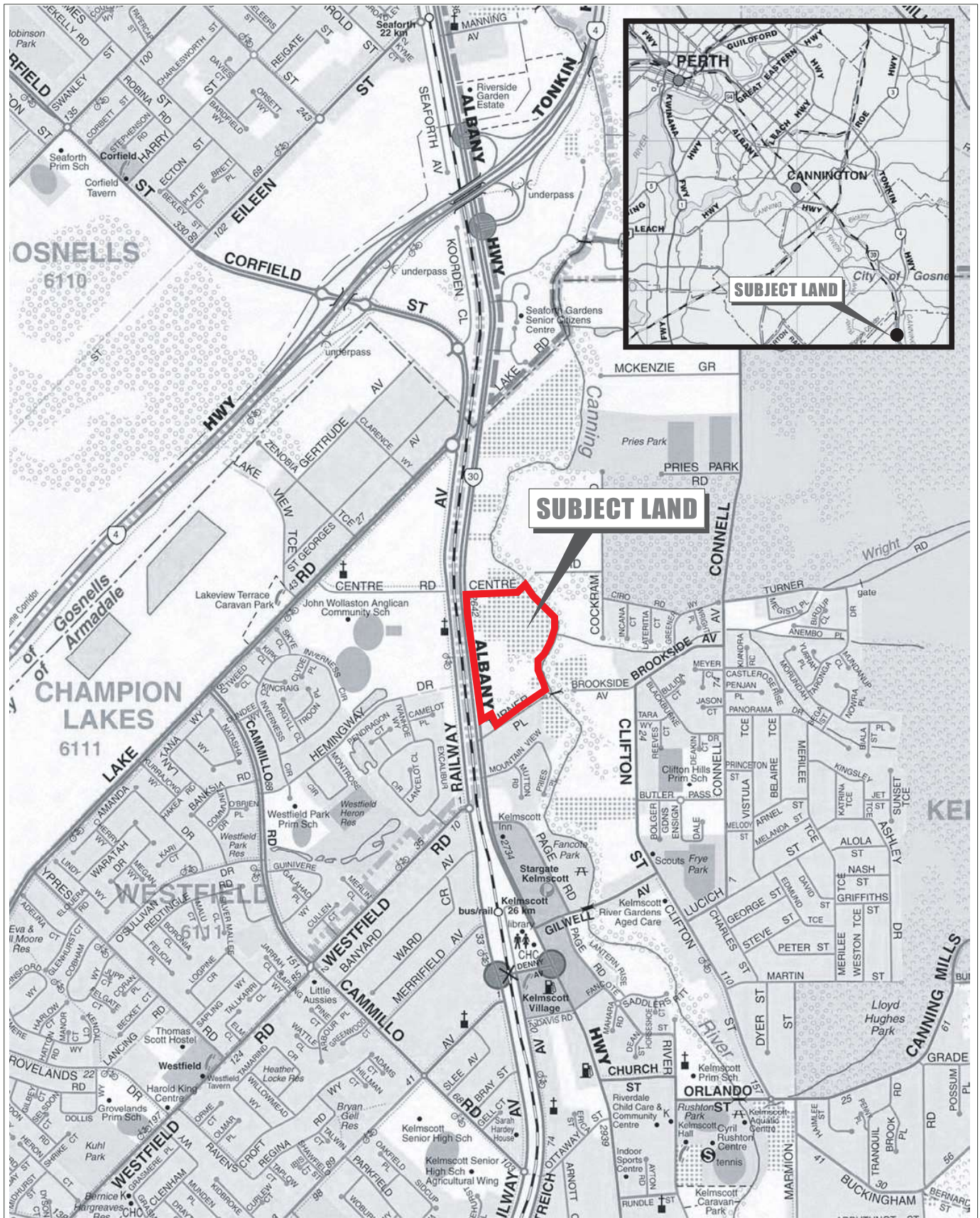


FIGURE 1

 Subject Land

LOCATION PLAN

Centre Road Canning River
(West) Urban Structure Plan

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DEVELOPMENT CONSULTANTS · PROJECT MANAGERS

1 THE PRECINCT

1.1 LOCATION

The Precinct is located approximately 22 kilometres south east of the Perth central business district, 6 kilometres north of the Armadale Regional Centre and 300m north of the Kelmscott town centre (**See Figure 1**). The Precinct is located within the boundaries of the City of Armadale and the South East Corridor of the Perth metropolitan region.

1.2 LAND TENURE AND LEGAL DESCRIPTION

The Precinct comprises nineteen (19) green title lots ranging in area from 1568sqm to 1.4789ha, including a drain reserve and a reserve for recreation, as outlined in Table 1 below. The total area of the Precinct, including the drain and recreation reserves, is 11.3145ha, whilst the total developable area of the Precinct is 10.9532ha. **Figure 2 – Lot Configuration and Areas**. The ownership of the nineteen lots is registered to sixteen (16) different entities.

Table 1 – Land Tenure and Legal Description

Lot Address	Certificate of Title	Legal Lot Area
Lot 22 Albany Highway	1255/886	1.2682ha
Lot 102 Albany Highway	1656/506	0.6070ha
Lot 103 Albany Highway	1656/507	0.8568ha
Lot 0		0.2050ha
Lot 98 Albany Highway	1487/457	1.4233ha
Lot 99 Albany Highway	1487/458	0.2000ha
Lot 25 Albany Highway	1026/320	1.4746ha
Lot 26 Albany Highway	1026/320	1.4789ha
Lot 3660 Albany Highway	LR3055/755	0.1563ha
Lot 87 Albany Highway	1667/223	0.1692ha
Lot 86 Albany Highway	1343/945	0.1568ha
Lot 85 (Strata Lot 1) Albany Highway	141/90A Strata Plan 12749	0.1568ha
Lot 85 (Strata Lot 2) Albany Highway	141/90A Strata Plan 12749	Included above
Lot 84 Albany Highway	84/13A	0.1568ha
Lot 88 Turner Place	1995/881	0.5033ha
Lot 89 Turner Place	1667/224	0.4679ha
Lot 90 Turner Place	1473/931	0.5084ha
Lot 91 Turner Place	1425/943	0.5236ha
Lot 92 Turner Place	1438/100	0.4401ha
Lot 93 Turner Place	1635/397	0.5615ha
Total Land Area		11.3145ha
Total Land Area exc Crown Land		10.9532ha



LOT CONFIGURATION & AREAS - FIGURE 2
CENTRE ROAD CANNING RIVER (WEST) URBAN STRUCTURE PLAN

LEGEND

SUBJECT LAND : 
NOTES

Base data supplied by City of Armadale

Area and dimensions shown are subject to final survey calculations.

All cartageways are shown for illustrative purposes only and are subject to detailed engineering design.



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2 REGIONAL CONTEXT

2.1 LOCATION

Located within the boundaries of the City of Armadale and the South East Corridor of the Perth metropolitan region, the land is bounded to the west by regional road and rail transport infrastructure (Albany Highway and the Perth to Armadale/Perth to Bunbury railway line) and to the east by the Canning River, small rural landholdings and regional open space associated with the Darling Scarp (**See Figure 1**).

Bounded to the north by small rural holdings, the Precinct forms a part of the City of Armadale's northern gateway, and the northern entrance to the suburb of Kelmscott.

2.2 URBAN FORM

The suburb of Kelmscott and the surrounding area comprise a mixture of urban development, small rural landholdings, retail/commercial uses and regional recreation reserves. The diversity and pattern of land use is consistent with the location of the Precinct at the eastern fringe of the metropolitan region and at the foot of the Darling Scarp.

The Precinct is located within close proximity to important transport networks, employment nodes and activity centres including:

- Major regional transport routes comprising Albany Hwy and Tonkin Hwy;
- The metropolitan public transport railway network and the Kenwick Railway/Bus Interchange Station;
- Commercial and retail services and facilities including Kelmscott Village and Stargate Kelmscott;
- Local employment centres including the Kelmscott Industrial Area, Kelmscott Town Centre, Armadale Regional Centre, South Armadale Industrial Area, the Gosnells Town Centre and the Davison Industrial Area;
- Community facilities and recreation opportunities including Riversdale Child Care and Community Centre, Cyril Rushton Centre, Kelmscott Aquatic Centre, Rushton Park, Scouts Hall and Kelmscott Library;
- Educational establishments including Clifton Hills Primary School (500m south east), Kelmscott Primary School, John Wollaston Anglican Community School, Kelmscott Secondary College and Agricultural Wing and a South East Metropolitan TAFE Campus;
- Local and regional open space including Rushton Park, Fancote Park, Frye Park, the Canning River and the Darling Range Regional Park;
- The Champion Lakes development, comprising residential development, commercial, retail and recreation facilities; and
- Established residential neighbourhoods.

2.3 TRANSPORT NETWORKS AND INFRASTRUCTURE

The Precinct is located on Albany Highway, an important regional transport spine, which provides direct access to the local and regional road network and ease of access to the greater Perth metropolitan region.

Access to Tonkin Highway, from Albany Highway, is located approximately 1.5km to the north of the Precinct. Tonkin Highway extends from Thomas Road, Byford to the south to Malaga in the north and connects five industrial areas across the metropolitan region. The extension of Tonkin Highway south from Albany Highway provides an alternative route for heavy haulage vehicles and is expected to result in a significant reduction in truck movements along Albany Highway

To the immediate west of Albany Highway runs the south east railway line, which carries the Perth to Armadale high frequency passenger train and the Perth to Bunbury Australind passenger train. The Kelmscott train station provides access to the Perth to Armadale services, whilst the Armadale train station provides access to the Perth to Bunbury service.

Transperth's Bus Service Number 220 travels past the Precinct along Albany Highway connecting the Perth central business district to Armadale regional centre and various town centres along Albany Highway.

3 PLANNING AND ENVIRONMENTAL CONTEXT

The Centre Road Canning River (West) Precinct Urban Structure Plan seeks to provide the necessary framework for the 11.3145ha Precinct and is guided by the established planning and environmental strategic and statutory framework as outlined below.

3.1 STRATEGIC PLANNING FRAMEWORK

3.1.1 Network City 2004

In October 2004 the Western Australian Planning Commission (WAPC) released Network City, a strategic plan for the greater metropolitan region. The plan was prepared to provide direction on the growth of Perth and in particular the need to accommodate the projected population growth.

Network City identifies the "Connected Network" model as the preferred development scenario to accommodate the future growth of the greater metropolitan region. The plan recommends that 60% of the projected population growth be accommodated in existing urban areas by capitalising on the unrealised capacity of existing low density residential neighbourhoods and undeveloped landholdings to encourage the creation of a compact and sustainable urban form.

A notional distribution of new dwellings (totalling 60% of the projected growth) is allocated to each of the planning sectors and identifies the need to provide for 29,000 dwellings in the "South East" sector.

The Precinct is shown to be located alongside an "Activity Corridor with excellent public transport" and "Passenger Rail", connecting Armadale and the Perth central business district and within close proximity to an "Activity Centre" being the Kelmscott Town Centre.

Network City acknowledges that the Precinct is well located to take advantage of the existing transport networks, both public and private, and the services and facilities located within the Kelmscott town centre, which are strong arguments to support the urban development of the land.

3.1.2 City of Armadale Local Planning Strategy 2005

The City of Armadale Local Planning Strategy was prepared to support the preparation of the City of Armadale Town Planning Scheme No. 4 and outlines the long term planning directions for the future growth of the City and provides the rationale for the zones and provisions in the new Scheme. The Strategy outlines a number of key issues and recommendations that are pertinent to the preparation of this Structure Plan, including:

- The 2001 Census figures for the City of Armadale identified a household occupancy rate of 2.7 persons per dwelling;
- Higher density housing around railway stations is seen as an appropriate means of integrating transport and land use and assisting in the growth of the City;
- The 2001 Senior Needs Report, prepared by the City, identified the provision of housing choice and public transport, so that seniors can live independently and be a part of the community, as an important issue. People aged over 45 made up over 33% of the population in 2001;
- Good access to employment opportunities and local facilities such as shopping, recreation and community services and well designed neighbourhoods, streets and public spaces is sought by the community;
- The rural character and natural environmental attributes should not be lost as the City becomes more urbanised;
- The Kelmscott area is characterised predominantly by suburban low-density single storey residential development and contains substantial pockets of vacant land suitable for infill residential development; and
- It is appropriate for the Parks and Recreation reserve to be extended along the Canning River.

3.2 STATUTORY PLANNING FRAMEWORK

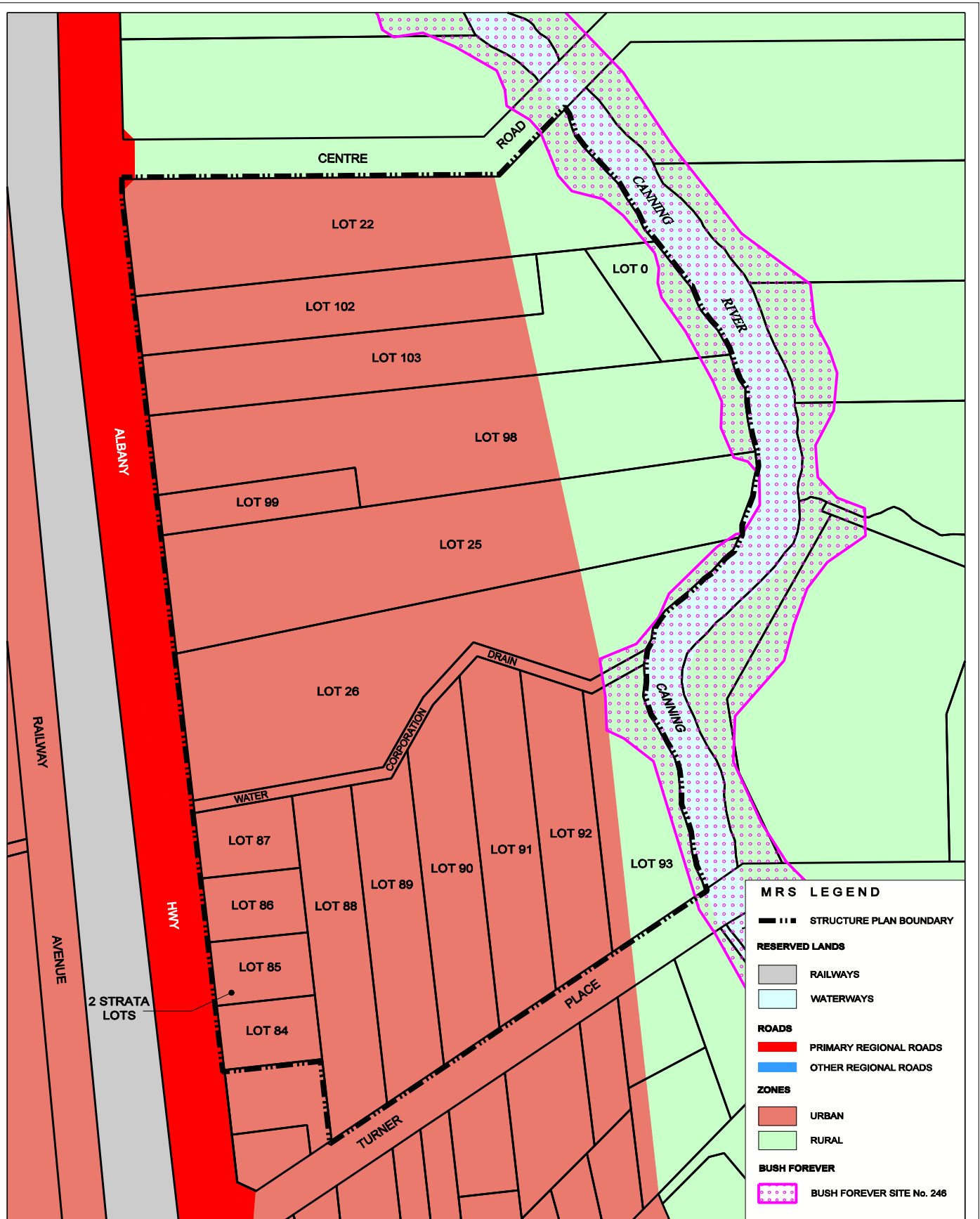
3.2.1 Metropolitan Region Scheme

The Precinct is zoned "Urban" and "Rural" and a small portion is reserved "Primary Regional Road – Albany Highway" under the Metropolitan Region Scheme (MRS) as shown in **Figure 3 – Metropolitan Region Scheme and Bush Forever Sites**.

Seven (7) lots within the Precinct (including the drain reserve) fronting Albany Highway are predominantly zoned "Urban" and partially zoned "Rural" along the frontage to the Canning River. One (1) lot fronting Turner Place is predominantly zoned "Rural" and partially zoned "Urban".

A small portion of Lot 22 Albany Highway is reserved "Primary Regional Road – Albany Highway" at the intersection of Albany Highway and Centre Road. Twelve (12) of the lots within the Precinct (including the drain reserve) abut the "Primary Regional Road – Albany Highway" reservation.

Bush Forever Site No. 246 encompasses the entirety of the Canning River and its associated vegetation. Accordingly a portion of each of the lots fronting the River is included in an MRS Special Control Area to preserve and protect regionally significant bushland (**See Figure 3**). The approval of the WAPC is required prior to the development of lots wholly or partially included in the policy area.



METROPOLITAN REGION SCHEME & BUSH FOREVER - FIGURE 3
CENTRE ROAD CANNING RIVER (WEST) URBAN STRUCTURE PLAN

LEGEND

SUBJECT LAND

NOTES

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Area and dimensions shown are subject to final survey calculations.

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3.2.2 State Planning Policies

The Western Australian Planning Commission's Draft Statement of Planning Policy – Road and Rail Transport Noise outlines acceptable levels of transport noise exposure for residential development and measures for the amelioration of adverse levels of transport noise on residential development.

The policy, whilst being primarily concerned with how the planning system can minimise the impact of transport noise on sensitive land uses, recognises that the objectives need to be considered in the broader context of urban planning and management and acknowledges that it is often impractical or undesirable to separate transport corridors from residential and other land uses.

3.2.3 Liveable Neighbourhoods – Edition 3 2004

The WAPC's Liveable Neighbourhoods Edition 3 is an operational policy and the WAPC's preferred policy to guide the structure planning and subdivision of land. Liveable Neighbourhoods provides guidance on a number of elements including the movement network, public parkland, lot layout and urban water management. The structure plan has been designed in accordance with the principles and objectives of the policies and this is discussed in later sections of the report.

3.2.4 Western Australian Planning Commission Development Control Policy Manual

The WAPC's Development Control Policy Manual is an operational policy that guides land use planning across the State. A number of the policies relate specifically to structure planning and the subdivision of land and are complimentary to Liveable Neighbourhoods. The structure plan has been designed in accordance with the principles and objectives of the policies and this is discussed in later sections of the report.

3.2.5 WAPC Planning Bulletin No. 64 – Acid Sulfate Soils

The WAPC's Planning Bulletin No. 64 provides guidance on matters that should be taken into account in the rezoning, subdivision and development of land that contains acid sulfate soils.

The Bulletin's soil mapping identifies the Precinct as containing an area of land on the eastern boundary abutting the foreshore of the Canning River and the eastern half of the Water Corporation drain where there is a high risk of encountering actual and potential acid sulfate soils (AASS and PASS) at depths less than 3m from the surface where the remainder of the Precinct is identified as having a moderate to low risk of AASS and PASS at depth of >3m.

3.2.6 City of Armadale Town Planning Scheme No. 4

In accordance with the broad zoning of the land under the MRS, the City of Armadale Town Planning Scheme No. 4 (TPS4) zones the Precinct "Residential R25/40", "Residential R15/40" and "Rural Living 2" and reserves it "Primary Regional Road" (portion of Lot 22), "Parks and Recreation" (Lot 0) and "Public Purpose" (Lot 3660) as shown in **Figure 4 – City of Armadale Town Planning Scheme No. 4**.

The base coding of R25 and R15 outlines the permitted level of development and minimum lot sizes, in accordance with the Residential Design Codes 2002, where the higher dual code is a discretionary 'bonus' which Council may bestow subject to development being of a high quality and meeting the criteria as outlined in TPS 4 and the Residential Density Development Policy No. 3.1.

The objective of the "Residential" zone is to provide for a range of housing and a choice of residential densities to meet the needs of a variety of household types which make up the community.

The objective of the "Rural Living" zone is to provide for a variety of rural living environments based on defined lots sizes, landform and natural environment characteristics.

The use of the zoned land is guided by the permissibility of uses outlined in the TPS 4 Zoning Table as shown in **Appendix 1 – City of Armadale TPS 4 – Zoning Table**.

TPS 4 also illustrates three Special Control Areas that guide the use and development of land within Precinct, including "SCA–Flood Prone Areas–Floodways", "SCA–Flood Prone Areas–Flood Fringes" and "SCA–Bush Forever Sites–Outside of Parks and Recreation Reservations" affecting the eastern portion of lots fronting the Canning River. Additional land use and development restrictions apply to land contained within a Special Control Area as outlined in Part 6 of TPS 4.

3.2.7 City of Armadale Residential Density Development Policy No. 3.1

Clauses 5.2.4 and 5.2.5 of TPS 4 provides Council with discretion to approve development on dual coded lots at the higher density to encourage diversity in the provision of housing stock, higher standards of development and an efficient use of existing services.

In regard to the dual density codes that apply to the "Residential" zoned land, TPS 4 Clauses 5.2.4 and 5.2.5 facilitate the development of land at increased densities subject to compliance with the City's Residential Density Development Policy as follows:

- Where land is identified on the Scheme Map as R25/40 (as is the case for the northern cell) development at the higher density is limited to grouped dwellings up to a density of R40; and
- Where land is identified on the Scheme Map as R15/40 (as is the case for the southern cell) development is to be limited to the lower code, except the City may permit grouped dwellings or support subdivision up to a density of R40 where:



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- The property is provided with reticulated sewerage, adequate drainage and a footpath/cycleway system; and
- The City has given consideration to the extent to which the proposal is located in close proximity to the following facilities:
 - A public transport stop or station;
 - A convenience shopping site;
 - A recreational open space or other recreational facility; and
 - A community facility.

Approval to development at the higher density is subject to compliance with the City's Residential Density Development Policy No. 3.1 (currently under review) which provides guidance to Council and developers on elements such as building design, fencing design, the retention of existing dwellings, open space and landscaping, access and car parking and provision for rubbish collection in order to achieve high quality medium density development. Refer to **Appendix 2 – City of Armadale Residential Density Development Policy No. 3.1**.

3.3 ENVIRONMENTAL FRAMEWORK

3.3.1 Swan River Trust

The Swan River Trust (SRT) has river management and planning responsibilities along the Canning River as a part of its function to protect the Swan and Canning River systems. The SRT Management Area abuts the western boundary of the Precinct and in accordance with the *Swan River Trust Act 1988* and Clause 30(A) of the *Metropolitan Region Scheme Act 1963* all applications for development on land abutting the Management Area are referred to the WAPC and the SRT and are subject to Ministerial direction, where the Minister for Water Resources is the primary decision maker.

On Tuesday 26 September 2006, the Western Australian Parliament passed the Swan and Canning Rivers Management Act 2006 and the Swan and Canning Rivers (Consequential and Transitional Provisions) Act 2006. These Acts are expected to come into effect in 2007 and will replace the Swan River Trust Act 1988.

There is no change to the geographical area in which development approvals are required under the new Act, however the name of the area subject to SRT control is referred to as "Development Control Area". Applications made under Clause 30(A) of the MRS will continue to be considered by the WAPC and the SRT and will only involve Ministerial involvement where agreement cannot be reached.

3.3.2 River Foreshore Delineation and Acquisition

The WAPC has been progressively reserving land on the Swan and Canning River foreshores "Parks and Recreation" since the introduction of the MRS in 1963 for the creation of the Swan and Canning River Regional Park, in accordance with the objectives of State Planning Policy 2.10 Swan Canning River System.

The width of the existing Canning River foreshore reserve varies, where the width was determined in consideration for site topography, remnant vegetation and floodway mapping. As a general rule a minimum width of 30m is required in accordance with the WAPC's DC Policy 2.3 Public Open Space in Residential Areas.

The WAPC can acquire the land in three (3) ways as guided by the MRS and DC Policy 2.3 as follows:

1. If a landowner applies to subdivide land abutting the Canning River, regardless of zoning or reservation of the land in the MRS, the WAPC will impose a condition of subdivision approval for the creation of a reserve for the purpose of either Reserve for Recreation or Reserve for Foreshore Management, to be ceded to the Crown free of cost and without payment of compensation by the Crown;
2. If the land is reserved for "Parks and Recreation" in the MRS the landowner can apply to the WAPC for the reserve portion to be acquired by the WAPC;
3. If the land is reserved for "Parks and Recreation" in the MRS the WAPC can initiate a compulsory acquisition of the land; and

Notwithstanding the above a landowner may choose to continue to use and enjoy the land without forgoing land for the creation of a foreshore reserve, until such time that the land is reserved under the MRS and is required for the public purpose.

3.3.3 River Foreshore Protection and Management

The protection and management of the Canning River foreshore currently rests with the individual landowners within the Precinct and as such the integrity of the foreshore is in varying states and access by the general public is restricted to the Centre Road and Turner Place road reserves. Lot 0 and Lot 3660 are owned by the Crown and vested to the City of Armadale and the Water Corporation; however public access to the River is restricted by topography, fencing and lack of road frontage.

With regard to long term protection and management, land progressively acquired by the Crown for foreshore reserves is managed by the WAPC until it can be consolidated and transferred to another government agency, generally the Council, for management.

3.4 OTHER RELATED DOCUMENTS

3.4.1 Community Consultation and Planning Study for the Canning River Precinct Kelmscott 2005

The Study focussed on a two (2) kilometre north-south section of the Canning River between Turner Place and Orlando Street in Kelmscott known as the Canning River Precinct with the objective of reviewing the MRS Urban and Rural zones along the Canning River to maximise land use and development opportunities and to ensure the long term protection of the Canning River foreshore and ecosystem.

The final outcome of the Study resulted in a refined and consolidated scenario that proposed:

- No compulsory acquisition of the foreshore until 5 years after the reservation is gazetted;
- A foreshore reserve generally based on a 30m setback or the floodway boundary, whatever was greater;
- The foreshore reserve would be acquired at the landowners request once reserved in the MRS or ceded on subdivision or development of the land; and
- To rezone land outside of the proposed foreshore reserve from "Rural" to "Urban".

The proposed rationalisation of the zones and reservations under the MRS is anticipated to be advertised as a draft amendment in mid 2007.

3.4.2 Kelmscott Enquiry by Design Working Paper 2003

The study highlighted that neighbourhood structure is limited, there are few supporting neighbourhoods beyond the town centre and there is a lack of choice in housing type and density.

The southern portion of the Precinct is to the north of the town centre focus area of the study (notionally defined as an 800m radius from the Kelmscott Train Station). The Precinct is 700 – 1200m from the Kelmscott Train Station and the heart of the Kelmscott Town Centre and therefore the outcomes of the Kelmscott Enquiry by Design report remain pertinent to the development of the Precinct.

4 SITE ANALYSIS

4.1 ENVIRONMENTAL LANDFORM

4.1.1 Geographic Setting

The Precinct is located within an area of considerable landscape amenity afforded by the Canning River, abutting the eastern boundary, and the heavily vegetated and elevated topography of the Darling Range Regional Park, which forms an impressive backdrop on the eastern horizon. In contrast, the Swan Coastal Plain and the hard edge of Albany Highway and the Perth to Armadale Passenger Railway Line form the western edge of the Precinct.



Photo 1 – The Precinct’s eastern horizon is dominated by the elevated topography of the Darling Range Regional Park.

4.1.2 Topography

The topography of the site is relatively flat, gently sloping downwards from Albany Highway (23m AHD) to the Canning River (15m AHD). The topography of the river bank/foreshore drops steeply in parts and varies greatly along the length of the Precinct. An incline of 1:11 features at the northern end of the Precinct, 1:7 features in the central area abutting the river foreshore to an incline of 1:3 at the southern end of the Precinct. Refer to **Figure 5 – Contours and Aerial Photography**.

Discussions with landowners indicate that the fall of the land provides for the natural drainage of stormwater, which flows across the Precinct from Albany Highway to the Canning River.



■ ■ ■ STRUCTURE PLAN BOUNDARY
 ——— CONTOURS (1m)

AERIAL PHOTOGRAPH AND TOPOGRAPHY - FIGURE 5 CENTRE ROAD CANNING RIVER (WEST) URBAN STRUCTURE PLAN AREA

NOTES

Base data supplied by City of Armadale
 Projection: UTM

Areas and dimensions shown are subject to final survey calculations.
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City of Armadale : CLIENT
 1:1,000 @ A1 / 1:2,000 @ A3 : SCALE
 8 JUNE 2006 : DATE
 dw-3074-3001-basemap : PLAN No
 : REVISION
 K.M. : PLANNER
 A.D. : DRAWN

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 URBAN DESIGN • DEVELOPMENT CONSULTING

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A Water Corporation open stormwater drain (Westfield Park main drain) traverses the central portion of the site in an east to west direction from Albany Highway to the Canning River.

Photo 2 – The Water Corporation Westfield Main Drain - Lot 26 Albany Highway. Water flows through the drain shortly after a storm event.



4.1.3 Canning River

The Canning River and its associated vegetation dominate the landscape character of the eastern edge of the Precinct. Anecdotal evidence suggests that the River has diminishing water flows, which may be attributed to Perth's drying climate, the construction of dams and the extraction of water for irrigation purposes.

The predominantly steep topography of the western foreshore, together with the overgrown nature of the vegetation (including the existence of invasive weed species), make access to the river extremely difficult (see **Figure 5**).



Photo 3 – The western bank of the Canning River - Lot 93 Turner Place.

4.1.4 Surface Water

With the exception of the Canning River and the Water Corporation Westfield main drain, the Precinct does not contain any permanent surface water bodies. Anecdotal evidence from landowners indicates that during and after storm events stormwater traverses the site as it drains towards the Canning River.

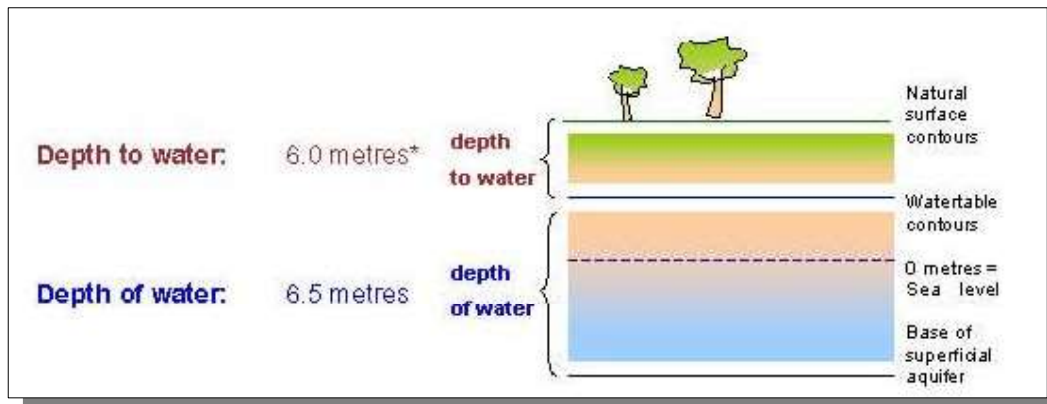
One landowner identified an area of land central to Lot 26 Albany Highway where stormwater collects and remains until it evaporates or infiltrates the soil.

4.1.5 Groundwater

The Department of Water's Perth Groundwater Atlas illustrates that the depth to groundwater varies across the site as follows:

- In the northern portion of the Precinct the depth to groundwater varies from 4m to 6m, where the depth of the water varies from 0m abutting the river foreshore on Lot 26 to 6.5m at the intersection of Albany Highway and Centre Road on Lot 22; and
- In the southern portion the depth to groundwater varies from 3m to 6m, where the depth of water varies from 0m abutting the river foreshore on Lot 93 to 1.5m along the frontage to Albany Highway.

The figure below illustrates the relationship between the depth to the groundwater and the depth of the groundwater, specifically in relation to the north west corner of Lot 22 Albany Highway.



4.1.6 Vegetation

The Precinct contains a number of mature trees, which are concentrated along the banks of the Canning River and the Water Corporation Westfield Park main drain (see **Figure 5, Photo 2 and Photo 3**). The boundaries of Bush Forever Site No. 246 encompass the majority of the existing vegetation located along the western foreshore of the Canning River.

The density of vegetation together with the steep topography along the Canning River foreshore makes pedestrian access difficult.

A number of the lots contain scattered mature trees, which may be worthy of retention in open space and road verges. Site feature surveys undertaken as a part of the subdivision application process should aim to identify significant trees worthy of retention within open space and road reserves where possible.

4.2 URBAN LANDFORM

4.2.1 Existing Land Use and Development

The Precinct is characterised by large vacant landholdings, where most lots contain a single residential dwelling as illustrated in **Figure 5** and the photos below.



Photo 4 - Lot 22 Albany Highway is parkland cleared and contains a single dwelling and Photo 5 - Lot 25 Albany Highway is parkland cleared and contains scattered fruit trees.

The southern portion of the Precinct appears more residential in nature, where vacant land is less visible from Turner Place. Single residential dwellings front Turner Place contributing to the creation of a low density residential streetscape.



Photo 6 & 7 - Turner Place presents a low density residential streetscape characterised by residential dwellings generously setback from the road reserve.

The vacant portions of the larger lots within the Precinct (predominantly in the northern portion) are largely under-utilised, with the exception of Lots 25 and 26 Albany Highway which are utilised for fruit and vegetable production and sale. Lot 103 Albany Highway also contains an orchard at the rear of the property abutting the Canning River.



Photo 8 & 9 – the Town and Country Fruit and Veg market garden and store on Lots 25 & 26 Albany Highway.

The extent of existing development, as established from site visits, survey responses and discussions with landowners, is summarised in the table below.

Table 2 – Existing Development and Land Use

Property	Existing Land Use and Development
Lot 22	One residential dwelling surrounded by parkland cleared land.
Lot 102	One residential dwelling and a number of outbuildings surrounded by parkland cleared land.
Lot 0	Partially parkland cleared and partially vegetated. The land forms a part of the Canning River foreshore reserve.
Lot 103	One residential dwelling and a number of outbuildings surrounded by parkland cleared land. The eastern portion of the lot appears to contain an orchard.
Lot 98	One residential dwelling and one shed (in good condition) surrounded by parkland cleared land.
Lot 99	On residential dwelling and carport and a shed.
Lot 25	Vacant parkland cleared land currently used to graze goats.
Lot 26	Town and Country Fruit and Veg shop, warehouse and market gardens (all fronting Albany Highway), two residential dwellings and a number of outbuildings.
Lot 3660	Open stormwater drain and vegetation
Lot 87	One residential dwelling.
Lot 86	One residential dwelling, a garage and two small sheds.
Lot 85	One residential dwelling (duplex in good condition) and one shed.
Lot 84	One residential dwelling, a freestanding rumpus room, two sheds and a workshop
Lot 88	One residential dwelling and a number of outbuilding surrounded by parkland cleared land.
Lots 89	Vacant parkland cleared land.
Lot 90	One residential dwelling (old asbestos home) surrounded by parkland cleared land.
Lot 91	One residential dwelling (three bedroom brick and tile) and a large brick workshop surrounded by parkland cleared land.
Lot 92	One residential dwelling and a number of outbuildings surrounded by parkland cleared land.
Lot 93	One residential dwelling (good condition), a granny flat and a large shed surrounded by parkland cleared and vegetated land.

Given the Precinct's location within close proximity to the full range of urban services and facilities, the existing land use is inefficient and presents an opportunity to unlock the unrealised residential capacity.

It should be noted that the land use analysis outlined in the above section are based on observations by Koltasz Smith and do not imply approval, valid or otherwise, has been granted by the City of Armadale or other agencies.

4.2.2 Surrounding Land Use and Development

The Precinct is situated on the northern fringe of Kelmscott's residential neighbourhood. Lots to the north of Centre Road, bounded by Albany Highway and the Canning River, and on the eastern foreshore of the River are zoned "Rural Living 2" and are characterised by small rural landholdings containing a single dwelling, where the remainder of the lot comprises parkland cleared vacant land. Further north, along Albany Highway, a number of lots contain established orchards.

To the south east, on the eastern side of the Canning River is the Kelmscott residential neighbourhood, which contains the Clifton Hills Primary School, the closest primary school to the Precinct, being 500m from the south-eastern boundary of the Precinct.

Two small commercial/office businesses are located on the intersection of Albany Highway and Turner Place, on the south-western boundary of the Precinct. A small pocket of established low density residential development is located to the south of Turner Place.

Further south is the Kelmscott town centre. Identified as a District Centre in Council's Commercial Strategy, the town centre provides the full range of commercial and retail services, local employment opportunities, community facilities (including the Cyril Rushton Centre, a library and child health centre) and the Kelmscott Train and Bus Interchange Station.

The western boundary of the Precinct is defined by the Albany Highway road reserve, which comprises a four lane carriageway road divided by a median island. To the west of the Albany Highway road reserve is the Perth to Armadale railway line and beyond the railway line is the residential neighbourhood of Westfield.

The close proximity of retail and commercial services, community facilities and public transport nodes supports the intention to develop the land for urban purposes. Being within close proximity to the Kelmscott town centre and the Kelmscott transit station, the Precinct is well located to provide a residential catchment that will support and strengthen the existing facilities and services, and the viability of local businesses and public transport services.

4.3 MOVEMENT NETWORKS

4.3.1 Road Network

The Precinct is bounded by three (3) gazetted roads being Albany Highway, Centre Road and Turner Place. Albany Highway is constructed to an asphalt standard and features a wide median island, which breaks in three (3) locations being at the intersections with Centre Road and Turner Place and opposite the Town and Country Fruit and Veg store on Lot 26. The three (3) existing breaks in the median island provide for full traffic movements.

The north western corner of Lot 22, abutting Centre Road, is reserved for "Primary Regional Road – Albany Highway" in the Metropolitan Region Scheme and will be required to be ceded to the Crown at the subdivision stage.

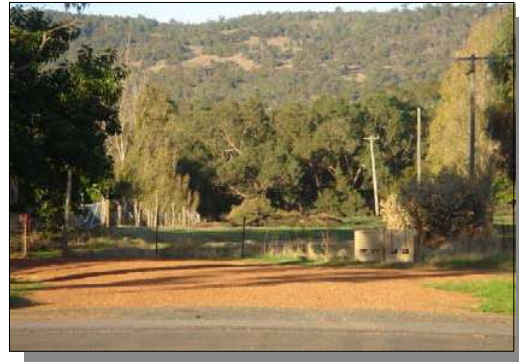


Photo 10 – the Albany Highway road reserve facing south and Photo 11 - the unconstructed Centre Place road reserve.

There are currently ten (10) driveways gaining direct access to Albany Highway (left in and left out) at various intervals and being primarily associated with residential dwellings. Main Roads WA, responsible for the maintenance and management of Albany Highway, and the WAPC (DC Policy 5.1 – Regional Roads (Vehicle Access)) seek to minimise direct access from adjoining properties and to rationalise and/or consolidate existing access arrangements through the provision of alternative access options or the use of cross-easement arrangements.

Turner Place is constructed to an asphalt standard and terminates at a cul-de-sac on the western side of the Canning River. Centre Road is unconstructed, whilst being predominantly clear of remnant vegetation, and presents an opportunity to provide a constructed road at the northern end of the Precinct connecting to Albany Highway.

An internal road network will facilitate the orderly subdivision of the land and to provide for the safe and efficient movement of traffic.

4.3.2 Public Transport Network

The site is served by both bus and train passenger public transport networks. As previously mentioned the south western corner of the Precinct is located 800m from the Kelmscott Train Station. Transperth's high frequency passenger train service connects Kelmscott to the Perth central business district, the Armadale regional centre and the wider metropolitan region, providing access to regional employment, education, retail and recreation opportunities.

Transperth No. 220 bus services travels along Albany Highway connecting Armadale Train Station to the Wellington Street Bus Station in the city. Three (3) bus stops are located on Albany Highway abutting the Precinct and one (1) bus stop is located just south of Turner Place.

4.3.3 Cyclist Network

The Precinct and the wider suburb of Kelmscott do not enjoy the benefits of a dedicated cyclist network beyond the provision of dual use paths within some road reserves. Albany Highway connects the Precinct to the wider local and regional road and cycle networks, however it does not feature on-street cycle lanes due to the volume and type of traffic utilising the road.

The Perth Bicycle Network illustrates the alignment of a proposed Principle Shared Path following the Perth to Armadale railway line, which will travel within close proximity to the Precinct and provide access to local and regional cycle networks.

The Perth Bike Plan identifies a number of local streets within close proximity to the Precinct as being a "Good Road Riding Environment" for cyclists (including Turner Place), which are primarily located on the eastern side of the Canning River and provide a safe on-street cycling route to the Kelmscott town centre and the Clifton Hills Primary School.

4.3.4 Pedestrian Network

A pedestrian path is located along the eastern boundary of the Albany Highway road reserve, abutting the Precinct, connecting to the Kelmscott town centre, the train station and bus stops located on Albany Highway. The path provides little pedestrian amenity. A pedestrian path is not provided within the Turner Place road reserve and a pedestrian overpass/underpass is not provided to facilitate pedestrian to the bus stops on the western side of Albany Highway. Given the volume and type of traffic utilising Albany Highway, it is expected that pedestrian access is difficult during peak periods.

A footbridge is located at the eastern termination of Turner Place, connecting the eastern and western sides of the Canning River and Brookside Ave to Turner Place. The footbridge provides pedestrian and cyclist access to the amenities located on the eastern side of the River including the Clifton Hills Primary School.



Photo 12 – the pedestrian/shared path along Albany Highway provides little pedestrian amenity and Photo 13 – the pedestrian footbridge traversing the Canning River at the eastern end of Turner Place.

4.4 SERVICING INFRASTRUCTURE

Located on the northern edge of the Kelmscott residential neighbourhood, the Precinct is located within close proximity to existing public servicing infrastructure.

4.4.1 Reticulated Water

The Water Corporation's reticulated water service network is located within the Albany Highway and Turner Place road reserves. The Water Corporation advise that the subject land can be served from the Armadale – Kelmscott water scheme. Reticulated water is currently available to the subject land by extension.

4.4.2 Reticulated Sewerage

The Water Corporation advise that the Precinct has been incorporated into sewer planning, however connection of the land is dependent on the land achieving a minimum fill level to enable the provision of a gravity service to the area in the future.

The subject land can be connected to the existing gravity sewer network (by extension) subject to the land achieving minimum site levels, however development fill levels should be in accordance with the recommendations set in the Canning River Flood Study (Department of Water). Developers should contact the Water Corporation for details on fill levels.

4.4.3 Stormwater Drainage

The Water Corporation advise that the Westfield Park Main Drain, that traverses the central portion of the site from west to east, exists to drain a large residential catchment (Westfield) to the west of the Precinct.

The western most 40m (approximately) of the drain between Lots 26 and 87, is piped and backfilled before it reverts to an open channel. The open channel is unformed and as such stormwater follows the natural contours of the land. It is unclear if the water channel sits strictly within the boundaries of the drain reserve.

The eastern most 30m of the drain, abutting the Canning River, is fenced with post, ringlock mesh fencing and barb wire to a height of approximately 1.8m. The structure and integrity of the drain in this eastern section is unknown.

Preliminary discussions with the Water Corporation's Asset Management Branch indicate that there may be capacity in the drain to accommodate stormwater from the Precinct, however landowners will have to provide further detailed information and liaise directly with the Water Corporation and the City in respect to subdivision and development drainage requirements.

The Water Corporation advise that any additional stormwater runoff from the proposed development is required to be compensated on site prior to discharge to the Westfield Park Main Drain or the Canning River, and that consideration should also be given to the incorporation of water quality treatment measures.

The Water Corporation may be open to further discussions regarding the future treatment of the drain to compliment the urban development of the surrounding land such as the creation of a living stream or alternatively backfilling the drain which are considered viable options by the Water Corporation subject to further discussions. Fencing is a likely minimum requirement of subdivision and development.



Photo 14 – The opening of the Water Corporation Westfield Main Drain & Photo 15 - the eastern most fenced section of drain

The Water Corporation advise that development fill levels should be in accordance with the recommendations set in the Canning River Flood Study (Department of Water).

Stormwater drainage grates are provided at regular intervals along the length of Albany Highway abutting the Precinct. Discussions with an abutting landowner revealed that the Albany Highway drainage system does not always cope with rainfall events, resulting in stormwater pooling on Albany Highway and washing into the Precinct with the passing of traffic. Stormwater drainage in Turner Place is managed by the City of Armadale.

4.4.3.1 Protection of the Canning River

The Swan River Trust advise that careful consideration will need to be given to stormwater management to ensure that the development of the land will not degrade the quality of the Canning River.

Stormwater management is further addressed in Section 8.3 and as a specific provision on the Centre Road Canning River (West) Urban Structure Plan.

4.4.4 Power

An overhead Western Power transmission line runs along the Albany Highway frontage of the Precinct, within the median island, and a transmission line runs along the northern side of the Turner Place road reserve. Each of the lots is connected to the power lines via overhead cables.

4.4.5 Gas

Alinta Gas' gas pipeline network is located within close proximity to the Precinct. A 150mm PVC medium pressure pipe is located 1.5m off the boundary of properties fronting Albany Highway and 100mm steel high pressure pipe is located on the western verge of Albany Highway.

A 50mm PVC medium pressure pipe is located 1.5m off the boundary of properties fronting the northern side of Turner Place and a 100mm steel high pressure pipe is located 7.5m off the boundary of properties fronting the southern side of Turner Place.

4.4.6 Telecommunication

Telstra's communication network is located within close proximity to the Precinct. A local cable travels within the Albany Highway and Turner Place road reserves and a main fibre optic cable runs parallel to Albany Highway on the western boundary.

5 LANDOWNER CONSULTATION

A survey proforma was sent to all the landowners within the Precinct to advise them of the preparation of the Structure Plan, to invite comments on their attitude towards the development of the area for residential development and to obtain information on each of the landholdings (current land use, extent of development and the general site characteristics). The survey proforma is included at **Appendix 3 – Landowner Survey Proforma**.

The key findings of the survey and discussions with landowners is summarised in the table below and **Figure 6 - Landowner Consultation Outcomes**.

Table 3 – Landowner Consultation Outcomes

Property	Supports Urban Development (Q5)	Intentions for the Land (Q6)	Buildings to be Retained (Q 7 & 9)
Lot 22 & 102	Yes	Undertake development	No
Lot 103	No response received		
Lot 98	Yes	Undertake development	Yes, existing residential dwelling
Lot 99	Yes	Undecided	Undecided
Lots 25, 26 & 87	Yes	Undertake development	Yes, two-storey house and the buildings associated with the commercial operation on Lot 26
Lot 86	Yes	Continue current land use	Buildings to remain whilst current landowners reside on property
Lot 85 (strata lot)	Yes, conditionally	Sell to a developer	Buildings to remain whilst current landowners reside on property
Lot 85 (strata lot)	No	Continue current land use	Buildings to remain whilst current landowners reside on property
Lot 84	No	Continue current land use or sell out	Buildings to remain whilst current landowners reside on property (including the shed not illustrated on the aerial photography)
Lots 88 & 89	Yes	Undertake development	No
Lot 90	Yes	Undertake development	No
Lot 91	Yes	Undertake development	No
Lot 92	No response received		
Lot 93	No	Continue current land use	Yes – all buildings

The landowners within the Precinct have been extremely cooperative and are generally supportive of the process being undertaken to prepare the Structure Plan. Following receipt of the survey responses further consultation with various landowners was undertaken in the form of meetings, phone calls and site visits. Landowner consultation is on-going.



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Key findings from the landowner consultation are outlined in the following points:

- Generally the owners of larger lots within the Precinct are keen to proceed with the urban development of the Precinct and a number of landowners have made informal and formal applications to Council and the WAPC;
- The owners of three smaller landholdings within the Precinct do not support urban development as they enjoy residing in the locality because of the environmental amenity and “openness” afforded by the Precinct;
- A number of landowners outlined a desire to retain existing buildings located on their properties. The retention of buildings is discussed further in Section 6;
- Three landowners provided indicative concepts illustrating their preferred land use, development and/or subdivision concepts for their landholdings; and
- Adjoining landowners within the southern portion of the Precinct have commenced discussions in regard to coordinating the subdivision and development of their properties.

6 SUMMARY

The Precinct features a number of characteristics which influence and shape the Structure Plan design in respect to road network, public open space and foreshore reserve. The key considerations, opportunities and constraints are summarised below, illustrated in **Figure 7 – Opportunities and Constraints Map**.

▪ **STRENGTHEN THE ROLE OF THE KELMSCOTT TOWN CENTRE**

The Precinct is within close proximity the Kelmscott Town Centre, a district level town centre, and the Kelmscott Train/Bus Interchange Station which presents an opportunity to support and strengthen the town centre's role and increase the viability of local businesses and public transport networks by increasing the residential population within the catchment.

The urban development of the land will also contribute to the streetscape and appearance of the locality and presents an opportunity to mark the northern entrance to the town centre and create a sense of arrival through the location and development of public open space, building and lot orientation and streetscape treatment.

▪ **UNREALISED RESIDENTIAL CAPACITY**

The Kelmscott Enquiry-by-Design report identified a number of benefits that can be gained from the coordinated development of land surrounding the town centre such as the rationalisation of rural zoned land (versus residential potential).

The existing low density of development within the Precinct may be attributed to the residential and rural zoning and the low density code (R10) applied to the land under the Council's previous town planning scheme (despite Council's discretion to approve development at an R40 density), the absence of detailed planning documents to guide the future development of the Precinct and/or a lack of interest by the individual landowners to undertake development.

The rationalisation of the rural zoning provides for the creation of additional residential lots that will assist in meeting one of the project objectives, being to support and strengthen the role of the town centre, but also provides a tangible off-set for landowners against the requirement for a foreshore reserve.

The rural zoning of the land is no longer considered appropriate given the strategic importance of the Precinct to add to the residential population within the town centre catchment, but also because the land is well placed to assist in meeting the current and forecast demand for residential lots within the Perth metropolitan region.

The City of Armadale's Residential Density Development Policy provides scope to facilitate the subdivision of the Precinct at densities higher than the base codes of R15 and R25. The subdivision and development

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of the land at varying densities (from R15 to R40) will result in the creation of a variety of lot sizes, will facilitate the development of a diversity of housing stock and will assist in the provision of affordable housing options.

▪ **CANNING RIVER FORESHORE RESERVE**

The urban development of the Precinct provides an opportunity to define and acquire a foreshore reserve along the western bank of the Canning River to provide public access to the River and recreational opportunities for the local and regional community. Foreshore access may need to be staged, dependent on the timing of the development of the foreshore lots.

The definition of a foreshore reserve also provides an opportunity to incorporate Bush Forever Site No. 246 within the boundaries of the reserve ensuring its long term protection through the ownership of the State Government and management by various government agencies, environmental and community groups.

A significant portion of the eastern boundary of the Precinct, abutting the Canning River is subject to flooding in major storm events and the Swan River Trust prohibits development within the floodway of the Canning River. It is anticipated that the majority of the land affected by the floodway and flood fringe will be incorporated into the future foreshore reserve and therefore will not present a constraint to the urban development of the land.

▪ **WATER CORPORATION WESTFIELD PARK MAIN DRAIN**

Preliminary discussions with the Water Corporation's Asset Management Branch revealed that the Water Corporation is open to further discussions regarding the future treatment of the drain to compliment the urban development of the surrounding land. The development of the drain to create a living stream or alternatively piping and backfilling the drain are considered suitable options by the Water Corporation, subject to further discussions and feasibility of implementation.

Consideration will need to be given to the land tenure (Water Corporation) and the burden placed on the City for the upkeep and maintenance of a living stream, above the costs associated with a conventional area of public open space (if the drain were piped and back-filled) and to access and safety issues if the drain was retained in its current form.

▪ **REMNANT VEGETATION**

The site contains a number of significant mature trees worthy of retention within areas of public open space and road verges. The landscape and environmental value of retained trees, where viable will be an asset to the future residential neighbourhood, acting as landmarks and assisting in the creation of a sense of place.

▪ **INDEPENDENT AND STAGED SUBDIVISION**

The fragmented ownership of the landholdings within the Precinct presents a challenge in preparing a structure plan design that acknowledges existing lot boundaries and provides for independent subdivision, whilst also facilitating the orderly and proper subdivision and development of the land.

An overarching developer contributions plan facilitating the independent subdivision of landholdings would be costly to implement and administer and the City recommends landowners undertake joint venture development and land assembly with neighbouring properties.

Whilst at this stage the City does not intend to prepare a Developer Contributions Scheme, individual subdividers and developers will be required to make contributions towards infrastructure and other matters where appropriate.

▪ **MINIMUM SITE LEVELS**

Preliminary investigations with the Water Corporation revealed that the Precinct can be connected to the existing gravity sewer network subject to the land achieving minimum site levels.

Incremental development, and therefore incremental filling, of the land will need to be carefully considered in regard to the existing natural flow of stormwater across the Precinct, particularly for lots in the southern portion of the Precinct.

▪ **ALBANY HIGHWAY**

The existing ten (10) driveways providing direct access to Albany Highway from the abutting properties are inconsistent with the principle objective of regional roads, being to facilitate traffic movement, and have the potential to cause conflict, reducing the efficient and safe movement of vehicles.

The volume and type of traffic carried by Albany Highway may impose a noise burden on the adjoining properties that should be quantified through the subdivision and development assessment process to ascertain the level of noise exposure and measures required to ameliorate noise intrusion.

The construction of an acoustic wall along the length of Albany Highway, whilst assisting with reducing noise exposure, is not consistent with the objective of marking the Kelmscott town centres northern entrance through the creation of an attractive residential streetscape and preference should be given to design solutions including road interface separation and the use of quiet house principles in the design, when considering the approval and construction of dwellings fronting or within proximity to Albany Highway.

▪ **RETENTION OF EXISTING BUILDINGS**

A number of the landowners have indicated their desire to retain existing buildings, which has added a constraint to the design of the road network. All buildings that were identified to be retained (including those where the landowner's intentions were unclear) have been integrated into the design.

The owners of Lot 26 and the operators of "Charlie and Maria's Fruit and Veg Shop" outlined their desire to continue running the family business. The development of the surrounding land for urban purposes will support the viability of the operation, which may be able to seek approval as a 'Home Store' providing for the convenience shopping needs of the new residential neighbourhood.

▪ **ACID SULPHATE SOIL**

The WAPC's Acid Sulphate Soil mapping indicates that the Precinct contains land identified to have a high and moderate to low risk of containing actual acid sulphate soils (AASS) and potential acid sulphate soils (PASS) <3m from the surface.

Current practice suggests that the design of structure plan and subdivisions can minimise the need to disturb areas identified as containing actual and potential acid sulfate soil through detailed consideration of the location of public open space on the basis that it reduces the requirement to excavate for servicing trenches and therefore limits the potential to expose acid sulfate soils.

Each landowner will be required to undertake detailed investigations of the extent of acid sulphate soils present and if necessary undertake remedial work as a condition of subdivision and/or development approval.

7 THE STRUCTURE PLAN

7.1 DESIGN PHILOSOPHY

The design of the Centre Road Canning River (West) Urban Structure Plan has sought to follow New Urbanist principles of walkability, sustainability and a diverse lot mix, whilst acknowledging that the fragmented land ownership within the Precinct is likely to result in staged and independent subdivision. In this regard a key element of the Structure Plan's road network design has been the recognition of land ownership boundaries to facilitate the independent subdivision of landholdings. **Figure 8 – Centre Road Canning River (West) Urban Structure Plan** and **Figure 9 – Centre Road Canning River (West) Urban Structure Plan: Indicative Lot Configuration**.

The design philosophy is also firmly founded in the objectives of the structure plan which are to provide better use of land resources near the town centre, increase the residential population within the catchment of the Kelmscott Town Centre to support the town centre's businesses and to secure a foreshore reserve along the western back of the Canning River. The eastern portion of the site will depend on rezoning under the MRS (Fig. 3) and TPS No. 4 (Fig. 4)

The detailed design was influenced and shaped by the following objectives and considerations:

- The acknowledgment of landowners' intentions for the retention of existing buildings and/or the development of landholdings;
- The creation of an urban streetscape that contributes to marking the northern gateway to the Kelmscott town centre;
- To facilitate public access to the Canning River foreshore and provide an appropriate interface that encourages passive surveillance;
- Designing a robust road network that provides permeability and flexibility for various development densities and housing types (including single, grouped, aged and dependent persons dwellings) as provided for by TPS No. 4 and the Residential Density Development Policy;
- To rationalise the existing access arrangements to and from Albany Highway, whilst providing for the safe and efficient movement of vehicles, particularly in the event of an emergency;
- Maximise the north-south and east-west orientation of lots to encourage the use of passive solar design principles in dwelling design and construction;
- Incorporation of the Water Corporation main drain adjacent to areas of public open space to retain the landscape amenity and, where feasible, mature vegetation;
- Provides strong pedestrian links to the Kelmscott town centre; and
- Careful consideration of the location of public open space to encourage passive surveillance and minimise the potential to disturb actual and potential acid sulfate soils.

URBAN STRUCTURE PLAN

CENTRE ROAD CANNING RIVER (WEST)

Various Lots Albany Hwy & Turner Place,
KELMSCOTT

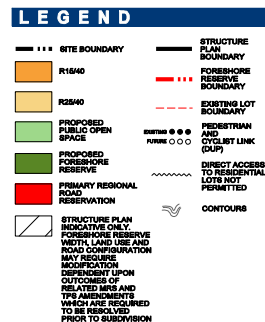


FIGURE 8

City of Armadale : CLIENT
1:2,500@A3 : SCALE
28 November 2008 : DATE
3074-2-001d : PLAN No
- : REVISION
K.K : PLANNER
L.W : DRAWN

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Projection: MGA Zone 50

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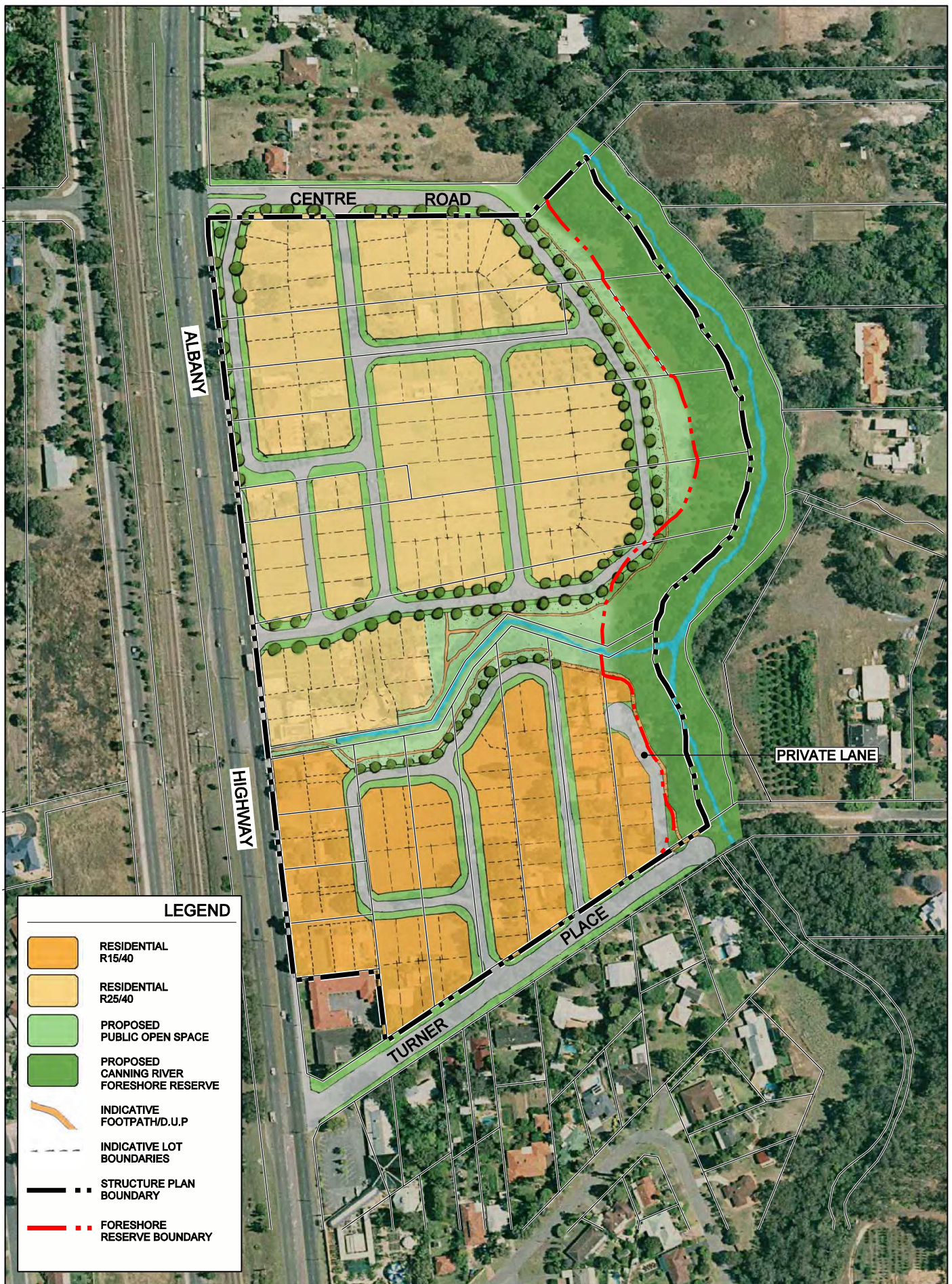
LOT NO.	LOT AREA (m ²)	REDUCTIONS (m ²)	NET DEVELOPABLE AREA (m ²)	10% POS REQUIRED (m ²)	POS PROVIDED (m ²)
22 Albany Hwy	12882	2073.37	10808.63	1080.86	1080.86
102 Albany Hwy	6070	0.00	6070	607.0	Cash in Lieu
103 Albany Hwy	6068	0.00	6068	606.8	606.80
98 Albany Hwy	14233	1630	12703.00	1270.30	1270.30
99 Albany Hwy	2000	0.00	2000	200	Cash in Lieu
25 & 26 Albany Hwy	28636	3751.80	24884.20	2488.42	2488.42
87 Albany Hwy	1892	0.00	1892	189.20	189.20
86 Albany Hwy	1568	0.00	1568	156.80	Cash in Lieu
85 Albany Hwy	1568	0.00	1568	156.80	Cash in Lieu
84 Albany Hwy	1568	0.00	1568	156.80	Cash in Lieu
83 Albany Hwy	6033	0.00	6033	603.30	603.30
80 Turner Place	4079	0.00	4079	407.90	407.90
80 Turner Place	6084	0.00	6084	608.40	608.40
Lot 91 Turner Place	6236	0.00	6236	623.60	623.60
Lot 92 Turner Place	4401	0.00	4401	440.10	440.10
Lot 93 Turner Place	5615	2511.13	3103.87	310.39	Cash in Lieu
TOTAL	9848.4	5995.8	3852.6	385.3	385.3

NOTE: 10% POS REQUIRED EXCLUDES LAND THAT MAY BE REQUIRED FOR DRAINAGE PURPOSES

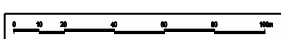
CENTRE ROAD CANNING RIVER (WEST) URBAN STRUCTURE PLAN PROVISIONS

- The provisions of the "Centre Road Canning River (West) Urban Structure Plan" aim to achieve residential development of a high quality standard and consistent with zoning under TPS No.4.
- Detailed Area Plans and/or Design Guidelines may be required prior to approval of residential development above the base R Code densities of the R15/40 and R25/40 of the two sub-precincts.
- Subdivision –
 - of land identified on the Scheme Map as R15/40 shall be in accordance with:
 - the minimum and average lot size specified by the R Code provisions of R15;
 - the minimum and average lot sizes specified by the R Code provisions of R40 where the City has determined the proposal satisfies the location criteria of Clause 5.2.5 of the Scheme and the performance criteria of the City's Residential Density Development Policy; and has exercised its discretion by recommending planning approval.
 - of land on the Scheme Map as R25/40 shall be in accordance with the minimum and average lot sizes specified by the R Code provisions of R25.
- Grouped dwellings – are not permitted unless the City has exercised its discretion by granting planning approval and:
 - Where the land is identified on the Scheme Map as R15/40, shall be limited to the R Code provisions of R15 unless the City determines the proposal satisfies the location criteria of Clause 5.2.5 of the Scheme and the performance criteria of the City's Residential Density Development Policy;
 - Where the land is identified as R25/40, shall be limited to the R Code provisions of R25 unless the City determines the proposal satisfies the performance criteria of the City's Residential Density Development Policy;
- Public Open Space
 - All land subject to residential development by further subdivision or grouped housing development shall make or have previously made a 10% contribution to Public Open Space upon subdivision or strata in accordance with the Structure Plan and the City shall require a condition of development approval and/or recommend as a condition of subdivision or strata approval to that effect;
 - All 10% contributions to Public Open Space shall be ceded as land in accordance with the Structure Plan or an equivalent cash in lieu contribution where the City agrees.
- Urban Stormwater Management
 - Prior to subdivision or development of the land the City will require the preparation of a Local Water Management Plan for the whole of the relevant precinct (being either north or south of the Water Corporation Main Drain), unless it can be demonstrated that the subdivision and/or development can deal with stormwater management independently to the satisfaction of the City of Armadale.
- Albany Highway/Centre Road Upgrading
 - All land north of the Water Corporation Main Drain shall make a contribution towards the deceleration lane and right turn pocket for the Centre Road/Albany Highway and the new road/Albany Highway intersections required to support further subdivision of the land.
 - The final treatment of road intersections with Albany Highway is at the discretion of the City of Armadale and Main Roads WA, in consultation with developers.





CENTRE ROAD CANNING RIVER (WEST) URBAN STRUCTURE PLAN INDICATIVE LOT CONFIGURATION - FIGURE 9



NOTES

Base data supplied by City of Armadale
Aerial Photography dated January 2008, January 10-11, Projection UTM50S
Areas and dimensions shown are subject to final survey calculations.
All measurements are shown for illustrative purposes only and are subject to final engineering design.
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City of Armadale : CLIENT
1:1,000 @ A1/12,000 @ A3 : SCALE
20 November 2008 : DATE
3074-1-003.dgn : PLAN No.
K.K. : REVISION
L.W. : PLANNER
L.W. : DRAWN

Property Description:

Various Lots Albany Hwy
& Turner Place,
KELMSCOTT

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TOWN PLANNING PROJECT MANAGEMENT URBAN DESIGN DEVELOPMENT CONSULTING

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Figure 10 – The Relationship Between Opportunities, Constraints and the Structure Plan

illustrates how the Structure Plan design has responded to the Precinct's unique characteristics, including:

- The retention of existing dwellings and buildings in accordance with landowner intentions;
- The retention of vegetation within areas of open space;
- Restricting direct access to Albany Highway and consolidating access points to Centre Road, Turner Place and the proposed new road intersection;
- Strong pedestrian links and visual corridors to the existing bus stops on Albany Highway;
- Minimising the potential disturbance of actual and potential acid sulfate soils; and
- Incorporation of Bush Forever Site No. 246 and the Canning River floodway and fringe boundaries within the proposed foreshore reserve.

7.2 LAND USE

The Structure Plan (**Figure 8**) provides for the creation of conventional and higher density residential lots, together with local open space and a foreshore reserve.

The Structure Plan is summarised as follows:

Total Area:	11.3145ha (excluding abutting roads)
Less Deductions:	1.3459ha
Crown land	0.3613ha
MRS reservations	0.0016ha
Proposed foreshore reserve	0.9829ha
Net Developable Area:	9.9797ha
10% POS Requirement:	0.9979ha
POS Provided:	0.8380ha

7.2.1 Residential

The residential street blocks created by the proposed road network aim to provide flexibility for each of the landowners in determining the residential density that they wish to subdivide and/or develop at, based on individual preferences and/or market demands and Council's discretion.

Residential lot and dwelling yields will vary, greatly dependent on the density sought by each of the landowners through applications for subdivision and/or development. **Figure 9** illustrates an indicative lot configuration and demonstrates how the Structure Plan will facilitate the orderly and coordinated

subdivision of land for the creation of residential lots, be they for single, grouped or aged and dependent persons' dwellings development.

Ultimate lot yields will naturally vary depending on detailed design and developer's own design variations and lot size selection.

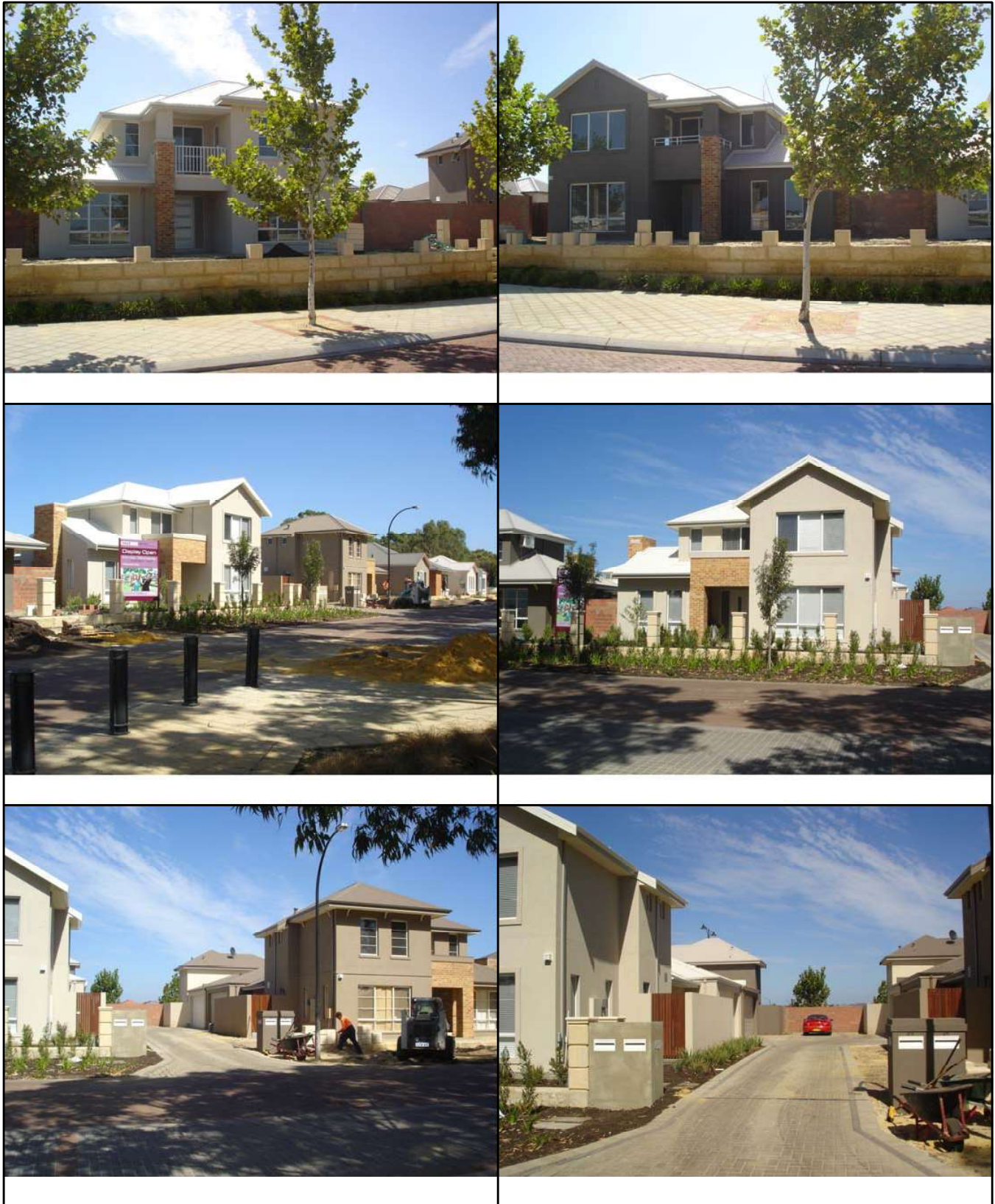
Whilst the design of the Structure Plan aims to provide the subdivision and/or development of the land for conventional residential lots with a degree of flexibility, some design challenges will influence the ultimate form of development on Lots 84 – 87 Albany Highway.

The indicative lot layout shown in **Figure 9** over Lots 85 – 87 Albany Highway is based on the 4-pack model currently being used across the metropolitan region, whilst the design of Lot 84 is based on a standard battle-axe subdivision configuration. The 4-pack scenario acknowledges that access to Albany Highway from the future development of the lots will be restricted. The design model provides alternative access via a rear 9m laneway, whilst still providing a residential built form frontage to Albany Highway as illustrated in **Figure 11 – 4-Pack Development** (for illustrative purposes only).

An important consideration in developing the Structure Plan was to provide for the independent development for each lot, as far as possible, while also respecting each landowner's wishes and intentions for their own landholding. This was of particular concern in respect to Lot 93 Turner Place which is particularly constrained by its size and location on the Canning River foreshore and where the landowner indicated no intention or desire to develop their land further. As a future Foreshore Reserve would be required under a future MRS Amendment the Structure Plan had to strike a balance between reserving the foreshore while also allowing not closing off an option for future redevelopment in the long term. Accordingly the Structure Plan has been designed to allow retention of the existing dwelling on Lot 93 while also allowing an adequate Foreshore Reserve but also indicating the potential future development of the balance of Lot 93 for one or more additional Grouped Dwellings (Figure 12) which would be serviced by an internal Private Laneway while providing an appropriate interface with the proposed Foreshore Reserve that maximises security through passive surveillance. This interface would be reinforced at the detailed approval level by requiring permeable boundary fencing with the Foreshore Reserve. The plan also allows for future construction of a new additional section of dual use path within the Foreshore Reserve adjacent to the Private Laneway servicing the Grouped Dwellings.

7.2.2 Public Open Space

The Structure Plan proposes a landscaped parkland setting focussed along the western bank of the Canning River and the Water Corporation main drain to retain and strengthen the landscape amenity afforded by their topography and vegetation. An area of open space is provided on the north-western corner to mark the northern entrance of the proposed residential neighbourhood, the Kelmscott town



3074-5-005 February 2007

FIGURE 11

FOR ILLUSTRATIVE PURPOSES ONLY

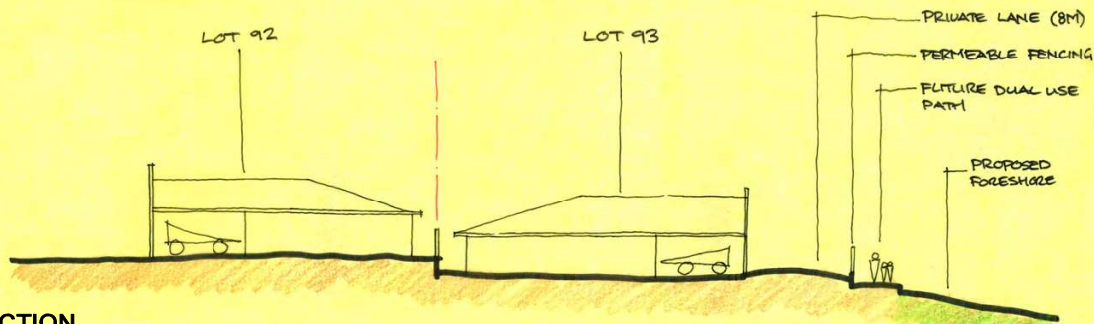
EXAMPLE 4-PACK DEVELOPMENTS

Centre Road Canning River (West)
Urban Structure Plan

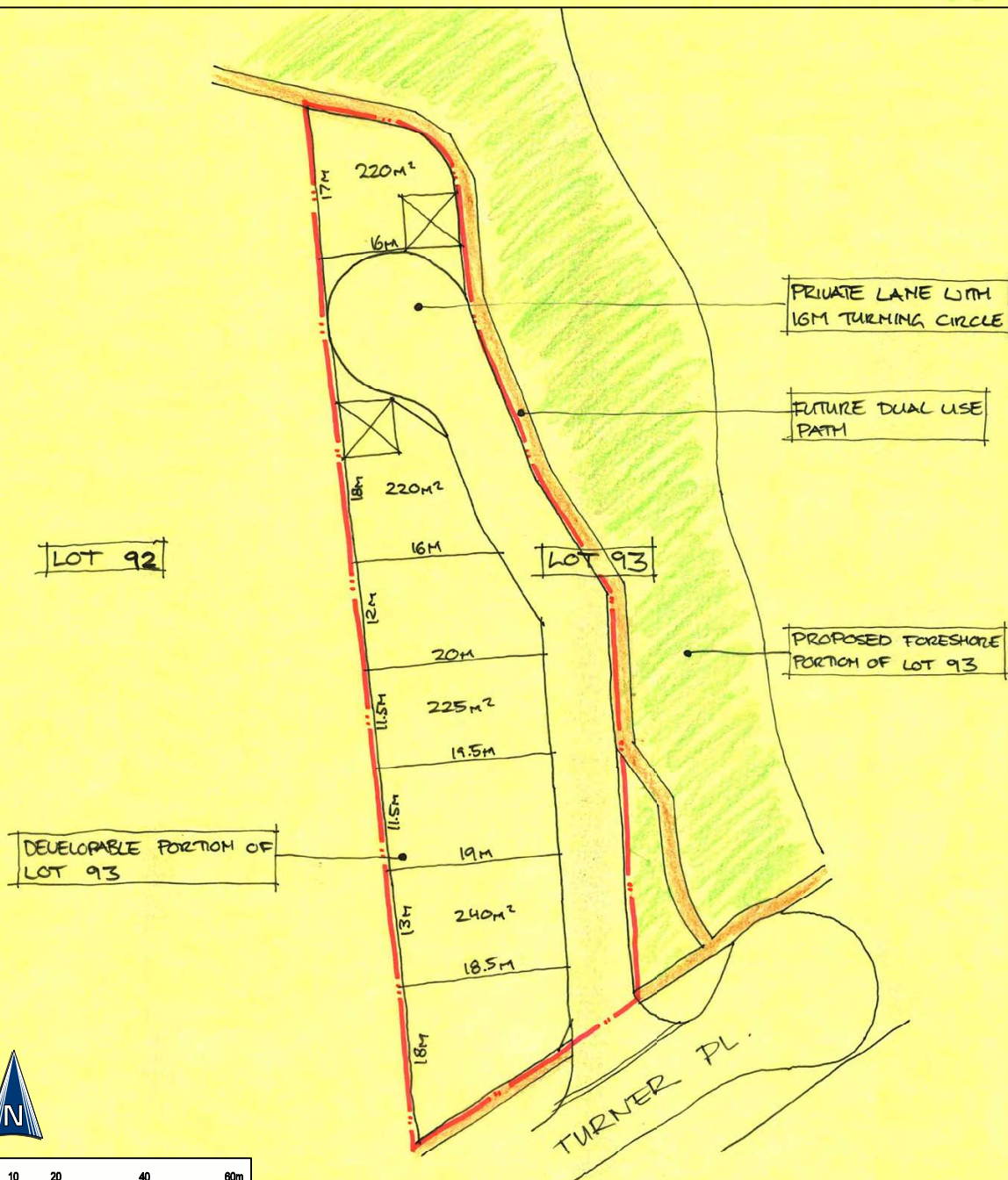
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DEVELOPMENT CONSULTANTS • PROJECT MANAGERS

PERTH Tel: (08) 9488 2222 Email: perth@ksap.com.au



TYPICAL SECTION



INDICATIVE GROUP HOUSING CONCEPT
Lot 93 Turner Place, KELMSCOTT

Base data supplied by Landgate
Aerial Photography dated January 2007, accuracy +/- 4m, Projection MGA Zone 50
Areas and dimensions shown are subject to final survey calculations.
All carriageways are shown for illustrative purposes only and are subject to detailed engineering design.
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City of Armadale : CLIENT
1:500@A3 : SCALE
19 November 2008 : DATE
3074-1-002.dgn : PLAN No
a : REVISION
K.K : PLANNER
L.W : DRAWN

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centre and to strengthen the new residential streetscape that will result from the urban development of the Precinct.

Public open space allocation has been made based on the provision of 10% land area from each of the landholdings that abut the Canning River and or the Water Corporation main drain and a cash-in-lieu payment from the five (5) landholdings that are remote from the Canning River and Water Corporation main drain and one (1) landholding that is limited in subdivision and/or development potential. In some instances, where landowners have possession of multiple lots, the 10% land area required for public open space has been unequally distributed across all of the lots within the one ownership, however if ownerships change some revision would be required.

The WAPC's Development Control Policy No. 2.3 – Public Open Space in Residential Areas outlines that where a foreshore reserve is given up as a condition of subdivision approval, the area of land required for the foreshore reserve will not be included in the gross subdivisible area on which the 10% public open space requirement is assessed and will be in addition to the land required for public open space. Accordingly, Table 4 below outlines the public open space contribution of each of the lots.

The WAPC's DC Policy 2.3 recognises the provision contained within the *Planning and Development Act* 2005 for the payment of cash-in-lieu of the provision of public open space in instances where the land area would be too small to be of practical use as is the case with Lots 84 – 86, 99 and 102 Albany Highway. As the lots are remote from the proposed open space areas it is not practical for each lot to provide 10% of the land area for public open space and accordingly under the Structure Plan the landowners would be required to pay cash-in-lieu, which Council would use for the improvement and/or development of the proposed open space in the area. Table 4, shown below, outlines the public open space schedule for the Precinct.

The linear configuration of the open space and the relatively narrow width of the Precinct ensure that any future residential lot will be within 200m of an area of open space as suggested by Liveable Neighbourhoods. The public open space area focussed along the River and main drain will assist in the retention of the landscape amenity and character enjoyed by the precinct and is well suited to the provision of local pedestrian and cycle networks that may ultimately connect to networks to the south and future regional networks.

As discussed in Section 6, the future treatment of the Water Corporation Westfield Park main drain would need further discussion with consideration to public access, tenure, management and maintenance.

The proposed configuration, topography and extent of vegetation within the open space lean towards its future use being primarily for passive recreation pursuits. The topography of Lots 22, 103 and 98 Albany Highway are more conducive to the provision of active recreational space and would be ideally suited for the construction of facilities such as children's play equipment, barbeques and seating.

The open space encompasses the area identified as having a high risk of containing potential and actual acid sulfate soils along the Water Corporation main drain, thereby reducing the potential for the urban development of the land to disturb the problematic soil.

Table 4 – Public Open Space Contribution Schedule

Lot No.	Lot Area (m²)	Deductions (m²) Foreshore reserve	Deductions (m²) MRS PRR reserve	Net Lot Area (m²)	10% POS Required (m²)	POS Provided (m²)
22 Albany Hwy	12682.00	2056.94	16.43	10608.63	1060.86	1060.86
102 Albany Hwy	6070.00	0.00		6070.00	607.00	cash in lieu
103 Albany Hwy	8568.00	0.00		8568.00	856.80	856.80
98 Albany Hwy	14233.00	1530.00		12703.00	1270.30	1270.30
99 Albany Hwy	2000.00	0.00		2000.00	200.00	cash in lieu
25 & 26 Albany Hwy	29535.00	3731.90		25803.10	2580.31	2580.31
87 Albany Hwy	1692.00	0.00		1692.00	169.20	169.20
86 Albany Hwy	1568.00	0.00		1568.00	156.80	cash in lieu
85 Albany Hwy	1568.00	0.00		1568.00	156.80	cash in lieu
84 Albany Hwy	1568.00	0.00		1568.00	156.80	cash in lieu
88 Turner Pl	5033.00	0.00		5033.00	503.30	503.30
89 Turner Pl	4679.00	0.00		4679.00	467.90	467.90
90 Turner Pl	5084.00	0.00		5084.00	508.40	508.40
Lot 91 Turner Place	5236.00	0.00		5236.00	523.60	523.60
Lot 92 Turner Place	4401.00	0.00		4401.00	440.10	440.10
Lot 93 Turner Place	5615.00	2511.13		3103.87	310.38	cash in lieu
TOTAL	109532.00	9829.97	16.43	99685.60	9968.55	8380.77

The 10% public open space contribution excludes land required for drainage purposes.

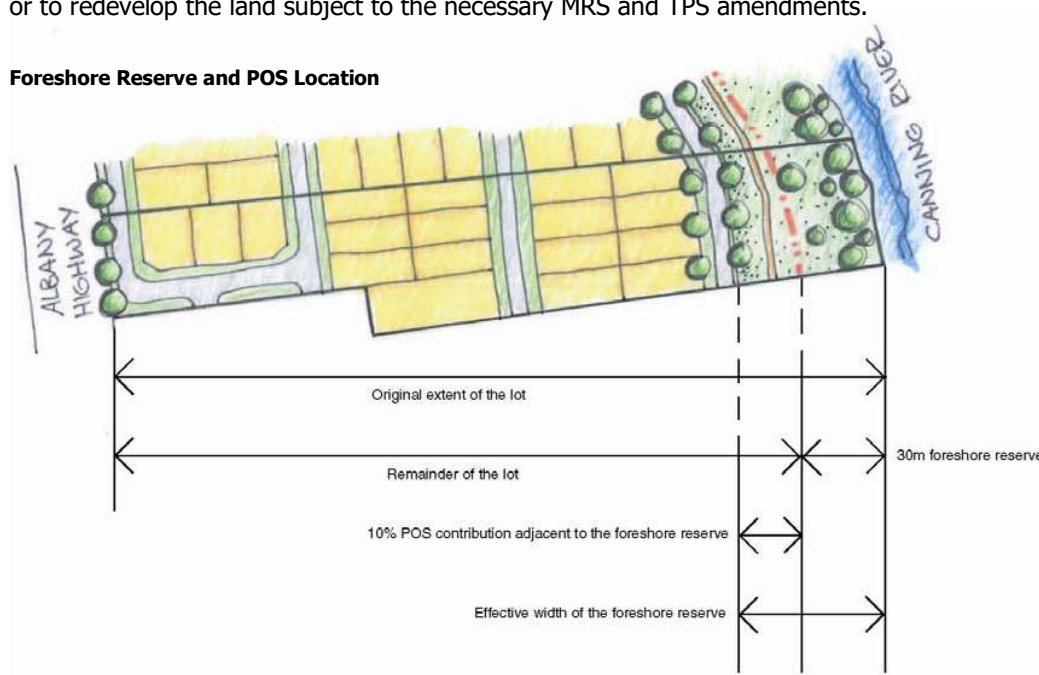
7.2.3 Foreshore Reserve

As previously mentioned the WAPC's Development Control Policy No. 2.3 – Public Open Space in Residential Areas outlines the WAPC's objective to acquire a foreshore reserve where subdivision includes land abutting a watercourse, such as a river and identifies a minimum foreshore width of 30m, having consideration for existing vegetation, topography and floodway mapping. The Policy further outlines that where a greater or lesser width is considered necessary or desirable in the public interest, for reasons such as topography or floodway protection, such a width may be specified.

The definition, and ultimately acquisition, of the foreshore reserve as shown in the Structure Plan is consistent with the approach to urban development of land abutting the Canning River further south of the Precinct and the program of the WAPC for the creation of a foreshore reserve along the entire length of the Canning and Swan Rivers.

The proposed foreshore reserve on Lots 22, 25, 26 and 98 Albany Highway is proposed to be 30m in depth and encompasses the Bush Forever site and the Canning River floodway. The rationale behind the definition of the reserve on Lot 93 provides consistency with the WAPC's approach to the definition of foreshore reserves on lots south of Turner Place which generally follows the 20m contour line, while providing appropriate public access, protecting remnant vegetation, protecting ecological values of the riparian margin, and protecting private land from flooding. This allows for an adequate area of reserve to be acquired yet permits the landowners to retain existing buildings and continue to reside on the property or to redevelop the land subject to the necessary MRS and TPS amendments.

Foreshore Reserve and POS Location



7.3 MOVEMENT NETWORK

The road network has been designed in accordance with the principles of the WAPC policies to provide for the safe and efficient movement of vehicles through the future urban neighbourhood and within the local and regional road network.

7.3.1 Regional Road Network

The internal road network has been designed to provide alternative road access to existing dwellings that currently gain direct access to and from Albany Highway so as to rationalise and consolidate the existing number of access points, ultimately improving traffic safety along Albany Highway.

A new road intersection to Albany Highway is proposed within the northern portion of the Precinct, centrally located between the Centre Road and Turner Place intersections and providing road intersection separation distances of approximately 265m and 280m respectively. The proposed new road intersection will provide for ease of access to the future urban development of the northern portion of the Precinct and an essential additional access point for emergency vehicles (ambulance, fire brigade and police). A deceleration lane is catered for in the road network design.

Main Roads WA (MRWA) require that the Structure Plan be annotated as “Left in – Left out”, however as there is an existing median break which currently provides right turns from the fruit stall establishment the issue may be able to be reinvestigated by the subdivider should the fruit stall establishment seek development in accordance with the Structure Plan. The implementation of the new road would require changes to the existing median break and related treatments to Albany Highway.

The requirement for the new road located at the northern boundary of Lot 26 to be “Left in – Left out” can be reviewed upon subdivision of the land and implementation of the road. The deceleration lane and right turn pocket for traffic entering the site from Albany Highway at Centre Road, which is also required by MRWA, will be implemented through a condition of subdivision approval and shall be annotated on the Structure Plan as requiring a contribution from all subdividers.

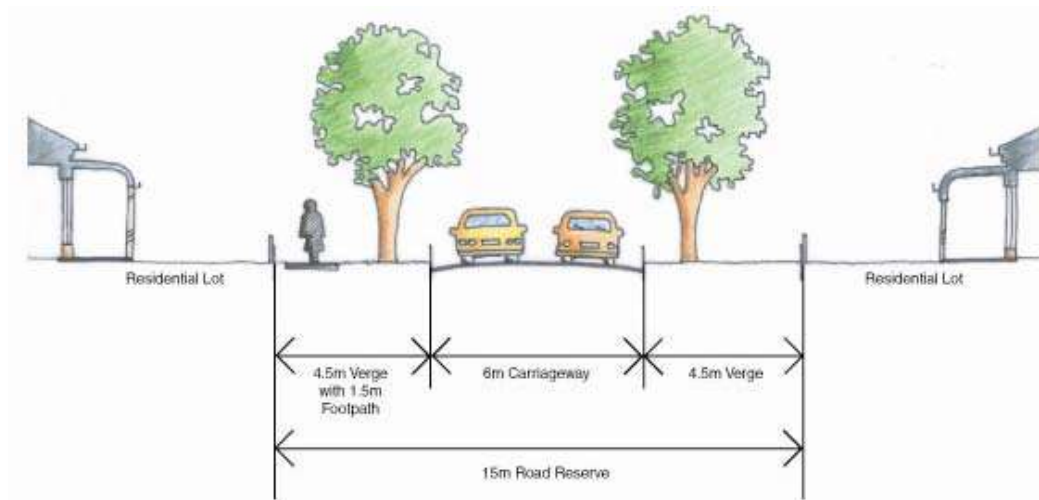
To facilitate the safe movement of vehicles on Centre Road, once they have exited Albany Highway, the detailed road design should accommodate the provision of a median island to restrict right-hand turn movements into the internal road running parallel to Albany Highway.

Direct access to Albany Highway from adjoining lots will be restricted only once landowners proceed to develop their land. This may require coordination between landowners to facilitate alternative access arrangements as per the Structure Plan. Prior to the redevelopment of individual lots current access arrangements will not change.

7.3.2 Local Road Network

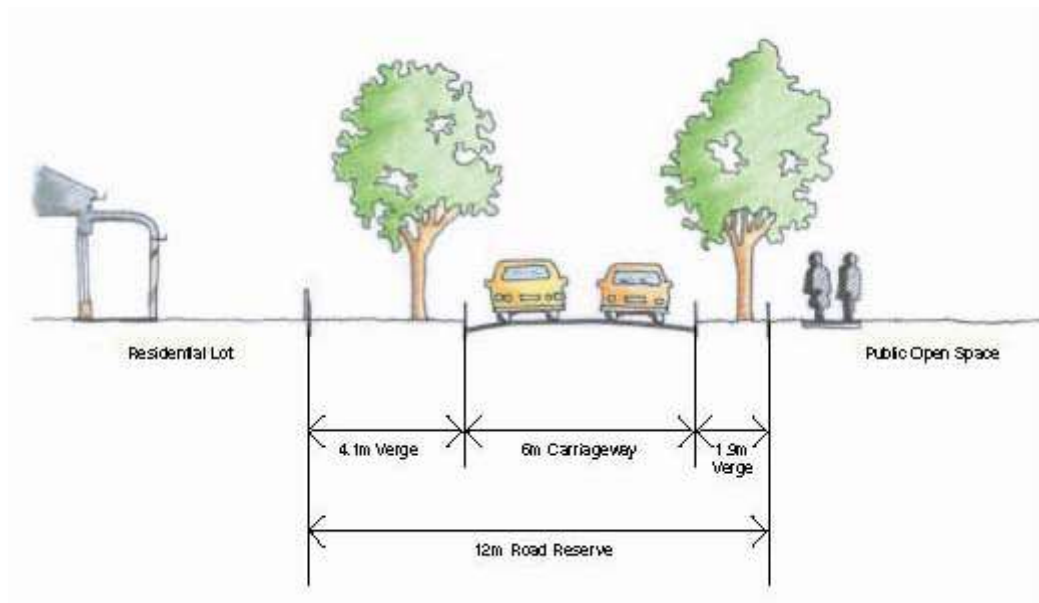
The internal road network design is heavily influenced by the acknowledgment of lot and land ownership boundaries, whilst still providing a legible, robust and integrated network and hierarchy of roads. A north south connection across the Water Corporation main drain is not proposed primarily due to the significant costs associated with its construction and the Council’s desire to avoid a developer contributions plan, however it is considered that the proposed road network does not warrant such a connection.

The road network is based on 15m road reserves, which are of sufficient width to accommodate a 6m carriageway, service trenching, street trees and pedestrian and cyclist paths. An indicative 15m road cross-section is shown below.



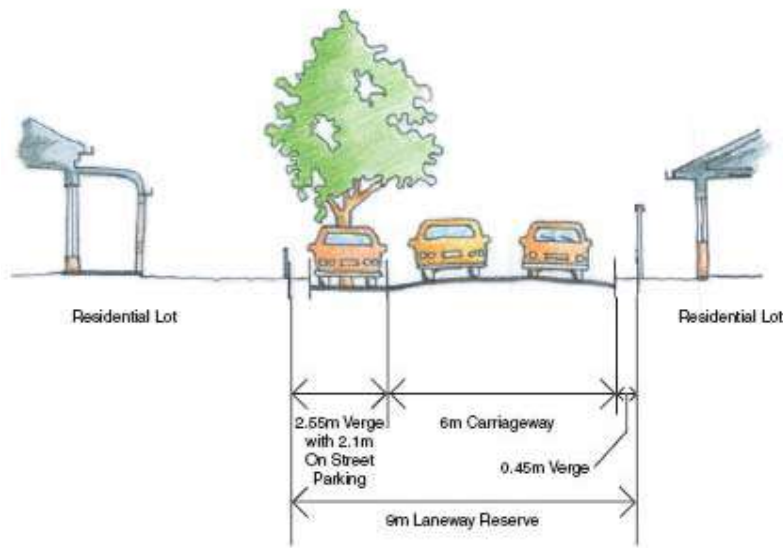
15m Road Reserve Indicative Cross Section

Roads running parallel to Albany Highway and abutting public open space have a reduced width of 14m and 12m respectively on the basis that services are only required along one road verge. An indicative 12m road cross-section is shown below.



12m Road Reserve Indicative Cross Section

The two rear laneways provide rear access to lots fronting Albany Highway. The 9m reserve width provides for a 6m carriageway and on street visitor parking.



9m Laneway Reserve Indicative Cross Section

7.3.3 Pedestrian/Cyclist Network

The proposed road network (excluding the 9m laneways) provides an adequate verge width for the construction of a footpath on at least one side of the road providing a pleasant pedestrian network.

Due to the expected low volumes of future traffic the internal road network provides a safe environment for on-street cycling, however as discussed earlier there are limited local and regional cycle networks beyond the dual use path along Albany Highway and the safe cycling routes on the eastern side of the Canning River.

The open space network provides an opportunity to construct attractive recreational pedestrian and cycle routes that may ultimately connect to a wider local and regional network of paths in the future, however at this time access would primarily serve movements within the Precinct and to the adjoining road network. The piped section of the Water Corporation main drain presents an opportunity to gain pedestrian and cyclist access to Albany Highway from the southern portion of the precinct, via the proposed public open space.

As a minimum the pedestrian and cyclist network should focus on providing connections/access to the bus stops and dual use path along Albany Highway and to Turner Place which connects to the eastern side of the River via the pedestrian footbridge.

7.4 SERVICING INFRASTRUCTURE

7.4.1 Water Corporation

The Water Corporation advise that the provision of infrastructure to service the area is dependent on the timing of development. As such development that occurs ahead of the development front may require pre-funding for major works (such as headworks) or the provision of temporary works.

Developers should liaise with the Water Corporation and the preliminary planning stage of any development to determine the Corporation's current servicing and land requirements.

The principle followed by the Water Corporation for the funding of subdivision and development is on a user pays system. The developer is expected to provide all water and sewerage reticulation.

In addition the developer may be required to:

- Make a contribution a contribution for Water, Sewer and Drainage headworks;
- Fund new works or the upgrading of existing works and the protection of those works;
- Fund any temporary works; and/or
- Cede land free of cost to the Water Corporation for works.

8 IMPLEMENTATION

8.1 STRUCTURE PLAN ADOPTION

In the absence of a Structure Plan the current zoning allows for development of Single Houses or Grouped Dwellings at an average lot size of 666m² per dwelling in the Turner Place Sub-precinct (base code of R15) and an average lot size of 350m² per dwelling in the Centre Road Sub-precinct (base code of R25). Aged or Dependent Persons Dwellings is a "D" land use class under TPS No.4 which is not permitted unless the City has exercised its discretion by granting planning approval. Grouped Dwellings are also a discretionary land use in the "Residential" zone and are limited to the base R code lot size and density unless the City has granted a Planning Approval for a density bonus in accordance with the Residential Development Density Policy.

The Structure Plan addresses the considerable constraints and servicing requirements arising primarily from the area's location abutting a major watercourse and a Primary Regional Road and its bisection by a major drainage corridor, in addition to the fragmentation of land into numerous land parcels under largely separate ownerships. While some landowners may believe they could maximum density and develop individual properties by acting alone and without the guidance of an overall plan, these constraints would represent significant barriers to development via ad-hoc proposals by individual landowners.

The Structure Plan identifies how coordinated closer development can be achieved at a density above the base zoning by the individual owners. The general guidance provided by the Structure Plan encourages cooperation with adjoining neighbours or in some cases a staged approach to development.

The Structure Plan provides landowners with a level of certainty for road infrastructure outcomes and a significant amount of information that will support their individual proposals. It also provides the landowners with flexibility to choose their desired market and submit the level of detail that would be required to support particular density or type of development.

No major substantive issues were identified by the public submissions that would indicate a need for substantial modifications to the Structure Plan and many of the queries raised by the public submissions can be dealt with through the subdivision and development application processes. Accordingly Council resolved to adopt the Structure Plan with minor modifications at its meeting of 17th December 2007. The Plan requires endorsement by the WAPC prior to implementation.

8.2 MRS & TPS AMENDMENTS

Prior to the subdivision and/or development of land currently zoned "Rural" under the MRS, the WAPC, Council or a landowner may request initiation of an amendment to the MRS to rezone the "Rural" land to "Urban".

Through this process the WAPC, Council or the landowner may also seek to reserve the land identified as "Foreshore Reserve" and currently zoned "Rural" to "Parks and Recreation".

The Planning and Development Act 2005 provides for the concurrent local town planning scheme rezoning of land subject of an MRS amendment subject to the support of the local government.

Should the City of Armadale not support the concurrent rezoning, individual landowners may seek to initiate an amendment to TPS No. 4 to rezone the "Rural Living 2" portion of the lot to "Residential R15/40" or "Residential R25/40" consistent with the zoning of the balance of the land.

Council has indicated that it would support any landowner or agency proposal for Amendments to the Metropolitan Region Scheme, which are generally consistent with the "Centre Road Canning River (West) Urban Structure Plan".

For the time being however, the structure plan (**Figure 8**) identifies the land affected by the current MRS "Rural" zoning and shows indicative future uses that could result in the event of rezoning to "Urban".

8.3 SUBDIVISION AND DEVELOPMENT

Following adoption of the Structure Plan by Council and the WAPC, landowners may lodge applications to subdivide the residential zoned land directly with the WAPC. Following resolution of the zoning of the "Rural" and "Rural Living 2" land to "Residential" applications can be made for the subdivision of that land.

The development of individual landholdings is at the discretion of individual landowners and will not be driven by an external party.

Some coordination between adjoining landowners may be required, particularly within the northern portion of the Precinct, in relation to the provision of road connections, unless alternative arrangements can be made with Council and the WAPC.

Prior to the subdivision and/or development of the land the City will require the preparation of a Local Water Management Plan for the whole of the relevant precinct (being either the north or south of the Water Corporation Main Drain), unless it can be demonstrated that the subdivision and/or development can deal with stormwater management independently to the satisfaction of the City of Armadale.

Landowners should liaise with the Water Corporation and the Swan River Trust in preparing their plans to avoid delays at subdivision or development stage.

In this regard the City of Armadale and the Water Corporation may initiate discussions for the future treatment of the Water Corporation Westfield Park main drain in consideration of its current and future function within the stormwater drainage network.

8.4 DETAILED AREA PLANS & DESIGN GUIDELINES

The Structure Plan provides a guide for the future subdivision and/or development of land within the Precinct and is supported by the provisions of Council's Residential Density Development Policy, however Council may request the preparation of Detailed Area Plans (DAP's) or Design Guidelines to address more detailed design elements including fencing, crossover location, building envelopes, car parking and landscaping.

In the event that the "Rural" zoned land within the structure plan is rezoned to "Urban", a Detailed Area Plan will be required to be submitted for approval in order for Council to support development or subdivision applications for Lot 93 Turner Place. An approved Detailed Area Plan for this Lot will ensure a suitable urban design outcome is achieved and will control the provision of suitable building envelopes, building orientation and setbacks, provision of permeable boundary fencing to achieve surveillance of adjoining POS/reserve land, vehicle access, parking and the needs of service vehicles.

8.5 PUBLIC OPEN SPACE AND FORESHORE RESERVE

The proposed configuration, topography and extent of vegetation within the open space areas (both the foreshore reserve and local open space) lean towards its future use being primarily for passive recreation pursuits. The open space areas present an opportunity for rehabilitation to improve the condition of the remnant vegetation and provide attractive walk trails and cycle routes.

The area containing the Water Corporation main drain could in the future be rehabilitated and developed to perform a nutrient stripping function so as to improve the quality of water entering the Canning River system. Council may wish to initiate further discussions and investigations regarding the treatment of the Water Corporation Westfield Park main drain to determine its final form and matters including, but not limited to, stormwater drainage, public access, tenure arrangements, management and maintenance.

The topography of Lots 22, 103 and 98 Albany Highway are more conducive to the provision of active recreational space and would be ideally suited for the construction of facilities such as children's play equipment, barbeques and seating areas.

Council may wish to liaise with local environmental groups and State Government organisations concerned with the management and rehabilitation of water ways and remnant vegetation regarding the future development of the foreshore reserve and open space areas.

rp 3074 Modified City of Armadale Structure Plan Report 130308 - revised 311008

APPENDIX 1

City of Armadale Town Planning Scheme

No. 4 – Zoning Table

ZONING TABLE

USE CLASSES	ZONES (Note 6 and Note 7)								
	Residential	Special Residential	Rural Living	General Rural	Local Centre	District Centre	General Industry	Industrial Business	Mixed Business/ Residential
Advertisement (Note 1)	P/X	P/X	P/X	P/X	P/D	P/D	P/D	P/D	P/D
Aged or Dependent Persons Dwelling	D	X	X	X	D	D	X	X	D
Agriculture - Extensive	X	X	D	P	X	X	X	X	X
Agriculture - Intensive	X	X	A	P	X	X	X	X	X
Agroforestry	X	X	A	D	X	X	X	X	X
Amusement Parlour	X	X	X	X	A	D	X	X	X
Ancillary Accommodation	P	D	D	D	X	X	X	X	X
Animal Establishment	X	X	X	X	X	X	X	X	X
Animal Husbandry -Intensive	X	X	A	A	X	X	X	X	X
Auction Mart	X	X	X	X	D	D	D	D	D
Bed & Breakfast	D	A	D	D	X	X	X	X	D
Betting Agency	X	X	X	X	P	P	X	X	D
Car Park	X	X	X	X	D	D	P	P	D
Caravan Park / Home Park	X	X	X	A	X	X	X	X	X
Caretaker's Dwelling	X	X	X	A	D	D	D	D	D
Child Care Premises	A	A	A	A	P	P	X	D	D
Cinema/Theatre	X	X	X	X	X	D	X	X	X
Civic Use	D	D	P	P	P	P	A	D	D
Club Premises	A	A	A	A	A	A	X	D	D
Commercial Vehicle Parking	A	A	A	A	D	D	P	P	A
Community Purpose	A	A	A	A	D	D	X	D	D
Consulting Rooms	A	A	A	A	P	P	X	D	D
Convenience Store (Note 2)	X	X/A	X	X	A	A	X	X	X
Corrective Institution	X	X	X	A	X	X	X	X	X
Dam Construction	X	X	D	D	X	X	X	X	X
Display Home Centre	D	D	D	D	X	X	X	X	D
Educational Establishment	A	A	A	D	D	D	D	D	D
Exhibition Centre	X	A	A	A	P	P	X	D	P
Family Day Care	D	D	D	D	X	X	X	X	X
Fast Food Outlet	X	X	X	X	D	D	X	A	D
Fuel Depot	X	X	A	D	X	X	D	X	X
Funeral Chapel	X	X	X	X	D	D	A	D	A
Funeral Parlour	X	X	X	X	D	D	A	D	A
Garden Centre - Retail	X	X	A	A	D	D	X	D	A
Grouped Dwelling	D	X	X	X	D	D	X	X	D
Holiday Accommodation	X	A	A	A	D	D	X	X	D
Home Business	A	A	A	A	D	D	X	P	P
Home Occupation	D	D	D	D	P	P	X	D	D
Home Office	P	P	P	P	P	P	P	P	P
Home Store	A	X	X	X	X	X	X	X	X
Hospital	X	X	A	A	D	D	X	X	D
Hotel	X	X	X	X	A	A	X	X	A
Industry - Cottage	D	D	D	D	P	P	P	P	P
Industry - Extractive	X	X	X	A	X	X	X	X	X
Industry - General	X	X	X	X	X	X	P	X	X

USE CLASSES	ZONES (Note 6 and Note 7)								
	Residential	Special Residential	Rural Living	General Rural	Local Centre	District Centre	General Industry	Industrial Business	Mixed Business/ Residential
Industry - Light	X	X	X	X	X	X	P	D	X
Industry - Mining	X	X	X	A	X	X	X	X	X
Industry - Noxious	X	X	X	A	X	X	A	X	X
Industry - Rural	X	X	A	D	X	X	P	X	X
Industry - Service	X	X	X	X	D	D	P	D	D
Lunch Bar	X	X	X	X	P	P	D	D	P
Market	X	X	X	X	D	D	X	X	D
Medical Centre	X	X	X	X	P	P	X	D	P
Motel	X	X	X	X	A	A	X	X	D
Motor Vehicle Repair	X	X	X	X	A	A	P	D	X
Motor Vehicle Wash	X	X	X	X	D	D	P	D	A
Motor Vehicle, Boat and Caravan Sales	X	X	X	X	A	A	D	D	A
Multiple Dwelling (Note 3)	D/X	X	X	X	D	D	X	X	D
Night Club	X	X	X	X	X	A	X	X	X
Occasional Uses	A	A	A	A	D	D	D	D	D
Office	X	X	X	X	P	P	X	A	P
Place of Worship	A	A	A	A	D	D	X	X	D
Plantation	X	X	A	D	X	X	X	X	X
Reception Centre	X	X	A	A	D	D	X	D	D
Recreation - Domestic	P	P	P	P	X	X	X	X	P
Recreation - Private	A	A	A	A	D	D	D	D	D
Recreation - Public	P	A	P	P	P	P	D	P	P
Residential Building	A	A	A	A	D	D	X	X	D
Restaurant	X	X	A	A	P	P	X	A	D
Restricted Premises	X	X	X	X	A	A	A	A	X
Rural Pursuit	X	X	D	P	X	X	X	X	X
Service Station	X	X	X	X	A	A	D	D	X
Shop	X	X	X	X	P	P	X	A	A
Showroom	X	X	X	X	D	D	D	D	D
Single Bedroom Dwelling	P	X	X	X	P	P	X	X	D
Single House	P	P	P	P	P	P	X	X	P
Storage	X	X	D	D	X	X	P	D	X
Tavern	X	X	X	X	A	A	X	X	A
Telecommunications Infrastructure (Note 4)	X	X	A	A	A	A	D	A	A
Trade Display	X	X	X	X	D	D	D	D	X
Transport Depot (Note 5)	X	X	X	X/A	X	X	P	D	X
Vehicle Wrecking	X	X	X	X	X	X	D	X	X
Veterinary Centre	X	X	D	D	D	D	D	D	D
Warehouse	X	X	X	X	X	X	P	D	X
Winery	X	X	A	D	X	X	A	X	X

Note 1: P/X and P/D in the case of the use class Advertisement, indicates the use is P if it is listed as an Exempted Advertisement in Schedule 5 of the Scheme, but otherwise the use is X or D according to the second designation.

Note 2: In the case of the Special Residential zone, the use class Convenience Store may only be permitted where it is consistent with an approved Structure Plan for the particular area and/or any additional provisions for development included in Schedule 12.

- Note 3: *D/X in the case of the use class Multiple Dwelling, indicates the use is D in the Residential Zone except in areas coded R30 and below, where the use class is X.*
- Note 4: *Under the commonwealth Telecommunications Act 1997 Low Impact Telecommunications Facilities are exempt from local government control.*
- Note 5: *In the case of the General Rural zone, the use class Transport Depot shall be an 'X' use where the number of commercial vehicles parked or garaged on the site is more than two. Where the number of such vehicles is two or less, the use class shall be a 'D' use.*
- Note 6: *In the case of the Urban Development Zone the general permissibility of land uses shall be determined by reference to the specific zone identified on the Structure Plan in accordance with Part 5E and Part 6A.*
- Note 7: *In the case of the Special Use Zone the general permissibility of land uses shall be determined by reference to Clause 4.7 and the Uses and Conditions specified in Schedule 4.*

Note from clause 4.3.2:

- 'P' *means that the use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme;*
- 'D' *means that the use is not permitted unless the City has exercised its discretion by granting planning approval;*
- 'A' *means that the use is not permitted unless the City has exercised its discretion by granting planning approval after giving special notice in accordance with clause 9.4;*
- 'X' *means a use that is not permitted by the Scheme.*

APPENDIX 2

City of Armadale Residential Density

Development Policy No. 3.1

PLN 3.1 RESIDENTIAL DENSITY DEVELOPMENT

1. INTRODUCTION

The Clause 5.2.4 of the City's Town Planning Scheme No.4 allows Council general discretion in residential zoned areas to approve development of Grouped Housing on dual coded lots coded R10/25, R12.5/25, R15/25, R17.5/25 and R25/40. In addition Clause 5.2.5 provides that, in areas are dual coded R15/40 and R25/40, to other forms of residential development may be allowed for at the higher density where certain additional requirements defined in the Scheme Text are met.

Council encourages high quality medium density housing in selected areas of the City of Armadale. This form of housing allows for more efficient use of existing services such as sewerage, roads, water supply, electricity etc while providing a choice of housing types to meet the different requirements of people living in Armadale.

Council's intention in regulating more intensive development in the residential areas of the City is to encourage an integration of higher density housing into the City after taking account of the objectives of the zones, their primary incidental densities and the potential impact of increased residential density on the established urban infrastructure.

The following policy and performance criteria guidelines have been developed to assist Council in determining Grouped Dwelling proposals and proposals to develop dual coded areas, and assist applicants to achieve the desired quality of site development anticipated by the City.

2. APPLICATION OF POLICY

- This policy is supplementary to and is to be read in conjunction with the appropriate provisions of the City of Armadale Town Planning Scheme No.4 and the *Residential Design Codes*.
- The policy will be applied by Council in the exercise of its discretion in respect of applications to develop Grouped Dwellings and proposed medium density residential development subject to dual coding and the R40 and higher coding.
- The policy will be taken into account by Council in making recommendations to the Western Australian Planning Commission for the development and subdivision of land subject to dual coding.

3. POLICY OBJECTIVES

- (a) To locate Group Dwelling development and higher density development in residential areas where it can successfully integrate into the surrounding environment and where existing access arrangements, open space, shopping, public transport, community services, drainage and sewerage facilities are capable of accommodating more intensive development.
- (b) To promote the use of Outline Development Concept Plans to co-ordinate the development of medium density housing in "super blocks" where land is dual coded.
- (c) To encourage an attractive streetscape setting which enhances and complements the visual character, bulk and scale of the surrounding built form.
- (d) To achieve a high quality building development in relation to architectural design, site layout, materials, colour, tone, texture and fencing.
- (e) To provide safe, functional and attractive access arrangements in and out of the site, which contribute to the overall aesthetics of the development.
- (f) To provide for safe and convenient placement and storage of waste to the development's future residents.
- (g) To provide for the safe and convenient collection of rubbish bins by the City's waste disposal vehicles.

4. POLICY STATEMENT

4.1 Grouped Dwellings in Areas Coded R10/25 - R17.5/25.

- 4.1.1 Grouped Dwelling applications will be assessed and determined based on the prevailing density code of the site and the extent to which the Design Guidelines for Medium Density Housing outlined in Clause 4.3 of this policy are met.
- 4.1.2 Development for Grouped Dwellings will not be approved in areas where reticulated sewerage is not available or where adequate drainage is not available or planned suitable to accommodate group dwelling densities to the satisfaction of the Manager, Technical Services.
- 4.1.3 The City must be satisfied, and the applicant is to demonstrate, that a Grouped Dwelling proposal is located in close proximity to:
 - Public transport

- Recreational open space
- A footpath/cycleway system
- Shopping
- Community facilities.

4.2 Dual Code Areas Coded R15/40 and Areas Coded R25/40

4.2.1 Land coded R15/40 and areas coded R25/40 may be suitable for development in accordance with the R40 Code where the Council is satisfied that the following matters are addressed:

- Footpaths are constructed within the road reserve to which the site abuts;
- The proposal complies with the Design Guidelines for Medium Density Housing set out in Clause 4.3;
- The site is adequately drained to the satisfaction of the Manager Technical Services;
- Access arrangements ensure that traffic generated by the proposal can be accommodated by the existing street network;
- Adequate parking is available on-site without detriment to the streetscape;
- Adequate provision is made for the safe and convenient collection of rubbish and recycling bins.

4.2.2 To ensure that development in accordance with the R40 Code is undertaken in an orderly and co-ordinated manner, Council may require as a prerequisite for such development the preparation of and adoption by the Council of an Outline Development Concept (ODC) Plan for the whole area or a wider area than the land the subject of the proposal.

The Outline Development Concept Plan should be comprised of the following:

(a) Existing Information

- Existing lot layout, showing dimensions and areas;
- Outline of existing buildings indicating type of dwelling its age and condition and other structures;
- Location of sewer and drainage lines and associated easements;
- Location of significant trees and/or shrubs;
- Location and extent of crossovers and accessways/driveways.

(b) Future Planning Proposals

In all cases:

- Diagrams of development options which may be achieved for particular lots within the Plan area;
- The preferred subdivisional design;
- Provision and co-ordination of services to lots especially drainage and sewerage;
- Landscaping and streetscaping proposals;
- The method of access to individual lots;
- Assessment of the method and practicality of implementing the Plan including estimates of costs and benefits.

In addition the following may be required:

- The retention of existing dwellings and trees which are of sufficient quality and character to warrant preservation;
- Traffic management measures;
- The provision, location and treatment of communal open space;
- The provision of service roads or the use of secondary side streets to avoid accessways to busy streets;
- Other matters as determined by Council.

Council will encourage the following matters to be incorporated in the Outline Development Concept Plan:

- The provision of an alternative internal road pattern, possibly including rear laneways for access for vehicle garage parking;
- The use of joint accessways to adjoining lots rather than separate accessways side by side and the consequential proliferation of crossovers;
- The adoption of a common set of design principles such as roof pitch, building materials, fencing, window heights, landscaping, front setback arrangements, the circumstances where zero lot line development may be allowed, and siting requirements to take account of privacy, energy conservation and climate control.

(c) Advertising

The Outline Development Concept Plan shall be advertised for public comment in accordance with Clause 9.4 of Town Planning Scheme No.4 prior to final consideration of Council.

(d) Availability of Plan

The Outline Development Concept Plan shall be formally adopted by Council, and kept and made available for public inspection at the Council offices.

4.3 Grouped Dwellings and Higher Density Housing Requirements

These Guidelines have been prepared to specify building design requirements where the City is required to exercise its discretion under the Town Planning Scheme for the approval of grouped dwellings under Clause 5.2.4 and where approval is sought for approval of a dwelling at a higher density than R15 in areas coded R15/40 or at higher density than R25 in areas coded R25/40. Where no specific policy provisions are identified, the Acceptable Development requirements and Performance Criteria of the *Residential Design Codes* will be applied.

4.3.1 Building Design

- 4.3.1.1 The provision of roofs with a pitch of 25% or greater is encouraged to provide a distinctive streetscape character, unless this is likely to compromise an existing streetscape character.
- 4.3.1.2 Colour schemes and use of materials will be required to achieve a high standard of visual amenity to be consistent with the desired appearance of the streetscape. Materials should complement the “natural” tones associated with the Armadale landscape.
- 4.3.1.3 Generally reflective materials with an absorption value of less than .6 are not encouraged unless specifically approved by Council where it retains a particular existing character of a streetscape. In making its determination Council shall have particular regard to, and may impose conditions to, minimize the reflective impact on adjoining properties.
- 4.3.1.4 To create a high visual standard and enhance the aesthetics of the streetscape, architectural detail and trim will be considered as an integral component of the overall appearance of the colour and material combination and should be designed and coloured to complement the overall building (i.e. details such as gutters, fascias, capping, brackets, window frames, posts, louvers etc).
- 4.3.1.5 Rear dwelling(s) should be designed and sited to ensure that the front elevation (preferably to include a window to a habitable room) is visible from and provides an outlook to the street.

- 4.3.1.6 Buildings should be designed to include sufficient eaves and verandahs to provide protection for openings from summer sun.

4.3.2 Fencing Design

- 4.3.2.1 Front walls and fences shall not be constructed in fibro cement (super six) where visible from a street or accessway or public space.
- 4.3.2.2 The height, texture, colour and style of walls and fences exposed to public spaces shall be compatible with the streetscape and existing buildings.

4.3.3 Retention of Existing Dwellings

- 4.3.3.1 Council shall encourage the retention of existing houses as part of a redevelopment proposal where the building:
- Is in good condition and of good architectural quality (Council may require an architectural report detailing building and architectural specifications and quality of the building);
 - Is located on the block to provide a sufficient and usable area for additional units;
 - Will retain and enhance the amenity and streetscape quality of an area;
 - Is of heritage significance.
- 4.3.3.2 Where Council is not satisfied that the retention of a dwelling is appropriate Council may require the dwelling to be demolished.
- 4.3.3.3 Where Council considers a building worthy of retention but is not of a suitable condition, it may require the building to be upgraded to a standard satisfactory to Council in accordance with Clause 3.2.9 of the *Residential Design Codes*. Council will consider the following works to complement the proposed new development:
- Nature and quality of roof cladding finishes;
 - External wall finishes;
 - External colour scheme;
 - Window treatments;
 - Architectural detail and trim; and
 - Other matters as detailed by Council.
- 4.3.3.4 New developments are to be designed so as to be compatible with an existing dwelling and constructed with;
- Compatible materials and colour scheme;

- Similar wall, window treatments and roof shapes (pitch), sizes, height and textures;
- Common architectural design features, if considered appropriate by Council. This may include the duplication of distinctive building details of the existing house to the satisfaction of Council;
- Where possible, new floor levels at the same floor level or the existing building.

4.3.4 Open Space and Landscaping

4.3.4.1 A 0.5m vegetated buffer strip should be provided between accessways and side property boundaries.

4.3.4.2 Landscaping and maintenance proposals should where possible combine front garden or open space areas with adjoining verges to create an integrated appearance.

4.3.4.3 In accordance with Clause 3.4.5 of the *Residential Design Codes* applications for development of grouped dwellings are to specify details of the landscape works proposed through the preparation of a landscape plan. The landscape plan is to demonstrate:

- A strong landscaping theme incorporating feature planting in common areas;
 - Details of plant species and hard landscape materials;
 - Planting to soften and screen hard surfaces;
 - Planting for solar control;
 - Ongoing maintenance proposals including automated reticulation;
 - A vegetation survey of the site and identification of significant trees with maximum vegetation retained.
- (Refer to Council's Landscape Handout for assistance).

4.3.4.4 Principal areas of private open space should be located at the rear of the dwelling.

4.3.5 Access and Car Parking

4.3.5.1 Garages and carports should be designed to complement abutting dwellings by utilising consistent material types, colour schemes and design.

4.3.5.2 Other than for two unit development, to ensure the visual streetscape quality and character is maintained, car parking within the front setback is only appropriate where sited under the curtilage of a carport where the carport is designed to integrate with the principle dwelling in terms of roof pitch, building materials and colour.

4.3.5.3 Where in Council's opinion, car parking adjacent to a side boundary will impact in terms of noise or headlight glare on the habitable rooms of an adjoining property, provision of an adequate landscaped buffer with mature/fast growing trees will be required, sufficient to provide an adequate visual and acoustic barrier between the two properties.

4.3.5.4 In addition to the requirements of Clause 3.5.4 of the *Residential Design Codes*, the design of the pavement within a driveway should take account of the need to:

- Meander the pavement;
- Provide embayments to facilitate vehicle parking;
- Depending on the length of the accessway, limit width to 3 metres at appropriate locations to minimize the effect of its dominance.

The above considerations will be dependent upon detailed design and circumstances relating to the dimensions of the block.

4.3.5.5 The manoeuvring area shall be large enough to allow a medium sized car to enter and exit a garage/carport from the accessway without difficulty. Generally this may be achieved with a turning circles radius of 5.5 metres.

4.3.5.6 To achieve a high visual standard which contributes to the overall amenity of an area, Council requires accessways to be constructed of block/brick paving or similar high quality material. The use of alternative paving materials will only be considered for two unit developments, where in the opinion of Council, special circumstances apply.

4.3.6 Provision for rubbish collection

4.3.6.1 In determining applications for grouped dwellings consideration will be given to the adequacy of the provision for the safe and convenient collection of rubbish and recycling bins by the City's waste disposal vehicles. The application for planning approval is required to identify the collection points (bin pads) and the City needs to be satisfied that their placement will be adequate to facilitate easy collection and not jeopardise the safety of pedestrians on footpaths or users of the road system. Where this cannot be satisfactorily demonstrated alternative access arrangements will need to be provided by the applicant.

4.3.6.2 The following criteria shall be applied to the placement of bin pads:

- Sufficient space is required to accommodate two bins for each unit within a proposed development plus adequate separation space to enable manoeuvring by mechanical arms without encroachment onto the frontage of adjoining properties. Generally a space of 1.8m per unit will be required to be clearly marked and available for bin

placement. Bin pads should not be separated from the street by a public footpath. Bin pads should generally be located 0.8m behind the kerb;

- There is a presumption against the siting of bin pads near intersections, bus stops, median islands, roundabouts, slow points, along busy arterial roads or where their location will impact on traffic sightlines or safety;
- Bin pads should not be located further than 75m from the respective residential dwelling. The intervening distance should have a gradient no greater than 10% with no stairs;
- The design should provide for access between the bin storage area to the bin placement area without passing through living areas.

4.3.6.3 Where the criteria set out in clause 4.3.6.2 cannot be met in its entirety, management for bin pick-ups either on-site or via alternative access, will be required.

4.3.6.4 Where alternative arrangements are required, conditions may be placed on development to ensure that:

- Land is given up free of cost where the site can be connected to an existing or future rear lane way or road (of at least 5m width);
- Provision is made for the construction of a portion of a rear lane way or road;
- Provision is made within a grouped dwelling or multiple dwelling development to provide for adequate internal turning and movement of waste collection vehicles and adequate hardstand for the placement of bins; and
- The pavement to be designed to accommodate a 25 tonne dual axle vehicle.

4.3.6.5 Where the City requires the preparation of a waste management plan prior to the City determining an application or as a condition of development approval the plan shall take into account;

- Possible future developments in the area;
- Convenience for waste generators;
- Convenience for waste collectors;
- Impact on future roadside pedestrian movements;
- Impact on future road vehicle traffic.

5. PROCEDURAL REQUIREMENTS AND DELEGATION

5.1 Before determining applications other than an application for a two unit development, or where development complies with the *Residential Design*

Codes, Council shall advertise the proposal for community comment by utilising all or any of the following methods:

- (a) By notifying surrounding residents and/or landowners;
- (b) By having the applicant erect a suitable sign in a conspicuous position on the site, advertising the proposal and inviting any comments to be forwarded to Council;
- (c) By advertising in a locally circulating newspaper, inviting public comment – if Council considers the nature of the development, its scale and density requires extra advertising compared to the avenues provided above.

D160/9/04 Adopted by Council 20 September 2004

D97/7/05 Development Services Committee 13 September 2005. Adopted by Council 19 September 2005

D83/7/06 Adopted by Council 17 July 2006

APPENDIX 3

Landowner Survey Proforma

LANDOWNER SURVEY FORM

The feedback you provide through this survey will allow the project team to better understand your intentions for the future use and development of your land (please note that responses are not binding and are only intended to provide a guide to landowner's current and intended future land use and developments).

1. Your Name(s) _____

2. Your Property Address _____

3. Your Contact details Phone: _____ Fax: _____ Email: _____

4. What is the current use of your property? (please tick all relevant options)

- | | |
|--|---|
| <input type="checkbox"/> Residence | <input type="checkbox"/> Market Garden (see Question 10) |
| <input type="checkbox"/> Vacant/undeveloped | <input type="checkbox"/> Orchard (see Questions 10) |
| <input type="checkbox"/> Grazing | <input type="checkbox"/> Small Business (see Question 11) |
| <input type="checkbox"/> Other (see Question 10) _____ | |

5. Would you like to see the precinct area developed for urban purposes such as residential lots or townhouses?

- ☐ Yes
- ☐ No - please provide details _____

6. How would you best describe your intentions for your land?

- ☐ Continue current land use (no urban development)
- ☐ Sell land to a developer.
- ☐ Retain and undertake future development of urban land ourselves.
- ☐ Other – please explain _____
- _____
- _____

7. Does your property currently contain existing buildings? Yes ☐ No ☐

If yes, please provide details as to the type, number and condition of buildings that exist on the property?

8. Is your land subject to winter flooding/inundation?

- ☐ Yes - please provide details _____

- ☐ No

9. Please illustrate the approximate location of buildings on the attached plan (including their type (ie. House, shed), building condition and if the area is developed for residential uses, would you wish to retain them?). Please also indicate those areas subject to flooding.

Please provide further details of the activities or practices that are undertaken on the property where appropriate?

10. Is your property used for a MARKET GARDEN/ORCHARD?

- a) Is your operation a hobby or commercial enterprise? _____
- b) What type of fertiliser do you use? _____
i) What application method do you use? _____
ii) How often do you fertilise? _____
- c) What type of irrigation method do you use? _____
i) How often do you irrigate? _____
ii) What time(s) of the day do you irrigate? _____
iii) Do you irrigate to deliver herbicides, pesticides or nutrients? _____
- d) What sort of machinery do you use on your property? _____
i) How often do you use the machinery? _____
ii) What time(s) of the day do you use it? _____

11. Is your property used for a SMALL BUSINESS?

- a) What sort of small business use do you operate?

12. Is your property used for OTHER purposes?

- a) What other activities do you undertake on site not listed above?

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

THANK YOU FOR YOUR ASSISTANCE

Please return completed survey form directly to the City of Armadale at locked Bag No 2 Armadale WA 6992 by Wednesday 21 June 2006.