

CITY OF ARMADALE

AGENDA

OF DEVELOPMENT SERVICES COMMITTEE TO BE HELD IN THE COMMITTEE ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON TUESDAY, 11 DECEMBER 2018 AT 7PM.

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

PRESENT:

APOLOGIES:

OBSERVERS:

IN ATTENDANCE:

PUBLIC:

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

DISCLAIMER

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

DECLARATION OF MEMBERS' INTERESTS

QUESTION TIME

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

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

It is also available in the public gallery. The public's cooperation in this regard will be appreciated.

DEPUTATION

CONFIRMATION OF MINUTES

RECOMMEND

Minutes of the Development Services Committee Meeting held on 20 November 2018 be confirmed.

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DEVELOPMENT SERVICES COMMITTEE

11 DECEMBER 2018

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1.1 - PROPOSED CLOSURE OF UNCONSTRUCTED PORTIONS OF COMMERCIAL ROAD ROAD RESERVE IN FORRESTDAL

WARD : Lake
FILE No. : M/545/18
DATE : 4 December 2018
REF : SC
RESPONSIBLE MANAGER : EDDS
APPLICATION NUMBER : WAY/5/18
APPLICANT : City of Armadale
LANDOWNER : State of WA
SUBJECT LAND : Unconstructed portions of Commercial Road road reserve in Forrestdale
ZONING :
MRS / : Parks and Recreation
TPS No.4 : Reserve Road Reserve

In Brief:

- The City is proposing to close the unconstructed portions of Commercial Road road reserve in Forrestdale.
- The closed road reserves will be incorporated into the surrounding Bush Forever lots as the Forrestdale Lake Nature Reserve.
- Council previously resolved on 21 February 2017 to advertise the permanent closure of unmade portions of Commercial Road road reserve and undertake public consultation in terms of section 58 of the Land Administration Act, 1997 (D7/2/17).
- No objections were raised to the proposed closure.
- Recommend that Council authorise a request being made to the Minister for Lands for the permanent closure of the unconstructed portions of Commercial Road road reserve and subsequent amalgamation with the adjoining Bush Forever site.

Tabled Items

Nil

Officer Interest Declaration

Nil

Strategic Implications

Strategic Community Plan – 2016-2031:

- 2.1.1 Preserve and improve natural areas; and
- 2.1.2 Ensure developments are sensitive to pre-existing environmental values.
- 2.2.1 Deliver attractive and functional open spaces; and
- 2.2.1 Protect and enhance the character of the City's spaces and places.
- 3.4.1 Promote the district and opportunities for visitors to the region; and
- 3.4.2 Diversify and expand tourism produce in the regions.

Legislation Implications

Land Administration Act 1997.

Council Policy/Local Law Implications

Nil

Budget/Financial Implications

Nil

Consultation

- ◆ ATCO Gas
- ◆ Dampier Bunbury Pipeline
- ◆ Department of Biodiversity, Conservation and Attractions
- ◆ Department of Lands
- ◆ Department of Primary Industry & Regional Development
- ◆ NBN
- ◆ Telstra
- ◆ WAPC
- ◆ Water Corporation
- ◆ Western Power
- ◆ Friends of Forrestdale

BACKGROUND

At its meeting held on 21 February 2017, Council resolved to

1. *Request that Department of Parks and Wildlife to confirm that it is willing to accept management of the uncleared bushland portion of Reserve No.27165 once the new titles are created for two (2) separate reserves of approximately 34ha, constituting the Armadale Golf Course Lease Area that will remain vested in the City for Recreation purposes with the power to lease for 21 years, and of approximately 104ha bushland balance or Reserve No.27165 that will be transferred to the State.*
2. *Upon confirmation of 1. above the City to initiate the following:*
 - a. *Advertise the permanent closure of unmade portions of the Commercial Road road reserve located adjacent to the Forrestdale Lake Nature Reserve and/or the Armadale Golf Course Reserve No.27165, in accordance with the requirements of Section 58 of the Land Administration Act 1997 (and Regulation 9 of the Crown Land Administration Regulations 1998);*
 - b. *Invite the adjoining landowners and Crown land managers and relevant State Government agencies, utilities and services agencies to review the proposed road closures and submit comments to the City;*
 - c. *Initiate procedures for the subdivision of Reserve No.27165 into two separate reserves in accordance with the advice of the Department of Lands, with the intention that the larger undeveloped bushland portion will be revested in the State for Conservation purposes.*
3. *Advise the Minister for Lands that the City will accept the indemnification against all claims for compensation in an amount equal to the amount of all costs and expenses reasonably incurred by the Minister for Lands in considering and granting the above requests pursuant to the Land Administration Act 1997.*

The road reserves are historical and are no longer relevant to the current and future pattern of development in the Forrestdale Lake area. It is also important to note that the proposed closure relates to unconstructed portions of road reserve and have therefore never been used as part of the road network.

The intention is to permanently close the unconstructed portions of Commercial Road road reserve in Forrestdale and to amalgamate the closed portions of road reserve into the adjacent Forrestdale Lake Nature Reserve. This amalgamation will enlarge and bolster the Bush Forever Site (Site 345) Forrestdale Lake and adjacent bushland that was proclaimed in 2000. These sites are regionally significant natural bushland and/or wetland areas within the Swan Coastal Plain and are recognized as providing the best representation of plant communities. The enlargement of the Forrestdale Lake Nature Reserve could contribute to a greater resilience of the nationally and internationally significant ecosystems associated with the reserve.

DETAILS OF PROPOSAL

The City proposes to permanently close the unmade portions of the Commercial Road road reserve as these are historical road reserves that are no longer relevant to the current and future pattern of development in the Forrestdale Lake area. This proposal would enable the unmade portions to be amalgamated into the adjoining Forrestdale Lake Nature Reserve by State Government, thereby enlarging and bolstering the area of the bush forever site.

COMMENT

The City proceeded to advertise the permanent closure of portions of unmade Commercial Road road reserve in terms of Section 58 of the Land Administration Act, 1997 on 20 September 2018 with the date for final submissions being 25 October 2018.

A Dial-Before-You-Dig query was undertaken on 10 September 2018 to determine services that could be affected and which Service agencies are to be consulted.

The advertising procedures and notices have been detailed below:

SUMMARY OF PUBLIC ADVERTISING

Party / Agency	Number of notifications sent	Number of supporting/ no objection	Number of objections
Landowners/occupiers notified	1	0	0
Service Agencies	9	7	0
Interested and Affected Parties	0	1	0
TOTAL	10	8	0

No objections were received from any parties for the proposed closure of the unmade portions of Commercial Road road reserve.

Western Australian Planning Commission (WAPC) was consulted as the adjacent property owner but a response has not been received to date.

One (1) submission of support was received from The Friends of Forrestdale community group. Their list of submissions was that the road closure and subsequent amalgamation will:

- Prevent fragmentation of the reserve;
- Prevent fauna mortality;
- Reduce access for off-road vehicles;
- Help reduce unlawful access for rubbish dumpers;
- Preventing unnecessary soil disturbance will reduce weed encroachment;
- Reduce the spread of phytophthora dieback; and
- The Forrestdale Lake trail, which circumnavigates the lake, will remain a quiet, safe place for walkers and cyclists.

In light of no objections being received and the road no longer being required, the proposed closure of the unmade portions of Commercial Road road reserve will have no negative impact on the surrounding properties or service agencies and can be supported.

OPTIONS

Council has two options:

1. Authorise a request being made to the Minister for Lands for the permanent closure of unmade portions of the Commercial Road road reserve and subsequent amalgamation with the adjoining Forrestdale Lake Nature Reserve.
2. Resolve not to support the request to close the unmade portions of the Commercial Road road reserve and advise the Department of Biodiversity, Conservation and Attractions – Parks and Wildlife Division and Landgate of its decision.

CONCLUSION

It is recommended that Council adopt Option 1 and support the permanent closure of unmade portions of Commercial Road road reserve and subsequent amalgamation into the Forrestdale Lake Nature Reserve so as to enlarge and bolster the bush forever site.

RECOMMEND

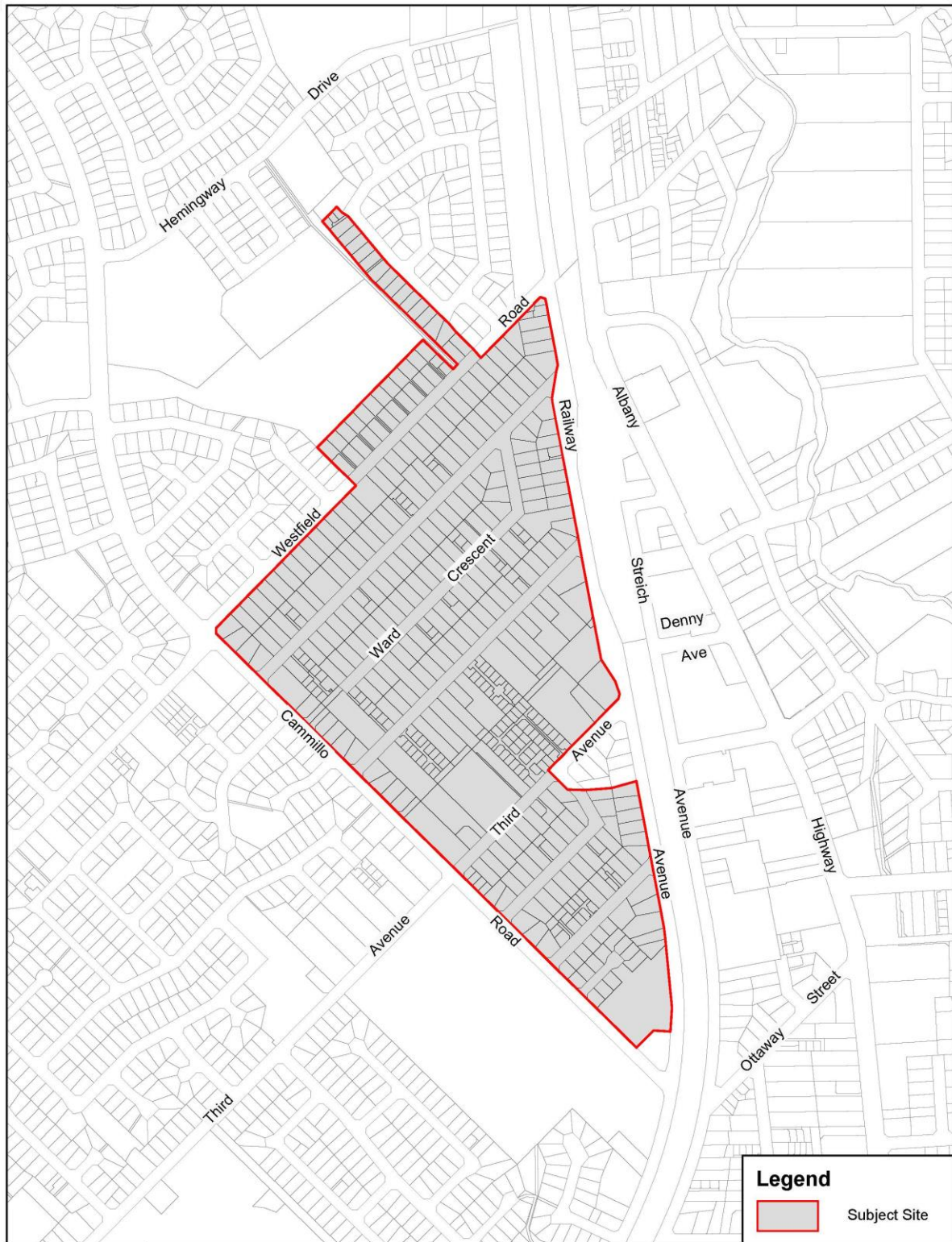
That Council:

1. **Authorise a request being made to the Minister for Lands for the permanent closure of the unmade portions of the Commercial Road road reserve as depicted on the attached Locality Plan, in terms of Section 58 of the Land Administration Act 1997.**
2. **Advise submitters of Council's decision in this regard.**

ATTACHMENTS

1. [↓](#) Road Closure - Location 1 - Portion of Commercial Road, Forrestdale
2. [↓](#) Road Closure - Location 2 - Portion of Commercial Road, Forrestdale
3. [↓](#) Aerial Plan - Portion of Commercial Road, Forrestdale

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LOCATION PLAN
Amendment 100



SCALE 1 : 10000

DATE 26 November 2018 - REVISION 1801
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2.1 - PROPOSED AMENDMENT NO.100 TO TPS NO.4 - PROPOSED RESIDENTIAL DENSITY INCREASES WEST OF KELMSCOTT TRAIN STATION

WARD : Heron
FILE No. : - M/608/18
DATE : 4 December 2018
REF : MK
RESPONSIBLE MANAGER : EDDS
APPLICANT : City of Armadale
LANDOWNER : Various
SUBJECT LAND : Various
ZONING
MRS / : Urban
TPS No.4 : Residential R15/40 and R25/40

In Brief:

- The amendment proposes to increase residential densities in the residential area located west of the Kelmscott Train Station and the Kelmscott District Activity Centre in order to both increase the viability of the Activity Centre, enable more people to live in proximity to the train station, provide a greater variety of housing types in the City and to assist in achievement of State generated targets for infill development within the City.
- Initiation of Amendment 100 generally accords with a number of Local Planning Strategy (LPS) Housing Strategy actions and also with Motion D44/6/18 from the meeting of Council held on 25 June 2018.
- The proposed amendment will include both modifications to density codes on the Scheme Map but also will include a number of text modifications addressing criteria for development to the higher density codes.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

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

Legislation Implications

Planning and Development Act 2005
Planning and Development (Local Schemes) Regulations 2015
Metropolitan Region Scheme
Town Planning Scheme No.4

Council Policy/Local Law Implications

Local Planning Strategy 2016
Local Planning Policy PLN 3.1 Density Development

Budget/Financial Implications

There will be costs associated with the public advertising of the Amendment in accordance with the requirements of the Planning and Development (Local Schemes) Regulations 2015.



AERIAL PLAN
Amendment 100



SCALE 1 : 7500

DATE 26 November 2018 - REVISION 1801
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Western Australian Land Information Authority trading as Landgate (S12).
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Consultation

If initiated, the scheme amendment will undergo a process of advertising for public submissions for a period of 42 days in accordance with the requirements of the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations).

BACKGROUND

Local Planning Strategy 2016 – Recommended Actions relating to Kelmscott and Residential Density increases around Kelmscott Train Station and District Centre.

The City's LPS sets out the future direction of land use, growth and development in the City until 2025. The LPS includes a Strategic Plan identifying existing and future land use in the City and strategies (actions) to address the key planning themes and issues confronting the City. Housing is one of the key planning themes considered under the 'Housing Strategy' section of the LPS.

The LPS 'Housing Strategy' considered residential density and the outcomes of development at the higher dual density codes in R15/40 and R25/40 areas as a key issue. It established that the current higher R40 dual density code had provided the City with increased group housing stock in key areas including adjacent to Armadale and Kelmscott centres and in the public transport corridor locality. However, developments in many instances had resulted in: 'over-build' on sites; a lack of open space (specifically gardens and trees); repetitious building design; a prevailing single storey skyline; and a lack of housing diversity particularly with regard to one (1) and two (2) bedroom dwellings. Whilst some of these matters have been addressed in Reviews of the Density Development Policy 3.1, up coding will assist in addressing and providing more opportunities to diversify the housing types.

The LPS 'Housing Strategy' includes a 'Local Housing Strategy Map' and nine (9) 'Housing Strategy Actions' (HSA). The 'Local Housing Strategy Map' identifies locations adjacent to the Armadale and Kelmscott centres, and in the public transport corridor locality on each side of the Armadale train line (adjacent to Challis and Sherwood stations) for an 'increase in residential density coding', and an 'increase in residential coding for sites over 2000sqm'.

The HSA 1, 3 and 6 below, reinforce the density recommendations in 'Local Housing Strategy Map' catchments:

- HSA 1 'Increase density potential around the main centres (particularly the Strategic Metropolitan Centre) to R60 and R80 or higher subject to design requirements.'*
- HSA 3 'In R40 areas and areas with an upper split code of R40, permit access to R60 density codes for lots with a minimum lot size of 2000 sqm and frontage of 25m.'*
- HSA 6 'Amend the Scheme to provide Scheme clauses to give greater incentive to develop specific housing types, such as maisonettes and one and two bedroomed dwellings in residential zones.'*

[Note: A maisonette is a two storey building with apartments on different floors (i.e. apartment building).]

Refer to the Attachments for the Local Housing Strategy Map.

The LPS 'Housing Strategy' also considered dwelling targets set by the State Government's *Directions 2031 and beyond, 2010, (Directions 2031)* and it was estimated that an additional 25,686 dwellings would be constructed in the whole of the City of Armadale by 2031 (most of which will be in the new growth areas), exceeding the *Directions 2031* target of 11,400 dwellings by 2031. This considerable variation in the estimations by the City and WAPC was due to the City's Forecast ID estimates being based on more local knowledge than the *Directions 2031* methodology the City's growth areas. The *Directions 2031* targets and the time horizon for development have since been revised upwards in subsequent State Government planning frameworks, including *Perth and Peel @ 3.5Million* and the *South Metropolitan Peel – Sub Regional Planning Framework, 2018 (SMP-SRPF)*. Further discussion of these State planning frameworks, and an estimate of the number of additional dwellings that could eventuate in the Kelmscott west of railway area as a result of Amendment 100 are provided in the 'Analysis' section of this report.

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

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

Comment from Cr Wielinga

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

A report was included in the Executive Director Development Services Report to Council on 25 June 2018 with regard to the LPS recommended Actions and their implications with regard to the Councillor's referral item. The City had delayed implementation of this recoding pending progression of the WAPC's Design WA (Apartment Code) and discussions with the Metropolitan Redevelopment Authority. If the City was to progress separately Design Standards, this would be costly with limited effect given the WAPC's Design WA is due soon. Subsequently, at their meeting held on 25 June 2018 Council resolved as follows:

That Council:

- 1. Notes that a report will be prepared for Council's consideration to initiate a scheme amendment to recode portions of the residential land west of the Kelmscott Town Centre by the end of 2018.*

DETAILS OF PROPOSAL

Amendment 100 is considered a ‘*standard amendment*’ under Part 5, Clause 34 - standard amendment, subsection (a), (b), (c), and (g) of the Planning and Development Regulations 2015 (Regulations).

Amendment 100 proposes to implement modifications to the existing Residential Density Codes for properties on the western side of the railway line adjacent to the Kelmscott Train station and the Kelmscott District Activity Centre which will increase the potential for redevelopment and the introduction of new housing types such as Apartments and more one (1) or two (2) bedroom dwellings within the catchment for both the train station and the District Centre. This Amendment is in accordance Housing Strategy Actions HSA 1, 3 and 6 contained in the City’s Local Planning Strategy (LPS).

The proposed density code modifications will be supported by proposed scheme text provisions to promote development at the new upper spilt code R60, and a R80 ‘density bonus’ which will in turn increase potential for greater housing diversity in the area including more one (1) and two (2) bedroom dwellings, possible maisonette type developments and two (2) to three (3) storey development, particularly in the form of multiple dwellings (apartments).

Increasing residential densities in the residential area located west of the Kelmscott Train Station and the Kelmscott District Activity Centre will increase the viability of the Activity Centre, enable more people to live in walking distance to the train station, potentially reduce the need for car ownership, provide a greater variety of housing types in the City to accommodate a more diverse population and to assist in achievement of State generated targets for infill development within the City.

COMMENT

Amendment Area Characteristics

The area of land subject to Amendment 100 comprises approximately 35 hectares of residential land (excludes roads, public open space and other reserves). There are currently 506 dwellings within this area. Approximately 4 hectares of land within the amendment area has already been redeveloped to a level that precludes redevelopment in the short-medium term. This leaves approximately 31 hectares of land available for redevelopment. This includes approximately 3.9 hectares of vacant or significantly underdeveloped land in large parcels ranging from 1500m² in area up to 8603m².

Existing Housing Stock

The Amendment area contains a mix of lot sizes and housing types representing development that has occurred in various eras. These include larger lots with older houses the result of the progressive break-up original allotments, and single houses from the 1960s to 1970s and also some more recent subdivision developments. Grouped housing developments are more recent dating from the 1980s up to the present day. These include large multi-unit developments serviced by extensive communal access ways, and smaller developments including duplexes, triplexes and quadruplexes, some of which retained the original dwelling as part of the development cluster. Grouped housing (medium density) developments have generally occurred as a result of the higher R40 density code, which was available under TPS 2 for many years, and TPS 4.

Housing Authority landholdings within the Amendment area

The Housing Authority of Western Australia (HAWA) owns 17 properties within the Amendment area including a cluster of vacant abutting properties in the area bound by Merrifield Avenue and Railway Avenue that total 1.7 hectares in area. This may provide for a substantial development site that can be developed in a coordinated and complementary manner and could also be a catalyst and demonstration development for the area.

It should be noted however, that Public Authorities such as the Housing Authority must have due regard to but are not bound by Local Planning Schemes. Determination of Development proposals put forward by Public Authorities is issued under the Metropolitan Region Scheme only. In addition, the Western Australian Planning Commission have delegated authority to determine Housing Authority Development applications to the Housing Authority themselves for developments involving 10 dwellings or less. Housing Authority developments of more than 10 dwellings are determined by the WAPC following referral of the application to the relevant Local Government for recommendations with regard to approval or refusal of a development and any conditions that should be applied.

For Housing Authority developments exceeding \$10 million value it is mandatory that the applications be referred to the JDAP for determination with the WAPC being the referring authority in those cases and the City providing advice.

The City has corresponded with and briefly met with the Housing Authority with regard to their Merrifield Avenue and Railway Avenue landholdings and the Housing Authority is keen to do a development that will meet the needs of more of the community (such as with a variety of housing types) and provide affordable housing opportunities. It is likely that the Housing Authority would only retain a proportion of the dwellings as rental properties for Housing Authority Tenants with the remainder being sold.

Kelmscott Train Station

The original Kelmscott station opened on 2 May 1893 as one of the original stations on the Armadale line. The station has a bus interchange situated in the centre of the platform. This feature makes the station unique in Western Australia. In 2008, the Public Transport Authority completed a \$10.8 million upgrade of the station.

Amendment 100 will provide for a significant increase in residents within the walkable catchment of the train station with transit oriented development and therefore should have a positive impact on passenger numbers using Kelmscott train station.

Kelmscott District Activity Centre

The Kelmscott District Centre is linear in nature and stretches from Turner Place in the north to Brookton Highway in the south and addresses both sides of Albany Highway. A portion of the Kelmscott District Centre, between Davis Road and just north of Page Road on the western side of Albany Highway, is under the planning control of the Metropolitan Redevelopment Authority.

The viability of the Kelmscott District Centre and expansion or redevelopment of the centre has a dependence on the increase in the population within the catchment of the centre. Accordingly, Scheme Amendment 100 is significant in regards to providing for the density of residential development to increase considerably directly adjacent to the District Centre.

The provision of more housing and a range of types of housing (such as one (1) and two (2) bedroom dwellings) will provide the benefit of offering alternative accommodation for existing residents of the City who are downsizing. Aging people will have the option to remain in the area rather than having to move elsewhere if they are looking for smaller housing. In addition, there is the potential for a wider range of shops and services to be provided in Kelmscott if the population increases so residents would be able to reduce trips outside of Kelmscott to access what they need or want.

Current development in the Amendment area equates to an average density of approximately R12.5. This density is well below the average R30 density that State Planning Policy SPP 4.2 Activity Centres for Perth and Peel recommends within the walkable catchment of a District Centre.

Denny Avenue & Davis Road Tunnel

In June 2018 the State Government's Metronet Team announced its preferred design for the closure of the Denny Avenue rail crossing and the construction of a tunnel for vehicles with the railway elevated above it at Davis Avenue. This development will significantly ameliorate traffic flow issues currently occurring in the area, due to the railway crossing. Metronet has announced that construction of the new crossing will commence in 2019.

Design WA

The State Government is progressing with the preparation of Design WA which is a draft State Planning Policy initiative to ensure good design is at the centre of all development in Western Australia. The Western Australian Planning Commission has proposed to release Design WA in stages with the first stage including Draft Apartment Design Policy. The Stage one release of Design WA occurred in mid-2016 and the City provided its comments to the WAPC following a Council resolution on the 19th December 2016.

It is anticipated that final approval of Design WA stage one will take place soon and will create a better design standard to guide multiple residential and apartment development and make for improved development around key activity centres within the City such as Kelmscott District Centre and Armadale Strategic Metropolitan Centre. The alternative approach would be for the City to fund Design Guidelines at its cost and that they will be more difficult to implement and won't be as widely accepted. It is expected that the WAPC will release the Draft Design WA Stage One documents (including two (2) associated policies and a Guide for Local Government with regard to setting up Design Review Panels) by the end of 2018.

Variations to LPS 'Housing Strategy' recommendations

Detailed planning assessment has identified that some refinement is required in the implementation of Housing Strategy Actions the subject of this Amendment. The proposed density code modifications on the TPS No.4 map from R15/40, and R25/40 to R15/60 is applied uniformly to areas indicated on the LPS 'Local Housing Strategy Map' as 'increase density coding' and 'increase density coding for sites over 2000m²'.

Although there are a number of lots 2000m² and greater in the Amendment area, the majority of lots are currently single residential lots of 800m² or less and, applying the minimum 2000m² development site criteria for R60 development as indicated in the 'Housing Strategy' would likely limit the overall redevelopment potential of the Amendment area as owners would need to amalgamate 3 or more lots to achieve the minimum development site area. Accordingly, a minimum development site size requirement of 1400m² is proposed. It is anticipated that the 1400m² development site criteria would encourage consolidation (amalgamation) of land holdings in the subject localities and in many instances only two (2) single housing lots would need to be amalgamated to achieve the lot size and frontage criteria.

Refer to Attachments for Map showing lot sizes within the Amendment area.

A 'density bonus' up to the R80 density code (for Multiple Dwelling developments only) would be available in the Amendment subject to a minimum site area of 2000m² and site frontage requirements. The minimum site area of 2000m² recommended in the LPS is retained for these more intensive developments to provide for a better spatial layout, addressing building bulk and scale issues and the retention of or planting of substantial trees.

Further information about and reasoning behind the proposed R-Code densities, including the density bonus, and amendments and additions to Scheme provisions is detailed below.

R-Code (Density Code) Modifications

TPS No.4 currently provides a dual density code system on the Scheme map for many Residential zone localities, with the upper density code applying to developments that achieve the locational, servicing and design criteria of the City's Scheme text and Local Planning Policy PLN 3.1 Density Development (PLN 3.1). The area covered by Amendment 100 is currently subject to two split codings being R25/40 and R15/40. Under Amendment 100 it is proposed to retain a dual density code, but the lower code is to be reduced to R15 (for those lots currently coded R25/40) and the upper code increased to R60 for all properties within the Amendment area. Modifications to TPS 4 provisions will allow a density bonus of up to R80 subject to the development meeting special site and development criteria and the development comprising Multiple dwellings (Apartments) only.

The lowering of the base density code to R15 aims to discourage battle-axe lot subdivisions (a single house behind an existing single house) and/or strata title duplex developments, under the current R25 lower density code. This under development is considered to allow too many single storey Grouped Dwellings and be an inefficient use of land that is within the walkable catchment of both a train station and a District level Activity Centre.

Increasing the upper density code to R60 (with a potential 'density bonus' of up to R80) aims to encourage increases in housing stock and housing diversity including 1 and 2 bedroom dwellings which are more easily accommodated in R60 and R80 developments than in R40 developments. More varied building designs i.e. multiple dwellings are also anticipated to be provided under the R60 and R80 density codes.

Refer to attachments for Existing and Proposed Zoning Map

Modifications to TPS No.4 Text

In order to facilitate quality development at the highest possible density codes Amendment 100 will add new provisions in Part 4 clause 4.2 'R-Codes' of the Scheme text to specify the requirements to qualify for the modified upper density code. These provisions will include locational and design criteria aimed at achieving the highest possible densities and the highest quality of development.

Waste collection for higher density developments can be problematic due to the difficulty of fitting increased numbers of bins into the road verge for collection and is especially difficult for sites with narrow frontages at the ends of culs-de sac or roads with 90 degree bends. The criteria of 'adequate waste collection' is therefore proposed to be included as a provision into clause 4.2.4(b)(i) to ensure waste collection is considered early in the Design Process. Further clarification of waste collection requirements is provided in the City's PLN 3.1, and discussed in the 'Analysis' section of this report.

It is proposed to add the following sub-clause (c) to clause 4.2.4 of the Scheme text to specify requirements for development applications at the upper density code in areas with the proposed R15/60 density code:

'(c) Where land is identified on the Scheme Map as R15/60 -

- i) up to R60 where:
 - (a) the provisions of Clause 4.2.4(b)(i) and (ii) are satisfied;
 - (b) the lot/development site has a minimum area of 1400m² and a minimum frontage of 25 metres. ; and
 - (c) Where the development is for Grouped Dwellings, all dwellings comprise at least two storey dwellings with at least one habitable room on the second floor.
- ii) up to R80 for multiple dwellings only where:
 - (a) the provisions of Clause 4.2.4(b)(i) and (ii) are satisfied; and
 - (b) the lot/development site has a minimum area of 2000m² and a minimum frontage of 25 metres.
- iii) where the development under Clause 4.2.4(c)(i) and (ii) is for Multiple Dwellings, for each Multiple Dwelling positioned above another, a minimum of 50% of the plot ratio area must be vertically above the lower dwelling.

The intent of Clause 4.2.4(c)(i) is to ensure development at the R60 density code complies with the servicing and locational criteria in 4.2.4(b)(i) and (ii), and that new developments attain the R60 density code.

Clause 4.2.4(c)(ii) provides an additional 'density bonus' of up to R80 subject to compliance with the servicing and locational criteria in clause 4.2.4(b)(i) and (ii) and development site requirements including a minimum area of 2000m² and a minimum frontage of 25 metres. Higher density developments, especially multiple dwellings (apartments), are better suited to larger wider lots as these sites increase design options for example additional building height/number of storeys and/or can assist developments achieve compliance with development standards including setbacks, overshadowing and privacy requirements, as well as verge waste collection.

Clause 4.2.4(c)(iii) aims to provide for better spatial layouts, more open space, potential for retention of existing trees or planting of substantial new trees and less bulky developments.

Local Planning Policy PLN 3.1 Density Development

A number of modifications will need to be made to the above policy to ensure that the development outcomes that are desired will be achieved. This will include such elements as minimum building heights, types of dwellings and other design requirements. The amended policy is proposed to be referred to Council for approval for the purpose of advertising once the Scheme Amendment has been forwarded to the WAPC for final approval. This timing will allow the policy amendment to be completed almost concurrently with the gazettal of the Scheme Amendment.

ANALYSIS

State Planning Frameworks and Initiatives

Prioritising urban consolidation and infill development in locations adjacent to train stations as well as major commercial centres through increasing density codes is an integral part of the State Government's urban policy and strategic planning frameworks for the Perth and Peel metropolitan regions. Infill development reduces many of the societal costs associated with urban sprawl and makes more efficient use of existing infrastructure i.e. trains and buses, as well as other services. Ready access to the Metropolitan rail passenger network is an advantage for residents of Perth and Amendment 100 seeks to encourage greater infill for well-located areas. The following summarises the Amendment 100 proposals in the light of State Government policy, planning frameworks and other initiatives.

Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented Development, 2006 (DCP 1.6)

The Western Australian Planning Commission (WAPC) DCP 1.6 encourages higher density residential development (including aged or dependant persons' dwellings) around train stations to increase the potential for residents to use train services. The proposals of Amendment 100 intend to achieve even greater density than the current R-Code (as well as housing diversity) with due regard to the 800 metres walkable catchment and the City's LPS 'Housing Strategy'.

Perth and Peel @ 3.5 Million, 2018 and South Metropolitan Peel – Sub Regional Planning Framework, 2018 (SMP-SRPF)

The Perth and Peel @ 3.5 Million and South Metropolitan Peel – Sub Regional Planning Framework, 2018 (SMP-SRPF) are based on principles espoused in Directions 2031. These strategies map out land use and infrastructure planning until 2050. The Strategy also includes 10 urban consolidation principles to guide infill development. Three (3) of the Principles; 'Urban Corridors', 'Station Precincts' and 'Public Transport', promote high density residential development along transit corridors and around train stations. The proposals of Amendment 100 implement the 3 urban consolidation principles identified above.

Metronet

The Metronet State government initiative (Department of Transport, Public Transport Authority, Department of Planning, Lands and Heritage, Department of Communities, Landcorp and the Metropolitan Redevelopment Authority) aims to progress an integrated approach to the provision of passenger rail infrastructure and land use planning for Perth and Peel regions. The modified density codes as proposed in Amendment 100 are considered consistent with Metronet's objective to better integrate land use and passenger rail transport.

Apartment Design – Draft Volume 2 of State Planning Policy 7.3 Residential Design Codes, 2016 (Apartment Design Codes)

The WAPC's Draft Apartment Design Codes is proposed to replace Part 6 of the R-Codes which specifies design requirements for multiple dwellings in areas coded R40 and greater and within mixed use development and activity centres. New design criteria (development standards) and guidance statements are proposed to improve multiple dwelling built form outcomes. The Apartment Design Codes when finalised as a State Planning Policy will be automatically incorporated into the City's TPS No.4 and the City will be required to refer to them when assessing development applications for multiple dwellings (apartments).

Until finalised, the City will continue to apply the R-Codes and its Policy PLN 3.1 which will be reviewed with consideration given to the Draft Apartment Design Codes, and other design and amenity issues associated with the modified density code proposals of Amendment 100. It is anticipated that the proposed density modifications and scheme text changes of Amendment 100 will result in an increasing number of multiple dwelling developments proposals in the subject localities.

City of Armadale Planning and Servicing Considerations

Town Planning Scheme No.4

The subject localities are currently zoned Residential the objectives of which under clause 3.2.1 of TPS No.4 are as follows:

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

Amendment 100 is consistent with objective (a) above and increasing residential density also increases the potential for greater housing diversity i.e. 1 and 2 bedroom dwellings and multiple dwellings which are housing forms currently deficient in the City. Objective (c) will be addressed by the proposed review of the City's PLN 3.1 discussed further below.

Existing Structure Planning within the Amendment Area

Under Special Control Area Map 3 of TPS 4 part of the Amendment area is identified as Development Area 4. This area is bound by Merrifield Avenue, Railway Avenue, Cammillo Road and Third Avenue. DA 4 contains the 1.7 hectares of vacant land that is owned by the Housing Authority as well as fully developed land owned by the Housing Authority, a number of privately owned properties and some small parcels of land (that are mostly land locked) owned by the City of Armadale, the Department of Lands and the Water Corporation. A Structure Plan exists for DA 4. The main purpose of this structure plan was to coordinate development of groups of properties in a way which allowed for driveways to be connected between development sites to allow for on-site waste collection and better access.

Refer to the Attachments for Development Area 4 Location Plan and the existing structure plan.

Drainage Considerations

The drainage system in the subject localities comprises the City's network of street drains and drainage basins and swales in the City's local parks and reserves and the Water Corporation's Rundle Street and William Street main drainage channels and basins that most of the City's drain network in the area connects into (some lots adjoining the main drains connect directly into these main drains). The subject localities are within 2 drainage catchments defined by these main drains and it is understood from the Water Corporation that these main drains may have limited capacity to accommodate additional stormwater from their catchment areas.

The issue of drainage for the subject localities is further heightened by the soils in parts of Armadale and Kelmscott which have poor infiltration capacity for stormwater disposal and the fact that developments at higher density, which would occur as a result of the density modifications under Amendment 100, generally increase the areas of hard surfaces which generate more stormwater run-off. In instances where stormwater cannot be contained on development sites due to limited infiltration, the City currently allows a combination of on-site storage (soak wells) for infiltration with limited outflow to the street drainage system via a silt trap, and/or overland flow.

The modified density code proposals of Amendment 100 should be supported by further stormwater drainage investigations i.e. a stormwater management strategy in consultation with the Water Corporation. This should model the requirements of increased density for stormwater run-off management to the drainage networks and any infrastructure upgrades required. The gradual roll-out of new residential developments would provide sufficient lead-time to complete a strategy, however, timely commencement of a strategy is considered appropriate. Should upgrades be required the City will need to further consider requiring development contributions and/or a scheme to formalise contributions towards drainage infrastructure upgrades.

The City will also need to implement the following responses to increases stormwater run-off from higher density development as part of the development assessment process:

- requiring greater clarification of drainage issues and design from developers/landowners early at development application stage including requiring drainage catchment analysis as indicated under PLN3.1;
- requiring developments to maintain stormwater onsite or at predevelopment discharge rates, noting this may be difficult for higher density developments in some locations; and,
- reviewing planning and engineering procedures and policies for stormwater drainage to better specify and clarify requirements and closely align the drainage requirements between Planning and Technical services.

Waste Collection

Waste collection for higher density developments can be problematic due to the difficulty of fitting increasing numbers of bins into the road verge area fronting developments and this is especially apparent on sites with narrow frontages, including at the end of cul-de-sac roads or at the elbows of roads with 90 degree bends. These road types/configurations are present within parts of the subject localities. This is further complicated by the size of the City's Waste Vehicles. The City has waste collection guidelines in place in PLN 3.1 and 'Draft Waste Management Plan Specifications' to inform developers/landowners of the City's waste specifications and management requirements. Further refinement of these guidelines (with the view to developing additional waste collection and management solutions for higher density developments in difficult locations) should be undertaken to support the modified density proposals of Amendment 100. As discussed in the 'Details of Proposal' section of this report, 'adequate waste collection' is introduced into clause 4.2.4 (b)(i) of the TPS No.4 text to elevate waste collection to a Scheme provision which provides the City with greater authority and guidance when considering development applications.

Projected Outcomes of Amendment 100

It is anticipated the proposals of Amendment 100 will result in the following key outcomes for the City.

Housing Stock and Diversity

Amendment 100 will facilitate an increase in the City's housing stock and housing diversity to meet the needs of its growing and diverse population. The R60 (and R80 'density bonus') are more likely to result in the development of 1 and 2 bedroom dwellings as required under HSA 6 of the 'Housing Strategy', than the current higher R40 dual density code which has generally resulted in group housing developments with 3 bedroom villas.

It is estimated, based on current growth rates established by Forecast ID modelling, that by 2036 the total number of dwellings in the Amendment Area will increase by 27 percent.

Making existing Activity Centres more robust

It is anticipated that a growing population in the Amendment area will enhance the viability of the Kelmscott District Centre and encourage expansion and redevelopment within the District Centre.

Train Services

Increasing the number of dwellings within Kelmscott train station's walkable catchment should increase the potential for patronage of the station which will assist in ensuring the service's ongoing viability and support future upgrades and investment in these stations' infrastructure.

SUMMARY

The proposals of Amendment 100 are to modify the dual density codes on the TPS No.4 map from R15/40 and R25/40 to R15/60 in locations generally within 800 metres walking distance of Kelmscott train station and the Kelmscott District Centre.

In order to maximise development at the higher R60 dual code (and the R80 ‘density bonus’) new Scheme text provision proposals would require new developments above the base to achieve the higher dual code or as close to as possible to the higher dual code subject to compliance with planning and/or site constraints.

Higher density developments in the subject localities need to be supported by stormwater investigations i.e. stormwater management strategy in consultation with the Water Corporation to determine the capacity of the drainage network and any infrastructure upgrades required to accommodate increased stormwater run-off from future higher density development. Development Approval conditions can be used if required to formalise drainage cost contributions from developments discharging excess stormwater into the City’s and/or the Water Corporation’s drainage network.

As a related exercise to Amendment 100, the City will also review its technical and planning policy frameworks including PLN 3.1 to address drainage, waste collection and other development issues likely to arise as a result on the modified density code proposals in the subject localities and to improve development outcomes.

The influence of the density modifications on housing stock and diversity will be realised in the medium to long-term (to 2036) as single house sites are gradually redeveloped over this timeframe.

OPTIONS

1. Council may initiate the Scheme Amendment as proposed or with modifications.
2. Council may decline the initiation of the Scheme Amendment if it considers the proposed rezoning to be contrary to the orderly and proper planning of the area or for other suitable reasons.

CONCLUSION

Amendment 100 will implement the City’s LPS ‘Housing Strategy’ key recommendations and the State Government’s urban policy and strategic planning objectives for infill (higher density) development within the walkable catchment of both the Kelmscott Train Station and the Kelmscott District Centre. Amendment 100 will provide the basis and the provisions for the similar upcoding of other areas along the Armadale Train Line such as around Challis and Sherwood Stations.

The key outcomes of Amendment 100 will aim to:

- increase in housing stock, and housing diversity including 1 and 2 bedroom dwellings;
- enhanced viability of the Kelmscott District Centre;
- potential for an increase in train patronage from Kelmscott Train Station; and
- potential for a reduction in car ownership and car usage in the District Centre and to access the train station.

Given the above, Option 1 is recommended.

RECOMMEND

That Council:

1. Pursuant to Part 5 of the *Planning and Development Act 2005*, initiate Amendment No.100 to Town Planning Scheme No.4 Amendment No.98 to Town Planning Scheme No.4 as a 'Standard Amendment' in accordance with Part 5, Clause 34 – Standard Amendment, subsection (a), (e), (f) and (g) of the Planning and Development (Local Planning Schemes) Regulations 2015 to:
 - A. Amend the Residential Density Codes to recode the land from R15/40 and R25/40 to R15/60 and amend the Scheme Maps accordingly;
 - B. Modify the TPS No.4 Text, Part 4-General Development Requirements, as follows:
 - i) delete 'R15/60' and insert 'or' before 'R25/40' from clause 4.2.4(b);
 - ii) add 'adequate waste collection' to clause 4.2.4(b)(i) before the word 'and';
 - iii) add clause 4.2.4(c) as follows:
 - '(c) Where land is identified on the Scheme Map as R15/60 -
 - i) up to R60 where:
 - (a) the provisions of Clause 4.2.4(b)(i) and (ii) are satisfied;
 - (b) the lot/development site has a minimum area of 1400m² and a minimum frontage of 25 metres. ; and
 - (c) Where the development is for Grouped Dwellings, all dwellings comprise at least two storey dwellings with at least one habitable room on the second floor.
 - ii) up to R80 for multiple dwellings only where:
 - (a) the provisions of Clause 4.2.4(b)(i) and (ii) are satisfied; and
 - (b) the lot/development site has a minimum area of 2000m² and a minimum frontage of 25 metres.
 - iii) where the development under Clause 4.2.4(c)(i) and (ii) is for Multiple Dwellings, for each Multiple Dwelling positioned above another, a minimum of 50% of the plot ratio area must be vertically above the lower dwelling.'
 - C. Amending Clause 4.2.5 by:
 - i) inserting 'R80' in Clause 4.2.5(a) after the word 'as'; and
 - ii) adding at the end of the Clause 4.2.5(b) the following wording:

"or for land identified on the Scheme Map as R15/60 subject to Clause 4.2.4(c)".

- 2. Refers the above Amendment to Town Planning Scheme No.4 to the Environmental Protection Authority (EPA) pursuant to section 81 of the *Planning and Development Act 2005*. Should the EPA advise that the amendment does not require assessment, advertise the amendment for a period of 42 days.**
- 3. Authorise the Mayor and the Chief Executive Officer to execute the Amendment documents.**
- 4. Forward a copy of the amendment to the Western Australian Planning Commission for information.**

ATTACHMENTS

1. [↓](#) Proposed Modifications to Scheme Text - Amendment No.100 - TPS No.4
2. [↓](#) Local Housing Strategy Map - Amendment No.100 - TPS No.4
3. [↓](#) Zoning Map - Amendment 100 - TPS No.4

**3.1 - REFERRAL ITEM - MRS PROPOSAL, LOT 801 CORFIELD STREET /
KOORDEN CLOSE - DEPUTATION TO THE WAPC**

WARD : ALL
FILE No. : M/763/18
DATE : 5 December 2018
REF : SF
RESPONSIBLE : EDDS
MANAGER

In Brief:

- At its meeting on the 22nd October 2018 Council resolved not to support MRS Amendment 1343/57, Omnibus No.3, proposal No.4 to rezone Lot 801 Corfield Street, Champions Lakes from 'Parks and Recreation Reservation' to 'Public Purpose'.
- At the Council meeting held on the 26th November 2018, a Council request was received seeking a deputation to the WAPC Planning Committee nominating the Executive Director Development Services and a Councillor to perform the deputation.
- Recommend that Council nominate a Councillor to assist the Executive Director Development Services or Executive Manager Development Services to deliver a deputation to the WAPC Planning Committee detailing the City's decision on MRS Amendment 1343/57, Omnibus No.3, proposal No.4.

Tabled Items

Nil.

Officer Interest Declaration

Nil.

Strategic Implications

2.2.3.2 - Contribute to planning for re-invigoration of suburbs

2.5.1.3 - Deliver key strategic planning projects and strategies

Legislation Implications

Metropolitan Region Scheme

Metropolitan Region Scheme Act 1959

Local Government Act 1995

Council Policy/Local Law Implications

Town Planning Scheme No.4

Budget/Financial Implications

No financial implications associated with the deputation.

Consultation

Nil.

BACKGROUND

At the Council meeting held on 26th November 2018, Cr Geary referred the following matter to the Development Services Committee.

That the matter concerning the deputation to the WAPC to retain Lot 801 Corfield Street, Champions Lakes as 'Parks and Recreation Reserve' under the Metropolitan Region Scheme (MRS) and request to have the deputation delivered by the Executive Director Development Services and a Councillor, be referred to the Development Services Committee.

The request for a deputation relates to the Metropolitan Region Scheme Amendment 1343/57 Omnibus No.3, proposal No.4 which proposes to rezone under the Metropolitan Region Scheme (MRS), Lot 801 Corfield Street, Champions Lakes from 'Parks and Recreation Reservation' to 'Public Purpose' to facilitate the development of a works depot for the City of Gosnells.

Council at its meeting on the 22nd October 2018 resolved to object to the proposal to rezone Lot 801 Corfield Street, Champions Lakes to 'Public Purpose' and instead retain the site as 'Parks and Recreation Reserve' with vesting to the City of Armadale for management as a park.

The City has since written to the WAPC advising of the Council's decision on the proposed MRS Omnibus Amendment and has sought a deputation at the WAPC Planning Committee in support of Council's submission.

DETAILS OF PROPOSAL

The WAPC website outlines the process to make an application to the WAPC to undertake a deputation at one of its Committees. The website confirms that applications are to be made in writing by completing the 'Request for Deputation/Presentation to Committee form'.

The application must be emailed to the relevant representative no later than 5:00pm, three clear business days prior to the commencement of the meeting. The WAPC website advises that a deputation must meet the following criteria:

- Be no more than 3 persons, only 2 of whom may address the meeting, although others may respond to specific questions from the members;
- not address the meeting for more than 5 minutes without the agreement of the members;
- focus on the key issues to be addressed and/or areas of concern in a succinct and focused manner; or
- not introduce new material for consideration.

The City has been advised that the hearing of MRS Amendment 1343/57, Omnibus No.3 is likely to take place at the WAPC Planning Committee scheduled for February 2019 or early 2019.

COMMENT

The Local Government Act 1995 (the Act) outlines the roles and responsibilities of the Mayor and President and Deputy Mayor and Deputy President and this helps to guide their conduct when acting on behalf of the City. Under Section 2.8, the Act defines the role of the Mayor or President as follows:

‘The mayor or president —

- (a) presides at meetings in accordance with this Act; and*
- (b) provides leadership and guidance to the community in the district; and*
- (c) carries out civic and ceremonial duties on behalf of the local government; and*
- (d) speaks on behalf of the local government; and*
- (e) performs such other functions as are given to the mayor or president by this Act or any other written law; and*
- (f) liaises with the CEO on the local government’s affairs and the performance of its functions.’*

In the context of the Mayor having the ability to represent the City by making a formal deputation to the Western Australian Planning Commission (WAPC) on a City relevant matter, this is confirmed through section 2.8 (d). In the instance where the Mayor is unable to represent the City on City relevant matters, Section 2.9 of the Act confers powers to the Deputy Mayor or Deputy President to act as if they were the Mayor. This is detailed below:

‘The deputy mayor or deputy president performs the functions of the mayor or president when authorised to do so under section 5.34.’

Section 5.34 of the Local Government Act confers powers to the Deputy Mayor or Deputy President when:

- ‘(a) the office of mayor or president is vacant; or*
 - (b) the mayor or president is not available or is unable or unwilling to perform the functions of the mayor or president,*
- then the deputy mayor may perform the functions of mayor and the deputy president may perform the functions of president, as the case requires.’*

Section 5.35 of the Local Government Act advises further that in the event that the Mayor or Deputy Mayor is unable or unwilling to perform the functions of the Mayor, Council may appoint a Councillor to perform the duties of the Mayor.

(1) If the circumstances mentioned in section 5.34(a) or (b) apply and —

- (a) the office of deputy mayor or deputy president is vacant;*
- or*
- (b) the deputy mayor or deputy president is not available or is unable or unwilling to perform the functions of mayor or president,*

and the mayor or president or deputy will not be able to perform the functions of the mayor or president for a time known to the council, then the council may appoint a councillor to perform during that time the functions of mayor or president, as the case requires.

ANALYSIS

The City's officers are required to represent Council's position on the MRS Omnibus Amendment and accordingly a senior member of Development Services would be appropriate to perform the deputation on behalf of Council. In this case it will be the Executive Director Development Services or Executive Manager Development Services.

OPTIONS

That Council has the following options:

1. Nominate a Councillor of the City of Armadale to assist the Executive Director of Development Services or Executive Manager Development Services to perform the deputation to the Western Australian Planning Commission in relation to MRS Amendment 1343/57, Omnibus No.3, proposal No.4.
2. Not nominate a Councillor to assist or attend the Deputation.

CONCLUSION

The request for Council to nominate a Councillor to support the Executive Director Development Services (or deputy) to perform a deputation to the WAPC Planning Committee on MRS Amendment 1343/57, Omnibus No.3, proposal 4. Accordingly it is recommended that Council nominate a Councillor to assist the City's officer in performing the deputation.

RECOMMEND

That Council:

1. **Nominate Cr _____ to assist the Executive Director Development Services or Executive Manager Development Services to deliver a deputation to the WAPC Planning Committee in favour of retaining Lot 801 Corfield Road, Champions Lakes as 'Parks and Recreation Reserve' under the Metropolitan Region Scheme.**

ATTACHMENTS

There are no attachments for this report.

COUNCILLORS' ITEMS

Items to be submitted.

EXECUTIVE DIRECTOR DEVELOPMENT SERVICES REPORT

5.1 - AMENDMENT NO.94 - LAND USE PERMISSIBILITY MODIFICATION TO THE SPECIAL RESIDENTIAL ZONE

At the July 2018 Council meeting, Amendment No.94 was adopted for final approval with minor modifications and forward to the Western Australian Planning Commission (WAPC) for its consideration and request to the Minister for Transport, Planning and Lands (Minister) to grant final approval.

Amendment No.94 modifies the permissibility of 10 commercial/tourism/social/institution land uses in the TPS No.4 Zoning Table to 'X' (not permitted) in the Special Residential zone, and includes other associated Scheme text and map modifications. It is one of 3 amendments being progressed to implement the review of the permissibility of land uses in the rural based zones of TPS No.4, the other two being Amendment No.95 (General Rural zone) and Amendment No.97 (Rural Living zone and proposed Special Rural zone).

The Minister granted final approval to Amendment No.94 on 16 November 2018 and it was gazetted on 23 November 2018.

Amendment No.95 which was adopted for final approval at Council's meeting of May 2018 is still pending the consideration of WAPC and the determination of the Minister and Amendment No.97 which attracted 278 submissions will be referred back to a Council meeting in early 2019 for consideration of final approval.

ATTACHMENTS

1. [Location Plan - Amendment No.94 - TPS.4](#)

5.2 - PROJECT UPDATE - MUNICIPAL HERITAGE INVENTORY REVIEW

In accordance with the Heritage Act of Western Australia 1990 and the Planning and Development (Local Planning Schemes) Regulations 2015, the City has initiated a review of its Municipal Heritage Inventory (MHI) and is also seeking to review its Local Planning Policy PLN 3.8 - *Heritage Management Incentives Policy* originally adopted in 2007 (last reviewed in 2014), and Local Planning Policy PLN 3.9 - *River Road Heritage Area* adopted in 2011 (last reviewed in 2013).

Since completing the procurement of consultant, Stephen Carrick Architects in February 2018, the City has been engaged with the consultant and the Community Heritage Advisory Group (CHAG) in reviewing the current MHI and has developed a program for the project which is included in the attachments to this report. At this stage the City has completed a review of the historical context to the MHI and has upgraded sections that relate to Aboriginal History of Armadale, Early Colonial and Late Colonial History, the pre WW1 period, pre WWII period and the Post Second World War period. The City's consultant has also completed the Thematic Framework for the MHI which will be used as the basis to inform future additions to the MHI.

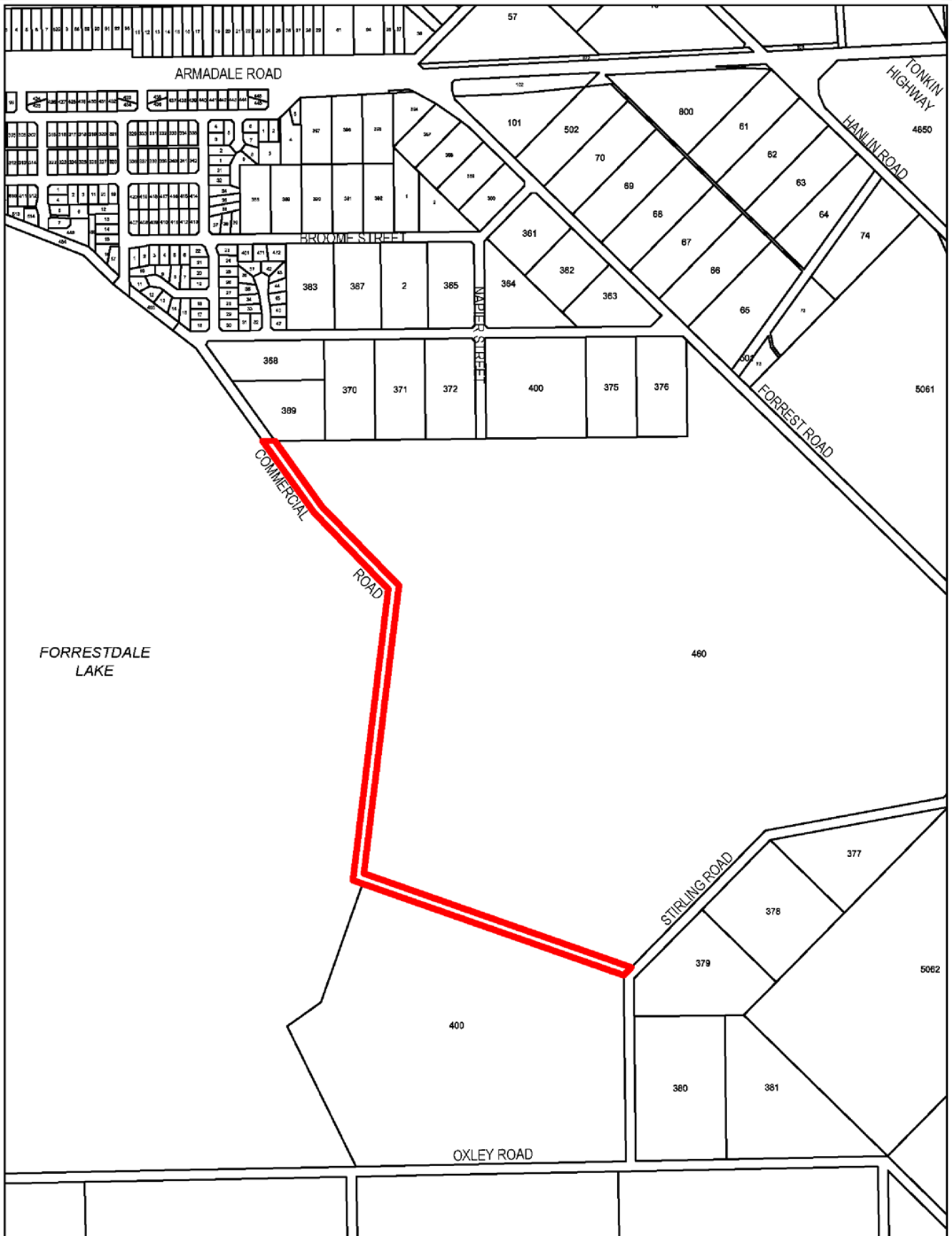
Between June 2018 and September 2018, the City sought new nominations for inclusion in the MHI from CHAG and the broader community. The nominations received are currently under review and once completed will inform the preparation of a new draft MHI which will be presented to Council for consent to advertise. It is anticipated that the draft MHI will be formally advertised for public comment in March / April 2018.

ATTACHMENTS

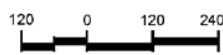
1. [↓](#) MHI Process Chart (2018 - 2019)

MEETING DECLARED CLOSED AT _____

DEVELOPMENT SERVICES COMMITTEE		
SUMMARY OF ATTACHMENTS		
11 DECEMBER 2018		
ATT NO.	SUBJECT	PAGE
1.1 PROPOSED CLOSURE OF UNCONSTRUCTED PORTIONS OF COMMERCIAL ROAD ROAD RESERVE IN FORRESTDAL		
1.1.1	Road Closure - Location 1 - Portion of Commercial Road, Forrestdale	34
1.1.2	Road Closure - Location 2 - Portion of Commercial Road, Forrestdale	35
1.1.3	Aerial Plan - Portion of Commercial Road, Forrestdale	36
2.1 PROPOSED AMENDMENT NO.100 TO TPS NO.4 - PROPOSED RESIDENTIAL DENSITY INCREASES WEST OF KELMSCOTT TRAIN STATION		
2.1.1	Proposed Modifications to Scheme Text - Amendment No.100 - TPS No.4	37
2.1.2	Local Housing Strategy Map - Amendment No.100 - TPS No.4	39
2.1.3	Zoning Map - Amendment 100 - TPS No.4	40
5.1 AMENDMENT NO.94 - LAND USE PERMISSIBILITY MODIFICATION TO THE SPECIAL RESIDENTIAL ZONE		
5.1.1	Location Plan - Amendment No.94 - TPS.4	41
5.2 PROJECT UPDATE - MUNICIPAL HERITAGE INVENTORY REVIEW		
5.2.1	MHI Process Chart (2018 - 2019)	42



PROPOSED ROAD CLOSURE
PORTION OF COMMERCIAL ROAD, FORRESTDAL

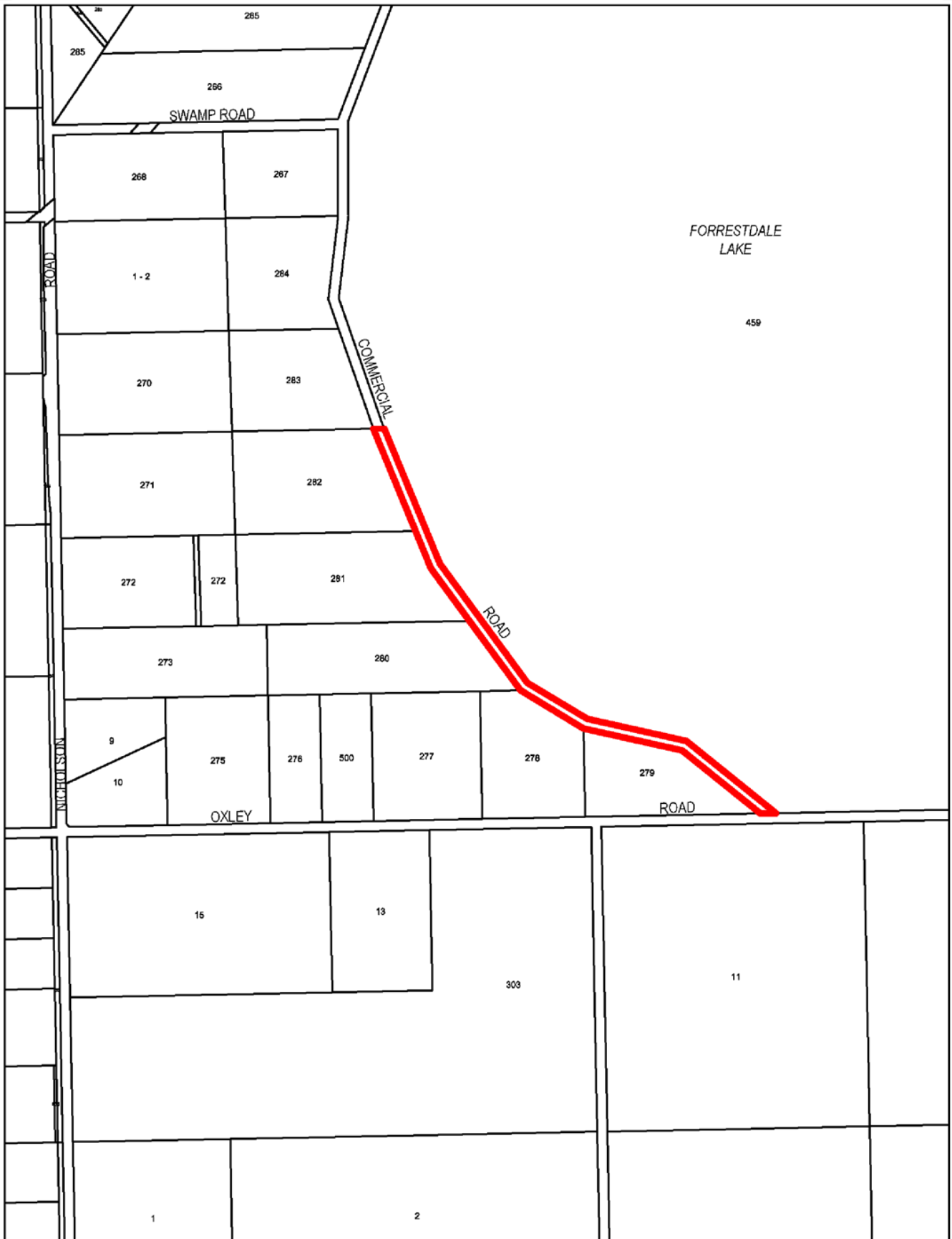


SCALE 1 : 12000

DATE 30 November 2015 - REVISION 1501
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Western Australian Land Information Authority (LIDAR) and Landgate (2012).
Aerial photographs supplied by Landgate, Photoscans by GeoMap.





PROPOSED ROAD CLOSURE
PORTION OF COMMERCIAL ROAD, FORRESTDALE



SCALE 1 : 12000

DATE 30 November 2015 - REVISION 1501
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Western Australian Land Information Authority (Landspace 2012).
Aerial photographs supplied by Landspace. Photographs by GeoMap.





Aerial Plan
Unmade Road Reserve to be Closed



DATE 14 February 2017 - REVISION 1701

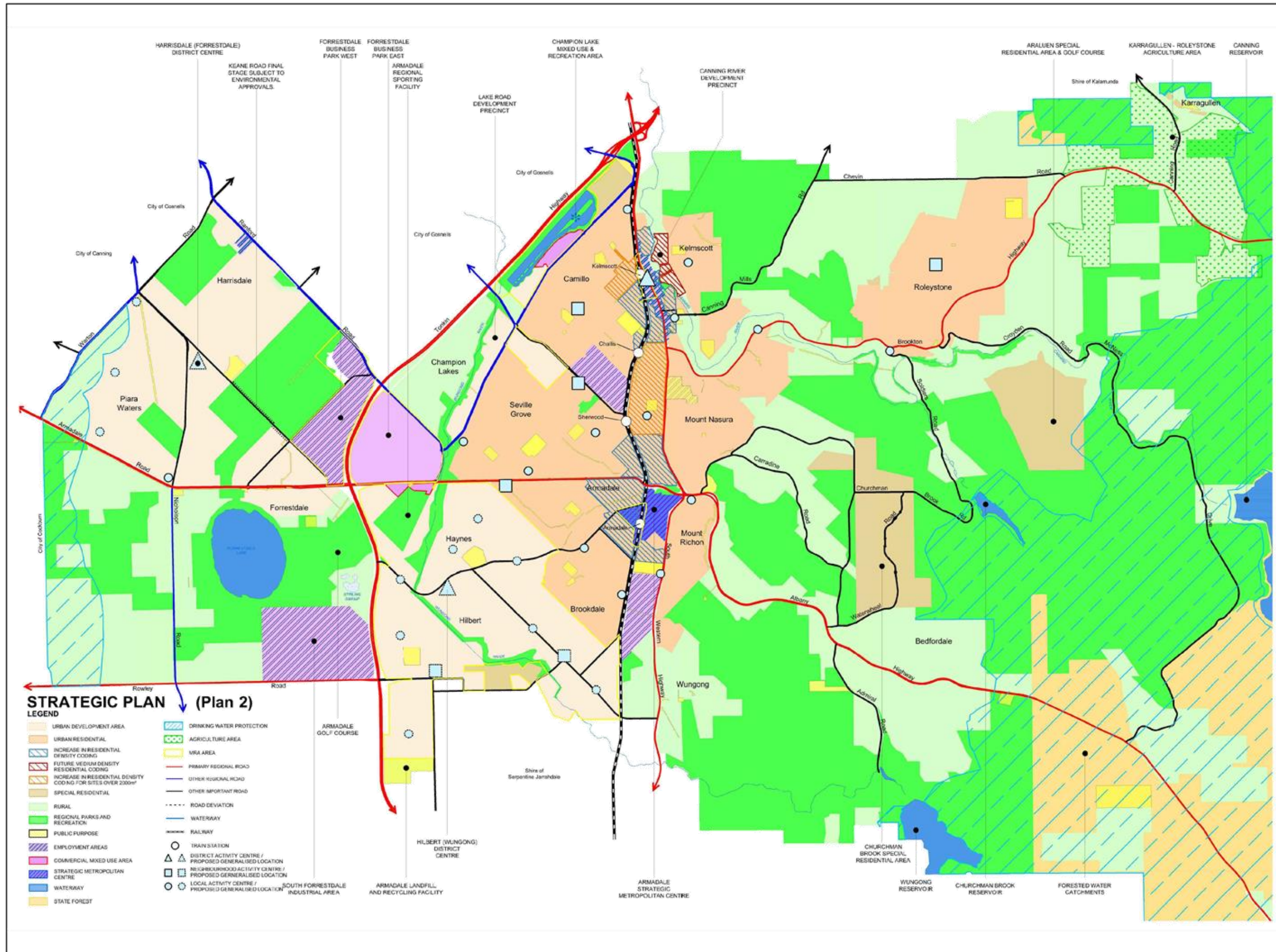
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**Attachment to Amendment 100 to TPS No.4 - Proposed modifications in Red to Scheme Text
Clause 4.2 R-Codes**

4.2 R-Codes

- 4.2.1 A copy of the R-Codes is to be kept and made available for public inspection at the offices of the local government.
- 4.2.2 Unless otherwise provided for in the Scheme, the development of land for any of the residential purposes dealt with by the R-Codes is to conform with the provisions of those Codes.
- 4.2.3 The R-Codes density applicable to land within the Scheme area is to be determined by reference to the R-Codes density number superimposed on the particular areas contained within the borders shown on the Scheme Map or where such an area abuts another area having a R-Code density, as being contained within the area defined by the centre-line of those borders. Where a dual code is depicted, the lower code is applicable to subdivision and development, unless a density bonus has been granted in accordance with Clause 4.2.4.
- 4.2.4 Notwithstanding 4.2.3 above, the local government may permit development above the lower density code in the following circumstances subject to an Application for development approval being granted by the local government in accordance with Local Planning Policy 3.1 Residential Density Development—
- (a) Where land is identified on the Scheme Map as R10/25, R12.5/25, R15/25 or R17.5/25 -
 - (i) up to R25 in the case of all properties;
 - (ii) up to R30 in the case of properties fronting more than one street or abutting a public open space reserve, where the design will result in development providing surveillance of the streets or public open space reserve respectively; and
 - (iii) up to R40 in the case of properties abutting public access ways (PAWs), where the design will result in development providing surveillance of the PAW.
 - (b) Where land is identified on the Scheme Map as R15/40 or R25/40 ~~or R15/60~~ up to the higher density code -
 - (i) where the property is provided with reticulated sewerage, adequate drainage, **adequate waste collection** and a footpath/cycleway system; and
 - (ii) where the proposal is located in close proximity to the following facilities—
 - (a) a public transport stop or station;
 - (b) a convenience shopping site;
 - (c) a recreational open space or other recreational facility; and
 - (d) a community facility.

- (c) Where land is identified on the Scheme Map as R15/60 -
 - i) up to R60 where:
 - (a) the provisions of Clause 4.2.4(b)(i) and (ii) are satisfied;
 - (b) the lot/development site has a minimum area of 1400m² and a minimum frontage of 25 metres. ; and
 - (c) Where the development is for Grouped Dwellings all dwellings comprise at least two storey dwellings with at least one habitable room on the second floor.
 - ii) up to R80 for multiple dwellings only where:
 - (a) the provisions of Clause 4.2.4(b)(i) and (ii) are satisfied; and
 - (b) the lot/development site has a minimum area of 2000m² and a minimum frontage of 25 metres.
 - iii) where the development under Clause 4.2.4(c)(i) and (ii) is for Multiple Dwellings a minimum of 50 percent of the plot ratio of the dwellings are vertically above any part of the plot ratio of any of the other dwellings.
- 4.2.5 The potential maximum one-third reduction to the minimum and average site areas permitted under the R-Codes in respect of Aged or Dependent Persons Dwellings or Single Bedroom Dwellings—
- (a) does not apply where land is identified on the Scheme Map as R80, R10/25, R12.5/25, R15/25 or R17.5/25, and is replaced by the ability to make application for the higher R-Code in the context of Clause 4.2.4(a); and
 - (b) may be considered by the local government in addition to the applicable higher R-Code (R40 or R60 with a one-third reduction to the minimum and average site areas) where land is identified on the Scheme Map as R15/40 or R25/40 subject to Clause 4.2.4 (b) or for land identified on the Scheme Map as R15/60 subject to Clause 4.2.4(c).
- 4.2.6 In those non-residential zones in which grouped or multiple dwellings are permitted at the discretion of the local government (Local Centre, District Centre and Mixed Business / Residential), the maximum density of development shall be determined by the local government, taking into consideration the suitability of the area for the proposed development and the likely impact of the development on the amenity of the locality.



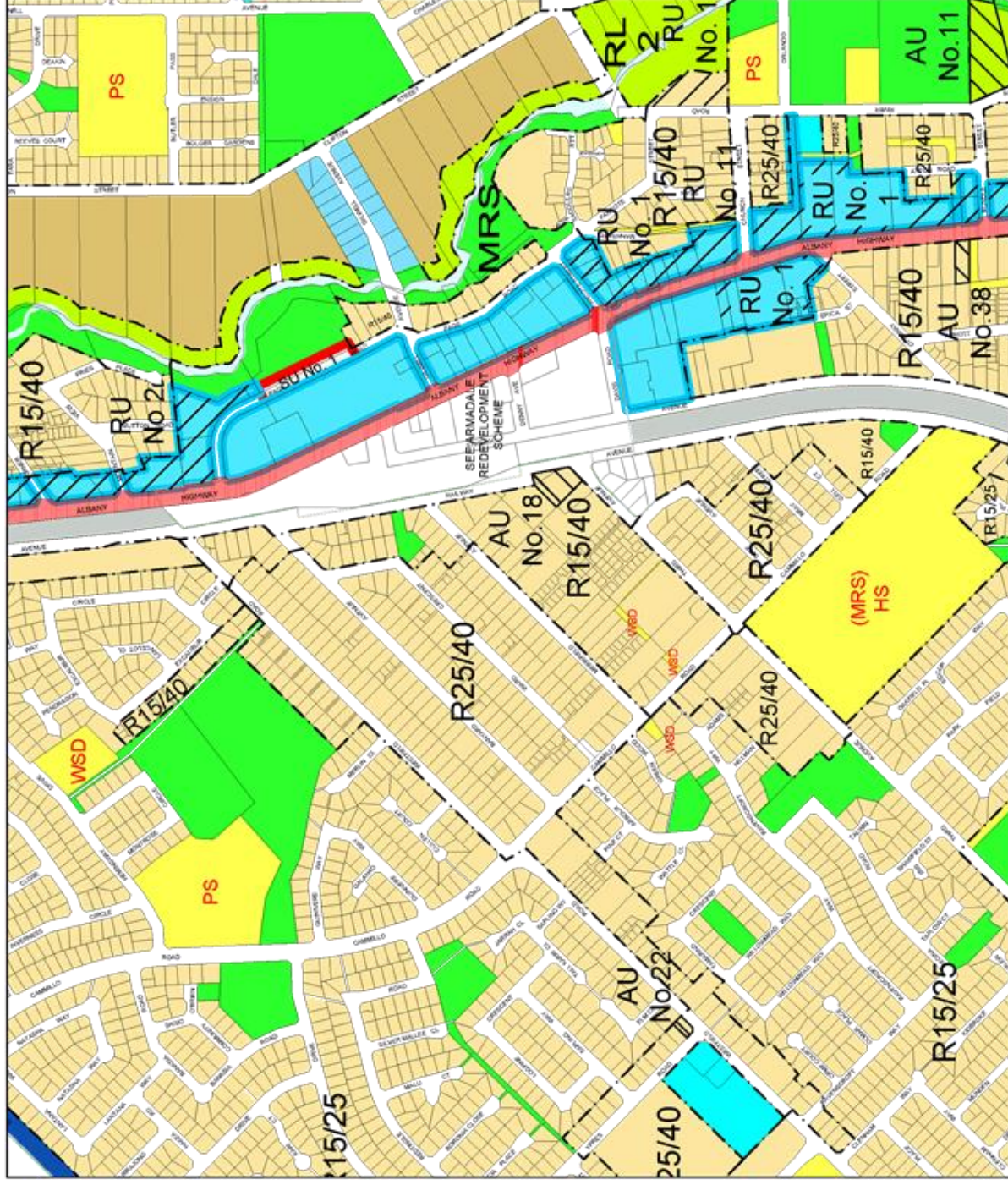
Scheme Amendment 100 - Local Planning Strategy 2016 Plan



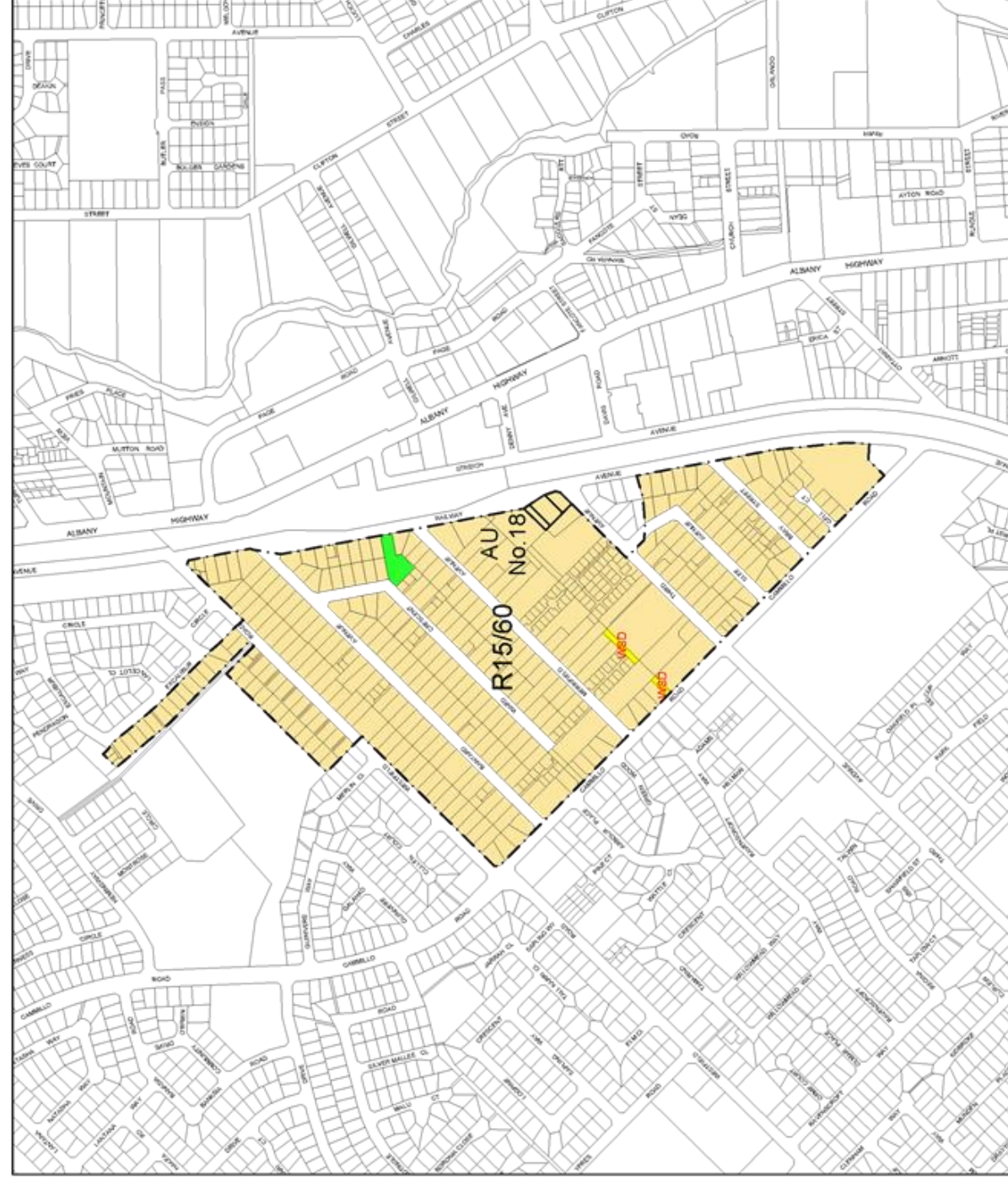
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EXISTING ZONING



PROPOSED ZONING



ZONES

- RESIDENTIAL Including Residential Planning Density Codes
- URBAN DEVELOPMENT ZONE
- RURAL LIVING - 1, 2, 4, 10, 20, X
- GENERAL RURAL
- SPECIAL RURAL
- SPECIAL RESIDENTIAL
- MIXED BUSINESS / RESIDENTIAL
- LOCAL CENTRE
- DISTRICT CENTRE
- STRATEGIC REGIONAL CENTRE
- GENERAL INDUSTRY
- INDUSTRIAL BUSINESS
- INDUSTRIAL DEVELOPMENT
- SPECIAL USE
- ADDITIONAL USE
- RESTRICTED USE
- DENSITY CODE BOUNDARY
- SCHEME BOUNDARY

RESERVATIONS

- PARKS & RECREATION (Region)
- PARKS & RECREATION (Local)
- RAILWAYS
- STATE FOREST
- WATERWAYS
- WATER CATCHMENTS
- PRIMARY REGIONAL ROADS
- OTHER REGIONAL ROADS
- PUBLIC PURPOSE (Local)
- PUBLIC PURPOSE (Region)
- Denoted as Follows
 - CG Commonwealth Government
 - TS Technical School
 - HS High School
 - PS Primary School
 - H Hospital
 - WSD Water Authority of WA
 - SU Special Use
 - SEC State Energy Commission
 - T Telstra

NOTE: The reservations are shown diagrammatically and do not purport to represent the road reservations shown in the Metropolitan Region Scheme and information in respect to road widening requirements for these roads should be obtained from the Department of Planning

AMENDMENT No. 100
City of Armadale Town Planning Scheme No. 4

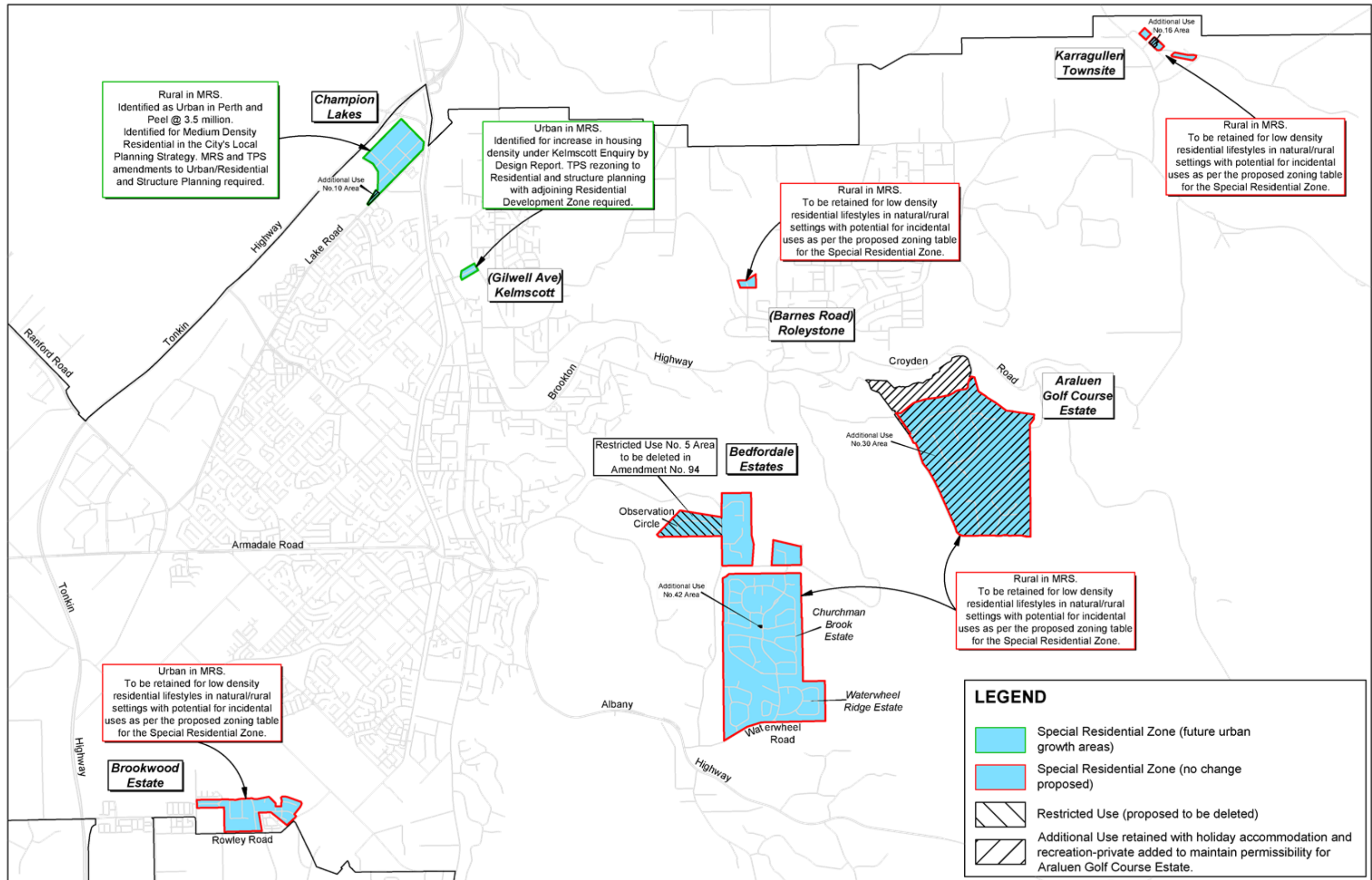


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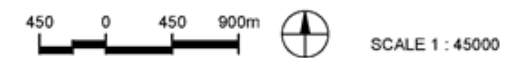
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Based on information provided by and with the permission of the
Metropolitan Region Scheme and information in respect to road widening requirements for these roads should be obtained from the Department of Planning





Location Plan
Town Planning Scheme Amendment No. 94



Municipal Heritage Inventory Process Chart (2018 – 2019)

