

LOCAL STRUCTURE PLAN

NORTH FORRESTDALE (STAGE 2/SOUTH EAST) LOCAL STRUCTURE PLAN

Incorporating Amendment 9

PART - I PRESENTATION SECTION



NORTH FORRESTDALE (STAGE 2/SOUTH EAST)

LOCAL STRUCTURE PLAN

(Incorporating Amendment 9)

PART 1 – IMPLEMENTATION SECTION

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IT IS CERTIFIED THAT AMENDMENT NO. 9 TO THE NORTH FORRESTDALÉ STAGE 2 SOUTH
EAST STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN
AUSTRALIAN PLANNING COMMISSION ON:

26 June 2018

Signed for and on behalf of the Western Australian Planning Commission



_____ an officer of the Commission duly authorised by the Commission pursuant to Section 16 of the
Planning and Development Act 2005 for that purpose.

TABLE OF AMENDMENTS

Amendment No.	Summary of the Amendment	Amendment type	Date approved by WAPC
Amendment 1-7	Various minor modifications to approved to original Local Structure Plan.	Minor	2012 & prior
Amendment 8	Modify Plan A: Local Structure Plan Map to reflect minor revisions to density allocation and layout within Lot 21 (now Lots 9501 and 9502).	Minor	2017
Amendment 9	Introduce Part 1; modify Plan A: Local Structure Plan to provide for development of Neighbourhood Centre; introduce targeted increases in residential density; and maintain permissibility of land uses within Mixed Business/Residential zone.		28 June 2018

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Plan A – North Forrestdale (Stage 2/South East) Structure Plan

1.0 LOCAL STRUCTURE PLAN AREA

The Local Structure Plan Area is shown on Plan A: South East Forrestdale Local Structure Plan.

2.0 LOCAL STRUCTURE PLAN CONTENT

This Local Structure Plan comprises:

- Part One – Implementation Section;
- Part Two – Explanatory Section;
- Appendices – Technical Reports.

Part One of the Local Structure Plan comprises the structure plan map and the planning provisions listed in this document.

Part Two of the Local Structure Plan is the Explanatory Section component which (together with the Appendices) can be used to interpret and implement the requirements of Part One.

3.0 OPERATION

This Local Structure Plan comes into effect on the date that it is endorsed by the Western Australian Planning Commission.

4.0 INTERPRETATION AND RELATIONSHIP WITH STATUTORY PLANNING FRAMEWORK

This Local Structure Plan constitutes a Local Structure Plan pursuant to Part 6 of the City of Armadale Town Planning Scheme No. 4 and the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 - Deemed provisions for local planning schemes*.

The Structure Plan Map (Plan A) outlines future land use, zones and reserves applicable within the structure plan area.

Pursuant to the *Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2 - Deemed provisions for local planning schemes*, a decision maker for an application for development approval or subdivision approval within the Structure Plan Area is to have due regard to the provisions of this Local Structure Plan, including the Structure Plan Map, Implementation Section, Explanatory Section and Technical Appendices.

5.0 LAND USE

5.1 Zones and reserves

The subdivision and development of land should be in accordance with the Local Structure Plan and the corresponding zone or reserve under the City of Armadale Town Planning Scheme No. 4.

5.2 Residential density

Subdivision and development of land identified for residential purposes on the Local Structure Plan should be undertaken in accordance with the density code applied to the land by the Local Structure Plan.

5.3 Neighbourhood centre

The land identified under the Local Structure Plan as a Local Centre (consistent with the terminology used in the City of Armadale Town Planning Scheme No. 4) is for a Neighbourhood Centre under the hierarchy established by State Planning Policy 4.2 – Activity Centres for Perth and Peel. A retail floorspace limit of 3,600 square metres Net Leaseable Area applies to this Neighbourhood Centre.

6.0 DEVELOPMENT AND SUBDIVISION

6.1 Conditions of subdivision approval

At subdivision, the Western Australian Planning Commission may impose conditions requiring the preparation and implementation (as applicable) of the following:

- i) Urban Water Management Plan;
- ii) Bushfire Management Plan;
- iii) Transport Noise Assessment (as required by State Planning Policy 5.4 – Road and Rail Transport Noise).

The clearing authority for such conditions will be the City of Armadale.

6.2 Local Development Plans

In addition to the documents listed in Section 6.1, the Western Australian Planning Commission may also impose conditions requiring the preparation of a Local Development Plan/s for lots that:

- i) Abut public open space;
- ii) Incorporate residential development and are affected by noise from commercial development in excess of the levels required under the *Environmental Protection (Noise) Regulations 1997*;
- iii) Are located within a bushfire-prone area designated by the Department of Fire and Emergency Services;
- iv) Are identified in the Local Structure Plan as being for the Local Centre;
- v) Are identified in the Local Structure Plan as being for Mixed Business/ Residential purposes;
- vi) Are affected by transport noise from Armadale Road.

The clearing authority for such conditions will be the City of Armadale.



PLAN A - NORTH FORRESDALE (STAGE 2/SOUTH EAST) STRUCTURE PLAN (INCLUDING AMENDMENT 9)



LOCAL STRUCTURE PLAN

NORTH FORRESTDALE (STAGE 2/SOUTH EAST) LOCAL STRUCTURE PLAN

Incorporating Amendment 9

PART 2 - EXPLANATORY SECTION



CLE

TOWN PLANNING + DESIGN

NORTH FORRESDALE (STAGE 2/SOUTH EAST)

LOCAL STRUCTURE PLAN

(Incorporating Amendment 9)

PART 2 – EXPLANATORY SECTION

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APPENDICES

1 Retail Sustainability Assessment (Tony Shrapnel Urban Planning and Design, 2017)

2 Addendum to North Forrestdale (South East) Traffic Report (GTA Consultants, 2017)

3 Environmental Noise Assessment (Lloyd George Acoustics, 2017)

4 Urban Water Management Plan (Integrated Planning and Development, 2017)

5 Bushfire Management Plan (Strategen, September 2016)

1.0 INTRODUCTION

The North Forrestdale (Stage 2/South East) Structure Plan ('the structure plan', see Figure 1) applies to approximately 102 hectares of land north-east of the Armadale Road/Nicholson Road intersection in Piara Waters. The structure plan is shown in the context of the North Forrestdale urban precinct at Figure 2. The structure plan was adopted by the Western Australian Planning Commission in September 2008 and has been modified several times since then in respect of layout and land use permissibility.

The structure plan is being implemented through staged subdivision and development by various parties. The majority of the northern area (originally Lot 22, and marketed as the Riva Estate) is nearing completion. Development is now focused on the central and southern areas (originally Lot 21 then Lot 121), progressing from the north (see Figure 3 – Aerial Photograph). Most of the residential component of the former Lot 21 is being developed and marketed by Mirvac as the Madox Estate, with the first stage released earlier this year. Staged development of the school site in the south-east (St John Bosco Catholic College) is also underway: the primary school component of this college is operational, and it will be expanded to incorporate a secondary school in coming years.

Implementation of the structure plan and the surrounding residential catchment is now sufficiently progressed to enable development of the activity centre identified in the south-western corner of the structure plan, at the intersection of Armadale Road and Nicholson Road. This is designated as a Local Centre. It complements an existing Local Centre on the opposite side of Nicholson Road which currently contains a service station and liquor store, and is within the North Forrestdale (Stage 3/South) Structure Plan area.

The Local Centre currently enjoys a retail floorspace allocation of 1,500 square metres. Recent review of the centre catchment has, however, identified a change in planning context and increased demand for retail floorspace, making desirable its reclassification to Neighbourhood Centre and increase in size; this will better enable it to service modelled demand, and improve community access to services. This amendment seeks to accommodate this through an increase in the physical size of the centre within Forrestdale (Stage 2/South) Structure Plan and increase in permissible retail floorspace. Several other minor modifications to the surrounding area are also proposed to reflect refinements being made to the areas planning ahead of development.

2.0 PURPOSE OF THE AMENDMENT

The primary purpose of this amendment is to facilitate the development of a larger activity centre at the intersection of Armadale Road and Nicholson Road than previously envisaged. This is proposed to occur through the eastward expansion of the Local Centre illustrated in the currently approved North Forrestdale (Stage 2/South East) Structure Plan to accommodate an additional 2100 square metres of retail floorspace, and its reclassification as a Neighbourhood Centre (refer to Figure 4 – Proposed Structure

Plan). This is proposed in order to allow the site to accommodate a supermarket as well as a small amount of complementary specialty retail.

The centre expansion necessitates modifications to the residential land located immediately east of the Neighbourhood Centre. It is also proposed that this be upcoded from its current R40 coding to R60. This will complement the land coded R60 to the north of the Neighbourhood Centre and capitalise on its proximity to public open space and the Neighbourhood Centre itself. A targeted increase in density from R40 to R60 is also proposed on a small site north of the Neighbourhood Centre to reflect its planned subdivision into eleven terrace lots.

In addition, the amendment proposes Additional Uses of 'Bulky Goods Showroom' and 'Convenience Store' for the existing 'Mixed Business/Residential' area to accommodate the range of uses anticipated within the Mixed Business area and appropriate to its location on a significant intersection.

Lastly, the opportunity has been taken to introduce a Part 1 to the LSP to reflect the WAPC's contemporary Structure Plan Framework and make formal provision for the application of Local Development Plans to guide detailed design.

Further details on each component of this amendment are provided in Section 3 of this report.

3.0 DETAILS OF THE AMENDMENT

3.1 Creation of a Neighbourhood Centre

The primary purpose of this structure plan amendment is to provide for a Neighbourhood Centre with a maximum permissible retail floorspace of 3600 square metres Net Leasable Area (NLA) at the north-eastern side of the Armadale Road/Nicholson Road intersection. The existing Local Centre on the western side of Nicholson Road will retain its existing 1,500 square metre retail floorspace allocation.

Currently, the structure plan provides for the creation of a Local Centre with a maximum permissible retail floorspace of 1500 square metres at this location. However, retail sustainability analysis undertaken recently by Shrapnel Urban Planning has concluded that an expansion of retail floorspace to 3600 square metres is desirable in this location. The reasons for this relate to two primary factors:

- Population growth and density in the local area that has exceeded the levels originally planned for, generating additional demand; and
- The network of Local Centres originally planned within the surrounding area have not eventuated, resulting in fewer outlets for that demand and creating an imbalance in the network.

These factors are discussed in more detail below.

The Neighbourhood Centre is envisaged in accordance with the description provided in State Planning Policy 4.2 – Activity Centres for Perth and Peel, which is:

“Neighbourhood centres are important local community focal points that help to provide for the main daily to weekly household shopping and community needs. They are also a focus for medium-density housing. There are also many smaller local centres such as delicatessens and convenience stores that provide for the day-to-day needs of local communities.”

The uses proposed for the Neighbourhood Centre are anticipated to include the following:

- One supermarket (approx. 3900 square metres of gross floor area);
- Three small shops with between 250 and 450 square metres of gross floor area; and
- One cafe (approx. 200 square metres of gross floor area).

The specifics, size and layout of these retail uses will be finalised at the development application stage, however, the attached Concept Plan provides an indication of what is envisaged for the site, subject to the necessary statutory approvals (refer Figure 5 – Development Concept Plan). The Centre Concept is shown in the context of a more notional layout for the Mixed Business site and residential areas surrounding it to demonstrate how it integrates with its surroundings. The uses proposed within the Centre are all consistent with the intended role of a Neighbourhood Centre.

As specified in SPP 4.2, the applicable zone under City of Armadale Town Planning Scheme No. 4 for the proposed Neighbourhood Centre is 'Local Centre', which zoning already applies to the western part of the proposed Neighbourhood Centre site in the structure plan. The primary change proposed by the Amendment is therefore an increase in the size of the Centre site, and the increase in floorspace which necessitates it.

Retail need

This amendment is being proposed in order to ensure that the activity centre located at the intersection of Armadale Road and Nicholson Road is of a sufficient size to provide an appropriate range of services to the local area.

The need for a larger centre at this location has been investigated and demonstrated in a Retail Sustainability Assessment (Shrapnel Urban Planning, 2017), which appears in full at Appendix 1 of this report and summarised in this section.

The activity centre is within the North Forrestdale (Stage 2/South East) Local Structure Plan area, which is one of three local structure plans for the North Forrestdale area. All were prepared within the framework of the Southern River/Forrestdale/Brookdale/Wungong District Structure Plan (January 2001; 'the DSP').

In summary, the outcomes of these structure plans and other relevant planning documents in respect of the activity centre site are:

- Ten Local Centres and one Neighbourhood Centre were shown in the North Forrestdale area of the DSP, servicing the area identified for urban development.
- The DSP did not identify the south-western part of the North Forrestdale urban precinct for urban development, identifying it instead as being for rural use. Its subsequent designation for urban development occurred through rezoning and local structure plan approval.
- A Retail Hierarchy Review prepared for the City of Armadale in 2003 identified a Local Centre on the north-western side of the Armadale Road/Nicholson Road intersection, reflecting the existing service station.
- An update to the 2003 Retail Hierarchy Review prepared in 2004 using new population forecasts identified a Neighbourhood Centre occupying land on both sides of Nicholson Road on the northern side of its intersection with Armadale Road, as part of a small overall increase in retail floorspace.
- The North Forrestdale Local Structure Plan (2004) showed twin Local Centres at the intersection of Armadale Road and Nicholson Road (one on each side of Nicholson Road). Notably, none of the Local Centres identified in the DSP and the Retail Hierarchy Reviews for this area were included on this structure plan.
- In 2010, an increase in the floorspace limit for the Harrisdale activity centre was approved, taking it from Neighbourhood Centre to District Centre status. The City and the WAPC agreed that the contemporary population forecasts and actual growth warranted a larger activity centre.
- In 2015, the City of Armadale's Local Planning Strategy was released. This adopts the hierarchy in the North Forrestdale Local Structure Plan and adds two potential new Local Centres in the western part of Piara Waters toward Warton Road.

It is evident that over time, the Local Centres envisaged in the DSP and the Retail Hierarchy Reviews have not eventuated and that retail floorspace has been consolidated into fewer, larger activity centres. The possibility that the Local Centres identified in the DSP on the basis of walkable catchments (as advocated by Liveable Neighbourhoods) would not all be viable (due to contemporary shopping patterns) was recognised in the Retail Hierarchy Review of 2003, and this has eventuated. In addition, since the DSP was adopted, population forecasts for the local area have been revised upward several times, rising from an estimate of just under 15,000 in 2003 to 40,000 at the present time.

This combination of a fall in the number of planned activity centres and increasing population forecasts supports to an increase in permissible floorspace at the activity centre site and its reclassification from a Local Centre to a Neighbourhood Centre in the activity centre hierarchy. The Retail Sustainability Assessment confirms that this is projected to have no adverse impact on the viability of the remaining planned centres within the district, even assuming their expansion to their maximum permissible size. The Retail Sustainability Assessment also concludes that the proposed Neighbourhood Centre will support the commercial viability of the Local Centre on the western side of Nicholson Road through creation of a greater attraction.

Activity centre hierarchy

A consequence of the expansion of retail floorspace at the Harrisdale District Centre and the reduction in the number of smaller activity centres within the North Forrestdale Local Structure Plan area has been that the arrangement of activity centres across that area is now somewhat unbalanced, consisting of one large District Centre (Harrisdale), one Neighbourhood Centre on the north-western boundary of the area (the CY O'Connor ERADE Village) and the Local Centre the subject of this report. The potential consequences of an activity centres hierarchy that is so strongly focused on the District Centre include:

- Unnecessary generation of traffic over relatively long distances for the purchase of low-order convenience goods;
- Diminished walkability, legibility and amenity, in the sense of the distance, visibility and accessibility of activity centres; and
- Reduction in choice and commercial competition in the local area.

Whilst the pattern of Local Centres and Neighbourhood Centres envisaged in the DSP has proven not to be feasible, there remains an opportunity to facilitate a more even distribution of floorspace across the local area. This is consistent with the objectives for the Activity Centre Hierarchy in SPP 4.2, which include (inter alia) to:

“Distribute activity centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community”

and

“Plan activity centres to support a wide range of retail and commercial premises and promote a competitive retail and commercial market”.

The proposed Neighbourhood Centre will facilitate a more balanced distribution of retail floorspace across the structure plan area, ensuring that the employment, goods and services offered to the local area are readily accessible to all, and encourage retail choice and competition by avoiding an over-concentration of retail floorspace at any one centre.

Traffic

Whilst the specifics of road reserve width, layout and access will be determined through the subdivision and development approval processes, it is appropriate to consider the implications of the Centre increase on traffic to ensure the suitability of the site to accommodate this.

The original structure plan was accompanied by a Traffic Report (Riley Consulting, March 2008). An addendum to this report has been prepared by GTA Consultants to

demonstrate that the movement network and parking provision for the proposed Neighbourhood Centre is consistent with Liveable Neighbourhoods and relevant requirements of the City of Armadale ('the Traffic Addendum', see Appendix 2).

Layout of the movement network

The external access points for the Neighbourhood Centre consist of the following:

- A 'left in, left out' intersection from Armadale Road, immediately east of the Mixed Business/Residential site;
- A left in, left out from Nicholson Road immediately north of the Mixed Business/Residential site;
- A full movement roundabout from Nicholson Road immediately north of the activity centre.

These access points have been agreed with Main Roads WA and the City of Armadale through the structure planning process and approved as part of the active subdivision approval over the site (WAPC Ref. 153955; approved October 2016).

Other access points to the proposed Neighbourhood Centre connect to the road network forming part of the Madox Estate, however, only a relatively small proportion of the traffic forecast to be generated by the proposed Neighbourhood Centre is predicted to use this network, and will not compromise its safety or function.

Three roads provide access from the aforementioned intersections to and through the Neighbourhood Centre. Their forecast traffic volumes [in vehicles per day (vpd)] and proposed reserve widths are as follows:

Road #	Description	Forecast vpd	Proposed reserve width (m)
1	East-west from Nicholson Rd (north)	5800	22
2	North-south between Roads 1 and 3	1000	17
3	East-west from Nicholson Rd (south)	5600	18

As all three of the proposed streets performs a mixed function, it is more appropriate to consider them Special Purpose Streets under Liveable Neighbourhoods, rather than Neighbourhood Connectors or Access Streets.

Road 1 is the main entrance to the Neighbourhood Centre and is proposed to accommodate a central median. The reserve must also be wide enough to provide space for on-street parking associated with the residential land along its northern side. Roads 2 and 3 will be undivided and experience lower projected traffic volumes; as such, narrower reserves are proposed. Detail on the composition of each reserve will be finalised at the subdivision and civil design stages in consultation with the City.

Roads 1 and 3 connect with an 18 metre wide road reserve forming part of the Madox Estate. The majority of this road has been approved separately under WAPC 153855; approved in September 2016), but the southern part (connecting to Nicholson Road) will need to be approved and constructed as part of the subdivision of this site.

The Traffic Addendum concludes that the layout and width of the movement network proposed in the Development Concept is appropriate for the forecast traffic volumes and function of the Neighbourhood Centre, including in respect of intersection treatments on external roads.

Parking

Parking provision, design and layout will be assessed as part of development applications following subdivision. However, to demonstrate the suitability of the size of the Centre site being proposed by the Amendment to accommodate the increase in floorspace, and the functionality of the site, a review of parking provision based on the Development Concept has been undertaken.

Parking for the proposed Neighbourhood Centre is designed to be logical, legible and permeable. Two primary parking are proposed; one for the retail site (north of Road 3) and one for the Mixed Business/Residential site (south of Road 3).

No specific car-parking requirement is specified in TPS 4 in relation to supermarket uses, however, an estimate based on GTA's extensive experience in this practice area has been made. This indicates that 4.5 spaces per 100 square metres of gross lettable area is an appropriate rate, and in this case the total provided for the retail area accommodates this figure. Car-parking bays for all other uses are provided at a rate that meets or exceeds the requirements of TPS 4 for all proposed land uses shown in the Concept.

Full details about car-parking provision are provided in the Traffic Addendum, however, in summary, a total of 352 bays are provided for the Mixed Business/Residential site where 340 are required; and 286 are provided for the retail site, where 263 are required. A minimum provision of 1 bay per two rear loaded residential lots has also been illustrated to supplement on-site parking required under the Residential Design Codes. Adequate provision for car-parking has therefore been made.

Acoustics

Lloyd George Acoustics has prepared an Environmental Noise Assessment (August 2017; see Appendix 3) considering the impact of the proposed Neighbourhood Centre on residential properties notionally shown in the Mixed Business/Residential area and on surrounding Residential-zoned land. As with parking, this detail will be further addressed at subdivision and development stage but is considered here based on the Development Concept to demonstrate that noise management at the residential-commercial interface can be adequately managed and so does not represent an impediment to the Structure Plan Amendment. The acoustic report concludes that

implementation of the following measures will ensure that all identified noise can be maintained compliant levels:

- Selection of mechanical plant at the supermarket (e.g. refrigeration equipment) with a low-speed setting for use at night;
- Location of mechanical plant for the supermarket in the far north-western corner of the building and consideration of use of localised screening;
- Enclosure of the loading dock for the supermarket with a masonry wall and metal roof, with provision to be made for a door to be installed if the following measures cannot be implemented:
 - Limiting truck deliveries to the daytime period;
 - Staggering deliveries by refrigerated trucks; and
 - Requiring truck engines to be switched off whilst unloading is underway.
- Installation of broadband-type reversing alarms, rather than tonal-type alarms, for vehicles using the loading dock. Where a safe work practice can be ensured (e.g. through the use of spotters), reversing alarms should be switched off;
- Restriction of loading activity in the laneway in the Mixed Business/Residential area to the daytime period, and use in this area of broadband-type reversing alarms;
- Provision of a 1.8 metre high boundary wall for the proposed child-care centre;
- Use of higher-specification glazing for the first row of houses to the north and east of the Centre and in the Mixed Business/Residential area;
- For the first row of houses located east of the Neighbourhood Centre and south of the cul-de-sac, placement of outdoor living areas to the eastern side of the house and avoidance of balconies on the western side;
- For the houses in the Mixed Business/Residential area, placement of garages between the house and the laneway to create separation, and the provision of a 2.4 metre high wall where this is not possible or in any gaps between garages. In this area, outdoor living areas should be shielded from the relevant major source of noise and houses should be single-storey only.

In addition to these measures, the Environmental Noise Assessment recommends that notifications be placed on the certificates of title of the noise-affected lots to alert prospective purchasers and existing owners of the potential for higher levels of noise than may be expected elsewhere in the local area.

These recommendations relate to the development stage of this project. It is anticipated that conditions requiring their implementation will be imposed on planning approvals issued for the site in due course, as appropriate.

A requirement for a Local Development Plan to precede development allows for noise mitigation to be further defined and controlled ahead of development.

3.2 Targeted increases in residential density

This amendment proposes targeted increases in residential density from R40 to R60 at two locations within the structure plan area in the interest of providing a greater diversity

of housing and built form, and capitalisation on amenities. Both locations are in close proximity to the central public open space and the proposed Neighbourhood Centre, making them suitable for higher residential densities.

The more northerly of the two locations covers approximately 0.25 hectares of land facing the central public open space and is proposed to be developed as a row of two-storey terrace houses (i.e. attached townhouses). These will be constructed in unison by builders selected by the land developer, ensuring that a high standard of design quality and integration is achieved. As the site theoretically yields 11 grouped dwellings under the R40 coding, the change has minimal impact but is included to maintain the accuracy of the LSP.

The second of the two sites is the balance of the land identified for residential purposes adjacent to the proposed Neighbourhood Centre site. This area covers approximately 0.6 hectares abutting the central public open space and is proposed under the Concept to be developed into approximately 34 laneway lots. This represents an increase in yield from that permissible under the current R40 coding of 7. These lots will be suitable for the construction of narrow, rear-loaded housing product.

These targeted increases in density are justified on the basis that:

- The subject areas, increase in density proposed and hence the impact of the changes are small;
- The provision of R60 lots will facilitate the provision of a greater diversity of housing choice in a high-amenity location;
- Dwellings are proposed be constructed holistically by a small number of nominated builders, ensuring a high standard of design quality and finish;
- The design and servicing of the areas can be controlled by a Local Development Plan, minimising the risk of unforeseen outcomes;
- The proposal will have no impact on the functionality of surrounding streets and will be readily accessible to pedestrians, vehicles and services.

3.3 Additional Uses in the Mixed Business/Residential area

This amendment proposes the introduction of three Additional Uses for the Mixed Business/Residential area; namely, Bulky Goods Showroom and Convenience Store.

Bulky Goods Showroom

The need for an Additional Use of 'Bulky Goods Showroom' for the Mixed Business/Residential area originates with Amendment 87 to City of Armadale Town Planning Scheme No. 4 (TPS 4), which proposes to make 'Bulky Goods Showroom' an 'X' (not permitted) use in the Mixed Business/Residential zone in contrast to its current status as a 'D' (discretionary) permissibility. This change is understood to have originated in response to concerns about inappropriate mixing of uses within this zone elsewhere in the City and the potential impact of this on residential amenity. Amendment 87 was

adopted by the City in June 2017 and will now be considered by the Minister for Planning after assessment by the Department of Planning, Lands and Heritage.

The Mixed Business/Residential zone identified on the structure plan was designated on the basis of the land use permissibilities applicable at that time (which included 'Showroom', as 'Bulky Goods Showroom' was previously known). This enabled the City to approve a development approval for such a use, where appropriate. It was anticipated that the site would be primarily utilised for Service Commercial type uses (as per the Development Concept) in light of the access and exposure it has to Armadale Road and Nicholson Road. TPS 4 does not, however, have a purely commercial zone for such uses, hence the selection of the Mixed Business/Residential zone. Additionally, the 'composite' zoning allows for any surplus commercial land to be used for residential purposes (subject to appropriate design and interface treatment) as is notionally illustrated on the Development Concept. Inclusion of an Additional Use of 'Bulky Goods Showroom' within the Mixed Business/Residential area on the structure plan enables planning for 'Bulky Goods Showroom' uses to proceed in the manner envisaged by the existing approved structure plan.

A requirement for a Local Development Plan to precede development within this zone allows for residential – commercial interfaces to be appropriately designed and treated.

Convenience Store

The Development Concept for the Neighbourhood Centre (see Figure 4) flags the potential inclusion of a service station incorporating a convenience store. Although not a permitted land use in the Mixed Business/Residential zone under LPS 4, this is appropriate within the site for several reasons, including:

- The site's location at the intersection of two high-volume roads (Armadale Road and Nicholson Road). This makes the site highly suitable for car-oriented businesses, such as service stations, that rely on visibility to passing traffic. As such, introduction of the proposed Additional Uses would be a highly site-responsive measure;
- The introduction of additional permissible uses will contribute to the development of a robust and sustainable activity centre with a diverse offering of retail options for investors and consumers;
- The site is highly accessible from Armadale Road and Nicholson Road and connects seamlessly with local streets leading into nearby residential areas;
- The site is being designed holistically, ensuring that any potential interface and/or land use conflict issues can be identified, investigated and addressed in a planned and comprehensive manner.

Given that the proposed Neighbourhood Centre is at the larger end of the range of centres accommodated by the Local Centre zone under TPS 4, it is appropriate to consider uses beyond those generally permitted. The proposed Additional Uses are considered appropriate for the site in the context of their immediate surroundings and more broadly in the context of the structure plan area.

3.4 Drainage and Water Management

The areas affected by this structure plan amendment are covered by the South-East Forrestdale Local Water Management Strategy (Parsons Brinckerhoff, 2008; 'the LWMS'). In accordance with the LWMS, an Urban Water Management Plan (Infrastructure Planning and Development, August 2016; 'the UWMP' – see Appendix 4) has been prepared and approved for the site.

A recent review of the UWMP by Infrastructure and Development has found that there is capacity in the modelling undertaken through the UWMP to accommodate the proposed structure plan amendments. Updates to the UWMP itself to reflect the revised layout can be undertaken in response to a condition of subdivision.

3.5 Bushfire Management

The structure plan includes a Bushfire Management Plan (Strategen Environmental, 2016; 'the BMP' – see Appendix 5) prepared in accordance with SPP 3.7 – Planning in Bushfire-Prone Areas. This assesses the bushfire risk affecting the structure plan area and recommends management responses.

The BMP identifies the amendment area as having a predominantly Low Bushfire Attack Level (BAL). Parts of the Local Centre zone are likely to have a BAL of 12.5 or (for a very small area) 19, due to the presence to the west and south of vegetation classified as constituting an Extreme or Moderate bushfire hazard.

The BMP notes that the proposed movement network provides numerous points of access and that the local area will be serviced with reticulated water and hydrants. In response to the identified BALs, Asset Protection Zones of appropriate widths around buildings are recommended ensure that fuel loads are managed. The BMP notes that any future changes to surrounding bushfire-prone vegetation may necessitate reassessment of the BALs, which can be done at such time that subdivision and/or development proposals are prepared.

The BMP recommends that notifications be placed on the titles of future lots in the structure plan area with a BAL of 12.5 or greater. The lots to which this recommendation is relevant will be confirmed at future stages of the development process; there is no opportunity to do this through the structure plan.

4.0 CONCLUSION

In summary, this amendment proposes:

- Expansion of the Local Centre at the Armadale Road/Nicholson Road intersection to a Neighbourhood Centre in order to ensure a balanced activity centre hierarchy for the area and accommodate a supermarket;
- Targeted increases in residential density in order to improve the variety of housing product available and take advantage of the access to goods and services available within the Centre;
- Additional Uses of 'Bulky Goods Showroom' (in response to a recent change to land use permissibility for the Local Centre zone) and 'Convenience Store' within the Mixed Business/Residential site, capitalising on the site's location, accessibility and exposure; and
- The introduction of an Implementation Section (i.e. a Part 1), bringing the format of the structure plan into conformance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and makes formal provision for the application of Local Development Plans for the Neighbourhood Centre and Mixed Business/Residential zone.

This amendment represents refinements to the structure plan that reflect contemporary planning principles and market influences, making best use of the site and providing a high degree of convenience and amenity for local residents.

FIGURE 1
APPROVED LSP



- LEGEND**
- Structure Plan Boundary
 - Residential R25
 - Residential R40
 - P.O.S. & Drainage
 - Parks and Recreational (Regional)
 - Local Centre
 - Mixed Business/Residential
 - Public Purpose
(Purpose indicated on each reserve)
 - Integrator Arterial
 - Neighbourhood Connector
 - High Order Access Street
 - Access Streets
 - Laneways
 - District Dual Use Path
(Development Contribution Lines)
 - Bus Routes
 - Road Widening
 - Additional Use
(Municipal Council/Shop/Pharmacy)

- PROVISIONS:**
1. Land development subject to this Structure Plan shall not include any artificial waterbody as described by the City's Policies PL.N 2.9 & ENG 15.
 2. Any change or departure from the Structure Plan which proposes an artificial waterbody shall require re-advertising and processing in accordance with Part 6A3 of the Scheme and also works shall not be commenced for any artificial waterbody which has been included on an application for subdivision and granted preliminary subdivision approval by the Western Australian Planning Commission, prior to the approval of detailed construction plans by the City.
 3. Any proposed artificial waterbody which has not been included in and approved via an application for and conditions of subdivision, or approved via a Planning Approval issued under TPS No.4 shall be defined as illegal development.
 4. Subdivision in accordance with the Structure Plan shall require a Landscape Master Plan which provides a minimum of 50% of the total area of all Public Open Space as low-maintenance native vegetation retention/landings and demonstrating how a similar target can be achieved for garden areas within subdivided lots in accordance with the Districts Litter/Water Management Strategy.

NOTE:
Cross-sections on Nicholson Road shown on the structure plan are indicative only and may require widening at the subdivision stage

ISSUE/DATE	INFORMATION INCORPORATED IN ISSUE
18/09/2008	WAPC Approval (N/7253/08)
21/08/2009	Minor Amendment to SP [CI 6A.4.2 referral - CUI/1718/09]
23/03/2011	Minor Amendment to SP (N/76318/11)
19/03/2012	WAPC Approval (N/3441/12)
31/05/2012	Minor Amendment to SP (35.2012.3.1)
03/08/2013	Minor Amendment to SP (35.2013.4.1)
28/07/2016	WAPC Approval (10.2014.11.1)
31/01/2017	WAPC Approval (35.2016.2.1)

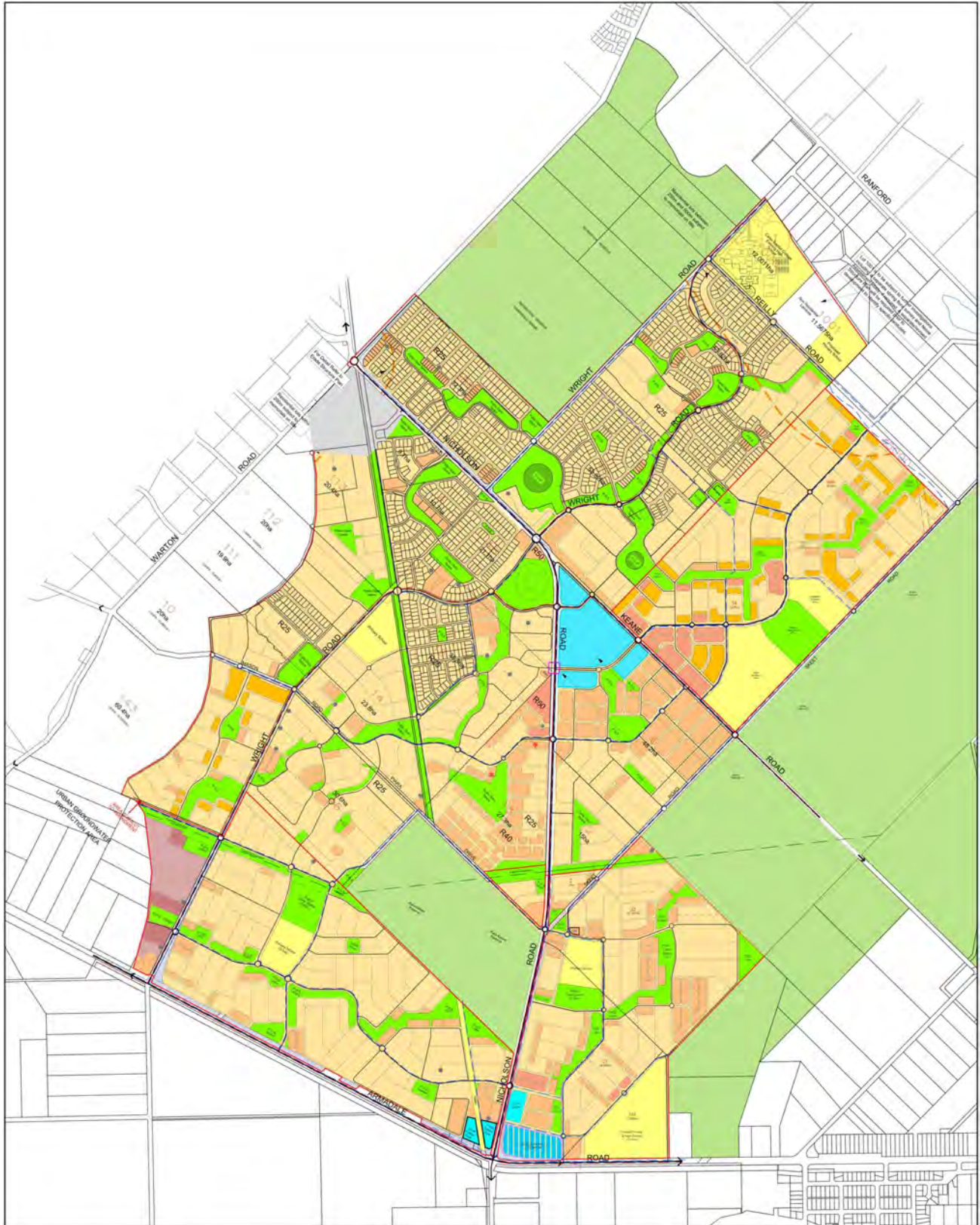
CITY OF Armadale
Date Printed - 21 February 2017

SCALE 1 : 4 000

**DEVELOPMENT AREA No. 31 - NORTH FORRESTDAL
(STAGE TWO / SOUTH EAST) STRUCTURE PLAN**



FIGURE 2
NORTH FORRESTDALE COMPOSITE LSP



**COMPOSITE NORTH FORRESTDALE
STRUCTURE PLANNING**

REFER TO INDIVIDUAL STRUCTURE PLANS FOR DETAILS

LEGEND

- | | | |
|-------------------------------|-----------------------------------|------------------------|
| Structure Plan Boundary | Parks and Recreational (Regional) | Access Streets |
| Residential R25 | District Centre | Laneways |
| Residential R30 | Local Centre | District Dual Use Path |
| Residential R40 | Mixed Business/Residential | Bus Routes |
| Residential R50 | Public Purpose | Kennel Buffer |
| Residential R60 | Restricted Use No.4 | Road Widening |
| RMD Residential R30 | Additional Use | Signalled Intersection |
| RMD Residential R40 | Integror Arterial | |
| P.O.S. & Drainage | Neighbourhood Connector | |
| Conservation Category Wetland | High Order Access Street | |

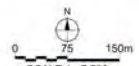
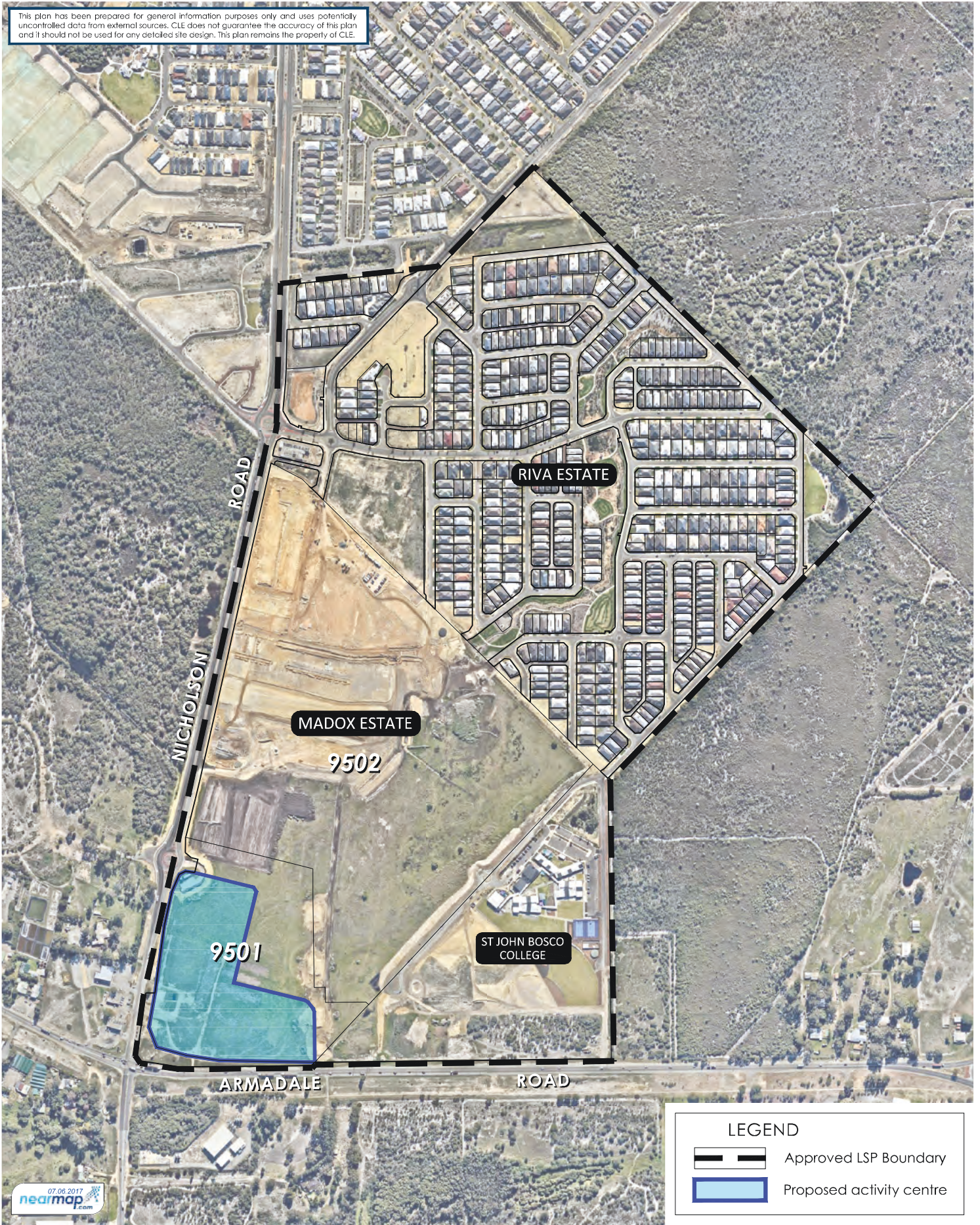


FIGURE 3
AERIAL PHOTOGRAPH

This plan has been prepared for general information purposes only and uses potentially uncontrolled data from external sources. CLE does not guarantee the accuracy of this plan and it should not be used for any detailed site design. This plan remains the property of CLE.



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FIGURE 4
PROPOSED LSP

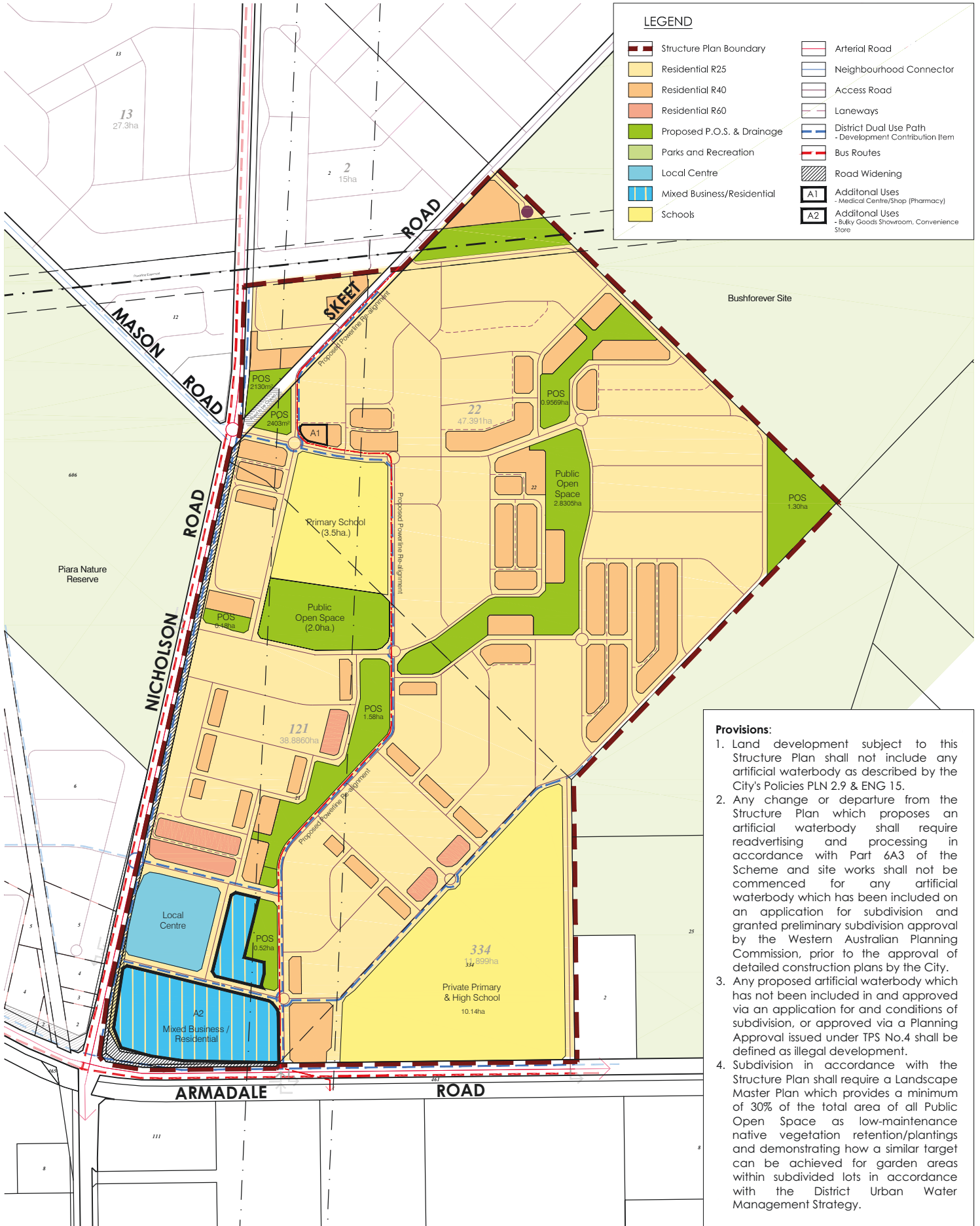


FIGURE 5
DEVELOPMENT CONCEPT PLAN

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FIGURE 6
SUBDIVISION & DEVELOPMENT CONCEPT

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All road carriageway detail where depicted on this subdivision plan including road pavements, road treatments, medians or parking, are for illustrative purposes only and are subject to final engineering design and separate approval processes. The detail reflects the preferred urban design intent for the road network standards.

All dimensions and areas depicted on this plan are subject to pre-cal and final survey and will vary from the figures shown. This plan remains the property of CLE.

