

HARRISDALE ACTIVITY CENTRE PLAN

NICHOLSON ROAD,
HARRISDALE



PREPARED FOR
STOCKLAND
JULY 2020



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Tim Dawkins
Associate Director	Sean Morrison
Senior Consultant	Emma Dunning
Project Code	PA1310

© Urbis 2020

This publication is subject to copyright. Except as permitted under the *Copyright Act 1968*, no part of it may in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) be reproduced, stored in a retrieval system or transmitted without prior written permission. Enquiries should be addressed to the publishers.

CONTENTS

1.0	IMPLEMENTATION	12
1.1	ACTIVITY CENTRE PLAN AREA	13
1.2	OPERATION	13
1.3	STAGING	13
1.4	SUBDIVISION AND DEVELOPMENT REQUIREMENTS	13
1.4.1	Activity Centre Objectives	13
1.4.2	Precincts and Objectives	14
1.4.3	Land Use Permissibility	15
1.4.4	Other Controls	15
1.5	LOCAL DEVELOPMENT PLANS	19
1.6	OTHER REQUIREMENTS	19
1.7	ADDITIONAL INFORMATION	19
1.8	VARIATIONS	19
2.0	EXPLANATORY REPORT	22
2.1	PLANNING BACKGROUND	22
2.1.1	Introduction and Purpose	22
2.1.2	Land Description	26
2.1.3	Planning Framework	32
2.2	CENTRE VISION AND FORM	38
2.2.1	Vision and Overview	40
2.2.2	Role in Hierarchy, Size and Uses	42
2.2.3	Urban Form	44
2.2.4	Movement Network	50
2.2.5	Sustainability	52
2.2.6	Implementation and Staging	53
2.3	TECHNICAL STUDIES/APPENDICES INDEX	55

ENDORSEMENT PAGE

This activity centre plan is prepared under the provisions of the City of Armadale Town Planning Scheme No. 4.

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

23 JULY 2020

Signed for and on behalf of the Western Australian Planning Commission:



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

Witness



Date

27 July 2020

Date of Expiry

23 July 2030

EXECUTIVE SUMMARY

The Harrisdale activity centre plan will facilitate the ongoing development of the Harrisdale district centre for the growing locality in which it is sited.

Located at the apex of Nicholson Road and Keane Road, the centre has been contemplated and provided for in a range of higher-level planning documents, including SPP4.2 – Activity Centres for Perth and Peel (SPP4.2) and the North Forrestdale Stage 1 ('Central') local structure plan.

The City of Armadale Town Planning Scheme No. 4 (TPS 4) zones all lots within the activity centre as District Centre, and the City of Armadale Local Planning Strategy contemplates the activity centre growing substantially from its current size.

This activity centre plan supersedes and replaces the Newhaven District Activity Centre Structure Plan (NDACSP). The NDACSP restricts the primary lot in the activity centre to 12,000sq.m NLA. Existing development in the activity centre, which includes the Stockland Harrisdale shopping centre, already exceeds that cap. This activity centre plan removes the cap, and provide for ongoing expansion of the activity centre in a coordinated manner.

This activity centre plan is made pursuant to TPS 4, including the deemed provisions for local planning schemes of the Planning and Development (Local Planning Schemes) Regulations 2015 (the deemed provisions).

The planning for this activity centre has been led by Stockland, as sole landowner of the activity centre (sans road reserves), in consultation with the Department of Planning/WA Planning Commission (DoP/WAPC), and the City of Armadale (the City).

The activity centre is planned to provide:

- A shopping centre that will expand from its current approximately 12,000sq.m NLA to over 20,000sq.m NLA in the life of this activity centre plan – including the addition of a discount department store, and likely larger in the longer term.

- Continued development of Yellowwood Avenue as the activity centre's main street, with highly active edges, accommodating retail, commercial and entertainment land uses.
- Car-based retail and commercial uses along Nicholson Road.
- A variety of potential residential development sites, both for short-term and long-term development.
- Consolidated car parking areas.
- Highly legible, well-designed pedestrian linkages to connect all parts of the activity centre.
- Guidance and protections for the longer-term development of the activity centre.

This activity centre plan, as required by the relevant clauses of the deemed provisions, provides the primary land use, built form and strategic planning controls for the Harrisdale activity centre, and is to be given due regard in the consideration of development and subdivision applications by the relevant determining authority.

The activity centre already has a number of minor developments approved and set to commence imminently, however 'major development' (as defined by SPP4.2) in the form of substantial additions to the existing shopping centre, are likely to occur in the short term (i.e. less than 5 years). Further development will take place per market demand.

Structure planning and subdivision works have already planned for the delivery of relevant services, infrastructure and roads that will support the activity centre – with all public roads within and adjacent to the activity centre having already been constructed.

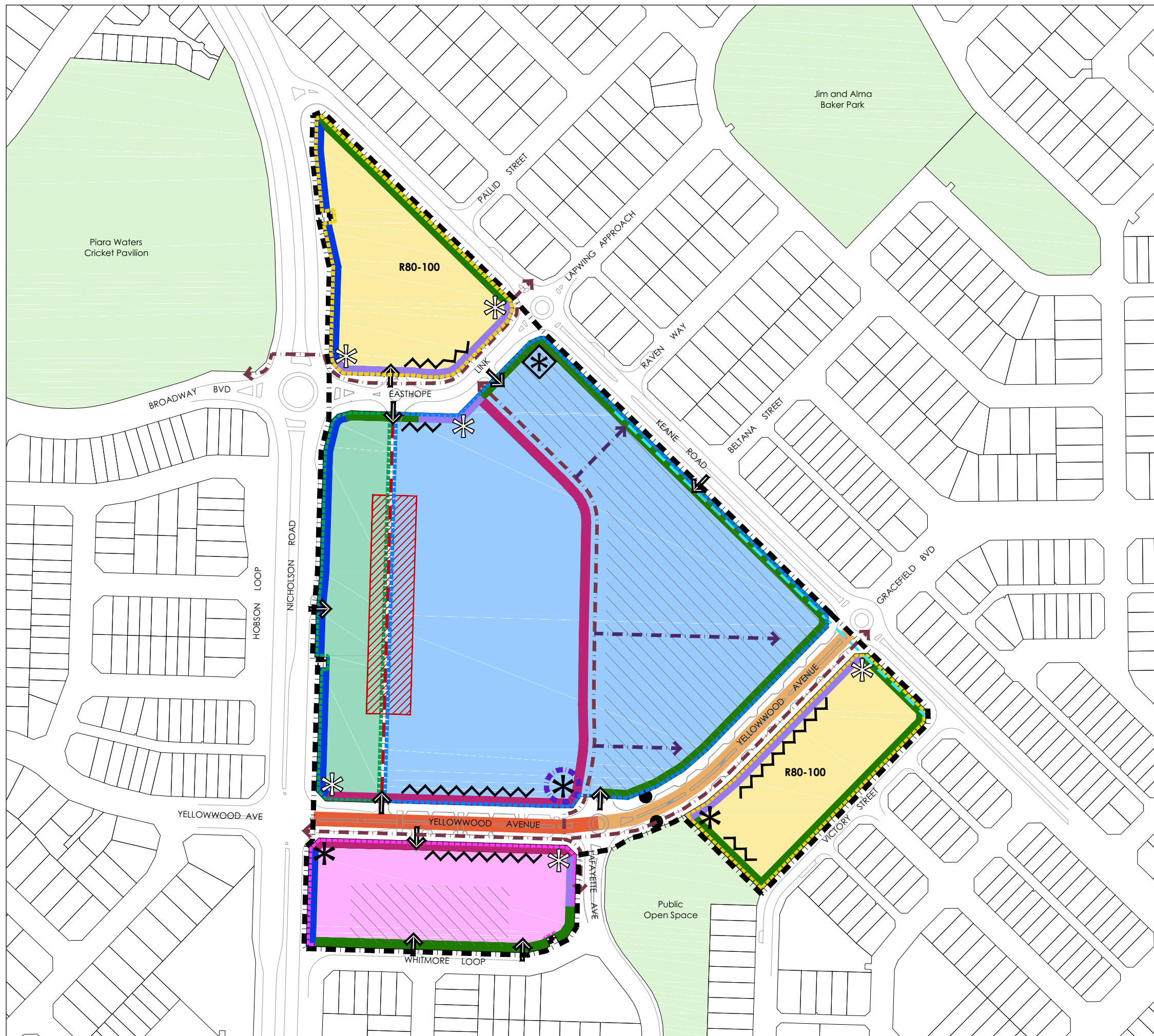
The Harrisdale activity centre plan will facilitate the provision of a district centre to service the rapidly emerging surrounding residential community, in a manner and form consistent higher level planning documents, and the direction of the City and the DoP/WAPC.

ITEM	DATA
Total area covered by the structure plan	11.72ha.
Area of each land use proposed:	Residential – 2.24ha. Commercial – 6.28ha. Consolidated car parking area – 3.2ha.
Total estimated lot yield	~140 residential lots (freehold or strata).
Estimated number of dwellings	~140.
Estimated residential site density	20+ dwellings per gross hectare within walkable catchment.
Estimated population	~220. ~2,100+ within walkable catchment (existing).
Number of high schools	0.
Number of primary schools	0.
Estimated commercial floor space	~27,000sq.m NLA including ~19,000sq.m of shop-retail NLA.
Estimated area and percentage of public open space given over to:	0ha, 0%
	<ul style="list-style-type: none"> • Regional open space • District open space • Neighbourhood parks • Local parks

Table 1 Activity Centre Plan Overview

PART ONE

IMPLEMENTATION



LEGEND

Activity Centre Boundary (11.72Ha)

PRECINCTS

- Retail Core Precinct (5.92Ha)
- Convenience/Service Commercial Precinct (1.09Ha)
- Mixed Use/Residential Precinct (2.24Ha)
- Main Street Commercial Precinct (1.18Ha)

LAND USE

- Concentrated Car Parking Area (3.2Ha)
(potential long term development opportunities)
- Primary Service Area

R80-100 R-Code

OTHER

- Town Square
- Landmark Building
- Landmark Feature
- Secondary Building Emphasis
- Building Orientation
- Primary Main Street
- Secondary Main Street
- Indicative Major Vehicle Access *
- Private Service Road
- Key Pedestrian Linkage
- Indicative Pedestrian Linkages
- Indicative Bus Stop Location

FRONTAGES

- Active Frontage
- Semi Active Frontage
- Attractive Frontage
- Movement Frontage
- HV Powerline

* All site access arrangements are subject to a Transport Impact Assessment at Development Application stage

ACTIVITY CENTRE PLAN MAP
HARRISDALE ACTIVITY CENTRE - NICHOLSON ROAD, HARRISDALE

DATA SOURCE
 SLIP/LANDGATE
 PROJECTION
 MGA94, ZONE 50

CLIENT
 STOCKLAND

PROJECT NO. PA1310
 DRAWING NO. 03
 DATE 10.07.2020
 REVISION F



1.0 IMPLEMENTATION

1.1 ACTIVITY CENTRE PLAN AREA

This activity centre plan applies to the Harrisdale activity centre, at the intersection of Nicholson Road and Keane Road, Western Australia.

The activity centre plan applies to all areas within the boundary identified on the activity centre plan map.

1.2 OPERATION

This activity centre plan comes into effect on the day it is approved by the WAPC, the date of which is outlined on the endorsement page. As per the deemed provisions from the date of endorsement this activity centre plan is to have effect for a period of 10 years, unless otherwise determined by the WAPC.

Unless otherwise specified, the words and expressions used in this activity centre plan shall have the respective meanings given to them in TPS 4.

Nothing in this activity centre plan is to be interpreted as limiting clause 4.5 of TPS 4 which allows for variations to site and development standards and requirements.

Nothing in this activity centre plan is to be interpreted as limiting clause 4.3 of the deemed provisions that outlines that a decision-maker for an application for development approval or subdivision approval in an area that is covered by an activity centre plan is to have due regard to, but is not bound by, the activity centre plan when deciding the application.

This Activity Centre Plan supersedes the Newhaven District Activity Centre Structure Plan to the extent of the structure plan boundary.

1.3 STAGING

Further development in the activity centre plan area can be progressed in the near term, as services are already available, and the road network within and surrounding the activity centre has already been constructed.

The staging of future commercial and residential components will take place in line with market demand, with further discussion of potential staging of development outlined in part two of this activity centre plan.

1.4 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

1.4.1 ACTIVITY CENTRE OBJECTIVES

Development in the activity centre plan area shall align with the following objectives:

- The Harrisdale activity centre is to offer the local community a high-quality, retail-focused mixed-use district centre development.
- A main street is to be provided on Yellowwood Avenue between Nicholson Road and Lafayette Avenue. This street will be a major focus of activity in the centre, and will be treated with high quality landscaping and activated frontages.
- Shop-retail activity is to be concentrated between Yellowwood Avenue and Easthope link to agglomerate retail activity.
- Community and other non-retail, commercial land uses are to be accommodated in the centre to ensure there is a diversity of land uses.
- The centre is to accommodate safe and pleasant pedestrian and cyclist internal movement, and connections to surrounding areas. Pedestrians and cyclists should be able to travel within the centre between Yellowwood Avenue and Easthope Link in a direct and convenient manner.
- Surrounding and internal roads, intersections and crossovers are to be designed to allow for the safe and efficient movement of vehicles to and from the centre.
- Development is to be designed to present well to street frontages and public spaces to facilitate a viable, enduring and high-quality centre.
- Development within the life of the activity centre plan should be undertaken with consideration of the long-term development potential of the centre

1.4.2 PRECINCTS AND OBJECTIVES

As outlined on the activity centre plan map, the activity centre plan area is divided into precincts. In addition to the overall activity centre objectives, development in each of the precincts should respond to the precinct vision statement and objectives in Table 2.

Table 2 Precinct Vision and Objectives Table

	MAIN STREET COMMERCIAL PRECINCT	CONVENIENCE/ SERVICE COMMERCIAL PRECINCT	RETAIL CORE PRECINCT	MIXED USE/ RESIDENTIAL PRECINCT
Vision	<p>This precinct will accommodate the southern portion of the primary main street, with a mixture of commercial buildings fronting Yellowwood Avenue.</p> <p>The precinct should accommodate a mix of commercial uses, such as Tavern, Child Care Premises, Offices or Medical Centre, to promote visitation and activity on the main street.</p> <p>Built form will be concentrated along Yellowwood Avenue with parking generally located behind the built form in order to facilitate activity and interactions within the main street element.</p>	<p>This precinct will predominantly accommodate a mix of car-based commercial uses like Fast Food Outlet, Convenience Store and Service Station.</p> <p>Built form in this precinct responds to the uses to ensure it is fit for purpose, resulting in standalone buildings, 'drive through' elements and parking directly adjacent buildings.</p> <p>A dedicated precinct for these types of uses, along Nicholson Road, ensures that these car-based uses do not compromise the amenity of the other parts of the activity centre.</p>	<p>This precinct will accommodate a mix of retail and commercial land uses in a shopping centre environment – enclosed and unenclosed.</p> <p>Smaller scale, active uses are to be concentrated on Yellowwood Avenue with secondary concentration facing east along the north-south key pedestrian linkage through the precinct.</p> <p>The precinct will include some large format retail uses (including supermarket/s, a discount department store, and mini majors), and a consolidated area for car parking in the eastern portion of the precinct.</p>	<p>This precinct will provide for a range of mixed use, small scale commercial and residential uses.</p> <p>The southern portion of the precinct will likely be predominantly residential with the likely development being high density single residential dwellings or small-scale multi-unit development.</p> <p>Residential and commercial land uses are encouraged to be developed in an integrated, mixed-use format. Alternatively, where uses are not integrated, residential development should incorporate adaptable dwelling design to allow transition to mixed use over time and contribute to the semi-active frontage on Easthope Link. Commercial development should be designed in a manner which reflects the mixed use/ residential character of the precinct.</p> <p>Car oriented single use development that does not adequately address streets is not supported, and car parking areas should be screened and/or appropriately treated.</p>
Objectives	<ul style="list-style-type: none"> • Provide for development that activates the main street. • Provide an amenable interface to surrounding residential development. • Provide for development that contributes to the built form character of Yellowwood Avenue. • Provide for development which contributes to the overall mix of land use within the ACP. 	<ul style="list-style-type: none"> • Provide for car-based uses away from the main street. • Provide development that is attractive to Nicholson Road. • Provide for development that is also accessible to pedestrians. 	<ul style="list-style-type: none"> • Provide a convenient district shopping centre environment for the surrounding community. • Provide interaction and visual interest to the key pedestrian linkage through the precinct. • Provide for development that activates the main street. • Provide safe and pleasant pedestrian connections to the adjacent precincts. • Provide an amenable interface to surrounding development. • Provide for development that minimises, within reason, the visual and other amenity impacts of service areas associated with a retail centre. 	<ul style="list-style-type: none"> • Provide for a mix of uses, including commercial and residential development. • Provide interaction and/or visual interest to the Yellowwood Avenue and Easthope Link. • Provide an amenable interface to surrounding development. • Contribute to a residential density target of 140 dwellings within the Activity Centre Plan boundary.

1.4.3 LAND USE PERMISSIBILITY

The activity centre plan precincts have land use permissibility as per Table 1 Zoning Table within TPS 4 for the District Centre zone.

The activity centre and precinct objectives should inform determinations where discretion is sought.

Residential land uses should be avoided at street level fronting the primary main street.

1.4.4 OTHER CONTROLS

The development standards outlined below apply to development in each of the precincts.

Table 3 Other Controls Table

Control	Main Street Commercial Precinct	Convenience/ Service Commercial Precinct	Retail Core Precinct	Mixed Use / Residential Precinct
R-Code	N/A	N/A-	N/A-	R80 (single/grouped dwellings) R100 (multiple dwellings)
Residential Development	Residential density and development standards shall be in accordance with the allocated R-code. The provisions of this activity centre plan shall prevail over the Residential Design Codes where they are in conflict.			
Building Height	<ul style="list-style-type: none"> Maximum building height: 3 storeys above ground, or 13m above ground, whichever is less. Architectural features and minor projections may extend above the maximum height at the discretion of the responsible authority. Maximum overall building height may be increased at the discretion of the responsible authority where it can be demonstrated any variation is consistent with the objectives of the activity centre plan and would not unduly adversely affect surrounding properties. Minimum residential building height within the Mixed Use/Residential precinct is 2 storeys. 			
Frontages	<p>A frontage type has been allocated for all road frontages on the activity centre plan map.</p> <p>These frontage types, each with their own development standards, are to ensure that activity and built form is scaled and designed to respond to the relevant street context and foster the desired experience for users of the street.</p> <p>Development to street boundaries shall be in accordance with the standards for the allocated frontage type.</p> <p>The standards are to be interpreted as minimums and therefore frontages can be developed at a higher activation level. For example, an allocated semi-active frontage may be developed as an active frontage.</p> <p>The frontage types, in order from highest to lowest activation are:</p> <ul style="list-style-type: none"> Active. Semi-Active. Attractive. Movement. <p>Where a site is developed solely for residential purposes, then the applicable R-code provisions apply to the street interface of that development.</p>			
Active Frontages	<p>This frontage type is concentrated on the primary main street of Yellowwood Avenue between Nicholson Road and Lafayette Avenue, where a high level of activation and clear visual engagement with pedestrians is promoted. Built form along the active frontage shall be in accordance with the following:</p> <ul style="list-style-type: none"> Default nil building street setback. Building setbacks may be supported where desirable in order to provide outdoor dining or similar activities that promote visual interest, casual surveillance and interaction between the internal use and public realm. Breaks in the built form are permitted to provide for vehicle access, pedestrian access ways, landscaping and activities which provide interaction between the internal use and public realm. Breaks for vehicle access are to be designed in a manner that maintains pedestrian priority. Ground floor ceiling height is to be minimum 3.6 metres. Facade heights are to be minimum 5.2 metres to create a sense of enclosure for the pedestrian environment. Main building entrances should be directly visible from the main street. Building façades are to maximise building articulation, including 65% glazing (with at least 55% of glazed area unobscured) at ground floor. Awnings are to be provided along at least 80% of each building frontage. Awnings are to have minimum 3m under clearance and be wide enough to provide shelter to pedestrians, and must be provided at entries. 			

Control	Main Street Commercial Precinct	Convenience/ Service Commercial Precinct	Retail Core Precinct	Mixed Use / Residential Precinct
Semi-Active Frontages	<p>This frontage type relates to areas intended to reflect an urban character but do not necessarily accommodate highly active functions. Built form along the semi-active frontage shall be in accordance with the following:</p> <ul style="list-style-type: none"> • Default nil building street setback where appropriate. Building setbacks may be supported where desirable to allow for activities, landscaping or spaces that create interest and surveillance between the building and street. • Building façades are to maximise building articulation, including 25% glazing at ground floor and windows and entrances accessible or visible from the street or public realm. • Awnings are to be provided where practicable to provide shelter to pedestrians, but must be provided where buildings have a nil setback. • Buildings frontages to be continuous except where desirable to provide for access, parking or other public spaces and facilities. • Buildings are to be oriented toward the street and public open space. • Residential design is to be in accordance with the Residential Design codes. 			
Attractive Frontages	<p>This frontage type is intended to ensure good design outcomes for areas where design limitations associated with rear facades, back of house environments and where 'big box' retail and commercial service areas may occur. This frontage type is not intended to provide for built form outcomes.</p> <p>The frontage type seeks to ensure there is a visually appealing aesthetic to any adjacent public realm or residential development. Built form along the attractive frontage shall be in accordance with the following:</p> <ul style="list-style-type: none"> • Where built form is established to the boundary a nil building street/reserve setback is permitted. • Building façades, either located on the boundary or visible from the boundary are to incorporate variations in depth, height, colour, texture and/or materials as well as openings (windows and doors) where practicable to create interest and surveillance and avoid visual monotony and blank walls to the public realm and adjacent development. • Vehicle access and parking may be sited between the street and built form where adequately screened from view, or landscaped, so as to complement the amenity of adjacent streets and surrounding development. 			
Movement Frontages	<p>This frontage type reflects built form that is primarily experienced from passing vehicles travelling at speed, and not located in core pedestrian areas. This frontage will typically not consist of continuous built form. Built form along the movement frontage shall be in accordance with the following:</p> <ul style="list-style-type: none"> • Building setbacks up to 10 metres are permitted for the purposes of providing landscaping, vehicle access, circulation and queuing areas, but not vehicle parking. Vehicle access, queuing and parking areas shall otherwise be sited behind buildings and designed so as not to visually dominate street frontages or other public spaces. • Buildings should maximise building heights and orient built form to achieve visibility from passing trade on major roads whilst not being visually distracting or obtrusive. • Building façades, including entries, glazing and signage, is to incorporate building articulation and be oriented toward and clearly visible from the street where practicable to create interest and surveillance and avoid blank walls and inactivity to the public realm. • Awnings are to be provided along each building frontage where practicable to provide shelter to pedestrians. Building entries are to be connected via a legible footpath to the road. 			
Building Emphasis Locations	<p>Entryways to the centre and other key wayfinding locations as indicated on the activity centre plan map are to be highly visible and easily recognisable from street level and from a distance. Built form should generally incorporate the following to emphasise the 'landmark' role of these locations:</p> <p>Landmark Buildings</p> <ul style="list-style-type: none"> • Second storeys and/or prominent parapet heights and/or more pronounced façades at key points. • Distinct architectural features, materials and textures such as detailed panels, vertical and horizontal lines, and glazing. • Facades, glazing and entrances that address both street frontages and/or the public realm. <p>Secondary Building Emphasis</p> <ul style="list-style-type: none"> • Pronounced façade or wall treatment to corner that address both street frontages and/or the public realm. • Distinct architectural features, materials and textures such as detailed panels, vertical and horizontal lines, and glazing. <p>Landmark Feature</p> <ul style="list-style-type: none"> • Denotes arrival and integrates residential frame with retail core. • May incorporate public art, seating, distinctive landscaping and paving. 			

Control	Main Street Commercial Precinct	Convenience/ Service Commercial Precinct	Retail Core Precinct	Mixed Use / Residential Precinct
Architectural Design	Architectural design across all precincts shall ensure variations in building plane, as well as materials, colours and textures. Blank walls to streets, public open space, key pedestrian linkages and other public spaces should be avoided. Where unavoidable they are to be articulated or otherwise treated with architectural features, vegetation (including consideration of green walls), and/or murals.			
Vehicles Access Points	Major vehicle access points should be in the general location and function as outlined on the activity centre plan map. All major vehicle access arrangements, including variations from those outlined on the activity centre plan map, are subject to a Transport Impact Assessment at the development application stage.			
Pedestrian Paths	<ul style="list-style-type: none"> All road verges (except laneways) shall be provided with a pedestrian path with a minimum width of 2 metres. Pedestrian paths in road verges shall connect with major building entries. 			
Pedestrian Linkages	<p>Pedestrian linkages through the activity centre plan area are to be provided generally where indicated on the activity centre plan map. Routes identified on the activity centre plan map should be considered indicative, and demonstrate one possible way of providing for a pedestrian connection through the activity centre.</p> <p>Designated pedestrian linkages are to provide direct connections through the activity centre plan area, and should be designed generally in accordance with the following:</p> <ul style="list-style-type: none"> Shall provide suitable level of shelter and/or be tree-lined. Be of a typical minimum width of 3 metres. Be of a grade and treatment so that it is able to be utilised by all sectors of the community. Provide wayfinding signage at appropriate points to direct users of the activity centre. Be well lit and provide seating at appropriate intervals. Where the linkage passes through a building (for example a shopping centre), appropriate arrangements are to be put in place to allow for pedestrian passage at reasonable hours. <p>Where a pedestrian linkage is shown where there is existing development, the linkage is to be provided when/if that existing development is substantially redeveloped.</p>			
Car Parking	<ul style="list-style-type: none"> Car parking for all non-residential land uses shall be provided at a rate of 4.25 car spaces per 100sq.m of NLA, with the exception of Office which shall be provided at a rate of 2 car spaces per 100sq.m of NLA. The outlined rate is a minimum, and additional provision can be required if circumstances warrant it such as where a review of parking demand at DA stage identifies any parking issues/shortfalls at peak times. TIS/TIAs to be provided at DA stage which will assess, amongst other things, proposed car parking supply. Car parking for the activity centre is to be supplied in the form of off-street reciprocal and shared parking facilities and on-street or other public parking wherever possible. Major redevelopment of the retail core is to utilise rooftop or underground car parking where car parking in excess of the minimum 4.25 spaces per 100sq.m is proposed unless provided as part of integrated development in other precincts in a shared/ reciprocal manner. On-street parking opportunities shall be concentrated on Yellowwood Avenue and Easthope Link. Bays are to be designed to AS2890.1 and AS2890.6. Car parking for all residential uses is to be provided as per the Residential Design Codes. Small car bays (to the specifications of AS2890.1) are permitted off-street to a maximum of 25% of the non-residential off-street car parking provided. Shade tree planting in car parks is to comply with the requirements of TPS4. At-grade car parking shall be provided with one tree for every 8 car parking spaces. Non-residential car parking requirements are encouraged to be provided and/or shared across different sites within the activity centre boundary, subject to appropriate agreements being put in place. Car parking for the activity centre is to be concentrated in, but not limited to, the primary car parking area as indicated on the activity centre plan map. 			

Control	Main Street Commercial Precinct	Convenience/ Service Commercial Precinct	Retail Core Precinct	Mixed Use / Residential Precinct
Bicycle Parking and End of Trip Facilities	<p>For residential development.</p> <ul style="list-style-type: none"> In accordance with the R-codes. <p><i>For non-residential development less than 500sq.m NLA.</i></p> <ul style="list-style-type: none"> Minimum 2 bicycle parking rack spaces for occupants or visitors. <p><i>For non-residential development 500sq.m or greater.</i></p> <p>For building occupants:</p> <ul style="list-style-type: none"> Secure bicycle storage bays at a rate of 1 bay per 500sq.m NLA. End of trip facilities are required where 10 or more secure bicycle bays are required, with a minimum of 1 locker per bay, and a minimum of 2 showers (1 male, 1 female) for each bloc of 10 bays, to a maximum of 10 total showers. End of trip facilities are to be secure and conveniently located. <p>For visitors:</p> <ul style="list-style-type: none"> Bicycle parking rack spaces are to be provided at a rate of 1 per 750sq.m NLA and shall be located near building entrances. <p>Where additions are being made to existing development, the provision of bicycle parking and end of trip facilities is to relate to the increase in NLA as a result of those additions.</p>			
Screening of Services	<ul style="list-style-type: none"> External fixtures (e.g. utilities, plant, equipment, infrastructure) are to be a similar colour to the building to which they are affixed and/or adequately screened so as not to be visually obtrusive when viewed from the road reserve or public realm. Service areas, including refuse and storage areas and loading docks, shall not front or face the street or public spaces unless these areas are fully integrated with the design of the relevant building so as to be 'sleeved' behind other externally-oriented buildings, and/or adequately screened from view of the public realm; and segregated to allow service vehicles to enter the public road in forward gear and avoid conflict with users of customer parking areas and pedestrian linkages. 			
Primary Service Area	N/A	Service areas, including refuse area and storage area and loading should be concentrated in, but not limited to, the Primary Service Area indicated on the activity centre plan map.	N/A	
Signage	<p>An additional pylon/monolith sign on the northern portion of the activity centre on Nicholson Road, of similar scale to those existing, can be considered to provide consolidated business signage for the centre on this key road, subject to consideration of the objectives for signage in TPS4 and relevant local planning policies.</p> <p>All other signage shall be compatible in scale and sited so as not to detract from the amenities of the road frontages and nearby development</p> <p>Except where stated in this activity centre plan or any associated local development plan, signage is to be in accordance with the City's local planning policy for advertising signs (PLN 4.2) or equivalent.</p>			
Main Street	<p>Yellowwood Avenue, as identified on the activity centre plan map, is to function as a 'main street' for the activity centre.</p> <p>The primary main street is located between Nicholson Road and Lafayette Avenue with the secondary main street located between Lafayette Avenue and Keane Road.</p> <p>The primary main street is to contain street level activation via commercial tenancies. The secondary main street is to, over time, be developed to provide a strong built form emphasis to Yellowwood Avenue, however with a lesser emphasis on commercial development.</p> <p>The main street shall:</p> <ul style="list-style-type: none"> Not be widened any further beyond its current 25m reservation width. Continue to provide extensive on-street car parking opportunities. Minimise any proliferation of vehicle access points. Be appropriately designed and treated to slow vehicle speeds and prioritise pedestrian movement. Be designed and landscaped to a high standard that is reflective of its position as a main feature and gathering place for the surrounding community, and broader catchment. 			

1.5 LOCAL DEVELOPMENT PLANS

A Local Development Plan(s) (LDP) is required:

- Prior to any development or subdivision in the Mixed Use/Commercial Precinct.
- Prior to any development or subdivision in the Main Street Commercial Precinct.

The LDP(s) shall co-ordinate development in an integrated manner, taking into account built form siting and controls, vehicle access points and car parking areas, building entries, and

Provisions of LDPs shall ensure land uses and activities that actively or passively contribute to the public realm are located at the ground level of buildings and other non-active land uses shall be located in the upper level(s) or the rear of buildings.

1.6 OTHER REQUIREMENTS

The provision of services, and the funding of roads, community land, and community infrastructure is to be in accordance with the development contribution scheme prepared for the locality being the North Forrestdale Contribution Plan No. 3 2007 ,except for the abutting roads, which would be subject to normal development application processes and conditions of the Planning and Development Act 2005.

1.7 ADDITIONAL INFORMATION

Table 4 outlines additional information required to ensure the fulfillment of the requirements of the activity centre plan. The below is in addition to the lodgement requirements of TPS4.

Table 4 Additional Information Requirements

ADDITIONAL INFORMATION	APPROVAL STAGE	CONSULTATION REQUIRED
Landscape concept masterplan, including details of key pedestrian linkages.	Prior to planning approval of any major development in the Retail Core precinct.	City of Armadale.
Environmental noise assessment, demonstrating capacity for non-residential development to comply with noise regulations, including taking into account future residential development in the activity centre area.	Prior to planning approval of non-residential development at the discretion of the City of Armadale.	City of Armadale
Future development protection – information outlining how future long-term development of the activity centre is not unduly compromised, including information of potential integration and expansion scenarios of any proposed development. This can be in the form of written and/or graphic material.	Prior to planning approval of any major development in the Retail Core Precinct.	City of Armadale
Traffic Assessment - The traffic assessment is to provide additional information relating to traffic modeling for a range of days and times, current traffic volumes and must address traffic impacts with pedestrian movements.	Prior to to planning approval of any major development in the Retail Core Precinct or as otherwise required.	City of Armadale

1.8 VARIATIONS

If a development application or subdivision application does not comply with the provisions and controls of this activity centre plan, the responsible authority may vary any provision or control where it is satisfied that:

- Such a variation will not prejudice the achievement of the objectives of this activity centre plan; and
- The orderly and proper planning and amenity of the activity centre plan area will be maintained.

PART TWO
EXPLANATORY
REPORT

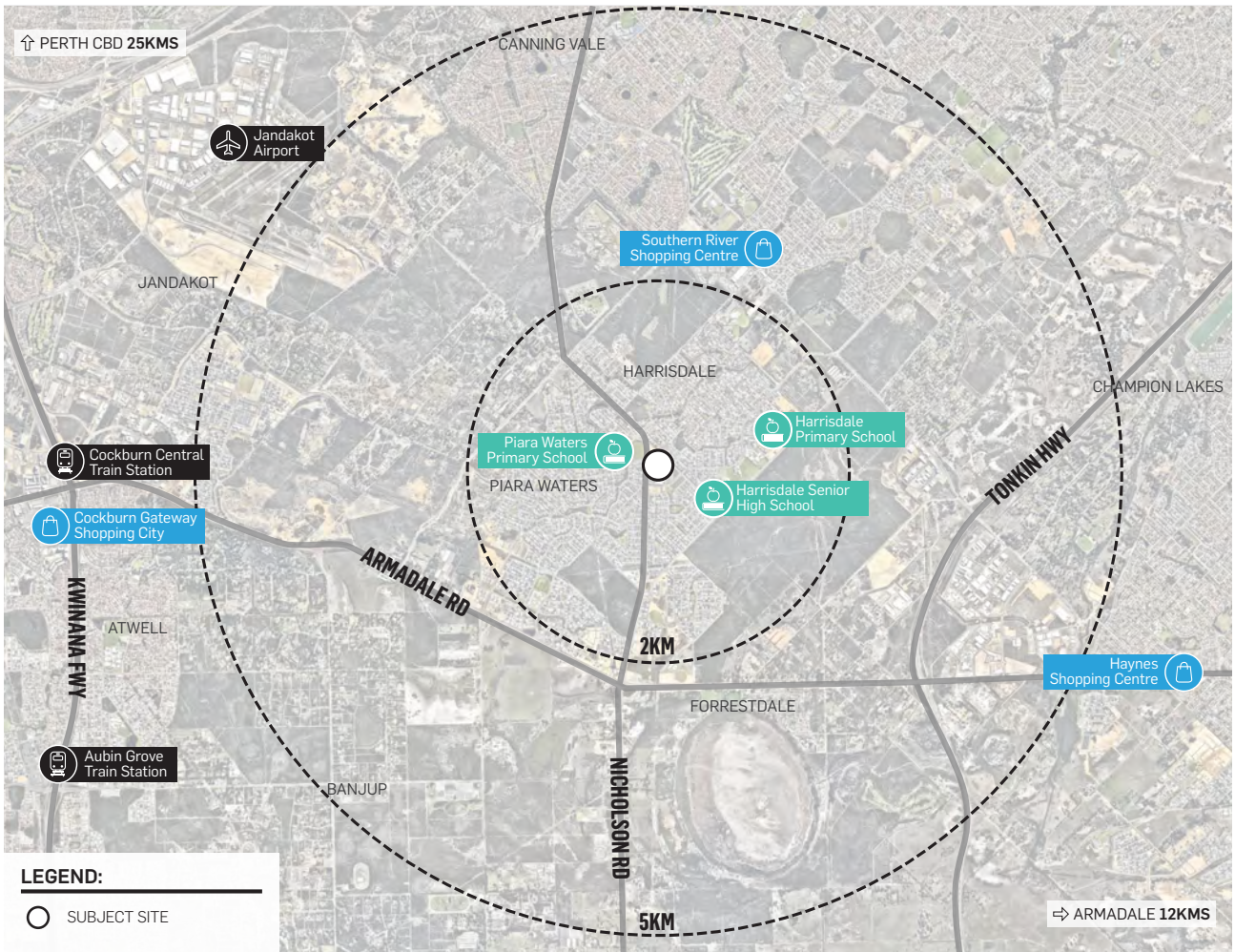


Figure 3 Regional Context Map

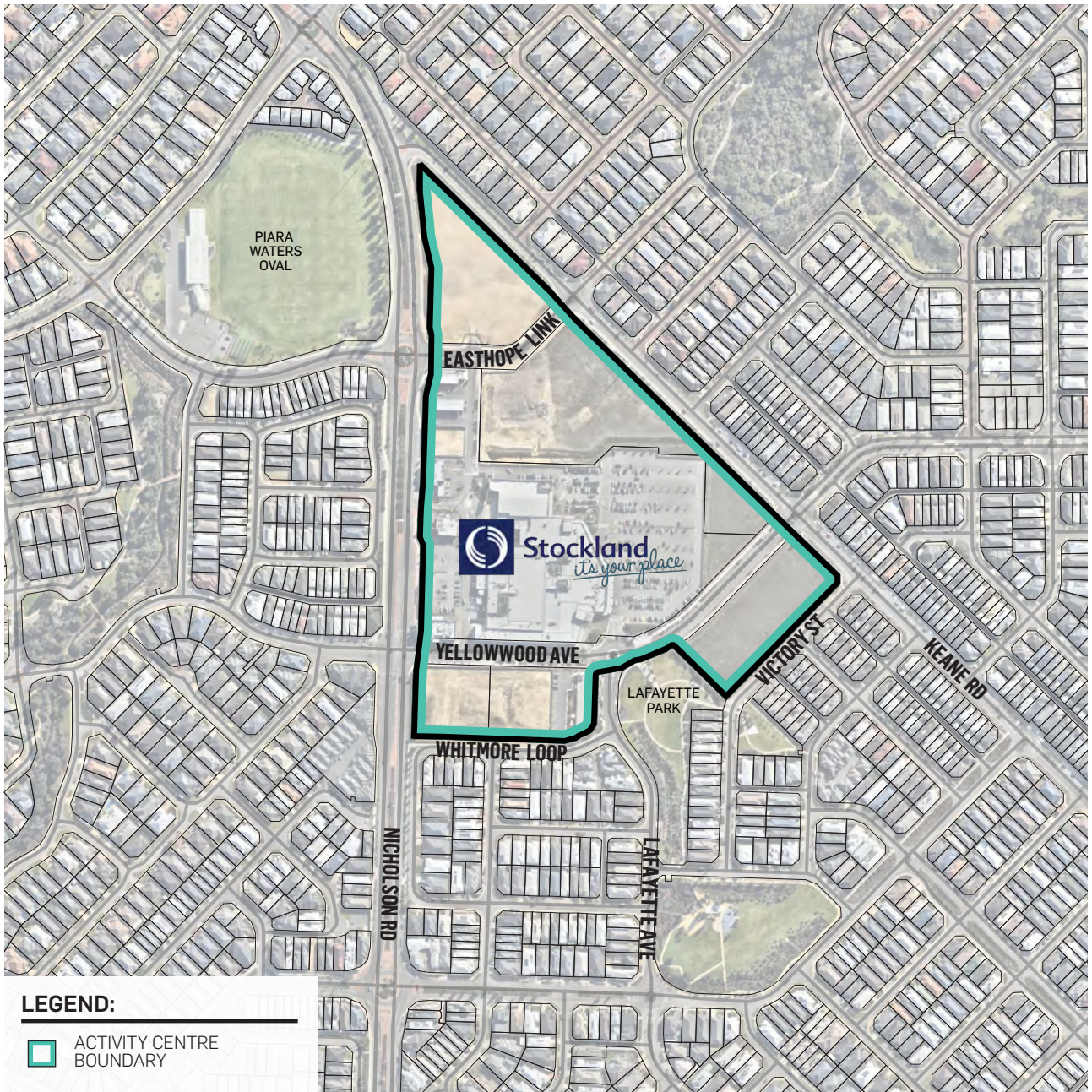


Figure 4 Aerial Location Map



Figure 5 Cadastral Plan

2.1.2 LAND DESCRIPTION

2.1.2.1 Location

The Harrisdale activity centre is located at the apex of Nicholson Road and Keane Road, Harrisdale, Western Australia.

The site is located approximately 25km south-east of the Perth CBD, 12km north-west of the Armadale strategic metropolitan centre and 8km east of the Cockburn secondary centre.

2.1.2.2 Regional and Local Context

The Harrisdale activity centre is located within the rapidly growing south east Perth metropolitan corridor. The site and surrounding area has transitioned from rural or rural residential landholdings to residential estates typically ranging in density from R25 to R50 (with typical lot sizes in the range of 200sq.m to 400sq.m) with some limited pockets of R60 density.

The North Forrestdale DCP No. 3 anticipates a gross density of 14.6 dwellings per gross hectare with a future total of 25,000 residents within the Piara Waters and Harrisdale locality. It is noted that the trade area for the Harrisdale activity centre extends beyond the immediate locality, as outlined in the attached retail sustainability assessment.

The suburbs of Harrisdale and Piara Waters have undergone significant development over the past ten years with only small pockets of undeveloped Urban-zoned land remaining. This remaining land is likely to be developed in the short to medium term. These suburbs are restricted from further expansion due to areas to the west being protected from development to protect the Jandakot water mound, and Bush Forever areas to the east. Further to the east, Southern River has substantial areas of undeveloped Urban and Urban Deferred land.

The activity centre has access to a number of public, community, civic and transport uses including;

- Harrisdale Primary School, located approximately 1km east.
- Harrisdale Senior High School, located approximately 600m east.
- Harrisdale Community and Sporting Pavilion and Oval, located approximately 900m east.
- Piara Waters Pavilion and playing field located immediately west.
- Bus route 518/519 along Nicholson Road, which travels between Murdoch train station and Armadale.

A range of activity centres are in proximity to Harrisdale, and will partly influence the uses and scale able to be achieved at Harrisdale, as outlined in Table 5.

ACTIVITY CENTRE	NOTE
Armadale	This strategic metropolitan centre, located 12km south-east of Harrisdale, contains an extensive range of retail and community services. Armadale has a range of civic services and facilities, as well as access to the metropolitan rail network.
Cockburn	This secondary centre, located 8km west of Harrisdale contains extensive retail and community facilities. The centre has been achieving residential density and has access to the metropolitan rail network.
Murdoch	This specialised activity centre, located 10km north-west of Harrisdale, has a range health, education and community facilities, as well as some retail. The centre is likely to expand its retail and commercial offerings, whilst strengthening and broadening its existing offering.
Jandakot	This specialised activity centre, located 6.5km north-west of Harrisdale, has an aviation base, however has been increasingly attractive commercial, retail and bulky goods retail development.
Livingstone	This district centre, located 4.5km north of Harrisdale, is retail-focused, and includes a supermarket and discount department store. There are no known expansion plans.
Neighbourhood centres	A range of neighbourhood centres are nearby, including Southern River (2.5km north-east), Haynes (6km south-east) which contains typical neighbourhood centre retail uses.

Table 5 Nearby Activity Centres

2.1.2.3 Existing Development

The Harrisdale activity centre contains existing commercial development, and all adjacent roads as well as all internal public roads have been constructed.

All existing development is located between Easthope Link and Yellowwood Avenue.

All existing development is branded as 'Stockland Harrisdale' which contains a shopping centre with internal and external components, as well some free-standing buildings.

The shopping centre primarily opened in June 2016 and contains the following:

- A shopping centre, anchored by Woolworths and ALDI, that has an internal mall, as well as external facing tenancies to Yellowwood Avenue and facing east to a consolidated surface car parking area. The centre contains two mini-majors, and approximately 30 specialty stores.
- Three free-standing 'pad' sites along Nicholson Road, currently tenanted by McDonald's, KFC, and Hungry Jack's.

Existing development comprises approximately 12,700sq.m of NLA and 530 car parking spaces.

There is an existing monolith sign containing consolidated business signage on Nicholson Road, south of Yellowwood Avenue.

External facing tenancies are food catering oriented, and thus pedestrian interest and activity is concentrated in these areas. The centre has been constructed to a high standard with the use of a range of high quality materials utilised to create articulation of facades, active and passive spaces (both internally and externally) and a legible, pedestrian oriented environment.

A town square on Yellowwood Avenue is the main feature of the activity centre. The town square includes a range of hard and soft landscaping treatments and is surrounded by active frontages.

Two more recent developments have been constructed including:

- A childcare centre with capacity for 104 children on the southern side of Yellowwood Avenue at the corner of Lafayette Avenue opened in 2019. The building fronts the corner, with car parking to the west of the building.
- A 7-Eleven service station has also recently been constructed on Nicholson Road, south of Easthope Link.

2.1.2.4 Legal Description and Ownership

The activity centre is comprised of the following lots.

Refer to Figure 5 for a graphical representation of the lots.

LOCATION /ADDRESS	LOT/PLAN	AREA	PROPRIETOR
Northern-most triangular site at the apex of Nicholson Road and Keane Road (Map reference 1)	Lot 6 P405214	12,364sq.m	Stockland WA Development Pty Ltd
Eastern portion of central site between Yellowwood Avenue and Easthope Link (Map reference 2)	Lot 9008 P408299	20,895sq.m	Stockland WA Development Pty Ltd
120 Yellowwood Avenue Western portion of central site between Yellowwood Avenue and Easthope Link – containing all existing development (Map reference 3)	Lot 1 P409065	35,026sq.m	Stockland WA Development Pty Ltd
South-eastern site, south of Yellowwood Avenue adjacent to Keane Road (Map reference 4)	Lot 9008 P408299	10,082sq.m	Stockland WA Development Pty Ltd
125 Yellowwood Avenue Site at corner of Yellowwood Avenue and Lafayette Avenue (Map reference 5)	Lot 3003 P072330	6,805sq.m	Stockland WA Development Pty Ltd
115 Yellowwood Avenue (Map reference 6)	Lot 3004 P072330	5,018sq.m	Stockland WA Development Pty Ltd

Table 6 Activity Centre Plan Lot Details

The total area of land within the activity centre plan boundary is 11.72ha, including road reserves for Yellowwood Avenue and Easthope Link.

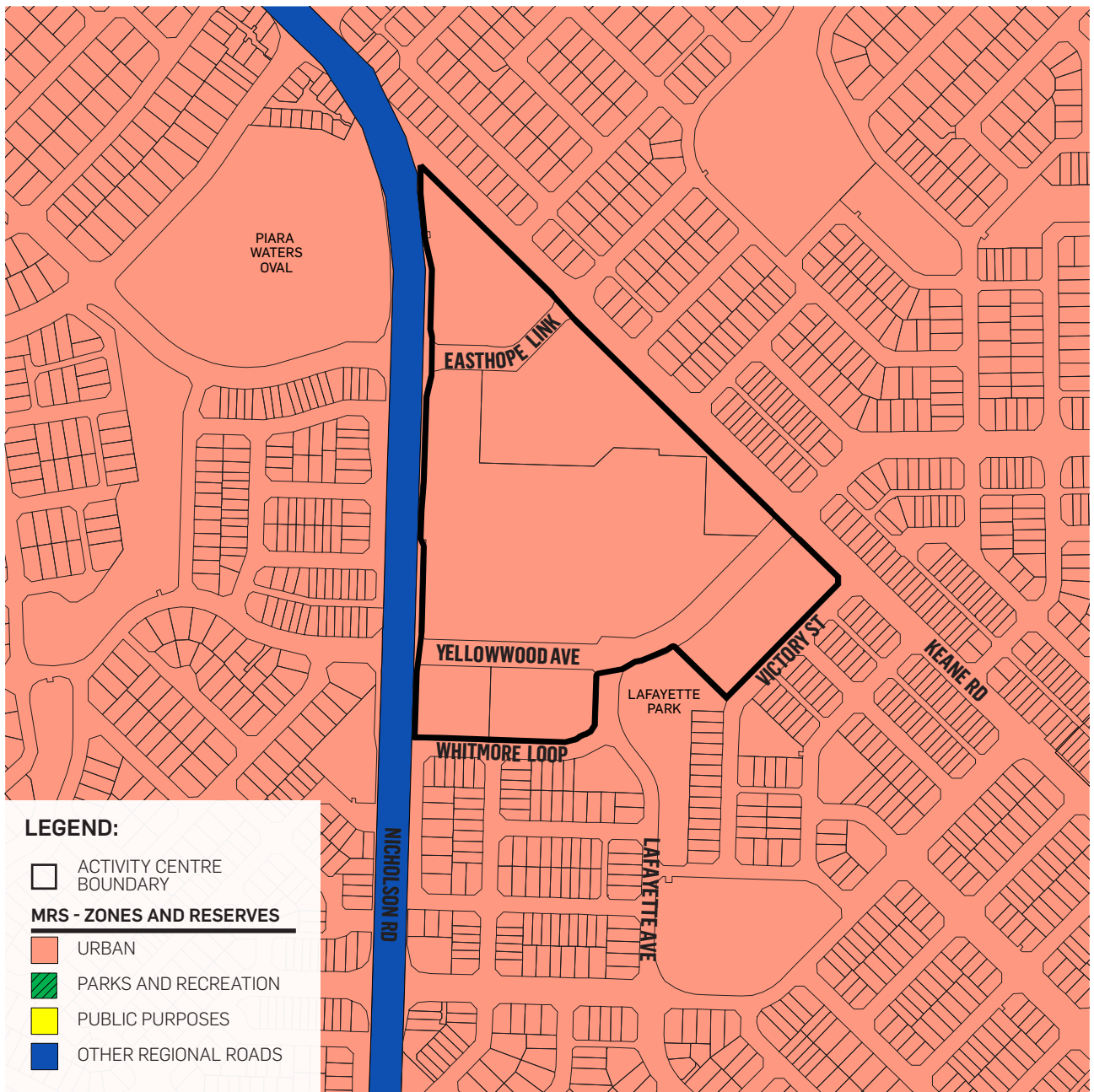


Figure 6 Metropolitan Region Scheme Map

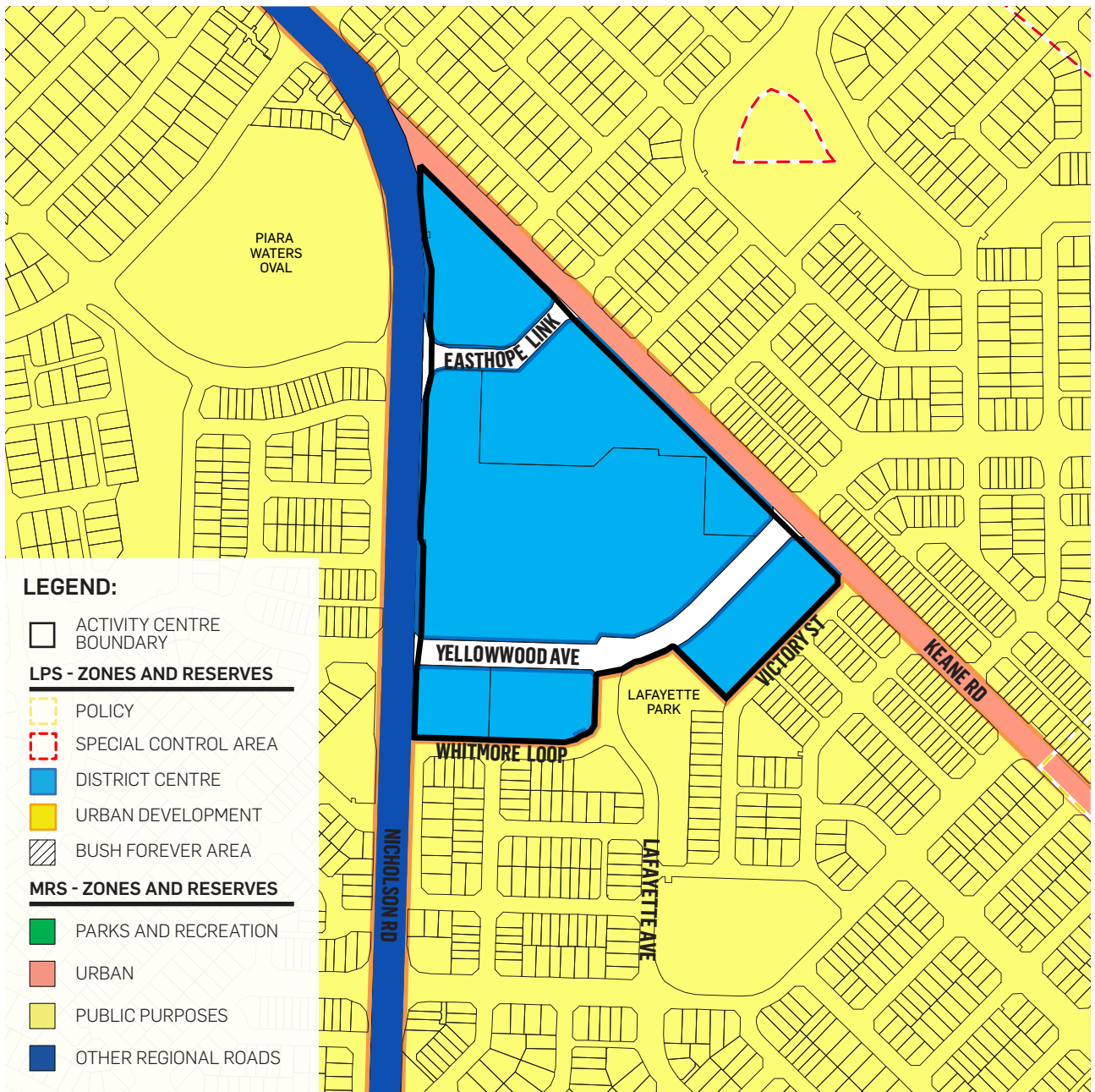


Figure 7 TPS 4 Map

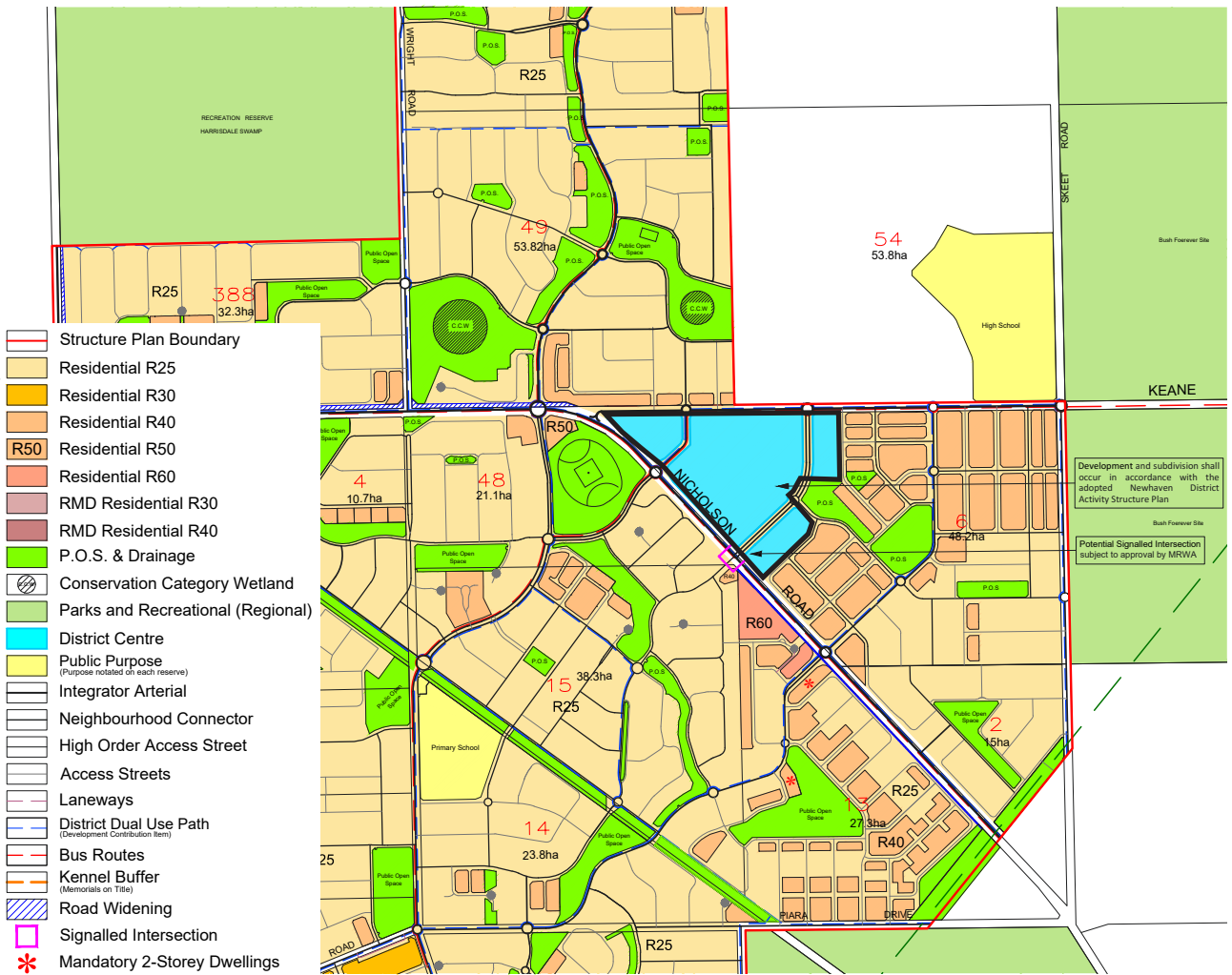













Figure 8 North Forrestdale (Stage One/Central) Structure Plan Map

LEGEND:

-  ACTIVITY CENTRE BOUNDARY
-  LOW DENSITY RESIDENTIAL R25
-  LOW DENSITY RESIDENTIAL R30
-  MEDIUM DENSITY RESIDENTIAL R40
-  MEDIUM DENSITY RESIDENTIAL R60
-  P.O.S. & DRAINAGE
-  DISTRICT CENTRE ZONING
-  CONSERVATION CATEGORY WETLAND
-  DISTRICT DUAL USE PATH DEVELOPMENT CONTRIBUTION ITEM
-  BUS ROUTES
-  SIGNALLED INTERSECTION

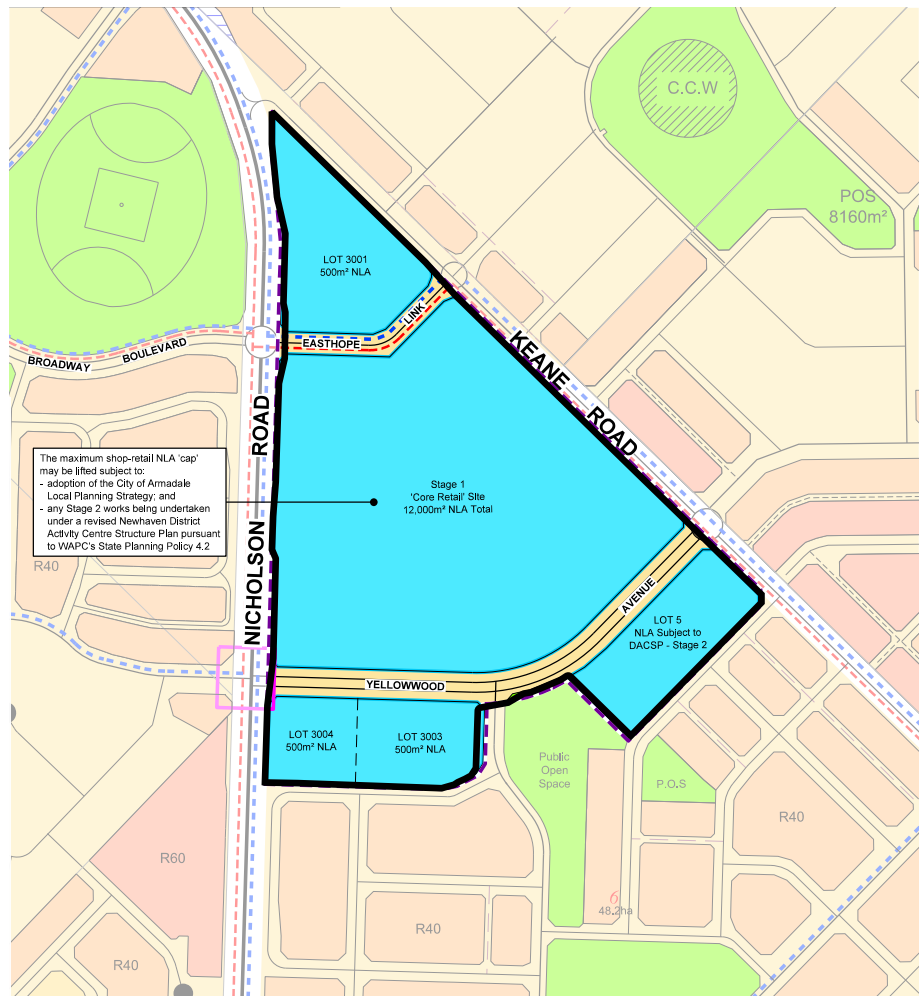


Figure 9 North Forrestdale (Stage One/Central) Structure Plan Map

2.1.3 PLANNING FRAMEWORK

2.1.3.1 Key Planning Documents

The documents outlined below provide the basis and/or guidance for the ongoing development of the activity centre.

Metropolitan Region Scheme

The Harrisdale activity centre is zoned Urban within the MRS. The development of a district activity centre is consistent with the Urban MRS zone.

The site abuts Nicholson Road which is reserved as an 'Other Regional Roads' in the MRS.

Nicholson Road has been upgraded to meet the specifications for an 'Other Regional Road'.

City of Armadale Local Planning Scheme No. 4

All lots in the Harrisdale activity centre is zoned District Centre in TPS 4.

Relevant objectives of District Centre Zone include:

- To provide a diversity of shopping, commercial and community services to meet the weekly needs of neighbourhood groupings, and contribute towards the employment needs of the local workforce.
- To ensure the design and landscaping of development provides a high standard of safety and amenity and contributes towards a sense of place and community within the service area.

The Harrisdale activity centre plan provides for a greater scale of shopping, commercial and community services to be provided in a coordinated design outcome, and consequently is considered to be in accordance with the objectives of the zone.

TPS 4 provides land use control for the District Centre zone. Per part one of this activity centre plan, this activity centre plan is to provide guidance when discretion is required with respect to land use permissibility.

TPS 4 prescribes a number of other standards for the District Centre zone include:

- Setbacks. TPS 4 provides high level guidance for building guidance, and defers specific control to relevant 'centre plans'. The provisions of part one of this activity centre plan complement and are in alignment with TPS 4 guidance.
- Building height. TPS 4 again defers to a relevant 'centre plan' and offers higher level guidance to ensure that the amenity and character of development within the zone, and adjacent zones, is maintained. Part one of this activity centre plan provides for maximum building height across the activity centre plan area.
- Building bulk. Plot ratio is limited to 1.0:1 in the District Centre zone. It is not anticipated that any development within the lifespan of this activity centre plan will

exceed that amount, however discretion should be considered and applied where development can be demonstrated as being in align with s1.8 of part one.

- Design and pedestrian access. Specific guidance is again referred to the relevant centre plan. The activity centre plan provides appropriate guidance for key linkages and main streets.
- Landscaping. TPS 4 requires landscaping to be considered in relation to each development proposal. This activity centre plan requires the provision of a landscape concept plan prior to planning approval of major development in the Retail Core precinct, and also requires LDP's prior to development in the Main Street Commercial and Mixed/Use Residential Precinct. The activity centre plan also provides guidance in relation to verge and/or setback landscaping and tree provision within surface car parking areas.
- Car parking and vehicular access. TPS 4 provides high level guidance in this respect, and requires car parking provision in line with scheme rates. This activity centre plan provides appropriate minimum car parking rates that are in line with SPP4.2 guidance. TPS 4 rates are considered excessive and would compromise the built form intentions of the activity centre plan. Consolidated areas of car parking are outlined on the activity centre map, and shared car parking provision is encouraged. It is expected that Stockland will remain the sole landowner of the precinct (except where residential may be provided), and consequently cross-utilisation and sharing of car parking will be encouraged and permitted.

City of Armadale Local Planning Strategy

The City's 2016 Local Planning Strategy includes an Activity Centres Planning Strategy – Working Paper which sets out the direction and future scale of activity centres within the municipality.

Supported by technical analysis, the strategy outlines that the Harrisdale district centre can:

- Accommodate 20,000sq.m NLA of shop retail floorspace by 2021.
- Accommodate 31,000sq.m NLA of shop retail floorspace by 2031.
- Accommodate a maximum 20,000sq.m of shop retail NLA without a Retail Sustainability Assessment (RSA) prior to 2021.

Total current NLA in the activity centre area is approximately 12,700sq.m, with a lower proportion of that being shop retail floorspace.

This activity centre plan is supported by a retail sustainability assessment that reaffirms that the centre is able to grow to 20,000sq.m total NLA in the short term without unduly impacting other surrounding activity centres.

North Forrestdale Stage 1 ('Central') Structure Plan

This local structure plan was originally endorsed in 2006, and has been modified a significant number of times.

The structure plan provided the basic layout and lot structure for the activity centre. The roads within and around the activity centre, and development cells within it reflect that originally outlined in the local structure plan.

The plan designated all lots in the activity centre as District Centre, and outlined that 'development and subdivision shall occur in accordance with the adopted Newhaven District Activity Centre Structure Plan.

The Harrisdale activity centre plan replaces that plan, and therefore the activity centre plan is consistent with the local structure plan in that it provides an additional level of planning detail focused on the district centre site.

Newhaven District Activity Centre Structure Plan (NDACSP)

The NDACSP was originally endorsed in 2010, and amended in 2014. The first stages of development in the activity centre were approved and undertaken under the auspices of this plan.

The NDACSP aimed to provide for an integrated and intimate district centre development, with optimal orientation and circulation for vehicles and pedestrians. Yellowwood Avenue was identified as a main street, with a town square at the central point of this road.

Visibility and accessibility via Nicholson Road was seen as a key opportunity for development and establishment of retail on the site. The retail component was to consist of a shopping centre, mixed use development and ancillary retail uses.

The core retail site, on which the existing shopping centre is located, had a 'cap' of 12,000sq.m NLA, with other smaller development lots having smaller caps. It was noted within the NDACSP that the retail cap was implemented to avoid retail floorspace being consumed entirely by the core retail site, to the detriment of other development parcels.

It is considered that this was negated given that the Stockland is the sole land owner in the activity centre.

The core retail precinct was said to have been designed to 'enable uncomplicated future commercial growth'. This anticipated growth beyond stage 1 was to take place east of where the centre is currently located. Future additions beyond stage 1 to the core retail activity centre were noted to potentially include supermarkets, discount department stores and speciality retail with the retail floorspace potentially increasing to 15,000sq.m NLA or greater, acknowledging that any future expansion of the site will be justified by further commercial analysis.

In terms of design, the structure plan outlined that:

- 'Stage 1' would primarily occupy the western portion of the core retail site, generally to the extent covered by the existing centre as well as the now proposed stage 2. It is also noted that car parking areas for stage 1 have been approved over what was shown as the stage 2 area in the structure plan.
- There should be a strong pedestrian connection between Easthope Link and Yellowwood Avenue.
- Car parking should be provided at a rate of 5 bays per 100sq.m of NLA.
- Local development plans were required for each commercial lot, to provide specific guidance on plot ratio, setbacks, building form, design and car parking locations.

The NDACSP is superseded and replaced by the Harrisdale activity centre plan.

The NDACSP was no longer fit for purpose, as some of the staging of current development did not align with the structure plan, and the cap unduly restricted further development of the centre. Caps are inconsistent with SPP4.2 and therefore any contemplated of a cap has been removed in the Harrisdale activity centre plan.

The Harrisdale activity centre plan maintains the layout of the NDACSP, and key provisions such as the Yellowwood Avenue main street and strong pedestrian linkages through the activity centre.

2.1.3.2 Other Planning Documents

The following documents are also relevant to the development of the activity centre.

Perth and Peel @ 3.5 million, including South Metropolitan Sub-Regional Planning Framework

This document provides strategic planning guidance on the southern metropolitan and Peel region.

Relevant provisions of the document include:

- Harrisdale is identified as a district centre.
- A potential new district centre may be located in Southern River, approximately 7km east of Harrisdale.
- As per the MRS new urban development in the immediate locality will be limited, however some land straddling Warton Road to the west that is currently set aside for protection of the Jandakot mound may be developed for urban purposes.

- Armadale, as a strategic metropolitan centre, is the primary centre in the south-east region.
- The City of Armadale is expected to achieve an additional 15,000 dwellings by 2031.
- There are no major new road or public transport routes that are intended to service the Harrisdale activity centre.

This activity centre plan will allow for the Harrisdale activity centre to continue to develop to fulfil its district role, and also improve opportunities for housing density – however at a scale that is reflect of the infrastructure available, and the lack of plans for any major improvements for transit infrastructure.

2.1.3.3 SPP4.2

State Planning Policy 4.2 – Activity Centres for Perth and Peel is the primary document that guides the hierarchy and distribution of activity centres in the Perth and Peel regions.

Some of the key requirements and provisions of SPP4.2 are outlined and addressed in Table 7.

Table 7 SPP4.2 Provisions and Compliance

Provision/s	Note
An emerging district centre is identified in 'North Forrestdale'.	<p>This activity centre plan facilitates the delivery of a district centre in Harrisdale (with North Forrestdale referring to the wider structure plan area).</p> <p>This activity centre plan replaces the existing NDACSP, ensuring that there is a specific structure plan for the activity centre to guide ongoing development, particularly major development.</p>
<p>District centres have the following typical characteristics:</p> <ul style="list-style-type: none"> • Are to have a greater focus on servicing the daily and weekly needs of residents. They are to have a greater local community focus, and provide services, facilities and jobs that reflect the needs of their catchment. • Contain discount department stores, supermarkets, comparison shopping, personal services, speciality shops. • Should be a focal point for the bus network. • Should have district level office development and local professional services. • Should cater for 20,000-50,000 persons. • Should accommodate a minimum 20 dwellings per gross hectare residential density within a 400m walkable catchment, and a desirable 30 dwellings per gross hectare. • Should accommodate 30% mix of land uses where there is more than 20,000sq.m of shop retail floorspace. 	<p>This activity centre plan will facilitate the delivery of an activity centre in line with the typical characteristics of a district centre:</p> <p>This activity centre plan will ensure that Harrisdale continues and expands its role as a convenience based centre with retail, community and service offerings targeted at the local community. The applicable zoning allows for a wide range of land uses, and plans are already approved to broaden the offering of the centre, with a childcare facility approved, and plans in motion to provide a tavern and commercial offices in the Main Street Commercial precinct.</p> <p>The centre will expand to incorporate a discount department store, and a broader range of specialty shops.</p> <p>The centre's current main trade area is estimated at 67,600 persons, and 21,200 in the primary sector, growing to 96,000 and 36,000 persons respectively by 2036.</p> <p>Other sections of this activity centre plan address residential density and land use diversity.</p>
Retail sustainability/needs assessments are required prior to major development in activity centres.	<p>This activity centre plan facilitates extension/s greater than 5,000sq.m shop-retail NLA, and therefore a retail sustainability assessment accompanies this document. The assessment concludes that the trade area can sustain further major development at the Harrisdale activity centre, and that any impacts of said development do not unduly impact other activity centres.</p>
SPP4.2 outlines a range of matters that are to be addressed in activity centre plans, under the headings of centre context, movement, activity, urban form, resource conservation and implementation.	<p>Although the headings differ due to the format and content required by the deemed provisions and Structure Plan Framework Guidelines, these matters are addressed throughout the activity centre plan.</p>

2.1.3.4 Pre-Lodgement Consultation (SM to complete based on workshops)

A range of consultation activities took place to inform the development of this activity centre plan, including:

Table 8 Pre-Lodgement Consultation

CONSULTATION TYPE	PARTIES	SUMMARY OF OUTCOMES
Meeting with City of Armadale – 29 March 2017.	City of Armadale. Stockland. Urbis.	<ul style="list-style-type: none"> The City was briefed on Stockland's intent to expand the centre in the near term, including the addition of a discount department store. The City put forward that future development needs to maintain and enhance the main street environment on Yellowwood Avenue, including commercial offices, potential community uses, and further activation. The City also outlined that pedestrian linkages through the activity centre need to be enhanced. The City outlined that further expansion needs to be supported by a retail sustainability assessment. The City outlined that it could consider rates below that in TPS 4 with suitable justification. The City outlined that a revised structure plan would likely be required, and that consultation is required with the Department of Planning
Meeting with Department of Planning – 2 May 2017.	Department of Planning. Stockland. Urbis.	<ul style="list-style-type: none"> The Department of Planning was briefed on Stockland's intent to expand the centre in the near term, including the addition of a discount department store. The Department put forward that if there are fundamental changes to the design direction and scale of the centre, that an activity centre plan would be required, accompanied by traffic analysis. The Department outlined that further development needs to ensure that the main street is properly developed and treated. The Department outlined that SPP4.2 should guide parking provision in the centre. Due regard will be given to residential density provisions given locational and infrastructure context of Harrisdale.
Confirmation of Planning Processes Letter – 22 May 2017.	Urbis, on behalf of Stockland to City of Armadale and Department of Planning.	<p>The City and Department were asked to consider if existing provisions in the NDACSP could be utilised to enable major development of the activity centre to proceed to development application, potential with an added step of a LDP.</p> <p>The City and Department both agreed that an activity centre plan, replacing the NDACSP was the best planning path forward.</p>

CONSULTATION TYPE	PARTIES	SUMMARY OF OUTCOMES
Activity Centre Workshop # 1 – 20 July 2017.	Department of Planning. City of Armadale. Stockland. Urbis.	<ul style="list-style-type: none"> • It was agreed that future development on Yellowwood Avenue required more detailed planning, and it was agreed that a local development over the Main Street Commercial precinct was the appropriate first step to achieving this. • Some concern was raised in relation to proposed development plans, in that the centre of gravity was shifting away from the main street. It was agreed that a plan should be prepared showing the ultimate development scenario of the centre, and how current plans were not compromising this. • It was agreed that the presentation of future development to Easthope Link was important and required further detail.
Activity Centre Workshop #2 – 24 August 2017.	Department of Planning City of Armadale. Stockland. Urbis.	<ul style="list-style-type: none"> • An ultimate development scenario plan was presented, which all generally agreed was a good long term outcome for the site. This plan is partly reflected in the illustrative concept plan at Figure 10 in this activity centre plan. It was generally agreed that forthcoming development should ensure that long term development, likely beyond the lifespan of the activity centre plan, is not compromised. • A draft activity centre plan map was presented, generally reflective of the final map in this document, and it was generally considered as acceptable. • A draft LDP for the Main Street Commercial precinct was tabled, generally reflective of the final LDP, and it was generally considered as acceptable. • It was generally agreed that future additional development along Yellowwood Avenue should be undertaken prior to or concurrent with further expansions of the shopping centre.

As outlined above, the preparation of this activity centre plan has been undertaken with appropriate levels of consultation between the applicant and relevant stakeholders prior to lodgement.

2.2 CENTRE VISION AND FORM

The illustrative concept plan at Figure 10 outlines spatially one potential built form outcome of the activity centre at maturity.

The plan also includes potential built form that may eventuate beyond the lifespan of the Harrisdale activity centre plan. This is shown to illustrate that concentrated car parking areas have the potential to be developed into a more urban format as the local population grows, and increased demand and scale can support multi-level structures, including structured car parking for the Retail Core Precinct.

The plan provides an illustration of the intent of some of the provisions of the activity centre plan, and therefore should be used as a guide for interpretation and decision making, but in no way should be viewed as a requirement or standard, particularly in regards to building placement and layout.

Similarly, the explanation of the provisions in part 1 of the activity centre plan in this section should be used to interpret those provisions, and should not be considered as additional requirements.



Figure 10 Illustrative Concept Plan



LEGEND:

- ACTIVITY CENTRE BOUNDARY
- FUTURE POTENTIAL DEVELOPMENT (BEYOND ACTIVITY CENTRE PLAN LIFESPAN)
- ① EXISTING SHOPPING CENTRE
- ② EXPANDED SHOPPING CENTRE INCLUSIVE OF DISCOUNT DEPARTMENT STORE AND SPECIALITY RETAIL
- ③ EXISTING CONVENIENCE AND FOOD AND BEVERAGE OFFERING
- ④ FUTURE SERVICE, CONVENIENCE AND FOOD AND BEVERAGE OFFERINGS
- ⑤ APPROVED CHILDCARE
- ⑥ FUTURE TAVERN AND COMMUNITY FACILITIES
- ⑦ YELLOWWOOD AVENUE MAIN STREET
- ⑧ EXISTING TOWN SQUARE
- ⑨ FUTURE MEDIUM DENSITY RESIDENTIAL (INDICATIVE LAYOUT, A PORTION OF THIS SITE IS LIKELY TO BE DEVELOPED WITHIN ACTIVITY CENTRE PLAN LIFESPAN)
- ⑩ FUTURE MIXED USE / RESIDENTIAL DEVELOPMENT
- ⑪ KEY PEDESTRIAN LINK BETWEEN YELLOWWOOD AVENUE AND EASTHOPE LINK

2.2.1 VISION AND OVERVIEW

The Harrisdale activity centre will continue to offer a district-level convenience centre that is retail-focused, with complementary commercial, community, and residential land uses being provided over time. The centre will provide a focal point for the local community, and Yellowwood Avenue will maintain and expand its role as a public space in the form of a main street where residents can meet.



Main Street Commercial Precinct

Area: 1.18ha

This precinct will accommodate the southern portion of the main street, with a mixture of commercial buildings fronting Yellowwood Avenue. The intent of the precinct is to offer complementary commercial services to the Retail Core Precinct, ideally with uses that a more diverse user-base and peak usage periods.

Built form will generally be concentrated along Yellowwood Avenue with parking located behind the built form.

This precinct will include a range of commercial and community uses (with the most likely uses including Tavern, Library, Restaurant/Cafe and the existing Child Care Premises).



Retail Core Precinct

Area: 5.92ha

This precinct will accommodate a mix of retail and commercial land uses in a shopping centre environment – enclosed and unenclosed. This is most intensely development precinct, with the higher concentration of employment and floorspace.

Smaller scale, active uses are to be concentrated on Yellowwood Avenue with secondary concentration facing east along the north-south key pedestrian linkage through the precinct.

The precinct will include some large format retail uses (including supermarket/s, a discount department store, and mini majors), and a consolidated area for car parking in the eastern portion of the precinct.



Convenience / Service Commercial Precinct

Area: 1.09ha

This precinct will predominantly accommodate a mix of car-based commercial uses Fast Food Outlet, Convenience Store and Service Station.

Built form in this precinct responds to the uses to ensure it is fit for purpose, resulting in standalone buildings, 'drive through' elements and parking directly adjacent buildings.

A dedicated precinct for these types of uses, along Nicholson Road, ensures that these car-based uses do not compromise the amenity of the other parts of the activity centre.



Mixed Use / Residential Precinct

Area: 2.24ha

This precinct will provide for a range of mixed use, small scale commercial and residential uses.

The southern portion of the precinct will likely be predominantly residential with the likely development being medium density dwellings or small-scale multi-unit development.

The northern portion may be developed for commercial or residential uses, with resultant development possibly including a medical centre and medium density dwellings or small-scale multi-unit development.

The activity centre plan boundary reflects the extent of the former NDACSP as well as the District Centre zone land in TPS 4. Surrounding residential land has been almost fully developed, and has little capacity for intensification in the lifespan of this activity centre plan.

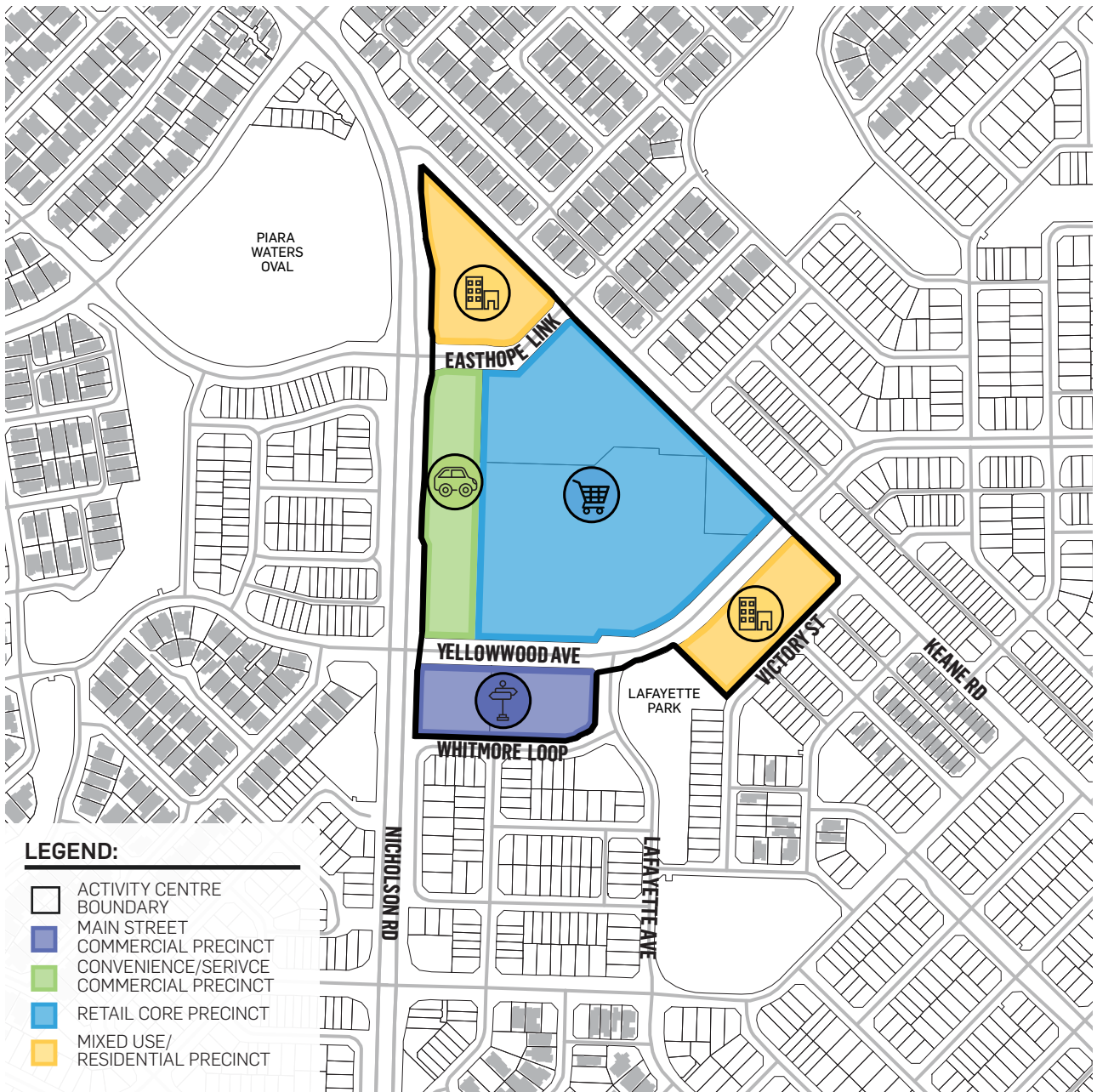


Figure 11 Activity Centre Precincts

2.2.2 ROLE IN HIERARCHY, SIZE AND USES

The Harrisdale activity centre will operate as a district centre – with existing development already partly carrying out this function. This is consistent with all higher-level planning documentation including SPP4.2.

The development of the activity centre has and will continue to be retail-led, with initial stages of development in recent years predominantly comprised of shop-retail floorspace. Incorporation of a discount department store, as well as a broader range of speciality shops will enable Harrisdale to fulfil its role as a district activity centre.

Land use diversity as the centre matures and additional shop retail floorspace is delivered. Non shop retail floorspace including Child Care Premises, Tavern and Offices will be added or have been added recently, and uses like Medical Centre are also likely to be expanded.

The Harrisdale activity centre already has a trade area population beyond that required by SPP4.2, and the accompanying retail sustainability assessment outlines that the proposed level of floorspace is sustainable and accompanied by sufficient demand.

The main trade area, comprised of the primary trade area (expanding generally 2.5km from the activity centre to immediately surrounding residential areas) and secondary sectors (extending to approximately 4km from the activity centre) are sufficient to support the expansion of the centre in both the interim and ultimate form.

Current population of main trade area is currently estimated at 67,600 persons and is projected to reach 76,400 persons by 2021 and 96,000 persons by 2036.

Associated with this, the total available retail expenditure within the main trade area is forecast to grow in real terms from the current levels of \$983 million to a projected total of \$1.69 billion in 2036. This level of growth reflects an average annual real growth rate of around 2.9% per annum over the forecast period to 2036.

Importantly, sales in competing centres will not be impacted by more than 5% as a result proposed increased of shop retail floorspace in the Harrisdale activity centre. 10% or less is the industry accepted impact standard, and therefore the development of Harrisdale will not disrupt the established and proposed centre hierarchy within the trade area.

The retail sustainability assessment also estimates the expected economic benefits because of the shop retail additions alone being:

- A wider range of shopping choices being available for surrounding residents.
- Additional employment opportunities, including 279 direct retail jobs, 214 construction jobs, and 454 indirect jobs.
- Increased convenience and modern amenity.
- Improved economic sustainability, through reduced travel times to access a wider range of food and non-food shopping.

The estimated mix of land uses to be achieved in the activity centre in the medium term is outlined in Table 9.

LAND USE CATEGORY	ESTIMATED EXISTING NLA	ESTIMATED FUTURE TOTAL NLA	%	NOTE
Office/business: administrative, clerical, professional and medical offices.	900sq.m. (existing Medical Centre and Australia Post).	3,7000sq.m.	~14%	Allows for Office development in Main Street Commercial precinct, additional medical services, and other potential local professional services.
Health/welfare/community services: government and non-government activities that provide services such as hospitals, schools, community services and religious activities.	742sq.m. (existing Child Care Premises)	1,900sq.m.	~7%	Allows for limited community services (~150sq.m), and potential City of Armadale library (~1,000sq.m).
Entertainment/recreation/culture (excludes outdoor areas): sports centres, gyms, museums, amusements, gambling services and hotels.	750sq.m. (existing Private Recreation).	2,500sq.m.	~9%	Allows for potential Tavern and Betting Agency uses.
Shop-retail.	11,050sq.m.	~19,000sq.m.	~70%	Includes Shopping Centre Precinct, and allowance for Highway Service Precinct retail.
TOTAL	12,700SQ.M	27,100SQ.M	100%	

Table 9 Estimated Mix of Land Uses

SPP4.2 outlines a 20% mix of land uses target for district centres with between 10,000sq.m and 20,000sq.m of shop retail floorspace. Table 9 demonstrates that the centre will achieve and likely exceed this target. If the centre exceeds 20,000sq.m of shop retail floorspace, Table 13 also demonstrates that the activity centre will likely achieve the 30% target.

2.2.3 URBAN FORM

The activity centre is in an emerging residential area, and the intensity, scale and form of the centre reflects that context. As a result, the centre will be of a low to medium intensity, in low-scale buildings that integrate with the surrounding predominantly single storey residential environment.

As outlined in the vision and overview section of part 2 of this activity centre plan, the urban form across the precinct will differ according to the four precincts, each with distinct roles and intended land uses.

Traditional urban form will be concentrated along and surrounding Yellowwood Avenue, with car-based uses concentrated along Nicholson Road.

The desired urban form will be driven by a number of features and provisions including:

- Street frontage standards.
- Key public spaces and features.
- Key land uses.
- Landscaping.

Figure 12 provides examples of the current character and urban form of the Harrisdale activity centre and images illustrating desired urban outcome.



Figure 12 Figure 12 – Existing and Desirable Urban Form

2.2.3.1 Street Interfaces

The interaction of development in the activity centre with the surrounding and internal roads is the key measure in terms of urban form. Street interfaces will determine where activity is concentrated, the appearance of activity centre development, and how development integrates with surrounding areas.

As a result, this activity centre plan has allocated one of four frontage types to all road edges. The nature and location of each frontage type is outlined below.







FRONTAGE TYPE	NATURE	LOCATIONS	NOTE
 Active	<p>This is for frontages with street-facing tenancies and development.</p> <p>Nil setbacks, high ceilings, minimum façade heights, requirements for awnings and high levels of glazing will ensure building frontages are highly active.</p>	<p>This frontage type is allocated to Yellowwood Avenue between Nicholson Road and Lafayette Avenue, as the activity centre's primary main street, and along the main pedestrian linkage through the centre core.</p>	<p>The controls for this type will ensure development on the main street facilitates its intended character.</p>
 Semi-Active	<p>This frontage type allows for street-oriented development, but with less activity than the active frontage type.</p> <p>Large openings and glazing, together with high ceilings and minimum façade heights will ensure buildings present an urban form to the street.</p>	<p>This frontage type is allocated to edges adjacent to the main street and some parts on Easthope Link.</p>	<p>This frontage type allows for areas around the main street to maintain an urban form, but without unduly drawing activity and emphasis away from the main street.</p> <p>This frontage will also for an appropriate urban interface to Easthope Link.</p>
 Attractive	<p>Attractive frontages are intended to allow for development that may not front the street, or where it does, has minimal openings and orientation to the street.</p> <p>The standards for this frontage type seek to provide attractive interfaces through design and material treatments, and encourage openings where possible.</p>	<p>This frontage type has been allocated to several frontages fronting onto residential development to the south and east.</p>	<p>The frontage type will ensure that the 'unavoidable' components of a commercial environment are still designed with intent for integration and attractiveness.</p>
 Movement	<p>Movement frontages are for areas where the built form is largely car-based, but where building design should still seek to be attractive, and have signage, entries and built form oriented to the street.</p>	<p>This frontage type has been allocated for areas along Nicholson Road.</p>	<p>This frontage type will ensure that 'pad' style development in the high-traffic areas still addresses streets and remains connected to pedestrian networks.</p>
 Building Emphasis	<p>In addition to frontage types, locations for building emphasis have been identified.</p> <p>These locations are intended to ensure that prominent corners and vistas are acknowledged in built form outcomes through additional height and/or architectural features.</p>	<p>A variety of locations have been identified for landmarks, secondary building emphasis, building orientation and landmark features.</p>	<p>Building emphasis requirements will ensure that key arrival points and prominent corners will have adequate built form</p>
 Residential-only development	<p>Where a site is developed for residential purposes only, then the applicable R-Code requirements apply.</p>	<p>This will apply to the Mixed Use/Residential precinct on the southern side of Yellowwood Avenue and north of Easthope Link.</p>	<p>This provision ensures that residential-only developments are not required to comply with commercial development standards.</p>

Table 10 Frontage Types

2.2.3.2 Key Spaces and Features

A variety of key spaces will define the experiential element of the activity centre. The following spaces and features will ensure that the activity centre has public and semi-public spaces to enjoy.



Main Street

Yellowwood Avenue is the main street for the Harrisdale activity centre.

The road itself has already been constructed, and its treatment or width is not proposed to change.

The 25m-wide road has been constructed to a high standard, with extensive landscaping and trees, and quality stone pavers and benches on footpaths. The road also has extensive on-street car parking.

The existing town square adjacent to this road, at the junction of Lafayette Avenue within lot 1 has also been constructed to a high standard, incorporating a range of hard and soft landscaping treatments and is surrounded by active frontages.

The main street will reach its full potential as additional development is delivered within the activity centre.



Shopping Centre

The shopping centre in the Retail Core precinct will, in addition to retailing, still provide opportunities for the community to meet in hospitality outlets. The centre will provide for convenience and comparison retail and access to services such as medical services, banking, and recreation.

Modern retailing involves being part of the community, and internal elements of the centre will be able to host small community events and functions.



Pedestrian Linkages

Key pedestrian linkages are proposed through the portion of the activity centre between Yellowwood Avenue and Easthope Link.

The north-south key pedestrian linkage will provide seamless linkages between different parts of the activity centre, and ensure that development on this central portion provides convenient pedestrian connections between different parts of the wider locality.

The east-west pedestrian linkages will ensure that development in the Retail Core precinct is easily accessible from adjacent residential areas.

These landscaped and/or sheltered direct linkages will provide direct, distinct and well-signed pedestrian thoroughfares.

Given that patrons visiting the main street may park in the consolidated car parking areas in the Retail Core precinct, the pedestrian linkages will allow for these car parking areas to be close to the main street without detracting from its intended character.

The pedestrian linkages will make navigation through the activity centre simpler, and ensure that the built form of the shopping centre does not impede permeability through the activity centre.

2.2.3.3 Residential Density

As per SPP4.2, district centres have a performance target of residential density per gross hectare of 20 dwellings (minimum) to 30 dwellings (desirable) within a 400 metre walkable catchment.

In terms of the Harrisdale activity centre, Table 11 outlines the key measures and assumptions of the residential density plan at Figure 13.

Table 11 Residential Density Key Numbers

FRONTAGE TYPES	NATURE	LOCATIONS
Total activity centre plan area	12ha	This is for the land within the activity centre plan boundary only.
Total activity centre area including residential frame within 400m walkable catchment	43.83ha	This area includes surrounding areas typically within a 400 metre walkable radius from the centrepoint of the main street on Yellowwood Avenue. There is no major transit infrastructure point that can be used as a centrepoint. There is no need to include this residential frame area within the activity centre boundary, as local structure plans have already facilitated their development, and the frame is approaching full development.
Total activity centre area including residential frame minus MRS reserves	42.2ha	This removes the portion of Nicholson Road, an Other Regional Road, from the residential frame area.
Total number of existing dwellings in the residential frame	704 dwellings	This number assumes vacant single lots will be developed, and accounts for grouped dwelling sites within the residential frame
'Shortfall' of dwellings required within the activity centre boundary	140 dwellings	<p>It is expected that this number of dwellings will be able to be accommodated in the Mixed Use/Residential precinct over the long term.</p> <p>In the medium term, the part of the precinct south of Yellowwood Avenue is likely be developed with medium density or low-scale multiple dwelling product that could yield 50 or more dwellings (assuming 70% development efficiency and delivery of lots in line with the permissible average for R80).</p> <p>The northern Mixed/Use Residential precinct may also be developed for residential purposes.</p> <p>Over the longer term, likely beyond the life of this activity centre plan, sites on Keane Road and Yellowwood Avenue in the Retail Core precinct may also be developed for residential purposes.</p> <p>This number assumes no dwelling growth in the residential frame outside of the activity centre plan boundary. Some growth in the longer term may be possible.</p>
TOTAL	844+ DWELLINGS OVER 42.2HA = 20.0 DWELLINGS/HA	

The above table outlines that the activity centre is capable of meeting its minimum residential density performance target.

The assumptions underpinning the residential density calculations are relatively conservative in that:

- No additional dwellings have been assumed in the residential frame.
- The entirety of the activity centre area north of Easthope Link could potentially be developed for residential purposes.
- The real development capacity of land in the Retail Core precinct over the longer term is substantially greater than the 'shortfall' that is required to be provided within the activity centre plan area.

It should be noted that achievement of the minimum performance target requires the delivery of small-lot product or multiple dwelling product within the activity centre. The residential frame area is already at approximately 17 dwellings per gross hectare prior to factoring in additional longer term dwellings in the residential frame or any dwellings within the activity centre.

Given that the activity centre is an emerging centre in a greenfield residential area away from any existing major urban centres or transit infrastructure, it is considered the achievement of near-compliance with the minimum target currently is a significant achievement. It is considered reasonable in that context that the activity centre is given time to mature and achieve the minimum performance target.

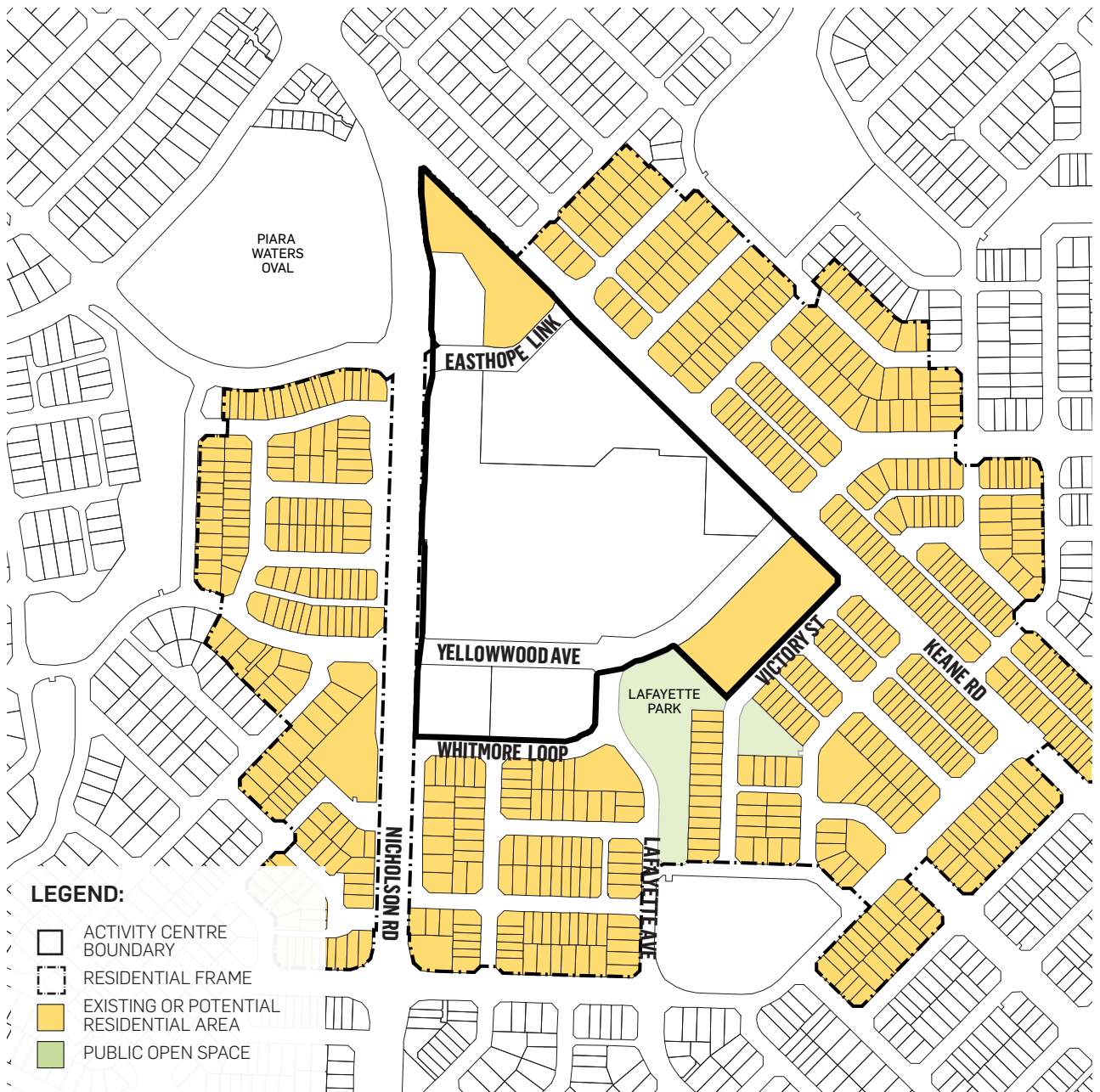


Figure 13 Residential Density Plan

2.2.3.4 Landscape

There is no public open space within the activity centre, however there are multiple parks within walking distance of the centre, including Piara Waters Oval immediately to the west, and Lafayette Park immediately adjacent to the main street.

The centre also benefits from, or will benefit from:

- A well-designed and landscaped main street.
- Well-designed and landscaped pedestrian linkages.
- Landscaped verges.
- The provision of trees within at-grade car parking areas.

A landscape concept masterplan is required prior to approval major development in the Retail Core precinct that will show, amongst other things, details of landscaped areas, pedestrian linkage treatment, and trees within car parking areas

2.2.4 MOVEMENT NETWORK

The surrounding areas has been developed in accordance with local structure planning that provided for the activity centre site, and therefore the activity centre benefits from a relatively legible residential street network that feeds into the activity centre, and surrounding roads that have been designed and/or built to accommodate anticipated traffic volumes.

The Transport Impact Assessment attached at Appendix B outlines the anticipated traffic volumes on the surrounding road network with the expanded activity centre, with the conclusions being that the network will operate satisfactorily and well within capacity.

The below summarises the intended movement network features and principles of the activity centre.



Public transport

The locality is currently serviced by a single bus route on Nicholson Road, with stops on either side of the road between Keane Road and Easthope Link, and approximately 200 metres south of Yellowwood Avenue.

This bus route travels between Murdoch and Armadale, linking Harrisdale with these employment nodes, as well as the metropolitan area via other connecting bus routes and the metropolitan rail network.

There are no major transit initiatives planned for the Harrisdale activity centre, however over time ideally bus stops nearby on Nicholson Road should be moved to within the centre boundary and future new or amendment routes should provide stops on the main street.

As part of METRONET, however, the Thornlie rail line extension to Cockburn will include a train station at Ranford Road in Canning Vale 6km north of the activity centre. Existing bus services already pass this area, and therefore when this station opens, access to the rail network will improve.

Public transport services will be delivered by the PTA in accordance with the demand and growth of the centre. Bus frequency will likely increase as the activity centre and locality matures.



Walking and cycling

As outlined above, the existing and planned street network around the activity centre is highly conducive to walking and cycling access to the centre. All surrounding streets typically have at least one side with a footpath.

It is a requirement of the activity centre plan that footpaths are provided along all road frontages, and that all major building entrances are connected to the road footpath network.

The key pedestrian linkages will ensure that pedestrian permeability is achieved through the activity centre.

The main street is also required to be a pedestrian priority zone, and it is planned that this environment will encourage walking to the centre.

Bicycle parking and end of trip facilities are required for non-residential development to ensure that cycling infrastructure is provided in the activity centre.



Motor vehicles and parking

Being in an emerging greenfield residential area away from urban centres, it is expected that the highest proportion of trips to and from the centre will be via motor vehicle.

Car parking for the activity centre will continue to be concentrated in the Retail Core precinct and Convenience/Service Commercial precinct.

Other areas of car parking, such as in the Main Street Commercial precinct will be shared between uses.

Existing and proposed major vehicle access points are indicated on the activity centre plan map, with many these points having already been constructed,

To encourage alternative modes of transport to the centre, the minimum car parking rate for non-residential land uses is set at 4.25 spaces per 100sq.m of NLA, and at a lower rate for less intense uses such as Office.

This is within SPP4.2 guidance, and is a relatively low rate given the activity centre's context. The actual provision is likely to be higher, however the proposed rate will allow for the centre to mature without car parking driving design outcomes.

The lower rate will reduce the extent of car parking across the activity centre and allow for more intense development around the main street.

At the development application stage, specific traffic advice will inform the configuration and extent of access points and car parking required for the relevant development.



Freight and servicing

It is a reality of commercial development, particularly shopping centres, that loading and service areas are required to meet the needs of tenants, and the efficient operation of any centre.

The key driver of planning should therefore be to minimise the visual, acoustic and spatial impact of these facilities.

As outlined on the activity centre plan map, a primary service area for the shopping centre is provided on private service road. This consolidation allows for duplicative services to be minimised, and for external impacts to be minimised. The primary service area is already partly constructed, and is highly screened, with provisions in place to ensure this approach is applied to future stages of development. General provisions also ensure that other minor service areas are similarly treated.





2.2.5 SUSTAINABILITY

The sustainability of the Harrisdale activity centre will be driven by its efficient urban design and complementary mixture of land uses, resulting in more effective use of land and encouraging efficient means of transportation. Innovation on an ongoing basis will provide opportunities for reducing waste and using resources more efficiently.

Stockland Harrisdale has been certified with a 4-star green star rating, and it is expected that future development will maintain this standard.

The sustainability and resource conservation measures in Table 12 are encouraged for all development in the activity centre.

Table 12 Sustainability and Resource Conservation Measures

MEANS	MEASURES
 Transport	<p>The centre will offer sustainable development through:</p> <ul style="list-style-type: none"> • The provision of an urban structure conducive to walking and cycling by concentrating core activities in a pedestrian friendly environment that is integrated with surrounding residential areas. • A land use mix that promotes cross visitation and reduces the need for intra-centre car trips. • The centre being located on bus routes on Nicholson Road. • Relatively low minimum car parking standards. • Requirements for bicycle parking and end of trip facilities.
 Water	<p>The minimisation of water usage will take place through the use of water efficient fittings and the incorporation of waterwise plants into landscape designs.</p> <p>Whilst not required, there may be opportunities in individual developments for the innovative use of greywater and/or stormwater.</p>
 Energy	<p>All class 2 to class 9 buildings within the Harrisdale activity centre will need to comply with Section J of the Building Code of Australia to incorporate energy efficient initiatives into all buildings.</p> <p>This will ensure that public buildings across the activity centre will incorporate efficiency measures into:</p> <ul style="list-style-type: none"> • Building fabric. • External glazing (excluding shopfronts). • Building sealing. • Air movement. • Air-conditioning and ventilation systems. • Artificial lighting and power. • Hot water supply. • Street awnings. <p>As the activity centre matures, it is expected the standards of Section J or its equivalent will increase, so that when more intense development and redevelopment occurs, it will be more efficient than existing and current development.</p> <p>Existing development includes tenancy sub-metering of energy usage, and this should continue with future expansions of the centre.</p> <p>Private dwellings and residential buildings should enhance their energy efficiency via appropriate solar orientation, the use of solar hot water systems and compliance with the National House Energy Rating Scheme (NaHERS).</p>
 Materials and Waste	<p>Given that the Harrisdale activity centre is in its infancy, there is significant future scope to maximise the sustainability of future materials and construction activities. This will involve the use of materials that are durable and recyclable. Where possible, any construction material or demolition waste should be recycled or re-used to avoid the unnecessary disposal of material.</p> <p>Existing development has already minimised concrete usage, has dedicated recycling areas, and utilised paint and other finishings and coverings with low volatile organic compounds.</p>

2.2.6 IMPLEMENTATION AND STAGING

The Harrisdale activity centre plan is a statutory document per the deemed provisions. In alignment with higher level planning documents, the activity centre plan is the key statutory tool which guides the built form, layout and land use permissibility of the precinct. This activity centre plan, upon endorsement, will be the key document on which all development applications and subdivision proposals should be assessed.

Table 13 outlines the anticipated staging of development within the activity centre. This should be considered as indicative only, as the nature and scale of stages may vary significantly.

Table 13 Likely Staging of the Activity Centre

STAGE	COMPONENTS	NOTE
1A	This incorporates all existing development in the activity centre, comprised of the Stockland Harrisdale shopping centre, including 'pad' sites on Nicholson Road.	The development initially opened in mid-2016, with some more pad sites being developed since the main opening.
1B	Development of Main Street Commercial precinct, incorporating Child Care Premises, Tavern, and Office or Shop development.	<p>This development will be facilitated by the local development plan over the precinct.</p> <p>A childcare centre with capacity for 104 children has recently been constructed on the southern side of Yellowwood Avenue at the corner of Lafayette Avenue. The building fronts the corner, with car parking to the west of the building.</p> <p>A tavern development will likely progress at the corner of Yellowwood Avenue and Nicholson Road next, as well as possibly a library/community facility between the tavern and child care centre.</p>
2	Expansion of Stockland Harrisdale shopping centre.	<p>Future stages of the shopping centre may include a discount department store and speciality retail.</p> <p>There is strong market demand for a discount department store, however demand for additional speciality stores is comparatively limited. As a result, the discount department store may be added to the shopping centre in a relatively stand-alone fashion, immediately north of the existing shopping centre. This is an acceptable outcome on the basis any such development provides appropriate pedestrian connections to and from existing development, and that it is demonstrated that any proposal can be integrated with future centre development with minimal redundant works and undue disruption.</p> <p>Following or in conjunction with the addition of a discount department store, additional speciality stores and mini majors may be added to the shopping centre in an enclosed or unenclosed format. This should incorporate the completion of the north-south key pedestrian linkage between Yellowwood Avenue and Easthope Link.</p>
3	Residential development in the Mixed Use/Residential precinct.	In line with market demand, the Mixed Use/Residential precinct on Yellowwood Avenue is likely to be developed for residential purposes, either as small-lot townhouse-style product or multi unit development, or a combination thereof. Commercial and/or residential development may also take place north of Easthope Link at this stage.
4	Long term development opportunities.	<p>In the later years of the lifespan of this activity centre plan, or more likely beyond its lifespan, there an array of further development opportunities.</p> <p>This may include, but is not limited to:</p> <ul style="list-style-type: none"> Residential development in the Mixed Use/Residential precinct at the apex of Nicholson Road and Keane Road. Development of existing and proposed consolidated car parking areas in the Retail Core precinct, for expanded retail/commercial development, as well as possibly residential development. This is dependent on market fundamentals being able to support structured car parking and the like. <p>It is a requirement of this activity centre plan that major development proposals in the Retail Core precinct include evidence that they do not compromise these longer-term ambitions for the activity centre.</p> <p>The following guiding principles apply to longer term opportunities:</p> <ul style="list-style-type: none"> The town square being expanded east to provide a pedestrianised environment framed by mixed use development. The main street being continued for the full length of Yellowwood Avenue. A target of 30 dwellings per hectare being provided within the walkable catchment of the centre.



Figure 14 Staging Plan

2.3 TECHNICAL STUDIES/APPENDICES INDEX

Appendix A – Retail Sustainability Assessment

This report has been prepared by MacroPlan Dimasi and demonstrates that the likely increase in retail floorspace at the Harrisdale activity centre is sustainable, supported by market demand and catchment growth, and will not unduly impact other centres in the locality.

Appendix B –Transport Impact Assessment

This report has been prepared by Transcore in accordance with the WAPC Transport Impact Assessment Guidelines. The report confirms that the transport network, including the existing road network, can support the development likely to occur as a result of this activity centre plan.

DISCLAIMER

This report is dated July 2020 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Stockland (Instructing Party) for the purpose of Activity Centre Plan (Purpose) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A
RETAIL
SUSTAINABILITY
ASSESSMENT

APPENDIX B
TRANSPORT
IMPACT
ASSESSMENT

