



# LOCATION PLAN

Armadale Metropolitan City Centre Structure Plan,  
Design Guidelines and Car Parking Strategy

100 0 100 200m



SCALE 1 : 10000

DATE 5 January 2018 - REVISION 1801  
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**3.2 - FINALISATION OF ARMADALE STRATEGIC METROPOLITAN CITY CENTRE  
STRUCTURE PLAN, LOCAL PLANNING POLICY PLN 3.11 ARMADALE ACTIVITY  
CENTRE DESIGN GUIDELINES & CAR PARKING STRATEGY**

*Cr Busby declared a financial interest in this item on the basis he owns an investment property within the Metropolitan Redevelopment Area. Cr Busby left the meeting at 8.44pm and did not return.*

WARD : MINNAWARRA  
FILE No. : M/397/18  
DATE : 14 August 2018  
REF : SF/MK  
RESPONSIBLE : EDDS  
MANAGER

**In Brief:**

- The Public consultation period for the Structure Plan, Design Guidelines and associated technical documentation ran from 8<sup>th</sup> May 2018 to the 5<sup>th</sup> June 2018. A total of 85 submissions were received during the consultation period.
- This report addresses the key issues raised during the consultation period and the City's response to those issues.
- It is recommended that, subject to the modifications detailed in the Schedule of Modifications attached to this report, Council resolve to forward the Structure Plan to the Western Australian Planning Commission with a recommendation for approval.
- It is also recommended that the Council adopt proposed Local Planning Policy PLN 3.11 - Armadale Activity Centre Design Guidelines subject to modifications detailed in the Schedule of Modifications attached to this report.

**Tabled Items**

Nil.

**Officer Interest Declaration**

Nil.

**Strategic Implications**

- 1.3.4.2 Implement marketing and communications initiatives to ensure the community is informed of the City's projects, activities and services.
- 2.5.1.1 Implement the Local Planning Strategy recommendations through amendments to TPS No.4, Structure Plans, Planning Policies and Strategies.
- 2.5.1.3 Deliver key strategic planning projects and strategies.
- 3.3.1.2 Advocate for grade separation of railway level crossings in Kelmscott and Armadale.
- 3.3.2.2 Facilitate opportunities for Transit-Oriented Development (TOD).

**Legislation Implications**

Planning and Development Act 2005  
Planning and Development (Local Planning Schemes) Regulations 2015  
Metropolitan Region Scheme  
Town Planning Scheme No.4  
Statement of Planning Policy 4.2 – Activity Centres for Perth and Peel

**Council Policy/Local Law Implications**

Local Planning Strategy 2016  
Activity Centres Strategy 2012





# AERIAL PLAN

Armadale Strategic Metropolitan City Centre Structure Plan,  
Design Guidelines and Car Parking Strategy

100 0 100 200m



SCALE 1 : 10000

DATE 3 April 2018 - REVISION 1801  
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### **Budget/Financial Implications**

The Armadale Strategic Metropolitan City Centre Structure Plan (ASMCCSP) and supporting Strategies and Technical documents make a number of recommendations aimed at assisting the City in achieving the ultimate vision of the Armadale City Centre, and these recommendations will require further detailed consideration by Council as it will potentially impact the City's Long Term Financial Plan. Whilst a comprehensive overview of the recommendations will be presented to Council for consideration in due course, a summary of the types of proposals being considered are detailed below:

- Further development and implementation of the City's 'Place Activation' strategy for the City Centre to encourage greater diversity in community events and enhance day and night activation.
- The City engaging in direct investment by actively improving the public realm in the City Centre. This may include the establishment of a new pocket park in William Precinct to support the increase in residential housing in this area, and the progressive upgrade of streetscapes.
- The City engaging in direct development to bring on much needed supply of new office accommodation (i.e. Orchard House) into the City Centre such as the expansion of the Civic Precinct.
- The establishment of new municipal controlled parking areas to support the expansion of the City Centre over time. This may involve the establishment of a Local Planning Policy for the collection of cash in lieu for parking that will facilitate existing car parking upgrades and the acquisition and development of strategic site(s) for possible long term parking.
- Improving the marketing and brand for the City Centre to enhance its image as the primary centre for employment, retail, community, cultural and entertainment activities for the south-east growth corridor.

These recommendations will need to be considered in tandem with the City's Advocacy Strategy which includes seeking State and Federal Government support and funding for the delivery of key infrastructure within the City Centre such as undergrounding the Armadale Train Station. In this regard, the City is preparing a Business Case which supports the preferred development scenario of undergrounding the Armadale Train Station.

The Business Case will be used by the City as a tool to gain project support and funding from the State and Federal Government as the project has the potential to form part of the State Government's Metronet program which includes the extension of the passenger rail line from Armadale to Byford.

### **Consultation**

During 2017, the preparation of the ASMCCSP, Design Guidelines (Local Planning Policy) and Car Parking Strategy has involved consultation with Elected Members, State Government Agencies, Landowners, Community Interest Groups such as CHAG and youth groups, MANEX and internal City Directorates.

Following Council's meeting on the 23<sup>rd</sup> April 2018 where it resolved to support the draft ASMCCSP, Design Guidelines (Local Planning Policy) and Car Parking Strategy for the purpose of public consultation, the City formally advertised the documents to the general public from 8<sup>th</sup> May 2018 to 5<sup>th</sup> June 2018.



During the consultation period the City held two 'Open Day' events at the City Centre Shopping Centres and made presentations to key Government Stakeholders. Overall, the City spoke directly with over 500 people at the various events.

## **BACKGROUND**

Following a period of Government Stakeholder, Landowner and Elected Member consultation during 2017, the draft ASMCCSP, Design Guidelines (Local Planning Policy) and Car Parking Strategy, together with supporting Technical Documents was prepared and presented to Council at its meeting on the 23<sup>rd</sup> April 2018 for consideration. Council resolved to support the various documents for the purposes of public consultation enabling further consultation to occur prior to the ASMCCSP and supporting documents being referred to the WAPC for final determination.

Collectively the documents together with the City's Town Planning Scheme, form the basis of the Planning Framework for the future planning and development of the Armadale Strategic Metropolitan City Centre and represent a key initiative from the City's Local Planning Strategy (LPS) adopted by the Western Australian Planning Commission (WAPC) in December 2016.

## **DETAILS OF PROPOSAL**

### **Project Area & Zoning**

The study area is approximately 85 hectares in area and is located predominantly within the Strategic Regional Centre zone under Town Planning Scheme No.4. There is however, an area of secondary influence on the periphery of the study area which contains a number of complementary zones and opportunities for growth and development, including Mixed Business/Residential and Residential zones which have also been included in the overall Structure Plan area.

West of the Armadale to Perth railway line, part of the study area is under the planning control of the Metropolitan Redevelopment Authority (MRA). The MRA West of Rail project area is not included in the City's Town Planning Scheme No.4 (TPS No.4), and is subject to MRA structure planning for residential density/mixed use development. The City however has worked with the MRA to ensure that the area covered by the West of Rail Structure Plan area is appropriately incorporated into the overall City Centre design to ensure the proper continuity of land use and movement linkages are achieved.

### **Planning Framework**

#### **Armadale Strategic Metropolitan City Centre Structure Plan**

The ASMCCSP aims to guide, promote and motivate future land use/development within the Armadale City Centre, to enable it to develop to its full potential and to continue to identify and establish the Centre as the primary Activity Centre within the South East Metropolitan Sub-Region.

The ASMCCSP will also set directions with the aim of facilitating new development within the Armadale City Centre, economic development and increase the level of service and amenity provided to the Armadale and sub-regional community. New and additional site opportunities for development/redevelopment will be identified. Planning and redevelopment will be coordinated through identification of constraints and recommendations for facilitating actions and upgrades.



The ASMCCSP has been prepared in accordance with the requirements of SPP 4.2 Activity Centres for Perth and Peel and in liaison with the Department of Planning, Lands and Heritage (DPLaH) and a number of Government Stakeholders mentioned previously in the report. The Structure Plan has the following key components:

#### Part 1 – Implementation Framework

This section of the Structure Plan outlines the ‘Vision’ and ‘Objectives’ for the City Centre and organizes the City Centre into Nine (9) Precincts – City Centre Core, Civic, Prospect, City Entrance, William, Station Plaza, Selkirk Road, City West Road and Abbey Road. For each Precinct a Statement of Intent and development requirements, relating to building design and land use, is provided.

Further precinct specific and detailed design criteria are prescribed in the Armadale Strategic Metropolitan City Centre Design Guidelines which will be adopted as a Local Planning Policy.

#### Part 2 – Explanatory Report

The Explanatory component of the Structure Plan report is non-binding and provides a detailed overview of the structure plan vision and objectives which provides the context to support the Implementation Framework and the Centre’s expansion over time. The key elements associated with the expansion of the Armadale City Centre include:

- Extension of the passenger rail line from Armadale to Byford;
- Promoting the Grade-separation of Church Avenue, Forrest Road and Armadale Road rail crossings; and
- Promoting the undergrounding of the Armadale Train Station and creation of a City Centre ‘plaza’ linking Jull Street Mall to the West of Rail Precinct.

The above major infrastructure projects aim to facilitate:

- Establishment of a Civic Precinct that will include modern Council Administration and multi-purpose civic facilities and significant high quality office space to house Government offices and private businesses;
- Expansion of the retail and commercial core from 50,000sqm to 300,000sqm by 2050;
- The provision of modern Tertiary Education facilities;
- The expansion and diversification of housing to include apartments and short stay accommodation; and
- The creation of a legible, green and high quality public realm throughout the City Centre enhancing place activation, recreational and entertainment opportunities.

The Explanatory section of the Structure Plan details how the Plan will support the above vision and objectives.



### Preferred Development Scenario

Following a review of three development options during the landowner/stakeholder workshops, there was overwhelming stakeholder support for the first option to lower the Armadale Train Station creating significant expansion of developable area and at-grade connections east and west of the railway line. Importantly the undergrounding of the Armadale Rail Station creates a more permeable urban form allowing for the establishment of multiple at-grade connections between the areas west and east of the railway line. This includes better integration of the MRA's 'West of Rail' project which is currently segregated from the main body of the Armadale City Centre.

The preferred development scenario also allows for the establishment of a significant area of public space through the opportunity to establish a central 'plaza' linking the Train Station with the future entertainment area of Jull Street Mall and the Retail core. This opportunity is seen as a significant catalyst for future development and creating a more liveable and walkable City Centre. Significant new development space is also established through this option which will enable the further expansion of retail and commercial opportunities, residential development and importantly additional office space of a scale that would attract and cater for Government Services and Tertiary Education Institutions.

The preferred option as identified by stakeholders and Councillors during the workshop and project briefings forms the basis of the ASMCCSP moving forward.

### **Supporting Technical Documents**

To support and inform the development of the ASMCCSP the following technical studies were undertaken:

- Armadale City Centre Economy, Retail and Tourism Study (Syme Marmion & Co)
- Road And Rail Noise and Ground Vibration Management (Herring Storer)
- Utilities and Drainage Impact Assessment (Arup)
- Transport Assessment (Arup)
- Parking Supply and Management Strategy (Arup)
- Design Guidelines (Hassell)

### 1.0 Economy, Retail and Tourism Study

This report provides a socio-economic context of the Armadale City Centre and its region. Its purpose is to inform the formulation of a preferred development plan for the City Centre that will guide its further growth. In terms of size and diversity, the report makes the observation that when compared with other Strategic Metropolitan Centres in the Metropolitan area, the Armadale City Centre is deficient in office and retail floor space, and has limited diversity of land uses.

Based on the analysis work undertaken, recognizing that the Armadale City Centre has a future catchment of approximately 374,000 people, the expected demand for new shopping floor space at the Armadale City Centre ranges from between 80,000m<sup>2</sup> nla to 100,000m<sup>2</sup> nla by 2036. The City is well provided for with retail businesses including all of the major supermarket and Discount Department Store brands, however there is a significant lack of showroom type development such as furniture, whitegoods, hardware retailers etc.



The report also acknowledges the Armadale City Centre's close proximity to the Hills and the potential alignment between the proximity of the City Centre and growing Tourism opportunities in the hill locations. This presents opportunities for the establishment of short stay accommodation and supporting office, entertainment and retail uses within the City Centre.

#### Road and Rail Noise and Ground Vibration Management

This study addresses acoustic requirements related to noise and vibration resulting from the operation of the Perth to Armadale Passenger Rail line and the close proximity of significant distributor roads such as South Western Highway and Armadale Road. The report is prepared in accordance with State Planning Policy 5.4 *"Road and Rail Transport Noise and Freight Considerations in Land Use Planning"*. Analysis of noise and vibration impacts has enabled the study to make appropriate development control recommendations for new development in close proximity to the railway line and main vehicle and haulage routes to ensure impacts on new development associated with noise and vibration can be minimised.

The development criteria covering noise and vibration standards have been included in Part 1 (Implementation) of the Structure Plan and in relevant sections of the Armadale City Centre Design Guidelines (Local Planning Policy).

#### Utilities and Drainage Impact Assessment

An investigation has been undertaken to consider servicing of the City Centre project area and its capacity to take on the expansion of retail, commercial and residential land uses promoted by the ASMCCSP. The study concluded that the project area is currently well serviced by power, sewer, water, gas and communications (e.g. mobile phone towers) infrastructure. The report acknowledges that some expansion or replacement of existing infrastructure may be required in the future to accommodate the growth in the number of dwellings and businesses in the City Centre.

#### Transport Assessment

The Transport Assessment has been prepared to support the wider Activity Centre Structure Plan in delivering an effective and efficient transport system that supports the growth of the Armadale Strategic Metropolitan City Centre through the following:

- Managing road network capacity and addressing congestion;
- Planning for increased mode share to public transport and providing strong pedestrian and cycling connections to the station;
- Providing car parking at levels which keep up with the capacity of the road network within a framework of managing supply and demand over time; and
- Holistic transport networks: working with adjacent local governments to make sure that transport networks, particularly walking and cycling networks, are well connected with surrounding neighbourhoods.

Supporting the Transport Assessment is a number of recommendations associated with pedestrian and cyclist accessibility, public transport and road network.

### Parking Supply and Management Strategy

The Car Parking Strategy is a non-statutory document which evaluates the existing car parking supply and location within the Armadale City Centre and makes recommendations on the provision of future public and private car parking in the Armadale City Centre. The key recommendations were developed following analysis of occupancy turnover rates, peer review of key Strategic Planning documents, benchmark assessment against comparable Strategic Metropolitan Centres within the Perth Metropolitan area and alignment with the project vision.

The recommendations have been used to inform development provisions within the 'Implementation' section of the ASMCCSP and the Precinct provisions within the Design Guidelines. A Cash-in-Lieu Local Planning Policy for the City Centre will be considered as a separate undertaking to support the provision of long term public parking.

### **Design Guidelines (Local Planning Policy)**

The Design Guidelines will be adopted under the City's TPS No.4 as a Local Planning Policy and will help to guide built form development in the City Centre to ensure quality residential and commercial development and ensure activation of the public realm is enhanced by the built form design and function. Its implementation will involve a two staged approach to tie in with an amendment to the City's TPS No.4 which will be necessary to align the Town Planning Scheme provisions and zoning with the ASMCCSP and Design Guidelines.

The Design Guidelines include the following key components:

- General Provisions – development requirements that will apply to all precincts including general standards for building height and landmarks, building design and siting, building interfaces with the public realm, design for building edges and general access and site planning for buildings.
- Precinct and Development Standards – identification of the location of each precinct, a 'Statement of Intent' that defines the vision and objectives for each precinct, and a series of development criteria such as preferred and non-permitted land uses, building setbacks, minimum and maximum building heights, location of landmark building sites and the identification of active edges associated with land use planning. This section also identifies the street definition within each Precinct including street hierarchy and cross sections that will be used to inform future planning and works to the streetscape and public realm in general.
- Public Realm Advisory Guidelines –guidance on the principles for public realm design (such as lighting, on street parking, aesthetics, street furniture and landscaping) within the City Centre.

### **Project Consultation**

A number of Stakeholder (landowners, State Government Agencies) workshops and Councillor briefings were undertaken during the preparation of the draft documents prior to the draft documents being presented to Council in April 2018. The City's consultants and staff also met with specific State Government Agencies during the preparation process.



At their meeting held on the 23<sup>rd</sup> April 2018 Council resolved to adopt the draft documents for the purpose of public consultation.

The public consultation process ran from 8<sup>th</sup> May 2018 to 5<sup>th</sup> June 2018 and included, advertisements in newspaper, letters to landowners within and adjacent to the Structure Plan area and to Government Agencies, publication of the documents on the City's website and information events at the two main shopping centres within the City Centre. During the two information events the City staff and consultants engaged directly with over 500 members of the public.

**Table No.1 – Summary of Submissions**

<b>Total submissions received</b>	<b>84</b>
Support / Comment	70
Objection	14
Referral Agencies Support/Comment	7
Referral Agencies Object	2

Details of all submissions received and the City's recommendation on each issue raised is set out in the Schedule of Submissions (Confidential) attached to this report. The key issues raised and the City's response with regard to them is detailed below. Issues raised by the public that were not considered to be of key importance to this report are contained in an attachment to this report that is available for public viewing.

## **GOVERNMENT AGENCY COMMENTS**

### **Department of Communities (DoC)**

*Issue 1 - DoC strongly supports the Structure Plan's proposal for high density residential development on the land owned by DoC.*

*Comment*  
Noted.

Recommendation  
That the issue is supported.

*Issue 2 - Supports the proposed development bonuses for landmark sites proposed in the Structure Plan. Development bonuses should also be provided for developers who provide innovative housing models such as affordable housing, universally designed housing, multi-generational housing and high energy efficiency housing.*

*Comment*  
Noted.

Recommendation  
That the issue is supported.

*Issue 2 - DoC would like to see more residential sites close to the train station as proximity to public transport is an important consideration when they are building housing.*

*Comment*

It is expected that buildings within the main core of the City Centre and close to the train station will be mixed use with commercial uses on ground and lower floors and residential uses on higher floors.

Recommendation

That the issue is supported.

*Issue 3 - DoC is generally supportive of the Design Guidelines particularly where they foster a positive street interface, a high quality public realm that accommodates all users regardless of age or ability and designing out crime development standards.*

*Comment*

Noted.

Recommendation

That the issue is supported.

*Issue 4 - The mid-block pedestrian link in Precinct 5 (William Street) does not appear to connect to the proposed park.*

*Comment*

The location of the mid-block pedestrian link in Precinct 5 will be reviewed in the interest of providing a more direct connection to the proposed park.

Recommendation

That the issue is supported.

**Department of Health**

*Issue 1 - Good public health is not specifically recognised as a part of the vision and objectives in the Structure Plan. The Structure Plan should include direct reference to “enhancing the public health of the community”.*

*Issue 2 - The Structure Plan does not address potential issues in relation to disaster preparedness, recovery management or associated impacts on public health.*

*Issue 3 - The Structure Plan should consider potential anti-social issues and how the built design can minimise potential future harm.*

*Issue 4 - A risk assessment should be included for each of the potential outcomes/goals.*

*Issue 5 - Public Open Space in the City Centre should include a range of types of open space (passive, active etc), be located within walking distance of most residents, be accessible by pedestrians and cyclists and be co-located with other community facilities.*



*Comment Issues 1 to 5*

The Structure Plan has been designed to enhance both pedestrian and cycling connectivity and universal access. All these initiatives are health related and are conducive to creating a more walkable urban environment. By establishing improved connectivity especially across the railway line with the preferred option, this increases access and the ability for vehicles to access and egress the Town Centre which assists in the improvement of disaster preparedness and recovery.

Future planning for the Train Station and Town Centre and future built form in general are supported by Design Guidelines that promote safety and security through design.

One of the recommendations being considered is the need to enhance and improve the public realm. This is reflected in part through the establishment of a new park in the 'William Precinct' and also more generally in the public realm guidelines located in the Design Guidelines document. The design of public realm is important and will be a focus for the City moving forward.

Recommendation

That the issues raised are supported in part.

**Department of Water and Environmental Regulation**

*Issue 1 - A Local Water Management Strategy (LWMS) should be prepared to support the Structure Plan and a number of elements must be addressed in the LWMS including rehabilitation of waterways and application of WSUD principles.*

*Comment*

The City and their consultants had discussions with the Department of Planning, Lands and Heritage (DPLH) prior to commencing the preparation of this Structure Plan. DPLH indicated to the City and their consultants that an LWMS would not be required. This is due in large to the existing water management systems in place in the City Centre and the established Development Contribution Scheme which supports drainage upgrades in the future.

Recommendation

That the issues raised are not supported.

*Issue 2 - The scope for sustainability in the visions and objectives should be expanded to include WSUD principles and sustainability principles relating to energy efficiency, healthy communities, green communities and protection of water resources.*

*Issue 3 - In regards to the precincts and the provision of Public Open Space (Part 1 Implementation, Page 19 - 27) the DWER recommends that; in addition to their function and usability, planning or redevelopment of public open space, public realm and streetscapes should also consider to accommodate water sensitive urban design elements during the planning and conceptual design stages to establish a connection between people, water and nature.*

*Issue 4 - In regards to Precinct 7 - Abbey Road (Part 1 Implementation, Page 21) it is appreciated that the Structure Plan intends to rehabilitate a section of the Neerigen Brook Main Drain into a living stream and it is advised that the rehabilitation works should include conversion of the section of the drain and associated drainage reserve into an integrated multiuse linear public open space with a living stream and green corridor that can provide water, environment, ecological, amenity, liveability and health benefits.*

*Issue 5 - Section 9.0 Precincts (Part 2 Explanatory Section, pages 112 – 116) includes principles of precinct design related to the creation of vibrant and liveable urban areas, waterwise city outcomes and sustainable urban design.*

*Comment Issues 3 to 5*

Before finalising the Structure Plan the City will examine whether there needs to be specific inclusion of these matters in the Structure Plan or just reference included requiring all developments to be designed in accordance with WSUD principles and approaches.

Recommendation

That the issue is supported.

**Department of Transport**

*Issue 1 - DoT did not have time to review the Transport Assessment and only reviewed Structure Plan and Parking Strategy.*

*Comment*

To provide some context the Structure Plan Parking Strategy was prepared in line with previous Parking Strategies the City has prepared in consultation with the Department of Transport (DoT). It is disappointing to note in the submission that DoT only read the Parking Strategy and did not read the Structure Plan and supporting Technical documents. The author of the submission could have benefited from broader review and understanding of the City Centre context.

*Issue 2 - The PSMP does not provide sufficient assessment or strategic direction with respect to the future parking impacts and needs of the Armadale City Centre and is not consistent with the Parking Guidelines for Activity Centres (DoT, 2016).*

*Issue 3 - DoT recommends that the Parking Strategy provide substantial additional detail for consideration.*

*Comment Issues 2 and 3*

The City does not agree with DoT's assessment of the Parking Strategy, which appears to be lacking the benefit of considering all the documents published for public consultation and not just the Parking Strategy in isolation. The City has prepared a Parking Strategy that identifies both future private and public parking requirements for the City to ensure that it expands in accordance with the future growth of the City Centre.



Through the process for developing the Structure Plan and Parking Strategy, the City's consultants highlighted that traffic modelling would not be undertaken for the project. Whilst DoT did not categorically identify that modelling should or should not be done (reference was made to the guidance for Activity Centres, which does not require modelling), it was recognised that we are working in an existing urban context, and the connected nature of the road network allows a degree of flexibility. A meeting with Main Roads WA on access and parking also confirmed this approach.

The City's Car Parking Strategy is appropriate to cover the short and long term planning for car parking in the City Centre. Planning took into consideration the projected number of dwellings, increase in floor space and proximity of public transport including the introduction of bus services that will come in future when patronage numbers warrant its growth. The scope of work for the Parking Strategy accords with the WAPC's guidelines.

Recommendation

That the issues are not supported.

**Department for Education**

*Issue 1 - The Metropolitan City Centre Structure Plan indicates an additional dwelling target of between 1,250 and 2,300 dwellings based on the Statement of Planning Policy 4.2 density target. This represents an additional minimum increase of 322 dwellings to 1,372 dwellings within the structure plan area. Existing Local schools will need to accommodate the increase student yield*

*Comment*

DoE have incorrectly read the number of new dwellings proposed. There are only currently about 230 dwellings in the City Centre so the proposed target of 1250-2300 dwellings is a potential increase of 1020-2070 additional dwellings within the Structure Plan area.

Recommendation

That the issue is not supported.

**Water Corporation**

*Issue 1 - The Structure Plan should not be approved until a Local Water Management Strategy (LWMS) is approved by DWER. Details of matters that needed to be considered in the LWMS were provided in Water Corporation's submission.*

*Comment*

The City and their consultants had discussions with the Department of Planning, Lands and Heritage (DPLH) prior to commence of the preparation of this Structure Plan. DPLH indicated to the City and their consultants that an LWMS would not be required. This is due in large to the existing water management systems in place in the City Centre and the established Development Contribution Scheme which supports drainage upgrades in future.

Recommendation

That the issue is not supported.

*Issue 2 - The relocation of a portion of the Neerigen Brook Main Drain is not supported and the Neerigen Brook Main drain only has enough capacity for the 5 year ARI storm event through Minnawarra Lake and Sanctuary Lake.*

*Comment*

Modifications to the plan will be undertaken to take into account that the relocation of a portion of Neerigen Brook is not supported.

Recommendation

That the issue is supported.

**Public Transport Authority**

*Issue 1 - Any further development and finalisation of the structure plan including funding applications, should be considered in conjunction with concurrent work, particularly funded planning initiatives such as Metronet. Metronet Projects such as the Byford Rail Extension and the Level Crossing Removal Project will have impacts on key aspects of the structure plan, the extent of the impact depending on the outcome of the planning studies.*

*Comment*

The structure plan has been prepared in consultation with the State Government's Metronet Team and this will continue with further discussions on funding. The City has prepared a 'high level' business case for the Armadale to Byford extension in conjunction with the Metronet Team and will provide this information to Metronet in support of their planning and Business Case evaluation.

Recommendation

That the issue is supported.

*Issue 2 - PTA supports the expansion of retail, commercial and entertainment floor space, increased employment and other opportunities a more connected road network would bring. PTA is also very supportive of a University campus and strongly suggests this be located within close proximity to Armadale Station.*

*Comment*

Noted.

Recommendation

That the issue is supported.

*Issue 3 - The City will need to consider the requirements of the Australind Rail Service in the planning studies.*

*Comment*

Noted.

Recommendation

That the issue is supported.



*Issue 4 - Consideration should be given to the role of Park and Ride facilities at Armadale Train Station.*

*Issue 5 - Station Access Strategy for Armadale is programmed for preparation by the end of 2018. The Access Strategy is therefore likely to offer an interim approach to manage access requirements to the Station until the future structure plan is determined and implemented.*

*Issue 6 - For the foreseeable future until the implementation of the future Byford Station, the Armadale Station will remain the end-of-line station and therefore continue to require kiss and ride, park and ride, and bus interchange facilities.*

*Comment Issues 4 to 6*

It is noted that park and ride facilities at the Armadale Station will need to be retained at current capacity until the Byford Rail extension is completed. Further detailed investigation on these points will occur when the Metronet Team undertakes its detailed planning and business case preparation for the Armadale to Byford rail extension.

Recommendation

That the issue is supported.

*Issue 7 - Noise & Vibration – PTA detailed a number of matters to be considered when more detailed noise and vibration studies are carried out including the Australind Train Service and cumulative noise levels associated with both the suburban trains and the Australind.*

*Comment*

Noted. The City has undertaken a detailed Noise and Vibration study for the City Centre which takes into consideration the impact of noise and vibration of the operation of the rail on built form development. The Structure Plan and Design Guidelines include requirements to ensure built form addresses noise and vibration in future designs.

Recommendation

That the issue is supported.

*Issue 8 - The Noise and Vibration study includes some conflicting conclusions relating to noise modelling outcomes in relation to passing trains.*

*Comment*

The Noise and Vibration Study will be reviewed for accuracy in light of these comments.

Recommendation

That the issue is supported.

*Issue 8 - Transperth Bus Services*

- *An 'on street' bus facility is not supported by PTA.*
- *Further consultation is needed with Transperth regarding how buses interact with the proposed station entry, where buses layover, pick up and drop of, bus priority lane provision and the ultimate growth in numbers accessing Armadale Station..*
- *A Town Square is not supported if it results in a greater walk distance for bus passengers to access their bus.*

*Comment*

The City has undertaken consultation with the Public Transport Authority on bus services for the City Centre, and further discussions are required when detailed planning is considered. Detailed planning for bus movements in the City Centre will take place when the Metronet Team commence detailed planning for the Armadale to Byford extension. This discussion will include opportunities for bus routes through Church Avenue and Fourth Avenue as suggested by the Public Transport Authority.

The Town Centre redevelopment will only enhance walkability and create a pedestrian friendly environment.

Recommendation

That the issue is supported.

**Metronet**

*Issue 1 - Further development of the Structure Plan needs to consider the planning and design for the Armadale to Byford passenger rail extension. This process will involve the development of a long list of options, including a base case (minimal intervention) for the level crossings within the Armadale Activity centre boundary, prior to the development of a short list of options for testing.*

*Comment*

The City has anticipated that options will be tested for the Armadale to Byford Rail extension and accordingly the City with the Metronet Team has investigated 3 Broad Options to manage the rail extension. These are 'Undergrounding the Station', 'Viaduct' and minimal intervention (grade separation only of Church Avenue and Armadale Road). Further the City has prepared a 'High level' business case for these options which will be provided to the Metronet Team to assist their planning and options analysis. The Structure Plan is robust and can accommodate either of the options that were tested, however the City along with the Stakeholder group acknowledge that the preferred option is to underground the Train Station.

*Issue 2 - The vision and overall intent of the Structure Plan is generally aligned with Metronet's strategic objectives. However, a shift away from the city centre's reliance on retail as an economic driver is not evident in the preferred option.*

*Comment*

Noted. The Structure Plan doesn't just focus on retail and commercial expansion but has a heavy focus on the expansion of office and tertiary education opportunities for the City Centre. There is also a focus on increasing residential development in the City Centre to build 'critical mass' that will support local businesses and a day/night economy.

Recommendation

That the issue is not supported.

*Issue 3 - Significant major inputs and investment are required to change the status quo of Armadale to achieve the intended long term vision such as undergrounding the railway. Other grade separation scenarios may be able to deliver an appropriate outcome.*

*Comment*

Noted. The City agrees in part. The undergrounding of the train station provides the greatest benefit in terms of building a Town Centre and creating vital new development land next to the train station that could be used to house job creating uses such as Government Departments and tertiary education facilities. Undergrounding the Train Station also dramatically improves access to the City Centre (vehicle, pedestrian and cycling), by creating a total of 6 streets east-west of the railway line in place of the 3 options that exist at the moment. The focus should be on creating a solution that will best enhance the future benefits of the City Centre given that the Armadale City Centre is the 'Strategic Metropolitan Centre' for the South-east growth corridor and therefore needs to play a significant role in enhancing land use diversity, residential and more importantly employment opportunities.

Recommendation

That the issue is supported in part.

*Issue 4 - It is important to realistically examine and set out staging for development of the Activity Centre. Metronet support the concept of a public transport boulevard in this type of urban environment, but need to ensure it will address demand as Armadale Station will continue serve a wide catchment, many of whom will access the station and city centre by bus.*

*Comment*

Noted. Staging for the City Centre will be considered when detailed planning for the Armadale to Byford passenger rail extension takes place. The City will also look to examine staging of public realm infrastructure to improve the amenity and vitality of the City Centre over time.

Recommendation

That the issue is supported.

*Issue 5 - Although Armadale Station has not been identified as a Metronet Station Precinct, we recognise that the extension of the Armadale rail line to Byford will have an impact on the Armadale City Centre, and that it is appropriate to consider and optimise any potential state government infrastructure investment around the Armadale Station for the wider benefit of the City.*

*Comment*

Noted. It should be acknowledged that Armadale City Centre is a 'Strategic Metropolitan Centre' and therefore should supersede most other rail Precincts in terms of Transit Oriented Development opportunities and benefits for the Metropolitan Area.

Recommendation

That the issue is supported.



### **Main Roads WA (MRWA)**

*Issue 1 - MRWA is supportive of the principles associated with the draft Structure Plan but points out that ultimate designs for South Western Highway need to be considered in future planning for the City Centre.*

#### *Comment*

MRWA's comments are noted and the plans provided have been referred to the City's Technical Services for future reference and consideration.

#### Recommendation

That the issue is supported.

### **Key Issues Raised in Public Submissions**

*Issue 1 – No mention of the station car park in the Structure Plan. Car park needs to remain the size it is now.*

#### *Comment*

Car parking will still be provided in the vicinity of the train station. This will be considered as part of future station planning and is also covered in the Car Parking Strategy supporting the Structure Plan. Existing parking around the train station will remain in place until such time as the Armadale to Byford passenger rail extension occurs.

#### Recommendation

That the issue is supported.

*Issue 2 – The introduction of apartment style living needs to be carefully considered so that it does not result in an oversupply, they are designed well to prevent anti-social gatherings and crime and they are not predominantly aimed at people of a low socio-economic status.*

#### *Comment*

Apartment developments within the City Centre will predominantly be carried out by private developers. There are 5 or 6 sites within the City Centre owned by State Government Housing providers. To date most of the housing developed by State Government in the City Centre is Access Housing designed for people with disabilities and a need to be close to shopping and other services. There is definitely still a need for some affordable housing to be provided within the City Centre but acknowledge that the majority of development will be through the private sector.

#### Recommendation

That the issue is supported.

*Issue 3 - Design Guidelines are too rigid and will impose unnecessary restrictions on development potential. This will result in a repetitive built form which does not enable designs to respond to location specific factors.*

#### *Comment*

The City Centre Design Guidelines provide flexibility for future built form by removing the need for plot ratio and moving to the Activity Centre codes (eg AC-0) in the City Centre which do not restrict the number of dwellings allowed per hectare. Instead these codes rely on setbacks, open space, car parking and building height to guide development potential and built form in general.

Recommendation

That the issue is not supported.

*Issue 4 – There is a lack of continuity between key sites in the City Centre to other key sites (e.g. the two main shopping centres). Pedestrian overpasses are required to link these.*

*Comment*

The City recognises the need for connection for pedestrians between the two main shopping centres and this would be addressed when any substantial extension or redevelopment of the two (2) centres occurs.

Recommendation

That the issue is supported.

*Issue 5 – The location of the new Justice Precinct on the main highway through Armadale is not ideal because it will not encourage people to visit the shopping centre due to antisocial behaviour outside the complex, and parking overflowing into surrounding streets and private car parks. Should extend the shopping precinct up to the highway and include open space in the shopping precinct.*

*Comment*

*The State Government purchased the land for the new Justice Complex over 2 years ago. Construction for the new Justice Precinct is anticipated to commence next year. The demolition of the old courthouse and police station will open up land for redevelopment adjacent to Minnawarra Park and the Office area adjacent to the retail core, creating new positive opportunities for the City centre.*

Recommendation

That the issue is not supported.

*Issue 6 – Recent demolition of retail shops and their replacement with a child care centre as well as the retention of the old post office and the Telstra building wastes the Jull Street Mall area.*

*Comment*

It is agreed that the Telstra Building does not represent an efficient use of land within the Jull Street Mall. However, the City is unable to require its removal and can only advocate for Telstra to relocate it to a less prime location within the City Centre. The provision of a child care centre and the use of the old post office building as office space provides diversity in land uses within the City Centre and place activation. This is a prime objective for Strategic Metropolitan Centres under SPP 4.2 Activity Centre for Perth and Peel.

Recommendation

That the issue is not supported.

*Issue 7 – Is concerned that proposed park shown on Concept Plan for the City Centre between Fourth Road and William Street is either on his property or next door to his property. How will this affect the land value? When will Council purchase land affected by proposed reservations?*

*Comment*

There is a lack of public open space in the eastern area of the City Centre so it is important that the City secures land for this purpose. With this area proposed for future higher density housing, consideration needs to be given to providing the supporting amenity and this includes the provision of adequate public open space within walking distance of residents. The land required for the proposed public open space between William Street and Fourth Road will have to be purchased by the City at market rates. In the future, the City will have to consider the acquisition of the park through a business case that will need to be presented to and approved by Council.

Recommendation

That the issue is not supported.

*Issue 8 – Clients land (28, 30 & 34 Church Avenue; 5, 9 & 11 Third Rd; 85 South Western Hwy, Armadale) is a strategic location that would be suitable for a hotel/serviced apartment style development to a height of say 10-15 storeys. There are a number of land uses that would be suitable for these sites but that are not permitted under the Residential zone or the Additional Uses that apply under TPD 4 such as Child Care Centre and Reception Centre.*

*Comment*

This land is unique in that all the lots except one (1) in the triangle are owned by one landowner. In addition this site is directly opposite the site of the proposed Justice and Police complex. Consequently, it is recommended that the site be either zoned Strategic Metropolitan Centre to allow for a more diverse range of landuses including short stay accommodation. Alternatively, it is recommended that a reference be included in the Structure Plan with regards to this specific site that additional landuses not normally allowed in the Residential/Mixed Business zone may be considered by Council via a Scheme Amendment. It is also proposed to make the site a Landmark site given its location at a major entrance to the City Centre.

Recommendation

That the issue is supported.

*Issue 9 – Amend boundary of SP to include Lot 48 & 49 (3 & 4 Crystal Court) as they are a logical extension of the Narrogin Inn and Motel site. Designation of this land (Narrogin Inn and Motel site) as a Heritage and Tourism precinct alone is too rigid. Should be provision for mixed use development on the site that also takes into account the heritage and tourism elements.*

*Comment*

It is proposed to remove Narrogin Inn and the Motel site from the Structure Plan area as they are part of the Pioneer Village complex and have a large range of possible land uses under Additional Use 1 in TPS 4. Also the Pioneer Village site is zoned Residential R5 which is not compatible as a zoning within the Strategic Metropolitan Centre.



The identification of the area as a Heritage and Tourism Precinct reflects the historical use of the site to Armadale. There are many different types of land uses already allowed on this land under the Additional Use Schedule listing for Pioneer Village in the City's Town Planning Scheme.

Recommendation

That the issue is not supported.

Issue 10 – The shape of the Structure Plan area is incongruous with a City Centre. Land on Marian Avenue and Abbey Rd is excluded from the Structure Plan area even though it is close to the City Centre but properties such as Narrogin Inn are within the SP area when they are isolated from the City Centre by wide highway.

*Comment*

It is proposed to remove Narrogin Inn and Motel site from the Structure Plan area as they are part of the Pioneer Village complex and have a large range of possible land uses under Additional Use 1 in TPS 4.

Land to the west of the Structure Plan in Marian Avenue and Abbey Road is substantially residential. The City's Local Planning Strategy has identified this area as an area that could support higher density development as it is within the walkable catchment for the City Centre and the train station. Amendments to the City's Town Planning Scheme will be initiated in the future with regard to the proposed density increases in the walkable catchments around the City's train station and main shopping areas including the Armadale, Sherwood, Challis and Kelmscott train stations and Kelmscott shopping area.

Recommendation

That the issue is not supported.

Issue 11 – Undergrounding of rail line through Armadale will be too expensive due to rock and the future cost of maintenance and cost to ratepayers need to be taken into consideration.

*Comment*

The costs associated with undergrounding the rail line are proposed to be funded by State and Federal Government.

Recommendation

That the issue is not supported.

*Issue 12 – The station is an anti-social area currently and undergrounding it will result in this type of behaviour increasing at the station.*

*Comment*

Security measures will need to be included in any design for the new train station. A vibrant Town Centre will assist with managing such issues.

Recommendation

That the issue is supported.

*Issue 13 – The existing train station was only built a relatively short time ago. Plan needs to consider costs and benefits of sinking the station and the costs and benefits of retaining the station as it is.*

*Comment*

A Business Plan will be prepared with regard to the feasibility of the proposal to sink the railway station. This will be undertaken by the State Government's Metronet Team in 2018/19.

Recommendation

That the issue has been appropriately considered. Noted.

*Issue 14 – People in North Armadale will be further disadvantaged by the undergrounding of Armadale Road blocking access to Streich Avenue.*

*Comment*

The possible grade separation of Armadale Road and the railway will be undertaken by MRWA and PTA.

Recommendation

That the issue is noted.

Issue 15 – Safety and security in the City Centre needs to be addressed first and foremost if the City is to attract investment in redevelopment, businesses and new residents. The same concerns apply to the proposal to sink the railway line and station.

*Comment*

All development will be undertaken with consideration given to the Department of Planning, Lands and Heritage's Designing Out Crime Planning guidelines.

*Recommendation*

That the issue is supported.

Issue 16 – Would like to see improved access to the City Centre from Armadale Road.

*Comment*

The State Government proposes to remove the level crossing on Armadale Rd and it is hoped that this will enable better and easier access to the City Centre across Armadale Road.

*Recommendation*

That the issue is supported.

Issue 17 – Abbey and Forrest Roads may become very congested as a result of the development of high density residential and short stay accommodation apartments.

*Comment*

A Traffic Impact Assessment will be required for any major development proposals within the City Centre and in particular for any development on the land on the corner of Abbey Rd/Armadale Road and Railway Avenue.

Recommendation

That the issue is supported.

*Issue 18 – The cul-de-sac at the end of Railway Parade should be reopened to provide more access to the area between Green Avenue and Forrest Road.*

*Comment*

It is not likely that the Railway Avenue cul-de-sac will be reopened to Armadale Road as it has been replaced within the Abbey Road realignment carried out about 5 years ago.

Recommendation

That the issue is not supported.

*Issue 19 – Improvements to the City Centre under the advertised Structure Plan need to take into account the proposed Neerigen Brookwalk project so that this project is not jeopardised by any works that occur in the City Centre. Acknowledges that Neerigen Brookwalk project area is outside of the Structure Plan Area.*

*Comment*

This project is outside of the Structure Plan Area and there is nothing proposed in the Structure Plan that would impact on the project.

Recommendation

That the issue is not supported.

*Issue 20 – Opening up Neerigen Brook from Railway Avenue to Abbey Road is not a good idea as the brook corridor is used to gain access to properties backing onto it and it is difficult to police the corridor.*

*Comment*

The aim of opening up the Brook corridor is to improve passive surveillance and activity (e.g. pedestrians) using the area in an attempt to reduce the potential for these spaces to become a place for crime and antisocial behaviour. Substantial additional work and funding is required for this proposal to be viable in the medium to long term.

Recommendation

That the issue is not supported.

*Issue 21 – The Brook has flooded a number of times and this has the potential to impact adjacent homes especially now that the Haynes Shopping Centre has been developed and that land no longer takes drainage overflow from Neerigen Brook.*

*Comment*

Drainage studies and further detailed urban design studies will determine whether modifications are required to the brook topography in order to address drainage issues.

Recommendation

That the issue is supported.



*Issue 22 – The Council has not consulted the residents enough to put forward such a radical plan. The timeframe and documents did not allow for detailed submissions.*

*Comment*

The draft Structure Plan was prepared in 2017 following consultation with Elected Members, State Government Agencies and project area land owners through a series of briefings and workshops. Following completion of the draft Structure Plan, it was advertised in accordance with the requirements of the Planning and Development (Local Planning Schemes) Regulations 2015.

Recommendation

That the issue is not supported.

The other issues raised in submissions are detailed in an Attachment to this report.

**COMMENT**

The Armadale Strategic Metropolitan City Centre Structure Plan is a significant platform for the future expansion of the City Centre and it will form the core retail, commercial, education, entertainment and employment centre for the south-eastern growth corridor.

Through the public advertising process, referral of the Draft Structure Plan and associated technical documents to State Government agencies and review by officers of the City, the proposals contained in the Structure Plan have now been interrogated, examined and reviewed. As such the City is now at a stage where the Structure Plan can be finessed to address issues raised during the public consultation period to enable preparation of final documentation suitable for submission to the WAPC for approval.

A number of the issues raised during the public advertising process and internal consultation identified a number of changes that would be appropriate. They are comprehensively addressed in the Schedule of Modifications attached to this report. The most significant modifications proposed are summarized below:

- Amending the zoning designation of Lots 501, 4, 1 and 126 Church Avenue and Lots 127, 128, 9, 505 and 50 Third Road from 'Mixed Use' to 'City Centre Core'.
- Reviewing the location of the pedestrian link between Thomas Road and Fourth Road to ensure it provides a more direct pedestrian link to the proposed park between Fourth Road and William Street.
- Including reference in the Car Parking Strategy to continue to provide parking within the City Centre that will be adequate to meet the needs of larger vehicles such as camper vans and caravans.
- Identifying that the train station needs to remain as a park and ride facility with sufficient parking for that role until such time as the Wungong Train Station, Byford Train Station and extension of the rail line to Byford is operational.
- Amend Section 2.6.2 'Subdivision requirements' for all Precincts to 1,400m<sup>2</sup> instead of 2,000m<sup>2</sup> to encourage amalgamation of two lots rather than the requirement for three lots in most instances (most lots are approximately 800m<sup>2</sup> in area and to achieve 2,000m<sup>2</sup> lot minimums would require the amalgamation of three lots which is difficult to achieve).

- Amend Map 1 'Urban Design Framework' by:
  - Changing the boundary of the Selkirk Precinct' to include 9 and 11 Sixth Road.
  - Changing the boundary for 'City Entrance Precinct' to remove Narrogin Inn and Pioneer Village.
  - Amending the road connection from Fourth Road to William Street to 'desirable Pedestrian Link / open space'.
  - Amending zone/landuse designations as per the amendments for Map 2 below.
- Amend Map 2 'Code Plan' to:
  - Change density coding for Lot 100 (1) Little John Road from R15/RAC-0 to RAC-0.
  - Expand boundary for 'Selkirk Precinct' to include 9 and 11 Sixth Road.
  - Change designation of Lot 560 (10) Third Road (future Justice complex) from 'Civic' to 'Strategic Regional Centre' to enable a greater variety of land uses to be considered for the site.
  - Change designation of Lots 501, 4, 1 and 126 Church Avenue and Lots 127, 128, 9, 505 and 50 Third Road from 'Mixed Use / Residential' to 'Strategic Regional Centre'.
  - Change designation of Council buildings land from 'Civic' to 'Strategic Regional Centre' to enable a greater variety of land uses to be considered for the sites future redevelopment.
  - Amend existing boundary for 'City Entrance Precinct' to remove Narrogin Inn and Pioneer Village.
  - Change designation of Lot 123 (16) and Lot 157 (10) South Western Highway from 'Mixed Use / Residential' to 'Residential' to retain property in keeping with its current zoning and Addition Use No.19.
  - Amend road connection from Fourth Road to William Street to be 'desirable Pedestrian Link / open space'.
- Amend Map 3 'Height Plan' by:
  - change the height limit for Lots 501, 4, 1 and 126 Church Avenue and Lots 127, 128, 9, 505 and 50 Third Road from 6 storeys to 8 storeys.
  - Amending the code/zone designations in accordance with the amendments detailed above for Map 1 and 2.
- Numerous textual amendments aimed at clarifying the intent and aims of the Structure Plan.
- A number of amendments to the figures and maps in the Structure Plan to add additional information for clarity such as street names and minor corrections.

From Government Agency comments the following issues still require ratification and review to determine whether further work needs to be done to the project documents:

- Whether a Local Water Management Strategy (LWMS) is required to be prepared prior to the structure Plan being approved by the Western Australian Planning Commission (WAPC). The preparation of an LWMS for the City Centre was recommended by both the Department of Water and Environment Regulation and the Water Corporation in their submissions. Whilst the City has received advice that this is not required, it is a matter that needs to be finalized as part of the City's submission to the WAPC.

- Address the Public Transport Authority's comments with regard to a bus terminus/transfer facility. It is agreed that a facility needs to be retained in the City Centre in close proximity to the train station and this should be detailed in the Structure Plan. However it is not considered necessary to identify the exact location or specification at this time. The PTA has sufficient landholdings within the City Centre to accommodate this facility within the railway reserve and this will be examined more closely when the Metronet team examines detailed planning and design for the Armadale to Byford extension.
- Reviewing the accuracy of the modelling in the Noise and Vibration Study based on comments made by the Public Transport Authority in their submission.
- Including clear reference to the need to take into account the impact and/or needs of the Byford Railway line extension and the existing Australind Train Service within the Structure Plan.

A comprehensive Table of Changes is attached to this report and this table comprises all changes identified through the Public Advertising process, Government agency comments and City Officers' review of the documents.

## ANALYSIS

### Local Planning Strategy (2016)

The City's Local Planning Strategy (LPS) was approved by the WAPC in December 2016. It outlines the strategic planning framework, which sets out the key strategic direction for the future, land use, growth and development for the City.

The LPS identifies a number of actions arising out of the Activity and Retail (Commercial) Centres Strategy (ARCS) component of the LPS, the most significant being the requirement for a Structure Plan to be prepared for the Armadale Strategic Metropolitan City Centre:

*ARCS 6: Prepare a Centre Plan for the Armadale Strategic Regional Centre in accordance with the WAPC's Statement of Planning Policy 4.2 and a Plan for Kelmscott District Centre in conjunction with normalisation of the MRA Kelmscott Precinct.*

The preparation of the ASMCCSP (including supporting Technical Documents), Design Guidelines (Local Planning Policy) and Car Parking Strategy accords with the City's LPS and combined the three documents will form the basis of the Planning Framework for the future expansion of the Armadale Strategic Metropolitan Centre (ASMC).

### State Planning Policy 4.2 – Activity Centres

Armadale City Centre has long been allocated the status of Strategic Metropolitan Centre in State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2). SPP 4.2 requires the City to develop an Activity Centre Structure Plan to guide the development of the area. According to SPP 4.2, the main role and function of a Strategic Metropolitan Centre is:

*“Strategic metropolitan centres are the main regional activity centres. They are multipurpose centres that provide a diversity of uses. These centres provide the full range of economic and community services necessary for the communities in their catchments”.*

The Armadale City Centre is continuing to mature and has a stable retail core, but by comparison to other Strategic Metropolitan Centres in the Metropolitan area, the City Centre needs to focus in other critical areas including employment opportunities through tertiary institutions (i.e. University and TAFE), Government Administration, and residential housing both in quantity and diversity. To assist in delivering an expanded and diverse City Centre, further planning is required to guide and stimulate growth and renewal to ensure the City Centre reaches its full potential.

#### Role of the Armadale Strategic Metropolitan Centre

The Armadale Strategic Metropolitan Centre (ASMC) is one of eleven such centres within the Perth and Peel region as identified in the WAPC's Statement of Planning Policy 4.2 *Activity Centres for Perth and Peel 2010* and also in the recently published *Perth and Peel @3.5million* Planning Strategy. Located at the gateway of the south-east sector of the South Metropolitan Peel Sub-Region growth corridor (Local Governments of Armadale, Gosnells and Serpentine-Jarrahdale), this region is one of the fastest growing in Australia with population anticipated to grow from 196,340 people to 455,770 people (an increase of 259,430 people) from 2011 to 2050. During the same period the labour force in the region is expected to grow from 94,600 people to 223,740 (an increase of 129,140 jobs).

The ASMC is expected to be the primary multi-purpose centre for the South Metropolitan Peel Sub-Region growth corridor, providing a mix of retail, office, community, entertainment, education and residential activities and perform as one of the primary areas for employment in the region.

Despite its 'Strategic Metropolitan Centre' status, ASMC does not meet several critical targets including employment opportunities, land use diversity, higher education and density of residential housing. These deficiencies were also identified in *Perth and Peel @ 3.5million*, which despite anticipating significant growth in population and jobs for the south-eastern corridor over the next 30 years proposes only a modest increase from 3,060 jobs in 2011 to 5,210 jobs by 2050 for the ASMC. The City's assessment and submission on the draft *Perth and Peel @3.5million* advised that as a minimum, the ASMC should cater for a minimum of 10,500 jobs by 2050.

With 129,140 jobs required in the south-east corridor by 2050 it is apparent the forecasted jobs for the ASMC, and other town centres and industrial areas within the corridor, will be insufficient to accommodate the required growth.

#### Metronet and the Armadale Strategic Metropolitan Centre

The City understands that the extension of the Armadale to Byford passenger line requires the grade-separation of Armadale Road, Forrest Road and Church Avenue, located within the ASMC boundary. This will require substantial technical consideration and investment as the existing at-grade crossings such as the central crossing at Forrest Road is highly constrained. The City considers this investment to be an opportunity to achieve the technical requirements to extend the passenger rail line and create a new Town Centre core that will deliver expanded office, commercial, retail, residential and Transit Oriented Development (TOD) employment opportunities. Accordingly, as part of its planning, the City considered three scenarios for the ASMC which reflects different treatments to the grade-separation of the at-grade crossings.



These options are:

1. ‘Underground Rail’ option: involves sinking the Armadale Train Station to establish a ‘Town Centre’ supported by additional development for office, retail and residential and substantially improved connections east-west of the railway line;
2. ‘Viaduct’ option: involves raising the Railway line creating some additional development space and improved east-west connections; and
3. ‘Base’ option: involves grade separation of Armadale Road, Forrest Road and Church Avenue, via bridge structures, with little to no improvement to the ASMC.

Following consultation with key stakeholders including landowners, Elected Members and Government Agencies the first option was identified as the preferred option across a number of criteria including benefits to economic, employment, social, transport and diversity improvements.

Significant new development opportunities will be created under this scenario which includes a ‘Town Square’, expansion of retail, commercial and residential opportunities and additional office space of a scale that would cater for Government Administration and Tertiary Education Institutions. This option also enables superior integration of the MRA’s ‘West of Rail’ project, currently segregated from the core of the ASMC by the rail line. The preferred option forms the basis of the Activity Centre Structure Plan for the ASMC and is seen as a solution to the Armadale to Byford extension and urban regeneration of the ASMC over the next 25-30 years. The critical components that the Structure Plan proposes to assist facilitating are:

- Extension of the passenger rail line from Armadale to Byford;
- Undergrounding of the Armadale Train Station and creation of a new ‘Town Square’ linking Jull Street Mall to the MRA’s ‘West of Rail’ Precinct;
- Expansion of the Civic Precinct by the City that will enable new modern civic buildings and high quality office space to house State Government Administration, the City’s Administration and private business;
- Expansion of the retail, commercial and entertainment core from 50,000sqm to 300,000sqm by 2050 to support a working population of up to 18,000 people;
- Creation of developable space to cater for modern Tertiary Education facilities;
- Expansion and diversification of housing (approximately 3,500 dwellings) that include apartments and short stay accommodation for a population of 7,000 people;
- Creation of a legible, green and high quality public realm throughout the City Centre enhancing place activation, recreational and entertainment opportunities; and
- Private Sector Investment estimated at \$2.2b.

It should be noted that the above initiatives will require the carrying out of a number of other actions and processes at both State and Local Government level including possible amendments to the Metropolitan Region Scheme and the City’s Town Planning Scheme and Infrastructure projects being funded and carried out by different Government Agencies and levels of Government.

Stakeholder preference for this ‘transformational’ project aligns with the need for the ASMC to fulfil its role as the primary Strategic Metropolitan Centre for the south-east sector of the South Metropolitan Peel Sub-Region growth corridor.

#### Armadale City Centre - Recommendations Report

It is noted that there are a number initiatives associated with the ASMC that fall outside the Planning Framework and require further consideration. Examples of these items are noted in the ‘Budget/Financial Implications’ section of this report. Following the approval of the Planning Framework for the ASMC, the City will complete its investigation of City Centre recommendations and will present those recommendations to Council for its consideration moving forward.

The recommendations are likely to have an across the organization impact in terms of budget and operation. Consideration of practical implementation of the recommendations will also be presented for consideration.

### **OPTIONS**

Council has the following options:

1. Recommend to the WAPC to support the ASMCCSP and supporting Technical documents, and adopt the Design Guidelines (Local Planning Policy) with or without modifications.
2. Recommend to the WAPC to not support the ASMCCSP and supporting Technical documents, and resolve not to adopt the Design Guidelines (Local Planning Policy) and give reasons for doing so.

### **CONCLUSION**

Armadale City Centre has made significant progress over the last 10-15 years in progressing towards achieving its status as a Strategic Metropolitan Centre aided by development in new Shopping Centres and the provision of entertainment opportunities such as the cinema, and the development of the City’s Orchard House Office building.

In accordance with the requirements of State Planning Policy SPP 4.2 Activity Centres for Perth and Peel and the City’s Local Planning Strategy 2016, the City is required to prepare a Structure Plan for the Armadale Strategic Metropolitan Centre. This Structure Plan will provide the framework for the expansion and diversification of the Armadale City Centre to enable the centre to cater for the significant population growth within the centre’s catchment over the next 10-15 years. Growth and diversification of land uses and services available within the centre will assist in making Armadale more self-sustainable by providing easier access to jobs, transport, higher education and services for its residents. The significant increase in the number of dwelling in the City Centre will assist in making the City Centre more vibrant, provide activity in the evening as well as in the daytime, provide more demand for services in the City Centre and boost the patronage of the train station.

The Draft Structure Plan and associated documents were advertised for public comment and in-depth consultation was carried out with State Government agencies and internal City Departments. The results of this consultation demonstrated that there is generally a lot of support for the proposals contained in the Structure Plan and associated documents, particularly with regard to the proposals to sink the railway line and train station and removal of the existing level crossings within the City Centre. A number of issues were raised in the submissions received and some have prompted some modifications to the Structure Plan – all of which are set out in the Table of Changes attached to this report.

It has been identified that implementation of the initiatives contained in the Structure Plan (such as undergrounding of the railway, removal of level crossings, amending existing zoning and creation of new parks and other public infrastructure) will require the carrying out of a number of other actions and processes at both State and Local Government level including possible amendments to the Metropolitan Region Scheme and the City's Town Planning Scheme and Infrastructure projects being funded and carried out by different Government Agencies and levels of Government. Some of the provisions identified in the Structure Plan and the Design Guidelines (Local Planning Policy), such as changes to include a number of additional lots into the Structure Plan Boundary and zoning/R-Codes will require a Town Planning Scheme Amendment to enable this to be implemented, which the City intends to initiate in the coming months.

The ASMCCSP, Design Guidelines (Local Planning Policy) and Car Parking Strategy represent a significant platform to facilitate the future expansion of the City Centre and it will form the core retail, commercial, education, entertainment and employment centre for the south-eastern growth corridor. Accordingly, option 1 is recommended.

## **ATTACHMENTS**

1. Preferred Development Scenario 1 - ASMCCSP
2. Development Scenario 2 - ASMCCSP
3. Development Scenario 3 - ASMCCSP
4. Schedule of Modifications - ASMCCSP and Supporting Documents
5. Other Issues raised in Submissions ASMCCP - Issues 23-59
6. CONFIDENTIAL - Final Schedule of Submissions Armadale Strategic Metropolitan City Centre Structure Plan - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as it deals with the matters relating to the personal affairs of a person/s.*
7. CONFIDENTIAL - Submitter Plan - ASMCCSP - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as it deals with the matter relating to the personal affairs of a person/s.*
8. CONFIDENTIAL - Submitter Plan 2 - ASMCCSP - *This matter is considered to be confidential under Section 5.23(2) (b) of the Local Government Act, as it deals with the matter relates to the personal affairs of a person/s.*

## **Committee Discussion**

*Committee discussed the Education Department's comments in its submission and the Executive Director Development Services provided advice regarding the location and capacity of the existing schools (public and private). Committee discussed height limits – minimum and maximum, trees/root zones and the parking strategy. The Executive Director Development Services outlined the changes to the proposed Schedule of Modifications that was tabled. Several additions and modifications were made to the Schedule of Modifications. The Executive Director Development Services provided a brief outline of the status of the Business Centre.*

**RECOMMEND**

D56/8/18

**That Council:**

1. Pursuant to Schedule 2, Clause 36 (2) (e) of the Planning and Development (Local Planning Scheme) Regulations 2015 the Council supports the approval by the Western Australian Planning Commission of the Armadale Strategic Metropolitan City Centre Structure Plan, Car Parking Strategy and supporting Technical documents with modifications as set out in the attached revised Schedule of Modifications.
2. Forward the Structure Plan, Car Parking Strategy and supporting technical documentation to the Western Australian Planning Commission for its consideration and request the WAPC approve the Structure Plan subject to the modifications outlined the attached revised Schedule of Modifications.
3. Endorse the comments made in this report and attachments regarding the submissions received on this Structure Plan for inclusion in the schedule of submissions to be forwarded to the WAPC.
4. Endorse the Armadale Strategic Metropolitan Activity Centre Structure Plan – Parking Supply and Management Strategy.
5. Pursuant to Schedule 2 Clause3 (b) ii of the Planning and Development (Local Planning Schemes) Regulations 2015;
  - a. Proceed with the Local Planning Policy – PLN 3.11 ‘Armadale Activity Centre Design Guidelines’ subject to the modifications included in the attached Schedule of Modifications; and
  - b. Publish notice in a newspaper circulating in the Scheme area advising that the Council has adopted Local Planning Policy – PLN 3.11 ‘Armadale Activity Centre Design Guidelines’
  - c. Refer a copy of the Local Planning Policy – PLN 3.11 ‘Armadale Activity Centre Design Guidelines’ to the WAPC.
6. Note that separate reports to Council will be prepared detailing recommendations to progress the implementation of the Armadale City Centre and a Scheme Amendment.
7. Advise the submitters of its decision.

**Moved Cr M Geary**  
**MOTION CARRIED**

**(7/0)**

*Cr Smith retired from the meeting at 8.45pm.*

*Cr Sargeson left the meeting at 8.46pm and returned at 8.48pm.*



PREFERRED PLAN

This preferred plan has formed the basis of the Activity Centre Structure Plan.

- Rail tunnelled between Armadale Road and Church Avenue with the dive structures extending north and south of the centre
- Limited built form over the rail tunnels within the centre core only
- Central focus provided by way of a grand civic plaza integrating with a new station entrance structure
- The civic plaza connects directly with Jull Street Mall
- The preferred plan requires closure to part of Commercial Avenue

1. Armadale underground train station.
2. Train line dive cutting.
3. Public open space / tunnel ventilation.
4. Neerigen Brook reintroduced as a living stream.
5. Jull Street Mall.
6. New civic plaza anchoring Jull Street Mall.
7. Retail and mixed use core focussed around Jull Street and new shared streets - car parking provided in basements, decked structures or on rooftop.
8. University - education precinct.
9. Performing arts centre.
10. Activated buildings address Memorial Park.
11. Commercial office core and mixed use including desirable mid block link.
12. Mixed use development.
13. Landscaped plaza surrounds the heritage listed jarrah tree.
14. Landmark building / bus interchange.
15. Landscaped mid block pedestrian links.
16. Desirable shared streets as a mid block link.
17. New Justice Precinct.
18. High density residential development.
19. New urban park.
20. William Street transit boulevard.
21. New principal shared path.
22. New development addresses Neerigen Brook.
23. Improved landscaping and pathway systems along Neerigen Brook.
24. Landmark Short stay development site.
25. Potential additional short stay accommodation at Narrogin Inn.
26. Boulevard planting to Armadale Road.
27. Former Post Office activates Jull Street Mall.
28. District Hall upgrade to facility.
29. Streich Avenue to Commerce Avenue bridge investigation.



Figure 39: Preferred scenario-indicative concept plan





SCENARIO 2: RAIL VIADUCT

- Rail in elevated viaduct with open space and (limited) development under viaduct;
- Elevated train station.
- Road connections across the rail corridor at Armadale Road, Forrest Road, William Street – Fifth Road and Church Avenue.

1. Armadale elevated train station.
2. Elevated rail viaduct.
3. Public rail plaza and transport interchange (On street bus stops).
4. Public open space below rail.
5. New street connections below rail viaduct.
6. Jull Street Mall.
7. Retail and mixed use core focussed around existing shopping precinct. Car parking provided as basement or on rooftops.
8. University-education precinct. (Including interpretation of existing local heritage fabric)
9. District Hall upgrade to facility.
10. Activated building edges address Memorial Park.
11. Commercial office core.
12. Mixed use development.
13. Landscaped plaza surrounds the heritage listed jarrah tree.
14. Landscaped mid-block pedestrian links.
15. Shared street.
16. New Justice Precinct.
17. High density residential development.
18. New urban park.
19. Public transit bus interchange.
20. New principal shared path.
21. New development addresses the existing drainage corridor.
22. Improved landscaping and pathway systems along Neerigen Brook.
23. Landmark Short stay development site.
24. Potential additional short stay accommodation at Narrogin Inn.
25. Boulevard planting to Armadale Road.



Figure 37: Scenario 2 indicative concept plan





SCENARIO 3: THE BASE STRUCTURE / MINIMAL CHANGE

\_Rail remains at grade;  
\_Grade-separated road crossings (bridge or tunnel) at Armadale Road and Church Avenue, with Forrest Road retained as a boom-gate operated at-grade crossing.

1. Armadale train station.
2. Jull Street Mall - event and activation opportunities.
3. Shopping centre development connects onto and activates the mall.
4. Potential for expanded shopping centre to incorporate entrance on alignment of Third Road.
5. Activated edge to Memorial Park.
6. Car parking in place of existing court house.
7. New mixed use development to address Minnawarra Park.
8. New mixed use development with activated ground floors, including incorporation of existing heritage building.
9. Education and mixed use precinct.
10. Mid-block pedestrian links through landscaped courtyards.
11. New Justice precinct.
12. Shopping centre expansion to front onto Church Avenue.
13. Retail plaza around existing heritage jarrah tree.
14. High density residential development.
15. Residential development to enable 'green reservoirs' - setback areas containing landscaped communal open space.
16. Commercial and mixed use development along the railway corridor.
17. New mixed use development within the Armadale Redevelopment Area, consistent with Metropolitan Redevelopment Authority structure plan.
18. Proposed urban park.
19. Car parking - existing at-grade and potential for future multi-deck containing commercial ground floor and attractive facades.
20. Forrest Road retained for at-grade crossing.
21. New principal shared path.
22. New development addresses the existing drainage corridor.
23. Improved landscaping and pathway systems along the drainage corridor.
24. Short stay development site.
25. Potential additional short stay accommodation at Narrogin Inn.
26. Public transit bus interchange.
27. Armadale Road subway (rail over).
28. Connection from Streich Avenue over Armadale Road
29. District Hall upgrade to facility.



Figure 38: Scenario 3 indicative concept plan





**SCHEDULE OF MODIFICATIONS - Armadale Strategic Metropolitan City Centre Structure Plan & Supporting Documents**

**Revised - 22/8/2018**

Document	Section	Proposed Change
<i>All Documents</i>		<ol style="list-style-type: none"> <li><i>Title and number all figures, tables and Implementation sub-provisions.</i></li> <li><i>Check all cross-referencing of Clause/Section numbering and referencing.</i></li> </ol>
Armadale Strategic Metropolitan City Centre Structure Plan	Part 1 – Implementation	<p><b>Executive Summary</b></p> <ul style="list-style-type: none"> <li>Table 1 'Summary Table of Areas' needs to be updated to include current and future employment figures given that this is a very important driver for the Structure Plan. This should also be updated to include the number of jobs expected in the region as identified in Perth and Peel @3.5m and number of jobs expected to be provided locally.</li> </ul> <p><b>Section 1.0 Activity Centre Structure Plan</b></p> <ul style="list-style-type: none"> <li>Number of section 1.6 'Armadale Activity centre Design Guidelines' should be 1.5 with subsequent numbering changes to follow.</li> <li>Section 1.4, 1.6 and 1.7 (as currently numbered) should be modified to clearly illustrate a document hierarchy. Sections need to be reworded so it is very clear which document prevails in between the scheme, Local Planning Policy (Design Guidelines), Structure Plan, RCodes and Design WA. Note that a Town Planning Scheme amendment will follow that will strengthen the core land use and design criteria in the Structure Plan and Design Guidelines.</li> <li>Figure 4 to be amended to amend the existing boundary for 'City entrance Precinct' to remove Narragin Inn and Pioneer Village and include houses 9, 11 and 15A-15D Sixth Road in the 'Selkirk Precinct'.</li> </ul> <p><b>Section 2.3.1 Map 1 'Urban Design Framework':</b></p> <ul style="list-style-type: none"> <li>Amend existing boundary for 'Selkirk Precinct' to include 9 and 11 Sixth Road. Amend map to reflect 'Mixed Use' land use instead of 'Residential'.</li> <li>Amend designation of Lots 501, 4, 1 and 126 Church Avenue and Lots 127, 128, 9, 505 and 50 Third Road from 'Mixed Use' to 'City Centre Core'.</li> <li>Replace 'Car parking' over Lot 85 Church Avenue Property to 'Office Core'.</li> <li>Amend existing boundary for 'City Entrance Precinct' to remove Narragin Inn and Pioneer Village.</li> <li>Update plan to include all road names in plan.</li> <li>Amend road connection from Fourth Road to William Street to be 'desirable Pedestrian Link / open space'.</li> <li>Include Additional Use 19 on Map (refer to TPS) for 10-16 South Western Highway <i>and include in Mixed Use.</i></li> </ul> <p><b>Section 2.3.2 Map 2 'Activity Centre Code Plan'</b></p> <ul style="list-style-type: none"> <li>Change density coding for Lot 100 (1) Little John Road from R15/RAC-0 to RAC-0 and amend existing Local Development Plan.</li> <li>Remove 'Short Stay' reference in Legend and plan and replace with 'Strategic Regional Centre'.</li> <li>Amend existing boundary for 'Selkirk Precinct' to include 9 and 11 Sixth Road. Amend 'Mixed Use/Residential' land use</li> </ul>



Document	Section	Proposed Change
		<p>to 'Strategic Regional Centre'.</p> <ul style="list-style-type: none"> <li>Change designation of Lot 560 (10) Third Road (future Justice complex) from 'Civic' to 'Strategic Regional Centre'</li> <li>Remove 'Civic' use' from Legend.</li> <li>Change designation of Lots 501, 4, 1 and 126 Church Avenue and Lots 127, 128, 9, 505 and 50 Third Road from 'Mixed Use / residential' to 'Strategic Regional Centre'.</li> <li>Change designation of Council land at Lot 13 (151) Jull Street, Lot 523 (7) Orchard Avenue and Lots 88-92 Jull Street (Council carpark) from 'Civic' to 'Strategic Regional Centre'. Amend existing boundary for 'City Entrance Precinct' to remove Narragin Inn and Pioneer Village.</li> <li><del>Change designation of Lot 123 (16) and Lot 157 (10) South Western Highway from 'Mixed Use / Residential' to 'Residential'.</del></li> <li>Update plan to include all road names in plan.</li> <li>Amend road connection from Fourth Road to William Street to be 'desirable Pedestrian Link / open space'.</li> </ul> <p><b>Section 2.3.3 Map 3: Heights Plan</b></p> <ul style="list-style-type: none"> <li>Amend existing boundary for 'Selkirk Precinct to include 9 and 11 Sixth Road.</li> <li>Amend existing boundary for 'City entrance Precinct' to remove Narragin Inn and Pioneer Village.</li> <li>Amend road connection from Fourth Road to William Street to be 'desirable Pedestrian Link / open space.</li> <li>change the height limit for Lots 501, 4, 1 and 126 Church Avenue and Lots 127, 128, 9, 505 and 50 Third Road from 6 storeys to 8 storeys and designate as a 'Landmark' site.</li> </ul> <p><b>Figures 2, 3, 4 and 5</b></p> <ul style="list-style-type: none"> <li>Amend existing boundary for 'Selkirk Precinct to include 9 and 11 Sixth Road.</li> <li>Amend existing boundary for 'City entrance Precinct' to remove Narragin Inn and Pioneer Village.</li> <li>Update plan to include all road names in plan.</li> <li>For Figure 4, amend road connection from Fourth Road to William Street and Third Road to be 'desirable Pedestrian Link / open space.</li> <li>For figure 5, amend road connection from Fourth Road to William Street and Third Road to be 'desirable Pedestrian Link / open space. Include as a 'landmark' the properties bounded by Church Avenue, Third Road and South-Western Highway.</li> </ul> <p><b>Section 2.4 Precincts</b></p> <ul style="list-style-type: none"> <li>Under Section 4 'City Entrance', it should be reflected that the area of this precinct is to be reduced to remove the Narragin Inn and portion of Pioneer Village.</li> <li>Under section 5 'William', mention that the area features predominately from South Western Highway and is identified as a 'landmark' site.</li> <li>Under Section 6 'Selkirk Road', it should be updated to reflect that the area of this precinct is to be slightly expanded to include properties at 9 and 11 Sixth Road.</li> </ul>

Document	Section	Proposed Change
		<p><b>Section 2.6 General Development Standards</b></p> <ul style="list-style-type: none"> <li>Amend section 2.5.1 to reflect land use permissibility to be determined by table in the Scheme and relevant Additional Use and restricted Use provisions. Also amend 'land use preference' to reflect also the Additional Use and Restricted Use provisions of the Scheme.</li> <li>Under Section 2.6.11 include the parking rate of '15 bays per 100 FTE's (Staff and Students)' for Education Uses (Tertiary) to be consistent with the Design Guidelines.</li> <li>Amend Section 2.6.2 'Subdivision requirements' to reflect 1,400m<sup>2</sup> instead of 2,000m<sup>2</sup>.</li> <li>Delete the words "(including future buildings)" from Section 2.6.6 Roofscape.</li> <li>Modify Section 2.6.7 to allow residential where surrounding land uses are compatible in Semi-Active Edge.</li> <li>Delete section on unbundling car parking from Section 2.6.11.</li> <li>Delete the last sentence in 2.6.16 Service Areas regarding loading/unloading of service vehicles on site.</li> <li>Modify the Section 2.6.21 Resource Efficiency, Sustainability and Resource Conservation to reduce the number of requirements and assist early delivery of built form (i.e. cross ventilation, energy efficiency and delete water efficiency.</li> <li>Section 2.6.18 to be updated to include a plan (same as Design Guidelines) which clearly identifies those properties that are required to comply with noise and vibration requirements.</li> <li><del>Delete from Section 2.6.11 text on Unbundling of tenant parking and the section on a minimum of 4 bays.</del></li> <li><del>Delete from Section 2.6.11 the sentence regarding changes of land use parking not required.</del></li> <li>Investigate applying the same parking rate for different uses in Mixed Use zones.</li> <li>Amend Section 2.6.11 under "Non-residential Uses" to add "Net Lettable Area (NLA)" after the words a "Capped rate of 1 space per 45m<sup>2</sup>" and under the heading "Civic and Community Uses" add "NLA" after the words "1 space per 50m<sup>2</sup>".</li> </ul> <p><b>Section 2.7 Local Development Plans</b></p> <ul style="list-style-type: none"> <li>Section 2.7.2 needs to be modified to discuss bonuses in terms of floor space rather than plot ratio. There are no plot ratio provisions included in the Structure Plan and Design Guidelines, rather development standards are governed by Building Height, car parking, setbacks and 'Open Space'. Greater explanation required on how extra floor space is to be provided in the case that building heights are to be considered.</li> <li>Section 2.7.1.5 needs to be expanded to add to the possible land uses for the site rather than just specifying 'Short Stay' accommodation.</li> <li>Section 2.7.2 to modify reference from 'Plot Ratio' to floor height (i.e. an additional floor) as there are no plot ratio criteria in the Structure Plan or Design Guidelines. It should be made clear that plot ratio is not to be used as a measure to contain residential or commercial / office development, rather development will be restricted by height, setbacks, open space and car parking controls.</li> <li>Table 2, remove criteria for 5-star Green star rating. Also the provision of a midblock pedestrian link should be 'where deemed appropriate'.</li> <li>Table 2 – Section 2.7 The heritage Additional Criteria be moved to Essential Criteria and the words "within the first four levels of the development" in the last Additional Criteria to be removed.</li> </ul>

Document	Section	Proposed Change
	Part 2 – Explanatory Section	<p><b>Section 1 A Vision for the Future</b></p> <ul style="list-style-type: none"> <li>Under the heading 'Unlocking Capacity Constraints', there should be some comments identifying how the eastern boarder constrains the Town centre with the hills and South West Highway being a constraint to the eastern expansion of the City centre.</li> </ul> <p><b>Section 2 Activity Centre Objectives</b></p> <ul style="list-style-type: none"> <li>Under 'Armadale Open for Business', it needs to be stated clearly the need for direct intervention into the Strategic Metropolitan Centre to facilitate the creation of jobs. This needs to be articulated by clearly referencing the total number of jobs required in the south-east corridor as stated by Perth and Peel @3.5m, the number of local jobs and the 'business as usual' number when you take into natural growth in jobs and the new industrial estates to demonstrate the shortfall or gap for the region. The creation of significantly more jobs within the City Centre will help to provide increased passenger levels for the Armadale railway line and assist in the business case for sinking the rail station as it will provide significantly more jobs for the City Centre – compare with current Perth and Peel @3.5m forecasts.</li> <li>Under 'Access Armadale', the text needs to be expanded to discuss the existing and possible future bus network and linkages between the train station and broader network.</li> <li>Under 'Heritage and Historic Character' the properties listed need to be reviewed to confirm and to ensure they align with the heritage properties identified in section 2.3.3 Map3 (Height Plan).</li> <li>Under 'Perth and Peel @3.5m, this section needs to be updated to reflect the WAPC's recently approved document. In particular the section should be updated to reflect understanding of employment targets and population growth targets for Armadale Strategic Metropolitan Centre and the broader South-East growth corridor.</li> <li>Under 'City of Armadale Town Planning Scheme No.4', this section needs to be updated to reflect that there will be a supporting amendment to the Town Planning Scheme to align it with the Structure Plan and Design Guidelines (Local Planning Policy).</li> </ul> <p><b>Section 11 Movement</b></p> <ul style="list-style-type: none"> <li>Under Forrest Road / Third Road, this needs to be reworded to reflect potential for extension of the road subject to future redevelopment of the Shopping Centre. Accordingly the concept is indicative only.</li> </ul> <p><b>Section 12 Activity</b></p> <ul style="list-style-type: none"> <li>Under the Section 'Employment and Redress Service Gap', the graph that it references needs to be included in the document.</li> <li>Under the Section 'Catalyst Development' the Metronet Extension of the Armadale to Byford passenger rail line should be included as a significant 'catalyst' development for the Town Centre, access and redevelopment potential.</li> </ul> <p><b>General Changes</b></p> <ul style="list-style-type: none"> <li>A new heading under the 'Explanatory Section' of the document titled 'Socio-Economic' needs to be included which identifies the current level of social disadvantage in the south-east corridor in terms of incomes, public transport, jobs etc. This to be supplemented with an understanding of what benefits could come if infrastructure projects and</li> </ul>

Document	Section	Proposed Change
		<p>redevelopment occurs along the lines of the 'preferred plan'.</p> <ul style="list-style-type: none"> <li>▪ Modify Figures 19-26, and 36-39, 43-48, 54, 57, 59, 61-64, 67 and 68 to be updated to remove the Narrogin Inn and a portion of Pioneer Village and include 9 and 11 Sixth Road.</li> <li>▪ Table 5 'Scenario capacity outcomes' updated to provide a greater explanation of what each scenario is.</li> <li>▪ Table 6 'preliminary business case outcomes' to be updated to reflect the more recent work completed on the Business Case.</li> <li>▪ Double check Figure 26 to ensure all current heritage listed properties are identified on the plan and this is consistent with Map 3: Height Plan (2.3.3).</li> <li>▪ Modify Figures 19, 36-39, 43-46, 63 and 68, to include all road names, and amend road connection from Fourth Road to William Street and Third Road to be 'desirable Pedestrian Link / open space'.</li> <li>▪ The document should be modified to reflect the desirability for 'hospital' use in the City Centre but not as mandatory.</li> <li>▪ Introduce criteria for single residential housing – the need for a minimum lot area to discourage staged single residential housing instead of apartment and mixed use development.</li> <li>▪ Figures 43 to 46 and 63 to be updated to reflect a 'landmark' development on Lots 501, 4, 1 and 126 Church Avenue and Lots 127, 128, 9, 505 and 50 Third Road</li> <li>▪ Figures 36 to 39 to be reviewed and updated to ensure the references match the plan.</li> </ul>
Armada Activity Centre Design Guidelines	General Changes	<ul style="list-style-type: none"> <li>▪ Modify Figure 1, 2, 6, 21-23, 25-27 and 32 to be updated to remove the Narrogin Inn and a portion of Pioneer Village and include 9 and 11 Sixth Road. Also include road names and amend road connection from Fourth Road to William Street and Third Road to be 'desirable Pedestrian Link / open space'.</li> <li>▪ Modify Figures 6 and 26 to include as a 'landmark' Lots 501, 4, 1 and 126 Church Avenue and Lots 127, 128, 9, 505 and 50 Third Road. Building height should change from 6 storeys to 8 storeys. Page 40 to be modified also to reflect the revised building heights for the precinct (table and text under 3.6 Precinct 5 – William).</li> <li>▪ Modify Figure 21 to include a 'landmark' building for the properties bounded by Lots 501, 4, 1 and 126 Church Avenue and Lots 127, 128, 9, 505 and 50 Third Road</li> <li>▪ All relevant changes proposed to the Structure Plan (i.e. diagrams, text) needs to be made consistent in the Design Guidelines.</li> <li>▪ Clearly identify in the appropriate section of the Design Guidelines that 'plot ratio' will not be applicable to residential and non-residential development as a form of development control. Instead development will use 'setbacks, building height, open space and car parking controls' to guide development.</li> <li>▪ Introduce a criteria for single residential housing – the need for a minimum lot area to discourage staged single residential housing instead of apartment and mixed use development.</li> <li>▪ Figures 2 to be reviewed and updated to ensure the references match the plan.</li> <li>▪ Include Additional Use No. 19 in the City's TPS for City Entrance Precinct.</li> </ul>



Document	Section	Proposed Change
	<b>Section 2 – General Provisions</b>	<ul style="list-style-type: none"> <li>Section 2.7 'Relationship with Other Planning Documents' should be modified to clearly illustrate a document hierarchy. Sections need to be reworded so it is very clear which documents prevails in case between the Scheme, Local Planning Policy (Design Guidelines), Structure Plan, RCodes and Design WA.</li> <li>Page 14 – Section 2.10 modify Residential Level in table so that it only applies to ground floor level.</li> <li>Section 2.8 'Application for Planning Approval', include 'Feature Survey Plan' as a requirement under 'Plans and Drawings'.</li> <li>Section 2.12 'Heritage', mention Municipal Heritage Inventory (December 2008) or as modified. This will acknowledge future MHI's. Also modify wording under 'Design Criteria' to change from 'shall be retained and conserved' to 'shall be considered in'.</li> <li>Section 2.13 'Over shadowing', remove the text 'A minimum of 4 hours of solar access should be retained to solar collectors on neighbouring buildings'.</li> <li>Section 2.17 'Awning and Signage', does not mention anything to do with signage. Should be updated to do so or create a separate section for signage.</li> <li>Section 2.20 'Noise and Ground Vibration', should be updated to include buffer areas that identify clearly the properties that need to comply with the 'Noise and Vibration' standards.</li> <li>Section 2.24 'Cash in Lieu', should refer to the City preparing a Cash in Lieu Local Planning Policy for car parking. Under this same section include a heading for 'Reciprocal Car Parking Arrangements' to make it consistent with the Design Guidelines.</li> <li>Introduce a new section under 'General Provisions' which refers briefly to the need for public art and refer to the City's policy.</li> <li>Section 2.18 under Design criteria delete the wording "Front setback areas should be retained for deep soil planting".</li> </ul>
	<b>Section 3 – Precincts Development Standards</b>	<ul style="list-style-type: none"> <li>Need to remove 'Single Residential' as a 'Preferred Use' and remove it as a 'Not Permitted land use' in all identified Precincts.</li> <li>Need to include new provisions for 'open space' and 'boundary wall' requirements for each Precinct.</li> <li>Under 'William Street' Precinct, where it identifies 'Preferred Land Use – Justice Sub Precinct', include next to 'Police Station' and 'Court House' the following in brackets (Civic). Modify the notes to reduce the minimum lot size from 2000sqm to 1,400sqm.</li> <li><i>Change Other Street Setback to 2 metres in Section 3.4 – Prospect Precinct.</i></li> <li><i>Change Minimum Height in Residential Edge from 3 to 2 storey in Section 3.6 – William Precinct.</i></li> <li>Under 'City Core' Precinct, the roads going through 'Third' and 'between Fourth and William Street' to be removed from all plans (all structure plan diagrams). Replace with text / image showing 'indicative' or 'possible' road connection (subject to redevelopment of the Centre).</li> <li>Under 'Civic' Precinct, introduce section titled 'Not Permitted Land Uses' and identify 'Grouped Dwelling' as a use that is not permitted. Also include a section titled 'Preferred Land Use' and include 'Exhibition Centre and Place of Worship' as a 'Preferred use'.</li> <li>Under 'City Entrance' Precinct make the relevant changes to the maps and text to reflect the modification to the eastern boundary of the precinct to reflect inclusion only of the Additional Use (AU) No.19.</li> </ul>

Document	Section	Proposed Change
Armada Strategic Metropolitan City Centre Parking Supply and Management Strategy		<ul style="list-style-type: none"> <li>Under 'Selkirk Road' Precinct, under 'Notes', reduce the minimum lot area from 2,000sqm to 1,400sqm.</li> <li>Under 'Abbey Road' Precinct, modify the text 'Short Stay accommodation will be developed at the intersection...' to 'Short Stay accommodation is encouraged at the intersection of...'. The text regarding development adjacent to Neerigen Brook to be modified to reflect the need for a LDP for development adjacent. Under 'Notes', reduce the minimum lot area from 2000sqm to 1,400sqm.</li> <li>3.8 Abbey Road Precinct (pages 44-45) Modify to apply a minimum 2 storey height on Residential Edge for Abbey Road.</li> <li>3.6 Expand William Street Precinct so that Land Use Permissibility is more consistent with TPS.</li> <li>3.6 Figure 26 – Include Grey areas in Legend and Description for Preferred Common Open Space.</li> </ul>
	Section 4 – Public Realm Advisory Guidelines	<ul style="list-style-type: none"> <li>Figure 32 needs to be updated to note 'indicative' streets / roads for those which are currently not in place but could come about via redevelopment.</li> <li>Figure 32 to 39 needs to be carefully reviewed to ensure the road widths proposed correspond to the existing road widths to ensure no land take will be required for streetscape and road upgrades.</li> </ul>
	Section 2.0 Existing Conditions	<ul style="list-style-type: none"> <li>Amend Figures 4, 5 and 7 to include 9 and 11 Sixth Road (Selkirk Precinct) and amend existing boundary for 'City Entrance Precinct' to remove Narragin Inn and Pioneer Village.</li> </ul>
	Executive Summary	<ul style="list-style-type: none"> <li>After the heading and paragraph on 'Population', the Executive summary should include a section titled 'Employment' which explains in summary the expected number of jobs that will be required for the growing population in the ASMCSP catchment (estimated around 129,000 jobs), the self-sufficiency rate of 60% sought by Perth and Peel @3.5m, the number of anticipated jobs that would be created in new industrial estates, and business as usual for the ASMCSP and then the significant gap between number of jobs required and number of jobs anticipated for the catchment area.</li> <li>After the heading and paragraph on 'Retail', the Executive Summary should include a section titled 'Office and Commercial' which explains in summary the expected additional area in office and commercial floor space and the importance of attracting State Government employment and Tertiary Institutions to Armadale.</li> <li>Under the heading 'Development Scenarios', the Executive Summary should include information on the expected public sector investment across each option for the Metronet intervention and include the number of construction jobs generated by each government investment and private sector investment.</li> </ul>
	General Changes	<ul style="list-style-type: none"> <li>Identify all road names on relevant maps and amend road connection from Fourth Road to William Street and Third Road to be 'desirable Pedestrian Link / open space'.</li> <li>Figure 2 to be reviewed and updated to ensure the references match the plan.</li> <li>Figure 5 to be updated to reflect a 'Landmark' building on the site at the corner of Church Avenue, Third Road and South Western Highway.</li> <li>Section 6.9 being modified to provide more flexibility on Waste service arrangements.</li> <li>Section 6.10 Change title of section to "General Requirements".</li> </ul>

Document	Section	Proposed Change
Armada City Centre Economy, Retail, Tourism		<ul style="list-style-type: none"> <li>Section 6.2 Delete second dot point regarding <i>one in four</i> visitor bays.</li> <li>Section 6.3 Delete last dot point regarding change of use parking not applying.</li> </ul>
	3.0 Strategic and Policy Context	<ul style="list-style-type: none"> <li>Under Sections 3.3. and 3.4 the documents needs to be specific about the expected population and jobs growth forecasted by Perth and Peel @ 3.5m, and the gap between forecasted jobs required and those that can be provided through 'business as usual' approach needs to be highlighted to align with the Executive Summary.</li> </ul>
	4.0 Centre Development – Influencing Factors	<ul style="list-style-type: none"> <li>Include a new heading and section titled 'Socio-Economic Influences' which identify the social disadvantage in the South-East growth corridor, the changing population with growing middle class coming in new subdivisions such as Harrisdale Estate and how inequality can be addressed through the investment and expansion of the City centre.</li> </ul>
	5.0 The City Centre's Primary Region – Current and Future	<ul style="list-style-type: none"> <li>Under this section a separate heading titled 'Jobs' needs to be created that emphasises the core issues confronting forecasted required jobs and 'business as usual' approach to providing jobs and the gulf between them. This needs to highlight the need for an 'interventionist' approach as being required if Armadale is to meet the minimum job levels required for the region.</li> </ul>
	8.0 Competitive and Comparative Analysis	<ul style="list-style-type: none"> <li>Amend Map 8.1 to include 9 and 11 Sixth Road (Selkirk Precinct) and amend existing boundary for 'City entrance Precinct' to remove Narrogin Inn and Pioneer Village.</li> </ul>
	9.0 Centre Development	<ul style="list-style-type: none"> <li>Under Section 9.2, include information on the expected public sector investment across each option for the Metronet intervention and include the number of construction jobs generated by each government investment and private sector investment.</li> </ul>
Armada Activity Centre Utilities and Drainage Infrastructure Impact Assessment	General Changes	<ul style="list-style-type: none"> <li>Identify all road names on relevant maps and amend road connection from Fourth Road to William Street and Third Road to be 'desirable Pedestrian Link / open space'.</li> </ul>
	Section 1.0 Introduction	<ul style="list-style-type: none"> <li>Amend Figures 1, 2, 3, 4, 6, 7, 8 and all Appendix drawings to include 9 and 11 Sixth Road (Selkirk Precinct) and amend existing boundary for 'City entrance Precinct' to remove Narrogin Inn and Pioneer Village.</li> <li>Include in the introduction section an outline of the current key statistics in the City Centre and then compare to the key statistics of the Preferred Plan (i.e. population, number of dwellings, retail and commercial and office floor space etc).</li> <li>A note should be made in relation to the Metronet project and the likelihood that some of the infrastructure would be upgraded as part of the Armadale to Byford extension.</li> </ul>
	General Changes	<ul style="list-style-type: none"> <li>Identify all road names on relevant maps and amend road connection from Fourth Road to William Street and Third Road to be 'desirable Pedestrian Link / open space'.</li> <li>Figure 2 to be reviewed and updated to ensure the references match the plan.</li> </ul>

Document	Section	Proposed Change
Armada Strategic Metropolitan Centre Structure Plan Transport Assessment	Executive Summary	<ul style="list-style-type: none"> <li>The Executive Summary should be updated to have some background to the City Centre acknowledging its role as a Strategic Metropolitan Centre, the options considered and the Preferred Plan.</li> <li>The Executive Summary should be updated to include an overview of how bus connections between the Station and local / regional movement is to work. Understanding of the current public transport and expected future public transport network should be considered.</li> </ul>
	Introduction	<ul style="list-style-type: none"> <li>The Background to be updated to provide an overview of the current status of the Strategic Metropolitan Centre in terms of key statistics (i.e. population, no. dwellings, retail, office and commercial floor space, no.jobs etc). The background to be expanded to reflect the future role of the City centre and the 'Preferred Plan' being sought so a comparison between existing and future statistics can be made.</li> <li>Amend Figures 1 and 3 to include 9 and 11 Sixth Road (Selkirk Precinct) and amend existing boundary for 'City entrance Precinct' to remove Narragin Inn and Pioneer Village. These changes to be included in Figures 11-17, 20, 21, 23 and 24.</li> <li>Update Section 1.4.2 to include subsequent meetings with DoT, PTA and Metronet that has occurred.</li> </ul>
	Section 2 Policy and Planning Context	<ul style="list-style-type: none"> <li>Section 2 'Policy and Planning Context' to be updated to include a separate heading for 'Perth and Peel @3.5m so a detailed overview of the population, jobs growth and role of the Armadale Strategic Metropolitan Centre can be captured.</li> <li>Update the Metronet section and 'Grade level crossing changes to reflect the recent announcements to Kelmscott and also to identify that grade separation of Armadale Road, Forrest / Third Road and Church Avenue is required to support the Metronet Project extension of Armadale to Byford.</li> <li>Section 2.2.6 'Economic development Strategy' to be updated to reflect the City's new Strategy which has recently been approved (2018).</li> <li>The Department for Planning is currently undertaking a study on the upgrade of Forrest Road, Wungong Road and Eleventh Road (Road Reserve Study) by SHAWMAC which needs to be identified and included in the report.</li> </ul>
	Section 4.0 Traffic and Transport Assessment	<ul style="list-style-type: none"> <li>Section 4.1 should be updated to provide further background on the structure plan, principally its aims, which is to expand, include additional office, retail and commercial land, more residential dwellings and provide for more jobs. The context around Perth and Peel @3.5m should be provided.</li> <li>Section 4.3 should be expanded to provide greater explanation on how the bus / rail interchange is proposed to work.</li> <li>Section 4.4.2 to align with the Parking Supply and Management Strategy.</li> </ul>
	General Changes	<ul style="list-style-type: none"> <li>Identify all road names on relevant maps and amend road connection from Fourth Road to William Street and Third Road to be 'desirable Pedestrian Link / open space'.</li> <li>Figure 3 to be reviewed and updated to ensure the references match the plan.</li> <li>Figures 23 and 24 to be modified to include a 'landmark' building on the site including Lots 501, 4, 1 and 126 Church Avenue and Lots 127, 128, 9, 505 and 50 Third Road</li> </ul>

Document	Section	Proposed Change
Armada City Centre Activity Centre Plan Road and Noise and Ground Vibration Management	Executive Summary	<ul style="list-style-type: none"> <li>Amend the aerial diagram under the Executive Summary section to include a title and to amend the map itself to reflect the inclusion of 9 and 11 Sixth Road (Selkirk Precinct) and amend existing boundary for 'City Entrance Precinct' to remove Narrogin Inn and Pioneer Village. The map changes are to also be carried out for the map in Appendix A of the document.</li> </ul>
	General Changes	<ul style="list-style-type: none"> <li>Identify all road names on relevant maps and amend road connection from Fourth Road to William Street and Third Road to be 'desirable Pedestrian Link / open space'.</li> <li>Plan on pages 21 and 22 to be reviewed and updated to ensure the references match the plan.</li> <li>Review of Noise and Vibration Strategy required to ensure consistency as identified in the Public Transport Authority submission.</li> </ul>



**ARMADALE STRATEGIC METROPOLITAN CENTRE STRUCTURE PLAN  
OTHER ISSUES RAISED IN PUBLIC SUBMISSIONS - ISSUES 23-59**

*Issue 23 - The City has never done anything to provide parking in the CBD and there is no mention of the Armadale City Centre Car Parking Strategy of 2016. Most developments have been given parking concessions and the City of Armadale Administration car park is shown on the plan as remaining as is despite increases in staff numbers and customer base.*

*Comment*

The City Centre does not currently have parking capacity issues. There are a number of Council owned car parks existing – between the Courthouse and the City Admin Building, adjacent to the Armadale District Hall and between Fourth Rd and William Street. There are also significant areas of on-street parking. Future developments will see car parking contained at-grade or within buildings in basement car parks. The Structure Plan is supported by a Car Parking Strategy which also makes provision for future public and private car parking in the City Centre to cater for the expansion of the Centre over time.

Recommendation

That the issue is not supported.

*Issue 24 – Ensure adequate parking is integrated including parking for travelers, camper vans and caravans.*

*Comment*

Adequate parking of this nature is already provided within the City Centre including adjacent to the Tourism Information Centre in Jull Street.

Recommendation

That the issue is supported.

*Issue 25 – Sixth Road Armadale is full of new developments that will make Armadale retain a reputation as a low socio-economic area. High density in the City Centre is inevitable but more consideration needs to be taken with regard to architectural design.*

*Comment*

The Planning Framework for the City Centre includes a set of Design Guidelines that will be adopted as a Local Planning Policy and aims to achieve the best design outcomes, retention of a large percentage of existing vegetation and the addition of more street vegetation and additional local parks. In addition the State Government is also due to release its Design WA Policy Framework which includes guidelines on how to design quality apartment development across the Metropolitan area including Armadale.

Recommendation

That the issue is supported.

*Issue 26 - Object to private dwellings being higher (units) than 3 stories, as it would increase zoning to R80 and bring the increase of traffic with it.*

*Comment*

To obtain the desired residential densities to improve the life and viability of the City Centre, it will be necessary to have multi-storey building so that more dwellings are achieved per hectare than other low rise building would provide. It is intended that the Density Code of RAC0 would apply to most of the City Centre to increase the number of dwellings and the resident population.

Recommendation

That the issue is not supported.

*Issue 27 – Submitters are concerned that Armadale will lose its entire heritage as a result of this plan being implemented. Some of the old dilapidated buildings should be incorporated into the new developments as this would make the precinct unique.*

*Comment*

It is important to the success of the City Centre and security to make the Centre a 24 hour place and this can be achieved by significantly increasing the resident population in the Centre. Currently the Centre is home to less than 500 people. The precinct abutting South Western Highway is the most appropriate location for the bulk of the new housing to be developed. Much of the existing housing stock within the John Street to Third Road is more than 50 years old and in the past it has not been determined to individually have enough value on heritage criteria for retention. There are heritage listed properties / places within the City Centre area, and provision is made in the Structure Plan and Design Guidelines (Local Planning Policy) to encourage their retention and enhancement.

Recommendation

That the issue is not supported.

*Issue 28 – The proposed changes to the Town Centre and surroundings will completely ruin the look of the Town Centre. We do not need more shops or more concrete eyesores like the one on Jull Street.*

*Comment*

The proposed changes to the Town Centre aim to increase both population and businesses in the City Centre whilst maintaining the existing vegetation within the City Centre. The Planning Framework for the City Centre includes a set of Design Guidelines which will be adopted as a Local Planning Policy. This will ensure future development of built form and public realm is of a high quality.

Recommendation

That the issue is not supported.

*Issue 29 – Need more community facilities in Armadale including a parent's centre and alternative activities such as ice skating or roller-skating.*

*Comment*

The City Centre Structure Plan will allow for more recreational and entertainment facilities in Armadale.

Recommendation

That the issue is supported.

*Issue 30 – Need more public seating throughout the City Centre for elderly people who walk around and may need to rest.*

*Comment*

The Structure Plan includes recommendations with regard to street furniture throughout the City Centre so the public realm is enhanced.

Recommendation

That the issue is supported.

*Issue 31 – Is provision going to be made for a site/venue for a Men's' Shed in the City Centre?*

*Comment*

The plan does not include specific provision for a Men's Shed. Generally the nature of this use means that the most appropriate location is within an industrial area or on larger areas of Crown reserves due to shed sizes, parking requirements and the potential for power tool and other noise generated by this kind of use. The City is working with Men's Shed providers to source suitable locations within the City's boundaries.

Recommendation

That the issue is not supported.

*Issue 32 - If the Library is redeveloped it should include provision of rooms for community sessions, meditation, games days etc.*

*Comment*

The City is currently planning an extension to the Library and will take these comments into consideration.

Recommendation

That the issue is supported.

*Issue 33 – If railway station is redeveloped then toilets need to be provided at the platform level. Currently you have to go back upstairs if you need the toilet.*

*Comment*

This matter should be taken into consideration by PTA in any redevelopment project for the train station. An accessibility plan would be required as part of the planning for any new train station facility.

Recommendation

That the issue is supported.

*Issue 34 – The plan should ensure that services such as doctors and shops are within walking distance of Dale Cottages retirement village.*

*Comment*

The Structure Plan aims to make all parts of the City Centre more accessible for pedestrians, cyclists and people using mobility devices.

Recommendation

That the issue is supported.

*Issue 35 – There is a need for more public bins particularly between the train station and the Armadale hinterland. Submitter currently cleans verge along Avonlea Road to Townley Rd.*

*Comment*

The provision of rubbish bins in close proximity to the Train Station will be considered further in any future redevelopment of the station by the Public Transport Authority. The submission has been referred to the City's Technical Services for further consideration in relation to the City's managed areas.

Recommendation

That the issue is supported.

*Issue 36 - Ensure there are enough, easily accessible public conveniences throughout city centre.*

*Comment*

There are a number of public toilet facilities within the City Centre and the City will continue to review the need for more within the City Centre if/when substantial redevelopment occurs.

Recommendation

That the issue is supported.

*Issue 37 – Housing within the ACP area should be prioritised for people with disabilities and the elderly so they can be close to all the businesses and services in the City Centre.*

*Comment*

The Department of Communities has multiple Access Housing properties within the City Centre and owns vacant land on which they propose to build more Access Housing. This will evolve as demand for different housing increases in the City Centre.

Recommendation

That the issue is supported.

*Issue 38 – There should be a free CAT bus service from surrounding residential areas into the City Centre.*

*Comment*

The Public Transport Authority is responsible for the provision of bus services within the Perth Metropolitan Area. With PTA forming a major part of the State Government's

Metronet Team which is responsible for planning and delivering the Armadale to Byford passenger rail extension, planning for bus services in the Centre will also be included.

Recommendation

That the issue is supported in part.

*Issue 39 – The City Centre’s public realm should be smoke free at all times and the rules actively enforced.*

*Comment*

The City has a Policy with regard to Smoke Free places and smoking is currently banned in the Jull Street Mall and Memorial Park. Additionally, all community events are required to be smoke free.

Recommendation

That the issue is supported.

*Issue 40 – Would like to see a restaurant strip/cluster outside of shopping centres that would provide a hub for activity in the City Centre.*

*Comment*

The Structure plan does aim to provide more active frontages to businesses and especially the development of activity strips that include alfresco dining. The plan currently proposes to have Jull Street Mall / Street established as a main area for cafes and restaurants which could be a centre of gravity for entertainment in the City Centre.

Recommendation

That the issue is supported.

*Issue 41 – There are a lack of healthy eating options in Armadale.*

*Comment*

It is expected that as the City Centre grows, then so will the options available and this includes a more diverse food offering.

Recommendation

That the issue is noted.

*Issue 42 – It is important to make the City Centre “green” and perhaps provide a City Centre community garden.*

*Comment*

The Structure Plan aims to significantly “green” the City Centre including the retention of existing trees where possible, the incorporation of significant landscaping into developments and the addition of some urban parks within the City Centre.

Recommendation

That the issue is supported.



*Issue 43 – The proposed pie in the sky concepts in the Structure Plan will destroy the City Centre. Especially the proposal to build a road through the Armadale City Shopping Centre. This road was in the City's 2009 Strategic Plan but was built over when the shopping was redeveloped. This will never happen as the shopping centre will not give up land in the middle of their centre. Does the Council not notice there is a 2 storey building and carpark constructed over this land.*

*Comment*

All of the proposals in the Structure Plan are aimed at providing a diverse and more robust City Centre with a variety of land uses, additional services and a significant increase in residential dwellings. The proposals for new roads are indicative at the planning stage and to be realised would be subject to future redevelopment of the Shopping Centre. The Structure Plan has a development horizon of 25 years and therefore it is conceivable that redevelopment / renovation of part or all of the Shopping Centre could occur in this timeframe and the detail can be reconsidered at that time.

Recommendation

That the issue is not supported.

*Issue 44 – Harvey Norman and medical centre appear to be wiped from the map by proposed development.*

*Comment*

The plan showing different buildings on the Harvey Norman and Medical Centre sites is a concept plan only that demonstrates how those sites could be developed in the future. If full redevelopment of those sites is proposed by their land owners in future then any new development will be required to abide by the Structure Plan requirements and Design Guidelines.

Recommendation

That the issue is not supported.

*Issue 45 – MRA plan for the West of Railway has now been downgraded to a mixed use development and nothing has happened on the land.*

*Comment*

The MRA are investigating options for activating the West of Railway Structure Plan. This project will be looked at in accordance with the broader Armadale to Byford rail extension as part of the State Government's Metronet Program.

Recommendation

That the issue is supported.

*Issue 46 – Client objects to land on corner of Third Rd and Church Ave being designated a heritage site as it is not in the MHI and contains no buildings. The heritage designation should therefore be removed.*

*Comment*

The Structure Plan and Design Guidelines pick up on all properties identified within the MHI as a heritage site. The City will review the relevant plans in the Structure Plan and Design

Guidelines to make sure that the alignment between these documents and the MHI is correct. The classification of the Heritage site on the corner of Third Road and Church Avenue should be amended in the City's MHI to that of a "Heritage Place" only instead of a "Heritage Building given that the Doctor's house was removed several years ago now.

Recommendation

That the issue is not supported.

*Issue 47– Map 1 needs to be updated to accurately show location of tourism uses.*

*Comment*

Review map 1 to determine any inaccuracies.

Recommendation

That the issue is supported.

*Issue 48 – More boutique bars and BYO upmarket eateries are desirable in the area between Green Avenue and Forrest Road.*

*Comment*

The City encourages the development of more entertainment type land uses within the City Centre.

Recommendation

That the issue is supported.

*Issue 49 – A new train station should be built at William Turner Reserve to provide a temporary station whilst works occurring at Armadale Station and then kept as a park and ride facility for the future.*

*Comment*

During construction works on the Armadale line to remove the existing at grade crossings it is most likely that PTA will need to consider a replacement bus service will transport passengers to the next available station such as Sherwood station. This is what normally occurs when works are in progress on the train lines.

Recommendation

That the issue is not supported.

*Issue 50 – Sherwood Station should be closed.*

*Comment*

The City supports the retention of Sherwood Station and the City's Local Planning Strategy contains an action recommending increasing density around train stations to make the station itself more viable.

Recommendation

That the issue is not supported.

*Issue 51 – An additional rail crossing is required at Champion Drive through to Streich Avenue.*

*Comment*

Denny Avenue rail crossing is to be closed and a new vehicle underpass built at Davis Road through to Railway Avenue. This area is also outside of the parameters of the City Centre Structure Plan.

Recommendation

That the issue is not supported.

*Issue 52– Does support the underground station but it is dependent on State Government funding for the project.*

*Comment*

The costs associate with undergrounding the rail line will be funded by State and Federal Government. Government has already made a commitment to remove the three existing level crossings within the City Centre area

Recommendation

That the issue is supported.

*Issue 53 – Armadale will not attract business people and become a thriving city because of its reputation.*

*Comment*

The Structure Plan is to improve the vibrancy and population in the City Centre which will provide greater need for services. The aim of the Structure Plan is to assist in improving the reputation of Armadale by creating a place that has greater diversity in land use, more diverse housing options and creating more places for entertainment and activity.

Recommendation

That the issue is not supported.

*Issue 54 – Is concerned that works associated with this project may affect ingress/egress for Pioneer Village, traffic congestion, earth movement and drainage, environmental problems and illegal use of Pioneer Village Parking by developers' vehicles.*

*Comment*

No specific projects are proposed adjacent to Pioneer Village. The City is proposing to remove Narrogin Inn and the Motel site from the Structure Plan area as they are part of the Pioneer Village complex and have a large range of possible land uses under Additional Use 1 in TPS 4.

Recommendation

That the issue is supported.

*Issue 55 – The speed limit on Armadale Road between Sanctuary Park and Minnawarra Park needs to be reduced to 50km/h or pedestrian crossing/bridge facilities constructed to allow people to safely cross between these parks.*

*Comment*

Main Roads Western Australia sets speed limits on roads. Provision can be made to investigate methods to improve pedestrian safety across Armadale Road both between the two parks and from the residential areas adjacent to the City Centre.

Recommendation

That the issue is supported.

*Issue 56 – The existing fire station should be moved to the South Armadale Industrial area with direct access to South Western Highway. The streets are too congested in its current location.*

*Comment*

As the population grows in the City Centre and its catchment the Fire Brigade are likely to review the location of the Armadale Station based on demand and the need for improved facilities. The City supports the Fire Brigade being relocated to an alternative site.

Recommendation

That the issue is supported.

*Issue 57 – What about fixing the dangerous intersection at Denny Avenue Kelmscott. Do something to help the ratepayers and don't waste more rates on planting trees. We need Denny Avenue fixed now.*

*Comment*

Denny Avenue is not within the City Centre Structure Plan boundaries. The State Government in July 2018 has announced that the removal of the Denny Avenue level crossing will occur and has proposed the construction of a vehicle underpass from Davis Road to Railway Avenue to replace the level crossing. This will commence construction in 2019. The State Government has committed \$69 million to cover the full cost of the project.

Recommendation

That the issue is supported.

*Issue 58 – The plans are full of errors and are difficult to interpret and there is no No. 22 on the plan at all. Many areas are vague as to their uses and Armadale will not improve at all.*

*Comment*

The City acknowledges the error identified and will amend the plans accordingly.

Recommendation

That the issue is supported.

*Issue 59 – Council should provide funding to the Dale Bar and Bistro to allow further upgrades of the premise including a rooftop bar and eatery.*

*Comment*

The City is not in a position to and nor is it appropriate, to fund the upgrades to private businesses. The Structure Plan and Design Guidelines provide options for the future redevelopment of private land which could include such things as rooftop bars and eatery.

Recommendation

That the issue is not supported.