

Champion Lakes Gateway Precinct Structure Plan

Resolution

The Armadale Land Redevelopment Committee (LRC) at its meeting on 5 October 2020 approved the Champion Lakes Gateway Precinct Structure Plan submitted by Taylor Burrell Barnett on behalf of Yolk Property.

The LRC acknowledged the importance of the detailed design matters identified by the Authority's Design Review Panel (DRP) but considered these are not ordinarily incorporated within a structure plan and should be addressed at the Local Development Plan stage to the satisfaction of the Authority in consultation with the DRP and the City of Armadale.

CONDITIONS:

1. The Structure Plan Report is to be amended to address the following items to the satisfaction of the Authority:
 - a) Part 1, Section 3.0 and Plan 1 is to be updated to confirm the delivery of the Public Open Space in the Living Stream as part of Stage 1.
 - b) Part 1 and 2, Section 4.5 is to be amended to include a requirement for underground infrastructure to be located 'wholly within the verge on standard alignment'.
 - c) Part 1, Section 4.6: is to be amended to delete the reference to potential for 2% of the minimum 10% Public Open Space to be met by a cash in lieu payment.
 - d) Part 1, Section 4.7 and Plan 2 is to be amended to replace the word 'maximum' with 'minimum'.
 - e) Part 1, Section 5.1 is to include the following statement: 'Residential development adjacent to Wright Lake should be a minimum building height of 2 storeys.'
 - f) Part 1, Section 5.2 is to include the following Local Development Plan (LDP) provisions for the Commercial Precinct:
 - i. A landmark building is to be located at the corner of the commercial lot which fronts the Retirement Living Precinct and the Residential R30 development. The landmark building is to incorporate architectural design features and height differentiation to provide attractive and inviting building designs;
 - ii. A 'public square' is to be provided for in a location opposite the Retirement Living Precinct;
 - iii. Buildings floor levels are to be designed to match the adjoining street level to ensure universal access and maximise the active street frontage;
 - iv. Buildings shall provide canopies and awnings over pedestrian footpaths to provide shelter from the weather and to encourage walking; and
 - v. All buildings shall be designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles to ensure adequate surveillance of the street, public realm and residence safety.
 - g) Part 1, Section 5.3 is to include the following LDP provision: No vehicle access is permitted from Lake Road.
 - h) Part 1, Section 5.4 is to include the following LDP provisions:
 - i. Stair access and retaining wall(s) with uniform open style fencing and gate is to be provided along the Public Open Space boundary; and
 - ii. Letter boxes are to be located on the frontage facing the public road.
 - i) Part 1, section 5.5 is to include the following requirements:


- i. At the subdivision stage, raised cross walk(s) and central median strips with tree planting are to be provided within the road reserve between the Commercial and Retirement Living Precincts, and Part 1, Plan 2 and Part 2, Figure 18 are to be updated to reflect the cross section shown in Attachment 1;
 - ii. A Street Tree Planting Plan will be required for all roads as a condition of subdivision approval; and
 - iii. Part 1, Section 6.3 and Part 2, Section 4.10 is to include the requirement for a notification on titles of all residential lots advising that they are located in the vicinity of the Champion Lakes Rowing Course and there is a potential to be affected by noise associated with the operation of the rowing course.
 - j) The following text is to be deleted from Part 1, Section 7.0 (a):
 - “a) The structure plan area will be designated as a 'Development Area' within TPS4, with the subject structure plan being automatically adopted for the purpose of fulfilling the requirements of Part 4E of the Scheme, and the land use permissibility will then be retained via the structure plan, which reflects the current permissibility under Scheme 2” (Refer to Advice note a);*
 - k) Part 2, Section 4.3.2.1, remove reference to lots less than 100m² and WAPC Position Statement - Housing on lots less than 100m² (June 2019). (Refer to Advice b.)
 - l) Part 2, Section 4.4.1 Linear Parkland (Paragraph 3) is to be updated to include the following additional text: “Figure 14 is a concept design only and will be subject to a condition of subdivision approval requiring the detailed design to be prepared in consultation with the City of Armadale and include a more natural meandering design of the base channel and provision of functional and usable recreation areas.”
2. Part 1, Section 6.2 is to be updated to include the following text: “Indicative locations for stormwater treatment areas (e.g. raingardens, bio-retention areas) are to be identified as a condition of subdivision approval, to demonstrate there is sufficient land available for stormwater capture and treatment, in accordance with Better Urban Water Management (Department of Planning, 2006).”
 3. The Acoustic Report is to be updated to correctly reference State Planning Policy 5.4 “Road and Rail Noise” (2019) instead of 2009. (Refer to Advice Note c)
 4. The Traffic Impact Assessment (TIA) is to be updated to verify the MRWA Regional Operation Model (ROM) data referenced within the TIA and to confirm or amend the assumptions and data provided in relation to the performance of Tonkin Highway and the SIDRA analysis of associated road network performance. The updated TIA is to be submitted to the satisfaction of the Authority in consultation Main Roads Western Australia (MRWA). (Refer to Advice Note d)
 5. A Precinct Sustainability Strategy is to be prepared by a suitable qualified professional, detailing the sustainable initiatives to be included in the Structure Plan in accordance with Armadale Development Policy 1 – Green Buildings. (Refer to Advice Note e)
 6. A Public Art Strategy is to be prepared outlining the themes, locations and installation staging of artwork across the Structure Plan area in accordance with Armadale Development Policy 4 – Providing Public Art. (Refer to Advice Note f)

ADVICE NOTES:

- a) Transitional provisions are to be agreed between the Authority and the City of Armadale as part of the normalisation process.
- b) The Department of Planning, Lands and Heritage advised that subdivision applications for Lots between 80m² and 100m² need to be able to demonstrate being in a 200 to 400 metre walkable catchment of a proposed or existing neighbourhood centre.
- c) With regards to Condition 3, the applicant is advised that future development within the Structure Plan area is to occur in accordance with the requirements of the Acoustic Report.
- d) With regards to Condition 4, MRWA ROM information used is required to be reviewed in order to determine if the base data is appropriate to use for this Structure Plan.

Further, the TIA is to be reviewed to address the following comments from MRWA:

- i. The SIDRA performance outputs identified for the AM Peak period are unrealistic and are to be amended.
 - ii. The TIA states that the existing performance of Champion Drive East is oversaturated with a degree of saturation of 112% in the AM Peak. Based on Traffic counts obtained from SCATS in February 2020, the degree of saturation should not be more than 100%. The 370m queue modelled on Champion Drive does not match the operational reality. This intersection operates far below saturation point.
 - iii. The TIA states that the existing performance of Tonkin Highway North is oversaturated with a degree of saturation of 105% in the PM Peak with queues of more than 1km.
 - iv. The validity of the SIDRA modelling shown in the report for the 2031 scenarios (with and without development) are to be amended based on corrections made to the base case model.
 - v. The Champion Drive and Tonkin Highway intersection saturation performance is not accepted by MRWA for the 2031 AM and PM Peaks. The AM Peak has a right movement for Champion Drive East showing a degree of saturation of 595% with an overall level of service 'F'. The PM Peak with Champion Drive East has a degree of saturation for 281% and an overall level of service 'F'.
 - vi. The TIA mentions the solution of adding an extra lane to Tonkin Highway. There is no plans in MRWA 4 years forward construction estimates for this work to be undertaken and all projects not programmed are considered 'long term'.
 - vii. SIDRA data files used to inform the TIA for the Champion Drive and Tonkin Highway intersection are to be provided to MRWA for review.
- e) With regards to Condition 5, the Precinct Sustainability Strategy is to address the following elements:
 - i. minimisation of resource use, including water, energy and materials;
 - ii. minimisation of waste and emissions;
 - iii. efficient infrastructure provision and use;
 - iv. landscape and ecology;
 - v. access and transport;
 - vi. precinct and/or building management;
 - vii. community outcomes; and
 - viii. rating or benchmarking of the sustainability initiatives against current industry best practice, consistent with a 5 Star Green Star Communities rating or an alternative rating system as approved by the Authority.
 - f) With regards to condition 6, the Public Art Strategy is to include:
 - i. a Location Plan detailing potential locations for artwork in the public realm;

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- ii. identification of potential art themes informed by a detailed analysis of the geographic, environmental and historical context of the area; and
 - iii. detailed information on the intended funding, community engagement, artist selection process and ongoing asset management arrangements.