Scheme Amendment Request

Modification to Residential Coding

Lots 1, 2, 47, 48, 100, 105 and 106 Reynolds Road, Forrestfield

Prepared for Dawsons Garden World Trust

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Document Information

Scheme Amendment Request

Modification to Residential Coding

Dawsons Garden World Trust

24~022

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Appendix A: Proposed Plan of Amendment

Executive Summary

This report supports a proposed amendment to the City of Kalamunda *Local Planning Scheme No. 3* (LPS3) to rezone Lots 1, 2, 47, 48, 100, 105 and 106 Reynolds Road, Forrestfield, from Residential R15 to Residential R40. This amendment will facilitate -an increase in the density of residential development, aligning with local and state planning frameworks.

The 12-hectare site, historically used by Dawson's Garden Centres, is well-positioned within an established urban area near Roe and Tonkin Highways. Surrounded by residential zones with split densities of R20/30 and R25/40, the proposal ensures consistency with the area's evolving residential character. The amendment will contribute to infill targets outlined in Perth and Peel @ 3.5 million and the City's Local Housing Strategy, addressing housing diversity and urban consolidation goals.

This amendment represents a logical progression for the site, leveraging its strategic location in close proximity to:

- Major employment centres, including the Welshpool/Kewdale/High Wycombe industrial area, Midland Strategic Centre, Perth Airport Estate and the Perth CBD;
- Major commercial / shopping precincts, including Midland and Belmont;
- Strong connection to key transport linkages, with direct local connection to both Roe Highway and Tonkin Highway, and direct bus connection to the new High Wycombe train station.
- A strong and well developed residential community in Forrestfield, with good capacity for further growth and intensification.

While constraints such as proximity to a "Bush Forever" site, peripheral bushfire risks, and noise from nearby highways require mitigation, the site benefits from existing infrastructure, favourable topography, and connectivity to public transport. Strategic measures, including noise barriers and bushfire management plans, will address these challenges as development progresses.

The proposed R40 density supports more contemporary residential lots and diverse housing types, meeting demand for well-connected urban infill. It enables efficient use of the land, particularly compared to the current R15 zoning, which no longer aligns with contemporary planning objectives. Future planning instruments, including a Local Development Plan(s), will refine site layouts, landscaping, and street interfaces, ensuring integration with the surrounding residential area.

The Dawson's Garden World site is a rare opportunity to deliver new homes across a significant landholding in a well established, highly functional and integrated community.

The residential coding applied should respond to the opportunity, and facilitate a high quality, well considered and contemporary approach to development.

1.0 Introduction

1.1 Purpose of Report

This report has been prepared on behalf of Dawson Harrison Pty Ltd to support a proposal to amend the City of Kalamunda Local Planning Scheme No. 3 (LPS3) to modify the density coding from R15 to R40 over Lots 1, 2, 47, 48, 100, 105, and 106 Reynolds Road, Forrestfield (the subject site) (**Figure 1**).

1.2 Site Overview

The subject site is located within the southern metropolitan area in the suburb of Forrestfield. The site spans approximately 12 hectares of land across seven freehold titles, as shown in **Figure 1**.

Positioned to the east of the intersection of Roe and Tonkin Highways, the site is currently zoned as Residential R15. Surrounding land to the east features a split density code of R20/30, highlighting the area's potential to accommodate higher-density residential development.

Historically, the site has been utilised as a growing centre for Dawson's Garden World. The broader area has predominantly been residential since development commenced in the 1970s.

A portion of the site is impacted by a section of the Dampier Bunbury Natural Gas Pipeline, which is contained within an easement traversing the southern portion of Lot 100.

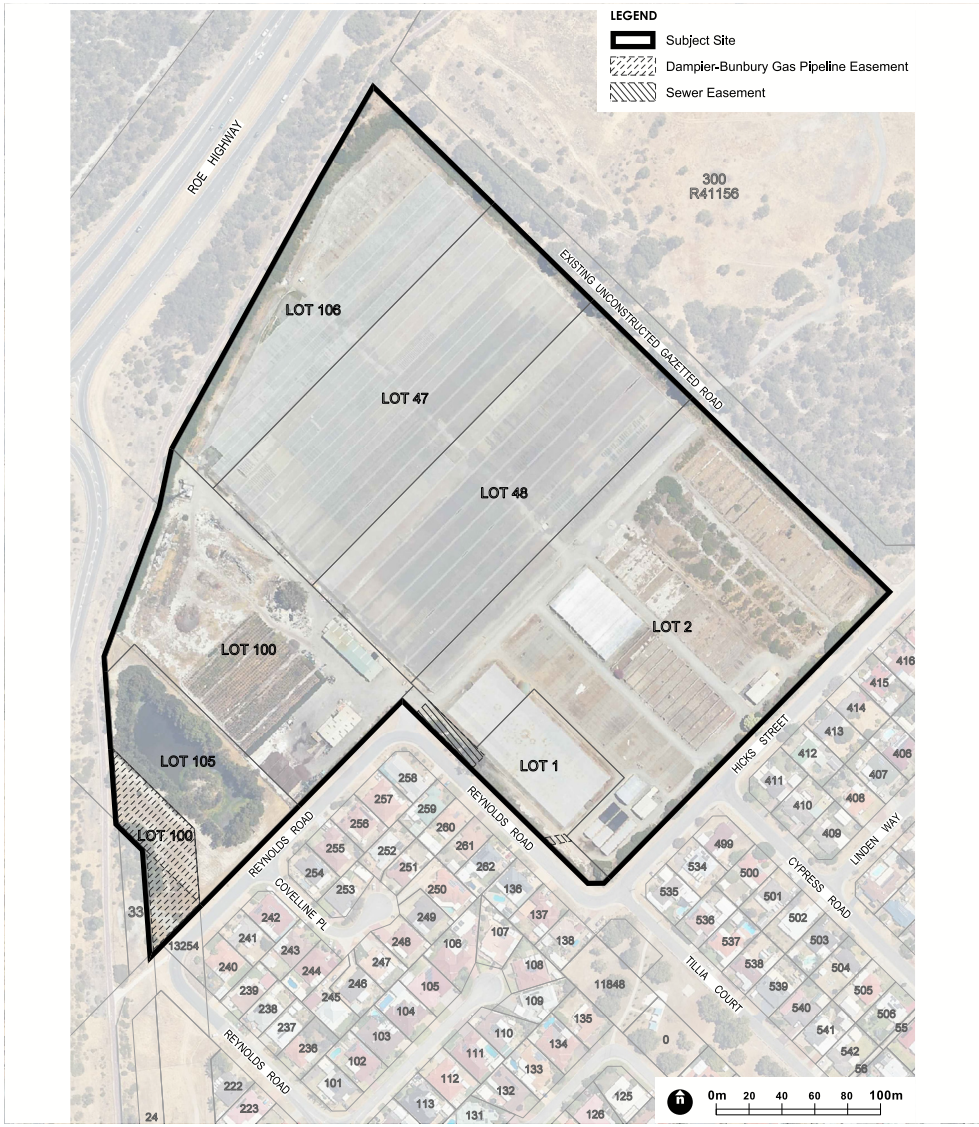


Figure 1: Subject Site

1.3 Legal Description and Ownership

The subject site is entirely within the control and ownership of Dawson Harrison Pty Ltd with the exception of Lot 105, which is owned freehold by the Water Corporation. The details of the seven land parcels included are outlined in **Table 1**.

Table 1: Lot summary details

Lot Address	Land Area (ha)	Volume / Folio	Plan No	Owner
Lot 1 Reynolds Road, Forrestfield	0.549	1427 / 800	D049302	Dawson Harrison Pty Ltd
Lot 2 Reynolds Road, Forrestfield	3.674	2745 / 915	D070038	Dawson Harrison Pty Ltd
Lot 47 Reynolds Road, Forrestfield	2.042	2103 / 321	P002302	Dawson Harrison Pty Ltd
Lot 48 Reynolds Road, Forrestfield	2.044	2745 / 913	P002302	Dawson Harrison Pty Ltd
Lot 100 Reynolds Road, Forrestfield	1.812	2092 / 997	D072027	Dawson Harrison Pty Ltd
Lot 105 Reynolds Road, Forrestfield	0.757	2092 / 996	D092635	Water Corporation
Lot 106 Reynolds Road, Forrestfield	1.629	2183 / 514	D097736	Dawson Harrison Pty Ltd

1.4 Preliminary Engagement

Extensive preliminary engagement has been undertaken with both the City of Kalamunda and the Department of Planning, Lands and Heritage, including:

- **February 2024** – Initial discussion with the City of Kalamunda to confirm the progression of the subject site to residential development, and the desire for consideration of an amendment to the residential coding to facilitate a better development outcome.
- **May 2024** – Meeting with the City of Kalamunda and Department of Planning, Lands and Heritage to discuss the proposed amendment, and
    - the optimal residential coding to be applied;
    - the need for any additional development or subdivision provisions; and
    - The site opportunities and constraints which will require further investigation at the subdivision stage.
- **July 2024** - Initial engagement with the Water Corporation and Australian Gas Infrastructure Group with respect to opportunities and constraints for infrastructure associated with the existing drainage basin and gas pipeline corridor in the southern portion of the subject site.
- **October 2024** – Meeting with the City of Kalamunda to further discuss amendment proposal, and refined coding arrangements for progression of amendment.
- **November 2024** – Meeting with the City of Kalamunda and Department of Planning Lands and Heritage to discuss the options for the coding arrangement which had been explored by the project team, and the rationale for the application of an R40 coding.

2.0 Planning Framework

2.1 State Planning Framework

2.1.1 North-East Sub-Regional Planning Framework

The *Perth and Peel @ 3.5 million* land use planning and infrastructure framework sets an over-arching strategic plan for the city with a population of 3.5 million people by 2050. The framework provides guidance on where sustainable development should occur over the next 35 to 40 years to ensure the impact of urban growth on areas of environmental significance is minimised; to protect heritage; and maximise the benefits of available land and existing infrastructure.

The subject site falls within the *North-East Sub-regional Planning Framework*, and is identified as an 'Urban' area. These areas are noted as those where land is identified for urban use under the *Metropolitan Region Scheme* (MRS), such as residential and associated activity and bulky goods/light industry employment centres, recreation and open space. The subject site is part of a greater urban area and is adjacent to land zoned for Primary Roads to the north and west, and Bush Forever to the east.

The proposed amendment is consistent with the intentions and recommendations of the Framework.

2.1.2 Metropolitan Region Scheme

The subject site is zoned 'Urban' under the MRS as noted in **Figure 2**. The existing residential area to the south-east of the subject site is also zoned 'Urban', and the site is bounded to the north and west by the Primary Regional Road reservation for Roe and Tonkin Highway. To the north-east of the subject site is Parks and Recreation Reservation, which encompasses Pioneer Park, and is also covered by a Bush Forever area (Site 440).

The proposed scheme amendment does not alter the use of the land from its current zoning under the MRS and as such no amendments would be required. The proposal is consistent with the objectives of the Urban zone and will provide for well-connected infill development.

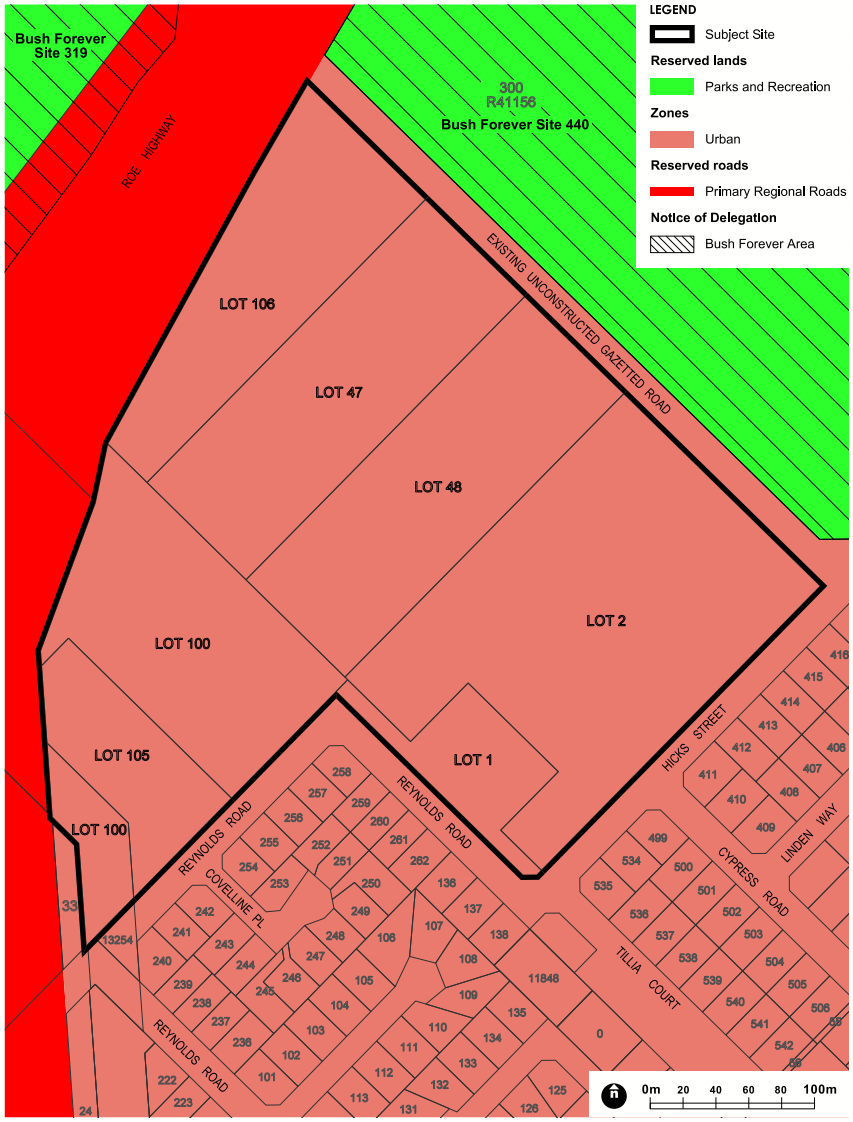


Figure 2: Metropolitan Region Scheme

2.1.3 State Planning Policies

2.1.3.1 State Planning Policy 2.8 – Bushland Policy for the Metropolitan Region

State Planning Policy 2.8 (SPP2.8) aims to provide a framework that will ensure bushland protection and management issues within the Perth Metropolitan Region are appropriately addressed and integrated with the surrounding land use planning.

The subject site does not contain any bushland identified by this policy, however, is adjacent to a site designated as 'Bush Forever'. This site has been largely degraded with only a small portion of the site containing significant vegetation.

2.1.3.2 State Planning Policy 7.3 – Residential Design Codes

The subject site is currently zoned as Residential R15 under LPS3 which is a relatively low density when compared with other land zoned as residential in the immediate vicinity. The proposed amendment to LPS3 will establish R40 areas that will aid in achieving infill targets by allowing for medium density development under Volume 1 of the Residential Design Codes.

2.1.3.3 State Planning Policy 3.7 – Bushfire

Approximately 60 per cent of the development site is designated bushfire prone on the Map of Bushfire Prone Areas. State Planning Policy 3,7 (SPP3.7) assists in reducing the risk of bushfire to property and infrastructure by encouraging a conservative approach to strategic land use planning practices. An assessment of bushfire requirements is provided under the environmental considerations section.

2.1.3.4 State Planning Policy 5.4 – Road and Rail Noise

The site falls almost entirely within the road and rail noise buffer from Roe and Tonkin Highways to the north and west.

State Planning Policy 5.4 – Road and Rail Noise (SPP5.4) applies to all stages of planning in WA where a noise sensitive land use is proposed within the policy's trigger distance of specified transport routes. If any part of the lot for a sensitive land use is within the trigger distance of a transport route a noise assessment is required to determine the necessary management/mitigation measures needed.

The proposed scheme amendment does not seek to alter the current zoning of the land and therefore a noise assessment is not considered to be necessary at this stage, but will certainly be required at subsequent stages of planning to inform mitigation measures to be undertaken as part of subdivision and development.

2.2 City of Kalamunda Planning Framework

2.2.1 Local Planning Strategy

It is noted that the City is currently drafting a new Local Planning Strategy to consolidate the City's current sub-strategies, however, as this document is not yet seriously entertained the Local Planning Strategy 2010 endorsed in 2013 has been taken into consideration as a part of this assessment. The site is identified by the strategy as being an 'Urban Infill Area" which is intended to accommodate a population growth of approximately 10,000 people, with the Forrestfield area identified as being capable of a 50% increase through infill development.

In relation to the site the strategy is primarily focussed on providing high quality infill development in the Forrestfield area. This is more specifically addressed through the Local Housing Strategy 2021 which is addressed below.

2.2.2 Local Housing Strategy 2021

The Local Housing Strategy recognises that there are significant benefits that can be realised by providing housing that is appropriately located, effectively zoned, and is diverse in its opportunities for the community.

As a part of the housing strategy the City has identified investigation areas where housing targets identified under Perth and Peel @ 3.5 million can be achieved. The subject site has not been identified within one of these investigation areas, however does provide significant opportunity to increase residential density in an existing area that is well connected.

Outside of the investigation areas the strategy identifies the broader Forrestfield area as being one of the suburbs where infill development is preferred due to the limited constraints on servicing, bushfire, and environmental areas compared to other suburbs within the City.

2.2.3 Local Planning Scheme No. 3

The subject site is zoned 'Residential' (R15) under the City of Kalamunda's Local Planning Scheme No. 3 (LPS3) (**Figure 3**) which has four zone objectives as follows:

- To provide primarily for single residential development whilst allowing for a range of residential densities in order to encourage a wide choice of housing types within the Shire.
- To give consideration to grouped dwelling developments if the site is near amenities and can be integrated into the single residential environment.
- To facilitate a range of accommodation styles and densities to cater for all community groups inclusive of the elderly, young people in transition and the handicapped. Such accommodation is supported where it is appropriately situated in proximity to other services and facilities.
- To encourage the retention of remnant vegetation

The current density attributed to the site through LPS3 is relatively low when viewed in the context of the adjoining residential areas which provide for split density coding of R20/30 and R25/40. The proposed scheme amendment to increase the density to R40 through a simple amendment to the density coding only is considered to be a logical progression of the site that will facilitate density targets being met.

As the site is also zoned as Residential and the proposed amendment is only for an increase in density consistent with the surrounding area the amendment is considered to be minor and fitting with the intent of the area.

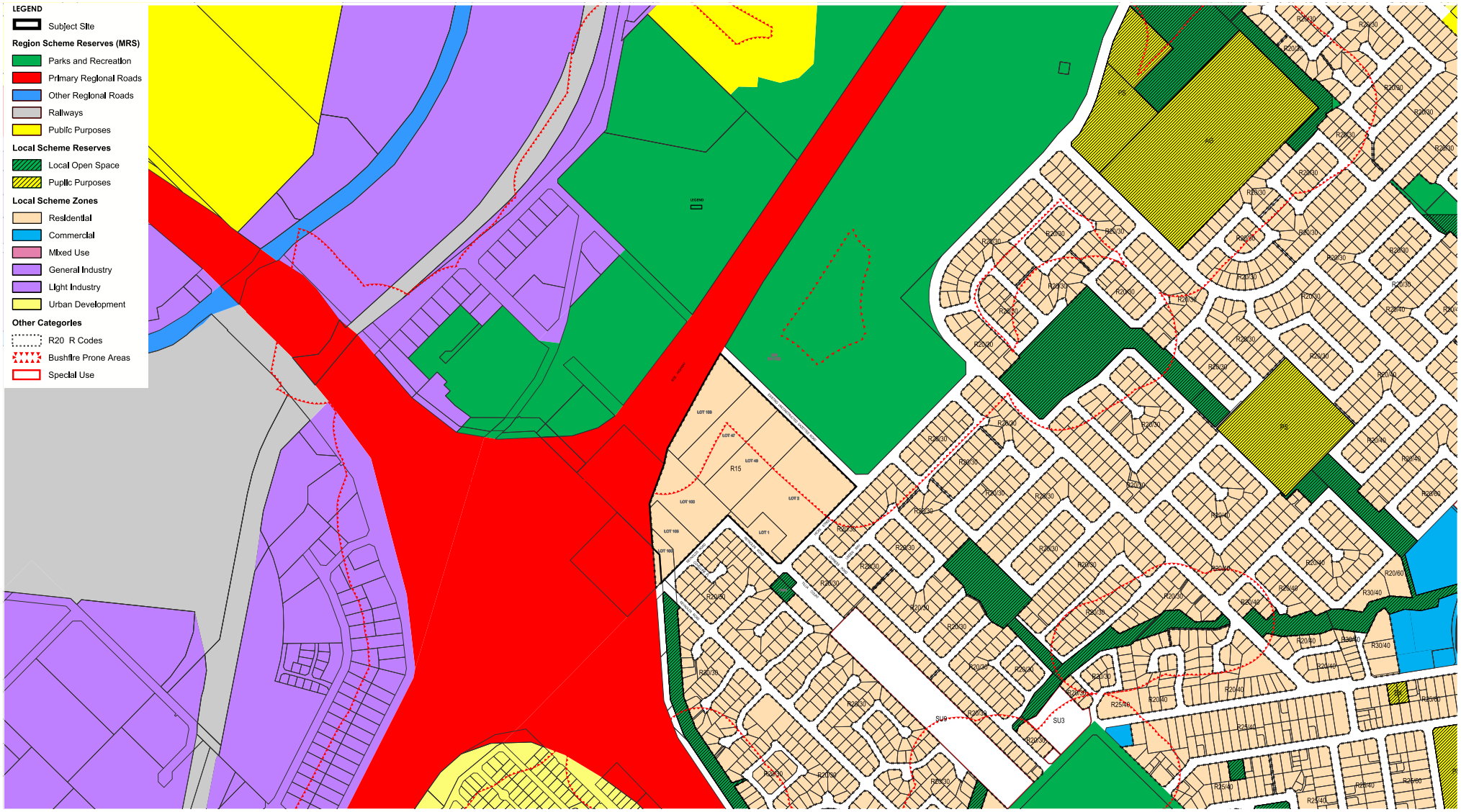


Figure 3: City of Kalamunda Local Planning Scheme No. 3

3.0 Site Context

3.1 Site History

The subject site has historically functioned as the nursery for Dawson's Garden World. Despite this previous use, the site has carried a Residential zoning designation for many years, demonstrating its intended role in accommodating housing supply within the locality.

The existing R15 Coding represents a relatively low density, particularly when viewed against contemporary infill targets and urban consolidation strategies for the broader Forrestfield area.

This prescribed density was established before the current infill targets were established and no longer aligns with the site's potential to support higher-density residential development. Given its scale and location, the site presents a significant opportunity to contribute to local housing diversity and more effectively utilise land resources, consistent with current urban planning objectives.

3.2 Environmental Considerations

3.2.1 Topography and Site Features

The subject site is relatively flat with a fall of approximately 2m across 160m from the northeast to the southwest being the most significant change in elevation for areas earmarked for development (**Figure 4**).

A preliminary investigation by Douglas Partners indicates the site is primarily sandy in nature with Guildford Formation underlying parts of it. It is suitable for residential development and can accommodate an R40 coding.

It is anticipated that the Guildford Formation can be reshaped or relocated to ensure subdivided lots will be predominantly Class A lots (in accordance with AS 2870). This means longer term settlement is anticipated to be negligible, which will permit the use of typical light-weight footings.

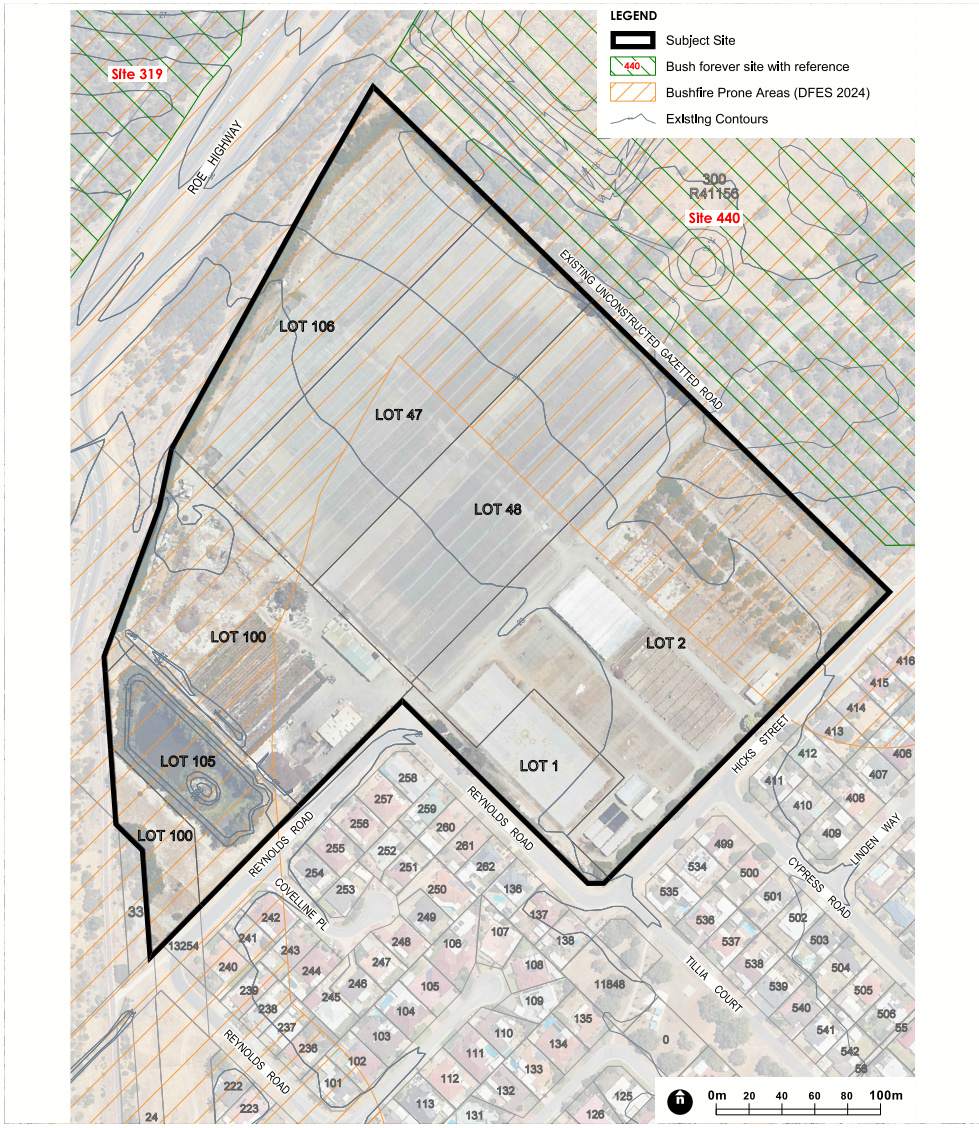


Figure 4: Environmental considerations for future development of subject site

3.2.2 Bush Forever

The subject site is adjacent to a site marked as 'Bush Forever' and mitigating impacts on high quality remnant vegetation should be considered as development progresses. It is noted that the Bush Forever designation may span into the northern unconstructed road reservation which separates the subject site from Pioneer Park, and this will require further investigation if the road reserve is to become a constructed road into the future.

3.2.3 Bushfire Management

A portion of the site is designated 'bushfire prone area' in the state Map of Bush Fire Prone Areas, and accordingly bushfire hazards are required to be considered in accordance with SPP 3.7.

An initial assessment has been undertaken for the site and noted that a minimum development setback will be required from the northeast northwest boundary to achieve a BAL29 rating. This is very likely to be provided via an interface road in any event, so is not considered to significantly constrain future residential development.

It is considered that a comprehensive Bushfire Management Plan (BMP) is not necessary at this stage, as preparing a BMP would be largely impractical prior to understanding the subdivision pattern of the site. As such, it is proposed that a BMP will be prepared to support future subdivision application/s.

3.2.4 Noise

As discussed, the subject site falls largely within the buffer areas identified by SPP5.4 due to its proximity to Roe and Tonkin Highways (**Figure 5**). It is expected that as development progresses across the site a noise wall will be required to shield new residents from the noise of Roe Highway consistent with the approach taken for the Tonkin Highway interface further to the south. The scale and implications of this noise wall are under investigation by the project team and will need to be further addressed at the subdivision stage once the subdivision design has been confirmed.

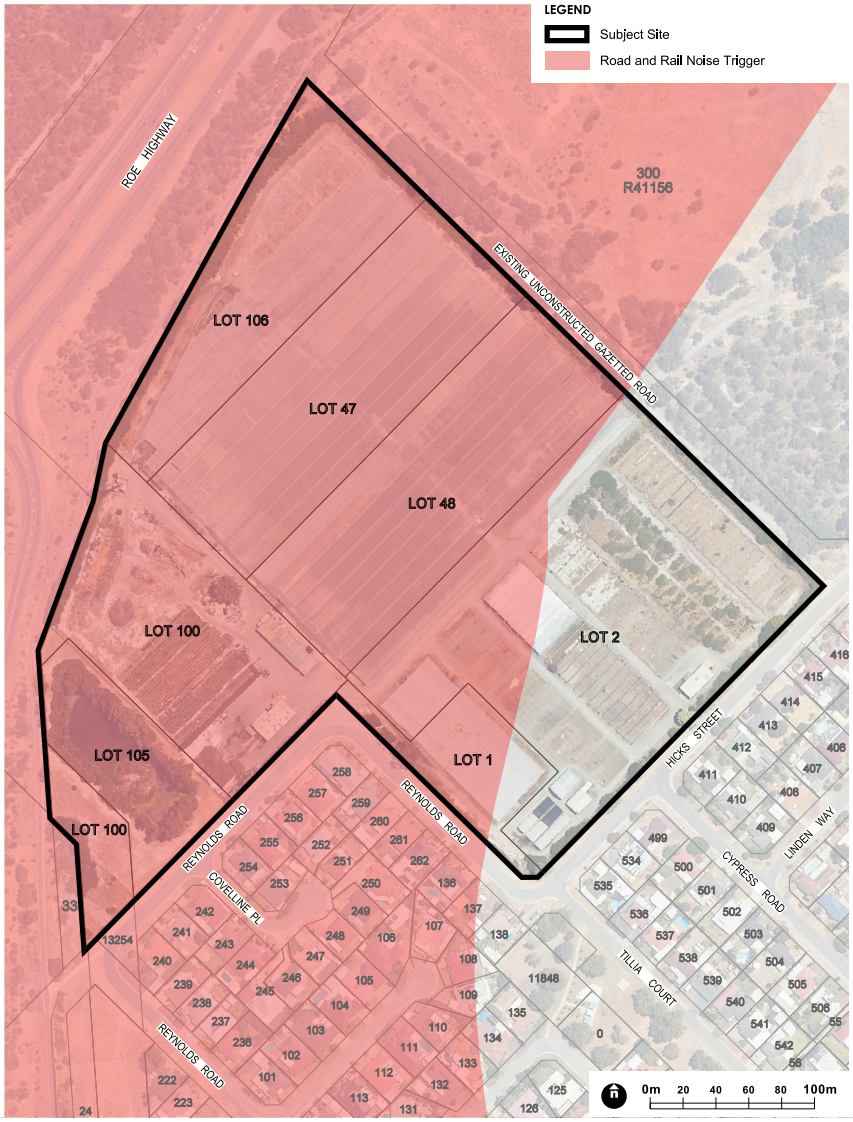


Figure 5: SPP5.4 Road and Rail noise trigger distance, identifying the extent of land which may be affected by noise from the Tonkin and Roe Highways

3.3 Service Infrastructure

3.3.1 Stormwater Drainage

The outlet for stormwater from the subject site is the drainage basin built on adjoining Lot 105 (**Figure 6**). Water Corporation has confirmed the basin has previously been sized to accommodate stormwater runoff from the subject site. The re-coding will lead to a negligible increase in design flows, which can be either contained within the basin or contained within a modified basin.

Consistent with best drainage practice, and following the completion of earthworks as part of subdivision works, it is anticipated lots created will be capable of storing first flush storm events (typically the initial 15mm of rainfall).

3.3.2 Power

Western Power's Network mapping tool indicates the site lies within a portion of their network which has spare capacity. As such electricity can be supplied from high voltage power lines in Hicks Street and Reynolds Road.

3.3.3 Water Supply and Sewerage

Water Corporation has confirmed existing infrastructure can support the increased demand for water and increased flows that will be associated with increasing the density of dwellings to be built on the subject site.

The subject site will be supplied with water from an existing DN200mm main in Reynolds Road and Hicks Street. The discharge point for wastewater collected from the site will be Access Chamber QO311 located in Reynolds Road. This chamber forms part of the DN380 St John Road Sub Main Sewer, which has spare capacity.

3.3.4 Gas Supply and Communications

Both gas and communications infrastructure are located within adjoining roads and have capacity to supply these services to dwellings with an underlying R40 coding.

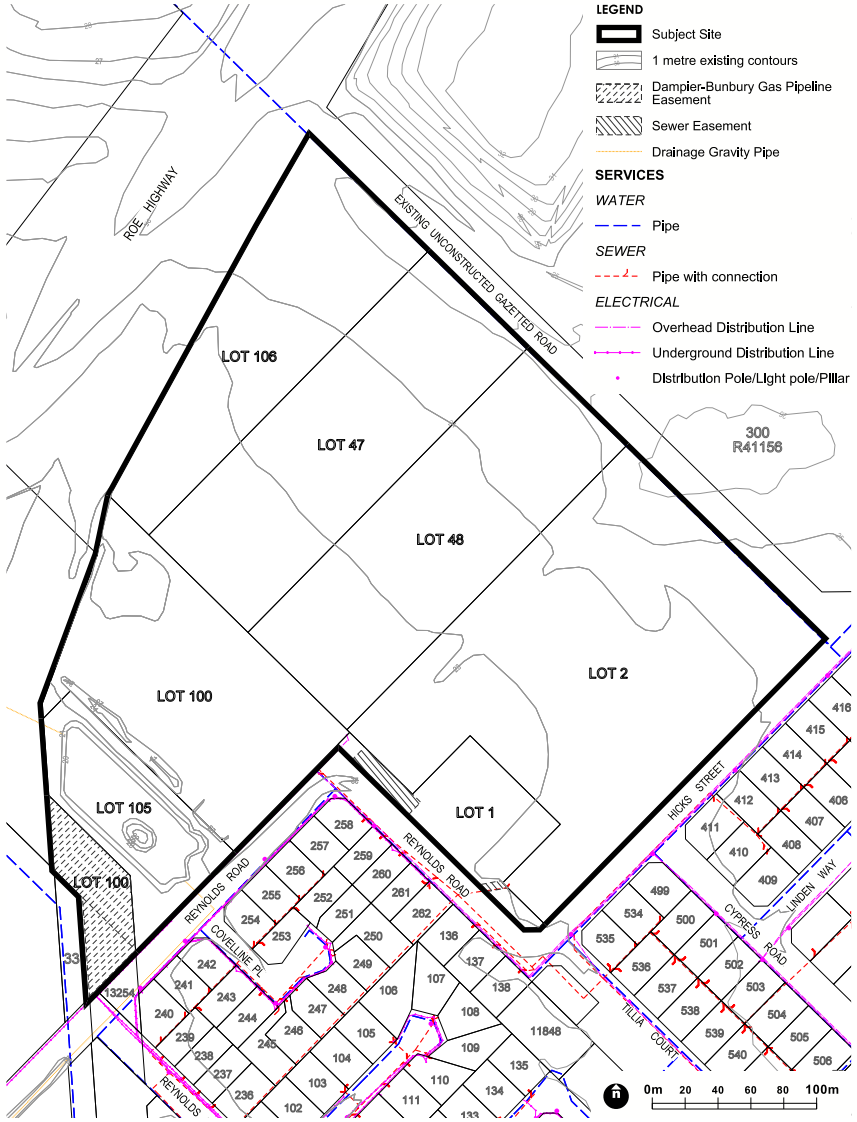


Figure 6: Existing service infrastructure throughout the local area

3.4 Transport Considerations

The subject site is highly accessible via the existing transport network throughout the suburban area (**Figure 7**). Key considerations are noted as follows:

- The precinct has direct local access to both Tonkin Highway and Roe Highway, providing excellent connection to regional centres and major employment areas.
- The majority of the site is within 400m walking distance of the existing bus stops to/from the High Wycombe Station, with bus service 271 running along Cypress Road and Hicks Street, directly interfacing with the subject site. This service operates at approximately every 12 minutes during peak periods.
- The site is located in close proximity to the Principal Shared Paths (PSP's) running adjacent to the Tonkin and Roe Highway, and providing direct connectivity with the broader regional path network.
- The existing suburban area is well connected via footpaths on at least one side of each street.

With respect to the likely future development of the subject site, the following is noted:

- The traffic volumes generated from development are very unlikely to meet the assessment threshold of 100 vehicles per hour at peak times.
- New road connections throughout the precinct will be designed in accordance with the WAPC's *Liveable Neighbourhoods* and all relevant engineering standards, inclusive of connectivity of footpaths to the surrounding area.

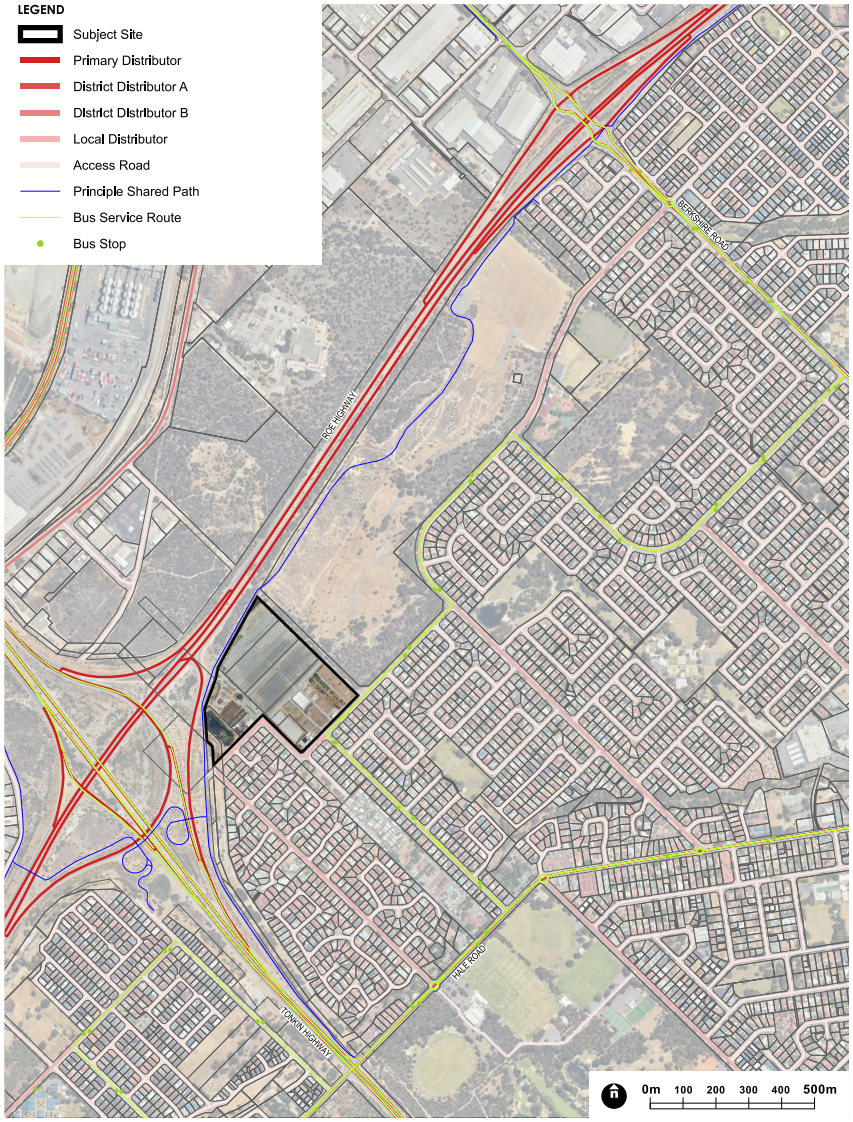


Figure 7: Transport considerations within local area

3.5 Opportunities and Constraints

An opportunities and constraints analysis has been undertaken as part of the preparation of this amendment, and is outlined spatially in **Figure 8**.

Key opportunities include:

- Strong servicing capability based on proximity to existing infrastructure an initial review of capacity.
- Favourable topography and soil conditions, leading to limited earthworks being required to facilitate development.
- Good access to existing public transport routes in relatively close proximity;
- Good access to existing public open space, and the opportunity to provide additional public open space as part of the subdivision and development, adding to local amenity for the broader community.
- Potential to integrate the existing drainage basin into new open space subject to detailed design and agreement of relevant agencies, providing an improved outcome for all residents.
- Opportunity to improve the interface between the existing community and the subject site, as it currently appears as a quasi-industrial hardstand area. Residential development provides the opportunity to improve the Hicks Street and Reynolds Road streetscapes, providing a greater level of amenity to existing residents.
- Potential for construction of the gazetted road reserve to the north of the subject site, subject to design considerations in the context of the Bush Forever classification.
- Close proximity to an existing commercial centre for the provision of daily and weekly shopping needs.

Key constraints to be overcome in the subdivision and development include:

- Noise generated by Roe and Tonkin Highways adjacent to the development area, requiring noise mitigation measures to be employed as part of site works and development.
- Dampier to Bunbury Gas Pipeline corridor within the southern portion of Lot 100, which will restrict land use and development potential across the portion of land subject to an easement.
- Bushfire risk associated with abutting native vegetation, which requires detailed assessment and likely mitigation measures such as development setbacks.
- Native bushland adjacent as part of the 'Bush Forever' site, requiring management of development works to protect the integrity of that bushland.

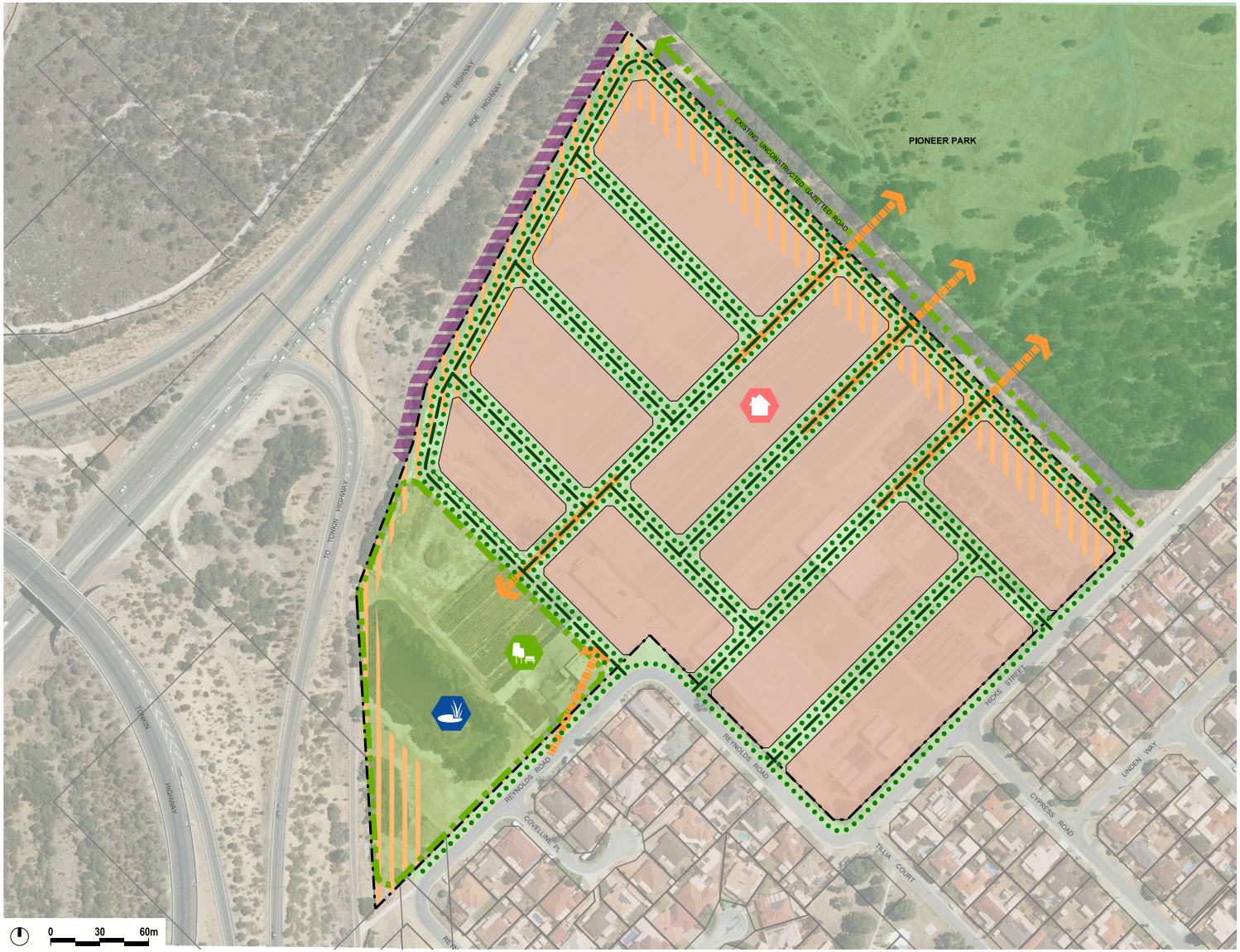


Figure 8: Opportunities and Constraints analysis for subject site, inclusive of an indicative development concept plan.

Legend

- Indicative residential development*
- Existing Regional Open Space (Pioneer Park)
- Indicative local public open space*
- Potential for bushfire risk mitigation measures to be required
- Potential for noise mitigation measures to be required as a result of Roe / Tonkin Highway
- Indicative new local roads to support residential development*
- Potential for construction of gazetted road reservation to the north of the subject site, subject to detailed design.
- View corridors to existing mature trees within Pioneer Park and southern open space areas.
- Opportunity to provide a diversity of new housing types within the precinct.
- Opportunity for the expansion of local open space to provide new play and recreation space for new and existing residents.
- Opportunity to investigate the revised design of existing drainage basin to incorporate function into a coordinated and well designed public open space area.

* Development layout details, including the location and design of local roads, public open space and residential areas, **are indicative only,** and will be further investigated at the subdivision stage.

4.0 Scheme Amendment Request

4.1 Amendment Proposal

This proposal seeks the City's support for the initiation of an amendment to Local Planning Scheme No. 3 for an increase in the density from R15 to R40 for lots 1, 2, 47, 48, 100, 105 and 106 Reynolds Road, Forrestfield. Under this proposal the entire site will be allocated a density code of R40, which provides the potential for a wider range of contemporary residential lots / dwellings than the current R15 coding.

The proposed recoding to R40 aligns with state and local planning objectives, facilitating urban infill and housing diversity while addressing Forrestfield's population growth. Strategically located near key transport routes, the site optimizes existing infrastructure and services, reducing urban sprawl. An R40 code will also provide flexibility in street blocks to explore greater variety in width and depth of front-loaded lots creating a diverse mix of housing options. Lots at the R40 code would have a minimum and average lot size requirement of 180m^2 and 220m^2 respectively.

The R40 density allows for varied, affordable housing options, catering to diverse needs and enhancing neighbourhood cohesion. Guided by a future Local Development Plan, the increase in density will be capable of facilitating high-quality urban design, making it a practical, well-considered solution that supports community and regional growth goals.

4.2 Site Interface

This proposal seeks to amend the density designation for the site, with the understanding that further detailed planning instruments will be required as development progresses to ensure positive outcomes for the area. Specifically, it is anticipated that a Local Development Plan (LDP) will be prepared during the subdivision stage to guide future development.

The indicative development concept plan (**Figure 8**) has been included with this proposal, illustrating the site's potential integration with the established residential area. This integration can be achieved through well considered lot and house design at the interface, including the addition of street trees and other soft elements within the verge to improve the overall aesthetic of the streetscape. It is important to note that this concept plan is preliminary and may evolve during the subdivision process to reflect detailed design considerations.

The proposed density increase is expected to significantly enhance the interface between the site and the surrounding residential area. Currently, the site exhibits a quasi industrial character, with sheds and hardstand areas dominating its frontage to nearby residential properties. The transition to residential development under the proposed R40 density will foster a more cohesive streetscape, particularly along Reynolds Road and Hicks Street, by extending the established residential character.

This transformation not only aligns with the broader planning objectives of promoting urban infill and housing diversity but also delivers tangible benefits to the community by replacing an industrial frontage with a high-quality residential environment. These changes will improve the visual and functional integration of the site into the neighbourhood, creating a more appealing and connected urban landscape

5.0 Conclusion

The proposed scheme amendment to increase the subject site's residential density from R15 to R40 represents a logical and strategic progression consistent with local and state planning frameworks. The amendment aligns with the Perth and Peel @ 3.5 million and City of Kalamunda strategies, supporting infill development and housing diversity in a well-connected urban area.

The increase in density supports residential development that aligns with the City of Kalamunda's Local Housing Strategy and Local Planning Strategy. It offers increased housing diversity and density to meet current and future population needs while ensuring compatibility with the surrounding residential character. Strategic mitigation measures will address constraints, including bushfire risk, road noise, and proximity to a Bush Forever site, ensuring sustainable development outcomes.

The site's favourable location, existing infrastructure, and manageable constraints—such as noise mitigation and bushfire considerations—demonstrate its potential to contribute significantly to regional housing targets. Through careful planning and adherence to relevant policies, this amendment will facilitate sustainable development and optimise the site's strategic value.

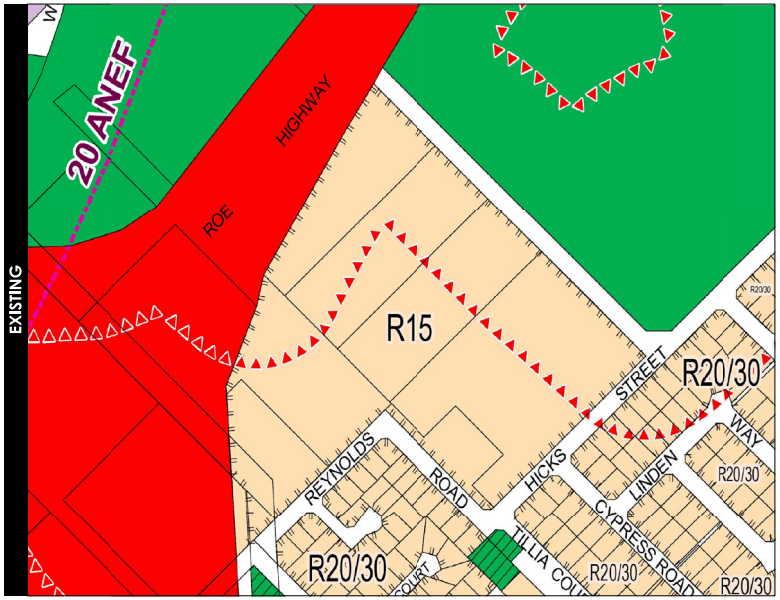
Appendix A

Proposed Plan of Amendment

City of Kalamunda

Amendment (TBC) to Local Planning Scheme No. 3

EXISTING



LEGEND

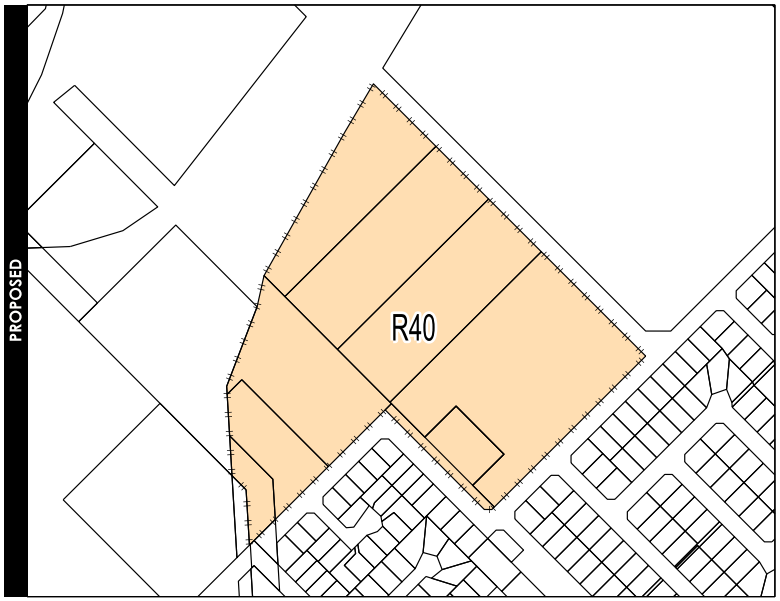
LOCAL SCHEME ZONES

Residential

OTHER CATEGORIES

R Codes

PROPOSED



LEGEND

LOCAL SCHEME ZONES

Residential

OTHER CATEGORIES

R Codes

scale: 1:7500@A4

plan: 24/022/019

date: 02/12/2024

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