



**AMENDMENT NO. 10**

**TO THE**

**CARRAMAR SOUTH TAPPING NORTH**

**AGREED STRUCTURE PLAN NO. 21B**

RECORD OF AMENDMENTS MADE TO THE CARRAMAR SOUTH TAPPING NORTH

AGREED STRUCTURE PLAN NO. 2

Amendment No.	Summary of the Amendment	Date approved by WAPC
10.	Increase Retail Floorspace (NLA) for NE5 Local Centre to 5,500 m <sup>2</sup> , allow a Local Development Plan to be prepared over NE5 Local Centre.	



**AMENDMENT NO. 10 TO THE  
CARRAMAR SOUTH TAPPING NORTH AGREED STRUCTURE PLAN NO. 21B**

The City of Wanneroo, pursuant to its District Planning Scheme No. 2, hereby amends the above Agreed Structure Plan by:

1. Increase Retail Floorspace Provisions outlined in Schedule 1 NE5 Local Centre from 4,500 m<sup>2</sup> to 5,500 m<sup>2</sup>;
2. Introducing provisions for a Local Development Plan (LDP) over NE5 Local Centre and amending specific design guideline provisions;
3. Nominating permissibility of uses in the Centre Zone to be in accordance with the Scheme Commercial Zone upon preparation of an LDP; and
4. Removing Design Guidelines requirement under Clause 3.5 requiring 'All car parking areas are to be clearly visible from the street'.



This Structure Plan Amendment is prepared under the provisions of the City of Wanneroo  
District Planning Scheme No. 2

IT IS CERTIFIED THAT THIS STRUCTURE PLAN AMENDMENT NO. 10 TO THE  
CARRAMAR SOUTH/TAPPING NORTH AGREED STRUCTURE PLAN NO. 21B

WAS APPROVED BY

RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON

.....

Signed for and on behalf of the Western Australian Planning Commission

.....

an officer of the Commission duly authorised by the Commission pursuant to section 24 of the  
*Planning and Development Act 2005* for that purpose, in the presence of:

..... Witness

..... Date

..... Date of Expiry

# **PART 2 - EXPLANATORY REPORT**

**AMENDMENT NO. 10 TO THE**

**CARRAMAR SOUTH/TAPPING NORTH AGREED STRUCTURE PLAN NO. 21B**



# **Proposed Amendment No. 10**

**Carramar South/Tapping North Agreed  
Local Structure Plan No. 21B**

May 9, 2018

Prepared for A.P. Marshall Pty Ltd

## Introduction

### Project Details

Carramar South/Tapping North Agreed Local Structure  
Plan No. 21B  
Prepared for A.P. Marshall Pty Ltd  
Project: J000193  
Date Issued: 9/05/2018 5:03 PM  
Revision: 5  
Prepared by: AH  
File name: PROPOSED AMENDMENT NO 10 - CARRAMAR  
SOUTHTAPPING NORTH LOCAL STRUCTURE PLAN NO. 21  
B.DOCX

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# 1

## Introduction

## Introduction

This report provides the background, context and justification for the proposed amendment (No. 10) to the Carramar South/Tapping North Agreed Local Structure Plan No. 21B (ASP21).

Hemsley Planning acts on behalf of A.P. Marshall Pty Ltd (trading as Canute WA) the registered proprietor of Carramar Village Shopping Centre (the Village). Hemsley Planning has prepared the following report in support of a Structure Plan amendment to increase Retail Net Lettable Area (RNLA) by 1,000 m<sup>2</sup> to facilitate the subsequent revitalisation of the Neighbourhood Centre. The redevelopment seeks to improve the Centre's integration with the adjoining City of Wanneroo-owned Community Centre and the surrounding pedestrian movement network.

This report addresses and discusses matters relevant to the proposal, including:

- Location context and site details;
- Envisaged development; and
- Strategic and statutory planning framework.

# Background

ASP21B was prepared by BSD Planning Consultants (now Cardno) on behalf of Peet Limited and certified by the WAPC in August 2001. ASP21B prescribes a RNLA of 4,500m<sup>2</sup> for the Neighbourhood Centre, designated as NE5. The RNLA is not prescribed by DPS2 Schedule 3.

Development Approval of the Shopping Centre was granted in March 2007 (ref: DA0610546) via delegated authority, despite ASP21B and DPS2 requiring a further Centre Structure Plan to be prepared to coordinate the development of the Centre Zone. Completion of the Shopping Centre in early 2009 was preceded by the completion of the Carramar Community Centre three years prior in March 2006. The City owned facility has a 45-year life span (34 years remaining) and abuts the shopping centre to the north. It can be objectively stated that the two-facilities lack connectivity and were not designed in a coordinated manner.

As all land has been comprehensively developed without a Centre Structure Plan being prepared for the ASP21B 'Centre' zone, including NE5 and the Service Station site, Hemsley Planning does not seek, or believe it necessary to have a further Structure Plan prepared to facilitate the revitalisation of the Shopping Centre.

Hemsley Planning understand this requirement was previously circumvented using the DPS2 Clause applicable at the time, 9.11.2, stating *"Council can consider development prior to a structure plan being adopted, having regard to subclauses (a), (b) and (c) as set out below:*

- a) As an overriding consideration, the intent referred to in the preceding subclause (9.11.1);*
- b) The desirability from a planning point of view of having an Agreed Structure Plan in place before development or subdivision occurs; and*
- c) The interests of orderly and proper planning, and concern for the amenity of the relevant locality in the short, intermediate and long term."*

This assessment approach is consistent with the decision-making process adopted for approximately 10 Development Approvals issued over the subject site, and most notably, through the published decision (DA2011/653) by the City of Wanneroo relating to the Centre Zoned tavern on Lot 1386 adjacent to Carramar Village. In approving the development, the decision stated *"it is therefore considered that the proposal could be determined in the absence of a Centre Structure Plan, in the same manner that the previous application for a 'Tavern and Restaurant with Drive-Through Liquor Store' was considered and approved on the property in the past."*

ASP21B has been amended five (5) times in its operation, most recently in May 2013. Since the document was originally prepared, an amendment inserting Clause 3.5 Local Centre NE5 has been made. The clause requires development of the "Local Centre NE5 and the adjoining development" is subject to eight bullet point Design Guidelines. These design guidelines indicate an apparent attempt to guide built form outcomes in the event that a Centre Structure Plan was not prepared prior to development.

In November 2017, a new Woolworths Supermarket opened at Banksia Grove District Centre, 1.6 km north-east of the Village's own existing Woolworths. The District Centre has also added an Aldi in August 2017 and Coles in January 2015. No further impact on the Village is expected as the framework guiding the Banksia Grove District Centre is currently the subject of an amendment that will ultimately result in a reduction to the extent of the centre core shopping area where shopping floorspace is to be established.

The shifting retail landscape is driving the need for Carramar Village to expand and diversify its retail and ancillary offerings to remain competitive.



# Proposed Amendment

A summary of the proposed modifications forming part of this amendment is provided below:

- Increase Retail Floorspace Provisions outlined in Schedule 1 NE5 Local Centre from 4,500 m<sup>2</sup> to 5,500 m<sup>2</sup>;
- Inserting a provision to allow the preparation of a Local Development Plan (LDP) over the 'NE5 Local Centre;'
- Nominating permissibility of uses in the Centre Zone to be in accordance with the Scheme Commercial Zone upon preparation of an LDP; and
- Removing a Design Guidelines requirement currently requiring '*All car parking areas are to be clearly visible from the street.*'

# Ongoing Engagement

The preparation of this Scheme Amendment has been guided by meetings and workshops with the City's officers and key stakeholders. The consultative process has guided the preparation and evolution of conceptual designs for the subsequent redevelopment of the Village. A summary of in person meetings between Hemsley Planning and City of Wanneroo staff are summarised in the following table.

Date	Attendees
15/05/2017 Meeting	<ul style="list-style-type: none"> <li>▪ Nyssa Searles – Business Development and Research Officer</li> <li>▪ Rana Murad – Planning Officer</li> <li>▪ Timothy Dawson – Senior Planning Officer</li> </ul>
11/10/2017 On-Site Pre-Workshop Meeting	<ul style="list-style-type: none"> <li>▪ Callum Prior – Central Ward Place Development Facilitator</li> <li>▪ Jacob Kendall – CanuteWA Project Manager</li> </ul>
12/10/2017 On-Site Workshop and Sit Tour	<ul style="list-style-type: none"> <li>▪ Ian Ireland – Coordinator Community Facilities Planning Community Facilities</li> <li>▪ Luke Middleton - Coordinator Healthy &amp; Inclusive Communities - Place activation</li> <li>▪ Callum Prior – Central Ward Place Development Facilitator</li> <li>▪ Jacob Kendall – CanuteWA Project Manager</li> <li>▪ Colleen Hurst – CanuteWA Director</li> <li>▪ Jeff Thierfelder – Consultant Urban Designer/Architect (Edgefield Projects)</li> </ul>
1/12/2017 Meeting	<ul style="list-style-type: none"> <li>▪ Callum Prior – Central Ward Place Development Facilitator</li> <li>▪ Jacob Kendall – CanuteWA Project Manager</li> </ul>
9/01/2018 Meeting	<ul style="list-style-type: none"> <li>▪ Timothy Dawson – Senior Planning Officer</li> </ul>

2

The Site

## The Site

This section summarises the key site characteristics to provide the context to the proposed amendment.

# Site & Property Description

This structure plan amendment relates primarily to lot 2495. The table below provides a legal description of the subject site.

Lot	Plan / Diagram	Volume	Folio	Area (m <sup>2</sup> )
2495	49069	2708	980	20,793

Table 1 Lot Details

Refer **Appendix 1** for a copy of the Certificate of Title.

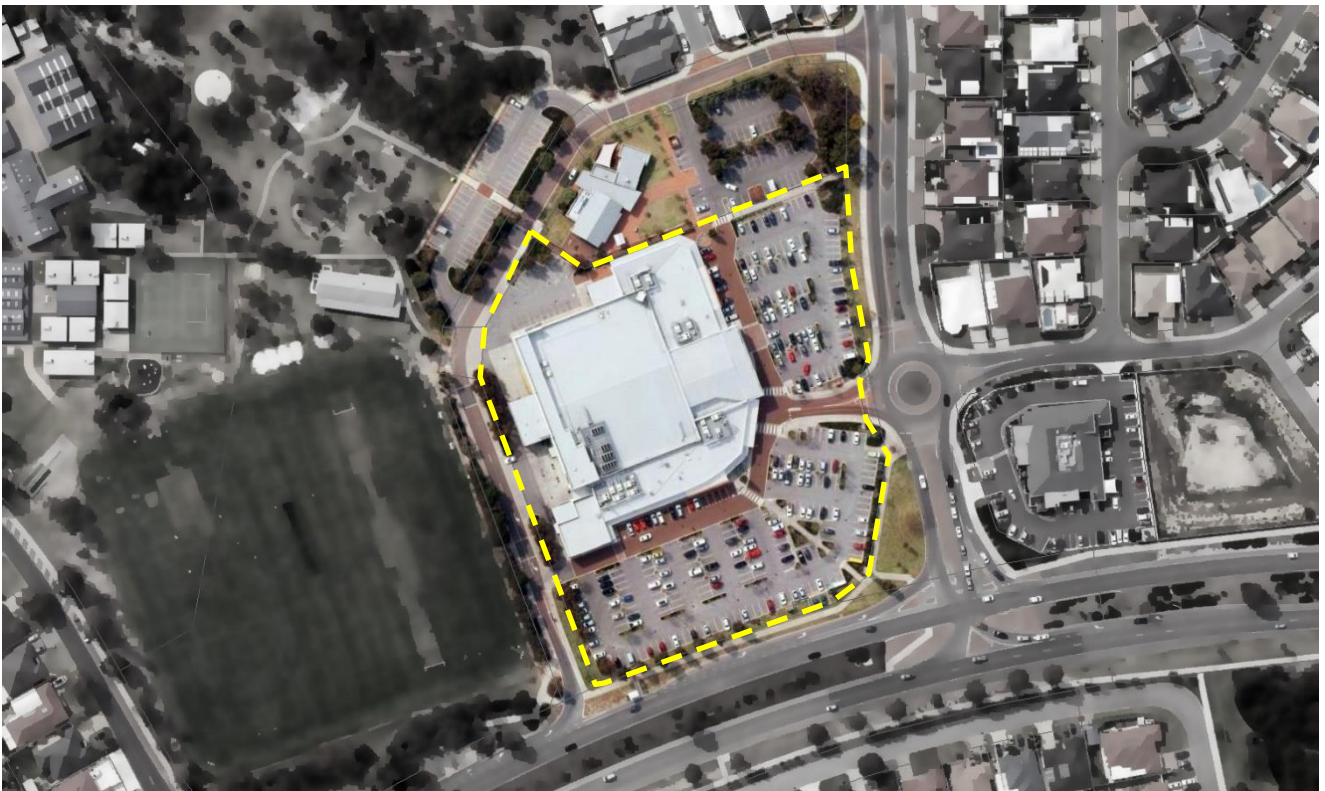


Figure 1 The subject site outlined in yellow

# Context

## Sub-Regional Context

The Carramar Village Neighbourhood Centre is located within the north-west corridor of the Perth Metropolitan area, approximately 27 km north of the Perth central business district, and 3.9 km north-east of the Joondalup City Centre.

The site is bordered to the south-east by Joondalup Drive designated as an 'Other Regional Road' under the Metropolitan Region Scheme (MRS). The road carries 33,527 VPD as of 2014/2015. The site is located in proximity to the proposed Wanneroo Road flyover to the west. The site is connected to public transport via an existing relatively high-frequency bus service running along Joondalup Drive, stopping at the Shopping Centre.

The subject site is located approximately 3.8 km from the Currambine passenger rail station.

The surrounding locality comprises a built-out residential suburban area. With the exception of a 100 m<sup>2</sup> corner store, 1.1 kms from the Village, the Banskia Grove District Centre is the closest retail use, located approximately 1.6 km north east of the subject site. Further to the Banskia Grove, additional higher order retail uses are located at both Joondalup as well as Wanneroo Central.

The bus stop servicing the Shopping Centre provides a very effective public transport service, with Wanneroo District Centre and Joondalup Strategic Centres being within 10 minutes and 15 minutes respectively.

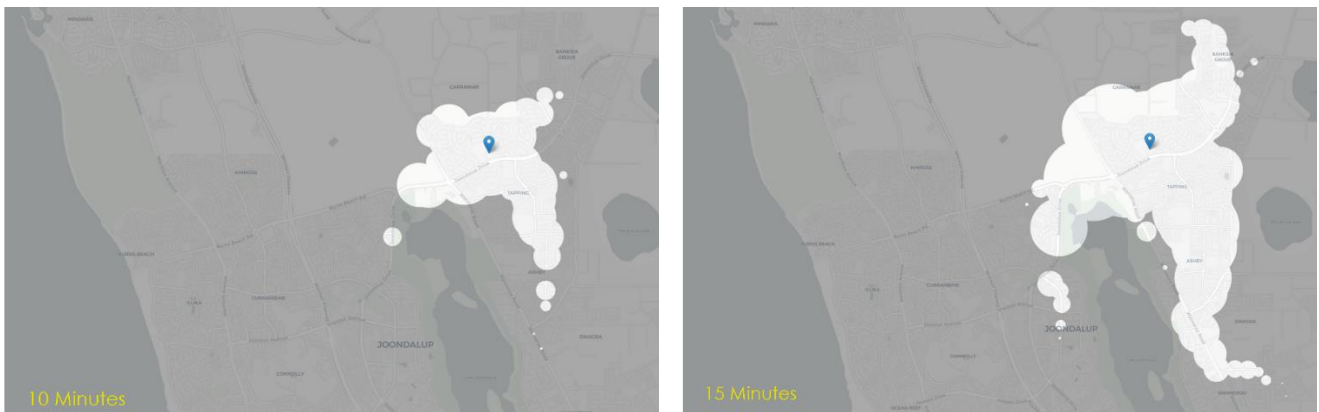


Figure 2 Public transport accessibility from the subject site.



# The Site

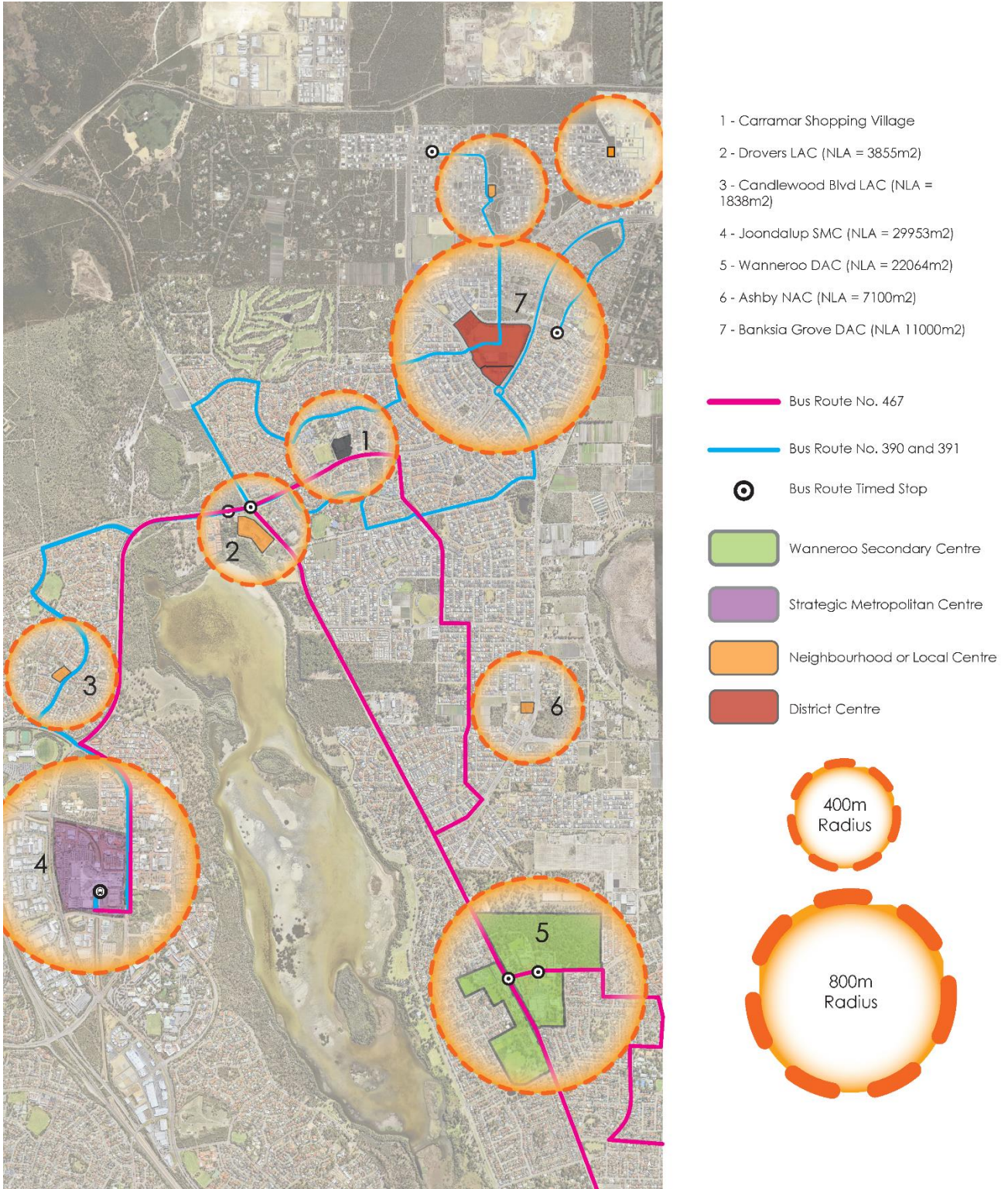


Figure 3 Sub-Regional Context Plan

# The Site

## Local Context

The location is characterised by R20 density residential development with a general lack of variation in lot type. The exception being 28 single dwelling R40 lots to the north, and 41 single dwellings R30 east of the Village. From this sub-regional context, the subject land and its surrounds are suited to accommodate a more diverse mixed retail offering due to its, locational advantages, and proximity to existing services and amenities.

In addition to the southern boundary being bordered by Joondalup Drive, the eastern boundary is delineated by the integrator road, Cheriton Drive. The western boundary is bordered by Rawlinna Parkway. Rawlinna Parkway was not originally included in ASP21B Boundary roads and since its construction in 2004, access from Joondalup Drive was restricted after it became a four-lane road in 2011. The one-way road now only allows a left turn manoeuvre from Joondalup Drive.

Carramar Primary School is located 150 m north-west of the subject site. It provides education opportunities for approximately 900 students from Kindergarten to Year Seven.

The School and the shopping centre is separated by Houghton Park clubrooms. The facility is currently used by a 450-member soccer club and a cricket club. The strong membership of the soccer club has resulted in its relocating to new facility in Banksia Grove in 2018. The soccer club has impacted parking at the shopping centre during weekend home fixtures, it is expected their departure will alleviate the impact on peak weekend trading periods.

Carramar Community Centre immediately abuts the Shopping Centre to the north. The facility has an office; however, it is presently unmanned. The Community Centre is serviced by a 51-bay car park.



Figure 4 Local Context Plan



## The Site



Figure 5 Carramar Community Centre (right) shopping centre (centre) and Piazza in foreground.

A tavern is located south west of the subject site. Known as 'The Duke' it has 78 car bays. Construction was completed in May 2015.



Figure 6 The Shopping Centre (left) 'The Duke' (right) (Source: Google Maps)

# Site Analysis

The subject site has a topographical fall of approximately 2.0 m, falling from the north-east, with the low point occurring in the south-western corner.

## Parking & Vehicle Movement Network

Vehicle access for staff and customers to the subject site is articulated in the figure below. Loading docks to service three (3) trucks are located on the western side of the subject site.



Figure 7 Vehicle access and egress. Loading docks are indicated by blue arrows.

Vehicle access to Joondalup Drive is restricted by way of a notification on the Certificate of Title.

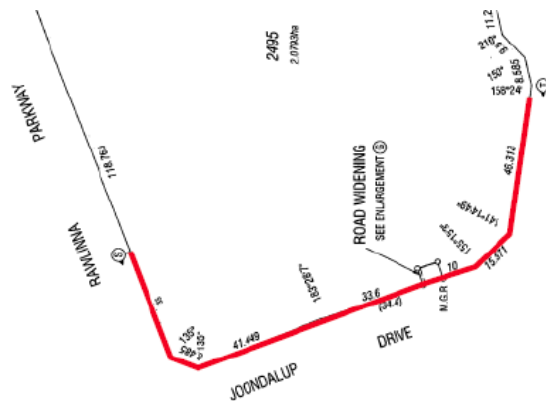


Figure 8 Restricted vehicle access to subject site boundary identified by red line.



## The Site

The subject site has 332 car parking bays. Demand for these bays are moderated through additional parking cells servicing the School and the Community Centre which, in reality, supplement the shopping centre in a reciprocal manner. The north-eastern car park (46 bays) acts as a pick up and drop off for Carramar Primary School and the abutting Community Centre car park (51 bays) also performs in an unofficial reciprocal vehicle parking arrangement. We understand the School has previously directed parents to use the shopping centre car park to reduce burden on the 46 bays closest to the School. Although no formal reciprocal vehicle parking agreement exists, practically, the subject site, the Community Centre and the sporting club is serviced by 429 car parking bays. A reciprocal parking arrangement has been discussed with the City and was favourably received.



Figure 9 Car parking cells and yields. Cells C, D and E are located on the subject site.

## Vehicle Movement Network Changes

There are major road network modifications currently planned which will have both negative and positive impacts on the subject site. Commencing in July-August 2018, the intersections of Joondalup Drive and Wanneroo will commence modification in a flyover configuration to remove the traffic light intersection. It is expected this modification to the surrounding regional road network will result in an uninterrupted flow of traffic. As a result, natural breaks in traffic will seldom occur, thus placing greater emphasis on use of the pedestrian underpass.

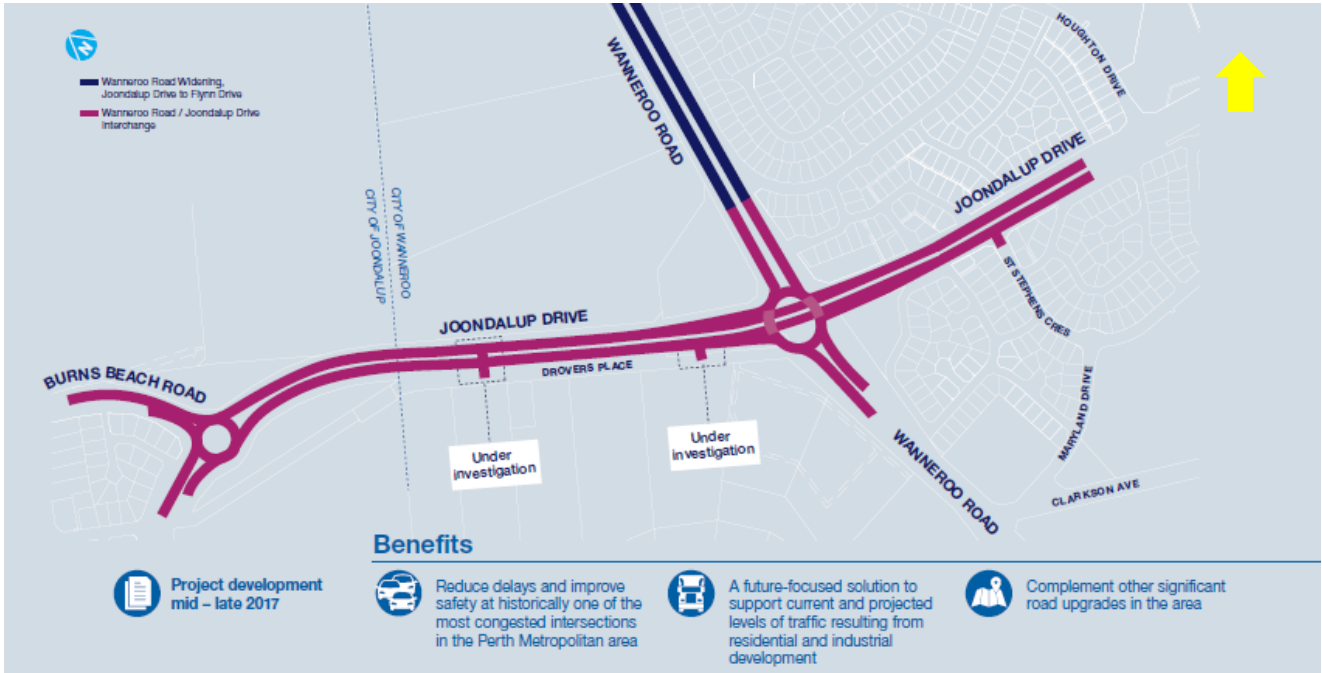


Figure 10 Joondalup Drive and Wanneroo Road intersection modification information sheet excerpt (MRWA October 2017). Subject site identified by yellow arrow.

The improved traffic flow along Joondalup Drive is planned to be moderated through the implementation of plans for a revised round-a-bout intersection at Cheriton Drive, currently being progressed by the City and MRWA. The configuration below was published in the City's 22<sup>nd</sup> August Council Meeting Agenda.



# The Site

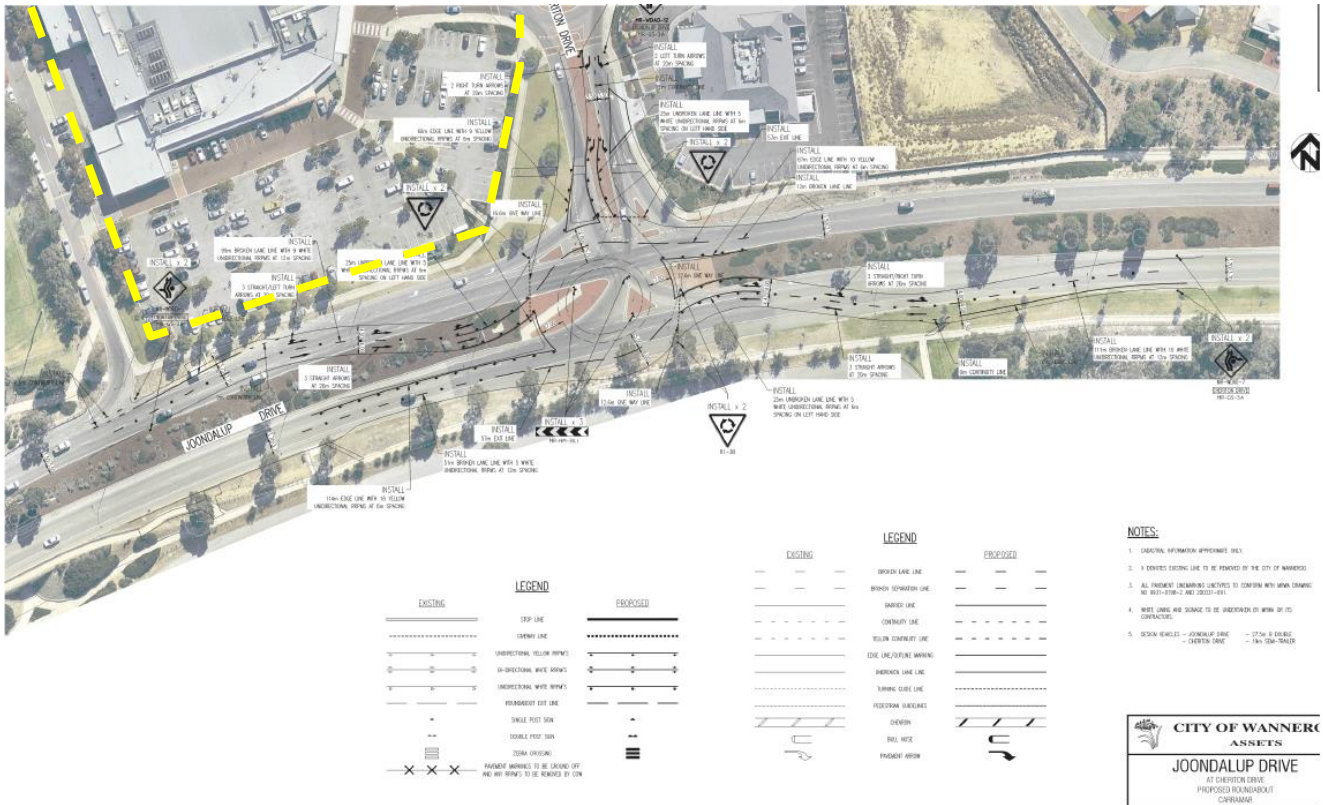


Figure 11 Proposed round-a-bout to replace existing intersection (City of Wanneroo 22<sup>nd</sup> August 2017 Council Meeting Agenda)

The round-a-bout has subsequently been formally incorporated into the MRWA flyover concept plan, being designated as being 'under consideration.' The roundabout will improve traffic flow of vehicles existing Cheriton Drive onto Joondalup Drive.

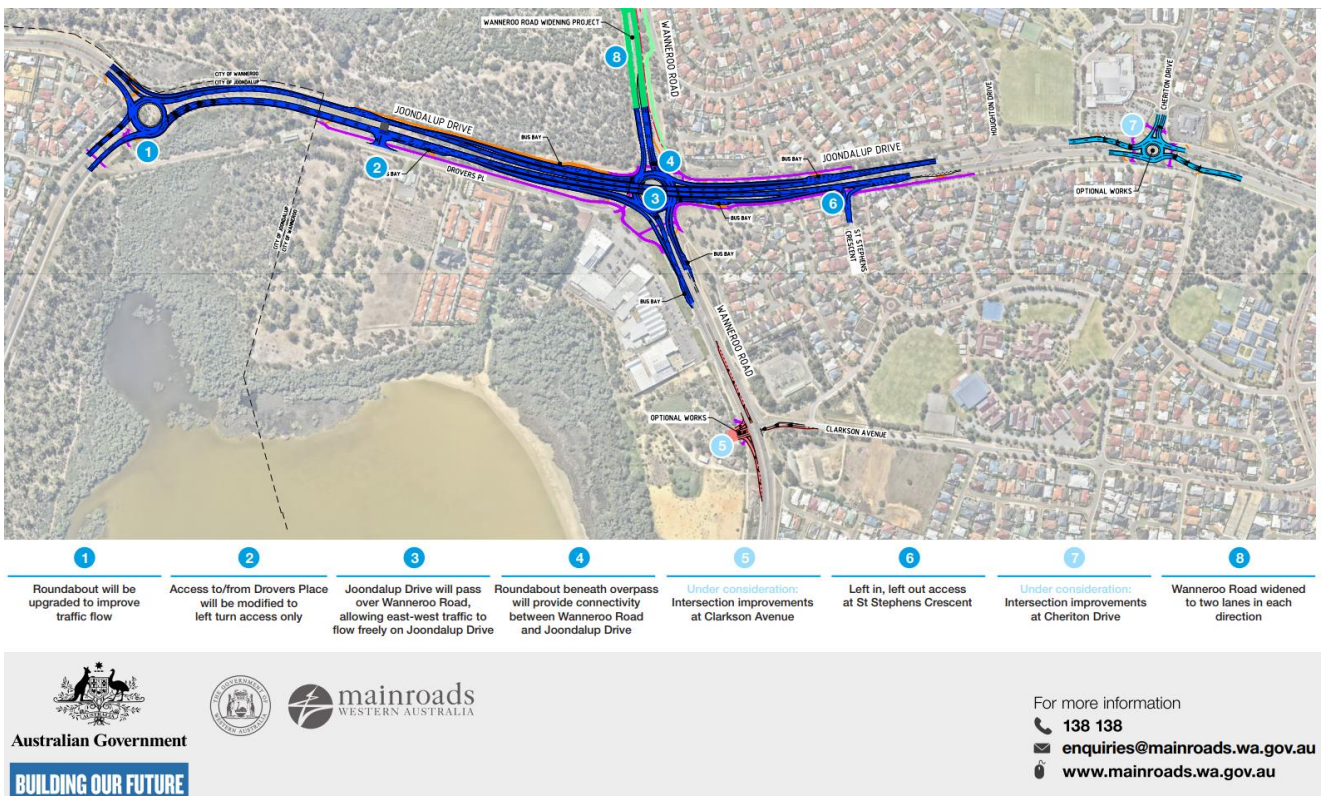


Figure 12 March 2018



## The Site

The flyover has instigated the creation of a Community Liaison Group. Minutes of the meeting from 13 February 2018 identify the intersection as being considered by MRWA as 'Other optional works considered for inclusion but not yet funded.'



Figure 13 Extract from Community Liaison Group Minutes of Meeting 13 February 2018

## The Site

### Pedestrian Movement Network

The existing pedestrian movement network is considered adequate and has potential to be detrimentally impacted by a necessary round-a-bout at the intersection of Cheriton and Joondalup Drives; however, deficiencies of both the shopping centre and the surrounding network can be overcome via a coordinated approach between the developer and the City of Wanneroo. Opportunities identified have been raised with the City and form the primary of the basis for the preparation of a 'Wish List,' a working document with which to guide improvements to a partially reconfigured neighbourhood centre to reduce private vehicle dependency (refer appendix 6).

The redevelopment concept plan will achieve the following improvements to the pedestrian network:

- Reduce the walking distance from the pedestrian underpass and provide natural surveillance from activated frontages and a potential 24 hr second floor gymnasium facing Houghton Park;
- Discourage pedestrians from walking through/across the north-western loading dock;
- Reduce distance required to be travelled from the School to shopping centre by creating a new northern entrance;
- Reduce distance required to be travelled from the pedestrian underpass to the internal area of the shopping centre; and
- Create a direct pedestrian boulevard to the Joondalup Drive bus stop.



Figure 14 The current configuration sees pedestrians (school children) using the loading dock as a cut through to the shopping centre car park. The proposed Concept Plan would discourage this current situation.

# Existing Improvements & Current Land Use

## Land Use

The neighbourhood centre currently comprises a limited variety of land uses within the Carramar Village Shopping Centre site and are specifically detailed and categorised in the table below.

Tenancy	M <sup>2</sup>	Tenancy ID	PLUC Category & Code
Woolworths	3084.41	-	5 Shop / Retail Supermarket & Grocers 5411
BWS	180.41	-	5 Shop / Retail Liquor – Retail 592
Priceline	432	11-12-13	5 Shop / Retail Pharmacy & Chemist 5911
Medical Centre	303.45	14-15	6 Office / Business General Medical Practices 6514
Jetts	258.03	16	7 Entertainment / Recreational & Cultural Gymnasiums, Health Clubs & Martial Arts Club
Café	117.29	07	5 Shop / Retail Restaurant & Cafes 581
Newsagent	103.82	08	5 Shop / Retail Newsagents, Stationers, Booksellers & Crafts 594
Hairdresser	94.65	06	5 Shop / Retail Hairdressers, Beauty Salons 623
Beauty Salon	85.09	05	5 Shop / Retail Beauty Salon 6233
Subway	106.44	04	5 Shop / Retail Retail Trade – Eating & Drinking 58
Chippy's Fish and Chips	92.26	03	5 Shop/Retail Retail Trade – Eating & Drinking 58
Chicken Treat	90.67	02	5 Shop/Retail Retail Trade – Eating & Drinking 58
Harry & the Boys	106	01	5 Shop/Retail Retail Trade – Eating & Drinking 58
Diamond Smiles Dentist -	106	01	6 Office / Business Dental Practices 6522
Bakers Delight	73	10	5 Shop/Retail Bread & Cake Store 5461
Florist	24.25	09B	5 Shop/Retail Florist – Retail 5981
Phone Repair	24.25	09A	7 Service Industry Radio & Television Repair Services 6492

# The Site

A land use plan of the shopping centre is provided in the figure below. It highlights a lack of consolidation of similar uses with which to form a hub through a critical mass of activity. Medical and health land uses facing the piazza and the POS are inherently private in nature and lack the ability to meaningfully form activated edges. A lack of pedestrian permeability to southern car park results in a typically unutilised portion of the subject site.

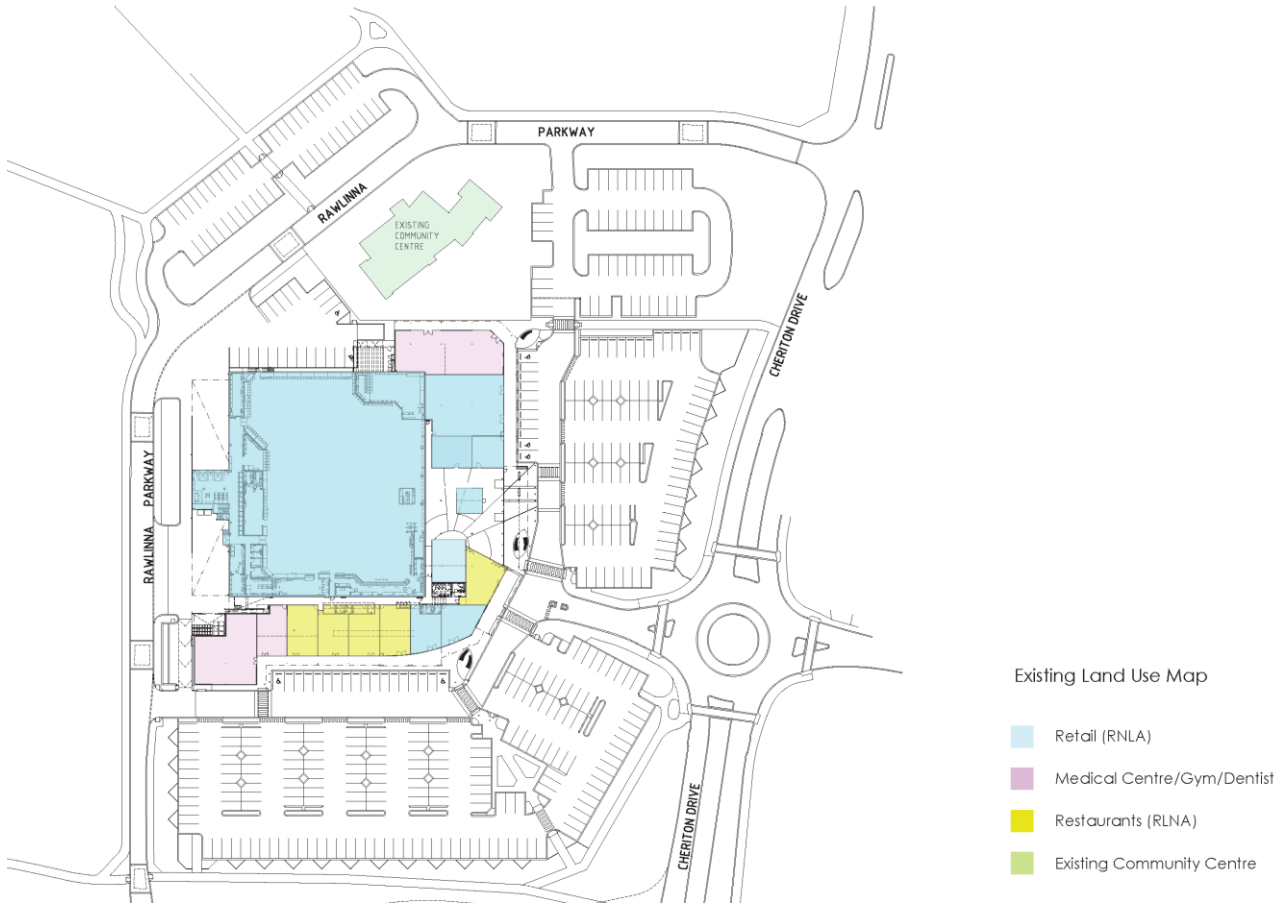


Figure 15 Existing Land Use Plan



## The Site

### Existing Improvements

The Hames Sharley designed shopping centre remains architecturally prominent. The structure was completed in 2009 and is considered to be in very good condition. No relevant modifications have been made since the building was completed.

Existing improvements are contained within a single level, air conditioned, internally navigable shopping centre structure incorporating a combined Woolworths supermarket and BWS as the anchor tenants. The anchor tenants occupy 72% of RNLA and represents a lack of diversity in land use.



Figure 16 View of the single public entrance to the shopping centre.



Figure 17 View of the loading dock area (right) and minor car park (left).



# 3

## Economic Context

## Economic Context

This section briefly describes the economic context of the subject site which has guided the preparation of this amendment from a retail market perspective.

# Retail Market Assessment

A Retail Market Assessment (Appendix 2) was commissioned by Canute WA and prepared by MGA Planners in November 2017 utilising the recently released 2016 Census data. The assessment concludes that there is sufficient capacity for the additional 1,000 m<sup>2</sup> RNLA in the medium term with very limited impact on the trading levels of competing centres.

Redevelopment of the site would allow for the conversion of existing non-RNLA tenancies to form a concentrated hub of retail and services. New structures built either at grade or above the existing structures would facilitate non-retail uses, intended to compliment the consolidated retail activities.

A summary of key outcomes identified from the retail market analysis have informed this amendment and are provided below:

- Provide additional local daily household convenience goods and services for residents, supplementing the existing grocery shopping facilities. This will improve the accessibility to daily goods and services on foot or by bicycle for those living in close proximity to the subject land;
- Residents in the suburbs of Carramar and Tapping immediately surrounding the subject land, are shown to have incomes higher (\$812 and \$832 pw respectively) in comparison to the City of Joondalup LGA area, Wanneroo LGA area and Greater Perth (\$696, \$709, and \$728 pw respectively); and
- The impact of the proposal is minor, being less than 1.0% on the network of competing centres. The greatest impacts are on the Carramar NAC itself, and the Banksia Grove DAC, at less than 0.7%.

# 4

## Envisaged Development

## Envisaged Development

A non-statutory Concept Plan has been prepared to guide the preparation of this amendment and demonstrate subsequent additional development of the subject site.

The Concept Plan focuses on the shopping centre site, in addition to providing for an improved interface with surrounding development and facilities.

As the existing improvements are relatively new, the design outcome being pursued is grounded in reality and pragmatic solutions.

The Concept Plan has been refined through multiple revisions with input and feedback being sought from the City during the process.

Development of the site seeks to:

- Reduce private vehicle dependency and promote walkability;
- Improve user convenience and amenity;
- Reflect best practise urban design outcomes;
- Physically consolidate land uses; and
- Improve physical connectivity with the School, sport club, community centre, and public open space.

The preparation of the Concept Plan involved an in-depth review of the subject site's locational characteristics.

## Key Principles

The concept plan was prepared in relation to the following key principles, which informed the elements and strategies incorporated.

### Movement & Connectivity

To provide a legible and well-connected neighbourhood centre through promoting a safe, practical, and efficient movement network within and around the centre with an emphasis on pedestrian activity.

### Place & Community

To meaningfully create a multi-purpose community orientated destination through a high-quality design ambiance and amenities to achieved a higher frequency of visits due to diversified attractions, practical alternative transport options and an increase in evening hospitality trade.

### Amenity & Convenience

To ensure customer convenience is improved through providing quality private vehicle car parking and access remains available.

## Traffic Impact Assessment

KCTT Traffic Engineers was engaged to undertake a parking study and assess the traffic impact of an increase in RNLA and the hypothetical long-term introduction of a 30-dwelling aged and dependant persons facility. The assessment made the following observations:

- The current number of parking bays has the sufficient spare capacity to accommodate for the proposed development additions;
- The proposed additional floor area will not have any adverse impact on the safety of the surrounding road network; and
- With regards to traffic impact, it was determined that the proposed expansion will not have any significant impact when taken in context of the surrounding road network.

The Concept Plan and extent of the RNLA increase was guided by the advice provided during the preparation of the Traffic Impact Assessment.

# Concept Master Plan

The Concept Plan progresses the key principles. Specific design features and ideas included are described as follows:

- Consolidation of hospitality uses to form a coherent external facing Eat Street;
- Creation of a strong urban corners facing Joondalup Drive to clearly define the centre;
- Creation of a strong physical link to the primary school via a delineated community orientated pedestrian entrance;
- Arbour structure on edge of southern car park to help enclose the Eat Street space and screen car parking without losing any bays. The arbour would be designed to fit temporary food trucks at events;
- Creation of natural surveillance and capitalise on POS view over Houghton Park to the south-west of the site
- Consolidation and expansion of medical uses in south western corner
- Partly reorienting the centre re-allocating land uses network to assist in activating the Community Centre Piazza space;
- Reduction of parking pressure on western cell and trolley distance travel through the creation of a Joondalup Drive facing day time only entrance; and
- Embayment parking on Rawlinna Parkway west of the centre catering to weekend patrons attending sporting events and picking up students.



Figure 18 Carramar Village Concept Plan

# 5

## Proposed Modifications

## Proposed Modifications

This section describes the modifications proposed to ASP21B, which are reflected on the schedule of amendments.

A tracked changes version of ASP21B is also provided at Appendix 4, to clearly highlight the text modifications proposed.

No amendments to ASP21B have occurred since the introduction of the Planning and Development Act (Local Planning Schemes) Regulations 2015. ASP21B is now considered an instrument of 'due regard'. Accordingly, this amendment will be required to be amended to remove any references to statutory provisions and having the force and effect of the Scheme.

## Summary of Proposed Modifications to LSP 21B

The proposed modifications relate to Lot 2495 within the Centre Zone which adjoins the community centre in the Cultural and Civic Zone. They comprise the following:

- Increase Retail Floorspace Provisions outlined in Schedule 1 NE5 Local Centre from 4,500 m<sup>2</sup> to 5,500 m<sup>2</sup>;
- Inserting a provision to allow the preparation of a Local Development Plan (LDP) over the 'NE5 Local Centre;'
- Nominating permissibility of uses in the Centre Zone to be in accordance with the Scheme Commercial Zone upon preparation of an LDP; and
- Removing a Design Guidelines requirement currently requiring '*All car parking areas are to be clearly visible from the street.*'

These modifications are discussed in detail in the sections below.

## Increase in Retail Floor Space

The increase in RNLA sought is 1,000 m<sup>2</sup>. The total RNLA of 5,500 m<sup>2</sup> will remain well within a typical designated neighbourhood centre size of up to 6,000 m<sup>2</sup>. The current designated RNLA for the NE5 site has not been modified since the Structure Plan was first prepared. Subsequent modification to the structure plan have had a positive

impact effect on the subject site to sustain a greater capacity for retail. Modifications have included:

- The creation of the access road, Rawlinna Parkway, reducing the projected traffic volumes; and
- Relocating the original primary school site in favour of a cell of R40 dwellings. This modification increased the walkable catchment and the yield within that 400 m catchment.

The increase in RNLA will provide a catalyst to achieve and ensure design outcomes previously sought by the Structure Plan, but not achieved by the Design Guidelines contained in Clause 3.5.

## Local Development Plan

It is proposed that the Structure Plan be modified to allow for the preparation of an LDP of the subject site and the adjoining Cultural and Civic Zone.

The LDP would guide future built form outcome not immediately intended to be pursued by the proponent. Further, the LDP would give the City certainty that future redevelopment would activate the northern façade of the Shopping Centre and create connectivity with the Community Centre. This would give confidence to pursue simultaneous place making efforts on Council owned community centre.

The LDP would designate aged and dependant person dwellings located above the designated future medical centre, despite not being currently economically viable. In engineering the ground floor, the developer would seek certainty of additional development being placed above this building. Thus, the LDP would give confidence to pursue development in a staged manner.

With respect to reducing the dependency of private vehicle use, the LDP would outline a pathway to facilitate improved connectivity with the City owned car park and create a reciprocal access agreement over specific areas not sought for current or future development on either site. The LDP would also articulate future on street parking and a modified road network surrounding the subject site.

The preparation of an LDP will fill the present void of design-based planning framework need to guide development of the subject site. It will provide site planning guidance for coordinated future development on the

## Proposed Modifications

neighbourhood centre and deliver certainty for all stakeholders.

## Permissibility of Uses

Presently, ASP21B requires that "In accordance with the provisions of the Centre Zone under the Scheme, no subdivision or other development shall be commenced or carried out in a Centre Zone until a Structure Plan for the whole area covered by the zone has been prepared and adopted under the provisions of the Scheme." It is apparent that the shopping centre and tavern were developed in the Centre Zone without a further Centre Structure Plan being prepared and therefore no firm guidance on land use permissibility has existed.

The 2015 Deemed Provisions further removed the statutory effect of structure plans which nominate land use permissibility.

We believe the introduction of the following provision is a simple and effective to give all stakeholders certainty of future uses permitted on the subject site: "The permissibility of uses in the Centre Zone shall be determined in accordance with the provisions of that Agreed Structure Plan or the Scheme Commercial Zone in the case the preparation of a Local Development Plan..."

## Modification of Design Guidelines

It is proposed to removing a Design Guidelines requirement currently requiring 'All car parking areas are to be clearly visible from the street.' This provision is inconsistent with LPP3.2 – Activity Centres and Draft Liveable Neighbourhoods 3. Relevant provisions of both documents are as follows:

### LPP3.2 – Activity Centres - Centre Structure Plan - Urban Design

B14 Centre structure plans should demonstrate that parking in activity centres is capable of being developed

- in the form of a reciprocal parking lot sleeved behind buildings, where on a main street;
- in the form of a reciprocal parking lot that is sleeved by landscaping, does not detract from the amenity of the main street, activity centre and surrounding land uses, and which does not prejudice the ultimate intended

development of the activity centre, where on a secondary street; or

- in the form of on street parking.



Car parking is to be sleeved behind buildings in a reciprocal lot.

Figure 19 Local Planning Policy 3.2 Activity Centres Excerpt

### Draft Liveable Neighbourhoods 3. Parking Requirements

In activity centres, off-street parking is located at the rear of buildings to minimise effect on the streets and designed and managed, as far as practical, as shared, intra-block car parks. Land may be required to be set aside as public carparking where shared parking is intended.

Customer parking within local and neighbourhood activity centres is provided primarily on-street. Off street parking primarily limited for staff and resident use and located either to the side or rear of a building. No parking provided in street setback areas.



# 6

## Planning Assessment

# State Planning Framework

## Metropolitan Region Scheme

The subject land is zoned 'Urban' under the MRS, which is defined as follows: 'areas in which a range of activities are undertaken including residential, commercial, recreational and light industry'. The amendment is consistent with the MRS.

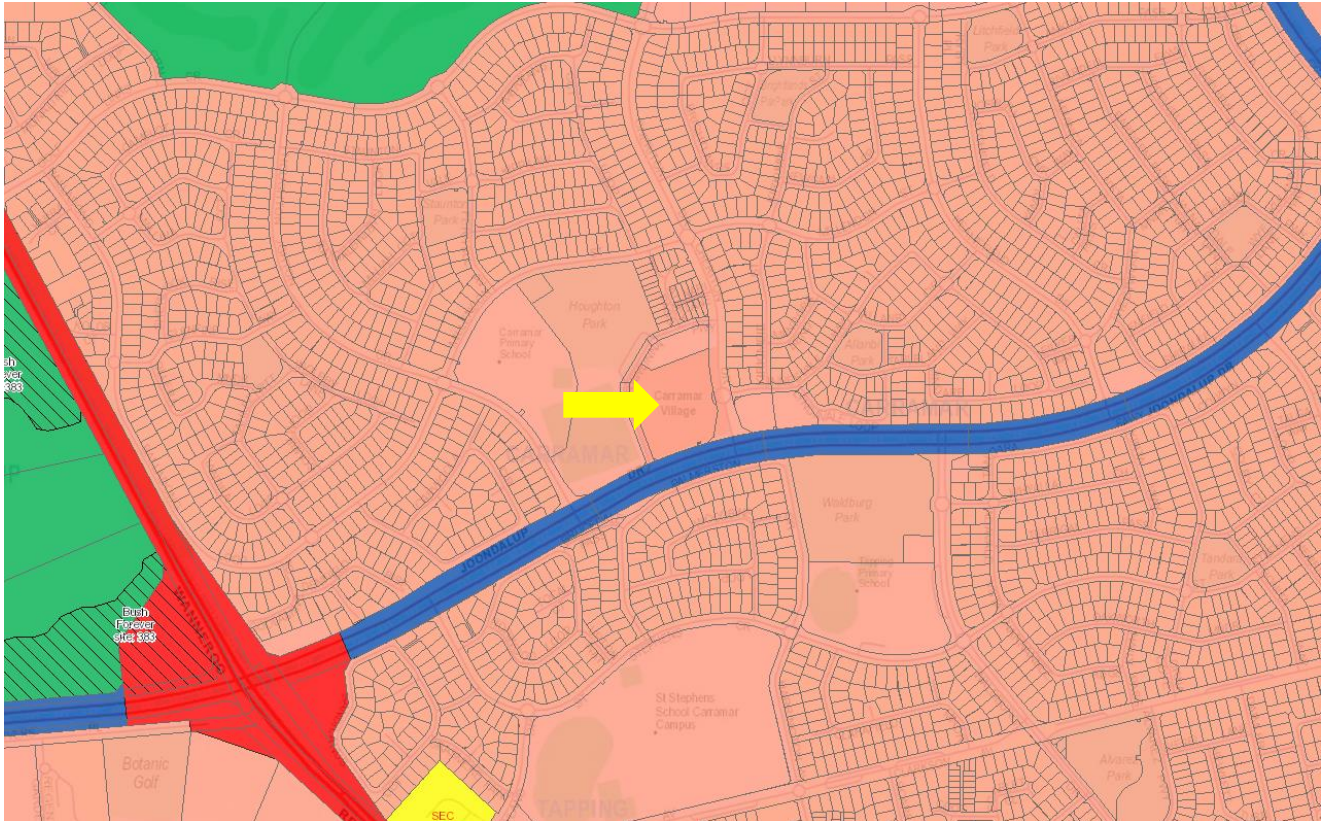


Figure 20 MRS excerpt

## Perth and Peel@3.5million

Perth and Peel@3.5million was adopted by the Western Australian Planning Commission (WAPC) in March 2018. This is the highest level strategic spatial plan establishing a vision for the future expansion of the Perth and Peel area, which is expected to grow to 3.5 million people by 2050.

Carramar Village is located within the north-west sub-region, which is anticipated to 53,870 additional dwelling by 2050. Activity Centres are sought to provide a high-level of amenity by creating a village-style mix of open space, housing and workplaces.

This amendment is considered to be consistent with the objectives of Perth and Peel@3.5million, as it will provide additional local job opportunities and contribute to the local economic market through increased employment self-sufficiency.

# North-West Sub-Regional Planning Framework

The North-West Sub-Regional Planning Framework 2018 is a supplementary document to Perth and Peel@3.5million. The framework details future residential development, employment, future infrastructure and protection of environmental assets for the north-west sub-region.

The framework encourages the regeneration of existing centres to capitalise on employment opportunities. The proposed amendment is considered to respond to the framework's overall objectives for the northwest sub-region.

## SPP4.2 Activity Centres for Perth and Peel

SPP4.2 sets the broad planning requirements for the planning and development of activity centres, and the redevelopment and renewal of existing centres in the Perth and Peel regions. The principles and objectives of SPP 4.2 and the Department of Planning, Land and Heritage's Structure Plan Preparation Guidelines are delivered through Local Planning Policy 3.2: Activity Centres.

The Structure Plan modification seeks to align the subject site with SPP4.2's identified role of Neighbourhood and Local Centres which are to *"play an important role in providing walkable access to services and facilities for communities."* The subsequent redevelopment of the shopping centre to improve its role as a local community focal point that will provide for both the main daily to weekly household shopping as well as community needs.

With respect to the preparation of an additional Centre Structure Plan, it is relevant to note that Clause 6.4 Activity centre structure plans states *"(1) Activity centre structure plans need to be prepared for strategic metropolitan, secondary, district and specialised centres, but not for neighbourhood or local centres."*

SPP4.3 Clause 6.4.2 Responsibility for preparation continues to state: *"(2) While not subject to the centre plan provisions of the policy, the planning and development of neighbourhood centres should be guided by detailed area plans where required by a local planning scheme or structure plan. "*

These provisions further highlight the unnecessary current requirement for the preparation of a further Centre Structure Plan to guide development of the subject site. The provisions are inconsistent with SPP4.2 provisions and previous decisions by the City of Wanneroo.



# Local Planning Framework

## City of Wanneroo District Planning Scheme No.2

The subject site is located within the Centre Zone of the City's District Planning Scheme No.2 (DPS 2). DPS2 Clause 3.13.1 states "the Centre Zone is intended to accommodate existing and proposed business centres or other planning precincts where the Council considers that a Structure Plan is necessary to provide for the co-ordinated planning and development of these centres. The centres may range in size from small neighbourhood centres to large multi-purpose regional centres. The Centre Zone is required to be developed in accordance with a Centre Structure Plan."

The Scheme states the objectives of the Centre Zone are to:

- (a) provide for a hierarchy of centres from small neighbourhood centres to large regional centres, catering for the diverse needs of the community for goods and services;
- (b) ensure that the City's commercial centres are integrated and complement one another in the range of retail, commercial, entertainment and community services and activities they provide for residents, workers and visitors;
- (c) encourage development within centres to create an attractive urban environment;
- (d) provide the opportunity for the coordinated and comprehensive planning and development of centres through a Structure Plan process.

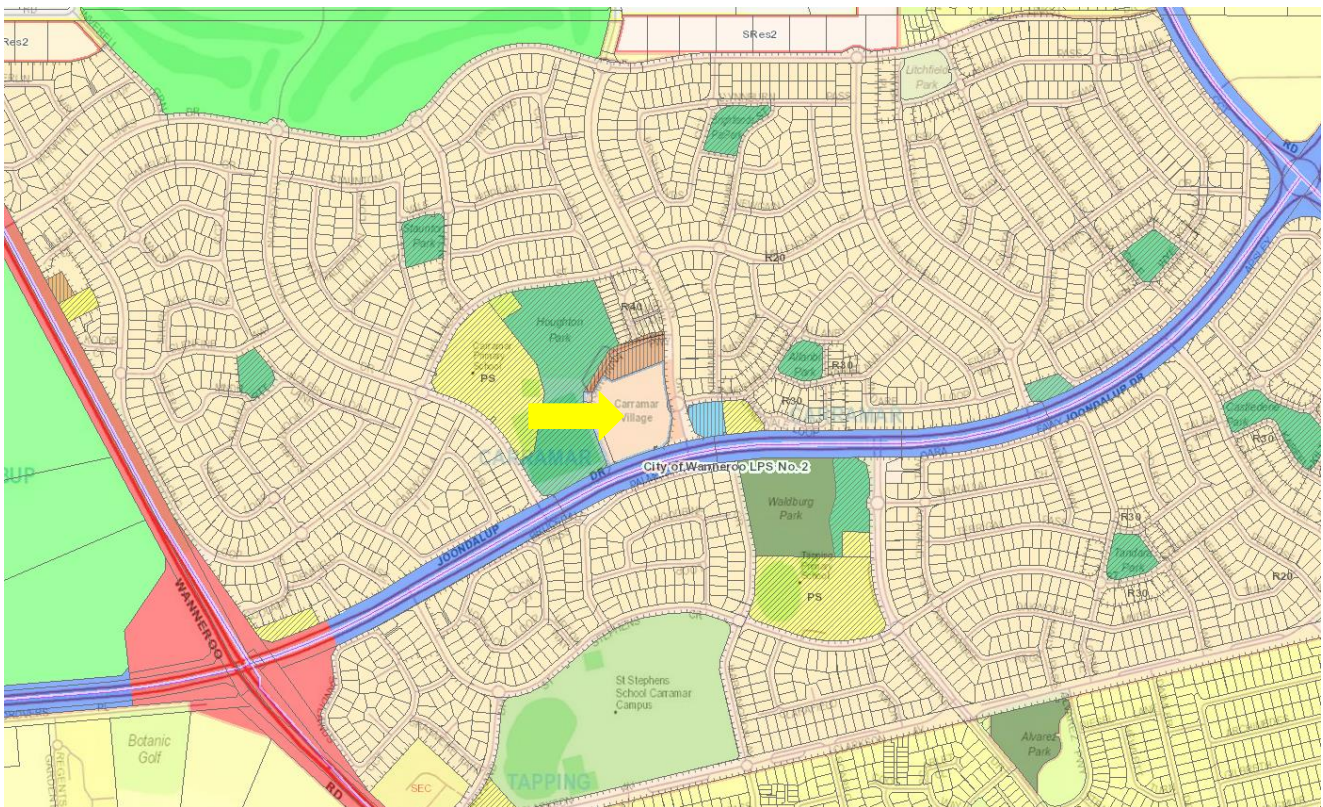


Figure 21 City of Wanneroo District Planning Scheme No.2 map extract.

## Carramar South/Tapping North Agreed Local Structure Plan No. 21B

The Structure Plan was prepared three years after the introduction of Liveable Neighbourhoods version 1 (LN1) in 1998 with the aim of providing a strong emphasis upon accessibility and integration of pedestrian and cycle movements. The original design objective sought was to be characterised by a highly interconnected street system to maintain the safety and amenity within NE5 surrounding the residential areas.

The Neighbourhood Centre design chose to consolidate the civic, educational and commercial facilities to obviate the need to drive between the facilities. Draft LN3 retains a definition consistent with the original intent for the Neighbourhood centre.

**LN3 Neighbourhood Centres:** "Important local community focal points that help to provide for the main daily to weekly household shopping and community needs and, facilities and public transport. They are serviced by public transport and also a focus for medium density housing."

The modification proposed further progresses the original intent of the development whilst incorporating more recently developed best practise design principles for activity centres.



Figure 22 Agreed Structure Plan 21B Extract

## Local Planning Policies

A brief commentary is provided in response to the City of Wanneroo Local Planning Policies where it is considered relevant.

Wanneroo LPP	Comment
<p><b>Activity Centres - LPP 3.2</b></p>	<p>The amendment will deliver an outcome aligned with the policy's aims to produce quality urban design. To ensure a high quality urban design outcome, a LDP is proposed. To guide and facilitate the long-term evolution and sustainability of neighbourhood centre.</p> <p>The concept plan has focused on making improvements on the movement network, urban design, and community, using sections 4 and 5 of the LPP. The plan demonstrates the increase in RNLA will form a catalyst for a reconfiguration which is capable of delivering a built form outcome consistent with LPP 3.2.</p>
<p><b>Employment Policy - LPP 3.6</b></p>	<p>This policy is designed to establish a framework to encourage and retain local employment within the City of Wanneroo and ultimately the North-West Corridor. The redevelopment is intended to accommodate an 'Eat Street' which will likely result in extended hours of trading activity.</p> <p>Although it is expected that the RNLA increase will generate employment which is predominantly contained within essential services such as medical, civic, community services and particularly through food and non-food retail, it will represent more intensive commercial activity on the subject lot than originally envisaged.</p>

# 7

## Summary

## Summary

This report outlines the background, context, and justification for the proposed amendment (No.10) to ASP21B. It demonstrates that the proposed modifications to ASP21B are consistent with the local context of the neighbourhood centre, retail demand, and aligned with the strategic and statutory planning framework.

The amendment paves the way for the evolution and refinement of the Village Centre configuration, consistent with the Structure Plan's original intent for the Village Centre to consolidate the civic, educational, and commercial facilities to obviate the need to drive between the facilities. The refinement is based on contemporary planning principles, seeking to sleeve parking, and create an 'enclosed' Main Street to a practical extent.

The concept plan has an overarching theme focused on a reduction in the reliance private vehicle use by enhancing the pedestrian network through reduced distance required to walk to the Village and through public safety measures. The emphasis on pedestrian access capitalises on the Neighbourhood Centre's strategic role to service the local community and seeks to reduce the amount of carparking required.

We consider this amendment has substantial merit and it is requested both the City of Wanneroo and WAPC consider the logic set out in making a determination on the proposal. Hemsley Planning and Canute have enjoyed the ongoing cooperation from the City and would like to thank those staff for their meaningful contributions to date.