

URBIS

LOT 408 (NO.19) NEERABUP ROAD, CLARKSON ACTIVITY CENTRE PLAN

PREPARED FOR
BWP TRUST
APRIL 2018
PA 1313

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Report Number	Final

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ENDORSEMENT PAGE

This Activity Centre Plan is prepared under the provisions of the City of Wanneroo Local Planning Scheme No. 2.

IT IS CERTIFIED THAT THIS ACTIVITY CENTRE PLAN 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 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

Witness

Date

Date of Expiry

TABLE OF AMENDMENTS

AMENDMENT NO.	SUMMARY OF THE AMENDMENT	AMENDMENT TYPE	DATE APPROVED BY WAPC

DEVELOPER

BWP Trust

PROJECT TEAM

URBIS	Planning & Project Coordination
URBIS	Urban Design
URBIS	Property and Retail Economics
URBIS	Landscape Architecture
GTA	Traffic and Transport
COSSILL & WEBLEY	Civil Engineering
HSA	Acoustic Consulting
STRATEGEN	Bushfire Consulting

EXECUTIVE SUMMARY

The Lot 408 (No.19) Neerabup Road, Clarkson Activity Centre Plan applies to the former Clarkson Bunnings site, located within the Clarkson Activity Centre, in the City of Wanneroo. The subject site is approximately 3.07ha in area, positioned to the south of the Ocean Keys Shopping Centre, and adjacent to the intersection of Neerabup Road and Marmion Avenue, fronting Key Largo Drive.

This Activity Centre Plan will facilitate the redevelopment of the subject site for a range of retail and commercial land uses, along the potential for a range of other land uses including residential development, and includes provision for built form outcomes.

Planning for the site has been heavily influenced by contemporary urban design principles of maximising commercial exposure for retail and commercial land uses, integration and permeability, and providing an attractive interface between the site and the surrounding streets, in particular, providing an active frontage to Key Largo Drive.

As part of the preparation of the Activity Centre Plan, the following technical and supporting documentation has been prepared and is summarised in this report. Full copies of these documents are provided in the technical appendices:

- Retail Sustainability Assessment (including employment analysis) (Urbis)
- Transport Impact Assessment (GTA)
- Engineering Servicing Report (Cossill & Webley)
- Acoustic Assessment (Herring Storer Acoustics)
- Bushfire Management Plan (Strategen)
- Landscape Masterplan (Urbis)

ACTIVITY CENTRE PLAN SUMMARY TABLE

Table 1 – Activity Centre Plan Summary Table

Item	Data	Section Number Referenced with Activity Centre Plan Report
Total area covered by the activity centre plan	3.07ha	Section 2.3
Area of each land use proposed	Retail/Commercial 1ha	Section 1.7
Total estimated lot yield	NA	-
Estimated commercial floorspace	10,000m ² NLA	Section 1.7
Estimated area and percentage of public open space	NA	-

PART 1 – STATUTORY SECTION

1. IMPLEMENTATION OF ACTIVITY CENTRE PLAN

This proposal seeks to:

- Remove the site from the Clarkson Activity Centre Agreed Structure Plan 2 (ASP2)
- Change the former 'zoning' of the land from 'Business' to 'Commercial' to more accurately reflect the development intent for the site
- Include provisions to provide flexibility in land use and development on the site, and to guide the design of the resulting development within the context of the wider ASP2 area

1.1. ACTIVITY CENTRE PLAN AREA

The Lot 408 (No.19) Neerabup Road, Clarkson Activity Centre Plan (the Activity Centre Plan), once endorsed, will become the guiding document in the consideration of the future development on the land contained within the inner edge of the line denoting the Activity Centre Plan boundary on the Activity Centre Plan Map as shown on **Figure 1: Activity Centre Plan Part 1**.

The subject site is removed from the ASP2.

1.2. VISION

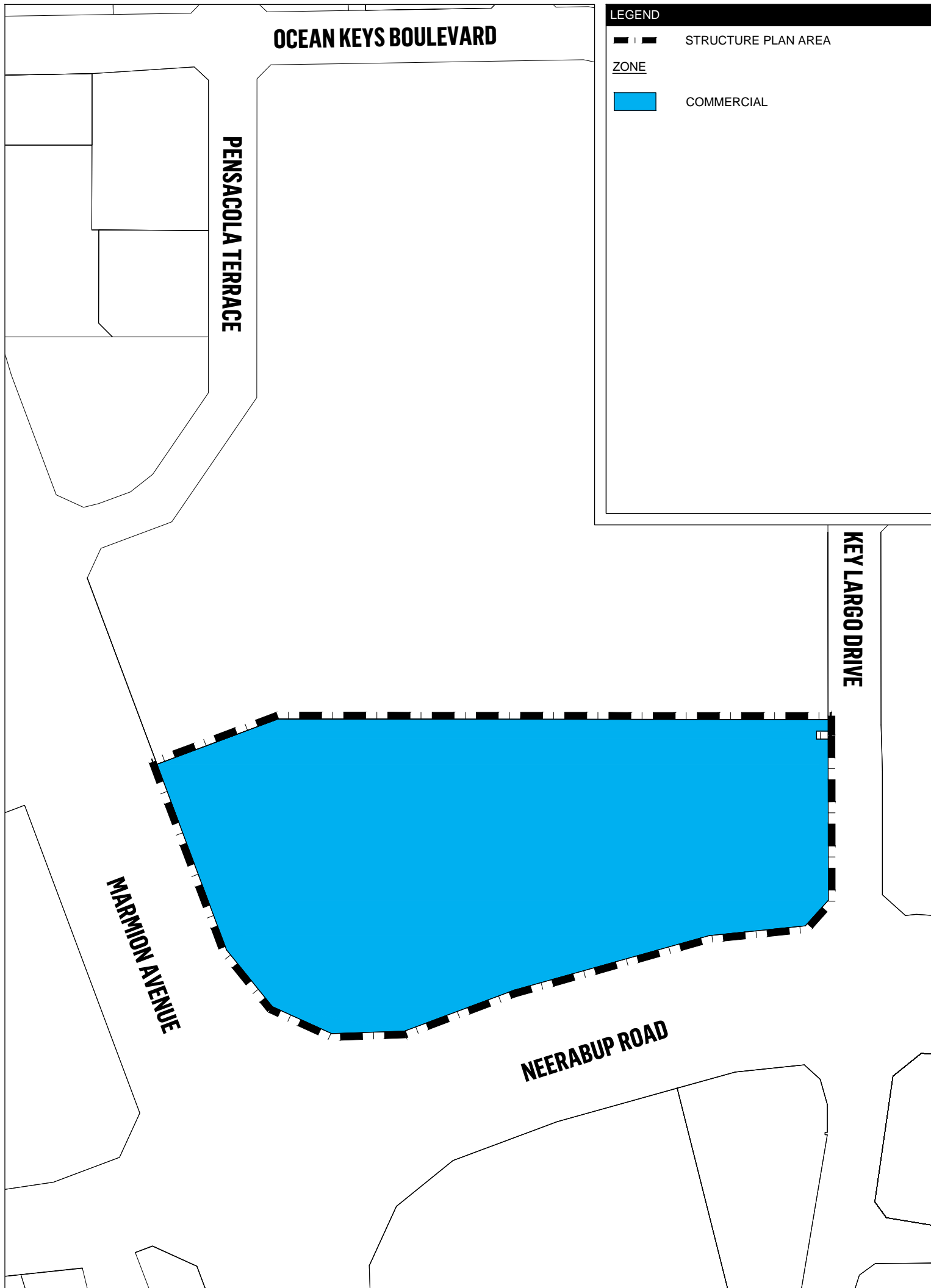
The Vision statement for the Master Plan Strategy is as follows:

"The site is an engaging and activated gateway providing a sense of arrival to Clarkson Town Centre. A retail presence serves as an identifiable landmark on the prominent Neerabup Road and Key Largo Drive intersection and offers convenience shopping to passing trade. Integrated commercial and retail uses maximise commercial exposure and connectedness; and potential residential land uses take advantage of the surrounding open space, views to the ocean and access to shops"

1.3. ACTIVITY CENTRE PLAN OBJECTIVES

The objectives of the Activity Centre Plan are:

- To provide guidance on the subdivision and development of the Activity Centre Plan area in a circumstance where the site has particular locational and developmental requirements
- To facilitate the orderly and proper planning of the Activity Centre Plan area within the context of the site's position within the Clarkson Activity Centre
- To contribute towards the creation of the broader Activity Centre in a mixed use manner that caters for the needs of residents within the region
- To assist in creating a transitional street along Key Largo Drive which is an active focus for the community with a balance of viable uses and a diversity of commercial and retail uses with entertainment and food and beverage uses generating day and evening activity
- To contribute to the north west corridor employment self-sufficiency targets
- To provide for high standards of built form development which achieve quality and contemporary urban design outcomes
- To connect and enhance the movement network by providing clear and legible paths across the site and into the adjacent Activity Centre and neighbourhood
- To identify key view lines and corridors and ensure that the site responds to its important location as a gateway to the Activity Centre



LEGEND

— — — — — STRUCTURE PLAN AREA

ZONE

■ COMMERCIAL

FIGURE 1: ACTIVITY CENTRE PLAN - PART 1
 LOT 408 NEERABUP ROAD CLARKSON

DATA SOURCE
 Landgate_MNG
 PROJECTION
 MGA Zone 50

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1.4. ACTIVITY CENTRE PLAN CONTENT

This Activity Centre Plan comprises:

- Part 1: Implementation Section
- Part 2: Explanatory Section
- Part 3: Technical Appendices

The Activity Centre Plan should be read in conjunction with the City of Wanneroo District Planning Scheme No.2 (DSP2) and the Clarkson Activity Centre Agreed Structure Plan 2 (ASP2).

- Part 1 of this Activity Centre Plan is the implementation component of the Activity Centre Plan which contains the Activity Centre Plan map and outlines the purpose and intent of the Activity Centre Plan
- Part 2 of this Activity Centre Plan is the explanatory section which contains the background information and explanation of the Activity Centre Plan including design methodology, relevance and compliance with the planning framework. Part 2 also contains all supporting plans and maps.
- Part 3 of this Activity Centre Plan includes all of the relevant technical reporting which has been undertaken in support of the Activity Centre Plan.

1.5. OPERATION

The Lot 19 Neerabup Road, Clarkson Activity Centre Plan comes into effect on the date in which the Activity Centre Plan is approved by the Western Australian Planning Commission (WAPC). An approved Activity Centre Plan is a document to which planning decision-makers are to give due regard to when making decisions on the subdivision and development of land within the Activity Centre Plan area.

1.6. STAGING

Staging of the development of the site will be dependent upon market forces at the time. Individual sites may be created, sold and developed separately. For cost efficiencies, it is expected that civil works over the subject land will be undertaken in a single stage.

1.7. RETAIL FLOORSPACE

Retail floorspace over the Activity Centre Plan area is limited to a maximum of 10,000m² NLA.

The retail floorspace limit of Schedule 3 of the Scheme shall not apply, and the amount and type of retail development shall be generally in accordance with the Clarkson Activity Centre's Secondary Centre classification under SPP4.2, and the Retail Sustainability Assessment (RSA) prepared for this Activity Centre Plan and included at **Appendix A**.

1.8. RESIDENTIAL DENSITY CODING

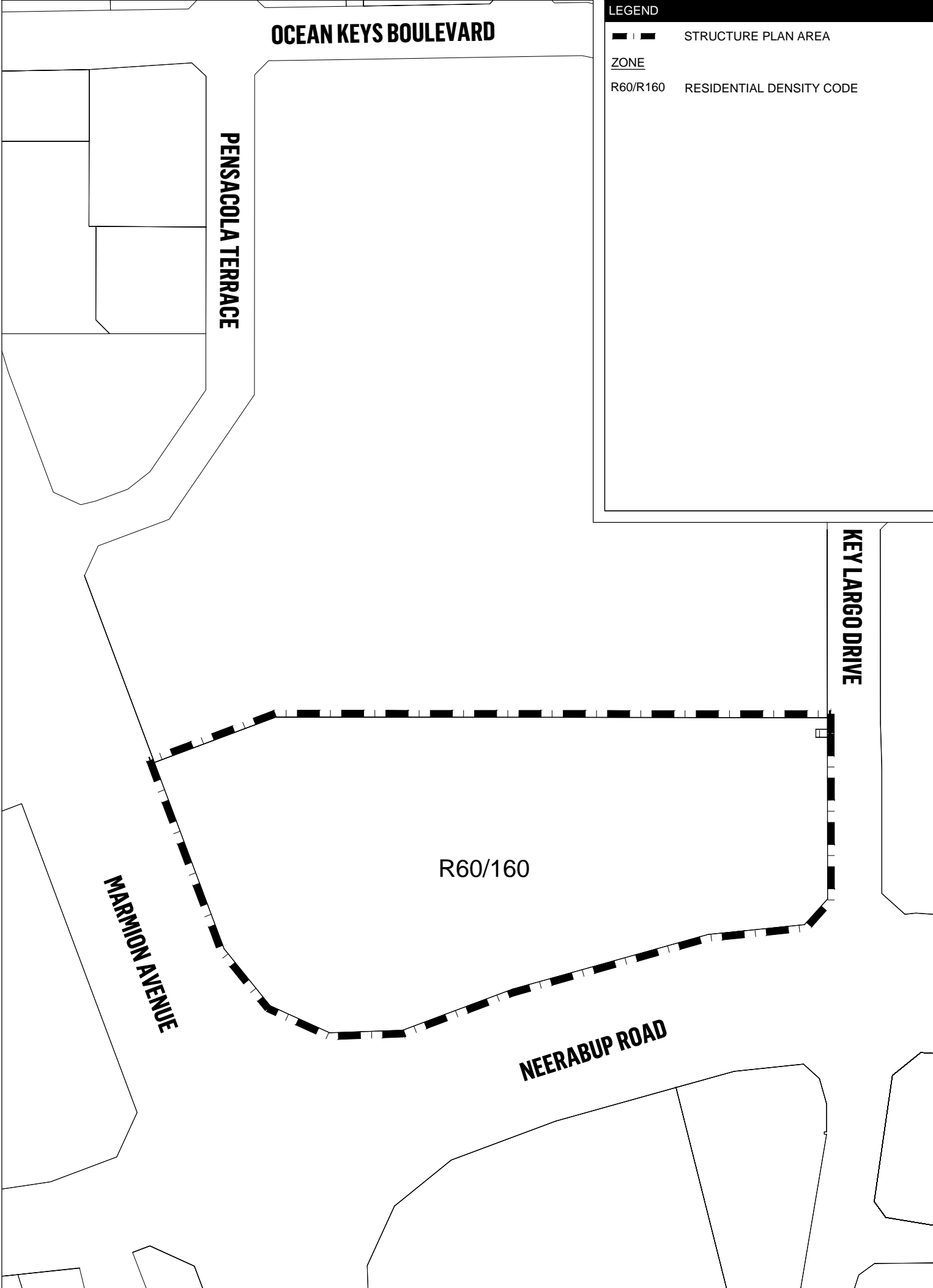
Residential development shall be developed in accordance with the Residential Design Codes (R-Codes). Where this Activity Centre Plan contains conflicting provisions to the R-Codes, the provisions of this Activity Centre Plan will prevail.

Figure 2: Density Plan identifies the applicable density codes that apply to the land. Within the dual coded area, residential development should generally be in accordance with the higher density code but may be reduced to the lower code where the proposed residential development directly abuts lower density residential.

1.9. SUBDIVISION AND DEVELOPMENT REQUIREMENTS

1.9.1. Land Use and Development

Land use and development within the Activity Centre Plan is to be consistent with the 'Commercial' zone as detailed on the Activity Centre Plan map, and as defined under DPS2.



LEGEND


 STRUCTURE PLAN AREA
ZONE
 R60/R160 RESIDENTIAL DENSITY CODE

FIGURE 2: DENSITY PLAN
 LOT 408 NEERABUP ROAD CLARKSON

DATA SOURCE
 Landgate, MNG
 PROJECTION
 MGA Zone 50

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The requirements set out in section 5.7 of Part 2 of this Activity Centre Plan provide a guide to the future design and development of the Activity Centre Plan area and shall be given due regard by the City in considering proposals for the development of the subject land.

The zone allows for a variety of retail, commercial, entertainment, community, medical, restaurant/café/fast food uses, and residential land uses as set out in DPS2.

1.10. LOCAL DEVELOPMENT PLANS

- Prior to the determination of an application for approval to commence development or subdivision (whichever comes first) a Local Development Plan (LDP) is to be prepared and submitted to the City of Wanneroo for approval.
- The LDP is to be prepared over each land parcel within the Activity Centre Plan area and/or any other additional area that is of sufficient extent that it adequately addresses the site's context, integration and coordination with surrounding urban structure, built form, and the Activity Centre Plan requirements.
- An LDP is to address the objectives and requirements of the Activity Centre Plan as well as Part 6 of DPS2 and include details relating to:
 - Street network and street block boundaries
 - Notional location and distribution of land uses which demonstrate how the development of the location contributes towards the objectives of the Activity Centre Plan
 - Built form controls including building height, setbacks, indicative servicing/storage areas and any other building design feature considered relevant
 - Indicative landscape treatments within the public realm
 - Interface treatments with adjoining sites and surrounding roads; and
 - Any other information considered relevant by the City of Wanneroo to address the requirements of the Activity Centre Plan.

1.11. ADDITIONAL INFORMATION

The following additional information is required to be undertaken at future planning stages:

Table 2 – Additional Information

Additional Information	Purpose	Approval Stage	Consultation Required
Landscape and Public Open Space Management Plan	To detail the ongoing management and maintenance arrangements of landscaping and public open space areas.	Lodged prior to development application or building permit stage (whichever comes first), managed as a condition of subdivision approval.	City of Wanneroo
Traffic Management Plan	To provide technical specifications relating to the subdivision and development of the land, and construction management arrangements.	Lodged prior to building permit stage as a condition of subdivision/development approval.	City of Wanneroo
Geotechnical Report	Detailing the specific design and construction recommendations and requirements.	Lodged prior to development application or building permit stage (whichever comes first), managed as a condition of subdivision approval.	City of Wanneroo
Local Development Plans	Refer 1.10 of this report	Lodged prior to development application or building permit stage (whichever comes first), managed as a condition of subdivision approval.	City of Wanneroo
Acoustic Report	To demonstrate compliance with SPP5.4	Development application for residential or other sensitive uses identified in SPP5.4	City of Wanneroo
Signage Strategy	To demonstrate compliance with City of Wanneroo DPS2 and Signage Policy	Development application	City of Wanneroo
Servicing and Delivery Management Plan	To guide access to servicing areas	Development application	City of Wanneroo
Drainage Strategy	Detailing the specific drainage requirements for future development	Development application	City of Wanneroo

PART 2 – EXPLANATORY SECTION

1. PLANNING BACKGROUND

1.1. INTRODUCTION AND PURPOSE

The Lot 408 (No.19) Neerabup Road, Clarkson Activity Centre Plan (the Activity Centre Plan) is prepared and lodged on behalf of the landowners, BWP Trust. The Activity Centre Plan encompasses Lot 409 (No.19) Neerabup Road, Clarkson, as shown on **Figure 3: Location Plan**. The site forms part of the Clarkson Activity Centre where it currently forms part of Agreed Structure Plan 2 (ASP2) (refer **Figure 4: Clarkson Activity Centre Agreed Structure Plan**).

Given the gazettal of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('the Regulations') supersedes ASP2, the site is removed from ASP2 and this new Activity Centre Plan, consistent with the Regulations and with the WAPC's Structure Plan Framework, has been prepared ('the Activity Centre Plan').

The purpose of the Activity Centre Plan is to provide a broad framework to guide future development and use of the land within the Activity Centre Plan area for primarily retail and commercial purposes (with up to 10,000m² NLA), but also allowing for residential and a range of other land uses, consistent with the Commercial zone under DPS2.

The Activity Centre Plan (**Figure 5: Activity Centre Plan Part 2**) will enable the development of uses within the context of the broader Clarkson Activity Centre, connecting the development to the established internal, local and regional road network, and expanding on existing infrastructure.

This document provides all the necessary information and addresses the reporting requirements of DPS2, the requirements of the Regulations and the WAPC's Structure Plan Framework (August 2015).

The site is currently developed with a vacant Bunnings Warehouse and associated parking which has now relocated east of the subject site.

1.2. BACKGROUND

In 2016, Urbis was engaged to provide advice to BWP Trust regarding the highest and best use of the former Bunnings site in Clarkson, based on integrated economic, planning and urban design considerations. The outcome of this process was the preparation of a Master Plan Strategy to guide the future development of the site, in response to the site's context, planning framework and market drivers. The Master Plan Strategy identified redevelopment opportunities and development options, to inform modifications to ASP2.

Urbis' approach has been one of integration and collaboration across disciplines, with Client participation, and with local and State government representatives. This has been most visible across the two workshop sessions held during the process of preparing the Master Plan Strategy, at which time views and feedback were delivered directly, in an open environment.

Through these sessions, Urbis tested the existing planning and design framework for the site against a market review. This has been supported by in-house discussions and internal feedback loops which has informed the opportunities presented. In addition, direct liaison with the City of Wanneroo and Department of Planning Land and Heritage(DPLH) Officers occurred, the outcomes of which influenced the Master Plan Strategy.

Following preparation of the Masterplan, BWP Trust, Devman, Urbis and the Project Team have progressed the work to develop an Activity Centre Plan for the site, prepared in accordance with the WAPC Structure Plan Framework, and in consultation with the City of Wanneroo.

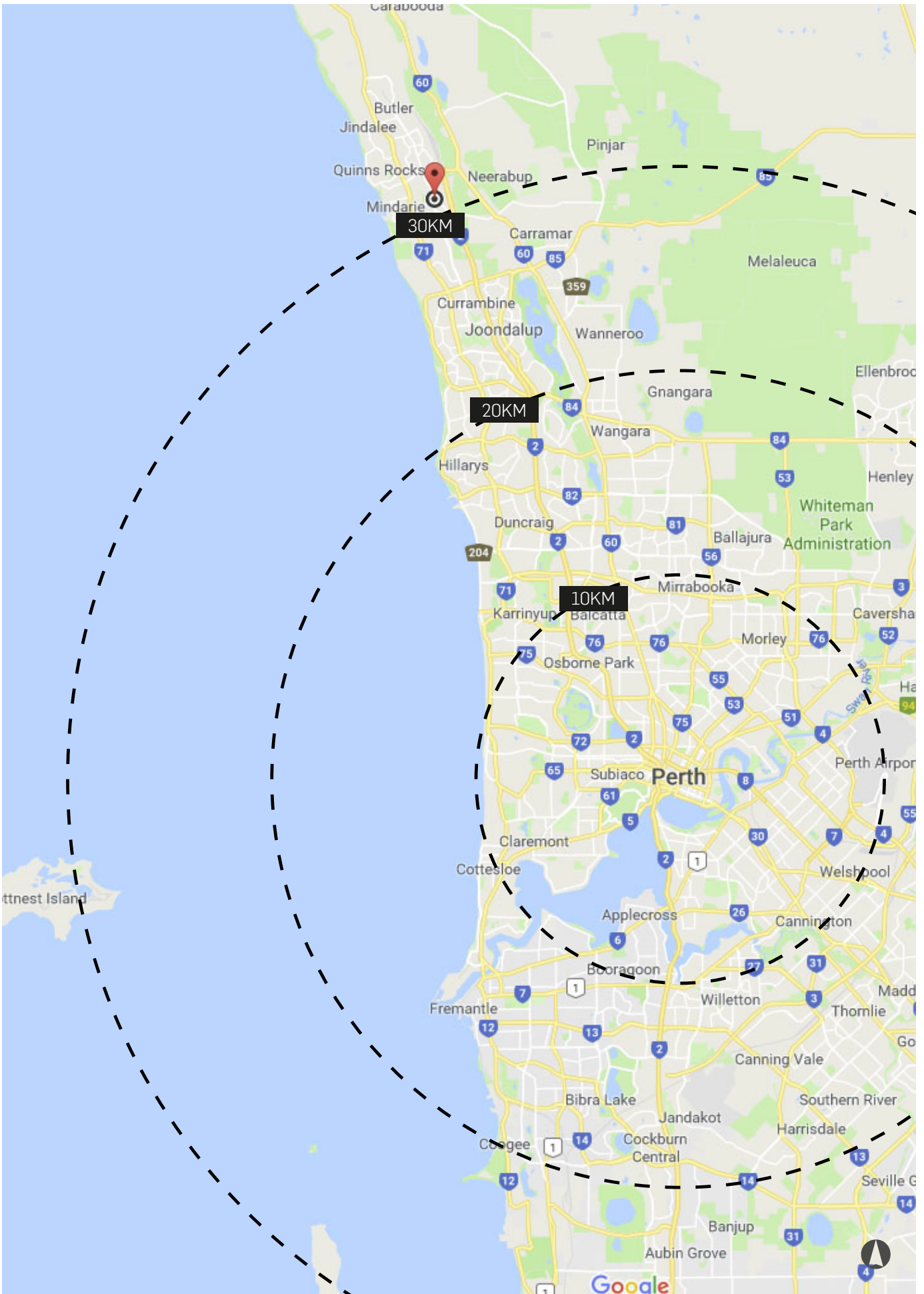


FIG 3: LOCATION PLAN
LOT 408, 19 NEERABUP ROAD, CLARKSON

DATE: 10.04.2018
 JOB NO: PA1313
 DWG NO: FIG-2
 REV: -

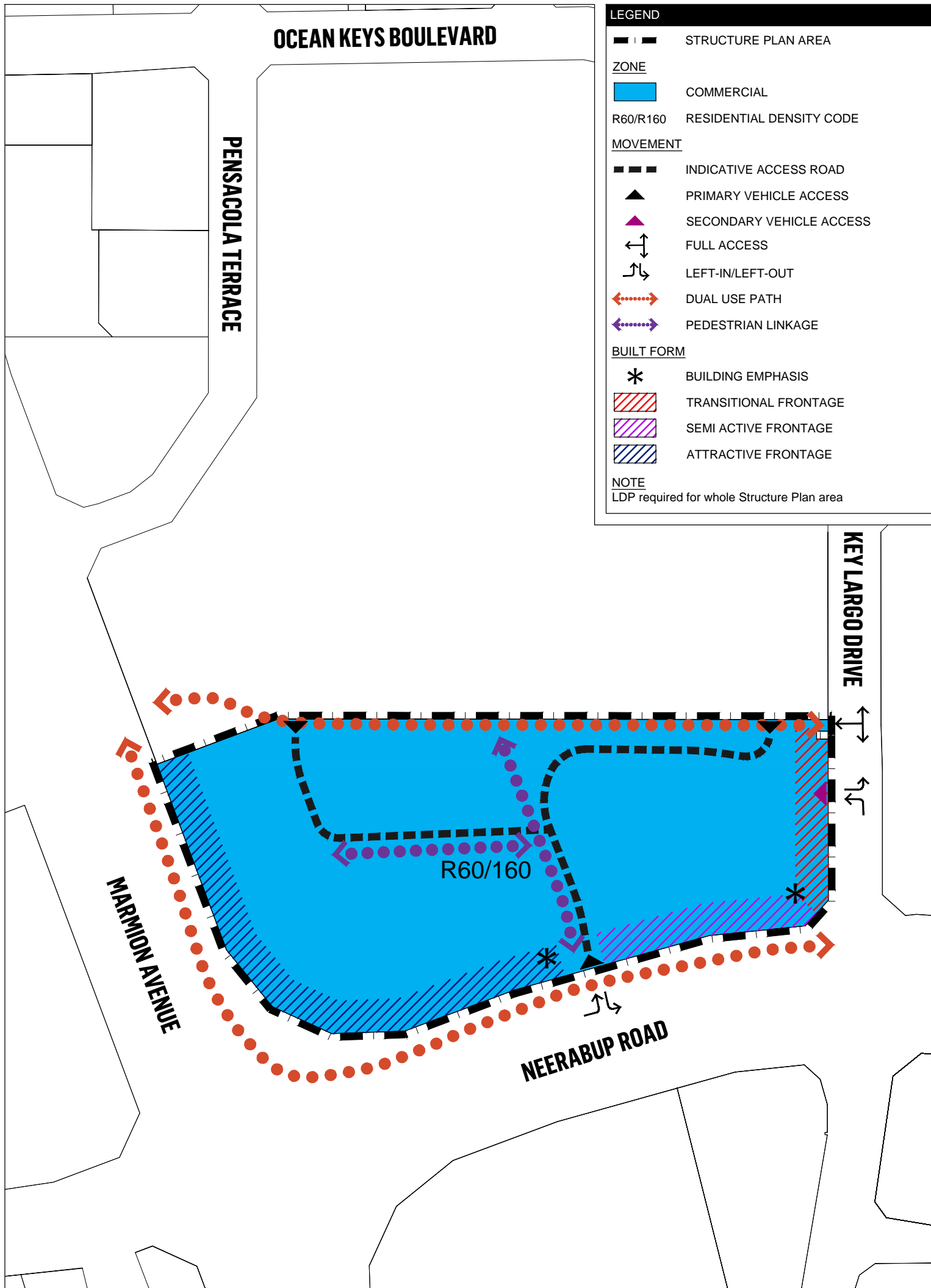


FIG 4: CLARKSON ACTIVITY CENTRE
- AGREED STRUCTURE PLAN
LOT 408, 19 NEERABUP ROAD, CLARKSON



DATE: 10.04.2018
 JOB NO: PA1313
 DWG NO: FIG-3
 REV: -





LEGEND

— — — — — STRUCTURE PLAN AREA

ZONE

COMMERCIAL

R60/R160 RESIDENTIAL DENSITY CODE

MOVEMENT

— — — — — INDICATIVE ACCESS ROAD

▲ PRIMARY VEHICLE ACCESS

▲ SECONDARY VEHICLE ACCESS

↔ FULL ACCESS

↕ LEFT-IN/LEFT-OUT

↔ DUAL USE PATH

↔ PEDESTRIAN LINKAGE

BUILT FORM

* BUILDING EMPHASIS

TRANSITIONAL FRONTAGE

SEMI ACTIVE FRONTAGE

ATTRACTIVE FRONTAGE

NOTE
LDP required for whole Structure Plan area

FIGURE 5: ACTIVITY CENTRE - PART 2
LOT 408 NEERABUP ROAD CLARKSON

DATA SOURCE
Landgate_MNG
PROJECTION
MGA Zone 50

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2. LAND DESCRIPTION

The following sections provide an overview of the Activity Centre Plan area, and examine its context with respect to location, land use and ownership.

2.1. CONTEXT ANALYSIS

The Activity Centre Plan area is located within the City of Wanneroo, approximately 32km north of the Perth Central Business District, within the Clarkson locality. The site is approximately 7km north west of the Joondalup Strategic Regional Centre (refer **Figure 6: Regional Context**).

The site fronts Marmion Avenue and Neerabup Road which are the north-south and east-west connectors into Clarkson's Activity Centre. Neerabup Road provides direct access to the Mitchell Freeway, approximately 1.8km to the east of the site.

The site is located within the south west corner of the Clarkson Activity Centre which is characterised by a mix of uses including commercial, retail, residential, entertainment and eating establishments and community facilities, and offices (refer **Figure 7: Orthophoto**).

Current development on site is limited to a former Bunnings Warehouse and associated hardstand and carparking. Existing access to the site is restricted to Neerabup Road (left in, left out) and the servicing lane to the north via reciprocal access agreement, which accesses Key Largo Drive. The site serves as the initial visual contact point for travellers heading north along Marmion Ave. Parcels of open space sit directly south and west of the site and provide a buffer to residential land uses beyond (refer **Figure 8: Cadastral Plan**).

The Ocean Keys shopping centre is located to the north of the subject site. To the north-east a section of Ocean Keys Boulevard has been developed on a 'traditional Town Centre' model replicating a 'main street'. Retail and commercial uses along this edge front onto this street at a zero lot line to provide a sense of enclosure to the street. Parking for these uses is located at the rear or within the shopping centre's structured parking lot and are not visible from the main street. Other retail and commercial developments on the periphery of this 'main street' follow the convenience retail model with parking located within the lot adjacent to the street, forward of the building facade.

Land to the north and east is also zoned 'Centre' under DPS2 and 'Business' or 'Commercial' under ASP2. Land to the south is zoned 'Urban Development' and land to the west is zoned 'Residential' and reserved for 'Parks and Recreation' under the DPS2.

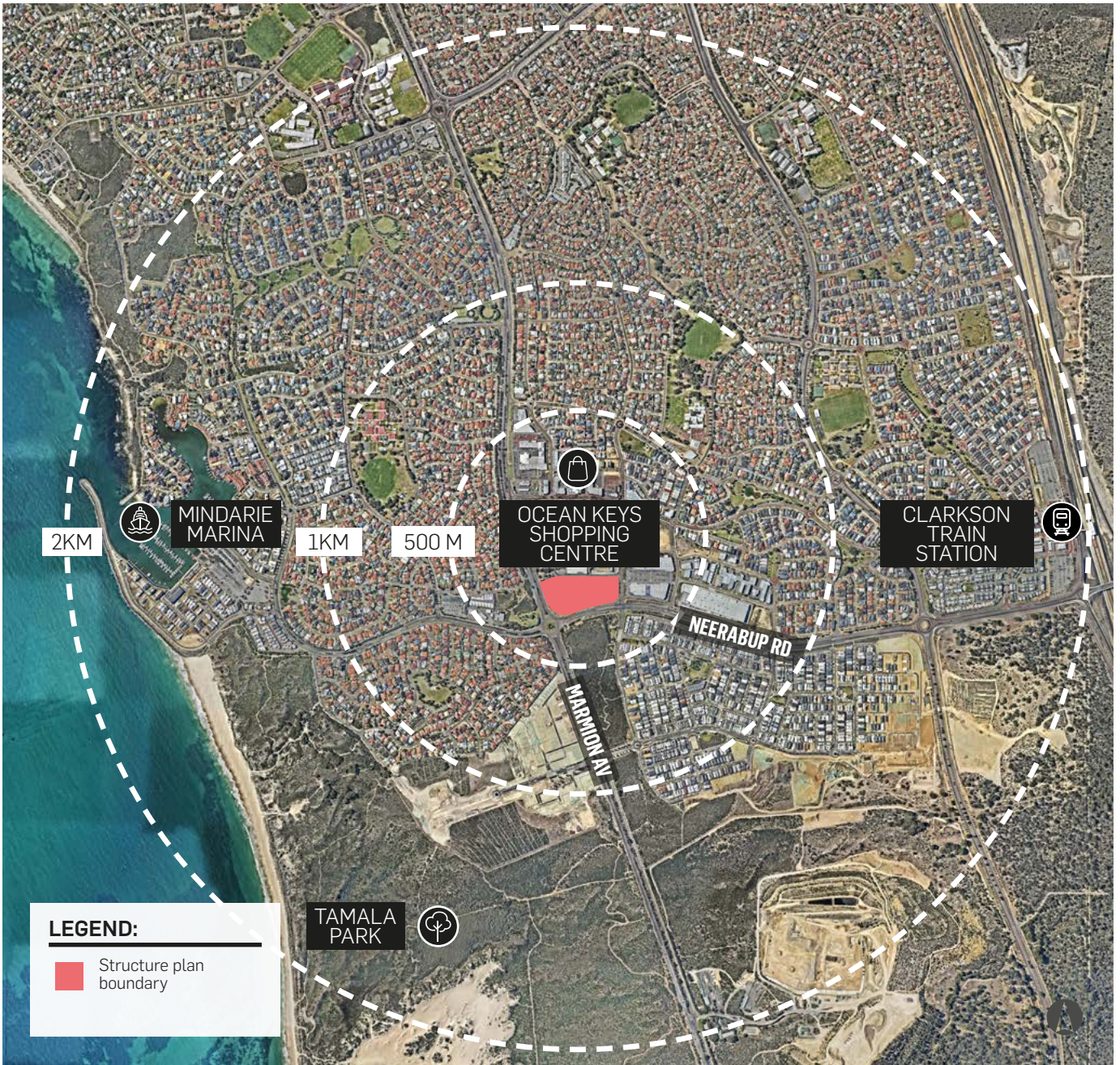
Residential development in the centre and residential areas surrounding it, is predominantly characterised by low/medium density single dwellings 1-2 storeys in height. Residential areas are connected to the site by a signalised intersection at Neerabup Road and Key Largo Drive and via a pedestrian underpass under Marmion Avenue.

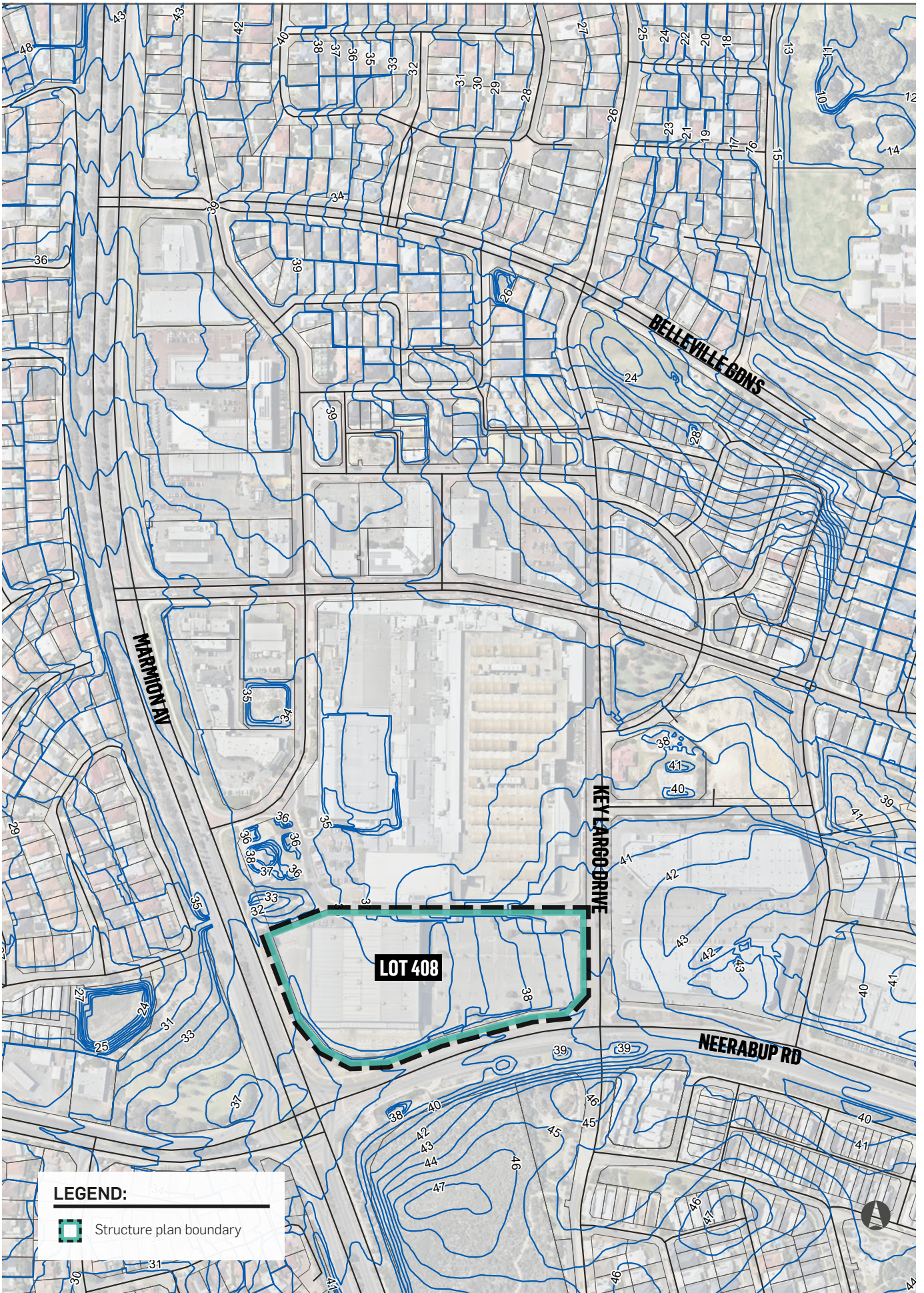
Located immediately to the north of the Clarkson Activity Centre is the Clarkson High School. Surrounding this is predominantly single dwelling residential development.

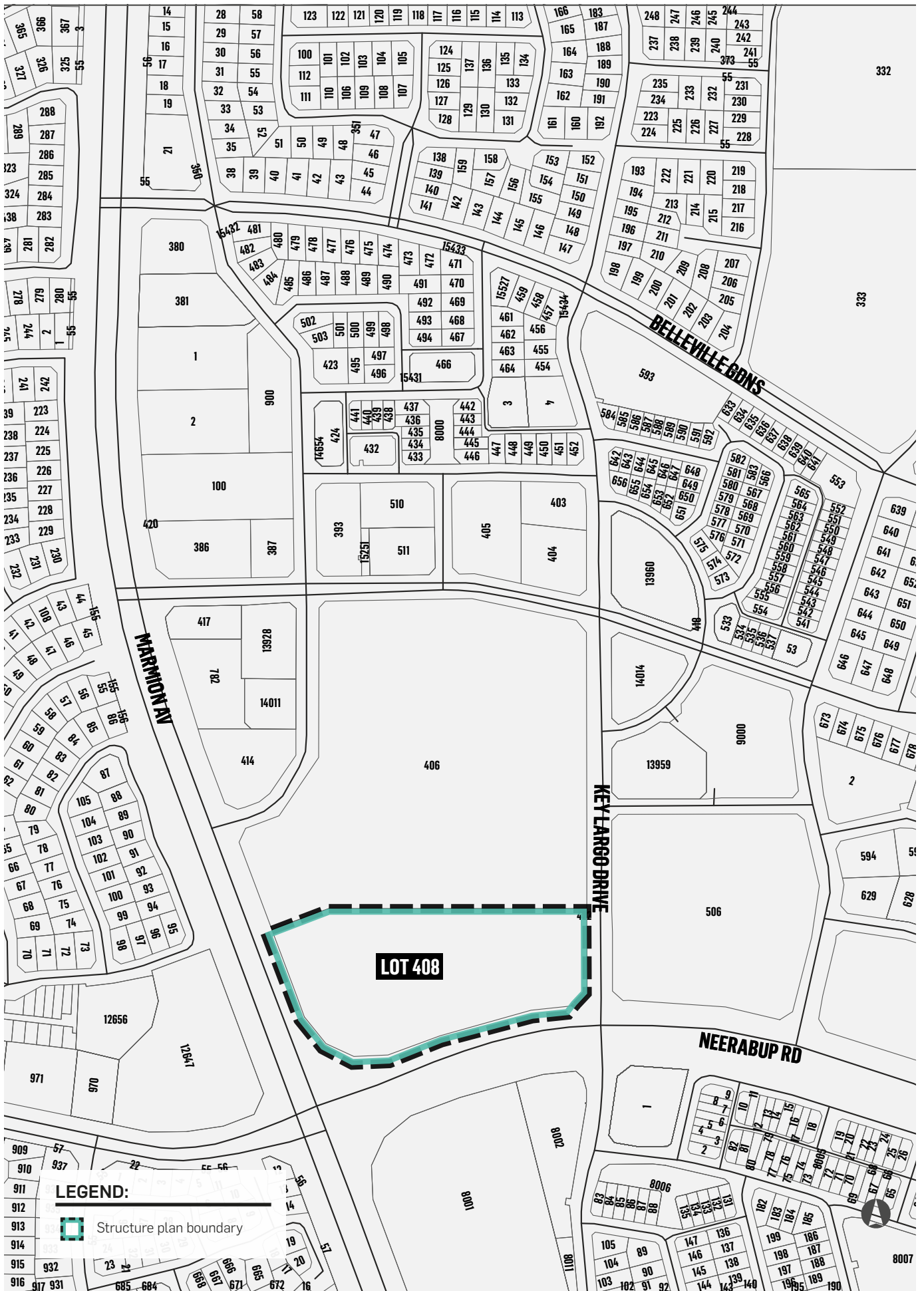
To the west, across Marmion Avenue, is predominantly single dwelling residential development and open space. A small activity centre is also located on the corner of Anchorage Drive and Rothesay Heights.

To the east, on Neerabup Drive, is a small area containing light industrial / service commercial uses also located within the ASP2 area. Surrounding this is predominantly single dwelling residential development.

The Tamala Park Structure Plan area is located to the south of Neerabup Drive, comprising a range of residential lot densities and open space.







2.2. POPULATION AND DEMOGRAPHICS

The socio-economic profile is based on the results of the 2016 Census of Population and Housing. The demographic profile is typical of outer suburbs growth areas with key features of the resident population are as follows:

- Per capita incomes 8% below the Perth average. The average household income in the trade area is 4% below the Perth average
- The age profile is more skewed to younger family households with the population in the age brackets of 0-14 and 35-39, 4 percentage points and 3 percentage points respectively above the Perth average
- Families with children under 15 account for 37% of households, 8% higher than the Perth average
- Around 48% of the population was born overseas, higher than the Perth average of 39%. This area is appealing to migrants from the United Kingdom, New Zealand and South Africa in particular

2.3. LEGAL DESCRIPTION AND OWNERSHIP

The subject site is Lot 408 on Plan 23838, Volume 2183, Folio 316.

The site is owned by BWP Management Ltd and has an area of 3.07ha.

The site is subject to a restrictive covenant and easements for sewerage and rights of access.

A copy of the Certificate of Title, Easement and Restrictive Covenant details are included at **Appendix B**.

2.4. SITE DESCRIPTION

The site is currently developed with a Bunnings Warehouse. The building and associated parking area now sits vacant given the relocation of the warehouse further east. There is limited landscaping on site and no remnant vegetation. The site varies in elevation from approximately 36m AHD in the west and 40m AHD in the east, with a significant rise to the rear of the site where a reciprocal accessway with the adjoining shopping centre is located.

3. PLANNING FRAMEWORK

The following section provides an overview of the relevant planning framework as it relates to the Activity Centre Plan area.

3.1. KEY PLANNING DOCUMENTS

The design response of the Activity Centre Plan has been shaped by the various State and local government considerations operating within the strategic planning environment. This section summarises the relevance of these strategies/policies within the context of the Activity Centre Plan.

3.1.1. State Planning Strategy

The State Planning Strategy (2007 as amended) was prepared by the WAPC as a whole of Government approach to guide sustainable land use planning throughout the State up until 2029. The Strategy is aimed at developing a land use planning system to help the State achieve a number of goals. These include wealth, the protection of the environment and building and maintaining lively and safe communities for the enjoyment of future generations of Western Australians. The Activity Centre Plan will ensure the alignment with the key objectives of the State Planning Strategy.

3.1.2. Directions 2031 and Beyond

Directions 2031 and Beyond was released by the WAPC in August 2000. This document identifies a 'connected city scenario' as the preferred approach to the growth of the Perth and Peel area. The strategic plan recognises the need to plan for land and housing opportunities to accommodate Perth and Peel's population increase in the years to come. The main objective of the strategic framework is to promote a more balanced, sustainable and consolidated growth pattern which effectively accommodates a larger proportion of new dwellings in existing and established suburbs. The Activity Centre Plan aligns with the overall objectives of Directions 2031 and Beyond through the provision of development on a site which is currently under-developed within an area which is appropriately located to existing services, amenities, significant and growing areas of residential development, and provides opportunities for employment.

3.1.3. Perth & Peel @3.5 Million

The Perth and Peel @3.5 Million framework aims to deliver the vision for Perth as articulated within Directions 2031, delivering strategies and actions for the Perth and Peel area which is expected to grow to 3.5 million people by the year 2050.

The land within the Activity Centre Plan falls within the North East Sub-Regional Structure Plan area, which anticipates population growth in the region will remain relatively strong to 2050. This growth is influenced by the provision of relatively affordable housing and employment opportunities offered within the sub-region. This proposal presents an opportunity for the implementation of the strategic directions and priorities of the sub-regional framework, by identifying a more intensely developed Activity Centre which will provide a range of services for the surrounding community.

3.1.4. State Planning Policy 4.2: Activity Centres for Perth and Peel

State Planning Policy 4.2: Activity Centres for Perth and Peel guides the preparation and review of local planning strategies, schemes and structure plans and development control. It also guides the preparation of Activity Centre Structure Plans (Activity Centre Plans), in accordance with the WAPC Structure Planning Framework. The Policy identifies the Clarkson Activity Centre as a Secondary Centre, which are defined as:

'Secondary centres share similar characteristics with strategic metropolitan centres but serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the City's economy, and provide essential services to their catchments.'

These centres are seen as an important focus for passenger rail and/or high frequency bus network, and typically include department stores, discount department stores, supermarkets, specialty shops, major offices and professional and service businesses.

SPP4.2 requires Activity Centre Plans to be prepared for secondary (and other) centres, in accordance with the Structure Planning Framework.

In the case where major developments, scheme amendments or structure plans are proposed where major development is anticipated, a Retail Sustainability Assessment (RSA) is required. This Activity Centre Plan is consistent with SPP2.4 in that it proposes an Activity Centre Plan consistent with the WAPC Structure Planning Framework, and supported by a RSA.

3.1.5. State Planning Policy No.3: Urban Growth and Settlement

State Planning Policy 3: Urban Growth and Settlement (SPP3) applies to the whole of the State in promoting a more consolidated settlement pattern which is more aligned to sustainable design and development. The objectives and principles of Directions 2031 and Liveable Neighbourhoods are preserved in this policy.

SPP3 recognises the historical low density housing trend and urban sprawl which has occurred in metropolitan Perth, acknowledging that this form of development only intensifies pressure on valuable land and water resources, imposes additional costs of infrastructure and services and increases the dependency on private vehicles as a mode of transport.

Accordingly, the Activity Centre Plan proposes the redevelopment of the subject site and intensification of development to achieve the highest and best use of the subject land which is located within an area well served by infrastructure and providing an enhanced level of service to the community.

3.1.6. State Planning Policy No.3.7 – Bush Fire Risk Management

The draft Bushfire Risk Management Guidelines 2014 were recently reviewed and aim to assist in the interpretation and implementation of State Planning Policy No.3.7 – Bush Fire Risk Management (SPP3.7) when developing in identified bush-fire prone areas. The Office of Bushfire Risk Management (OBRM) has endorsed these Guidelines as a standard and they will be used by the Department of Fire and Emergency Services. The Activity Centre Plan area is subject to risk of bush fire due to the adjoining open space primarily to the south (and west). A Bushfire Management Plan has been prepared to ensure that development is consistent with SPP 3.7 and associated guidelines (refer **Appendix C**).

3.1.7. Other Policies:

The following State policies are also directly relevant and applicable to the Activity Centre Plan:

- Liveable Neighbourhoods Operation Policy
- Structure Plan Preparation Framework
- State Planning Policy No.3.1 – Residential Design Codes of WA

The Activity Centre Plan has been prepared to be consistent with the principles and requirements of the WAPC's and City of Wanneroo's operational policies and guidelines outlined above.

3.2. OTHER PLANNING DOCUMENTS

3.2.1. Clarkson Agreed Structure Plan 2

The Clarkson Activity Centre Agreed Structure Plan 2 (ASP2) was prepared in September 2011. The ASP provides a framework for the development of the Clarkson Activity Centre, with an emphasis on mixed use development and higher residential densities over the majority of the centre, centred around the Ocean Keys Shopping Centre.

ASP2 was prepared in the context of the existing (and now vacant) Bunnings warehouse, and therefore reflects a bulky goods scenario for the subject site (refer **Figure 6: Regional Context**). The decision to relocate the Bunnings warehouse further east presented an excellent opportunity to investigate options for the future development of the site to complement the existing Activity Centre development and to derive the highest and best use outcome for the site.

Given this context, the site has been critically reviewed from a planning, design and economics perspective to determine opportunities for the site, based on the site context, planning, market and design drivers, and based on a strong understanding of the planning context and implementation, and has been found to warrant a new approach to the use and development of the site, with a more intense form of development.

3.3. ZONINGS AND RESERVATIONS

3.3.1. Metropolitan Region Scheme

The site is zoned Urban in the Metropolitan Region Scheme, and fronts Neerabup Road and Marmion Avenue which are Other Regional Roads in the MRS (refer **Figure 9: Metropolitan Region Scheme**). Access restrictions to the ORR apply.

3.3.2. City of Wanneroo District Planning Scheme No.2 (DPS2)

Under the provisions of DPS2, the subject site is zoned “Centre” with an “Agreed Structure Plan 2” depiction, with a Business zoning and an applicable R-Code of R60-R160. The Clarkson ASP largely reverts to the Business Zone in relation to land use and development (refer **Figure 10: City of Wanneroo DPS2**).

The objectives of the “Centre” zone, as stated in DPS 2, reads:

“(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.

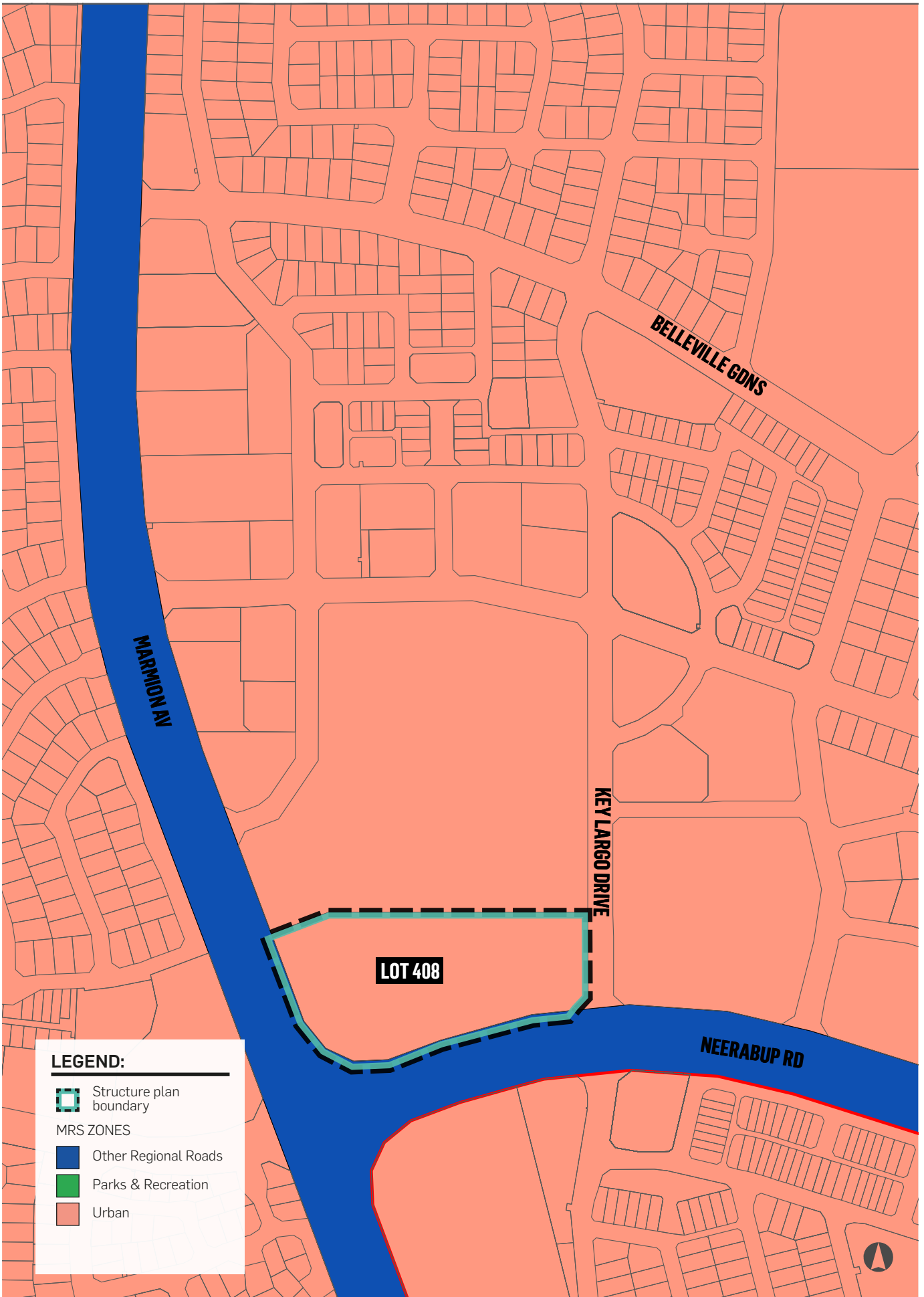
(d) provide the opportunity for the coordinated and comprehensive planning and development of centres through an Agreed Structure Plan.”

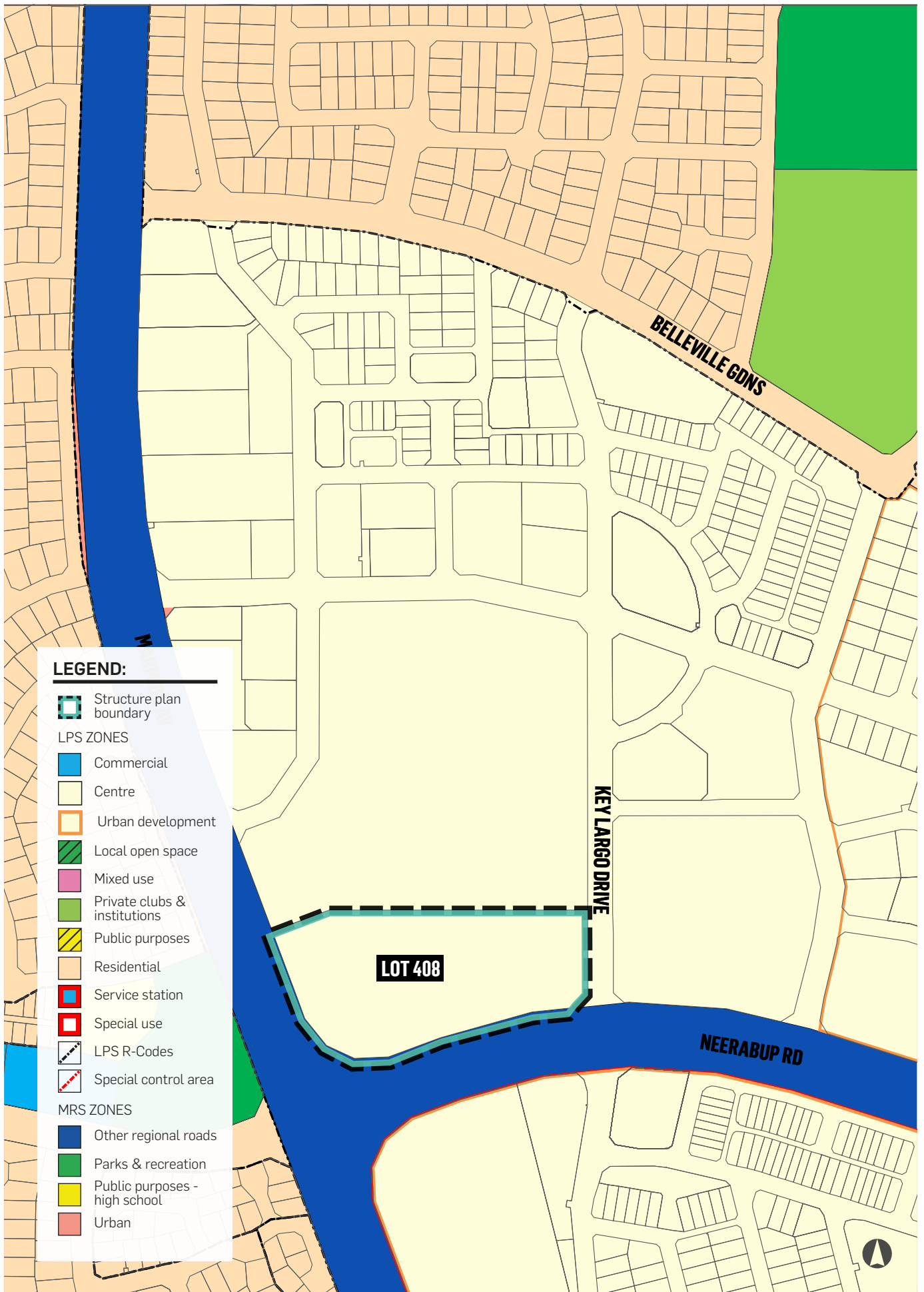
The City of Wanneroo has advised that previous developer contributions relating to construction/upgrade of roads have been paid, and no further contributions are applicable.

As noted above, the ASP is not consistent with the more recent WAPC Structure Plan Framework, and therefore the appropriate approach then is to remove the site from the ASP2 and prepare a compliant Activity Centre Plan for the site.

Further, on review of those uses which are proposed and justified on the site through this Activity Centre Plan, it is proposed that a ‘Commercial’ zone be applied rather than the former ‘Business Zone’ which would facilitate a more intense form of development for the site which increases investment and employment within the Centre.

Economic justification for the retail floorspace proposed is contained within **Appendix A: Retail Sustainability Assessment**.





4. SITE CONDITIONS AND CONSTRAINTS

4.1. BIODIVERSITY AND NATURAL ASSETS

Given the site has been developed for a Bunnings Warehouse and associated hardstand areas, there are no environmental assets existing on site.

4.2. LANDFORM AND SOILS

The site varies in elevation ranging from approx. 36mAHD in the west to 40m AHD in the east. There is also a substantial level difference from north to south of approximately 3 metres.

The majority of the site is characterised by limestone and sand which is well suited to urbanisation and is very permeable allowing for on-site disposal of runoff.

4.2.1. Acid Sulfate Soils

The Department of Environment and Conservation's ASS Risk Mapping for ASS identifies the site as having no known risk of ASS potential.

There is no indication of any other forms of site contamination in DWER's Contaminated Sites Database.

4.3. GROUNDWATER AND SURFACE WATER

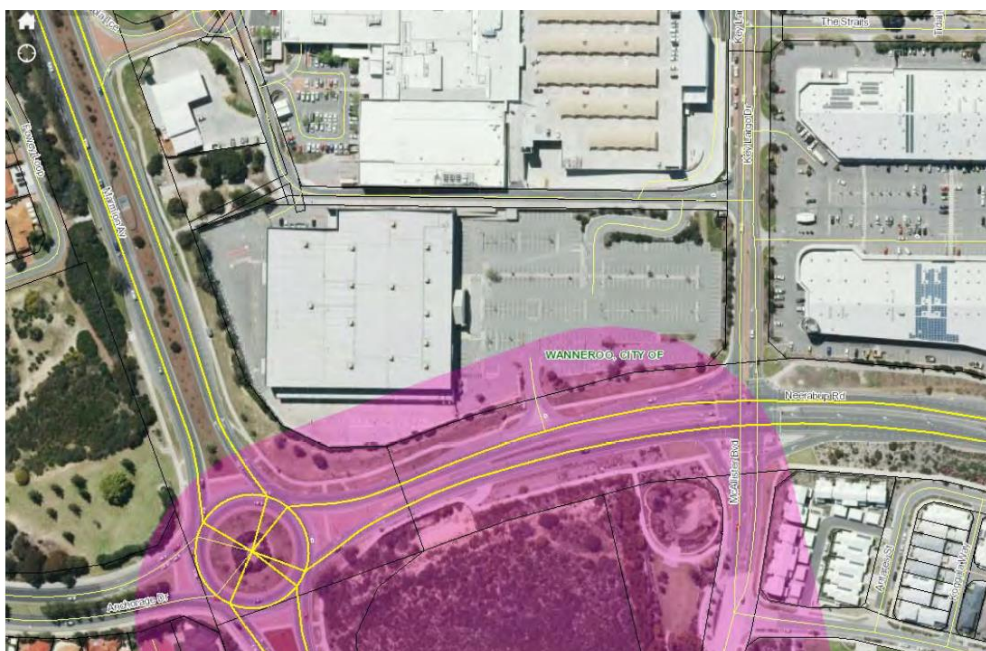
A desktop review of the Department of Waters Perth Groundwater Atlas indicates that the Average Annual Maximum Groundwater Levels are less than RL1.0m AHD across the site.

There is no surface water existing on site.

4.4. BUSHFIRE HAZARD

Strategen has prepared a Bushfire Attack Level (BAL) assessment and Bushfire Management Plan for the subject site (refer **Appendix C**). Due to the current extent of adjacent vegetation, a portion of the project area is designated as bushfire prone, as outlined on the Western Australian Map of Bush Fire Prone Areas (DFES 2017) (refer **Figure 11**). The BMP has been prepared in accordance with the WAPC's Guidelines for Planning in Bushfire Prone Areas, and addresses all of the information requirements to satisfy SPP 3.7: Planning in Bushfire Prone Areas.

Figure 11 – Bush Fire Prone Area mapping



Should the site be developed for any residential or other sensitive land uses, any proposed new habitable development that cannot achieve a full 100 m wide low fuel separation distance from post development classified vegetation will require application of AS 3959, to determine appropriate location and siting of development and potential increased building construction standards in response to the assessed BAL. The required separation distances will be achieved in the form of Asset Protection Zones (APZs) comprising existing road reserves and/or permanent low fuel areas which will achieve a BAL-12.5 rating or lower.

4.5. ACOUSTICS

Future traffic volumes for Marmion Avenue are likely to exceed 20,000 vehicles per day, and in accordance with State Planning Policy 5.4: Noise Considerations, Herring Storer was engaged to prepare an Acoustic Report to assess the requirements for the site (refer **Appendix D**).

In the case of residential or sensitive land uses, some noise mitigation strategies will be required for the interface between the site and Marmion Avenue and Neerabup Road, which could consist of noise bunds, noise walls and in-house acoustic mitigation techniques.

4.6. HERITAGE

There are no indigenous or European heritage considerations pertaining to the site.

5. ACTIVITY CENTRE PLAN

5.1. ZONING AND LAND USE

5.1.1. Zoning

The land the subject of this Activity Centre Plan is zoned 'Centre Zone' under DPS2. The objectives of the Centre Zone are:

3.13.1 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.

3.13.2 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.*

3.13.3 Subject to Clause 43 of the deemed provisions, no subdivision (including strata or survey strata subdivision) or other development should be commenced or carried out in a Centre Zone until an Activity Centre Plan has been prepared and adopted under the provisions of Part 5 of the deemed provisions of the Scheme. No subdivision (including strata or survey strata subdivision) should be carried out and no development shall be commenced or carried out otherwise than in conformity with an Activity Centre Plan which is in existence at the time the application for approval of the subdivision or other development is received by the responsible authority.

3.13.4 The permissibility of uses in the Centre Zone subject to Clause 43 of the deemed provisions shall be determined with regard to the provisions of the relevant Activity Centre Plan.

3.13.5 All Centre Zones shall specify the proposed maximum retail net lettable area (NLA) which relates to retail floor areas. The maximum NLA shall be included in Schedule 3 of this Scheme and shall bind the development of the land to no more than that area specified.

3.13.6 Notwithstanding the provisions of sub-clause 3.13.5, the floorspace figures contained within Schedule 3 shall be adhered to except where a provision to the contrary is made in a Structure Plan or Activity Centre Plan for the centre locality as adopted by the Council and the Commission.'

Land use and development standards within the Centre Zone are required to be in accordance with the appropriate zone within DPS2. In determining an appropriate zoning for the Activity Centre Plan area for the purposes of implementing the Activity Centre Plan, the land use permissibility and objectives of the 'Commercial' and 'Business' Zones under the Scheme were reviewed to determine which zone was more appropriate.

The objectives for each zone are detailed below:

Commercial Zone:

3.7.1 The Commercial Zone is intended to accommodate existing or proposed shopping and business centres where the planning of the locality is well advanced.

3.7.2 The objectives of the Commercial Zone are to:

- (a) make provision for existing or proposed retail and commercial areas that are not covered currently by a Structure Plan;*

- (b) provide for a wide range of uses within existing commercial areas, including retailing, entertainment, professional offices, business services and residential.
- 3.7.3 All land contained in the Commercial Zone shall specify a maximum retail net lettable area (NLA) which relates to retail floor area. The maximum NLA shall be included in Schedule 3 of this Scheme and shall bind the development of the land to no more than that area specified.
- 3.7.4 Notwithstanding the provisions of clause 3.7.3, the floorspace figures contained within Schedule 3 shall be adhered to except where a provision to the contrary is made in a Structure Plan or Activity Centre Plan for the centre locality as adopted by the Council and the Commission.'

Business Zone:

3.6.1 The Business Zone is intended to accommodate warehouses, showrooms, trade and professional services and small scale complementary and incidental retailing uses, as well as providing for retail and commercial businesses which require large areas such as bulky goods and category/theme-based retail outlets that provide for the needs of the community but which due to their nature are generally not appropriate to or cannot be accommodated in a commercial area.

3.6.2 The objectives of the Business Zone are to:

- (a) provide for retail and commercial businesses which require large areas such as bulky goods and category/theme based retail outlets as well as complementary business services;
- (b) ensure that development within this zone creates an attractive façade to the street for the visual amenity of surrounding areas.'

Through economic and design investigations, the land use and built form opportunities for the site were determined to lend themselves to a range of retail and commercial uses. Within the Zoning Table, and notwithstanding the objectives of the Business zone mention retail, 'Shop' is an 'X' use (not permitted). The RSA which accompanies this Activity Centre Plan has established that shop/retail floorspace of 10,000m² NLA is justified and can be supported. The appropriate zone is therefore determined to be 'Commercial'.

5.1.2. Land Use

As noted, the intention is for the land to be developed for retail and commercial purposes, with the potential for residential and other uses, consistent with use permissibility of the Commercial Zone as established by DPS2, as detailed in **Table 3** below:

Table 3 – Land use permissibility

Aged or Dependent Persons Dwellings 'D' (discretionary)	Hall 'D'	Take away food
Amusement Facility/Parlour 'D'	Hardware Store 'P'	Reception Centre 'P'
Ancillary Accommodation 'A' (discretionary requiring advertising)	Home Business 'P'	Recreation Centre 'D'
Art Gallery 'P' (permitted)	Hospital 'D'	Residential Building 'D'
Auction Room 'D'	Hotel 'D'	Restaurant 'P'
Bakery 'D'	Kindergarten 'D'	Restricted Premises 'D'
Bank 'P'	Laundromat 'P'	Retirement Village 'D'
Beauty Parlour 'P'	Laundry 'D'	Road House 'D'
Bed & Breakfast 'P'	Liquor Store 'A'	Service Station 'D'

Car Park 'P'	Lunch Bar 'P'	Shop 'P'
Car Wash 'D'	Market (Retail) 'D'	Showroom 'P'
Caretaker's Dwelling 'D'	Mast or Antenna 'D'	Single House 'D'
Child Care Centre 'D'	Medical Centre 'P'	Stall – General 'D'
Cinema 'D'	Motel 'D'	Supermarket 'P'
Cinema Complex 'A'	Multiple Dwelling 'D'	Take-away Food Outlet 'D'
Civic Building 'D'	Nightclub 'D'	Tavern 'A'
Club (non-Residential) 'P'	Nursing Home 'D'	Telecommunications Infrastructure 'D'
Consulting Room 'P'	Office 'P'	Theatre 'P'
Consulting Room 'P'	Park 'D'	Vehicle Sales/Hire Premises 'D'
Convenience Store 'P'	Pharmacy 'P'	Veterinary Consulting Rooms 'P'
Corner Store 'P'	Place of Assembly 'D'	Veterinary Hospital 'D'
Costume Hire 'P'	Place of Worship 'D'	Video Hire 'P'
Department Store 'P'	Plant Nursery 'A'	
Display Home Centre 'D'	Private Recreation 'D'	
Drive-Through Food Outlet 'D'	Public Exhibition Facility 'D'	
Dry Cleaning Premises 'P'		
Education Establishment 'D'		
Funeral Parlour 'D'		
Grouped Dwelling 'D'		
Hairdresser 'P'		

All other uses are 'X' (not permitted)

5.2. RETAIL SUSTAINABILITY ASSESSMENT

Urbis was engaged to prepare a Retail Sustainability Assessment (RSA) for the proposed Activity Centre Plan. The RSA considers the impact of the proposed 10,000m² of shop/retail floorspace on the network of activity centres around Clarkson. Separate capacity exercises have established that this quantum of floorspace is capable of being accommodated and could include:

- A second tier supermarket of approximately 2500m²
- A range of complementary specialty shops and other uses; and
- Retail showrooms or bulky goods facilities of around 5000m²

The following table sets out the proposed uses:

Table 4 – Subject Site Proposed Uses – Extract from RSA

Subject Site Proposed Uses

Table 1.3

Use	Previous	Proposed (Option 1)	Proposed (Option 2)
Other Retail			
Former Bunnings Warehouse (Vacant)	10,000 sq. m		5,000 sq. m
Shop / Retail Uses			
Supermarket		2,500 sq. m	2,500 sq. m
Shops and Services		7,500 sq. m	2,500 sq. m
Total Floorspace	10,000 sq. m	10,000 sq. m	10,000 sq. m

Source: Urbis

The analysis of trading impacts indicates that the level of trade diversion from existing and planned activity centres would be well with the bounds of a normal and healthy competitive environment and the viability and role of individual centres would not be threatened.

The proposed development will address a range of market needs as follows:

- Strategic Site within the Activity Centre – the site is a key location within the established activity centre and its addition will strengthen the Clarkson offer and contribute to the retail offering in the centre and extend the consumer servicing needs of the catchment.
- Market Capacity - the market capacity has been considered in determining that the retail component of the development as proposed can be sustained in this location, including a mid-sized supermarket. While the Clarkson centre offers large format stores, there is an opportunity for other chains to operate a mid-sized supermarket.
- Improved Access and Site Activation - The development of the site will improve catchment access to retail services and serve to activate a key location within the activity centre.
- Based on a supermarket of 2,500 sq.m, evidence from Urbis Retail benchmarks data on centres across the country indicates a total of around 5,000 sq.m of traditional retail space is supportable.
- A further 5,000 sq.m of retail showrooms is considered appropriate and sustainable given the prominent corner location and extension of existing uses along Neerabup Road.

The main findings from the impact analysis is as follows:

- The one-off impacts in 2022 on individual centres range from -1.1% to -5.7%, which are within acceptable levels that would not impact the sustainability of any one centre. There are no impacts close to 10%, a notional benchmark for when impacts need to be more closely considered.
- The positive effect of market growth will, to varying degrees, help to offset the one-off trading impacts in 2022. As a result, in all cases, the difference in retail turnover of an individual centre will be higher in 2022 relative to the current 2017 turnover. The resulting trading levels of each centre will therefore be above existing levels, by definition confirming the sustainability of these centres. Market growth beyond 2022 will further mitigate the assessed levels of impact in future years.
- The highest impact is expected to be on the existing retail space within individual centres with in the

- Clarkson Secondary Centre, it should be noted, however, that total retail turnover in the Secondary Centre is expected to increase 14.3% overall in 2022 due to the addition of the proposed retail development within that centre. The largest share of this impact is expected to be on the otherwise well performing Clarkson centre excluding Ocean Keys. The percentage impact of -5.7% in 2022 is small and would not have any adverse impact on the viability of the town centre. It should also be noted that the 2022 turnover of this centre is expected to be \$12.4 million above 2017 turnover.
- It must be kept in mind that the proposed development is within the Clarkson Activity Centre. The addition of retail facilities on the subject site will increase the net turnover of the centre as a whole by \$42 million assuming Option 1 is fully operational by 2022. This implies that residents using the Centre will have access to wider range of goods and services and will direct a greater share of their spending to Clarkson retailers. Additional retail needs are met through this development.
- The next highest impact in dollar terms is on the Joondalup Strategic Metropolitan Centre (\$9.4 million) as the largest centre in the region with the broadest range of retailers. However, the percentage impact on the centre is just -1.3%, barely discernible given growth in the market.
- The impacts on other small scale local and neighbourhood centres in the trade area would all be within manageable levels and not impact the sustainability of any one centre. These centres are all based on small format supermarkets (e.g. 600-1,100 sq.m) or full line major supermarkets that are mainly focussed on serving top-up shopping needs of their immediate local markets. This role will not be impacted.

In summary, the proposed BWP Trust based development on the Bunnings Clarkson site is not expected to have an adverse impact on the viability and role of any activity centre. The level of impacts are within the bounds of a normal and healthy competitive environment and would support the continued sustainability of the activity centre hierarchy.

The RSA also identifies that the resulting development would also have a range of benefits for the community including:

- A maximum 10,000 sq. m of retail floorspace as proposed by this study is expected by 2022 to add 33.8% (+\$84.7 million) to retail turnover on 2017 turnover. This development would not present a significant negative impact to either the Ocean Keys Shopping Centre, or the surrounding retail floorspace of the Clarkson Secondary Centre, or indeed the other centres profiled in this analysis.
- Assuming full operation of the proposed 10,000 sq. m of floorspace in the Centre by 2022, it is estimated the maximum impact will not exceed -5.7% on retail turnover within the Clarkson Secondary Centre with the impact on the turnover of other centres within the catchment of between -2.3% and -4.5%.
- It should be noted that, before any development of the proposed Bunning Site centre occurs, turnover in the five years to 2022 in the Clarkson Secondary Centre is projected to increase to \$293 million. Post development of the Bunnings site, turnover in the Clarkson Centre remains some \$42 million (in current dollars) above the predevelopment result.
- A new supermarket would be expected to drive stronger price competition which should result in keener prices for everyday shopping needs. This benefits all types of households and provides a large share of income to be directed to other activities and expenses.
- The new centre will increase the offering and appeal of the Clarkson Secondary Centre by adding a variety of specialty shops. This provision of shops would sufficiently support linked convenience based shopping trips and expansion of the town centre hub but would also see residents continuing to use other locations for their shopping needs.
- The construction and ongoing operation of the facilities within the proposed development would also create a significant number of new jobs, many of which could be occupied by local residents (especially the younger demographic which is a key employee segment for retail shops and services).

Overall, the RSA concludes that 10,000m² retail/shop floorspace is appropriate and supported by the market, and that the development will generate a range of benefits for the community whilst enhancing the activity centre hierarchy in the north west corridor.

5.2.1. Retail Floorspace

Section 3.13.6 of DPS2 states that the floorspace figures contained within Schedule 3 of the Scheme shall be adhered to, except where a provision to the contrary is made in a Structure Plan or Activity Centre Plan.

Given this Activity Centre Plan, through the RSA, demonstrates that the proposed 10,000m² shop/retail floorspace is supportable and appropriate to the Centre, there is no requirement to amend Schedule 3 to modify the retail floorspace.

5.3. EMPLOYMENT GENERATION

The RSA includes an analysis of employment generation using REMPLAN economic modelling to assess current and potential economic impacts.

5.3.1. Construction Phase

Construction of the proposed development is estimated to be able to generate 64 direct jobs for the equivalent of one year, and another 141 jobs indirectly created across other industries (refer **Table 5**).

These job estimates are equivalent to approximately \$11.4 million in direct Gross Value Added (GVA) per year during the construction period, and \$23.8 million in indirect GVA annually in constant 2017 dollar terms inclusive of GST for the state. The majority of the direct benefits are expected to be felt within the City of Wanneroo as this is the project location, with the spin-off effect benefiting more broadly across the rest of the State.

Table 5 – Construction Phase Benefits – Extract from RSA

Construction Phase Benefits			
At 10,000 sq. m of Retail Floorspace			
Construction Phase	Direct Benefits	Indirect Benefits	Total Benefits
Employment¹			
West Australia	64	141	205
Gross Value Added (GVA)²			
West Australia	11.4	23.8	35.2

1. Total full-time, part-time and casual jobs for the equivalent of one year of employment during construction.

2. Annual benefits measured in constant M\$ 2017 dollar value including GST.

Source: REMPLAN; Urbis

5.3.2. Operation Phase

It is estimated that the proposed development would have the capacity to provide for around 332 direct retail jobs in total (full-time, part-time and casual) during the on-going operation phase. The former Bunnings Warehouse provided employment for approximately 178 employees.

The direct jobs are estimated to therefore induce a further 154 indirect jobs (full-time, part-time and casual) both within and beyond the City of Wanneroo LGA as a result of flow-on effects.

There will be an estimated \$53.1 million per annum in direct and indirect GVA contribution generated from the daily operation and management of the development to the State economy. This includes \$25.8 million direct GVA benefit and \$27.4 million indirect GVA benefit for the State. GVA benefits generated from retail based jobs are calculated on the assumption that the 10,000 sq. m of space proposed is all retail.

Table 6 – Ongoing Operation Benefits – Extract from RSA

On-Going Operation Benefit

At 10,000 sq. m of Retail Floorspace

Table 4.6

Operation Phase	Direct Benefits	Indirect Benefits	Total Benefits
On-going Annual Employment (At Capacity)¹			
West Australia	332	154	486
On-going Annual GVA (At Capacity)²			
Operation			
West Australia	25.8	27.4	53.1

1. Total full-time, part-time and casual jobs for the equivalent of one year of employment during operation.

2. Annual benefits measured in constant M\$ 2017 dollar value including GST.

Source: REMPLAN; Urbis

5.4. DESIGN PHILOSOPHY

The Activity Centre Plan provides the framework for the development of the site for retail and commercial land uses, including the potential for residential and other land uses, to be integrated into the Clarkson Activity Centre. This section of the report provides the design philosophy and articulates the design parameters for the future development of the site.

5.4.1. Built and Urban Form Delivery

As part of the initial site investigations, Urbis undertook a detailed site analysis, identifying the key site conditions and influencing factors for the design of the site, and reviewed ASP2 which contains a variety of design objectives and controls for the centre. The findings from this investigation are summarised below:

Gateways - The site is bounded by the roundabout at Neerabup Road and Marmion Avenue providing strong view lines of the site when travelling north on Marmion Avenue. The site extends to the Neerabup Road and Key Largo Drive intersection providing a highly visible aspect when travelling west along Neerabup Road. These points establish the site as a key gateway location to the Town Centre and offer an opportunity to leverage this exposure.

Topography - The site intersects at grade with Key Largo Drive and slopes downwards from east to west and north to south, dropping around 3 metres at its lowest point. This variation in topography lends itself to undercroft parking. Refer **Appendix E - Sections**

Interface – The service oriented rear of the adjacent retail centre directly abuts the site to the north and is dominated by high blank walls and loading bays resulting in poor interface opportunities. The eastern portion of the Activity Centre Plan area has an opportunity to engage with Key Largo Drive and Neerabup Road. Its point of difference to the large shopping centre to the north is its convenience of access by providing easily visible parking along the street frontage.

Vegetation - There is no significant vegetation on the site with the majority of the site being cleared for the previous use.

Movement – The site has its primary vehicular access from Neerabup Road. This access is a left in/ left out only. Secondary access connects to the rear service easement on the north-east edge of the site and via the loading bay access to the north-west. Footpaths surround the site on all four edges, however there is limited opportunity for pedestrian access to the site with the exception of a switchback staircase along the northern boundary. There is future opportunity to emphasise access to the site from the at-grade Key Largo Drive edge and from the pedestrian access point linked to the underpass on Marmion Avenue.

All of these elements have informed the preparation of the Activity Centre Plan, and the Concept Plan which informs the Activity Centre Plan.

5.4.2. Urban Design Objectives

The following design objectives of the Clarkson Activity Centre Plan have been adopted:

- Facilitating a flexible approach to land use and development over the site – allowing for a wide range of commercial, retail, and potentially residential and other uses
- Facilitating a diversity of landuses to enable multipurpose trips to the Activity Centre by centre users, reducing total private vehicle kilometres travelled
- Enabling the development of suitable retail convenience retail component which may include a supermarket, specialty shops, food and beverage within the eastern portion of the site, adjacent to Key Largo Drive; and a range of retail and commercial (and potentially other suitable) land uses on the balance of the site
- Continuing the focus on Key Largo Drive as a ‘transitional street’ for the Clarkson Activity Centre, and the role of the subject site on the periphery of the centre where a transition in setbacks and interface to the street is appropriate
- Creation of landmark features to frame and define the entry to the main street
- Connecting the various uses on site with roads and paths, suitably designed and landscaped to support a slow speed, pedestrian friendly environment, with connections to the external path network within the wider Activity Centre, and access to public transport

5.4.2.1. Design Concept

A preferred Design Concept was identified through the design exploration process. The Design Concept option is considered to be one potential spatial built form outcome of the subject land at maturity (refer **Appendix F**).

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

5.4.3. Development Controls

The development controls outlined in **Table 7** apply to development within the Activity Centre.

Table 7 – Development Controls Table

R-Code	R60-160
Landuse	<p>Land use permissibility is as per DPS2 for the ‘Commercial’ Zone.</p> <p>Convenience retail uses (such as supermarket, specialty shops and food and beverage) are preferred along Key Largo Drive to interface with the transitional street and benefit from the commercial exposure of this location. Retail and commercial (or other permissible uses) will be developed on the balance of the site.</p> <p>Residential uses are not recommended along the northern portion of the site due to the poor residential amenity condition of this location</p> <p>An appropriate transition by way of land use and/or design shall be provided between commercial land uses and any residential or other sensitive uses on the site</p>
Residential Development	<p>Residential density and development standards shall be in accordance with the allocated R-code.</p> <p>The provisions of this Activity Centre Plan shall prevail over the Residential Design Codes where they are in conflict.</p>
Gateways	A gateway treatment should be applied to the corner of Key Largo Drive and Neerabup Road to signal the southern entry to the Activity Centre – this may in the

	<p>form of a landmark structure, public art, built form articulation, landscaped edge or landscaped plaza.</p> <p>Development and landscaping of the area near the Marmion Road underpass should maximise passive surveillance, and access to the underpass.</p>
Building Height	Building heights shall be at the discretion of Council, having regard to the location of the structure and its interface with surrounding streets, and any overshadowing effects.
Building Emphasis Locations	<p>Key wayfinding locations as indicated on the Activity Centre Plan map are to be highly visible and easily recognisable from street level and from a distance. Built form should incorporate the following design features to emphasise the 'landmark' role of these locations:</p> <ul style="list-style-type: none"> • Second storeys and/or prominent parapet heights and/or more pronounced facades at key points • Distinct architectural features, materials and textures such as detailed panels, vertical and horizontal lines, and glazing • Facades, glazing and entrances that address both street frontages and/or the public realm • Landscaped plaza
Architectural Design	Architectural design across the subject site shall ensure variations in building plane, materials, colours and textures
Screening of Services	<ul style="list-style-type: none"> • Service areas, bin and material storage areas and services such as air conditioners, compressors and other machinery should be located away from public areas and screened from view from streets and public areas by an enclosure in the style and material of the building. • Roof mounted mechanical equipment, if required shall be screened from view by the roof form or parapet walls.
Vehicles Access Points	<p>Vehicle access points should be in the general location and function as outlined on the Activity Centre Plan.</p> <p>Access within the site should maximise connectivity, legibility, a slow and safe traffic environment and a comfortable, convenient and safe pedestrian environment.</p> <p>All site access arrangements are subject to a Transport Impact Assessment at the development application stage.</p>
Pedestrian Linkages	<p>Pedestrian linkages through the activity centre plan area are to be provided generally where indicated on Activity Centre Plan. Routes identified on the map should be considered indicative, and demonstrate one possible way of providing for a pedestrian connection through the activity centre.</p> <p>Designated pedestrian linkages should be designed generally in accordance with the following:</p> <ul style="list-style-type: none"> • Be continuously sheltered and/or tree-lined • Be of a typical minimum width of 3 metres • Provide wayfinding signage at appropriate points to direct users of the activity centre • Be well lit and provide seating at appropriate intervals

	<ul style="list-style-type: none"> • Connect with major building entries.
Signage	<ul style="list-style-type: none"> • Signage shall be integrated with buildings and shall be appropriate in character • Signage is to be designed in accordance with the City's local planning policy for advertising signs (LPP4.6) or equivalent
Car Parking	<ul style="list-style-type: none"> • A row of car parking may be provided along Key Largo Drive, reflecting the transitional nature of this street • Undercroft parking, working with the established levels of the site is recommended on the balance of the site
Frontages	<p>A frontage types has been allocated for street frontages on the Activity Centre Plan.</p> <p>These frontage types, each with their own development standards, are to ensure that activity and built form is scaled and designed to respond to the relevant street context and foster the desired experience for users of the street.</p> <ul style="list-style-type: none"> • Development to street boundaries shall be in accordance with the standards for the allocated frontage type. • The standards are to be interpreted as minimums and therefore frontages can be developed at a higher activation level. <p>The frontage types, in order from highest to lowest activation are:</p> <ul style="list-style-type: none"> • Transitional; • Semi-Active; and • Attractive. <p>Where a site is developed for solely residential purposes, then the applicable R-code provisions apply to the street interface of that development.</p>
Transitional Frontage	<p>This frontage type is concentrated around Key Largo Drive, where activation and clear visual engagement with pedestrians is promoted.</p> <p>Built form along the active frontage shall be oriented towards Key Largo Drive and shall predominately have active frontages with door and window openings, and no blank facades to the street, and with awnings and/or colonnades to give pedestrian protection from the weather.</p> <p>Buildings along the 'main street' should have a minimum of 2 storeys in equivalent height to create a well scaled street.</p> <p>Buildings along the 'main street' should have a generally contiguous frontage</p>
Semi-Active Frontage	<p>This frontage type relates to areas intended to reflect an urban character but do not necessarily accommodate highly active functions. Built form along the semi-active frontage shall be in accordance with the following:</p> <ul style="list-style-type: none"> • Building façades to maximise building articulation, including 50% glazing at ground floor and windows and entrances accessible or visible from the street or public realm • Awnings provided in accordance with active frontages where practicable to provide shelter to pedestrians
Attractive Frontage	<p>This frontage type is intended to ensure good design outcomes for areas where design limitations associated with 'big box' retail and commercial environments and service areas may occur, such as loading areas and inactive walls. Built form along the attractive frontage shall be in accordance with the following:</p>

	<ul style="list-style-type: none"> • Vehicle access and parking may be sited between the street and built form where adequately screened from view, or landscaped, so as to complement the amenities of adjacent streets and surrounding development. • Building façades to incorporate variations in depth, height, colour, texture and/or materials as well as openings (windows and doors) where practicable to create interest and surveillance and avoid visual monotony and blank walls to the public realm. • Awnings to be provided along building frontages where practical to provide shelter to pedestrians.
Corner sites	<ul style="list-style-type: none"> • Buildings on corner sites shall address the street corner, and buildings on landmark sites identified in the Activity Centre Plan shall be developed as landmarks within the overall urban fabric
Signage	<ul style="list-style-type: none"> • A signage strategy will be required at the DA stage
CPTED	<ul style="list-style-type: none"> • Buildings, public spaces and parking areas shall be well lit to encourage safe use after hours
Landscaping	<ul style="list-style-type: none"> • Landscaping shall be designed to shade parking areas at the rate of 1 tree to every four cars, and shall be protected from damage by vehicles
Other	<ul style="list-style-type: none"> • The provisions of the 'Commercial' Zone in DPS2 shall apply unless otherwise specified in this section

5.5. LANDSCAPE DESIGN

No public open space is proposed to be provided within the Activity Centre Plan, given the primary land use intentions of retail and commercial development, and extensive open space areas to the west and south are available and accessible to visitors and employees of the site if required. There are, however, a number of landscaped areas proposed within the site.

To assist in creating a sustainable and quality public realm which contributes to the amenity and legibility of the centre, a Landscape Master Plan has been prepared to accompany the Activity Centre Plan (refer **Appendix G**).

The approach to landscaping has been strongly based on the overall philosophy of creating a comfortable and shaded environment that is self-sustaining, minimises ongoing maintenance and contributes to wayfinding and activation within the precinct.

On the ground, the landscaping will directly respond to the local surrounds, ensuring seamless integration with the surrounding precinct, and will also focus on ensuring pedestrian connectivity throughout the development to enable the residential areas to the south to connect through to the northern retail area and to encourage pedestrian movement within the site. This pedestrian movement will be supported by tree planting of drought tolerant species with a focus of shade provision and visual amenity. The pedestrian hierarchy within the development will be supported by the selection of tree species, adding informal wayfinding and planting verges and medians with drought tolerant native shrubs and groundcovers.

All landscape areas will be hydrozoned and designed to minimise water use through the appropriate selection of species and soil enhancements.

All Landscape areas within the site will be managed by the developer. Maintenance of the verge landscaping will be undertaken by the developer for a period of 13 weeks to enable retrofitted planting areas to establish. Following this period, the landscape and irrigation maintenance will be handed over to the City of Wanneroo to manage, unless otherwise negotiated.

5.6. MOVEMENT NETWORKS

GTA was appointed to prepare a Transport Impact Assessment in response to the proposed Activity Centre Plan (refer **Appendix H**).

5.6.1. Existing Movement Networks

The subject site has three vehicle access points. Direct car access is primarily via the southern boundary of the site at Neerabup Road, with a left-in-left out access, and another general vehicle access to the north, via a right of way easement between the site and Ocean Keys Shopping Centre. A service vehicle access is also located along the easement, at the northwest corner of the site.

5.6.1.1. Neerabup Road

Neerabup Road borders the site to the south and runs in an east-west direction with a posted speed limit of 80km/hr. It is a District Distributor A in the Main Roads WA (MRWA) functional road hierarchy. It is currently configured as a four-lane two-way divided road with two 7m wide vehicle carriageways set within a 60m wide carriageway. It carries approximately 17,000 vehicles per day east of Key Largo Drive.

5.6.1.2. Marmion Avenue

Marmion Avenue runs in a north-south direction, west of the site and is a District Distributor A in the MRWA functional road hierarchy. Marmion Avenue runs in a general north-south direction, west of the site and is a District Distributor A in the MRWA functional road hierarchy. It is currently configured as a four lane two way divided road with two 7.5m wide vehicle carriageways set within a 60m wide road reserve. It forms a four-way roundabout with Neerabup Road on the southwest corner of the site. Marmion Avenue carries approximately 41,000 vehicles per day north of Neerabup Road.

5.6.1.3. Key Largo Drive and Pensacola Terrace

Key Largo Drive and Pensacola Terrace are both Local Distributors which are intended to “Carry traffic within a cell and link District Distributors at the boundary to access roads. Key Largo Drive is a dual carriageway road to the east of the site running in a north-south direction with a posted speed limit of 50km/hr along its full length. The carriageway is around 15m wide, with a 2m shared use path on its western side between Ocean Keys Boulevard to Neerabup Road. Key Largo Drive carries an average of 9,800 vehicles per day.

Pensacola Terrace connects with Marmion Avenue via a left-in/left-out access and extends to the north of the site forming a two-lane undivided road with a posted speed limit of 50km/hr.

5.6.1.4. Right of Way Easement

The ROW easement, forming the north boundary of the site, is a two-lane single carriageway road serving as a driveway access road for both the subject site and Ocean Keys Shopping Centre. The road runs east-west in the immediate vicinity of the subject site and connects to Pensacola Terrace via a roundabout intersection to the north.

Traffic calming devices (road humps/cushions) are located along this road to manage vehicle speeds. It is noted that the two road humps located closest to the roof car park ramp for the Shopping Centre cover only half the width of the road and therefore may be ineffective at managing speeds as drivers may simply drive on the other side of the road to avoid them.

5.6.2. Public Transport

The site is located in close proximity to Clarkson train station on the Joondalup rail line with existing Park ‘n’ Ride facilities located north and south of the station. Bus services are provided along Marmion Avenue and Neerabup Drive.

5.6.3. Walking and Cycling

Walking and cycling infrastructure is well developed in the vicinity of the subject site. Bicycle lanes are provided on both sides of Marmion Avenue, Neerabup Road, Key Largo Drive, and Pensacola Terrace. In addition, a shared path is provided along both sides of Neerabup Road as well as other shared paths on one side of other roads near the site. These paths connect the site to Clarkson train station to the east and the existing shared path network to the north within Clarkson, in addition to a similar established network to the west at Mindarie.

5.6.4. Proposed Transport Network

5.6.4.1. 3.1 External Road Network Changes

In early 2017, Neerabup Drive was upgraded to a four-lane dual carriageway road connecting through to Mitchell Freeway, approximately 2km east of the site. The freeway connections at Neerabup Road and Hester Avenue were both opened in mid-2017. Future additional connections to Mitchell Freeway are planned to take place in the medium to long term, which may have an effect on traffic using Neerabup Road and Marmion Avenue. The effect of these future changes, in terms of likely future traffic volumes is taken into account in the Transport Impact Assessment.

5.6.4.2. Walking and Cycling

For a development of this type, it is critical that walking and cycling infrastructure is provided internally, including adequate connections to/from key external destinations. Access for pedestrians and cyclists can be provided via existing shared paths and cycle lanes along the three roads adjacent to the site including, Neerabup Road, Marmion Avenue, and Key Largo Drive. There is also a footway located along the northern site boundary in the right of way easement.

In view of this, the access strategy supports movement by all relevant modes of transport, and should be designed to be functional, efficient and safe. It is also recognised that walking and cycling are main modes of transport and are also secondary modes of travel for public transport users, given the proximity of the Clarkson train station to the site, particularly for employees.

5.6.4.3. Public Transport

Broadly, it is expected that as the population of the Perth metropolitan area increases, public transport coverage and frequency will in turn increase; however, it is not known if any improvements to public transport are planned that will specifically affect the subject site.

5.6.4.4. Vehicle Access

The vehicle access arrangements are shown are broadly similar to the existing arrangements on site:

- left-in/left-out access along Neerabup Road to the south of the site
- full movements access along the ROW easement, immediately west of Key Largo Drive
- full movements access along the ROW easement, approximately 100m south of Pensacola Terrace.

5.6.4.5. Servicing and Deliveries

Given the proposed layout access points and intersections, service vehicles can use all three access points to reach service areas within the subject site. Dedicated service areas are proposed for the supermarket and retail showrooms, while it is expected that deliveries and servicing tasks for the smaller service commercial units can take place from within the car park outside of opening hours.

Access to each of the service areas should be managed to ensure that heavy vehicles use external roads and internal circulation roads were possible, to minimise operational conflict with light vehicles and pedestrian areas and also minimise interaction with activity in parking areas.

A servicing and delivery management plan will be prepared and adopted for the overall subject site at a future stage of planning.

5.6.4.6. Bicycle Parking

Bicycle parking in accordance with standards established by the Scheme will be required at the DA stage. These should be split approximately equally between staff and visitor parking with appropriate 'end of trip' facilities.

5.6.5. Carparking

Carparking is required to be provided in accordance with DPS2, including the provision of accessible parking spaces.

5.6.6. Transport Impact Assessment

Traffic growth within the Clarkson Activity Centre may increase vehicle volumes to a point where, when combined with the Activity Centre Plan generated traffic, the key intersection area, being Key Largo Drive and Neerabup Road, may reach practical capacity at the opening year (2021) and may exceed capacity at

the design year (2031), requiring construction of a high-angle left-turn slip lane at the Key Largo Drive approach to the intersection. Any improvement works to this intersection will be considered at the subdivision or development application stage, and be dependent on the final detailed design scenario.

The key intersection is considered to operate safely and efficiently for at least 10 years after full development. The TIA concludes that the transport characteristics of the proposed Activity Centre Plan are considered acceptable.

5.7. SERVICING AND INFRASTRUCTURE

Cossill and Webley has prepared an Engineering Servicing Report for the site (Refer **Appendix I**).

The investigation has found the land is capable of development in accordance with the proposed Activity Centre Plan with logical progressive extension of existing infrastructure and base capacity. The ground conditions and past uses will not limit the proposed urban development. Any required works will be determined at the subdivision and development stage, and be dependent upon the final detailed design scenario.

There are no engineering impediments to the development, with the land being capable of development in accordance with the Activity Centre Plan with logical progressive extension of infrastructure. Co-ordination and co-operation with the relevant Service Authorities will be required as the development progresses.

5.7.1. Siteworks and Earthworks

5.7.1.1. Geology and Landform

The majority of the site is characterised by lime and sand, which is well suited to urbanisation and is generally very permeable, allowing for onsite disposal of runoff. The majority of the site is expected to be Class A.

5.7.1.2. Siteworks and Earthworks

Natural topography varies across the site from the western interface with Marmion Avenue at an elevation of RL36AHD to the western boundary abutting Key Largo Drive at approximately RL41m AHD.

Siteworks will comprise of demolition of existing infrastructure, clearing of existing vegetation, removal of redundant services within the site and earthworking the ground to facilitate development.

The Preliminary Earthworks Strategy (**Appendix I**) has been designed to allow for roads and development sites to be graded to follow existing topography, to minimise the amount of retaining and import fill and to tie into existing levels on Neerabup Road, Pensacola Terra and Key Largo Drive.

5.8. WATER MANAGEMENT

5.8.1. Integrated Urban Water Management

Stormwater drainage management for the site is proposed by adopting a Water Sensitive Urban Design (WSUD) approach. Objectives of WSUD include:

- Detention of stormwater rather than rapid conveyance
- Use of stormwater to conserve potable water
- Use of vegetation for filtering purposes
- Water efficient landscaping

The soil is free draining and has sufficient cover to groundwater for infiltration of stormwater on site, through swales, soak wells and underground storage. A LWMS is not required for the site as the ultimate layout and configuration of development within the site is unknown. The detail of stormwater detention and infiltration will be resolved as part of the future detailed Development Application over the site.

The main WSUD practices which should be incorporated into the ongoing implementation of the site as follows:

Stormwater Management

Stormwater recharge of the shallow aquifer should be maximised through the adoption of 'Best Management Practices', which promote the dispersion and infiltration of runoff. These include the use of porous paving for roads and car parks, the diversion of runoff into road medians and road-side swales, drainage soakwells to infiltrate runoff from buildings and private open space areas and the disposal of road runoff into infiltration basins within areas of open space.

Water Quality Management

The maximisation of the quality of recharge water through the adoption of "Best Management Practices", which promote the disposal of runoff via water pollution control facilities (including vegetated swales and basins, detention storage and gross pollutant traps) and the implementation of non-structural source controls (including urban design, street sweeping, community education, low fertiliser landscaping regimes, etc.).

Stormwater Collection and Management

The subject site is generally free draining sand with substantial cover to the prevailing groundwater. Overall, therefore, the land is highly suited to the implementation of the WSUD management practices. It is anticipated that runoff will be contained on-site. Stormwater disposal will be via soakwells or other infiltration facilities, including underground storage, which form part of the building development.

Infiltration could also be via gully pits with permeable bases, slotted drainage pipes, porous road pavements, under road storages etc. subject to the City of Wanneroo approval and consideration of whole of life costs including the ongoing maintenance.

Runoff from storms up to 1 in 5 years ARI would be infiltrated on site via a combination of surface infiltration and underground pipe/storage system consistent with the requirements of the City of Wanneroo. Flows greater than the 1 in 5 years ARI storm event would be directed to an infiltration swale located at a low point within the Site along the western edge.

The dispersion of stormwater disposal will maximise the area of recharge down through the soil profile to the shallow aquifer, thereby, maximising the potential for nutrient stripping and water quality improvements. It is proposed that a stormwater drainage strategy be finalised as part of the civil engineering approval process with the City of Wanneroo.

5.8.2. Wastewater

The site is currently provided with a 225mm wastewater connection in the north-western corner of the site which is assumed to have previously serviced the Bunnings building. Existing 225mm and 150mm sewer mains run along the western and southern boundaries of the site respectively. A hydraulic consultant will be required to complete an onsite investigation to determine the current flows in the surrounding infrastructure in order to confirm the allowable flows from the proposed development. However, given the proposed yield of the development, it is anticipated that the existing sewer connection and surrounding infrastructure has sufficient capacity. Standard Water Corporation sewerage headworks will apply.

5.8.3. Water Reticulation

The site is currently abutted by a 600mm steel water main along its western boundary within Marmion Avenue and by a 150mm water main along its eastern boundary within Key Largo Drive. Given the existing infrastructure surrounding the site, the proposed development will be able to be serviced with water reticulation.

5.8.4. Electrical

5.8.4.1. Existing Electrical Power Network

There is an existing high voltage overhead distribution powerline along Marmion Avenue (western verge) abutting the Site. According to the Western Power Forecast Remaining Capacity 20136 there is less than 5MVA available in the system. Following discussions with Western Power this is not a critical issue, and Western Power is currently witnessing a reduction in power consumption as a result of new power technology.

The proposed development should also adopt the latest improvements in on site power generation and conservation in order to minimise the power infrastructure requirements. Western Power will continue to manage power capacity, and have advised that this will not be an impediment to future development of the site.

5.8.4.2. Initial Electrical Power Supply

Initial power supply will be available from an existing 1000kVa Transformer which is located on the site and was adopted by the previous land use. This Transformer may require upgrading to 200kVA depending on ultimate power use.

5.8.5. Gas

There is existing gas infrastructure along the along its western boundary within Marmion Avenue and by a 150mm water main along its eastern boundary within Key Largo Drive.

ATCO Gas has confirmed that the surrounding infrastructure has the capacity to supply the proposed development with natural gas. Depending on the final layout and staging of the development, a mains extension might be required to bring gas to the site.

Gas reticulation will be supplied and funded by Atco Gas and installed by the Contractor concurrent with other service installation.

5.8.6. Telecommunications

The Site is within NBN's fixed line footprint, and hence can be serviced with optic fibre. There is currently an existing service within the site as seen in Figure 6 below that will have to be relocated as part of the development works. The current design practice for road reserves, pavement and verge provisions will make adequate allowance for services including broadband in accordance with the agreed Utilities Service Providers handbook. There will be some local land requirements for equipment sites, similar to current provisions which will be accommodated at detailed subdivision stage.

5.8.7. Roads and Footpaths

5.8.7.1. Development Roads

A road is proposed to be constructed through The site to connect Pensacola Terrace with Neerabup Road. Road cross sections will be designed to cater for utility services, on standard verge alignments, street trees, parking embayment's where appropriate, along with off street and on street cycling lanes.

The engineering design of roads will be carried out to comply with the Department of Planning's Liveable Neighbourhoods recommendations for design speeds and sight distances and with the requirements of the City of Wanneroo. Roadworks will generally consist of kerbed and asphalted pavements.

In particular, it is proposed that the development roads be designed to suit lower vehicle operating speeds to ensure safer operation and improved pedestrian movement. The lower speeds on local roads will also support initiatives to adopt smaller street truncations and associated intersection curve radii where suitable.

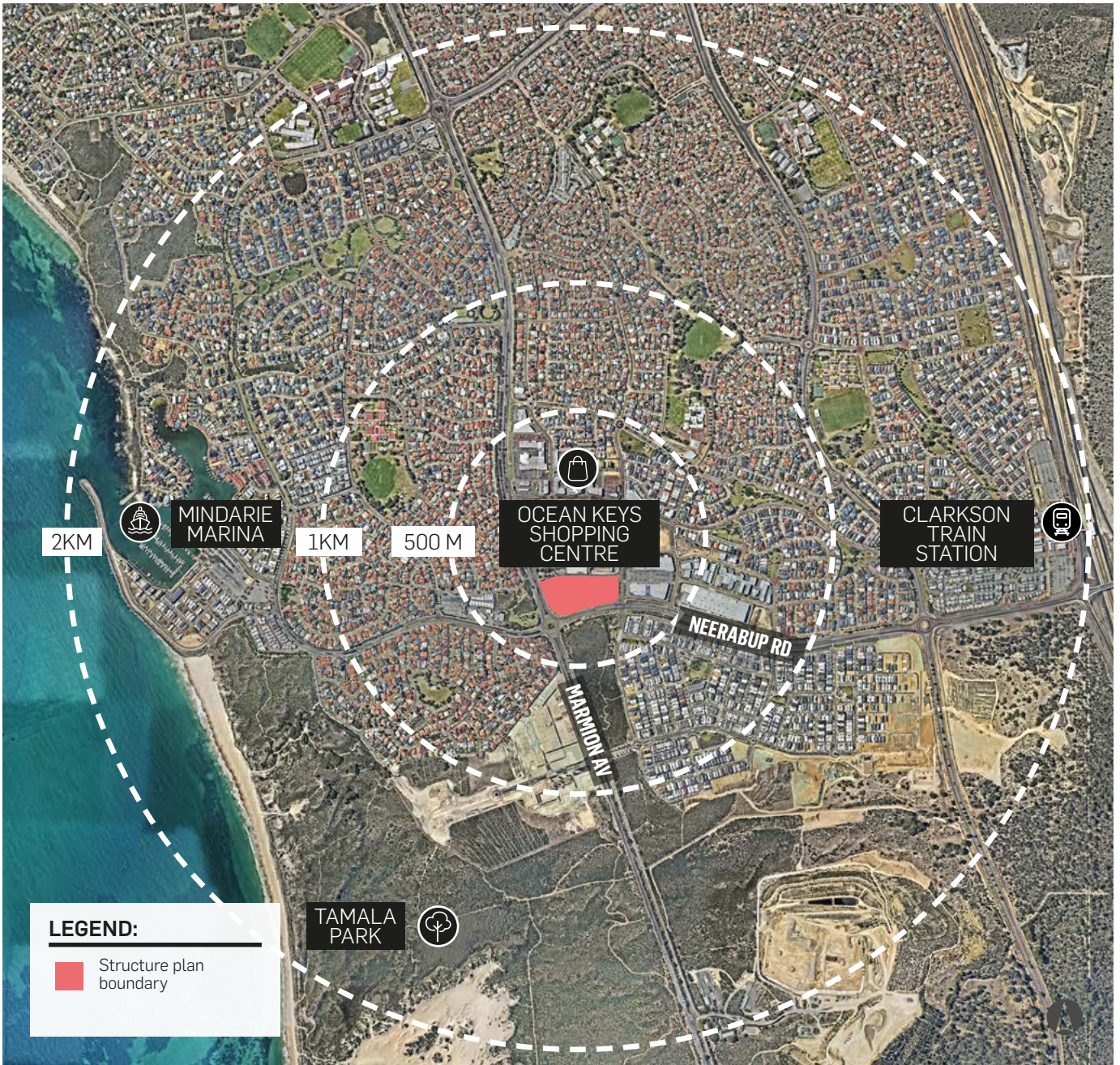
5.8.7.2. Footpaths

Footpaths will be provided in accordance with Liveable Neighbourhoods and the City of Wanneroo standards and will consist of one path in every road, and dual use paths in Neighbourhood Connector roads.

5.9. NOISE ATTENUATION

HSA was engaged to prepare an acoustic assessment in accordance with SPP5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning, in the case that the proposed development includes 'noise sensitive uses' such as residential or childcare.

Should the development comprise no residential or noise sensitive component, and the site is developed for commercial only, then the requirements of SPP5.4 are not applicable and no further action is required. Should the development include a residential component, 'Quiet House Design' will be required in the vicinity of Marmion Avenue and Neerabup Road, with notifications on title required. In addition, some noise mitigation strategies may be required for these interfaces and could consist of noise bunds, noise walls and in-house acoustic mitigation techniques.



6. CONCLUSION, IMPLEMENTATION AND STAGING

6.1. CONCLUSION

This Activity Centre Plan will facilitate the redevelopment of the former Bunnings Clarkson site for a range of retail and commercial land uses, along with the potential for a range of other land uses, including residential development, and includes provision for built form outcomes. The Activity Centre Plan is supported by a range of technical investigations.

The development of the site in the manner set out in the Activity Centre Plan will provide a range of benefits to the Clarkson Activity Centre and to the broader community as follows:

- Providing for a range for landuses within the site, consistent with the ‘Commercial’ zone, further expanding the mixed use nature, commercial success and vitality of the Clarkson Activity Centre
- Contributing to north west corridor employment self-sufficiency targets by providing a significant uplift in employment within the site from that provided within the previous warehouse development
- Contribute to the established vitality of the Activity Centre by providing for convenience retail, specialty retail and food and beverage uses along Key Largo Drive
- Establishing standards and parameters for the built form outcomes of development of the site, and ensuring the site acts as an important gateway to the entry of the Clarkson Activity Centre
- Connecting land uses within the site, along with the connection of streets and paths within the site to the established movement network of the surrounding context
- Allowing for a maximum 10,000m2 NLA within the Activity Centre Plan area, whilst ensuring the impact on other centres within Clarkson and its catchment is within allowable limits
- Ensuring the site can be readily and appropriately serviced, whilst having regard and consideration for bush fire and acoustic noise requirements of the relevant policy framework

The Activity Centre Plan is the guiding document in the consideration of the future development of the land.

6.2. IMPLEMENTATION AND STAGING

The staging of subdivision and development will be heavily influenced by market forces. Whilst development staging is still to be refined, it is anticipated that the civil works will be developed in a single stage due to the cost efficiencies in doing so.

Implementation of the Activity Centre Plan via the planning framework will encompass the following, as shown in Table 8:

Table 8 – Implementation

Additional Information	Purpose	Approval Stage	Consultation Required
Landscape and Public Open Space Management Plan	To detail the ongoing management and maintenance arrangements of landscaping and public open space areas.	Lodged prior to development application or building permit stage (whichever comes first), managed as a condition of subdivision approval.	City of Wanneroo
Traffic Management Plan	To provide technical specifications relating to the subdivision and development of the land, and construction	Lodged prior to building permit stage as a condition of subdivision/development approval.	City of Wanneroo

Additional Information	Purpose	Approval Stage	Consultation Required
	management arrangements.		
Geotechnical Report	Detailing the specific design and construction recommendations and requirements.	Lodged prior to development application or building permit stage (whichever comes first), managed as a condition of subdivision approval.	City of Wanneroo
Local Development Plans	Refer 1.10 of this report	Lodged prior to development application or building permit stage (whichever comes first), or managed as a condition of subdivision approval.	City of Wanneroo
Acoustic Report	To demonstrate compliance with SPP5.4	Development application for residential or other sensitive uses identified in SPP5.4	City of Wanneroo
Signage Strategy	To demonstrate compliance with City of Wanneroo DPS2 and Signage Policy	Development application	City of Wanneroo
Servicing and Delivery Management Plan	To guide access to servicing areas	Development application	City of Wanneroo
Drainage Strategy	Detailing the specific drainage requirements for future development	Development application	City of Wanneroo

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

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