



ROWE
GROUP

MIXED-USE DEVELOPMENT

BUTLER BOULEVARD & CAMBORNE PARKWAY
BUTLER

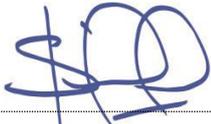
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ATTACHMENTS

1. CERTIFICATES OF TITLE
2. DEVELOPMENT PLANS
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1. INTRODUCTION

Rowe Group acts on behalf of Axiom Butler Central Pty Limited, the prospective owners of a portion of Lot 2811 & 2815 (Butler Boulevard) and 2813 Camborne Parkway, Butler.

This report has been prepared in support of an application to develop a Mixed-Use development including Showrooms, Shops, Café, Gym and various retail uses at the abovementioned site.

This report includes a description of the following matters:

- ▲ Location of the subject site;
- ▲ Description of the existing land use;
- ▲ Overview of relevant planning and design issues;
- ▲ Detailed explanation of the proposed development; and
- ▲ Justification for the proposed development.



2. DESCRIPTION OF SITE

2.1 LOCATION

The overall site is located in the municipality of the City of Wanneroo, approximately 37 kilometres north of the Perth Central Area and approximately 7 kilometres north-west of the Joondalup Strategic Regional Centre. The site is easily accessed via the Mitchell Freeway and/or Marmion Avenue.

Refer Figure 1 – Regional Location.

The overall site is located within the Butler District Centre, situated north of Butler Boulevard on the corner of Brackley Way and Camborne Parkway in the locality of Butler. The frontage to Brackley Way is situated on the north-western portion of the Lot. The East West Connector that becomes the main street is immediately south of the main component of the proposal, but north of the proposed car wash. All of the aforementioned roads are constructed, sealed and drained.

Refer Figure 2 – Local Location.

2.2 CADASTRAL INFORMATION

The overall site comprises one land parcel, being:

- ▲ Lot 2811 on Deposited Plan 406016 Volume 2969 Folio 52
- ▲ Lot 2813 on Deposited Plan 406016 Volume 2969 Folio 54
- ▲ Lot 2815 Deposited Plan 406016 Volume 2969 Folio 56

The overall site has a total land area of 31,447m² (3.1 ha).

Refer Figure 3 – Site Plan and Appendix 1 – Certificates of Title.

The subject site is a portion of the overall site, located to the northwest of the shopping centre.

A subdivision application which creates the site north of the East-West connector has been approved, but not yet created. This will be completed as part of this proposed development.

2.3 EXISTING IMPROVEMENTS

The subject site currently contains the Butler Shopping Centre, Dan Murphy's & associated parking bays. The portion of the site which intended to contain the proposed development is currently vacant.

Figure 3 contains an aerial photograph showing the existing improvements within the District Centre.



Figure 1 – Regional Location



Figure 2 – Local Location



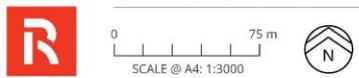


FIGURE 3
SITE PLAN

Figure 3 - Aerial



3. DESCRIPTION OF PROPOSAL

Axiom Butler Central Pty Limited, the prospective owners of Lots 2811, 2813 & 2815 Camborne Parkway are seeking planning approval for a Mixed-use development. The proposal will include showrooms, gym, shops, service station and a car wash with associated parking.

The exact provision and location of tenancies will be determined by leasing outcomes, although the retail uses will be located adjacent to the East-West connector. It is expected that the following uses will be included in the finalised development:

- ▲ Car Wash;
- ▲ Private Recreation (Gym);
- ▲ Restaurant;
- ▲ Shop;
- ▲ Showroom; and
- ▲ Veterinary Consulting Rooms.

Refer Attachment 2 – Development Application Plans.

The proposal includes the creation of an attractive pedestrian connection within a landscaped corridor, along with the inclusion of a green space at the eastern edge of the site that is expected to ultimately be surrounded by highly active uses. This space can include seating, sculptural elements, vegetation and the shade structure. This pedestrian connection treatment and place represents a significant improvement on the outcome expected at the time of the preparation of the Centre Plan.

The main service access is via the Brackley Way. Given the types of tenancies involved the amount of service vehicles is not significant, and will only occur during normal business hours. Screening has been included adjacent to Brackley Way. This screening will partly obscure the view of the loading areas from Brackley Way and is incorporated into the landscaping within this area. The proposed landscaping of this area includes trees located to provide the appearance of the shaded street.

The use of Brackley Way for servicing is consistent with the Butler District Centre Concept Plan. It is important to note that servicing of the site is different to the situation associated with the site that accommodated the Masters Hardware Store. At that site the outdoor areas of the adjoining dwellings immediately abut the service lane behind the large building.

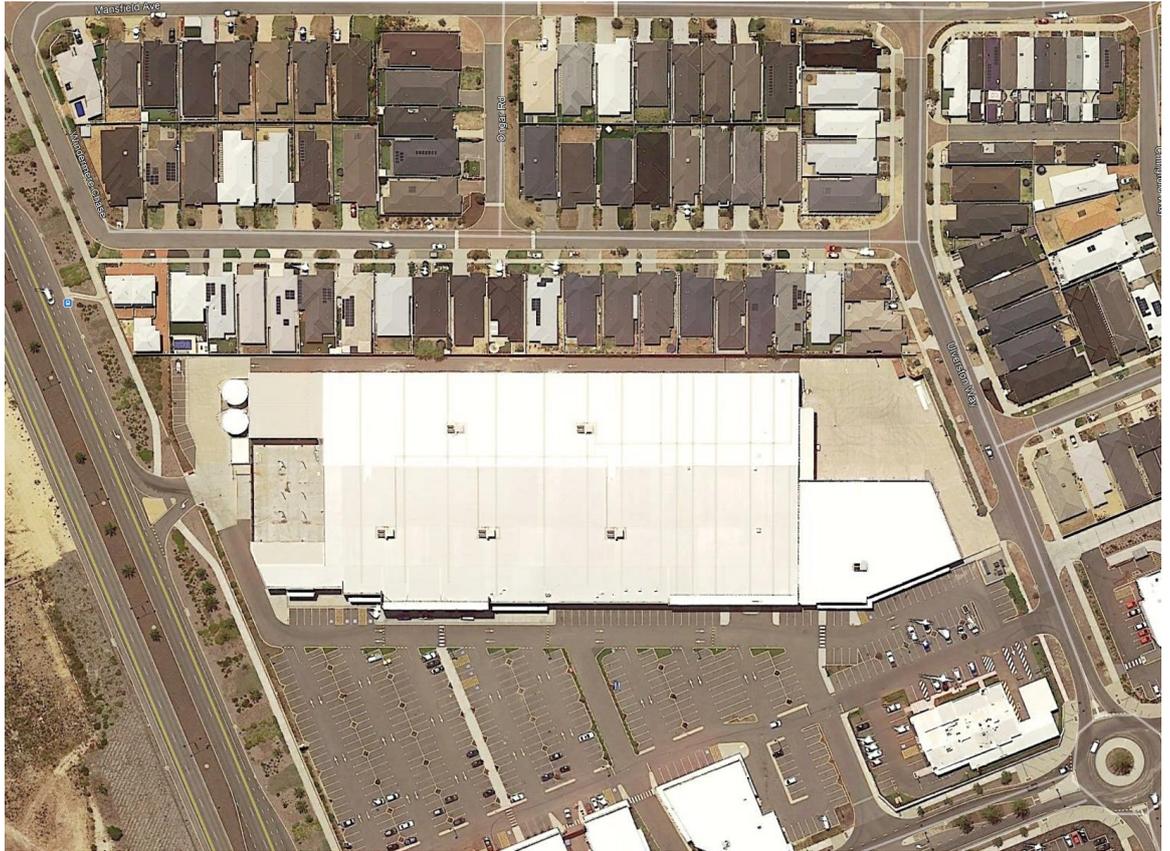


Figure 4 – Previous Masters Hardware Store

In relation to this site, the nearby residential dwellings include garages that front onto Brackley Way whereby creating a barrier to both noise and activity within this area.



Figure 5 – Brackley Way Garages



Given that Brackley Way already functions as a service road to the adjoining residential development the continued use as an access to the staff parking and service areas is consistent and appropriate, particularly given the extensive landscaping and screening that is proposed for this area.

It is considered that the inclusion of customer parking with direct access to Brackley Way would lead to an increase in short-cut traffic onto Mansfield Road and increased impacts to the neighbouring residential development.

3.1 BACKGROUND

The applicant engaged Deep End Services to undertake a review of the economic conditions relating to Butler and the possible uses that the site could accommodate and sustain in the short to medium term. A copy of the report is included in Attachment 7.

Butler is a relatively young suburb, and has a particular demographic dominated by couples and young families. House and land prices are still very affordable. There is very little or minimal demand for apartments within this area. This is due partly to the area's location, at the periphery of the Perth metropolitan area, and also as a result of house and land prices being very affordable. That is, given that a house and land package is of a similar price (or cheaper) than the cost of a small apartment there is very little reason to seek to purchase an apartment in this location.

It is likely that the suburb is a generation away from having any meaningful demand for apartment products.

Whilst from a planning perspective the inclusion of medium to high density residential development is a desirable outcome there is no likelihood that this will be financially viable within the next 10 – 15 years. This is evidenced by the development that has occurred within and around the Clarkson Secondary Centre, which is 10 – 15 years older than Butler, where the demand for medium to high density development is only just starting to become evident.

There is a clear need for a centre and surrounding suburbs to mature and for the families to grow out of the standard residential outcomes that were delivered as part of the initial development of the area. Butler is still within the initial growth phase, and not yet at a point where residential at higher densities is achievable.

The development of the centre at lower densities would see the centre under-developed for the next 30-40 years plus, and would likely compromise redevelopment to the point where sub-optimal outcomes would result. As such it is important, in the shorter term, that the site be protected. However it is also critical that the site be utilised.

Currently the overall site includes the Butler Shopping Centre. The existing development represents a large neighbourhood centre. Other shop retail is fragmented throughout the centre, including two supermarkets (ALDI Store and Spudshed) along Butler Boulevard. The landowner found leasing of this size centre to be a challenge, and the retail market currently faced by the tenants is not easy.



It would represent a poor outcome to those existing tenants either do nothing with the site, or to further dilute the retail catchment by including a significant shop retail outcome. It is likely that the market conditions will be such that any meaningful shop-retail expansion will be some time away. It would be appropriate that the existing tenants get the benefit of a number of years of better market conditions prior to including additional retail floorspace.

Leaving the site vacant represents an equally poor outcome for a range of reasons. Currently the site has no amenity or placemaking attributes and represents a deterrent to future development within other parts of the centre. The centre would greatly benefit from increased activity on the site, particularly from a use that had a larger catchment than just a local or district centre.

The key from a planning perspective is to encourage an interim use of the site that is unlikely to reduce the likelihood of the site ultimately being developed in a manner that is consistent with the intended form envisioned by SPP4.2 and the Activity Centre Plan.

3.2 BENEFITS OF THE PROPOSAL

The proposal provides an opportunity to activate what has become a stagnant site with a use which is currently in high demand by the community as new homes continue to be built in surrounding areas and the population's need for homewares, home furnishings and home improvements continues to grow. The addition of the proposal to the existing precinct will increase footfall to the existing centre and improve the vibrancy and viability of the precinct as a whole.

The proposed buildings on the land are considered lightly improved and will be easily demolished to make way for higher order uses as the demand for such uses develops over the medium to long term.

The prospective landowner is involved with a number of development sites around Australia and has considerable experience in mixed-use infill development, town and city centre development and larger format retailing. The landowner will ultimately seek the highest and best use. This is expected to be mixed-use development that would be consistent with the intent of the Activity Centre Plan.

Given the relatively low rents, when compared to speciality retail, and the commensurate building construction costs, the buildings lend themselves to be demolished over time. The proposed development lends itself to the future staged redevelopment to mixed-use commercial / residential outcome. It is expected that this would start at the eastern portions of the site and progress west. Retail uses can be included at the ground level fronting the green space, east-west pedestrian connection and the north-south connection.

Residential could also front the new connection to Brackley Way.

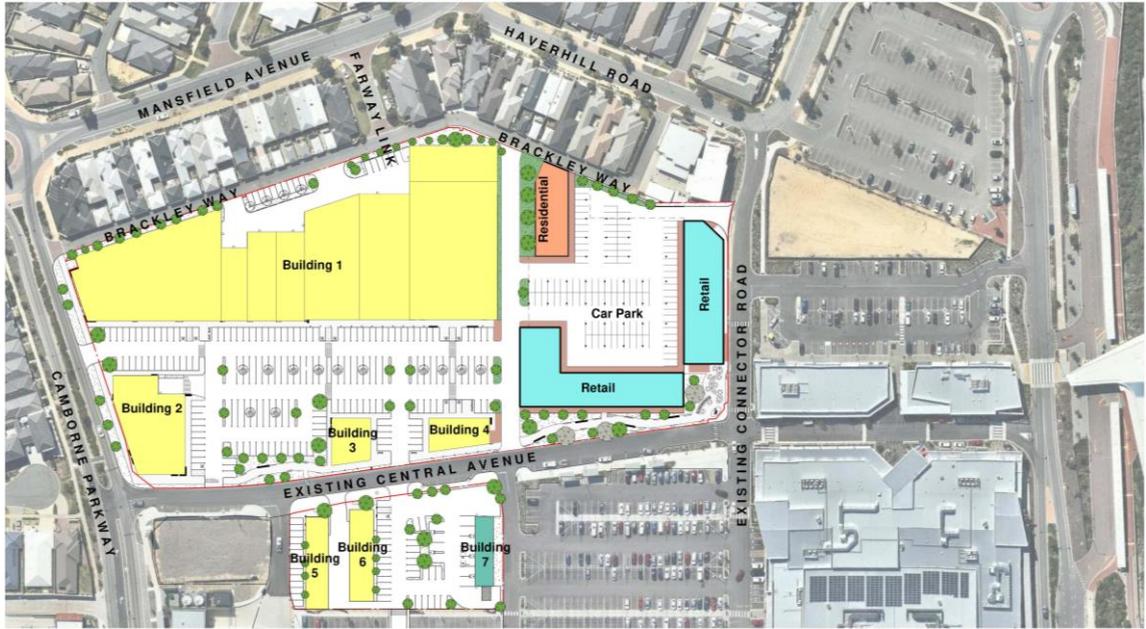


Figure 6 – Indicative Redevelopment – Stage 1 Ground Floor

Residential could then be located on the upper levels with podium level communal open space, consistent with current practice for this type of use and R-Codes Vol 2.

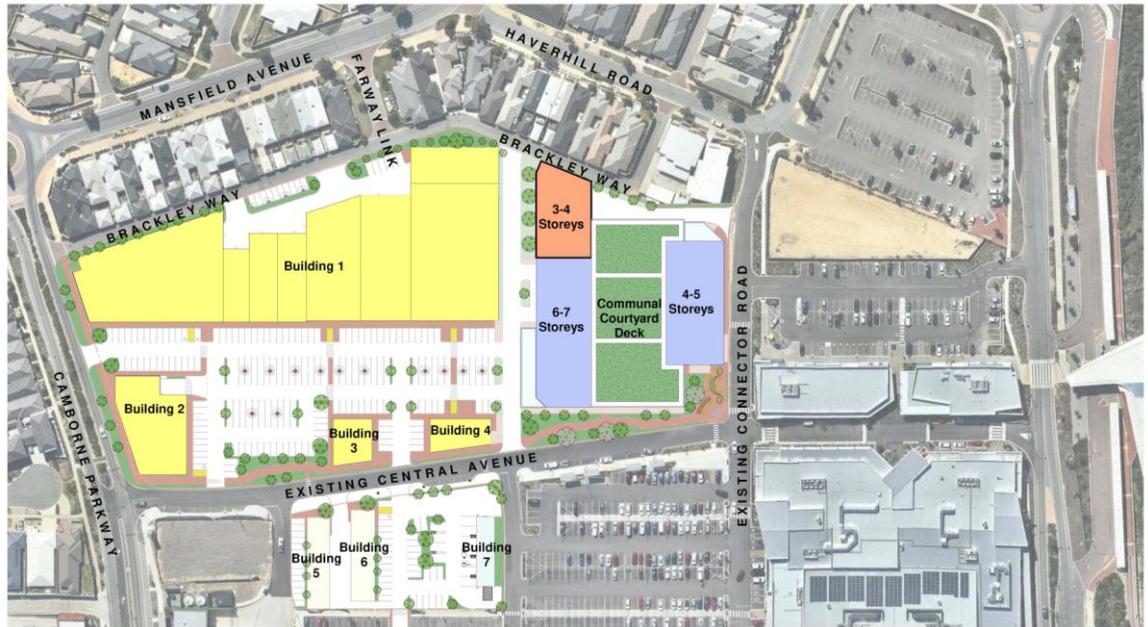


Figure 7 – Indicative Redevelopment – Stage 1 Upper Levels

It is expected that the progression of the redevelopment would then remove a further portion of the showroom floorspace with additional retail (or similar) and residential constructed in a similar manner.



Figure 8 – Indicative Redevelopment – Stage 2 Upper Levels

As can be seen on the plans, the ability to convert the showrooms into other development is relatively simple. The full copies of the plans showing the possible future development are included in Attachment 8.

It is considered that the configuration of the buildings represents an outcome that is most likely to achieve the ultimate built form, fronting the east-west pedestrian connection, by way of a staged demolition of portions of the development. The short term inclusion of additional buildings fronting the pedestrian connection on the eastern portion of the site, is likely to result in the conversion of these buildings to retail uses within a shorter timeframe, which would actually decrease the likelihood of the redevelopment of the whole development as the incentive to redevelop, being higher rents associated with shop retail uses, would already exist on the site. Thereby further delaying the ultimate development of this area.

The prospective owner is seeking a long-term investment and yield from the site, and is, ideally seeking to maintain ownership of the site.

Given the specific conditions associated with the suburb and site, as outlined above and in the Deep End Services report, it is considered that the proposal will not become a precedent for the future development within other centres, which are likely to face their own particular issues. It will be important for the City to take a measured, realistic and pragmatic approach to the development conditions that exist for this and other centres.

It is therefore considered that the proposal represents the most appropriate short to medium term use for the site, which would then allow for the ultimate planned development of the centre to occur.

4. OTHER MATTERS

4.1 TRAFFIC MANAGEMENT

A Transport Impact Assessment ('TIA') has been prepared by Cardno and included in the Local Structure Plan. The following is a summary of the TIA.

4.1.1 TRAFFIC GENERATION

The traffic generated by the planned development with the overall structure plan was predicted by applying trip generation rates. These rates were derived from the Institute of Transport Engineers' (ITE) Trip Generation 10th Edition.

The trip generation rates applied for the purposes of this assessment were for the retail, showroom, car service and gym. The proposed directional distribution was also derived from the ITE rates. The impact of trips generated is assessed in terms of both volume and the time at which peak generation occurs.

The total anticipated traffic generated by the planned development with the overall structure plan area was estimated to show that the proposed development represents a two-way trip generation of approximately 165 vehicles during the weekend peak period and 280 vehicles during the weekday peak period.

The proposed development was included in the overall floorspace modelled by the TIA. There are no adverse impacts on the surrounding road network in terms of safety.

4.1.2 PUBLIC TRANSPORT

The TIA included the existing public transport services operating within reasonable walking distance from the subject site. The Butler Train Station is approximately 7 minutes' walk away from the Site served by the Butler line that travels to Perth. The closest existing bus service to the subject site are located approximately 290m away on Butler Boulevard. This is served by bus routes 480, 482, 483, 490 and 491.

4.1.3 PEDESTRIANS AND CYCLISTS

In accordance with the requirements of Liveable Neighbourhoods, footpaths can be provided on at least one side of every proposed street.

The *Department of Transport's Joondalup Bike Map* identifies high quality shared paths and bicycle boulevards run along Camborne Way, Mansfield Avenue connecting to Butler Train Station and bicycle lanes stretch along Camborne Parkway surrounding the Site. The Bike map can be found in the TIA.

It is unlikely that a meaningful proportion of customers will travel to this development by bicycle.

4.2 ENVIRONMENTAL ACOUSTIC ASSESSMENT

The Environmental Acoustic Assessment ('EAA') has been prepared by Herring Storer Acoustics to assess the acceptability of this application.



For the purpose of this assessment, noise emissions from delivery trucks and mechanical services were assessed against noise level requirements.

The assessment has concluded that the noise received at the surrounding buildings complies with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

4.3 WASTE MANAGEMENT

A Waste Management Plan ('WMP') has been prepared by Talis Delivering Solutions to demonstrate the management of waste from the proposal. The WMP identifies how waste is stored and collected to satisfy the City's requirements.

The anticipated generation of waste and recyclables will be adequately catered for as sufficiently large Bin Storage Areas will be provided.

4.4 STORMWATER MANAGEMENT

Detailed stormwater plans will be prepared as part of the detailed design process for the development. Drainage is planned to be disposed of on-site, with the 1 in 20 ARI being disposed of via soakwells and within contoured landscaped areas, with the 1 in 100 ARI events partly held within portions of car park and additional soakwells. As noted previously the final configuration will be presented to the City during the detailed design phase. The following details the requirements should all the stormwater be disposed of within soakwells.

		SEALED AREA			DRAINAGE	
		Total Area	Buildings	Paved Areas	1 In 20	1 in 100
Main Site		26,621m2	12,499m2	12,941m2		
	Volume				702m3	934m3
	Number of soakwells (1800x1800)				153	204
Southern Site		3,440m2	880m2	2,500m2		
	Volume				702m3	934m3
	Number of soakwells (1800x1800)				21	27

The attached plan includes drainage disposal within the landscaping areas, within swales, along with some temporary holding within the car parking areas. All stormwater for a 1 in 100 year event can easily be accommodated on the site.



5. TOWN PLANNING CONSIDERATIONS

5.1 METROPOLITAN REGION SCHEME

Under the provisions of the Metropolitan Region Scheme ('MRS'), the subject site is zoned "Urban". The 'Urban' zone is defined as:

"Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry."

5.2 CITY OF WANNEROO DISTRICT PLANNING SCHEME NO.2

Under the provisions of The City of Wanneroo District Planning Scheme No.2 (DPS No.2), the subject site is zoned "Urban Development". The permissibility of uses in the 'Urban Development' Zone is determined in accordance with the provisions of the relevant Structure Plan, being the Butler District Centre Activity Centre Structure Plan ('the Structure Plan').

Refer Figure 4 – Zoning Plan

The intent of the "Urban Development" zone, as stated in DPS2 Clause 3.14.1, reads:

The purpose of the Development Zone is to provide for the orderly planning and development of larger areas of land in an integrated manner within a regional context whilst retaining flexibility to review planning with changing circumstances. In considering applications for development and changes to residential density codings in areas near existing and proposed future railway stations the Council will have due regard to the desirability of higher residential densities, transit related development and good pedestrian and vehicular access to stations in order to promote public transport usage.

Clause 3.14.2 of DPS 2 provides the following objectives of the 'Urban Development' Zone are to:

- (a) Designate land for future development*
- (b) Provide for the orderly planning of large areas of land for residential, commercial, industrial and associated purposes through a comprehensive structure planning process;*
- (c) Enable planning to be flexible and responsive to changing circumstances throughout the developmental stages of the areas.*

It is clear that there is an expectation that a flexible and responsive approach to the planning of the Butler District Centre will occur.

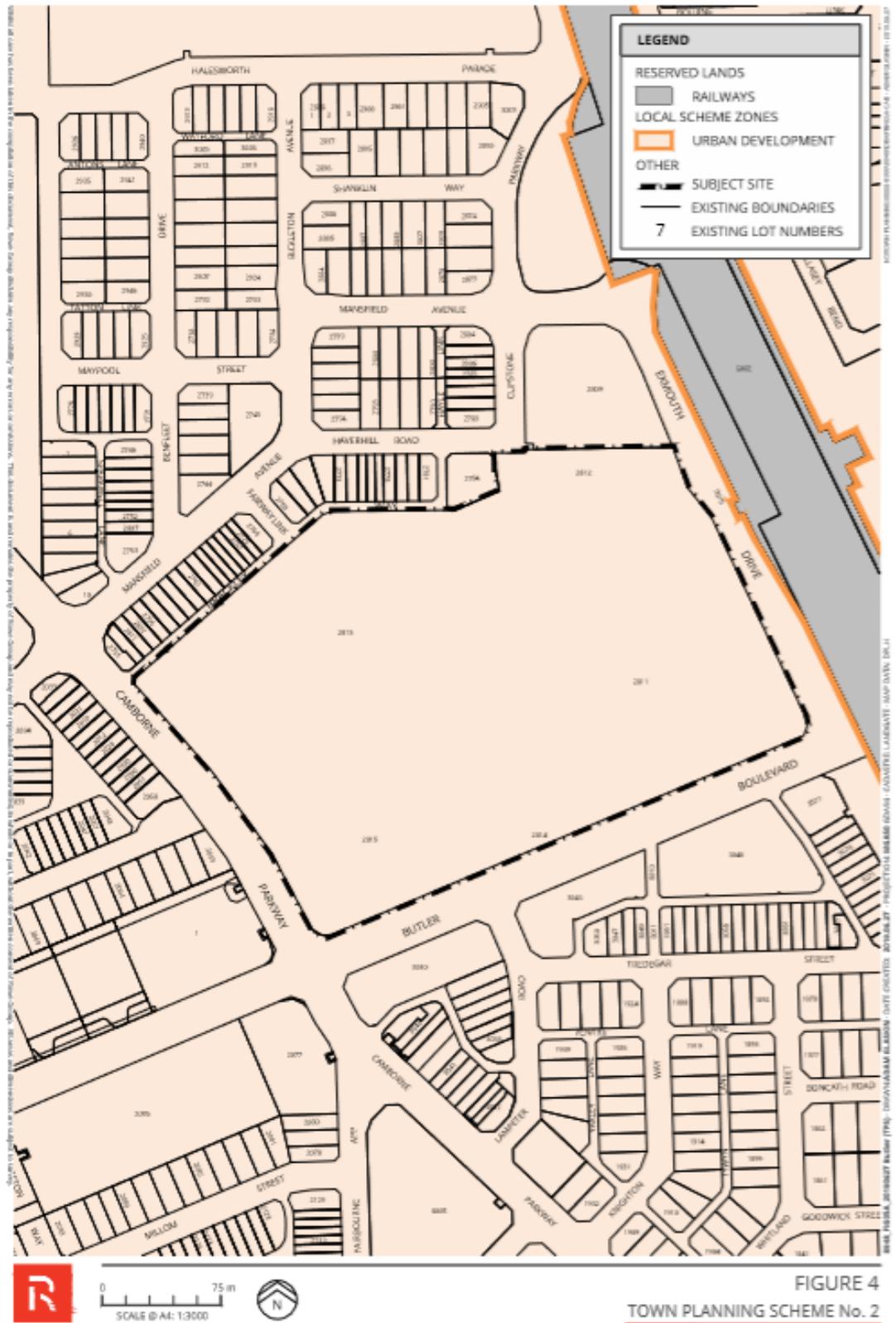


Figure 9 - Zoning



5.2.1 LAND USE PERMISSIBILITY

Clause 3.14.4 of DPS 2 directs the permissibility of 'uses' in the 'Urban Development' Zone to be in accordance with the provisions of the relevant Structure Plan, in this instance, the Butler District Centre Activity Centre Structure Plan ('the Activity Centre Plan'). Uses not listed within the Activity Centre Plan are to be consistent with the Commercial Zone as per DPS 2. The proposal includes uses consistent with the Activity Centre Plan and the Scheme.

5.2.2 DETAILED AREA PLANS

Clause 56(1) of the Deemed Provisions contained in Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('the Regulations') states that a decision maker for an application for development approval is to have due regard to, but is not bound by, a Local Development Plan (including a DAP for the purposes of Regulation 79 of the Regulations) when deciding the application.

Therefore, the provisions of a DAP can be varied by the City of Wanneroo, should a variation need be considered.

5.2.3 AMENDED DEVELOPMENT PROVISIONS

Clause 4.2 of DPS2 allows for the development standards and requirements of the Scheme to be varied.

Clause 27(1) of the Deemed Provisions contained as Schedule 2 of the Regulations states that a decision-maker for an application for development approval is to have due regard to, but is not bound by, a Structure Plan when deciding the application. As noted under Clause 10(4) of the Deemed Provisions, if a deemed provision is inconsistent with another provisions of a local planning scheme, the deemed provision prevails. This then means that the City is able to vary any and all of the provisions to achieve appropriate and desirable planning outcomes.

Combined with the DAP provisions noted above, the City has a number of options in relation to varying the overly prescriptive provisions in the Structure Plan to provide for a more practicable outcome.

5.2.4 CAR PARKING

Table 2 of the Scheme includes the following relevant parking requirements:

- ▲ Car Wash - Nil if incidental to other development on same site otherwise 1
- ▲ Private Recreation - 1 per 4 people accommodated
- ▲ Shopping Centres under 10 000m² - 7 per 100m² NLA (refer to Structure Plan – 1 per 25m²)
- ▲ Showroom - 1 per 30 m² GFA

The proposal includes a total of 13,194m² of floorspace, excluding the carwash and service bays. A total of 464 parking bays are provided, including the servicing and vacuum bays. It is important to note that a number of tenancies (units 3, 9, 10 and 11 – 1,500m²) have the flexibility to accommodate either smaller showroom or larger shop uses. To allow for some flexibility during

the leasing process the parking requirements have been calculated with either all the floorspace as either showroom or retail. This provides a range of required parking.

Given the configuration of the development and the location of the parking areas, and the reciprocal use between all uses on the site, it is appropriate to apply the Structure Plan rate (1 bay per 25m2) for the shop component of the site.

The following table outlines the required parking provision:

USE	FLOORSPACE (M2)	REQUIRED RATE	PARKING REQUIRED
Showroom	8,453 - 9,953	1 per 30m2	282 - 332
Shop	2,741 - 1,241	1 per 25m2	110 - 50
Car Wash	Incidental	Nil	-
Private Recreation	100 - 150 people	1 per 4 people	38 (max)
TOTAL			430 - 420

A total of 457 bays, excluding the 11 vacuum bays, are provided on the site. Accordingly adequate parking is provided on the site.

Additional development along Butler Boulevard, Camborne Parkway and adjacent to the north-eastern boundaries can still be accommodated on the site.



5.3 BUTLER DISTRICT CENTRE ACTIVITY CENTRE STRUCTURE PLAN

The Butler District Activity Centre Plan (as amended) is the guiding document for development and subdivision of the subject site at this juncture.

The Butler District Centre Activity Centre Structure Plan was prepared and endorsed by both the City of Wanneroo and the Western Australian Planning Commission given the provisions of DPS 2 and namely the requirement for any land zoned 'Urban Development' to be consistent with the provisions of an Agreed Structure Plan.

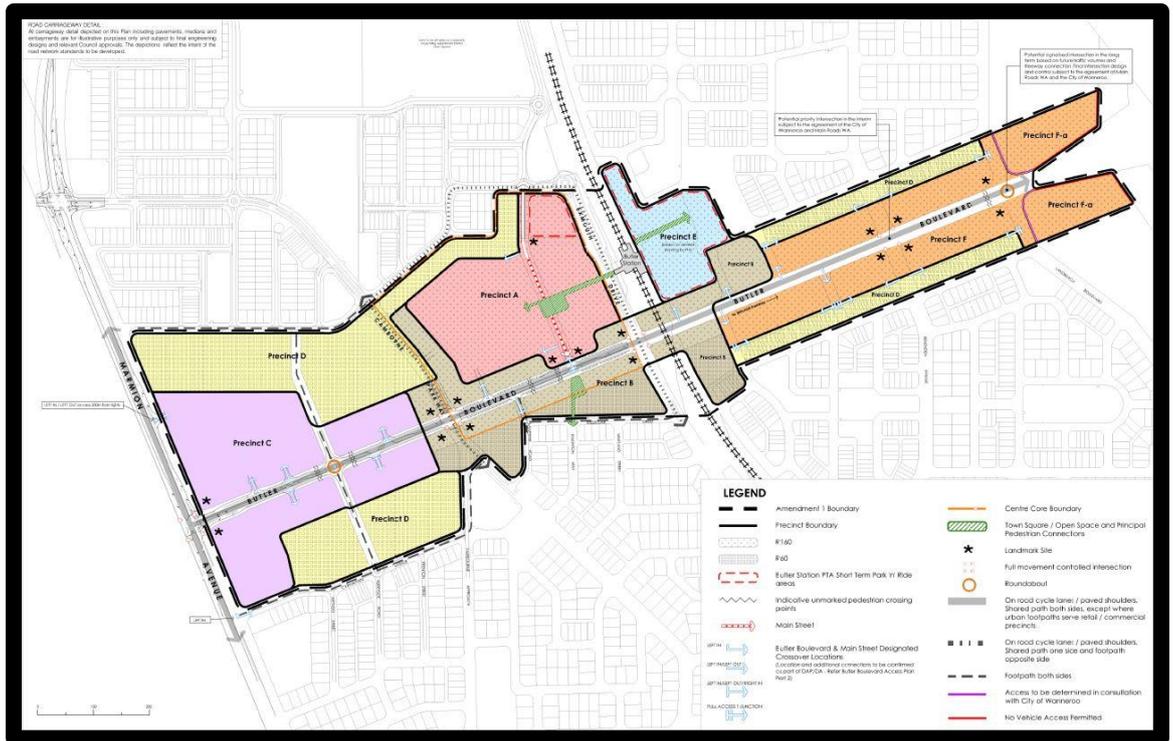


Figure 10 - Butler District Centre Activity Centre Structure Plan

Under the provisions of the Structure Plan the subject site is located within two (2) different precincts, being:

- ▲ Precinct A – Core; and
- ▲ Precinct B – Boulevard.

The proposal has been developed with regard to the provisions of both precincts, and represents the most desirable short to medium term outcome for the site given the existing economic factors.

The following section details the 'General Planning Requirements' for the Centre as detailed in the Butler District Centre Activity Centre Structure Plan. The comments provided below each provision provide detail as to how the proposed development is in accordance with the planning requirements. The planning requirements and comments are as follows:

5.3.1.1 SUBDIVISION AND DEVELOPMENT STANDARDS

The following table details the relevant planning considerations included in the Structure Plan.

GENERAL DEVELOPMENT REQUIREMENTS		RESPONSE
2.0	Requirement for Local Development Plans	
2.1	<p>Prior to the determination of an application to commence development within Precincts A – and F, identified on Plan 1,a Local Development Plan (LDP) is to be approved by the City pursuant to clause 9.14 of the Scheme, unless the City is satisfied that the development is of a temporary nature and scale that would not prejudice the:</p> <ul style="list-style-type: none"> i. design of the LDP ii. form and development of the area surrounding the proposal; and iii. timely provision of infrastructure and services to the area, including the provision of the station, park and ride facilities, public utilities and roads. 	<p>Given the comprehensive nature of the development it is considered that the requirement for an LDP be not required. It is unlikely that the proposal will compromise any future development within the remainder of Precincts A & B.</p> <p>The proposal represents a less intensive use of the site than initially contemplated under the Structure Plan. However, the proposed use is considered appropriate at the present point in time and will support growth during this early phase of development of the area. The proposal will also not prevent the site transitioning to higher order uses as the area continues to grow and such uses are deemed viable.</p>
2.3	A LDP can be prepared and approved over all or part of a precinct(s) overlapping precinct boundaries, where the City considers that the DAP area is of sufficient extent that it adequately addresses the site's context, integration and co-ordination with surrounding built form, as well as the general (Table 1) and precinct (relevant Table 2 – 7) planning requirements.	The development will be situated in overlapping portions of both Precinct A & B. Therefore, the DAP area is considered to be of sufficient extent as it adequately addresses the site's context, integration and co-ordination with surrounding built form, as well as the general and precinct specific planning requirements.
2.4	The City may deem a development application to constitute a LDP, for the purposes of clause 2.1 above, where the development application addresses the site's context, integration and co-ordination with surrounding built form, as well as the general (Table 1) and precinct specific (relevant Table 2 – 7) planning requirements.	The proposed development application is considered to be a comprehensive application over this portion of the site. The application addresses the usual requirements of a LDP. It is considered that the preparation of an LDP over this portion of the site would not add any additional planning benefit.
2.5	A development application can also be prepared over all or part of a precinct and overlapping precinct boundaries.	Noted.
4.0	Core General Development Standards	
4.1	Vehicular crossovers to lots adjoining Butler Boulevard and the Main Street are to	The vehicular crossovers to the lots adjoining Butler Boulevard and the Main Street are

	be generally consistent with the designated vehicular crossover locations shown on Plan 1. Additional suitable connections may be considered as part of the LDP where consistent with the principles of the precinct and accompanied by supporting traffic analysis demonstrating its suitability, to the satisfaction of Council.	consistent with the designated vehicular crossover locations shown on Plan 1.
4.2	Town squares/open spaces and principal pedestrian connections are to be generally consistent with the locations shown on Plan 1. Additional suitable connections may be considered as part of the LDP where consistent with the objectives of the Precinct.	The proposal includes the principal east-west pedestrian connection.
4.3	Development on landmark sites are to be designed in a manner that recognises the site's strategic location. Development on landmark sites is to include one or more of the following: architectural features; glazing; materials; colour; building height / scale; major openings; public art; landscape features; balconies and other applied structures, to the satisfaction of Council.	This portion of the site does not contain any landmark elements. A new green space, that could include a public art / sculptural element has been included on the eastern portion of the east-west pedestrian connection.
4.4	Service areas are to be predominately screened from public view.	The majority of the service areas are discretely located, behind the retail areas and well screened by landscaped areas, accessed from Brackley Way.
4.5	The minimum provision of a footpath on both sides of all streets, unless otherwise designated on Plan 1.	It is proposed to include the construction of a footpath on Camborne Parkway.
5.0	Land Use Permissibility	
5.1	Land use permissibility for each precinct is specified within Tables 2 - 7.	The proposed uses are consistent and compatible with the uses proposed under precincts A & B as detailed further in Table 2 - Planning Requirements for Precinct A (page 15) and Table 3 - Planning Requirements for Precinct B (page 17), and DPS 2.
6.0	Permitted Retail Floorspace	
6.1	The permitted shop-retail floorspace within Plan 1 is a total of 22,500 m ² NLA for Precincts A to E (inclusive) and 3,500m ² NLA for Precinct F.	The total floorspace in Precincts A & B is under 22,500 m ² .
8.0	Staging	
8.1	Where an application is made to construct all or any part of the shop-retail floorspace in Precinct A, the entire main street	The agreed main-street has already been constructed.

	vehicular connection and construction of the principal pedestrian connection to the Butler Station, as identified on Plan 1, must be provided.	
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The relevant specific requirements for Precinct A are as follows:

TABLE 2 - PLANNING REQUIREMENTS FOR PRECINCT A		RESPONSE
3.0	Core Precinct Specific Development Standards	
	Setbacks	
3.1	A nil setback applies to the ground floor front façade of buildings adjoining the Main Street and Exmouth Drive, except where necessary to provide a forecourt, building articulation, alfresco dining, or other feature that adds amenity and interest to the streetscape.	The main street has been re-orientated by the approval of the shopping centre on the south-east portion of the site, and is now only between Exmouth Drive and the north/south connector (formally the main street). As such this development does not front the constructed main street.
	Building Design	
3.3	A covered, and continuous, pedestrian walkway is to be provided to the front façade of buildings adjoining the Main Street, Exmouth Drive and principal pedestrian connections to the rail station. The awning is to be designed at a pedestrian scale and provide an acceptable degree of shade and shelter. The awning shall be a minimum height of 3.0m and maximum of 4.5 m, and a minimum of 2.5m deep.	A covered pedestrian walkway is to be created along the east-west pedestrian connection between the main street and Camborne Parkway.
3.4	The principal pedestrian access to tenancies adjoining the Main Street is to be from the Main Street.	As noted previously, the main street has been re-orientated by the approval of the shopping centre on the south-east portion of the site, and is now only between Exmouth Drive and the north/south connector (formally the main street). As such this development does not front the constructed main street, and therefore this provision is not applicable to the proposal.
3.5	To avoid the Main Street being dominated by a single use or tenancy frontage the gross retail floorspace of all tenancies directly adjoining the Main Street are to be less than 1000m ² .	As noted previously, the main street has been re-orientated by the approval of the shopping centre on the south-east portion of the site, and is now only between Exmouth Drive and the north/south connector (formally the main street). As such this development does not front

	Tenancies greater than 1000m2 are permitted where the tenancy is sleeved between and behind smaller adjoining tenancies with only the entry of not more than 10m adjoining the Main Street.	the constructed main street, and therefore this provision is not applicable to the proposal.
3.6	To ensure unobstructed views to the street, ground floor elevations to the Main Street are to be glazed to a minimum of 70% of the building frontage with a visually permeable material. This is measured as a proportion of the total building ground floor front elevation. All glazing shall meet energy efficiency requirements and BCA standards.	As noted previously, the main street has been re-orientated by the approval of the shopping centre on the south-east portion of the site, and is now only between Exmouth Drive and the north/south connector (formally the main street). As such this development does not front the constructed main street, and therefore this provision is not applicable to the proposal.
3.7	No maximum building height applies	Noted
3.8	Town squares / open space and principal pedestrian connections, are to be provided in the locations shown on the Structure Plan.	The proposal includes substantial landscaping and a shade structure over the east-west connector footpath adjoining the portion of the site.
Carparking & Vehicular Access		
3.9	On site car parking is not to be located between the front building setback line and the Main Street. Large areas of car parking are to be sleeved behind buildings fronting the Main Street and Exmouth Drive and the portion of Butler Boulevard within Precinct A.	As noted previously, the main street has been re-orientated by the approval of the shopping centre on the south-east portion of the site, and is now only between Exmouth Drive and the north/south connector (formally the main street). As such this development does not front the constructed main street, and therefore this provision is not applicable to the proposal. Parking has been located such that the majority of parking is away from the adjoining streets, consistent with this provision.
3.10	Variations to the car parking standards specified under the Scheme for non-residential development to a minimum rate of 1 bay per 25m2 NLA will be considered as part of the assessment of the LDP, or development application, where: 3.10.1 development has an active presentation to the public realm; 3.10.2 extensive areas of permanent car parking are located largely at the rear of buildings; 3.10.3 on street car parking has been provided where possible; and 3.10.4 car parking access and management allows for reciprocal use.	The proposal will allow for reciprocal use of the parking areas, which are located in accordance with the Structure Plan requirements. The proposal includes a total area of 13,194m ² NLA and a total of 457 parking bays in total. Depending on the final leasing outcomes, between 8,453 – 9,953m ² will be showroom uses, and between 1,241 – 2,741m ² will be shop uses. This total floorspace requires between 392 - 382 car parking bays as per the Scheme and Structure Plan requirements. This means that the private recreation element may accommodate between 260 – 300 people at any time. It is considered that adequate parking is provided.

3.11	On street car parking is to be provided where possible and can be included in calculating parking provision where located immediately adjoining the site.	No additional street parking is proposed.
3.12	The carparking variations specified in Cl 3.10 above do not apply to cinema / cinema complex and recreation centre, where carparking provision will be determined in accordance with the provisions of the Scheme.	These uses are not proposed.
4.0	Land Use Permissibility	
4.1	<p>Land use permissibility within Precinct A shall be in accordance with the Precinct A Land Use Permissibility Table below and the following provisions:</p> <p>4.1.1 The symbols used in the table have the same meaning as clause 3.2.2 of the Scheme.</p> <p>4.1.2 Notwithstanding the provisions of the Precinct A Land Use Permissibility Table, only non-residential development is permitted on the ground floor fronting the Main Street.</p>	
	<p>Permitted:</p> <p>Restaurant</p> <p>Shop</p> <p>DPS 2 Uses:</p> <p>Carwash 'D'</p> <p>Private Recreation 'D'</p> <p>Showroom 'P'</p> <p>Veterinary Consulting Rooms 'P'</p>	All the proposed uses are capable of approval. The proposal is generally consistent with the intent of the centre to create place of activity. This proposal represents an interim use that will ensure activity and the needs of the community are met until a higher order use is financially viable.
	<p>Notes:</p> <p>3. Land uses not listed in Section 4.0, which are listed as 'x' uses under the Scheme in the Commercial zone, are 'x' uses within the Precinct. Land uses listed in the Scheme in the Commercial zone as 'P', 'D' or 'A', but not listed in Section 4.0, or are unlisted in the Scheme, are to be considered in accordance with clause 3.3 of the Scheme.</p>	

The relevant specific requirements for Precinct B are as follows:

TABLE 3 - PLANNING REQUIREMENTS FOR PRECINCT B		RESPONSE
3.0	Core Precinct Specific Development Standards	
	Setbacks	
3.1	A minimum nil setback and a maximum setback of 3m applies to buildings fronting Butler Boulevard / Camborne Parkway. This setback may be varied to allow for building articulation or architectural features that contribute positively to the streetscape.	The proposal includes articulated building frontages to Camborne Parkway, located in compliance with this requirement.
	Building Design	
3.2	A covered pedestrian walkway is to be provided to the front façade of buildings adjoining Butler Boulevard / Camborne Parkway. The awning shall be designed at a pedestrian scale and provide an acceptable degree of shade and shelter. The awning shall be a minimum height of 3.0m and a maximum of 4.5m and a minimum of 2.5m deep.	The buildings fronting Camborne Parkway include awnings. A shaded pedestrian walkway is also proposed for the principal pedestrian connection along the existing Central Avenue from Butler Train Station. In addition to being designed to meet the core precinct specific development standards, the proposed walkway presents a point of visual interest to the street frontage by incorporating articulation in form, materials, colour and attractive landscaping.
3.3	The principal pedestrian access to tenancies adjoining Butler Boulevard / Camborne Parkway is to be from Butler Boulevard / Camborne Parkway.	The facades facing Camborne Parkway are predominately glazed and visually permeable. However principal pedestrian access is unable to be provided to the tenancies due to external and internal level differences of between 0.5m to 1m. Additionally it is not financially viable to provide the principal pedestrian access from this side of the building without the ability to include car parking between the building and the street. Any insistence that the principal pedestrian access be provided in this manner would impact on the configuration of the whole proposal and make the tenancies very difficult to lease and would then place undue limitations on the operation of these tenancies. Given the interim nature of the use and the significant financial impost of this requirement it is requested that this be waived in this instance.

3.4	To ensure unobstructed views to the street, ground floor elevations for non-residential uses to Butler Boulevard / Camborne Parkway are to be glazed to a minimum of 60% of the building frontage with a visually permeable material. This is measured as a proportion of the total building ground floor front elevation. All glazing shall meet energy efficiency requirements and BCA standards.	The ground floor elevations of buildings fronting Camborne Parkway are predominately glazed and visually permeable, in compliance with this requirement. This requirement is expected to be a condition.
3.5	No maximum building height applies in the area coded Residential R160.	Noted
	Carparking & Vehicular Access	
3.7	Variations to the car parking standards specified under the Scheme for non-residential development to a minimum rate of 1 bay per 25m ² NLA will be considered as part of the assessment of the LDP or development application where: 3.7.1 development has an active presentation to the public realm; 3.7.2 on street car parking has been provided where possible; and 3.7.3 car parking access and management allows for reciprocal use.	The proposal will allow for reciprocal use of the parking areas, which are located in accordance with the Structure Plan requirements. The proposal includes a total area of 13,194m ² NLA and a total of 457 parking bays in total. Depending on the final leasing outcomes, between 8,453 - 9,953m ² will be showroom uses, and between 1,241 - 2,741m ² will be shop uses. This total floorspace requires between 392 - 382 car parking bays as per the Scheme and Structure Plan requirements. This means that the private recreation element may accommodate between 260 - 300 people at any time. It is considered that adequate parking is provided.
3.8	On site car parking is not to be located between the building and Butler Boulevard / Camborne Parkway. Large areas of parking are to be predominately sleeved behind buildings fronting Butler Boulevard / Camborne Parkway.	The proposal is compliant with this requirement.
3.9	On street car parking is to be provided where possible and can be included in calculating parking provision where immediately adjoining the site.	On-street car parking is not able to be provided.
3.11	Vehicle access to Butler Boulevard / Camborne Parkway is to be as shown on the Plan 1.	The proposal is compliant with this requirement, and doesn't alter the access to Butler Boulevard.
4.0	Land Use Permissibility	
4.1	Land use permissibility within Precinct B shall be in accordance with the Precinct B Land Use	

	<p>Permissibility Table below and the following provisions:</p> <p>4.1.1 The symbols used in the table have the same meaning as clause 3.2.2 of the Scheme.</p> <p>4.1.2 Notwithstanding the provisions of Precinct B land use permissibility table, 'showroom' is only a permitted use where the gross retail floorspace does not exceed 400 m².</p>	
	<p>Permitted:</p> <p>Restaurant</p> <p>Shop</p> <p>Veterinary Consulting Rooms</p> <p>Discretionary:</p> <p>Private Recreation</p> <p>Showroom</p>	<p>The car wash component is not proposed to be located within Precinct B.</p>
	<p>Notes:</p> <p>3. Land uses not listed in Section 4.0, which are listed as 'x' uses under the Scheme in the Commercial zone, are 'x' uses within the Precinct. Land uses listed in the Scheme in the Mixed Use zone as 'P', 'D' or 'A', but not listed in Section 4.0, or are unlisted in the Scheme, are to be considered in accordance with clause 3.3 of the Scheme.</p>	

5.3.2 LANDSCAPED AREAS

The attached landscaping plan details the proposed landscaping for the site.

It is proposed to include a significant number of shade trees within the parking areas. Additional planting is also proposed at the perimeter of the site.

5.4 LOCAL PLANNING POLICY

5.4.1 LOCAL PLANING POLICY 4.6 – SIGNS

The City of Wanneroo Local Planning Policy 4.6 (LPP4.6) is to provide guidance on design and placement of the common forms of advertising signs within the City.

5.4.1.1 SIGNAGE DEVELOPMENT STANDARDS

The Signage development standards in LPP4.6 states the key objectives for the control of advertisements within the City shall:

- ▲ *Not contain any offensive material;*
- ▲ *Not be affixed to boundary fences or walls;*
- ▲ *Not extend beyond the boundary of the lot on which they are situated, except as otherwise provided by this policy;*
- ▲ *Bear relevance to the site on which they are located, except as otherwise provided for in this policy; and*
- ▲ *Integrate with the building design, particularly through the provision of signage panels within the building facades, wherever possible.*

LPP4.6 Policy Manual – Design Requirements for Signage

The Special Use zone is not covered under LPP6 Table 1 ‘Requirements for signs on Buildings’. Given the size of the development and the limited signage, the signage is considered to be appropriate and consistent with the type of development.

5.5 DESIGN REVIEW PANEL

The proposal was presented to the City’s Design Review Panel at a meeting on 7 November 2019. The Panel made the following suggestions, which have been responded to as follows:

PANEL SUGGESTION	RESPONSE
Consider increasing set back to the rear at the Brackley Way interface to enhance acoustic and visual impact between the rear of the bulky goods buildings and the residential.	<p>The rear setback has been increased as much as possible, whilst not compromising the pedestrian connection. This has allowed for additional landscaping. Perforated screening walls are also provided.</p> <p>Given the inclusion of the walls and the existing garages abutting the laneway, there is not expected to be any adverse noise impact on the adjoining residential properties.</p>
Consider how the retail can provide some passive surveillance over the north laneway.	<p>It is not possible for the retail to provide any meaningful surveillance of the laneway. Given that the City did not require the residential development to provide any surveillance it is considered that the surveillance of this area is not a priority. Staff parking and loading areas are located adjacent to the laneway which will increase the activity that this area currently enjoys.</p> <p>The future development of mixed-use will likely result in the passive surveillance of the laneway.</p>
Consider ways in which the pedestrian domain can be further enhanced, and the dominance	There is currently a pedestrian path located on the southern side of the east-west pedestrian

<p>of the car mitigated at the intersection of the Existing Central Avenue and the north south Main Street. This represents an important civic space and intersection and should respond with active and engaged uses that enhance the streetscape.</p>	<p>connection between Camborne Parkway and the centre. Given that no real development has occurred yet, it does not provide pedestrians with a high amenity environment.</p> <p>The proposal introduces a formal dedicated pedestrian connection. The inclusion of landscaping, shade structures, awnings on adjacent buildings and crossings will substantially improve the current pedestrian convenience and amenity.</p> <p>The indicative staging plans include the introduction of mixed-use buildings adjacent to the pedestrian connection and the green space. In time it is expected that the site will make a significant contribution to the urban form. In the short term however, there is a significant need for more commercial activity to occur adjacent to the centre. The proposed is expected to make a positive contribution in this regard.</p>
<p>Consider locating the gym to the east of the site to address the Main Street. A gym does not necessarily rely on access by car and may benefit by proximity to the train station.</p>	<p>Given that there is a small gym located within the centre, the relocation of the gym is considered to be a beneficial outcome to the centre.</p>
<p>Or consider locating green space at the intersection of the north south Main Street and Existing Central Avenue to create a pocket plaza or park.</p>	<p>It is proposed to include a green space as suggested. This could include artwork or other features, and is expected to eventually be framed by mixed-use development.</p>
<p>Illustrate how potential staging can deliver a long-term pedestrian focused outcome.</p>	<p>Indicative staging diagrams have been included as part of the proposal. It is proposed that this redevelopment of the site would likely occur from the east and progressing west. Two connections to Brackley Way would be provided at that time.</p>
<p>Consider additional shade trees to parking area.</p>	<p>Shade trees are provided within the central areas at between 1 tree per 3 and 4 bays, depending on the location. Shade trees at the periphery, including the staff parking, are generally provided at a rate 1 tree per 3 bays. Providing more than 1 tree per 3 bays does not provide any further benefit as the trees will be within 5 metres of each other which will impact on branch development.</p>
<p>Consider extending Fareway Link through the bulky retail to introduce further north south permeability and break down the mass of the</p>	<p>It is not proposed to install the link in the first instance, as this would compromise the site and substantially increase short cut traffic through to Mansfield Road. Connections are</p>

building, however, do so only if the link can be properly activated and surveilled.	expected to be provided as part of the staged redevelopment of the site.
Provide more information on the ESD strategy including PV's.	The proposed use are not high energy users, however the PV cells are being considered. Given that the cost of power is a tenant cost, the final decision will be leasing led.
It was noted that this was an interim use of the site. Provide a master planned narrative around the staging and maturity of development overtime to better understand how the site will develop and perhaps mitigate this stage of the project.	The proposal has been laid out to facilitate the relatively easy redevelopment of the site. Indicative staging plans demonstrating how a mixed-use outcome can be delivered are provided.
Buildings 3 and 4 are gateway buildings. Consider how the built form might respond to enhance legibility.	Perspectives of the all the buildings are included. Buildings 3 and 4 include frontage to the pedestrian connection.
Building 2 is highly visible from Camborne Parkway. A perspective image of this would be helpful.	Perspectives of the all the buildings are included.

The proposal has been modified to include the majority of the suggestions made by the DRP.



6. CONCLUSION

This report has been prepared in support of an Application to construct the subject site, located on Lot 2811 & 2815 Butler Boulevard and Lot 2813 Camborne Parkway, Butler. This proposal includes the development of a retail and showroom development, including private recreation, restaurant and car wash.

The proposal represents a less intensive use of the site than initially contemplated under the Structure Plan. However, the proposed use is considered appropriate at the present point in time and will support growth during this early phase of development of the area. The proposal will also not prevent the site transitioning to higher order uses as the area continues to grow and such uses are deemed viable.

The proposal is appropriate and should be supported for the following reasons:

- The proposed development is consistent with the 'Urban' Zone under the Metropolitan Region Scheme;
- The proposed development is consistent with the intent of the 'Urban Development' Zone under the Butler District Local Structure Plan and therefore with the 'Development' Zone under the City of Wanneroo District Planning Scheme No. 2 (DPS2).
- Each of the proposed land uses are classified as either 'P' (Permitted) or 'IP' or 'AA' uses within the Urban Development Zone of the Structure Plan, and are therefore capable of approval under the DPS2;
- The proposed development is generally consistent with the development standards contained in the DPS2, the Structure Plan and Local Planning Policy 4.6: Signs ('LPP 4.6'); and
- The proposed development represents a well-designed and attractive outcome for the site, which will also include significantly improved pedestrian amenity for those residents accessing the main street from the west.