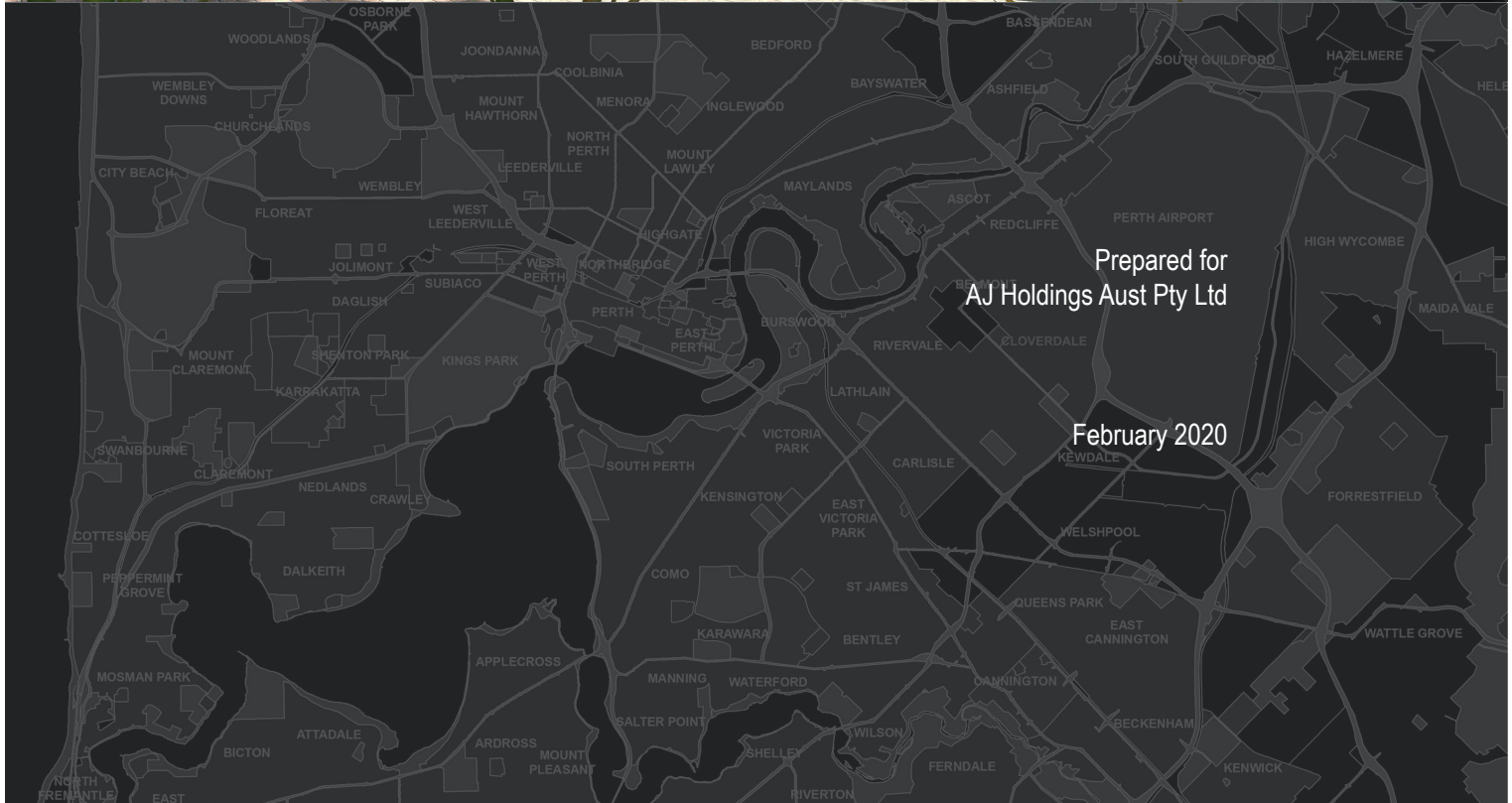


Development Application

Lot 3030 (31) Lampeter Road,
Butler, WA

PLANNING SOLUTIONS
URBAN & REGIONAL PLANNING



Prepared for
AJ Holdings Aust Pty Ltd

February 2020

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Document control

Revision number	File name	Document date
Rev 0	200203 5861 DA report - Butler Mixed Use Development	3 February 2020

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1 Preliminary

1.1 Introduction

Planning Solutions acts on behalf of AJ Holdings Aus Pty Ltd, the proponent of the proposed mixed-use commercial development on Lot 3030 (31) Lampeter Road, Butler (**subject site**).

Planning Solutions has prepared the following report in support of the proposed development. This report will discuss various issues pertinent to the proposal, including:

- Background.
- Site details.
- Proposed development.
- Town planning considerations.

The proposal involves a mixed-use development, located at a prominent corner location at the intersection of Butler Boulevard and Camborne Parkway. The proposed development consists of a 9-tenancy single storey mixed-use building. The building will include activity generating ground floor uses including restaurants, cafes, shops and a gym. The development comprises a recognisable built form, with the range of commercial uses intended to widen the available services and strengthen the community fabric of the emerging Butler local community.

The proposed development will result in a substantial community benefit through the provision of convenient commercial services, the generation of local employment opportunities, and enhanced opportunities for community interaction. The proposed development is designed to a high architectural standard and has benefitted from the expert input of civil, traffic, and acoustic consultants.

We respectfully request the City of Wanneroo (**City**) grant approval to the proposed development.

1.2 Background

1.2.1 Pre-lodgement meeting with local authority

Planning Solutions attended a pre-lodgement meeting with the City on 14 February 2019. The relevant key outcomes from this meeting were as follows:

- **Land use:** The Shop, Recreation Centre and Restaurant land uses were identified as 'permitted' uses on the subject site by virtue of the Butler District Centre Activity Centre Structure Plan. The City raised no objections to the suitability of these uses on the subject site.
- **Planning process:** The City will advertise this application to the surrounding landowners. If objections are received raising valid planning issues, the application must be presented to Council for determination.
- **Planning Framework:** The City recommends the development application give regard to Amendment 165 (review of Mixed Use zone), noting the 'Planning Requirements for Precinct B' under ASP87 state "Notwithstanding the provisions of Table 3, development requirements not specified within Table 3 are to be consistent with the provisions of the Mixed Use zone under the Scheme".
- **Retail floorspace:** The City will confirm how much retail floorspace has been exhausted for ASP87, noting the 22,500m² restriction for Precincts A to E of ASP87. Notwithstanding, the proposed development would only result in approximately 290m² of retail floorspace which is minor.
- **On-street parking bays:** In reference to section 3.7 of ASP87 for Precinct B (carparking and vehicular access), the City will review the possibility of on-street parking being provided along Butler Boulevard

(noting the existence of a bus stop) and confirm whether this will be a requirement to achieve parking dispensations.

- **Servicing and waste collection:** The City will liaise with its waste management team to confirm the extent of waste management information would be required to support the DA. It is the applicant's position that an appropriate level of information is for the DA to include:
 - Frequency of collections.
 - Size of collection vehicles (with swept path plans provided within traffic report).
 - Size of bin store.

A full waste management plan can be provided at detailed design stage in accordance with a condition of planning approval.

- **Bin stores:** The City recommended reviewing the bin store adjacent to Lampeter Road, due to potential interface issues with adjoining property. The City recommended modifying the main bin store along Camborne Parkway to present as part of the main building. The City recommended bin storage areas are designed in accordance with WD15 Property Design Guidelines.
- **Urban design / built form outcomes:** The City noted that its Design Review Panel process was soon to commence.
- **Traffic:** A traffic report meeting the requirements of the WAPC Transport Assessment Guidelines will be submitted in support of the DA.
- **Acoustic:** The City has requested an acoustic report be prepared due to the development's proximity to residents further south.

1.2.2 Design Review Panel

Planning Solutions and Hindley & Associates attended the City's Design Review Panel (DRP) meeting on 24 October 2019. The DRP identified a number of strengths of the proposal and also a number of weaknesses. Suggestions were made by the DRP as to how the proposal could address these weaknesses to enhance the quality of the development. These recommendations and the response from the proponent in light of this feedback are provided in **Table 1** below.

Table 1 – DRP recommendations and proponent's response

DRP Recommendations	Proponent's response
<i>Redesign the landmark corner element to reduce the bulk of the architectural feature;</i>	The scale of the landmark corner element is the same as those developments in proximity to the site e.g. the Dan Murphy's liquor store and Aldi supermarket north of Butler Boulevard. Both of these existing developments are single storey buildings, with a raised box feature on top of an awning, at the corner of the Butler Boulevard / Camborne Parkway intersection.
<i>Reduce the total amount of car parking provided to improve amenity into the car park and provide more landscaping and shade.</i>	The proposed landscaping is compliant with the landscaping requirements of the City's District Planning Scheme No.2, being a minimum provision of 8% of the site as landscaping. The conceptual landscaping plan includes planting along the southern boundary to soften the visual effect of the car park to the residential properties to the south. Eleven shade trees are provided within the development, to offer shade to parked cars and to further soften the visual effect of the car park. The tree provided within the alfresco area results in an attractive area to sit, eat or drink.
<i>Removal of entries at the rear of the building to improve activation of Butler Boulevard.</i>	The provision of entries to the rear of the building will not inhibit the activation of butler boulevard. It makes sense to have entries to the rear for those arriving by car, while the front entries will cater for patrons walking to the development from the north, west or east.

The proponent has considered the feedback received and recommendations made by the DRP, and has made a conscientious effort to implement the recommendations where appropriate and possible.

2 Site details

2.1 Land description

The land subject of this application is legally described as “*Lot 3030 on Deposited Plan 400719*”, being the whole of the land contained within Certificate of Title Volume 2839 and Folio 930. The property has a total lot area of 3,033m² and is held under ownership of AJ Holdings Aus Pty Ltd.

The following encumbrances are listed on the Certificate of Title:

- Memorial I718300 –The Memorial relates to the subject site being previously used as an artillery range, with the potential for unexploded ordnances to exist greater than 1m below the surface. The Memorial does not impact the proposed development.

Refer to **Appendix 1** for a copy of the Certificate of Title and Deposited Plan applicable to the subject site.

2.2 Location

2.2.1 Regional context

The subject site is within the Butler District Centre, which forms part of the wider Butler locality. The subject site is located approximately 38km north-west of the Perth city centre, 12km north-west of the Joondalup city centre, and 6km north of the Clarkson secondary centre. The subject site is in the municipality of the City of Wanneroo.

The subject site fronts Butler Boulevard, a local access road which intersects with Marmion Avenue further west, connecting the subject site to the wider metropolitan region. Butler Boulevard also provides access to the Mitchell Freeway further to the east, which also connects to the wider metropolitan region.

In terms of public transport, the subject site is approximately 300m south-west of the Butler train station, which provides a public transport link to the wider metropolitan region via the Joondalup line.

The subject site also has access to the 480, 482, 483, 490 and 491 bus routes, which provide a public transport link to the Butler train station and also run through the Butler locality.

2.2.2 Local context, land use and topography

The subject site is located centrally within the Butler District Centre and is located at the south-eastern corner of the Butler Boulevard / Camborne Parkway roundabout intersection.

The site is currently vacant and undeveloped, comprising a unique and irregular shape matching the alignment of adjoining roads and residential lots. The subject site is bounded by:

- Butler Boulevard to the north.
- Lampeter Road to the east.
- Camborne Parkway to the west.
- Calne Lane to the south west.
- Residential dwellings to the south east.

An existing pedestrian footpath runs along each of the above road frontages, except for Calne Lane.

The subject site adjoins or is immediately opposite the following uses / activities:

- Residential dwellings to the south at the opposite side of Calne Lane and adjacent to the subject site.
- Vacant land to the west, at the opposite side of Camborne Parkway.
- The Butler District Centre is located to the north, north west and north east, at the opposite side of Butler Boulevard. The development comprises various commercial land uses including an Aldi supermarket, Dan Murphy's liquor store, Woolworths supermarket, KFC fast food outlet and Coles Express service station.
- A 'Little Buckets Butler' child care centre development to the east, at the opposite side of Lampeter Road.

The subject site fronts the intersection of Butler Boulevard and Camborne Parkway. Both roads are local access roads which provide access to the locality and surrounding road networks. Both roads are constructed to single carriageway standard with a landscaped central median strip.

In terms of topography, the subject site slopes gently upwards from the south-west (levels of 42.20 AHD) to the north-east corner (43.70 AHD), with a level difference of approximately 1.5m.

Refer to **Figure 1**, aerial photograph, depicting the subject site and surrounds.



LEGEND
 - - - - - Subject Site

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SCALE 1:2,000 @ A4
 DATE 19 February 2019
 FILE 01 190219 5861 Aerial Photograph.dwg
 REVISION 1/DR/First Draft/19.02.2019



Scale Bar (m)
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AERIAL PHOTOGRAPH

LOT 3030 (31) LAMPETER ROAD,
 BUTLER, WA

FIGURE
01

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3 Proposed development

The proposal involves the use and development of the subject site with a single-storey building, catering for a range of commercial uses and forming a convenient mixed-use development on a prominent corner site. In response to the site's prominent corner location, the development provides parapet heights of a two-storey scale, with increased heights at the corner elements. The proposed uses collectively comprise an integrated local centre, consisting of retail, food and recreation, which will provide a range of services to the local community. The proposed development plans are provided at **Appendix 2** for reference.

3.1 Development overview

The proposed mixed use building fronting Butler Boulevard and Camborne Parkway comprises the following built form features:

- Nine tenancies in a single storey building, totalling 1,000m² of floorspace, including:
 - Two restaurant / shop tenancies, comprising a total floorspace of 290m².
 - Two restaurant tenancies, comprising a total floorspace of 225m².
 - Two restaurant / café tenancies comprising a total floorspace of 185m².
 - One gym tenancy, comprising a total floor space of 100m².
 - Two shop tenancies, comprising a total floorspace of 200m².
- One architecturally treated bin store to the rear of Tenancy 1, adjacent to the south western aspect of the car park. The loading area associated with the bin store is suitably designed to accommodate 8.8m service vehicles for deliveries and waste collection.
- Proposed 6.6m wide full movement crossovers to Calne Lane and Lampeter Road, which provide access to the development's car parking area. A two-way internal accessway connects to both of the proposed crossovers.
- A total of 55 onsite parking spaces are provided within the site's car parking area, including two accessible spaces. 4 on-street bays are also proposed on Butler Boulevard. The internal car park is largely screened from view from the north by the mixed-use building and from the south by landscaping.
- Substantial soft landscaping areas of approximately 245m², equating to 8% of the total site area. Screen landscaping, including ten shade trees, are provided along the carparks Calne Lane frontage to maintain a high level of visual amenity. A conceptual landscaping plan is included within the development plan package, provided in **Appendix 2**.
- Each tenancy also gains access from a separate entrance to the internal car parking area, to maximise accessibility and allow for the unhindered access of deliveries and any waste disposal.
- A low-level limestone retaining wall (0.8m high) adjacent to the southern boundary.

The centre is proposed to trade during typical hours provided for under the *Retail Trading Hours Act 1987* and/or in accordance with other specialist permits required (e.g. Liquor Licenses). The gym tenancy is proposed to operate 24 hours per day.

Refer to **Appendix 2** for a copy of the development plans.

3.2 Built form and urban design

The development comprises a recognisable, iconic building, which is designed to a high standard to enhance the visual amenity of the Butler Boulevard / Camborne Parkway intersection. The most prominent built form features are provided at the site's interface with the Butler Boulevard / Camborne Parkway intersection, in response to its identification as a "landmark" corner by the Butler District Centre Activity Centre Structure Plan No.87 (**ASP87**).

The corners are comprised of a number of architectural features including an enlarged corner element approximately 9.9m in height with cladded-style materials, glazing, accentuated height and large awnings. This is consistent with ASP87.

In summary, the building comprises a range of architectural features and 'main street' principles, including:

- A nil building setback to Butler Boulevard and Camborne Parkway, with varying building form, roof heights and articulation along the facades contributing to an attractive and uniquely designed local centre.
- A two-storey equivalent feature element at the site's frontage to the Butler Boulevard / Camborne Parkway intersection, providing a distinct and recognisable landmark feature for vehicles travelling through the intersection to identify the local centre and available services.
- The provision of active uses, comprising shop, restaurant, gym and café tenancies. Transparent glazing for all tenancies facing Butler Boulevard and Camborne Way provides for high levels of interaction with the public realm.
- Alfresco areas provided between Tenancy 4 and 5 and to the east of Tenancy 9, which enhances the development's relationship with Butler Boulevard and provides further activation and opportunities for social interaction.
- The building innovatively integrates with the existing footpath along the site's Butler Boulevard frontage, providing tenancies with a high level of pedestrian connectivity. Awnings along all building frontages provides pedestrian shelter.
- The combination of glazing with aluminium framing, CFC sheeting, metal capping with Colorbond finishes, textured paint finishes, Stria Cladding and feature concrete finishes along the frontages of the buildings.

3.3 Access, parking and traffic management

The proposed mixed-use development has been subject to a detailed traffic analysis, in the form of a Transport Impact Statement (TIS) conducted by Transcore – refer to **Appendix 3**. The TIS demonstrates there will be minimal impacts on the surrounding road network arising from the proposal, and that the proposed access arrangements are satisfactory from a traffic engineering point of view.

A summary of the report's conclusions are as follows:

- The proposed on-site parking provisions will sufficiently cater for the overall development, due to:
 - The subject site's proximity to bus and train services.
 - Excellent availability to cycling paths surrounding the site and the locality.
 - Significant pedestrian accessibility due to the existence of an interconnected pedestrian footpath network in the locality.
- The traffic generation of the proposed development is relatively low and as such would not have any significant impact on the surrounding road network.
- The proposed parking spaces meet relevant requirements of Australian Standards and are appropriate in the context of the locality.
- The proposed crossovers will suitably cater for the proposed development, and internal circulation is safe and effective.

Refer to **Appendix 3** for the Traffic Impact Statement prepared by Transcore.

3.4 Noise management

The assessment considers the noise impacts / sources associated with the mechanical plant, goods deliveries, and car park use. The noise emissions from these items were assessed against the prescribed standards of the *Environmental Protection (Noise) Regulations 1997* by way of noise modelling.

The assessment demonstrates the proposal will comply with the *Environmental Protection (Noise) Regulations 1997* during the respective periods, subject to:

- A 3dB reduction is required to rooftop mechanical plant on Tenancy 1. This can be achieved through screening, with plant to be confirmed at detailed design stage.
- Ensuring plant is kept as far away from sensitive receivers and screened where possible.
- Car door noise can be managed by restricting parking along the southern portion of the site by staff and gym patrons prior to 7am and after 10pm.

Refer to **Appendix 4** for a copy of the Environmental Noise Assessment.

3.5 Landscaping

The proposed development provides 245m² (8% of the site area) as attractive soft landscaping areas.

Agonis flexuosa 'Nana' is provided adjacently south of the car park and the bin store. This native shrub is of a low growing nature ensure low level screening that preserves sightlines for vehicles accessing, egressing and manoeuvring within the car parking area.

Ten 30L *Calistemon* 'Kings Park Special' trees are proposed along the southern lot boundary, providing shade for parking bays in the southern aspect of the car park and acting as a form of screening to the south. One tree is also provided in the Alfresco area between Tenancies 4 and 5, enhancing the amenity of the area through the provision of shade and greening.

Other predominantly native flora species such as Star Jasmine, Junipers *Conferta*, *Lonandra Lime Tuff* and *Kalbarri Carpet* are provided in the alfresco area and within the south western landscaping area. Star Jasmine is highly fragrant when in bloom, further contributing to the amenity of the site.

3.6 Waste management

A 28m², 3.2m high screened bin storage area is located in the south western portion of the site, adjacent to Tenancy 1. The bin store is fully enclosed, externally treated and deliberately internalised to maintain a high level of visual amenity. The bin store is constructed of a CFC sheeting with selected paint finish, with a tapered roof over the top. Substantial landscaping is incorporated to the south of the bin store, sleeving the bin store from the residential properties south of Calne Lane.

Waste collection will occur outside of the peak hours of operation to avoid any potential conflict with vehicles in the car park. A waste management plan can be provided as an appropriately worded condition of development approval, if required.

4 Statutory Planning Framework

4.1 Metropolitan Region Scheme

The subject site and adjoining roads are zoned Urban under the provisions of the Metropolitan Region Scheme (MRS). The proposed development is entirely consistent with the intent of the MRS.

4.2 State Planning Policies

4.2.1 State Planning Policy 7.0 - Design of the Built Environment

State Planning Policy 7.0 – Design of the Built Environment (SPP7.0) addresses the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7 establishes a set of ten (10) 'Design Principles', providing a consistent framework to guide the design, review and decision-making process for planning proposals. An assessment of the proposed development against the 10 Design Principles of SPP7.0 is provided in **Table 2** below.

Table 2: SPP7.0 Design Principles Statement

SPP7 DESIGN PRINCIPLE	DESIGN RESPONSE
<p>1. Context and character <i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i></p>	<ul style="list-style-type: none"> • The subject site is 3,033m² in size, is generally rectangular in shape, is generally flat with a minor grade change across the site, and adjoins a landscaped verge with established footpaths along its Butler Boulevard, Camborne Parkway and Lampeter Road frontages. • The subject site is located at the south-eastern side of the Butler Boulevard / Camborne Parkway intersection, and adjoins a roundabout. • The site is immediately opposite the following existing development: <ul style="list-style-type: none"> - North – a Dan Murphy's liquor store and associated car park. - Northeast – large car park and vacant land. - East – relatively recently established child care centre. - South – residential dwellings. - West – a vacant development site. - Northwest – an Aldi supermarket and associated car park. • Sites fronting Butler Boulevard are generally commercial in nature with associated built form characteristics. • Scale of development immediately opposite the site is generally single storey (but of an enlarged commercial built form scale), with higher walls and enlarged features at corners for a landmark effect. • Materiality and finish of adjacent buildings presents a common theme of glazing, CFC sheeting/panels, articulated/treated tilt-up concrete panels, and other commercial style materials. It is noted that modest/quiet

SPP7 DESIGN PRINCIPLE	DESIGN RESPONSE
	<p>colour schemes are utilised for buildings directly opposite the site.</p> <ul style="list-style-type: none"> The condition of verges along frontage roads is generally good, with existing vegetation and native planting.
<p>2. Landscape quality <i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>	<ul style="list-style-type: none"> 245m² of soft landscaping area provided, which represents 8% of overall site area. A total of 11 trees would be planted throughout the site, being the native Calistemon or “Kings Park Special” species. Existing verges and treatments along all frontage roads are either maintained or enhanced. Native species which are resilient and waterwise, consistent with typical types of planting found in the north-western corridor are provided. Selected species include Agonis Flexuosa, Star Jasmine, Junipers Conferta, Lomandra Lime Tuff, and Eremophila Kalbarri Carpet.
<p>3. Built form and scale <i>Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p>	<ul style="list-style-type: none"> Built form located along the northern and western aspects of the site and car parking at the rear, to effectively sleeve views of the car park from Butler Boulevard and Camborne Parkway. Parapet heights generally 6.3m, with the corner elements increasing to 9.9m for a landmark effect and in response to similar design features provided on development opposite the site. The most prominent built form features are provided at the site’s interface with the Butler Boulevard / Camborne Parkway intersection, in response to its identification as a “landmark” corner by the Butler District Centre Activity Centre Structure Plan (ASP87). Landmark features are comprised of a number of architectural features including an enlarged corner element approximately 9.9m in height with cladded-style materials, glazing, accentuated height and large awning. This is consistent with ASP87. Activation at ground level maximised through floor levels at entrances, awning, interactive alfresco areas, and shop tenancies to promote foot traffic. The development provides nine tenancies predominantly comprised of shop, restaurant/café and a single health club tenancy. All tenancies have dual frontage access, both from the Butler Boulevard side and the car park side to promote pedestrian use as well as vehicle accessibility. Awnings are provided along all frontages to maximise pedestrian shelter and comfort. A walk-through arcade with alfresco areas is provided between T3 and T4, which also contains a landscaped feature. Transparent glazing provided along Butler Boulevard frontage in accordance with ASP87. Colour scheme comprised of modest, quiet colour tones in a manner consistent with the buildings immediately opposite the site.

SPP7 DESIGN PRINCIPLE	DESIGN RESPONSE
	<ul style="list-style-type: none"> • Potentially unsightly components such as bin store deliberately internalised and located away from main frontage roads. • Landscaped buffer between car park and southern adjoining properties.
<p>4. Functionality and build quality <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle.</i></p>	<ul style="list-style-type: none"> • High quality, original materials used to maximise life cycle of building and allow recyclability. • Tenancies set up simplistically and with independent services to allow flexibility in use in the future. • Car park provides two independent access points to allow free-flowing vehicle access.
<p>5. Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>	<ul style="list-style-type: none"> • The north facing nature of tenancies and use of transparent glazing allows sunlight penetration throughout the day. • Low-water use technologies can be incorporated into toilets and other water fixtures. • Suitable insulation and contemporary thermal technologies will reduce reliance on air conditioning to minimise energy use. • Proponent open to considering other sustainable development practices (ie solar panels etc).
<p>6. Amenity <i>Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.</i></p>	<ul style="list-style-type: none"> • The arcade area will provide comfortable alfresco seating for restaurant/café patrons, offering a high level of amenity. The arcade area is suitably located to take advantage of the wind-break opportunities offered by the western side of the building, with the tree to provide shading. • Transparent glazing offers an outlook to the street for occupants of the tenancies. • Awnings along building frontages, including an especially large awning at the north-western corner of the facility, will ensure effective shade and protection from the sun and from rain. • The location of the building at the northernmost parts of the site suitably prevents any overshadowing impacts to residences located to the south.
<p>7. Legibility <i>Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.</i></p>	<ul style="list-style-type: none"> • The building contains integrated signage at all street frontages which increases identification and legibility. • Cladded style materials are used at the entrance to the arcade, to intuitively direct and guide pedestrians. • The corner elements are especially prominent and allow the building to be identified from far away, also meeting the “landmark” requirements under the structure plan. • All tenancies are connected to the adjoining pavement/footpath network.

SPP7 DESIGN PRINCIPLE	DESIGN RESPONSE
<p>8. Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</p>	<ul style="list-style-type: none"> • All tenancies will be constructed in accordance with relevant BCA requirements and be operated in accordance with relevant industry standards. • The car park is of a suitable size and configuration, and is compliant with relevant Australian Standards to ensure safe and proper interaction between pedestrians and vehicles. • Passive surveillance is provided to all street frontages. • The development provides no 'dead spaces' or areas where occupants may be trapped or cornered.
<p>9. Community Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.</p>	<ul style="list-style-type: none"> • The cafés and the arcade area with alfresco dining provides opportunities for meeting and social interaction for members of the community. • The development maximises its relationship with the public realm with a strong footpath connection, inviting passers-by at ground level.
<p>10. Aesthetics Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</p>	<ul style="list-style-type: none"> • The manner by which the finishes are provided to building facades offers visual relief and contributes positively to the streetscapes. • The use of varied materials and architectural design treatments provides a visually satisfactory built form. • Landscaping of various shrubs, groundcovers and trees are provided to enhance the development's presentation to the street. • The bin store is internalised and suitably located away from the main frontage roads to ensure it does not detract from the value of the locality.

The proposed development suitably responds to the SPP7 design principles, and warrants approval accordingly.

4.3 City of Wanneroo District Planning Scheme No.2

The City's District Planning Scheme No. 2 (**DPS2**) applies to the subject site. DPS2 is supplemented by the Deemed Provisions contained in Schedule 2 of the *Planning and Development (Local Planning Schemes Regulations) 2015*.

4.3.1 Zoning

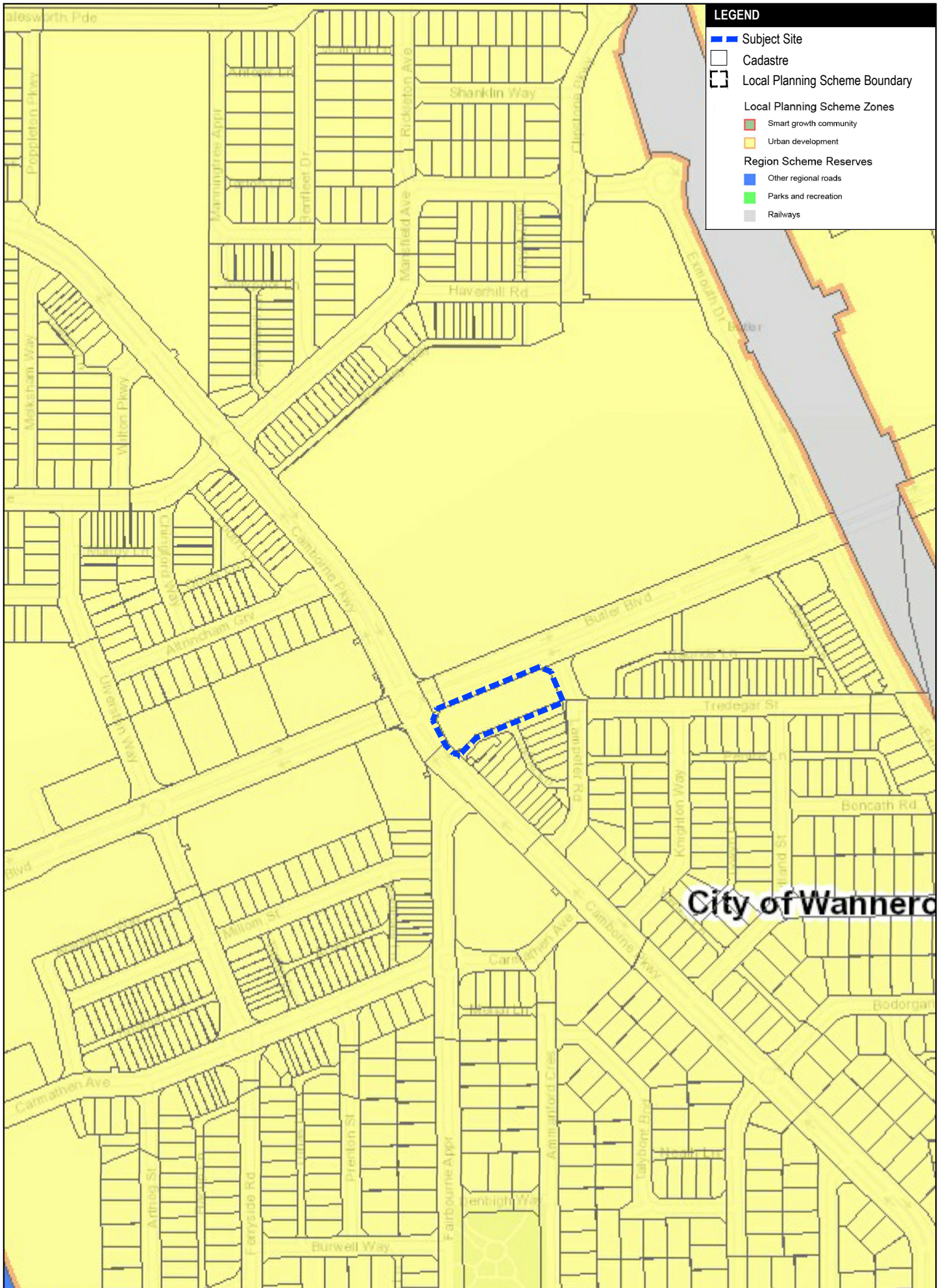
The subject site is zoned Urban Development under DPS2. Refer to **Figure 2 – Zoning Map**. In accordance with Clause 3.14 of DPS2, land within the Urban Development zone is subject to a Structure Plan, which guides land use permissibility and development.

The zoning table of DPS2 does not prescribe land use permissibility in the Urban Development zone. Clause 3.14.4 of DPS2 states:

The permissibility of uses in the Urban Development Zone subject to Clause 27 of the deemed provisions shall be determined with regard to the provisions of the relevant Structure Plan.

In accordance with Clauses 3.14.2 and 3.14.4 of DPS2, ASP87 applies to the subject site.

Land use permissibility is to be in accordance with the Precinct B Land Use Permissibility Table as contained within ASP87. Whilst an assessment against ASP87 is provided later in this report, we note the subject site is designated as 'Precinct B' and is identified for commercial uses under ASP87.



4.3.2 Development requirements for non-residential development

DPS2 sets out various development standards applicable to commercial development within the scheme area. An assessment against the relevant requirements is provided in **Table 3** below.

Table 3: Assessment against the relevant scheme requirements of DPS2.

Requirements	Assessment / Comments	Compliance
4.7 Setbacks for Non Rural and Non Residential Developments		
<p><i>4.7.1 Subject to the provisions of Part 3 or as otherwise provided in this clause, non rural and non residential buildings shall be set back as follows:</i></p> <p>(a) <i>street boundary – 6 metres;</i></p> <p>(b) <i>side and rear boundaries – Nil.</i></p>	<p>The proposed mixed-use building provides the following setbacks:</p> <ul style="list-style-type: none"> - Butler Boulevard (street): Nil. - Camborne Parkway (street): Nil. - Lampeter Road (street): 3m. - Calne Lane (street): 5.4m 	Discretion
<p>Justification</p> <p>The proposed setback variations are appropriate and warrant the application of discretion for the following reasons:</p> <ul style="list-style-type: none"> • ASP87 permits a minimum nil setback and a maximum setback of 3m for buildings fronting Butler Boulevard / Camborne Parkway. • The proposed mixed-use building is designed to a high architectural standard and presents well to the four street frontages. • The proposed nil setbacks to Butler Boulevard and Camborne Parkway are reflective of main street design principles, which result in an interactive and highly immersive built form outcome. • The proposed nil setbacks allow the proposed development to have presence/prominence to the intersection of Butler Boulevard and Camborne Parkway, ensuring the development is a recognisable component of the Butler District Centre. • The proposed building footprint and its setbacks integrate with the existing footpath network adjoining the site, contributing to the development’s connectivity with the surrounding locality. • The proposed setbacks enhance opportunities for community interaction at the ground floor tenancies, which are inherently active uses. • The nil setback of the mixed-use building to Butler Boulevard and Camborne Parkway allows the site’s internal car parking area to be screened from view of the main street frontages. • The setbacks provide separation between the residential properties south of Calne Lane and adjacent to the subject site. • The variation to clause 4.7.1 is permitted under clause 4.2.1 of DPS2. In this respect, given the variation is consistent with ASP87, it does not affect any owners or occupiers and therefore does not require consultation under clause 4.2.2. 		
<p><i>4.7.2 Where a lot has a boundary with two or more streets, the local government shall determine which of these streets may be considered secondary street boundaries. Setbacks to secondary street boundaries may be reduced by local government to 3 metres.</i></p>	<p>As outlined above, the proposed orientation, layout and setback of the proposed buildings is appropriate and warrants approval due to the provisions of the structure plan and the main street nature of the development.</p>	✓
<p><i>4.7.3 Where a non residential development is proposed to be located on a lot having a common boundary with a Residential Zoned lot, the side and rear setbacks shall not be less than:</i></p> <p>(a) <i>3 metres for buildings of one storey; or</i></p> <p>(b) <i>6 metres for buildings of two or more storeys.</i></p>	<p>The lots adjacent to and surrounding the subject site are all zoned Urban Development. The proposed mixed-use building is located 21m from the residential properties abutting the southern boundary and is therefore compliant.</p>	✓

Requirements	Assessment / Comments	Compliance
4.7.4 <i>That portion of a lot within 3 metres of the street alignment shall only be permitted to be used for a means of access and landscaping.</i>	The southern portion of the subject site is located within 3m of the street alignment. This aspect includes high-quality landscaping and car parking bays.	✓
4.7.5 <i>That portion of a lot between 3 metres of the street alignment and the building setback line shall only be permitted to be used for:</i> (a) <i>a means of access;</i> (b) <i>the loading and unloading of vehicles;</i> (c) <i>landscaping;</i> (d) <i>a trade display;</i> (e) <i>the daily parking of vehicles used by employees and customers of the development.</i>	Front setback areas of buildings are generally used in accordance with Clause 4.7.5 for means of access, landscaping and parking of vehicles. As the building provides a nil setback to Butler Boulevard and Camborne Parkway, the area between the building and the street alignment is used for landscaping and pedestrian access.	✓
4.8 Building Facades for Non-Rural and Non Residential Developments		
4.8.1 <i>The façade or facades of all non rural and non residential development shall be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which in the opinion of local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by local government they shall have a factory applied paint finish.</i>	The development comprises a recognisable and iconic building which is designed to a high standard and enhances the visual amenity of the Butler Boulevard / Camborne Parkway intersection. The buildings comprise a range of architectural features, including: <ul style="list-style-type: none"> • The combination of glazing with aluminium framing, CFC sheeting, metal capping with Colorbond finishes, textured paint finishes, Stria Cladding and feature concrete finishes along the frontages of the buildings. • Varying building form, roof heights and articulation along facades contribute to an attractive and uniquely designed local centre. • Two storey feature elements at the site's frontage to the Butler Boulevard / Camborne Parkway intersection and the Butler Boulevard / Lampeter Road intersection, providing a distinct and recognisable landmark feature for vehicles travelling through the intersections to identify the local centre and available services. 	✓
4.8.2 <i>The facade or facades of all non rural and non residential development shall have incorporated in their design, integrated panels for the purpose of signage placement.</i>	As demonstrated on the elevations, signage panels are integrated within the building façades. The proposed development also includes Veranda signs for necessary tenancy identification, integrated into the awning and extending over the pedestrian footpath. These Veranda signs are necessary, as there is expected to be a high level of pedestrian activity along the tenancy frontages to Butler Boulevard and Camborne Parkway.	✓ ✓
4.12 Service Areas and Access		
<i>Provision shall be made for service access to the rear of all taverns, hotels, motels, shops, showrooms, restaurants, takeaway food outlets, drive through takeaway food outlets and other commercial uses as required by the local government for the purpose of loading and unloading goods unless considered by the local</i>	A dedicated bin store and associated loading/servicing bay is provided within the internal car park area at the south west aspect (rear) of the subject site. The bin store is within an appropriately treated structure which maintains the visual amenity of the area.	✓

Requirements	Assessment / Comments	Compliance
government to be undesirable in a particular instance.		
4.13 Storage and Rubbish Accumulation		
<i>All storage, including the storage of accumulated rubbish, shall be confined to within a building, or a suitably enclosed area screened from its immediate surrounds and any adjacent public street or road by normal viewing by a wall not less than 1.8 metres in height constructed of brick, masonry or other approved material. All storage of accumulated rubbish shall be located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.</i>	<p>The mixed-use development's bin store is fully enclosed within a 3.2m high enclosure and externally treated to maintain a high level of visual amenity. Substantial landscaping is incorporated to the south of the bin store, sleeving the bin store from the residential properties south of Calne Lane. The bin store is constructed of a CFC sheeting with selected paint finish, with a tapered roof over the top.</p> <p>A loading bay is adjacent to the bin store which is suitable for the movements of 8.8m service vehicles.</p>	✓
4.14 Car Parking Standards		
<u>4.14.1</u> <i>The number of on-site car parking bays to be provided for specified development shall be in accordance with Table 2. Where development is not specified in Table 2 the local government shall determine the parking standard. The local government may also determine that a general car parking standard shall apply irrespective of the development proposed in cases where it considers this to be appropriate. [emphasis added].</i>	Under ASP87, a general parking standard for all uses is provided at a flat rate of 1 bay / 25m ² NLA. An assessment of the proposed uses against the carparking requirements of ASP87 is provided in Table 7 of section 4.6.2 below.	✓
4.16 Bicycle Parking and End of Trip Facilities		
Local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial developments and other employment centres in accordance with Austroads' Guide to Engineering Practice Part 14: Bicycles.	A number of bicycle parking spaces can be provided as a condition of development approval if required.	✓
4.17 Landscaping Requirements for Non Rural and Non Residential Development		
<u>4.17.1</u> <i>A minimum of 8% of the area of a development site shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. In addition the road verge adjacent to the lot shall be landscaped and maintained to the satisfaction of the local government.</i>	The proposed development provides 245m ² of soft landscaping, which equates to 8% of the overall site and exceeds the City's requirements. Further, the proposed development provides 11 shade trees to enhance the amenity of the site.	✓
<u>4.17.2</u> <i>When a proposed development includes a car parking area abutting a street, an area no less than 3 metres wide within the lot along all street alignments shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. This landscaped area shall be included in the minimum 8% of the area of the total development site referred to in the previous subclause.</i>	<p>A portion of the internal car park fronts Calne Lane. The 23m long landscaping strip to the east of the Calne Lane crossover is 1.5m wide in lieu of the required 3m.</p> <p>The proposed development provides a total landscaping area that exceeds the City's requirement. The southern landscaping strip provides quality native landscaping, including ten trees. Discretion is therefore warranted for the 1.5m variation.</p> <p>A conceptual landscaping plan is provided in Appendix 2.</p>	Discretion
<u>4.17.3</u> <i>Landscaping shall be carried out and maintained on all those areas of a development</i>		

Requirements	Assessment / Comments	Compliance
<p><i>site which are not approved for buildings, accessways, storage purposes or car parking.</i></p> <p>4.17.4 <i>Landscape areas shall be designed and located to improve the visual appeal of the development from the street and other public spaces and the standard of amenity for those using the development. The use of endemic trees and shrubs are encouraged.</i></p>	<p>Landscaping is proposed in accordance with the landscaping plan contained in Appendix 2 and is to be carried out to the satisfaction of the City.</p> <p>Native 'waterwise' plantings and shade trees have been utilised in the landscaping strips on the southern lot boundary facing Calne Lane. The flora species will provide a high level of amenity for those using the development and to the public realm, through the provision of shade and colourful / fragrant plants.</p>	✓
<p>4.17.5 <i>Shade trees shall be planted and maintained in car parking areas designed within the wells at the rate of one tree for every four (4) car parking bays, to the local government's satisfaction.</i></p>	<p>The proposed development provides 55 on-site parking spaces, which according to DPS2 requirements, requires 13.75 shade trees (rounded to 14).</p> <p>The attached landscaping plan provides 12 on-site shade trees adjacent to car parking areas, with a further 2 provided in the central alfresco area.</p> <p>The number of shade trees results in an attractive main street development. The tree species and locations have been conscientiously selected to ensure adequate provision of shade for the car parking area and to enhance the visual and physical amenity of the site.</p> <p>The trees provided adjacent to the car parking bays will provide ample shade to parked cars. The orientation and layout of the development prevents trees from being located adjacent to the northern parking bays, hence the minor variation proposed. The building is expected to provide shade to these bays in the afternoon. Shade trees have been provided all around the development site rather than having trees purely adjacent to car parking bays, as it results in an enhanced all-round outcome for the site. Discretion is therefore warranted.</p>	Discretion
4.18 Screening of Storage Areas		
<p><i>The owner of the land on which there is stored, stacked or allowed to remain any materials which in the local governments opinion detract from the amenity of the area shall completely screen the said materials from adjoining properties and from streets in a manner specified by and to the satisfaction of local government, by means of walls, fences, hedges or shrubs.</i></p>	<p>Storage areas are either internalised or provided within enclosed structures which are visually treated and screened with landscaping. Storage of waste is enclosed within the bin store.</p>	✓

4.3.3 Matters to be Considered

Clause 67 of the Deemed Provisions of DPS2 details the matters to be considered in determining a development application. The matters applicable to the proposal are addressed in **Table 4** below.

Table 4 – Matters to be considered

Matter to be considered	Provided
(a) <i>the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	The aims and provisions of DPS2 are considered and addressed throughout this report.
(b) <i>the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;</i>	Scheme Amendment No. 165 to DPS2 underwent public advertising from February to April 2019. Amendment No. 165 involves changing the objectives of the Mixed Use Zone to align with model provisions set out in the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and changing the permissibility of land uses in the Mixed use Zone. The amendment has no implications for the proposed development.
(c) <i>any approved State planning policy;</i>	Refer to section 4.2 of this report.
(g) <i>any local planning policy for the Scheme area;</i>	Refer to section 4.6 of this report.
(h) <i>any structure plan, activity centre plan or local development plan that relates to the development;</i>	Refer to section 4.4 and 4.5 of this report.
(m) <i>the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	<p>The proposed mixed-use development has been designed sympathetically to integrate with its context which is predominantly comprised of commercial buildings and suburban dwellings. This is achieved through a range of external design features and soft landscaping.</p> <p>A range of expert reporting prepared in support of the development demonstrates its compatibility with development on other land in the locality and adjoining sites, in particular the residential dwellings to the south.</p>
(n) <i>the amenity of the locality including the following –</i> (i) <i>environmental impacts of the development;</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i>	<p><u>Environmental impacts</u></p> <p>The proposed development is not expected to result in any environmental impacts.</p> <p><u>Character of the locality</u></p> <p>The proposed mixed-use building has been designed sympathetically to integrate with its commercial and residential context which is comprised of commercial buildings and suburban dwellings. This is achieved through a range of external design features.</p> <p>With regard to its use, the proposed small-scale commercial development represents an appropriate transition between the residential nature of land to the south of Calne Lane, and the large format commercial nature of development north of Butler Boulevard.</p> <p><u>Social impacts</u></p> <p>There will be no detrimental social impact resulting from the proposed development. Conversely, the proposal will result in the creation of jobs and provide essential commercial</p>

Matter to be considered	Provided
	amenities and services for residents of the locality, which is a positive social impact. The development provides opportunities for patrons to converse and socialise through the provision of active land use that encourage social interaction.
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>	<p>The development provides approximately 245m² of soft landscaping throughout the site, representing 8% of the site. Soft landscaping includes a 1.2m wide strip along the site's southern boundary and a 120m² area in the south west aspect of the site, proving an attractive interface to the residential properties to the south.</p> <p>Shade trees are proposed within the southern landscaping strip, providing shade for parked cars within the development and as additional screening / softening of the car parking area.</p>
(s) <i>the adequacy of —</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	<p>A TIS has been prepared which addresses the suitability of the development from a traffic/access point of view – refer to Appendix 3.</p> <p>The TIS also demonstrates the ability of waste collection vehicles to access the bin store.</p>
(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	A TIS has been prepared demonstrating any additional traffic generation associated with the proposal is minimal and will have negligible impacts on the surrounding road network. Refer to Appendix 3 .
(u) <i>the availability and adequacy for the development of the following —</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	<p>Availability of transport options near the subject site is considered in the TIS prepared for the proposed development – refer to Appendix 3.</p> <p>Deliveries are anticipated to occur outside the peak activities for the commercial tenancies. The 28m² bin store provided at the south west portion of the subject site with an 8.8m rubbish truck able to satisfactory access, egress and circulate within the development site.</p> <p>Two accessible car parking spaces have been provided for the proposed development, located adjacently south of the alfresco area between Tenancies 4 and 5. Further, a footpath (accessible path of travel) is provided along the building's frontages to Camborne Parkway, Lampeter Road and Butler Boulevard and another internally to the rear of the tenancies for safe and easy navigation from the car park.</p>
(v) <i>the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i>	The proposed development will not result in the loss of a community service. Conversely, the proposed development will contribute to the delivery of important community services and amenities.
(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	It is noted the proposed development will provide full-time and part-time employment for residents in the Butler locality. In this respect, there is a positive community outcome resulting from this development.
(y) <i>any submissions received on the application;</i>	Submissions will be considered due course, should the application be advertised.

Having regard to **Table 4** above, it is considered that the proposed development meets the relevant due regards of the Regulations and warrants approval accordingly.

4.4 Butler – Jindalee District Structure Plan

The Butler-Jindalee District Structure Plan (DSP) is a district level structure plan, which provides the broad district level planning framework for future development within the structure plan area. The intent of the DSP is to provide the broad disposition of land use, major roads, rail and other infrastructure.

The DSP identifies the subject site as being within the Brighton District Centre, requiring a more detailed structure plan framework to guide future development. Accordingly, ASP87 applies to the subject site, which is addressed in the following section.

4.5 Butler District Centre Activity Centre Structure Plan

ASP87 was initially endorsed by the WAPC in June 2014, and subsequent amendments endorsed by the WAPC in August 2015 and June 2018.

The Butler District Centre is envisioned to be *an attractive, diverse, high intensity mixed use place for work, recreation and shopping functions, that the community want to visit, stay and enjoy regularly.*

The subject site is located within Precinct B of the of ASP87. Refer to **Figure 3: ASP87 Map**. The overarching objective for Precinct B is set out by Table 3 of ASP87 as follows:

Precinct B may include a mix of office, commercial, consultancy, retail and residential type uses that are centred on Butler Boulevard. Precinct B is based on Main Street principles, while also recognising Butler Boulevard's primary transport function connecting Marmion Avenue and the rail station.

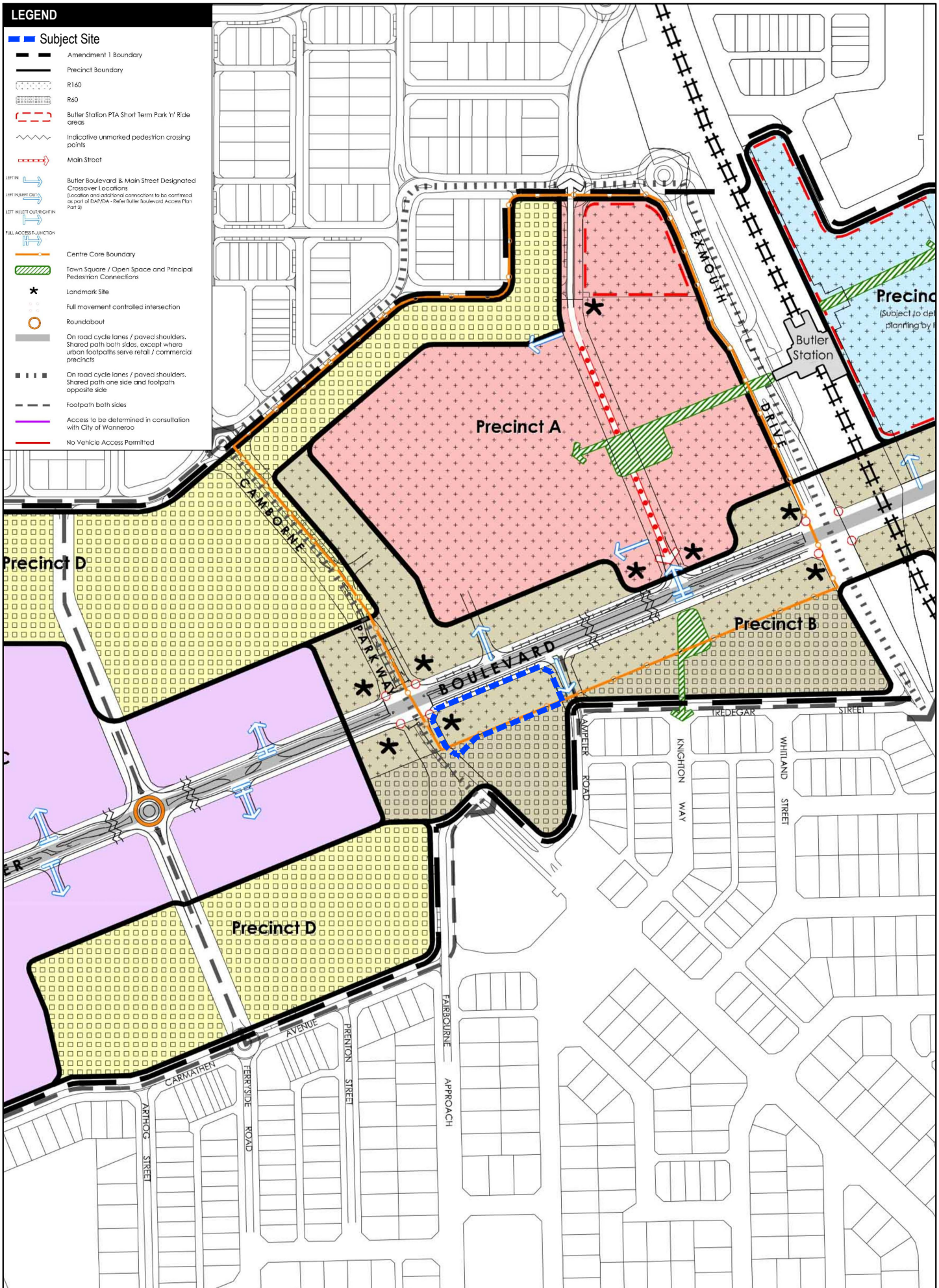
The proposal involves a 'main street' style development of a mixed-use nature, including commercial and retail activities located at the corner of Butler Boulevard and Camborne Parkway. The proposed development and uses are consistent with the intent for Precinct B.

4.5.1 ASP87 land use permissibility

Land use permissibility for Precinct B is provided in the Precinct B Land Use Permissibility Table of ASP87. The proposed development seeks approval for the following land use classes, with an assessment of proposed / anticipated tenancy activities against these land use classifications is provided in **Table 5** below.

Table 5: Land use assessment

Tenancy No.	Description of Activity	DPS2 Land Use Class and Definition	Permissibility within Precinct B of ASP87
Tenancy 6	Tenancy 6 will provide a gym, consistent with the Recreation Centre land use definition.	Recreation Centre: means any premises used for physical exercise or sports including swimming, ice skating, ten pin bowling, cricket, tennis, squash, soccer, billiards and similar activities.	'P' Permitted
Tenancy 1 Tenancy 2 Tenancy 3 Tenancy 4 Tenancy 5 Tenancy 7 Tenancy 8 Tenancy 9	The majority of the tenancies will predominantly cater for on-site food consumption, with seating provided for patrons. Some café tenancies may include the sale of food for consumption off the premises, e.g. a takeaway sandwich or pastry. Tenancies 1,2,7 and 8 may be tenanted by retail businesses operating consistent with the 'Shop' land use definition.	Restaurant: means any premises where the predominant use is the preparation of food for sale and consumption within the building or portion thereof. The expression may include the sale of food for consumption off the premises, where local government is of the opinion that it is incidental to the business. The term may include an outdoor eating area which shall be treated as being within the building of the Restaurant. The expression excludes Drive Through Food Outlets. Shop: means premises where goods are kept exposed or offered for sale by retail. This interpretation excludes restricted premises, but may include a bakery.	'P' Permitted



Recreation Centre, Restaurant and Shop are identified as 'P' uses within Precinct B. The proposed uses are entirely appropriate on the subject site, with the site suitably located and planned to accommodate commercial activities. The proposed development ultimately assists in achieving the wider structure planning objectives for the Butler District Centre.

Having regard to the above, the proposed uses are permitted on the land and warrant approval.

4.5.2 ASP87 development requirements

Section 4 of Table 1 of ASP87 sets out general development standards applicable to all development with the Structure Plan area. **Table 6** below provides an assessment against the general development standards of the ASP87 relevant to the proposal.

Table 6 – Core General Development Standards of ASP87.

Requirement	Provided	Complies
<i>4.1 Vehicular crossovers to lots adjoining Butler Boulevard and the Main Street are to be generally consistent with the designated vehicular crossover locations shown on Plan 1. Additional suitable connections may be considered as part of the DAP where consistent with the principles of the precinct and accompanied by supporting traffic analysis demonstrating its suitability, to the satisfaction of Council.</i>	No specific crossover locations applicable to the subject site are depicted on Plan 1 (ASP87 map). The two proposed crossovers are considered appropriate as they provide for a 'Main Street' design and a prominent street corner development.	✓
<i>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 DAP where consistent with the objectives of the Precinct.</i>	N/A – No town squares or open spaces are proposed as part of this application as none are shown on the ASP87 map that apply to the subject site. An alfresco area is provided as a focal point for the site.	N/A
<i>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.</i>	The proposed development recognises the site's strategic location and identification as a landmark site. Development includes various architectural features such as prominent corner elements, resulting in an aesthetically attractive, functional and recognisable development.	✓
<i>4.4 Service areas are to be predominately screened from public view.</i>	The proposed bin store is appropriately screened from public view from the Butler Boulevard and Camborne Parkway frontages by the landscaping and commercial building.	✓
<i>4.5 The minimum provision of a footpath on both sides of all streets, unless otherwise designated on Plan 1.</i>	N/A – the proposal does not affect any existing footpaths.	✓

As demonstrated by **Table 6** above, the proposed development is consistent with the general development standards set out by ASP87.

Section 3 of Table 3 of ASP87 provides precinct specific development standards. **Table 7** below provides an assessment against the core specific Precinct B development standards.

Table 7 – Precinct B Development Standards

Requirement	Provided	Complies
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 proposed development provides a Nil setback to the Butler Boulevard / Camborne Parkway frontages.	✓
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 existing concrete footpath along the Butler Boulevard / Camborne Parkway frontages will be maintained, with an awning proposed along these frontages as part of the proposed development.	✓
	The awning is intended for pedestrian activity along these frontages and has been designed accordingly. The awning provides a minimum height of 3.7m and a minimum depth of 2.5m.	✓
3.3 The principal pedestrian access to tenancies adjoining Butler Boulevard / Camborne Parkway is to be from Butler Boulevard / Camborne Parkway.	The primary pedestrian access to tenancies of the proposed development is via the Butler Boulevard / Camborne Parkway frontages.	✓
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.	<p><u>West elevation (Camborne Parkway)</u></p> <ul style="list-style-type: none"> • Ground level frontage: Approximately 125m² • Glazing: Approximately 51.4m² (41%). <p><u>North elevation (Butler Boulevard)</u></p> <ul style="list-style-type: none"> • Ground level frontage: Approximately 362m² • Glazing: Approximately 197m² (54%). <p>The proposed ground floor elevations include approximately 48% of glazing at its frontages in lieu of the required 60%. This is due to the columns which visually separate the frontages at each tenancy.</p> <p>This variation is considered entirely acceptable as the development provides a substantial amount of glazing, active uses and high-quality alfresco areas. These all assist in creating an activated development and promoting interaction with Camborne Parkway and Butler Boulevard.</p>	Discretion
3.5 No maximum building height applies in the area coded Residential R160.	N/A – No maximum building height applies.	N/A
3.6 All ground floor dwellings adjoining Butler Boulevard / Camborne Parkway are to be constructed to the following minimum standards:	N/A – No dwellings are proposed.	N/A

Requirement	Provided	Complies
<p>3.6.1 Potential for a separate building entrance (exclusive to dwelling) off street;</p> <p>3.6.2 Minimum floor to floor height of 3.2 m for the ground for all ground floor dwellings; and</p>		
<p>3.6.3 Minimal change in level between ground floor and the adjacent street, or demonstration of how universal access can be achieved.</p>	<p>The site feature survey confirms the levels between the subject site and the adjacent street is minimal, with level differences of 0.05m along the northern boundary. Two accessible car parking bays are provided within the car park, with a ramp to the alfresco area. All tenancies will be built to accommodate universal access.</p>	✓
Carparking & Vehicular Access		
<p>3.7 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:</p>	<p><u>Restaurant / Shop</u> Required: 1 bay per 25m² NLA. Total NLA: 900m². Parking bays required: 36.</p> <p><u>Recreation Centre</u> Required: 1 bay per 4 persons accommodated. Provided the gym can accommodate a maximum of 76 persons at one time (unlikely due to floor area) the parking is compliant.</p> <p>Total parking bays provided: 59 (55 on-site and 4 on-street). Parking complies.</p>	✓
<p>3.7.1 development has an active presentation to the public realm;</p>	<p>The development has been designed in accordance with main street principles, including nil setbacks to Camborne Parkway and Butler Boulevard, alfresco dining and substantial glazing. These all promote activation and present attractively to the public realm.</p>	✓
<p>3.7.2 on street car parking has been provided where possible; and</p>	<p>Four on-street car parking bays are proposed within the Butler Boulevard road reserve.</p>	✓
<p>3.7.3 car parking access and management allows for reciprocal use.</p>	<p>The type of land uses proposed have different peak time for patrons / customers. For example, the majority of patrons of the gym may use the car park between 5am and 9am and after 5pm. Patrons of the restaurant / cafe will use the car park at breakfast time, lunchtime and after 6pm for dinner. Patrons of the shop will typically use the car park between 9am and 5pm. As such, the car parking allows for reciprocal use, with different peak times.</p>	✓
<p>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</p>	<p>The proposed on-site car parking area is appropriately located behind the development,</p>	✓

Requirement	Provided	Complies
<i>predominately sleeved behind buildings fronting Butler Boulevard / Camborne Parkway.</i>	sleeved from Camborne Parkway and Butler Boulevard.	
<i>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.</i>	Four on-street car parking bays are proposed adjacently north of the subject site, within the Butler Boulevard road reserve.	✓
<i>3.10 The carparking variations specified in clause 3.8 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.</i>	The proposed development includes the uses of Recreation Centre, Restaurant and Shop. No on-site car parking is located between the building and Butler Boulevard / Camborne Parkway. The car parking standard for Recreation Centre is in accordance with the DPS2 rate of 1 bay per 4 people accommodated.	✓
<i>3.11 Vehicle access to Butler Boulevard / Camborne Parkway is to be as shown on the Plan 1.</i>	N/A – The ASP87 map does not depict vehicle access of relevance to the subject site.	N/A

As demonstrated in **Table 4** above, the development is entirely consistent with the Precinct B provisions of ASP87 and warrants approval accordingly.

4.6 Local Planning Policies

An assessment of the mixed-use commercial development against the relevant Local Planning Policies is provided below.

4.6.1 Signs Local Planning Policy 4.6

The City's Local Planning Policy 4.6 (**LPP4.6**) sets out the standards and requirements for signage. **Table 8** below provides an assessment against the relevant aspects of LPP4.6.

Table 8: Sign assessment against LPP4.6.

Local Planning Policy requirement	Provided	Complies
Wall signs		
<i>Wall signs shall:</i> • <i>be limited to a maximum of one sign per tenancy, per street frontage;</i>	Tenancy 1 proposes 3 wall signs at the Camborne Parkway frontage. Refer to the 'signage strategies' section below.	Discretion
• <i>not extend laterally beyond either end of the wall or protrude above the top of the wall;</i>	No wall signs protrude beyond the end of the wall or above the top of the wall. They are integrated into the built form of the development.	✓
• <i>not exceed 25% in aggregate area on any one wall to a maximum of 8m²; and</i>	Face areas of wall signs range from 7.95m ² to 11m ² . Refer to the 'signage strategies' section below.	Discretion
• <i>be integrated with the building design.</i>	All wall signs are integrated into the built form of the development and do not extend beyond any wall or protrude outwards from the wall.	✓
Verandah signs		

Local Planning Policy requirement	Provided	Complies
<p><i>Signs on the underside of a verandah shall:</i></p> <ul style="list-style-type: none"> • not exceed 2.4 metres in length; 	The proposed verandah signs are 2.4m long.	✓
<ul style="list-style-type: none"> • not exceed 400mm in height; 	The proposed verandah signs are 0.4m high.	✓
<ul style="list-style-type: none"> • not be located within 1.0 metres of another such sign on the underside of the same verandah; 	No verandah sign is located within 1m of another verandah sign. Verandah signs are located above the tenancy entrances, which provide a separation of greater than 1m between the next tenancy.	✓
<ul style="list-style-type: none"> • be positioned at right angles to the building façade; 	The verandah signs are positioned at right angles to the building façade.	✓
<ul style="list-style-type: none"> • be fixed to provide a clear headway under the sign of not less than 2.75 metres; and 	The verandah signs provide a clearway of 3.5m.	✓
<ul style="list-style-type: none"> • not project beyond the edges of the verandah. 	The verandah signs do not project beyond the edges of the awning.	✓
Signage Strategies		
<p><i>A signage strategy shall be required to be submitted on application for planning approval for all new buildings where multiple tenancies are proposed.</i></p> <p><i>The strategy should explain and demonstrate the need for the extent and design of signs proposed. Having regard to the objectives of the policy and should seek to integrate signage with the building design, particularly through the provision of signage panels within the building facades.</i></p>	<p>The development plans contained in Appendix 2 depict the signage forming the proposal and constitute a signage strategy, as multiple tenancies are proposed.</p> <p>The following signs are proposed:</p> <ul style="list-style-type: none"> - 2x wall sign panels of 4.6m x 1.5m and 1x wall sign panel of 7.0m x 2m along the Camborne Parkway frontage of the mixed use building. - 4x wall sign panels of 5.3m x 1.5m and 4x wall signs panels of 5.3m x 2m along the Butler Boulevard frontage of the mixed use building. - 1x wall sign panel of 2.9m x 2m at the Lampeter Road frontage of the proposed mixed use building, located on the second storey architectural feature element. - 6x wall sign panels of 4.6 x 1.5m located on the southern elevation of the signage blade adjacent to Camborne Parkway. - 2x wall sign panels of 4.0m x 1.5m and 7x wall sign panels of 4.5m x 1.5m along the southern elevation, facing the internal car park. - 9x verandah signs of 2.4m x 0.4m along the Camborne Parkway, Butler Boulevard frontages of the mixed use building, underneath the awning. <p>In summary, the proposed signage strategy is acceptable and warrants approval, noting:</p> <ul style="list-style-type: none"> - There is one modest sized wall signage panel and one verandah sign provided per tenancy along the mixed use building's Butler Boulevard and Camborne Parkway frontages, which allows the appropriate identification of each tenant operating from the building. - The signage within the internal car park is largely one per tenancy, however additional signage is unlikely to detract from the streetscape or result in undue amenity impacts. - The extent of signage is acceptable and consistent with what would be expected at a local centre. 	

Having regard to **Table 8** above, the proposed signage and signage strategy is acceptable and warrants approval.

5 Conclusion

The proposal involves the development of a single-storey mixed-use building on the subject site. The proposed development achieves the purpose and intent of the local planning framework and is consistent with the provisions of DPS2 and ASP87.

Specifically, the proposal has substantial planning merit and warrants approval for the following reasons:

- The proposal involves the development of a mixed-use building offering a range of complementary Shop, Restaurant, Café and Gym uses.
- The proposed development constitutes a well-designed local centre, intended to be a community focal point which integrates with its surrounds.
- The proposed building is designed to a high architectural standard, resulting in an exemplary built form outcome and forming an appropriate design response for the subject site's prominent corner location. The development comprises a recognisable, iconic building.
- The proposed land uses are permitted by the ASP87 and are demonstrated to be appropriate in the context of the District Centre. The uses will enhance community interaction and are intended to strengthen the community fabric of the emerging Butler local community.
- The proposed development will result in a substantial community benefit through the provision of important retail and restaurant uses and an essential recreation use, generating significant local employment opportunities, and enhanced opportunities for community interaction through immersive building design and active ground floor uses.
- The proposed development has benefitted from the expert input of civil, traffic, and acoustic consultants.
- The proposed development includes substantial landscaping provisions which contribute to a naturalistic and attractive development outcome, resulting in no adverse impacts on the surrounding properties or locality.
- A high level of connectivity with the surrounding locality through its integration with existing pedestrian paths, cycling network and public transport.

In summary, the proposed development is entirely consistent with the aims and objectives for the subject site as set out by the applicable planning framework, and warrants approval accordingly.

Having regard to the above, the proposal is consistent with the relevant planning framework and has substantial planning merit. We therefore respectfully request the City of Wanneroo grant approval to the proposal.