

**DEVELOPMENT APPLICATION
FOR RETAIL DEVELOPMENT
(SUPERMARKET, SPECIALTY
RETAIL & LIQUOR STORE)
LOT 408 (19) NEERABUP ROAD,
CLARKSON**

PREPARED FOR
FABCOT PTY LTD
MARCH 2021



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INTRODUCTION

This development application has been prepared by Urbis on behalf of Woolworths (Fabcot Pty Ltd) as part of an application for development approval for the use and development of Lot 408 (No. 19) Neerabup Road, Clarkson. The proposed development comprises a Woolworths supermarket, liquor store, café and specialty retail tenancies.

This report considers the planning context of the proposed development and provides an assessment of the application against the relevant State and local planning framework to demonstrate its compliance and merit. The information contained in this report confirms that the proposed development is an appropriate and consistent outcome that reflects the applicable planning framework, most specifically the City of Wanneroo District Planning Scheme No. 2 and the Clarkson Activity Centre Plan No.2.

The report has been set out in the following manner:

- Site Details & Context
- Proposal
- Pre-lodgement & Design Review
- Planning Assessment
- Key Technical Considerations

Table 1 provides a summary of the proposal.

Table 1 – Summary of Development Site

Property Location:	Lot 408 (no. 19) Neerabup Road, Clarkson
Existing Land Use/s, buildings and structures to be demolished:	Currently vacant former Bunnings Warehouse building to be demolished.
Proposed Land Uses:	<ul style="list-style-type: none">▪ Shop▪ Liquor Store▪ Restaurant (Café)
Total Lot Area:	3.0754 ha
MRS Zoning:	'Urban'
LPS Zoning:	'Centre'
Local Planning Scheme:	City of Wanneroo District Planning Scheme No.2 (DPS 2)
Precinct:	Clarkson Activity Centre Plan No. 2 (CACP 2) - Within CACP 2 the subject site is zoned 'Commercial'.

1. THE SITE & LOCALITY

This section provides an overview of the key background information relating to the subject site including the site's location, lot particulars, context and characteristics.

1.1. REGIONAL & LOCAL CONTEXT

The Subject site is approximately 31km north-west of the Perth CBD and is located with the City of Wanneroo (the City) local government area. The subject site is located within the Clarkson Secondary Activity Centre and located 6km North of the Currambine District Centre and 6.5km south of the Butler District Centre. The subject site is also located 8.5km north of the Joondalup Strategic Metropolitan Centre and 18.5km South of Yanchep Strategic Metropolitan Centre.

The subject site directly abuts Marmion Avenue to the west which provides a connection to Perth's western suburbs and Neerabup Road to the south which provides connection the Michael Freeway and Clarkson Train station (Yanchep line). The site is also positioned close to a range of recreation and community services including but not limited to:

- Anchorage Park
- Catalina Nature Reserve
- Mindarie Marina
- Mindarie primary School
- St Andrews Catholic School
- Somerly Primary school
- North Metropolitan TAFE – Clarkson (1.7km)

Locally, the subject site sits immediately south of the Ocean Keys Shopping Centre containing a wide range of retail offerings including Coles, Kmart, existing Woolworths, JB Hi-Fi, and fast-food. To the east of the site on Key Largo Drive is an area containing bulky good retail including The Good Guys, Supercheap Auto and Bunnings Warehouse. South and west of this site are predominantly residential areas. A context plan illustrating the site in its broader context is provided below at **Figure 1 – Context Plan** and a summary of the surrounding land uses is provided in **Table 2**.

Table 2 – Surrounding Land Uses

Direction	Immediately Adjacent	DPS 2 Zoning
North	Ocean Keys Shopping Centre	'Centre'
	Shells Coles Express	'Centre'
South	Catalina Nature Reserve, Catalina Landscape Park and Catalina Estate	'Urban Development' (public open space)
	Tamala Park residential estate	'Urban Development' (Residential)
East	Bulk goods retail - The Good Guys and Supercheap Auto)	'Centre'
	Bunnings Warehouse, light industrial, residential	'Urban Development'
West	Anchorage Park	'Parks & Recreation'
	Mindarie Keys Shopping Centre (independent grocery, butcher, restaurants/cafes, BWS, pharmacy, Puma service station, child care centre)	'Commercial' and 'Business'
	Residential area of Mindarie	'Residential'

Figure 1 – Context Plan



1.2. SITE LOCATION & LOT PARTICULARS

The subject site is located on the former Mindarie Bunnings Warehouse site, south of the Ocean keys Shopping Centre and within the Clarkson Secondary Activity Centre. The subject site is bound by Neerabup Road to the south, Marmion Avenue to the west, an internal access road to the north (providing connection from Key Largo Drive to with Pensacola Terrace) and Key Largo Drive to the east. The site has a total land area of 3.0754 ha. **Table 3** details the lots involved with Certificates of Title documents provided at **Appendix A**. An aerial photograph is provided at **Figure 2**.

Table 3 – Subject site details

Lot No.	Plan/ Diagram	Volume	Folio	Street Address	Area (sq.m)	Proprietor	Encumbrances / Other
408	P023838	2183	316	19 Neerabup Road, Clarkson	30754	BWP MANAGEMENT LTD	Refer to Certificate of Title

Figure 2 – Aerial Plan



1.3. EXISTING ACCESS ARRANGEMENTS

Neerabup Road located to the south of the subject site and Marmion Avenue located to the west of the subject site are both classified as 'Other Regional Roads'. These roads are under the care and control of the Department of Planning, Lands and Heritage (DPLH) who be a referral agency for this development application.

Access to/from the subject site is currently provided via two crossovers providing customer access – left in/left out only from Neerabup Road and full movement in the north-east of the site. A third crossover is provided from the internal access way in the north-western corner of the site, for deliveries and servicing only.





Access to the subject site from the north is provided via an existing public access easement benefited to the City of Wanneroo and providing access to the public at large for vehicles, cyclists and pedestrians (Refer to a copy of the Certificate of Title, Plan and Easement document at **Appendix A**).

2. PROPOSAL

This application proposes a retail development comprising the following key components:

- A 2,666sq.m (NLA) Woolworths supermarket supported by a 151sq.m fulfilment centre to cater for online order dispatching
- A 599sq.m (NLA) liquor store
- Seven (7) specialty retail tenancies totalling 1,021sq.m supporting the opportunity for a variety of complimentary retail and commercial offerings
- A café of 96sq.m within outdoor alfresco dining central to the entrance of the supermarket.
- 291 car bays including six accessible bays, six parent bays and 7 'click and collect' bays.

This application successfully delivers a redevelopment vision of the site which comprises the following key elements as illustrated in the Architectural Drawings at **Appendix B**:

	<ul style="list-style-type: none"> ▪ A significant re-development of a prominent site within the City of Wanneroo providing an entry statement that is both contemporary and respectful in its scale, built form and materiality for its location. ▪ The re-development of this site will contribute to the activation of both Marmion Avenue and the interface of Neerabup Road revitalisation of the currently vacant former Bunning site fulfilling its role as part of the Clarkson Secondary Centre within which it sits.
	<ul style="list-style-type: none"> ▪ A new and complimentary local retail hub that is easily accessible and offers additional convenience retail and services to the local community in one location. The development replaces existing inactive buildings and vacant land, providing additional activity and life to a previously monotonous site. ▪ The 'marketplace feel' at the core of the design philosophy will be anchored by the supermarket and specialty retail. A café/restaurant tenancy will promote an opportunity for customers to linger and create a community feel further encouraging complimentary retail tenants to the area.
	<ul style="list-style-type: none"> ▪ Landscaping and additional tree canopy along Marmion Avenue and Neerabup Road frontages including deep soil tree planting zones and shrub planting buffers between the proposed building and the streets. ▪ The café tenancy with outdoor alfresco dining will be complimented by raised planters and native creepers to create a place where people want to linger and additional shade / protection from the elements.
	<ul style="list-style-type: none"> ▪ Vehicle access from Neerabup Road and secondary vehicle access via the access easement on the northern boundary. ▪ A managed internalised car parking area with a total of 291 car parking bays, and a dedicated parcel pick-up area.

A breakdown of floor areas and tenancy details is provided at **Table 4**.




Table 4 – Summary of Proposal

Land Use	NLA (sq.m)	Back of House Area (sq.m)	Tenancy No.
Shop:	4,286		Supermarket + 7 specialty
• Supermarket	2,666	891	Woolworths
• Specialty	1021	n/a	Tenancies 1 to 7
• Liquor Store	399	200 (exclusive use)	Liquor Store

Café / Restaurant	96	N/A
TOTAL NLA	4,372sq.m	Excluding BoH for Supermarket and inclusive of liquor store BoH which is exclusive use to the liquor tenancy

Future development sites fronting Neerabup Road and Key Largo Drive will be subject to future development applications subject to pending confirmation of tenants, land use/s and building design.

2.1. PEDESTRIAN, VEHICLE & BICYCLE ACCESS

	<p>External to the site, a pedestrian footpath is proposed to connect the existing footpath network along Neerabup Road into the site via an existing ramp. This provides a convenient connection for pedestrians from both Neerabup Road and Marmion Avenue.</p> <p>To encourage connectivity to the north and foster future links to Ocean Keys Shopping Centre, a pedestrian pathway along the northern edge of the development site will connect pedestrians from the development to the pedestrian path on the access road. This pedestrian path leads around to the northern access road. An additional set of stairs adjacent the future development sites offers an alternative link along this access road and promotes movement toward the corner of Key Largo Drive. Whilst the current interface of the Ocean Keys site is predominantly a service zone, we consider the provision for pedestrian and vehicular access points along this road a critical recognition of the need for promoting a present and opportunities for future links.</p> <p>Siting the Woolworths development to the west of the site allows for the service zone to take advantage of the topography and effectively sink and screen them within the site. This also allows orientation of the store to protect the pedestrian retail users from the strong prevailing south westerly winds. The topography of the site has been a key influence on where appropriate and safe pedestrian links can be provided.</p> <p>Pedestrian ramps are provided to Australian Standards to allow for universal access to the site via key points where it is anticipated greatest volumes of pedestrian access will be required.</p>
	<p>The proposed development retains the existing vehicle access arrangements to/from the subject site via two crossovers providing customer access left in/left out only from Neerabup Road and full movement in the north of the site to Pensacola Terrace. The existing access road crossover on north-eastern end will be relocated approximately 70 metres west of key Largo Drive and will provide far greater separation than the existing access. Further the existing tight bends will be removed to provide safer entry and exit to the development.</p> <p>A third existing crossover is also retained to provide an internal access way from Pensacola Terrace in the north-western corner of the site, for deliveries and servicing to the proposed development. This crossover will also provide a separate alternative access point to the car park for customer vehicles approaching from the west.</p> <p>Accessible parking bays have been included near the main entry. All door openings will be provided to meet access provision for universal access.</p>
	<ul style="list-style-type: none"> ▪ Bicycle racks provided at either end of the development in close proximity to footpaths and desire lines external to the site. End of Trip Facilities have been provided as follows – - 10 bike racks - 10 locks - 2 unisex showers - 1 unisex ambulant toilet - 2 vanity basins.

2.2. LANDSCAPING

The development comprises a total of 2800sq.m (9.1%) of landscaping within the site, inclusive of 2,300sq.m for deep soil planting (7.5% of the site), 57 mature trees along with softscape and planting on the building/structures.

The landscape concept proposes the following key outcomes:

- The landscape philosophy for the project references the existing landscape planting character located along Marmion Avenue and Neerabup Road, as a means of integrating the development within its local context.
- Key features of the landscape include statement trees such as Grass Trees and Coral Trees to designate major vehicular and pedestrian entry points, and to contrast with the proposed predominantly endemic coastal theme.
- The existing verge treatments along both Marmion Avenue and Neerabup Road will be retained, protected and enhanced as part of this development utilising colourful coastal groundcover and shrub species that flourish in this harsh location.
- A proposed breakout space at the cafe tenancy is proposed to be paved with exposed aggregate concrete, planted with shade canopy and incorporates outdoor seating, feature hedge planting and shade trees, that further enhances the overall pedestrian environment.
- The use of native shade trees to carpark such as *Cupaniopsis anacardioides* (Tuckeroos), *Casuarina equisetifolia* (Coastal Sheoak) and *Agonis flexuosa* (WA Peppermints) provides shade and helps soften the overall environment.
- A combination of native screen shrubs and screen trees such as *Agonis flexuosa* (WA Peppermints) and *Eucalyptus gomphocephala* (Tuarts) proposed along the Marmion Avenue boundary helps screen the loading dock area.

Refer to **Appendix C** for the Landscaping Concept Design prepared by Plan E Design Studio.

2.3. SIGNAGE

Signage locations have been included on the Architectural Drawings at **Appendix B**. An assessment against the City's signage policy is provided at **Appendix D**.

3. PRE-LODGE MENT & DESIGN REVIEW

Pre-lodgement consultation with the City of Wanneroo has been undertaken by Woolworths and its consultant team in the lead up to lodging this application. This includes:

- Pre-lodgement meeting with the City of Wanneroo on 21 September 2020
- Presentation to the City’s Design Review Panel (DRP) on 4 February 2021 (via Zoom)

A summary of the DRP feedback and the design response is provided in section 3.1.

3.1. DESIGN REVIEW PANEL FEEDBACK

To inform the design evolution of the proposal, Woolworths, Brown Falconer, Plan E and Urbis, presented to the City’s DRP to inform the design evolution leading up to lodgement of this application. All design principles were evaluated as ‘pending further attention’ (orange), some of which had been addressed however could not be covered during the time limit of the virtual DRP meeting.

The strengths of the proposal identified by the DRP are:

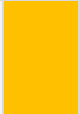

- *Well located site and welcome replacement of the existing building.*
- *Good mix of uses for the community that will only be strengthened when the balance of the site is redeveloped.*
- *The ‘market style’ theme is successful and has been delivered through the use of appropriate design and materials.*





The key issues and recommendations from the DRP are:

- *Better arrival experience and movement though car parks with increased shade trees.*
- *Improved landscape screening.*
- *More effective BOH screening.*
- *Wider pavements to promote more opportunities.*
- *More permeability and activation.*
- *More awnings at the Woolworths entry to create more opportunities for pedestrians and improve the façade.*

A summary of the feedback and design response against the 10 Design Principles of State Planning Policy 7.0 is provided at **Table 5**.

Table 5 – Summary of DRP Feedback & Recommendations

Design Principle	DRP Key Recommendation
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>	 <i>More effective landscape screening of the BOH area and more consideration for sleeving of the car parking area.</i>
Proposed Development Response	Compliance
Bound on four sides by road, the site has a significant entry wayfinding potential from the Marmion Avenue / Neerabup Road roundabout and equally significant potential to highlight the transition from large format to alternative retail from the easterly approach along Neerabup Road.	
Siting the Woolworths development to the west of the site allows for the service zone to take advantage of the topography and effectively sinks/screens them within the site. This also allows orientation of the store to protect the pedestrian retail users from the strong prevailing south westerly winds.	
As demonstrated in the detailed elevations prepared by Brown Falconer, the topography of the site along with the existing fence/retaining along Marmion Avenue and extensive landscape buffer/verge is an effective screen to the servicing zone. In relation to the central car park, additional activation will be provided by the future development sites, allowing for an interface to Key largo Drive and addressing the established larger format retail further east.	

The proposed development is considered an appropriate response to the site characteristics and predominantly suburban retail/commercial area that it is situated.	
Design Principle	DRP Key Recommendation
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>	 <i>Provide more details of landscaping at next iteration focusing on the screening of the BOH area from Marmion Avenue if it is not relocated, and the interface of the site with the adjoining road reserves.</i>
Proposed Development Response	Compliance
<p>The development comprises a total of 2800sq.m (9.1%) of landscaping within the site, inclusive of 2,300sq.m for deep soil planting (7.5% of the site), 57 mature trees along with softscape and planting on the building/structures.</p> <p>The landscape philosophy for the project references the existing landscape planting character located along Marmion Avenue and Neerabup Road, as a means of integrating the development within its local context. This will promote a strong landscape interface and minimise any perceived bulk or visual impact from the servicing zone.</p> <p>The existing verge treatments along both Marmion Avenue and Neerabup Road will be retained, protected and enhanced as part of this development utilising colourful coastal groundcover and shrub species that flourish in this harsh location. The BoH areas will be appropriately screened by the existing fence/retaining along Marmion Avenue and extensive landscape buffer/verge that exists along the adjoining road reserves.</p> <p>A proposed breakout space at the cafe tenancy is proposed to be paved with exposed aggregate concrete, planted with shade canopy and incorporates outdoor seating, feature hedge planting and shade trees, that further enhances the overall pedestrian environment.</p>	
Design Principle	DRP Key Recommendation
3 - Built form and scale <i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i>	 <i>Consider further the orientation of the building and interface with Marmion Avenue and Neerabup Road.</i>
Proposed Development Response	Compliance
<p>The challenge with any supermarket format is to enable large scale single storey development and balance a human scale interface with a service zone interface and meet conflicting scale requirements.</p> <p>The building has been designed with active frontages to the north, south and east. The western façade acts as the service zone to take advantage of the topography and effectively sinks/screens them within the site (from Marmion Avenue). This also allows orientation of the store to protect the pedestrian retail users from the strong prevailing south westerly winds.</p> <p>The eastern entry and shopfront façade is divided into small tenancy modules with exposed steel trusses and twin columns to enclose the walkway space whilst keeping it light and airy enhancing the marketplace feel. This form wraps the south to protect the vehicles parked for the pick-up further activating this edge, but maintains the small shopfront feel and human scaled horizontal divisions.</p> <p>Key corners are used as way finding landmarks and signage elements, but ensuring they have a translucency to counter visual bulk. The strong corner element with mesh backing provides a balanced solidity and transparency. This provides a landmark scale to the shopping centre development allowing visible references from Neerabup Road and Marmion Avenue.</p>	

<p>Larger expanded folded roof “skillion” fascia’s scale the otherwise expansive rear loading and service zone to the west. This largely utilitarian zone is well protected from the Marmion Avenue interface with heavily landscape zones both in the road reserve and on a secondary level within the site.</p> <p>The current levels utilise the topography to bunker the store below the surrounding street transitions further reducing any perceived bulk. Significantly the scale of the building is a vast improvement on the large warehouse currently adorning the site. Whilst the future development sites frame the corners and their development will further enhance the eastern corners of the overall site, the current large scale corner features and Woolworths Entry statement will provide permanent landmark reference features into the future.</p>		
Design Principle	DRP Key Recommendation	
<p>4 - Functionality and build quality <i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i></p>		<p><i>Consider ways to clearly delineate the pedestrian movements through the car park.</i></p>
Proposed Development Response		Compliance
<p>External to the site, a pedestrian footpath is proposed to connect the existing footpath network along Neerabup Road into the site via an existing ramp. This provides a convenient connection for pedestrians from both Neerabup Road and Marmion Avenue.</p> <p>To encourage connectivity to the north and foster future links to Ocean Keys Shopping Centre, a pedestrian pathway along the northern edge of the development site will connect pedestrians from the development to the pedestrian path on the access road. This pedestrian path leads around to the northern access road. An additional set of stairs adjacent the future development sites offers an alternative link along this access road and promotes movement toward the corner of Key Largo Drive. Whilst the current interface of the Ocean Keys site is predominantly a service zone, we consider the provision for pedestrian and vehicular access points along this road a critical recognition of the need for promoting a present and opportunities for future links.</p> <p>Pedestrian ramps are provided to Australian Standards to allow for universal access to the site via key points where it is anticipated greatest volumes of pedestrian access will be required</p>		✓
Design Principle	DRP Key Recommendation	
<p>5 - Sustainability <i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i></p>		<p><i>Remove or reduce the amount of shade sails in the car park and replace them with shade trees.</i></p>
Proposed Development Response		Compliance
<p>To complement the shade requirement and protection from the elements for customers, in addition to landscaping, shade sails are proposed over the central car parking area. This approach has been drive based on regular Woolworth’s customer feedback which identifies shade sails are a preferred method to reduce heat load for vehicles and additional shade for pedestrians. Following the feedback received from the DRP, shade sail and tree to south east removed with an overall increase in the amount of landscaping compared to what was previously proposed.</p> <p>The following additional sustainability measure are noted:</p> <ul style="list-style-type: none"> ▪ The orientation of the building is focussed on protection of access openings and outdoor user enjoyment and ensures that larger lobby spaces are protected through air locks to minimise mechanical loads from heat loss and gain. 		✓

<ul style="list-style-type: none"> ▪ Natural light is promoted through the glazed facades and entry statements whilst suitable protection and shading offsets solar gain. Plant selections include native and low water use to maximise water efficiency. ▪ A large solar panel array system is proposed covering a large portion of the roof area to minimize the facility and ancillary services power consumption and carbon footprint. ▪ Rainwater collection is directed to reserve tanks to minimise scheme water use on post fire tank test refilling. ▪ Woolworths is committed to use of low or no volatile organic compound product use throughout their developments. 	
Design Principle	DRP Key Recommendation
<p>6 - Amenity <i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy</i></p>	<p><i>Further consideration for landscape quality and sleeving of buildings as previously discussed.</i></p>
Proposed Development Response	Compliance
<p>The following improvements to activating the edges of the development have been made in response to DRP feedback:</p> <ul style="list-style-type: none"> ▪ Extra glazing has been added to southern elevation wrapping corner of the liquor store to reduce the extent of blank facades. ▪ Extra glazing section has been added to northern elevation along the access road. ▪ The internal access north of Tenancy 1 has shifted slightly north to allow for additional landscaping and softening of this interface. ▪ The proposal incorporates ancillary facilities to enhance daily amenity for the community including a café, seating areas, specialty stores and future development sites promoting complimentary alternative uses. <p>Landscaping integration assists in screening from the west and softening the loading and service zones as well as adding shade and a complimentary transition to the perimeter of the site from the roadways to the car park. Further trees, landscape beds and planters work within the carpark and along the façade to cool the spaces and provide a connection to nature from the built form and walkway.</p> <p>The entry to the supermarket has public amenities provided for community use. Shaded parking reduces the heat load on the car park zone and provides protective cover for users. Significant local parking is provided with easy access to the development but also to adjacent future developments and with key pedestrian and vehicle links to the neighbouring shopping precinct.</p>	<p style="text-align: center;">✓</p>
Design Principle	DRP Key Recommendation
<p>7 - Legibility <i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p>	<p><i>Ensure the landmark elements are enhanced by the further landscaping considerations and not diminished.</i></p>
Proposed Development Response	Compliance
<p>The built form and design responses uses key corners as way finding landmarks and signage elements, but ensuring they have a translucency to counter visual bulk. The strong corner element with mesh backing provides a balanced solidity and transparency. This provides a landmark scale to the shopping centre development allowing visible references from Neerabup Road and Marmion Avenue.</p> <p>Whilst the future development sites will frame and further enhance the eastern corners of the overall site, the current large scale corner features and Woolworths entry statement will provide permanent landmark reference features into the future.</p>	<p style="text-align: center;">✓</p>

<p>On the eastern façade, the highlighted scale of the corners transitions down to the parapet form of the supermarket before dropping to a more human scale in the saw tooth canopy providing the tenancy and pick-up protection as well as the covered walkway of the external marketplace shop frontage. The design breaks down the retail supermarket form through striking saw tooth canopy treatments highlighting individual shop fronts over expansive retail tenancies.</p> <p>The eastern entry and shopfront façade is divided into small tenancy modules with exposed steel trusses and twin columns to “enclose the walkway space whilst keeping it light and airy enhancing the marketplace feel.</p> <p>Larger expanded/folded roof “skillion” facades scale the otherwise expansive rear loading and service zone to the west. This largely utilitarian zone is well protected from the Marmion Avenue interface with heavily landscape zones both in the road reserve and on a secondary level within the site.</p> <p>The principal entry and building frontage are centrally located to the site with an interactive façade, well landscaped parking with undercover areas and entry statement provides defined wayfinding for visitors.</p>		
Design Principle	DRP Key Recommendation	
<p>8 - Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</p>		<i>Increase activation and passive surveillance of the northern and southern elevations.</i>
Proposed Development Response		Compliance
<p>The following improvements to activating the edges of the development have been made in response to DRP feedback:</p> <ul style="list-style-type: none"> ▪ Extra glazing has been added to southern elevation wrapping corner of the liquor store to reduce the extent of blank facades. ▪ Extra glazing section has been added to northern elevation along the access road. ▪ The internal access north of Tenancy 1 has shifted slightly north to allow for additional landscaping and softening of this interface. ▪ The pedestrian access path from Neerabup Road has been defined for clarity. ▪ Sightlines from the open carpark to the eastern façade are maintained throughout, providing clearly legible access points from both the vehicle and on foot. This not only allows for enhanced legibility but increased safety. ▪ Lighting is considered a key safety and crime prevention tool and the development requires strict Woolworths luminance requirements to be maintained in all areas including car parks. ▪ Service roads are accessed from outside the site to the north western entry point and separated from the car park to provide clear delineation from the public and more private service realms. 		✓
Design Principle	DRP Key Recommendation	
<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>		<i>Widening of the footpath adjacent to the specialty tenancies to deliver on the ‘market place’ objective.</i>
Proposed Development Response		Compliance
<p>In response to DRP feedback, the footpath outside the supermarket and specialty retail tenancies has been widened to 3400mm clear of planters and tree beds to increase the opportunities for alfresco dining and market style feel to the development.</p> <p>The desire to create a point of difference shopping experience is a key indicator from the development of the desire to engage with the community and encourage community</p>		✓

involvement in the life of the shopping centre. The marketplace concept promotes a community feel and encourages smaller tenancy users.		
Attractive landscaped areas and planters are proposed around the building so the users are encouraged to dwell and congregate.		
Design Principle	DRP Key Recommendation	
10 – Aesthetic <i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>		<i>Continue to refine the current design or look at modifications to the building orientation to maximise interaction with the adjoining road reserves.</i>
Proposed Development Response		Compliance
<p>This comment has been addressed in response to ‘Principle 3 – Built Form and Scale’.</p> <p>As stated previously, the following improvements to activating the edges of the development have been made in response to DRP feedback:</p> <ul style="list-style-type: none"> ▪ Extra glazing has been added to southern elevation wrapping corner of the liquor store to reduce the extent of blank facades. ▪ Extra glazing section has been added to northern elevation along the access road. ▪ The internal access north of Tenancy 1 has shifted slightly north to allow for additional landscaping and softening of this interface. 		✓

The abovementioned refinements to the design approach address a number of the comments received from the DRP and an addition post-lodgement DRP Meeting is welcomed to discuss any element of the design response.

4. STATE PLANNING FRAMEWORK

This section of the report provides a summary of the proposal's compliance with the relevant State Planning Policies.

4.1. STATE PLANNING POLICY 3.7 PLANNING IN BUSHFIRE PRONE AREAS

State Planning Policy 3.7 (SPP3.7) applies to all land in Western Australia that has been Designated as bushfire prone by the Department of Fire and Emergency Services (DFES) Commissioner. SPP3.7 is intended to guide the implementation of effective risk-based land use planning and development to preserve life and reduce loss of property and infrastructure from bushfires.

The proposed development is partially located within a designated bush fire prone area, situated along the southern portion of the subject site. Due to the site being partially located within a designated bush fire prone area, a Bushfire Management Plan (BMP) is required for development to occur in accordance with the requirements of SPP3.7. A Bushfire Management Plan has been prepared and provided at **Appendix E**.

4.2. SPP4.2 ACTIVITY CENTRES FOR PERTH & PEEL

State Planning Policy 4.2 (SPP4.2) applies throughout the Perth and Peel region and is intended to guide the preparation and review of local planning strategies, schemes and structure plans, and provide retail development controls.

The proposed development comprises 4,286sq.m of shop/retail NLA along with complementary food and beverage (café of 96sq.m). Whilst the quantum of shop/retail does not trigger the need for an RSA under SPP4.2, it is considered appropriate to assess and consider the merits of the proposal against the objectives of the policy and measure any potential impact on surrounding centres.

The subject site is located within the Clarkson Activity Centre Plan No. 2 (CACP 2). In 2019, the City of Wanneroo and Western Australian Planning Commission approved modifications to CACP 2 relating to the redevelopment of the former Bunnings Warehouse site at Lot 408 Neerabup Road, Clarkson. The modifications included preferred land uses of Shop and Restaurant and a maximum retail floorspace of 10,000 sq.m NLA.

The modifications were supported by a Retail Sustainability Assessment (RSA) which was prepared by Urbis (April 2018). The RSA concluded that the "development will generate a range of benefits for the community whilst enhancing the activity centre hierarchy in the north west coastal corridor". It noted that:

- The development would not present a significant negative impact to either the Ocean Keys Shopping Centre or the surrounding retail floorspace of the Clarkson Secondary Centre, or indeed the other centres in the broader area;
- The catchment supports a need for additional floorspace within the Clarkson Activity Centre; and
- The development will increase the offering and appeal of the Clarkson Activity Centre by adding a variety of additional shops and services.

To support this development application, a has been prepared by Urbis in the form outlined in section 6.5 of SPP4.2 (refer to **Appendix F**). This previous RSA (2018) informs this current RSA however population and turnover forecasts were updated to reflect more recent trends and the assumed impacts associated with COVID-19.

Overall, the RSA has concluded that the impacts from the proposed development are expected be relatively minimal and no impacts are expected to be detrimental to the sustainability of any individual centre. The key findings and considerations are noted below.

- The one-off impacts in 2023 on individual centres range from -1.2% to -7.7%, which are within acceptable levels that would not impact the sustainability of any one centre. There are no impacts close to 10%, a notional benchmark for when impacts need to be more closely considered.
- The positive effect of market growth will, to varying degrees, help to offset the one-off trading impacts over the short-term following the completion of the proposed development.

- The turnover levels are assumed to decline for a number of centres due to market share erosion as a result of new developments (e.g. the Currambine Coles-anchored development, Lampeter Road Mixed Use Development) and near-term declines in retail spending per capita in select categories.
- The impact on retailers within the Clarkson Activity Centre will be mixed and dependent on the tenancy mix accommodated within the existing Woolworths floorspace. Overall, the centre's turnover is estimated to increase by approximately \$32.9 million.
- The level of impacts are within the bounds of a normal and healthy competitive environment and would support the continued sustainability of the activity centre hierarchy.

In terms of employment, During the construction phase, the development is likely to yield approximately 79 jobs (in terms of full-time equivalent job years) given the substantial level of investment (\$17m). In terms of ongoing jobs, the proposed development is likely to yield approximately 272 jobs.

Overall, the estimated turnover impacts for other activity centres are not considered sufficient enough to warrant refusal of the development given the positive impacts likely to eventuate due to the development. These positive impacts include:

- **Increased consumer choice** associated with the provision of additional retail and commercial amenities;
- The **activation of a strategic site** which has remained vacant for several years; and
- **Increased employment opportunities** in the short term through the construction phase and considerable ongoing employment.

An assessment against the objectives of SPP4.2 are outlined in **Table 6**.

Table 6 – SPP4.2 Objectives Assessment

Objective		Response
Activity Centre Hierarchy	<ol style="list-style-type: none"> 1. Distribute activity centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community. 2. Apply the activity centre hierarchy as part of a long-term and integrated approach by public authorities and private stakeholders to the development of economic and social infrastructure. 	<ul style="list-style-type: none"> • The site is within a designated Secondary Activity Centre, with an applicable local zoning of Commercial. Shop/retail land uses within this zone are permitted uses. • The proposal provides a variety of convenient retail and community services to the benefit of current and future residents. • The proposal has frontage to two Other Regional Roads providing a level of convenience to regional customers, in addition to the local community within close proximity. • The proposal will also create a number of employment opportunities during the construction period and through ongoing jobs in the area.
Activity	<ol style="list-style-type: none"> 3. Plan activity centres to support a wide range of retail and commercial premises and promote a competitive retail and commercial market. 4. Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities. 	<ul style="list-style-type: none"> • The proposal provides key retail and community services that are critical to supporting a higher density population in a Secondary Activity Centre. • The former bunnings site has sat vacant for some time and the redevelopment of this prominent corner site will support a wider range of retail offerings in the area required to attract and support residential investment.
Movement	<ol style="list-style-type: none"> 5. Ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport. 6. Maximise access to activity centres by walking, cycling and public transport while reducing private car trips. 	<ul style="list-style-type: none"> • The development proposes a variety of compatible land uses to offer residents and workers in the area with a one-stop location to undertake their weekly needs. • The site has access to two existing bus stop along Marmion Avenue to encourage the use of public transport options. On-street cycling

Objective		Response
		lanes are provided on both Marmion Avenue and Neerabup Road. <ul style="list-style-type: none"> A combination of both short term and long-term bays and end of trip facilities, in addition to a number of pedestrian amenities such as landscaping, seating and strong pedestrian connections to the surrounding road network and Ocean Keys Shopping Centre.
Urban Form	7. Plan activity centre development around a legible street network and quality public spaces.	<ul style="list-style-type: none"> The proposed development takes primary access from Neerabup Road, and utilises the northern access road for secondary vehicle and service access. The street network is unmodified by the proposed development. The development will increase the amenity of the area by providing a high quality built form outcome with convenience retail offerings to compliment the Clarkson activity centre.
Out-of-Centre	8. Concentrate activities, particularly those that generate high numbers of trips, within activity centres.	<ul style="list-style-type: none"> The proposed development is located within an identified Secondary Centre, where the land use zoned for Centre and guided by the Clarkson Activity Centre Plan No. 2 (CACP 2). Under the CACP 2, the subject site is zoned 'Commercial' and the proposed development is entirely consistent with the key elements of the CACP 2 including land use and floor space allocation.

4.3. STATE PLANNING POLICY 5.4 ROAD AND RAIL NOISE

State planning Policy 5.4 purpose is to minimise the adverse impact of road and rail noise on noise-sensitive land-use and/or development.

The entirety of the subject site is located within the 200m trigger distance of an 'other significant freight and traffic routes', due to the subject sites close proximity to Marmion Avenue to the west and Neerabup Road to the south. The development application does not include any sensitive land uses and therefore an acoustic assessment is not considered warranted.

4.4. STATE PLANNING POLICY 7.0 – DESIGN OF THE BUILT ENVIRONMENT

This policy addresses design quality and built form outcomes in Western Australia. It seeks to deliver the broad economic, environmental, social and cultural benefits that derive from good design outcomes and supports consistent and robust design review and assessment processes across the State. The proposals consistency with SPP 7.0 and specifically the 10 principles of good design is outlined in detail in **Section 3.1** of this report.

5. REGIONAL & LOCAL PLANNING FRAMEWORK

This section of the report provides a summary of the proposal's compliance with the relevant regional local planning Frameworks.

5.1. PERTH AND PEEL @ 3.5 MILLION – NORTH-WEST SUB-REGIONAL PLANNING FRAMEWORK (MARCH 2018)

The Perth and Peel @ 3.5 Million Central Sub-Regional Framework builds on the vision of Directions 2031 and Beyond. The subject site is located within the North-West Sub Region and is listed as a Secondary Activity Centre.

The proposed development is consistent with this aspiration as it provides a diversity of convenience retail and local services to locality, whilst ensuring minimal impact to the surrounding urban fabric and road network. The development will provide a range of local employment opportunities and additional urban amenities to the area and contribute to the intensification and renewal of surrounding development.

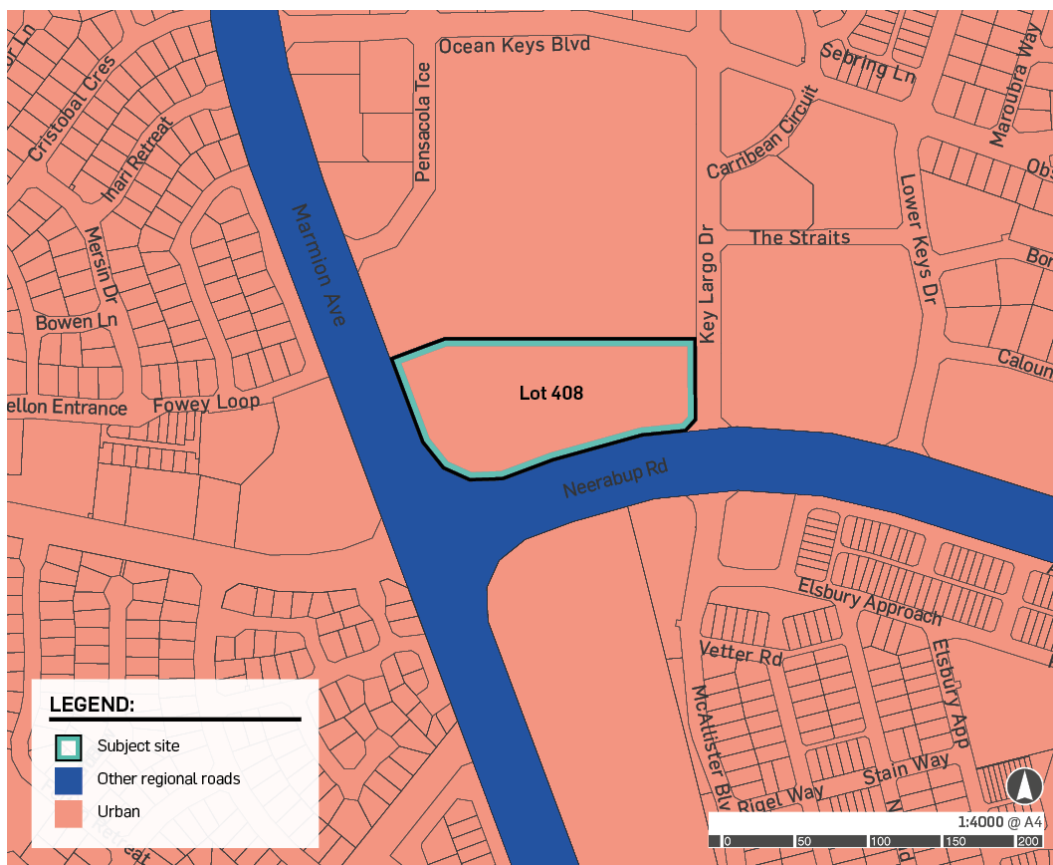
5.2. DIRECTIONS 2031 AND BEYOND (AUGUST 2010)

This high-level spatial framework establishes a vision for the future expansion of Perth and a population of 3.5 million people by 2031. The proposed development is consistent with the strategic intentions of this document in that it provides a retail and convenience offering that will support the growth of the surrounding residential and commercial areas.

5.3. METROPOLITAN REGION SCHEME

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) as illustrated in **Figure 3**. This zone allows for a variety of land uses including residential, commercial and light industry. The proposal is consistent with the Urban zone in that it proposes a development comprising of a supermarket, specialty shops and liquor store.

Figure 3 Metropolitan Region Scheme map



5.4. CITY OF WANNEROO DISTRICT PLANNING SCHEME NO. 2

5.4.1. Zoning

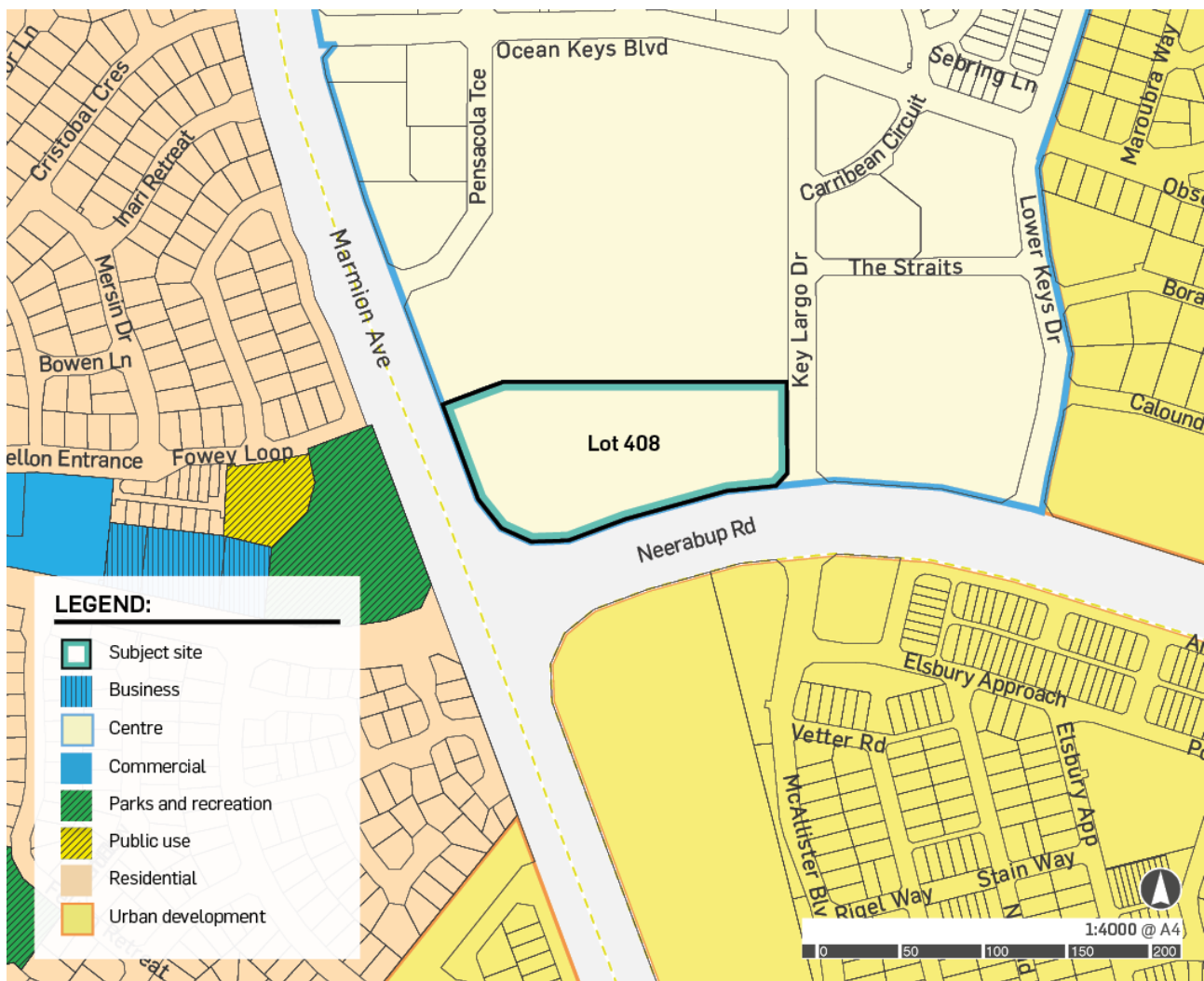
The subject site is zoned 'Centre' under the City of Wanneroo District Planning Scheme No.2 (DPS 2). Refer Figure 4.

The objectives of the Centre Zone are to:

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

Although the subject site is zoned 'Centre' under DPS 2, development is guided by the CAPC 2 (refer to Section 5.5) which designates the site as 'Commercial'. The proposed development is entirely consistent with the objectives of the Centre zone and the Commercial zone objectives identified in CAPC 2. Surrounding uses see a diverse range of retail, commercial and food and beverage uses. The development of a Woolworths store would therefore be highly compatible and appropriate with the surrounding development.

Figure 4 – DPS 2 Zoning Map



5.4.2. Land Use Permissibility

Permissibility of land uses in the Centre Zone is determined by the relevant activity centre plan. The CACP 2 designates the site within the Commercial Zone with land use permissibility in accordance with the zoning table of DPS 2 as identified in **Table 7**.

Table 7 – Land Use Permissibility

Proposed Land Use	Land Use Permissibility (Commercial Zone)	Compliance
Shop	“P” Use	✓
Liquor Store	“A” Use	✓
Café (Restaurant under LPS2)	“P” Use	✓

The specialty retail tenancies are intended to provide for a wide range of uses subject confirmation of future tenants.

5.4.3. Car Parking Requirements

Clause 4.14 of the DPS 2 outlines the carparking standards for Commercial land uses proposed within this application. In accordance with c.6.5.3 of the CAPC 2, the number of car parking bays for retail developments may be reduced, at Council’s discretion, to a rate not lower than 4.5 bays per 100m² where the total number of bays on the site exceed 500 bays.

A car parking assessment is provided at **Table 8** and supported by the Traffic Impact Assessment prepared by Riley Consulting at **Appendix G**.

Table 8 – Car Parking Assessment

Proposed Land Uses + NLA*	DPS 2 Car Parking Requirements	Car bays required:
Shop (4,286m ²) <ul style="list-style-type: none"> ▪ Supermarket* –2666m² ▪ Liquor Store – 599m² ▪ Specialty Retail – 1,021m² 	7 bays per 100sq.m NLA	300 bays
Restaurant (Café) – 96m ² Assume max of 80 people	1 per 4 people accommodated or 1 per 5sq.m of seating area.	20 bays
Total bays required (DPS 2):		320 bays
Total bays provided:		291 bays (inclusive of accessible and pick-up bays) OR 6.78 bays per 100sq.m NLA

*calculation of parking for the supermarket excludes back of house areas, loading, fulfilment and pick-up zones which are not considered ‘NLA’.

Whilst there is an overall shortfall of parking based on the DPS 2 parking requirement, as the City can appreciate, the ‘Shop’ parking rate is considered significantly onerous compared in the metropolitan context. With reference to the rates identified in SPP 4.2 (4 – 5 bays per 100sq.m for Shop) and the discretion available to vary the parking to a rate of 4.5 bays per 100sqm in accordance with the CACP 2, the parking supply of 291 bays (equivalent to 6.78 bays per 100sq.m NLA) is considered more than adequate to service the development.

5.4.4. Setback Requirements

The setback requirements that relate to the proposed development are outlined within Clause 4.7.1 of DPS 2, which identify the setback requirements for non-residential buildings. An assessment is provided at **Table 9**.

Table 9 – Setback Requirements

Setback Minimum non-residential Development	Assessment	Compliance
Street Setback – 6m	<p>The supermarket proposes a staggered setback to the Marmion Avenue frontage. Only a small portion of the building (rear loading dock) proposes to vary the 6m setback requirement. This design response has been driven by the topography of the site and the irregular shape of the lot boundary.</p> <p>Siting the Woolworths development to the west of the site allows for the service zone to take advantage of the topography and effectively sinks/screens them within the site minimising any impact from the street.</p>	Minor variation requested
Side Boundaries – Nil	The building has frontage to 4 streets.	n/a

5.5. CLARKSON ACTIVITY CENTRE PLAN NO. 2 (CACP 2)


The Proposed development is located within the CACP 2 which designates the subject site in the 'Commercial' zone (refer **Figure 5**). Although the subject site is zoned 'Centre' under DPS 2, the 'Commercial' zone provisions of the DPS 2 apply.

Figure 5 – CACP 2 Map



An assessment against the Part 1 Provisions of the CACP 2 is provided at **Table 10**. An assessment against section 7.5 (Commercial Zone Criteria and Criteria Specific to Lot 408) is provided at **Table 11**.

Table 10 – CACP 2 Part 1 Assessment

Clarkson Activity Centre Plan – Part 1 Provisions	Assessment	Compliance
<p>7.1.2 Transitional Street (Key Largo Drive) Requirements:</p> <ul style="list-style-type: none"> ▪ New development should ensure that buildings fronting the Transitional Street should be oriented towards Transitional Street and should predominantly have active frontages with no blank facades to the street and with awnings and/or colonnades to give pedestrian protection from the weather. ▪ Buildings not fronting the street should be designed and setback so as to allow for the future addition and development of Main-Street fronting buildings. 	<p>Key Largo Street to the east of the subject site is identified as a 'Transitional Street'.</p> <p>The proposal does not include any building elements fronting Key Largo Drive. These will be subject to future development applications.</p>	<p>N/A</p>
<p>7.2 Landmark Sites:</p> <ul style="list-style-type: none"> ▪ Any building developed on a Landmark site should have special building elevation and window treatments that draw attention to the location, including such means as distinctive roof forms, balconies, articulation of corner wall elements, entry forecourts, materials and colour. Landmarks need not necessarily conform strictly with Urban Wall requirements. ▪ The Landmark sites located on Neerabup Road shall incorporate: <ul style="list-style-type: none"> – Second storeys and/or prominent parapet heights and/or more pronounced facades – Distinct architectural features, materials and textures such as detailed panels, vertical and horizontal lines, and glazing – Facades, glazing and entrances that address both street frontages and/or the public realm – Landscaped plaza 	<p>As detailed in section 3.1 of this Report, the built form and design responses uses key corners as way finding landmarks and signage elements, but ensuring they have a translucency to counter visual bulk. The strong corner element with mesh backing provides a balanced solidity and transparency. This provides a landmark scale to the shopping centre development allowing visible references from Neerabup Road to the east and Marmion Avenue to the south.</p> <p>Whilst the future development sites will frame and further enhance the eastern corners of the overall site, the current large scale corner features and Woolworths entry statement will provide permanent landmark reference features into the future.</p> <p>On the eastern façade, the highlighted scale of the corners transitions down to the parapet form of the supermarket before dropping to a more human scale in the saw tooth canopy providing the tenancy and pick-up protection as well as the covered walkway of the external marketplace shop frontage. The design breaks down the retail supermarket form through striking saw tooth canopy treatments highlighting individual shop fronts over expansive retail tenancies.</p> <p>The eastern entry and shopfront façade is divided into small tenancy modules with exposed steel trusses and twin columns to “enclose the walkway space whilst keeping it light and airy enhancing the marketplace feel.</p>	<p style="text-align: center;"></p>


Clarkson Activity Centre Plan – Part 1 Provisions	Assessment	Compliance
	<p>Larger expanded/folded roof “skillion” facades scale the otherwise expansive rear loading and service zone to the west. This largely utilitarian zone is well protected from the Marmion Avenue interface with heavily landscaped zones both in the road reserve and on a secondary level within the site.</p> <p>The principal entry and building frontage are centrally located to the site with an interactive façade, well landscaped parking with undercover areas and entry statement provides defined wayfinding for visitors.</p>	
<p>7.3 Traffic:</p> <p>A traffic impact assessment is required to be submitted with any major development application. This includes significant additions to retail or other commercial floorspace or the introduction of a large number of residential dwellings. Parking provision should be in accordance with the Scheme, though concessions may be approved where reciprocal use is provided.</p> <p>A Movement Network plan (Figure 3 of CAPC 2) identifies key pedestrian and vehicle access points (refer Figure 6). The Movement Network plan identifies the following –</p> <ul style="list-style-type: none"> – Neerabup Road – ‘left-in/left-out only’ crossover with a centre ‘internal access street’ and two ‘pedestrian linkages’ connecting to the northern ‘dual use path’ which acts as a reciprocal access road. – Left-in/left-out only to the northern access road. – Dual use path on three frontages – Key Largo Drive – ‘indicative pedestrian access points in two locations. 	<p>A Traffic Impact Assessment has been provided at Appendix G.</p> <p>Access to the proposed store will be via the existing crossover to Neerabup Road and relocating the crossover to the northern access road.</p> <p>The access to Neerabup Road is restricted to left-in /left-out movements and was created for the previous use of the site (Bunning’s). The access is appropriately located in regard to separation to Marmion Avenue and Key Largo Drive. An existing left turn slip lane is provided for the access and a median splitter island to prohibit right turn movements. Analysis of the access indicates that Level of Service A is provided to all traffic movements.</p> <p>Access to the northern lane will create a new straight access approach to the northern lane. The access is being located approximately 70 metres west of key Largo Drive and will provide far greater separation than the existing access. Further the existing tight bends will be removed to provide safer entry and exit to the subject site. The proposed access will be located about 15m west of the shopping centre service yard access and is in accordance with AS2890.1.</p> <p>Service vehicles will access the loading dock located to the west side of the proposed store. The dock can be accessed from the northern lane either from Marmion Avenue (Pensacola Terrace) or Key Largo Drive. The loading dock is located off the northern access lane, opposite the existing Woolworths store loading dock. The access roads to the loading dock are already in use by service vehicles for the existing shopping centre and former Bunning’s store.</p>	

Figure 6 - CAPC 2 Movement Network Plan extract

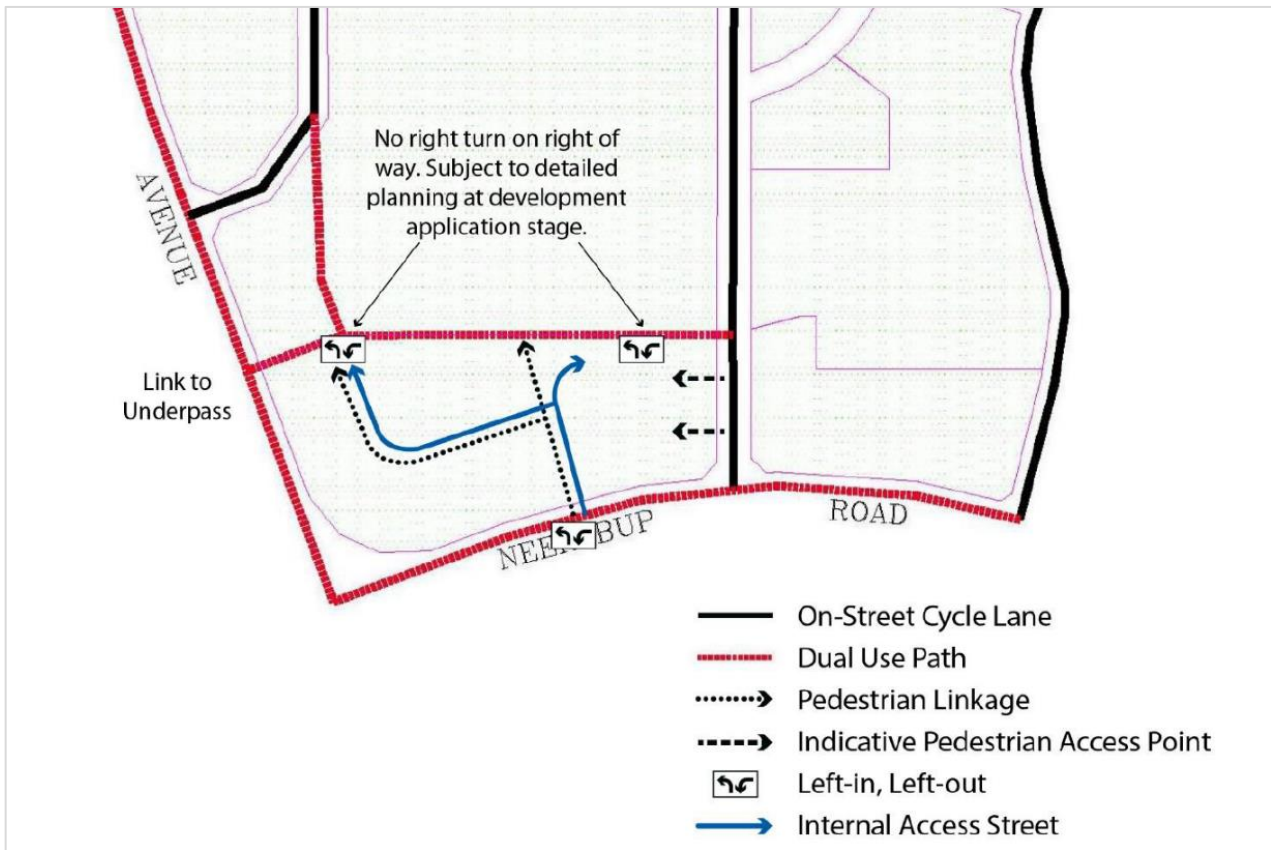


Table 11- Commercial Zone Criteria




Commercial Zone Criteria	Assessment	Compliance
a) the provisions of the 'Commercial' zone in the Scheme should apply to this zone unless otherwise specified in this section;	Noted.	Refer section 5.4 of this Report.
b) buildings fronting the Main-Street are encouraged to be a minimum of 2 storeys in height to create a well-scaled street and should create an urban wall to the street boundary;	N/A - The subject site is not fronting the main street.	N/A
c) any commercial building should have a front facade no less than 4.5 metres in height in order to provide the appropriate scale;	The front façade of the development has a height ranging from 3.29m (to the underside of the awning) up to approximately 6.7m. The majority of the façade well exceeds 4.5m in height. In addition, corner elements to Neerabup Road provide higher built form elements up to 9.5 metres. Overall, the built form meets to intent of this criteria.	✓
d) except where required to enable the creation of public places, alfresco dining, architectural features, or the like, setbacks along the Main-Street frontage should be as follows: Front: - Nil Side - Nil, except for a 3m wide vehicle access Rear - 6 metres;	N/A - The subject site is not fronting the main street.	N/A


Commercial Zone Criteria	Assessment	Compliance
e) Setbacks in other locations in the zone should be in accordance with the Scheme;	Noted.	Refer section 5.4.4 of this Report.
f) buildings should be designed to have active frontages that include door and window openings with no blank facades fronting the street and awnings and/or colonnades along public frontages to give pedestrian protection from the weather;	<p>The building has been designed with active frontages to the north, south and east. The western façade acts as the service zone to take advantage of the topography and effectively sinks/screens them within the site. This also allows orientation of the store to protect the pedestrian retail users from the strong prevailing south westerly winds.</p> <p>The eastern entry and shopfront façade is divided into small tenancy modules with exposed steel trusses and twin columns to enclose the walkway space whilst keeping it light and airy enhancing the marketplace feel. This form wraps the south to protect the vehicles parked for the pick-up further activating this edge, but maintains the small shopfront feel and human scaled horizontal divisions.</p> <p>The westerly location permits smaller future development site opportunities to the east, allowing for an interface to Key Largo Drive and addressing the established larger format retail further east.</p>	✓
g) buildings fronting the Main-Street should comply with clause 7.1 and should create an urban wall, making entries to buildings, pedestrian walkways, and carparking areas clearly defined elements;	N/A - The subject site is not fronting the main street.	N/A
h) buildings on corner sites should address the street corner, and buildings on landmark sites identified on the Activity Centre Plan Map should be developed as landmarks within the overall urban fabric in compliance with clause 7.2;	Refer to assessment at Table 11 – Clause 7.2 ‘Landmark Sites’.	✓
i) buildings fronting and facing the Transitional Street (in proximity to the Main-Street or with Caribbean Court) should be developed in accordance with clauses (d) – (h) above. Buildings not facing the Transitional Street should be developed so as to allow sufficient separation for the future construction to comply with clauses (d) – (h) above;	<p>Key Largo Street to the east of the subject site is identified as a ‘Transitional Street’.</p> <p>The proposal doesn’t not include any building elements fronting Key Largo Drive. These will be subject to future development applications.</p>	N/A
j) buildings, public spaces and parking areas should be well lit to encourage safe use after hours;	Lighting is considered a key safety and crime prevention tool and the development requires strict Woolworths luminance requirements to be maintained in all areas including car	✓


Commercial Zone Criteria	Assessment	Compliance
	parks. Requirements to ensure lighting levels are achieved to an appropriate standard will be accepted as a condition of approval.	
<p>k) car parks should be designed to not dominate the street and provide direct pedestrian movement towards buildings. Within outdoor, ground level parking areas shade trees should be planted at the rate of one tree to every four cars and should be protected from damage by vehicles;</p>	<p>The landscape concept proposes 57 matures trees (a rate of 1 tree for every 5 car bays). Key statement trees are designated to major vehicular and pedestrian entry points, and to contrast with the proposed predominantly endemic coastal theme.</p> <p>The existing verge treatments along both Marmion Avenue and Neerabup Road will be retained, protected and enhanced as part of this development utilising colourful coastal groundcover and shrub species that flourish in this harsh location;</p> <p>A proposed breakout space at the cafe tenancy is proposed to be paved with exposed aggregate concrete, planted with shade canopy and incorporates outdoor seating, feature hedge planting and shade trees, that further enhances the overall pedestrian environment.</p> <p>Whilst there is a minor variation to the number of shade trees per vehicle, to complement the shade requirement for customers, shade sails are proposed over the central car parking area. This approach has been drive based on regular Woolworth's customer feedback which identifies shade sails are a preferred method to reduce heat load for vehicles and additional shade for pedestrians.</p>	<p>Minor variation requested</p>
<p>l) the number of car parking bays for retail developments may be reduced, at Council's discretion, to a rate not lower than 4.5 bays per 100m2 where the total number of bays on the site exceed 500 bays;</p>	<p>Refer to section 5.4.3 – Car Parking Assessment of this Report.</p>	<p>✓</p>
<p>m) service areas, bin and material storage areas and services such as air conditioners, compressors and other machinery should be located away from public areas and screened from view from streets and public areas by an enclosure in the style and material of the building. On sites that adjoin residential properties, such areas should not abut the common boundary. No fencing should be permitted elsewhere in the zone for any other purpose;</p>	<p>All service zones are located to the western edge of the development screened from view. This is further assisted by the topography of the site which effectively sinks/screens the service area within the site minimising any impact from the street.</p>	<p>✓</p>


Commercial Zone Criteria	Assessment	Compliance
n) roof mounted mechanical equipment, if required, should be screened from view by the roof form or parapet walls;	Complies, as above.	✓
o) signage is to be designed in accordance with the City's local planning policy for advertising signs (LPP4.6) or equivalent. A signage strategy will be required at the Development Application stage.	An assessment against the Signage Policy is provided at Appendix D .	✓
p) temporary commercial uses in public spaces such as alfresco dining and flower or fruit stalls may be permitted subject to such controls as Council may dictate;	N/A	N/A
q) convenient, safe and direct pedestrian access should be provided;	<p>External to the site, a pedestrian footpath is proposed to connect the existing footpath network along Neerabup Road into the site via an existing ramp. This provides a convenient connection for pedestrians from both Neerabup Road and Marmion Avenue.</p> <p>To encourage connectivity to the north and foster future links to Ocean Keys Shopping Centre, a pedestrian pathway along the northern edge of the development site will connect pedestrians from the development to the pedestrian path on the access road. This pedestrian path leads around to the northern access road. An additional set of stairs adjacent the future development sites offers an alternative link along this access road and promotes movement toward the corner of Key Largo Drive. Whilst the current interface of the Ocean Keys site is predominantly a service zone, we consider the provision for pedestrian and vehicular access points along this road a critical recognition of the need for promoting a present and opportunities for future links.</p> <p>Pedestrian ramps are provided to Australian Standards to allow for universal access to the site via key points where it is anticipated greatest volumes of pedestrian access will be required.</p>	✓
r) the 10 metre wide public access easement around the southern boundary of Ocean Keys Shopping Centre is to be constructed to local road standard to include a 6 metre carriageway with dual use path provision	Access to the subject site from the north is provided via an existing public access easement benefited to the City of Wanneroo and providing access to the public at large for vehicles, cyclists and pedestrians (Refer to a copy of the Certificate of Title, Plan and Easement document at Appendix A).	✓

Commercial Zone Criteria	Assessment	Compliance
	<p>The existing footpath within this access easement will be retained for pedestrian and cycle access. There are no changes proposed to the function of this access easement other than the relocation of a new straight access approach from the Woolworths car park. The access is being located approximately 70 metres west of key Largo Drive and will provide far greater separation than the existing access. Further the existing tight bends will be removed to provide safer entry and exit to the subject site. The proposed access will be located about 15m west of the shopping centre service yard access and is in accordance with AS2890.1.</p> <p>Service vehicles will access the loading dock located to the west side of the proposed store. The dock can be accessed from the northern lane either from Marmion Avenue (Pensacola Terrace) or Key Largo Drive. The loading dock is located off the northern access lane, opposite the existing Woolworths store loading dock. The access roads to the loading dock are already in use by service vehicles for the existing shopping centre and former Bunning's store.</p>	
s) any developments abutting public access easements are to be appropriately set back, truncated at corners to provide adequate sightlines and sited and designed to ensure that the easements provide a pleasant streetscape and provide for safe vehicular and pedestrian use at all hours;	As above.	✓
t) direct vehicular access onto Marmion Avenue or Neerabup Road from lots abutting these roads should not be permitted. Access to these lots should only be obtained from either secondary street frontages or from the public access easements (where available), to the satisfaction of the City of Wanneroo; and	No access to Marmion Avenue is proposed.	✓
u) the use of rooftop areas for carparking, private recreation, landscaping and the like will be supported where there is no significant impacts to adjoining properties	N/A	N/A

Commercial Zone Criteria	Assessment	Compliance
5.Criteria Specific to Lot 408 (No. 19) Neerabup Road		
<p><u>Land Use</u></p> <ul style="list-style-type: none"> ▪ Land use permissibility should be in accordance with the Scheme. The preferred land uses along Key Largo Drive are Shop and Restaurant. Buildings facing Key Largo Drive should contain active uses at ground floor. ▪ In accordance with the RSA (Appendix 1A), a maximum retail floorspace of 10,000m² NLA is allowed on this Lot 408 (No. 19) Neerabup Road. 	<p>Complies. Refer to section 5.4.2 of this Report.</p> <p>Complies. Refer to section 4.2 of this Report.</p>	
<p><u>Residential</u></p> <p>The preferred nature of residential development is Multiple Dwelling. Grouped dwellings can be considered at a minimum height of two storeys. Single storey, single house development is not preferred.</p> <p>Residential development is not contemplated along the northern portion of the site due to the poor residential amenity condition of this location. The preferred location for residential development is the corner of Neerabup Road and Marmion Avenue to take advantage of park and ocean views.</p> <p>An Acoustic Assessment is to be undertaken for any proposed residential development prior to a subdivision or development application (whichever occurs first) being lodged.</p>	<p>No residential land uses are proposed.</p>	<p>N/A</p>
<p><u>Vehicular Access Points</u></p> <p>Vehicle access points should be in the general location and function as outlined on Figure 3.</p> <p>Access within the site should maximise connectivity, legibility, a slow and safe traffic environment and a comfortable, convenient and safe pedestrian environment.</p> <p>All site access arrangements are subject to a Transport Impact Assessment at the development application stage.</p>	<p>Refer to Table 11 – Clause 7.3 ‘Movement Network’.</p>	
<p><u>Internal Access Street</u></p> <p>The internal access street linking Neerabup Road to Pensacola Terrace, as indicated on Figure 3, should be constructed in accordance with access street standards including the following:</p> <ul style="list-style-type: none"> ▪ A 6 metre wide carriageway 	<p>The internal access streets from Neerabup Road generally align with ‘Figure 3’ of the CACP (refer to extract at Figure 6 of this report).</p> <p>The slight departure from the location has been driven by:</p> <ul style="list-style-type: none"> ▪ The need to retain the existing crossover to Neerabup Road and the internal car park having to be 	 <p>Minor variation for alignment of internal access street</p>

Commercial Zone Criteria	Assessment	Compliance
<ul style="list-style-type: none"> ▪ a continuous shade tree canopy to facilitate pedestrian movement through the site ▪ Lighting and seating at appropriate intervals ▪ Embayment parking at regular intervals ▪ Footpath of a typical minimum width of 3 metres 	<p>designed in response to that fixed access point.</p> <ul style="list-style-type: none"> ▪ The need to provide a safer crossover from the northern access road which currently has a “s” shaped bend. The development proposes a new straight access approach from the Woolworths car park approximately 70 metres west of key Largo Drive providing a far greater separation than the existing access. Further the existing tight bends will be removed to provide safer entry and exit to the subject site. The proposed access will be located about 15m west of the shopping centre service yard access and is in accordance with AS2890.1. ▪ Retaining wall along the northern boundary which is being retained. ▪ The change in topography across the site that has driven the location of the service zone and orientation of the car park. <p>The proposed development is considered to achieve the intent of this requirement by –</p> <ul style="list-style-type: none"> ▪ Providing 7.5m wide vehicle connections through the site generally in the location shown on the movement network map. ▪ Providing ample tree canopy and shade sales for pedestrians and vehicles. ▪ Lighting is considered a key safety and crime prevention tool and the development requires strict Woolworths luminance requirements to be maintained in all areas including car parks. Requirements to ensure lighting levels are achieved to an appropriate standard will be accepted as a condition of approval. ▪ Footpaths linking pedestrians from Marmion Avenue and Neerabup Road through the site via safe pedestrian crossing and linking to the northern access road. The footpath at the shopping centre entrance will be 3.474m wide. 	
<p><u>Pedestrian and Cyclist Linkages</u></p> <p>The Activity Centre Plan should ensure efficient, legible and safe pedestrian corridors/networks connecting the centre with the surrounding residential locations to promote pedestrian movement around the</p>	<p>Refer to response to the Commercial Zone criteria (Q) above.</p> <p>End of Trip Facilities have been provided as follows –</p>	

Commercial Zone Criteria	Assessment	Compliance
<p>centre for shopping needs and the use of the associated civic, commercial, government, health and recreational uses.</p> <p>Two pedestrian access points are to be provided into the site from Key Largo Drive at the locations indicated on Figure 3.</p> <p>Pedestrian connections to be provided adjacent to the internal access street connecting to Pensacola Terrace to ensure pedestrian connection to the Marmion Avenue underpass.</p> <p>On-site cycle facilities to be provided in accordance with Clause 4.16 of the Scheme</p>	<ul style="list-style-type: none"> - 10 bike racks - 10 locks - 2 unisex showers - 1 unisex ambulant toilet - 2 vanity basins. 	
<p><u>Parking</u></p> <ul style="list-style-type: none"> ▪ Parking provision should be in accordance with the Scheme, though concessions may be approved where reciprocal use is provided (excluding for residential components, which must provide dedicated bays, in accordance with the R-Codes). ▪ Car parking should be screened from public streets by buildings or landscaping in accordance with the Landscaping Master Plan. ▪ Undercroft parking, working with the established levels of the site should be considered where appropriate. ▪ A row of car parking may be provided along Key Largo Drive, reflecting the transitional nature of this street. ▪ Bicycle parking to be provided in accordance with the Scheme. ▪ Landscaping to be designed to shade parking areas at the rate of 1 tree to every four cars, and should be protected from damage by vehicles. 	<p>Refer to section 5.4.3 – Car Parking Assessment of this Report.</p> <p>The proposed car park location is centred, bounded by the proposed development and the future development sites, encouraging access from Neerabup Road via the existing approved crossover. This south access also links through the carpark, in accordance with the CACP 2 movement strategy, to two access points on the northern access road.</p> <p>Siting the Woolworths development to the west of the site allows for the service zone to take advantage of the topography and effectively sink and screen them within the site. This also allows orientation of the store to protect the pedestrian retail users from the strong prevailing south westerly winds. The westerly location permits smaller future development site opportunities to the east, allowing for an interface to Key Largo Drive and addressing the established larger format retail further east (subject to future applications).</p> <p>Bicycle parking has been provided as detailed in the architectural drawings (refer Appendix B) and the Traffic Impact Assessment (Appendix G).</p> <p>A landscape plan has been prepared at Appendix C and a rate of 1 tree per 5 car bays is proposed in addition to shade sails. Refer to response to the Commercial Zone criteria (K) above.</p>	<p>Minor variation requested</p>
<p><u>Built Form</u></p>	<p>The built form design response has been detailed in Section 3.0 Pre-lodgement and Design Response of this</p>	<p style="text-align: center;"></p>

Commercial Zone Criteria	Assessment	Compliance
<p>Built form should address the new internal access street and appropriately frame the street.</p> <p>All built form should:</p> <ul style="list-style-type: none"> ▪ generate visual interest through built form articulation, architectural features and building materials ▪ be designed to provide passive surveillance to the street and abutting public areas and other public spaces through orientation, activation of ground floor, door openings and other façade treatments ▪ Awnings should be utilised along building frontages to provide wea the protection. <p>Buildings along Key Largo Drive should have a minimum of 2 storeys in equivalent height.</p> <p>Buildings facing Neerabup Road and Marmion Avenue should maximise building articulation, including 50% glazing at ground floor and windows and entrances accessible or visible from the street or public realm.</p> <p>Appropriate design responses should be utilised to address the interface between Commercial and sensitive land uses where proposed.</p>	<p>Report addressing the 10 Design Principles of Design WA.</p> <p>No buildings are proposed along Key Largo Drive as part of this application.</p> <p>Glazing has been provided along the entire eastern elevation, with additional glazing has to southern elevation wrapping corner of the liquor store to reduce the extent of blank facades. Additional glazing to tenancy 1 along the northern façade is also provided.</p> <p>Glazing to Marmion Avenue is not considered appropriate given the lack of visibility due to site levels and the existing fence/retaining wall. The rear servicing zone is appropriately situated on the Marmion Avenue frontage and is screened from view.</p> <p>No sensitive uses are proposed on this site.</p>	
<p><u>Landscaping</u></p> <p>Landscaping and streetscaping within the public domain are to be of a high standard as per a Landscape Master Plan approved by the City prior to subdivision and / or development stage. The Plan should establish a planting and streetscape theme for the Centre, hierarchy of spaces, palette of plants and finishes and nominate key features. With the exception of accent and shade trees, plants should comprise waterwise and predominantly native species. Landscape and streetscape design should take into account the image of the Centre, maintenance issues, water usage and hardiness.</p>	<p>The development comprises a total of 2800sq.m (9.1%) of landscaping within the site, inclusive of 2,300sq.m for deep soil planting (7.5% of the site), 57 mature trees along with softscape and planting on the building/structures.</p> <p>Refer to Appendix C for the Landscaping Concept Design prepared by Plan E Design Studio.</p>	

6. KEY TECHNICAL CONSIDERATIONS

This section provides a summary of the key technical considerations relevant to this application, with detailed reports included at **Appendix F, G and H**.

6.1. TRAFFIC, ACCESS AND CARPARKING MANAGEMENT

A Traffic Impact Assessment (TIA) has been prepared by Riley Consulting and can be found at **Appendix G**. The TIA makes the following conclusions:

- The forecast traffic generation has an increase of less than 10% to the affected surrounding road network capacity and under the WAPC Transport Assessment Guidelines for Developments, the development would be deemed to have no material traffic impact.
- Under the WAPC guidelines, local intersections are not materially affected based on the forecast traffic increases to road approaches and turning lanes.
- Assessment of the proposed access to the site indicates that acceptable Levels of Service can be expected during peak periods of site activity.
- Analysis of the surrounding road network indicates that adequate capacity exists to accommodate the proposed development. All affected intersections are shown to continue to operate in an acceptable manner.
- Appropriate car parking is provided for the proposed development.

6.2. BUSHFIRE MANAGEMENT

A Bushfire Management Plan (BMP) has been prepared by Strategen JBS&G (refer to **Appendix E**). The BMP has been prepared to address requirements under State Planning Policy 3.7 Planning in Bushfire-Prone Areas (SPP3.7) due to the proximity of the site to the remnant vegetation within Anchorage Park (McAllister Park) and the Catalina Nature Reserve (Tamala Bushland) across Marmion Avenue and Neerabup Road from the subject site.

The BMP identifies that the proposed development is not unreasonably constrained by bushfire hazard issues and achieves compliance with the relevant acceptable solutions under the SPP3.7 Guidelines for Planning in Bushfire Prone Areas.

Lastly, it is noted that a BMP was prepared as part of the preparation of the Clarkson Activity Centre Plan in 2018. The results and outcomes of that BMP have been incorporated into the BMP prepared for this development.

6.3. ENGINEERING & SERVICING

A Services Assessment has been prepared by Pritchard Francis (refer to **Appendix H**). The Services Assessment confirms that the site is accessible and can be serviced with water, sewer, gas, stormwater drainage, electrical and communications infrastructure.

Additionally, the Services Assessment has also simulated the turning movements for a 19m semi-trailer heavy vehicle utilising the northern laneway to service the proposed loading docks. The document confirms that the turning movements can be achieved, and the existing laneway will require minimal modification to facilitate the movements.

7. CONCLUSION

The proposal presents a building that has been design with architectural and planning merit in mind, which will deliver benefits of convenience retail and community services and local amenity to the surrounding community. The architectural merit of the building is reflected through its vertical and horizontal articulation, materialistic features, and streetscape activation which brings new life to a previously vacant site.

The proposals planning merit is demonstrated through an assessment against the relevant State and local planning framework, revealing its general compliance with the aspirations set, and development requirements associated with its zoning and the land uses proposed.

The retail development proposed will contribute to future uplift and intensification of the area as envisioned within the City's local planning framework. The development provides an essential anchor tenancy, and a one-stop retail and community service to the Clarkson Secondary Activity Centre sought after by residents, including additional investment in a fulfillment offering to cater for the increase in online shopping to the northern suburbs.

It is respectfully requested that this application be approved, subject to fair and reasonable conditions. for any queries regarding this application, please contact the project team from Urbis below.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

CERTIFICATE OF TITLE & EASEMENT DOCUMENT

APPENDIX B

ARCHITECTURAL DRAWINGS

APPENDIX C

LANDSCAPE CONCEPT DESIGN

APPENDIX D

LOCAL PLANNING POLICY ASSESSMENT

APPENDIX E

BUSHFIRE MANAGEMENT PLAN

APPENDIX F

RETAIL SUSTAINABILITY ASSESSMENT

APPENDIX G

TRAFFIC IMPACT ASSESSMENT

APPENDIX H ENGINEERING SERVICES TECHNICAL NOTE

