

URBIS

**FORM 1
DEVELOPMENT
APPLICATION –
SUPERMARKET,
SPECIALTY RETAIL AND
CAFÉ**

Lot 408 (19) Neerabup Road,
Clarkson

Prepared for
FABCOT PTY LTD
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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, specialty retail (including a mini major) and a café.

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.

Table 1 below provides a summary of the proposal.

Table 1 – Summary of Development Site

Item	Note
Property Location	Lot 408 (no. 19) Neerabup Road, Clarkson.
Proposed Land Uses	<ul style="list-style-type: none">▪ Shop.▪ Restaurant (café).
Total Lot Area	3.0754ha.
MRS Zoning	'Urban'.
DPS Zoning	'Centre'.
Precinct:	Clarkson Activity Centre Plan No. 2 (CACP 2) - Within CACP 2 the Subject site is zoned 'Commercial'.

1. BACKGROUND

1.1. APPLICATION RATIONALE

Urbis recently secured development approval on behalf of Fabcot Pty Ltd at the subject site on 8 July 2021 (DAP/21/01973). The approved uses include shop, liquor store and specialty retail.

Following approval, additional consideration has been given to the design of the development. In order to improve the sustainability and efficiency of the build, an amended design now seeks to utilise the existing (former Bunnings) warehouse building on site. The overall function and operation of the approved development is not substantially changing. Rather, this new application is seeking to utilise the existing structure on site allow for a more efficient use of materials and will contribute towards an improved overall architectural outcome.

Conversations with City of Wanneroo planning officers identify that although the development remains largely consistent with the existing approval in terms of land uses, nature and operation of the development, the proposed design changes cannot be considered under a Form 2 application. Therefore, this 'Form 1' application is seeking a new approval on the subject site.

The considerations for this Form 1 application are largely consistent with the approved development. Technical reports and planning assessment has been amended as part of this application to reflect the new design considerations.

1.2. COMPARISON TO PREVIOUS APPROVAL

To assist the City of Wanneroo with their assessment, the following summary of the key components of the proposal that have not substantially changed from the previous JDAP approval:

1. **Land uses** – entirely consistent with the original approval (Shop and Restaurant) with the only change being the removal of the 'Liquor Store' which will be replaced with a Mini Major (Shop) tenancy.
2. **Floor Space** – There is no increase in the intensity of land use as a result of the proposed change with the overall floor space decreasing from the previous approval by 273sqm NLA.
3. **Built form** – The retention of the Bunnings built form structure utilises existing scale to promote wayfinding and highlight the landmark significance of the site. By maintaining the character of the structure and celebrating the form through repurposing the old Bunnings, the industrial, market themed aesthetic remains true to the proposed development. Whilst the structure itself is of a larger scale than the approved development, the built form aesthetic in essence aligns with the original design philosophy. Further details of the built form outcome are detailed in Sections 5.3 of this report.
4. **Sustainability** – The retention of the existing building on site has significant sustainability benefits – refer to Section 1.2 for details.
5. **Landscaping** – Landscaping is consistent with the original approval with an overall improvement in landscaping with the breaking up of shade sails within the car park to provide additional shade trees. Refer to Section 3.3 for details.
6. **Car parking** – Car parking remains consistent with the original approval. The proposed changes result in a surplus of 52 car bays. Refer to Section 5.2.3 for details.
7. **Bushfire Risk** – the building footprint is largely the same as the existing approval in terms of habitable floor space, with the increase in footprint to the east being canopy cover only (non-habitable). An amended Bushfire Management Plan has been prepared to consider these minor changes. Refer to Section 4.4.4 of the report for further discussion.

Based on the above, the proposed development has not substantially changed from the previous approval despite a Form 1 application being made. A summary of the key components of the existing and new development is outlined in **Table 3**.

Table 2 – Summary of Amendments

Component	Existing Approval	New Proposal
Land Uses	Shop, liquor store, specialty retail.	Shop, café/restaurant, speciality retail.
Total NLA	4,183 sq.m.	3,908 sq.m.
Total Landscaping	2,968 sq.m (12.2% of site).	2,947 sq.m. (10% of site)
Parking Bays Parking Ratio NLA	291	273 (surplus of 52 bays, refer to Section 5.2.3).
Bicycle and end of trip provision	16 bike racks (public) End of trip facilities including: 10 bike racks. 10 lockers. 2 unisex showers. 1 unisex ambulant toilet. 2 vanity basins.	16 bike racks (public) End of trip facilities including: 2x UAT general use facilities including change room. 10x bike racks. 10x lockers. 2x unisex showers. 1x unisex ambulant toilets. 2x vanity basins.
Building envelope	Complete removal of existing warehouse structure accompanied by a new building envelope.	Partial retention of existing warehouse building/ structure (refer to site plan).
Car park and loading bay configuration	Parking arrangement primarily east of building with shade sales for weather protection. Direct to boot 'click and collect' parking arrangement south of the main building. Loading dock	The car park layout remains consistent with the previous approval. The retention of the existing building allows for vehicle circulation from the loading dock south of the building. This will only be for small trucks existing the fulfilment (on-line delivery) dock.
Elevations	Complete removal of existing warehouse structure and replacement with new building materials.	Partial retention of existing warehouse building/ structure.
Signage	Signage package appropriate for approved development.	Amended signage package largely consistent with previous approval.

1.3. SUSTAINABILITY BENEFITS

Woolworths are committed to best practice environmental performance. Following initial development approval on the subject site, Woolworths have reconsidered the environmental and sustainability initiatives for the development. As part of the sustainability strategy, partial retention of the existing structures is now proposed, seeking to reduce the embodied energy footprint from the development. Key benefits of this approach include the following:

- The total expected embodied carbon footprint is expected to be ~4,000 Tonnes of CO₂e.
- Total area of existing structure to be retained ~ 8800m², representing savings of approximately:
 - ~1,320m³ of concrete.
 - 200 Tonnes of steel.
- It is estimated the total embodied carbon savings as a result of retaining the existing structure to be in the order of ~1,800 Tonnes of CO₂e. This represents a saving of 45%, equivalent to taking 391 cars off the road.

This approach represents a significantly improved environmental and sustainability outcome relative to demolition and new build. Woolworths are committed to seeking development approval for the improved environmental outcome to demonstrate their desire for best practice environmental performance.

1.4. CONDITIONS OF APPROVAL

It is requested as part of development assessment and approval for this Form 1 application that the existing conditions of approval for DAP/21/01973 remain generally consistent (where relevant). The development is not substantially changing in terms of nature and operation and therefore the majority of the conditions pertaining to the existing approval on site remain relevant and appropriate.

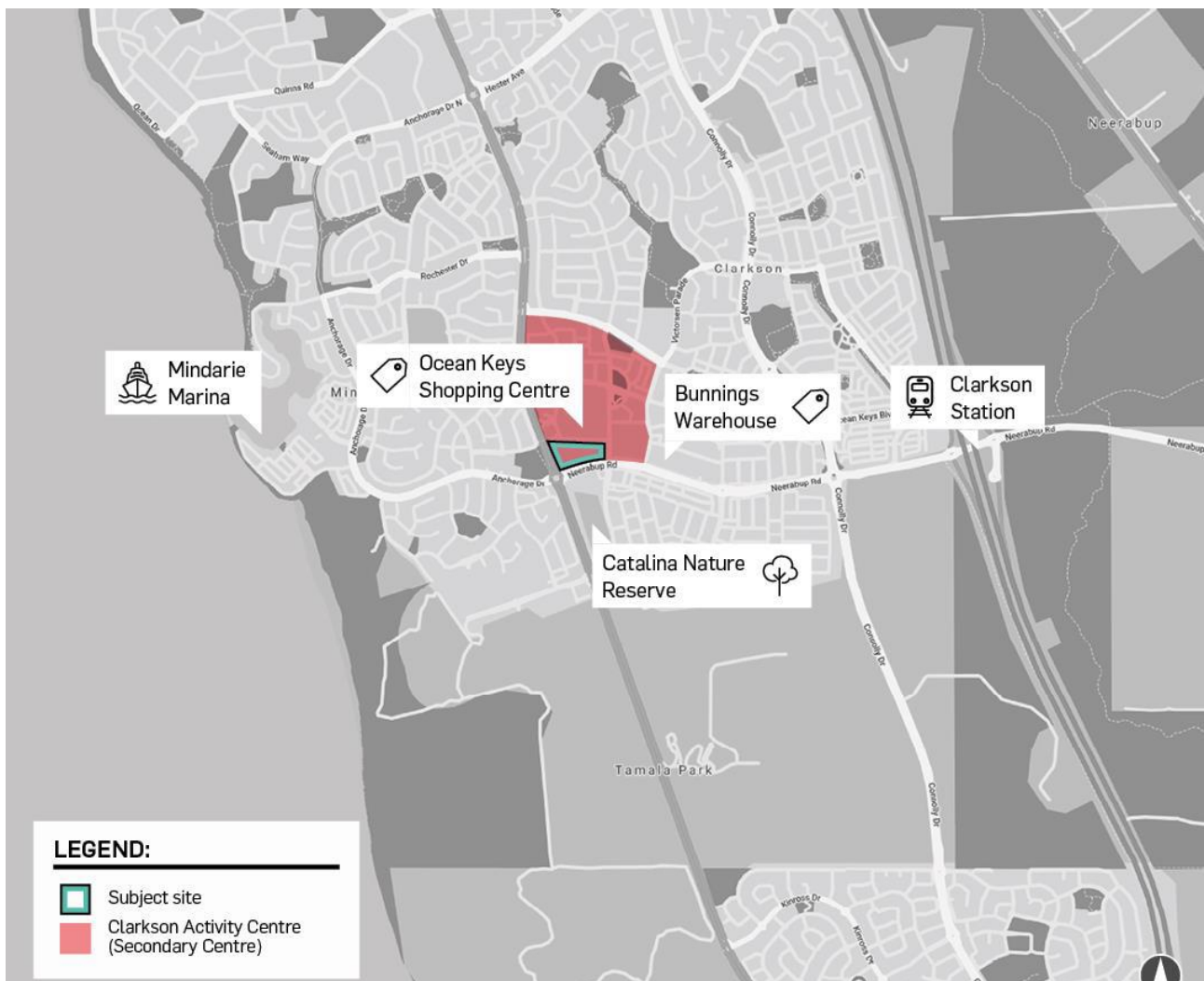
2. SITE DETAILS

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).

Figure 1 – Context Plan



2.1. SITE LOCATION AND 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 1** details the lots involved with Certificates of Title documents provided at **Appendix A**. An aerial photograph is provided at **Figure 2**.

Table 3 – Lot Details

Lot No.	Plan/ Diagram	Vol/Folio	Street Address	Area (sq.m)	Proprietor
408	23838	2183/316	19 Neerabup Road, Clarkson	30,745	Fabcot Pty Ltd.

Figure 2 – Aerial Plan



3. PROPOSAL

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

- A 2,708 sq.m. supermarket.
- A 450 sq.m 'mini major' supermarket.
- 7 speciality retail tenancies totalling 675 sq.m supporting the opportunity for a variety of complimentary retail and commercial offerings.
- A café of 75 sq.m.
- 273 car bay including 6 accessible bays, 6 parent bays and 8 'direct to boot' bays.
- Signage – proposed signage locations have been included in the development plans and an assessment against the signage policy is at **Appendix I**.

Refer to **Appendix C** for a copy the Development Plans.

Whilst this application is seeking a new approval, the proposal is largely consistent with the existing approval on site. The proposed changes encompassed within this application are primarily design changes for a more efficient and appropriate usage of the existing structures on site.

In our view the proposed modifications do not represent a substantial change in the function and operation of the previously approved development. The land uses will remain the same with the exception of the removal of the liquor store component. The remaining changes are primarily design modifications seeking to maintain the existing structures currently on site for a more efficient and sustainable use of materials. The building envelope, general layout and movement around the site generally aligns with the original approval.

3.1. SITE PLANNING

In essence, site planning remains consistent with the previous approval as follows:

- **Building footprint** - Retention of Bunnings form in the western portion 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 which aligns with the original approval.
- **Internal access road** – To increase permeability and connections to Ocean Keys Shopping Centre the internal access road is retained in line with the original approval.
- **Car parking** - Parking is centred, bounded by the proposed development and the additional pad sites, encouraging access from Neerabup Road and maintaining existing access points. Wayfinding surface treatment has been utilised to enhance the link between the southern access and the norther link points to Ocean Keys.
- **Pedestrian access and movement** - strong pedestrian access encourages pedestrian flow between the two centres via an existing ramp access from Neerabup and footpath link to the north-western corner of the site to direct foot traffic to the South-Western entrance of Ocean Keys.
- **Future development sites** - The westerly location permits smaller pad site opportunities to the east, allowing for an interface to Key largo Drive and addressing the established larger format retail further east. Additional future development sites on the North assist to activate an otherwise lifeless street service access and provide for opportunities to enhance the link to the Ocean Keys south-western entry.

Fundamentally the proposed amendments have not substantially changed the site planning for the development.

3.2. BUILT FORM AESTHETIC

Brown Falconer has prepared an architectural design statement summarised below.

The retention of the Bunnings built form structure utilises existing scale to promote wayfinding and highlight the landmark significance of the site. By maintaining the character of the structure and celebrating the form

through repurposing the old Bunnings, the industrial aesthetic is celebrated through a combination of solid form and a stripping away of the skin to expose the bones of the building.

Woolworths on further study of the existing built form recognise the significant sustainability benefits in maintaining as much of the current structure as possible and equally use the existing building as an opportunity to promote their national internal design philosophy of a marketplace feel.

The intent is to create a gathering place that differs from the larger retail mall-based offering adjacent.

The singular cladding material varies in density to highlight the corners whilst emphasising the original structure. They provide significant landmark scale to the key visual built form points of the shopping centre development, allowing visible references from distance along Neerabup Road to the east and Marmion Avenue to the south.

The highlighted scale of the corners transitions down to the parapet form of the supermarket and the angular cladding veil exposes the structure before dropping to a more human scale in the saw tooth framework, providing the tenancy and pick-up protection as well as a “walkway” to the external marketplace shop frontage. The design celebrates the existing built form. Highlighting the structure through peeling away the “skin” and dressing the large form box in a clean contemporary cladding with simple gestures of perforation to highlight the corners.

The material palette draws on a mixture of traditional domestic human scale brickwork and warmth at the tenancy interface, combined with the raw aesthetic of the large scale industrial shed drawing on marketplace construction typologies with lightweight structures and contemporary shed imagery to create a well detailed high end market aesthetic.

Whilst the repurposing of an existing building is a different aesthetic to a new build, the design philosophy and theme remains consistent with the original approval.

3.3. LANDSCAPE

The new provision seeks to appropriately respond to the changes in the built form and to respond to the key recommendations and comments made by the DRP as detailed in **Section 4** of this Report. The DRP feedback focused on a more appropriate provision of tree and plant species to facilitate a high-quality landscaping outcome. Of note, the key changes following DRP comments include:

- Details of climber wall support system included on drawings.
- Stratacells added to carpark tree planting to improve viability of tree growth.
- WA Peppermints changed to Tuarts.
- Star Jasmine Climber changed to the hardier Wonga Vine (*Pandorea pandorana*).
- Casuarina included as infill planting, not as shade trees.
- Stenocarpus changed to Tuckeroos (*Cupaniopsis anacardoides*).

A Landscape Plan is provided at **Appendix D**.

4. DESIGN REVIEW PANEL

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 19 July 2021
- Presentation to the City's Design Review Panel (DRP) on 26 August 2021

A summary of the feedback and design response against the 10 Design Principles of State Planning Policy 7.0 is provided below.

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>Further develop the articulation and quality of design of all elevations to reduce building bulk and strengthen the building corners as landmarks that face the key streets.</i>	
Proposed Development Response			Compliance
The elevations have been updated to reflect further façade panel articulation on the western elevation. This has been achieved in the cladding with detail lines highlighting breaks to further accentuate the corners. The northern elevation around the green wall has been updated with additional brick detailing and battens to break down the mass of the façade and provide temporary relief whilst the green wall establishes. Windows to the northern elevation have also been added to the supermarket back of house. The saw tooth canopy angles have been modified internally to further heighten the pitch and articulate the tenancies. The façade cladding has been slightly refined to further direct the angles to the entry marker point on the façade. The design response presents prominent corners that are strongly identified and act not only as way finding but directional markers.			✓
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 further details to support the integration and long term viability of the extensive north facing green wall.</i> <i>Reconsider specific elements of the landscape plan and tree species as outlined above.</i>	
Proposed Development Response			Compliance
The Landscape plan has been updated in response to the DRP feedback including: <ul style="list-style-type: none"> ▪ Details of climber wall support system included on drawings; ▪ Stratacells added to carpark tree planting to improve viability of tree growth; ▪ WA Peppermints changed to Tuarts; ▪ Star Jasmine Climber changed to the hardier Wonga Vine (<i>Pandorea pandorana</i>); ▪ Casuarina included as infill planting, not as shade trees, and; ▪ Stenocarpus changed to Tuckeroos (<i>Cupaniopsis anacardoides</i>). 			✓
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>Refer to Context and Character</i>	
Proposed Development Response			Compliance
Refer to Design Principle 1.			✓

Design Principle	DRP Key Recommendation	
4 - Functionality and build quality 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>Provide further details of the internal Woolworths fitout and how this relates to the retained building structure and envelope.</i>
Proposed Development Response		Compliance
The supermarket fit out allows for the exposure of the existing structure in keeping with the theme of the design. The trading floor does not have ceilings making the full expanse of the trading floor area exposed where possible. The back of house areas are also exposed through access and storage areas unless covered by the mezzanine. The floor plan shows the extent of the proposed supermarket internal fitout plan. The current 'Woolworths Design Kit' has a marketplace feel and aligns with the external design themes.		✓
Design Principle	DRP Key Recommendation	
5 - Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.		<i>The Panel supports the adaptive re-use of the existing warehouse for the proposed new publicly accessible uses.</i>
Proposed Development Response		Compliance
Noted.		✓
Design Principle	DRP Key Recommendation	
6 - Amenity 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>Provide a detailed roof plan to show the mix of translucent and solid panel types in the eastern canopy to allow adequate daylight access for community uses to be viable at footpath level.</i>
Proposed Development Response		Compliance
A Roof Plan (Drawing 3348 05 Rev A) has been prepared to detail the extent of roof lighting. Refer to Appendix C .		✓
Design Principle	DRP Key Recommendation	
7 - Legibility 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>Strengthen the contemporary appearance of the sawtooth canopy design over the commercial tenancies and improve its legibility on the eastern elevation.</i>
Proposed Development Response		Compliance
Refer to Design Principle 1.		✓
Design Principle	DRP Key Recommendation	
8 - Safety Good design optimises safety and security, minimising the risk of personal		<i>Provide site levels on the proposed site layout and landscape plan.</i>

harm and supporting safe behaviour and use.		
Proposed Development Response		Compliance
Site levels are detailed on the Site Plan at Appendix C and a Landscape Plan is provided at Appendix D .		✓
Design Principle	DRP Key Recommendation	
9 - Community <i>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.</i>		<i>Provide details of the shop fronts to allow for diversity and personalisation.</i>
Proposed Development Response		Compliance
The shop front tenancy zone is provided with a consistent palette and is not intended to pre-empt or limit a diversity of finishes for future tenants. The individual specialty tenancies will contribute to the overall marketplace feel and are provided with an opportunity for individual signage hangs from the steel saw teeth. No further variations to the current facade design at the pedestrian level are considered necessary with future tenants to establish individual / personalised elements such as signage in line with the overall development theming.		✓
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>		<ul style="list-style-type: none"> • <i>Ensure a high quality of detailing for the proposed industrial marketplace aesthetic that reflects the aspirational imagery.</i> • <i>Provide specifications for the wall cladding above the shops and a possible alternative for the red/brown base brickwork to ensure compatibility with the desired contemporary industrial market aesthetic.</i> • <i>Provide a detailed section to show the continuation of the external aesthetic in the interior spaces.</i>
Proposed Development Response		Compliance
The wall cladding above the specialty tenancies is the same quality as the external finish materials and defined by the additional exposed bracing and the ribbed panels. Detailed sections for the supermarket are provided in the development plans at Appendix C , however the internal design of the tenancies is not part of the development application. These elements are noted and will form part of the detailed design development, and the intent is to carry marketplace theme throughout the development.		✓

The abovementioned refinements to the design approach address a number of the comments received from the DRP.

4.1. TECHNICAL CONSIDERATIONS

This section provides a summary of the key technical considerations relevant to the proposed amendments of this application.

4.1.1. Landscaping

A new landscaping solution is proposed as part of this application. The amended landscaping report can be found at **Appendix D**.

4.1.2. Traffic Access and Parking Management

An amended Traffic Impact Assessment (TIA) has been prepared in support of the proposed amended design. The key findings from the TIA can be summarised as follows:

- The overall floor area of the new proposal is slightly less than the approved development and as a result the forecast traffic demands reduce by 2% to 5% during the peak periods of site activity. As the forecast traffic demands reduce, the revised development proposal will have less traffic impact than identified for the approved development.
- The car park layout remains largely consistent with the original approval. The new proposal incorporates 271 bays (a surplus of 51 bays – see Section 5.2.3 for further parking discussion).
- The retention of the existing building allows for vehicle circulation from the loading dock south of the building. This will only be for small trucks existing the fulfilment (on-line delivery) dock. Whilst vehicle circulation throughout the development has been slightly modified, the proposal remains workable and offers an appropriate site response.
- Access to the development remains consistent with the existing approval.

The amended TIA can be found at **Appendix E**.

4.1.3. Retail Sustainability Assessment

A Retail Sustainability Assessment (RSA) is required for major development (proposals exceeding 10,000 sq.m of additional retail development in a secondary centre). Whilst this proposal does not constitute 'major development', an RSA has been provided to demonstrate the merits of the proposal and to demonstrate the proposal's alignment with State Planning Policy 4.2.

The RSA prepared as part of the original development approval concluded 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.

An addendum to the approved RSA has been prepared to consider the proposed changes encompassed within this application. The amended considerations of the RSA conclude that the proposed changes are moderate (<5%) and do not have any meaningful impact on the study findings and conclusions. As such, the original report is considered appropriate to inform decision making for the amended development application.

The amended RSA can be found at **Appendix F**.

4.1.4. Bushfire Considerations

An amended Bushfire Management Plan (BMP) has been prepared by Strategen to reflect the proposed amendments to the development. Importantly, the BMP confirms that the considerations are largely consistent with those encompassed within the approved BMP. The amended BMP notes that proposed development is not otherwise unreasonably constrained by bushfire hazard issues and that compliance with all bushfire protection criteria of the Guidelines is readily achievable due to the existing legacy compliant conditions of the site.

The amended BMP can be found at **Appendix G**.

4.1.5. Engineering services

The advice and considerations on engineering services remain unchanged from the previous approval. The servicing assessment prepared as part of the existing development approval can be found at **Appendix H**.

5. PLANNING ASSESSMENT

The following section provides an assessment and justification of the proposed development in the context of the state and local planning frameworks.

5.1. STATE AND REGIONAL PLANNING FRAMEWORK

Table 4 – State and Regional Planning Framework Assessment

Document	Relevant Provision/ Objective	Compliance
Metropolitan Region Scheme	The subject site is zoned 'Urban' – which allows for a range of activities including residential, commercial, recreational and light industry (Refer Figure 3).	The proposed development is consistent with the intentions of the MRS 'Urban' zoning. Refer Figure 3 .
State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2)	<p>SPP 4.2 guides the preparation and review of local planning strategies, schemes and structure plans, and provides retail development controls.</p> <p>The development is located within the Clarkson Secondary Centre and is subject the requirements of this centre type.</p> <p>The proposed development comprises 3,833sq.m of shop/retail NLA along with complementary food and beverage (café of 75 sq.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.</p>	<p>The proposed development is consistent with the requirements and provisions identified under SPP 42. The hierarchy, activity expectations, movement requirements and urban form requirements are consistent with what is expected for a secondary centre.</p> <p>As part of the previous development application, a Retail Sustainability Assessment (RSA) was submitted.</p> <p>The RSA concluded that:</p> <ul style="list-style-type: none"> ▪ 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. ▪ The development will increase the offering and appeal of the Clarkson Activity Centre by adding a variety of additional shops and services. ▪ The proposed amendments to this application are minor and will not significantly alter the findings of the RSA.

Document	Relevant Provision/ Objective	Compliance
		<p>Whilst the quantum of floorspace does not trigger the need for an RSA under SPP4.2, it is considered appropriate to assess and measure any perceived potential impact on surrounding competing centres.</p> <p>The Retail Sustainability Assessment concluded that 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.</p> <p>The findings of the RSA were also supported by the Applicant's peer review by Deep End Services and the City's Economic Development Services Unit.</p> <p>An addendum to the previously submitted RSA has been prepared to support this application. This confirms that changes as part of this application are moderate (<5%) and do not have any meaningful impact on the study findings and conclusions.</p> <p>As such, the original report is considered appropriate to inform decision making for the amended development application.</p> <p>The RSA can be found at Appendix F.</p>
<p>State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)</p>	<p>The proposed development is partially located within a designated bush fire prone area, situated along the southern portion of the subject site.</p>	<p>Due to the site being partially located within a designated bush fire prone area, a Bushfire Management Plan (BMP) was provided as part of the original development application.</p> <p>The BMP has now been updated to consider the proposed amendments. The amended BMP confirms that the bushfire considerations for the new design are largely consistent with those encompassed within the approved BMP.</p> <p>The amended BMP notes that compliance with all bushfire protection</p>

Document	Relevant Provision/ Objective	Compliance
		<p>criteria of the Guidelines is readily achievable due to the existing legacy compliant conditions of the site.</p> <p>The amended BMP can be found at Appendix G.</p>
Perth and Peel @3.5 million – North-Est Sub-Regional Planning Framework	The 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.	<p>The proposed development remains consistent with the objectives of the framework.</p> <p>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</p>
Directions 2031 and Beyond	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 remains consistent with the strategic intentions of this document as it provides a retail and convenience offering that will support the growth of the surrounding residential and commercial areas.

Figure 3 – MRS Zoning Map



5.2. LOCAL PLANNING FRAMEWORK

5.2.1. Zoning

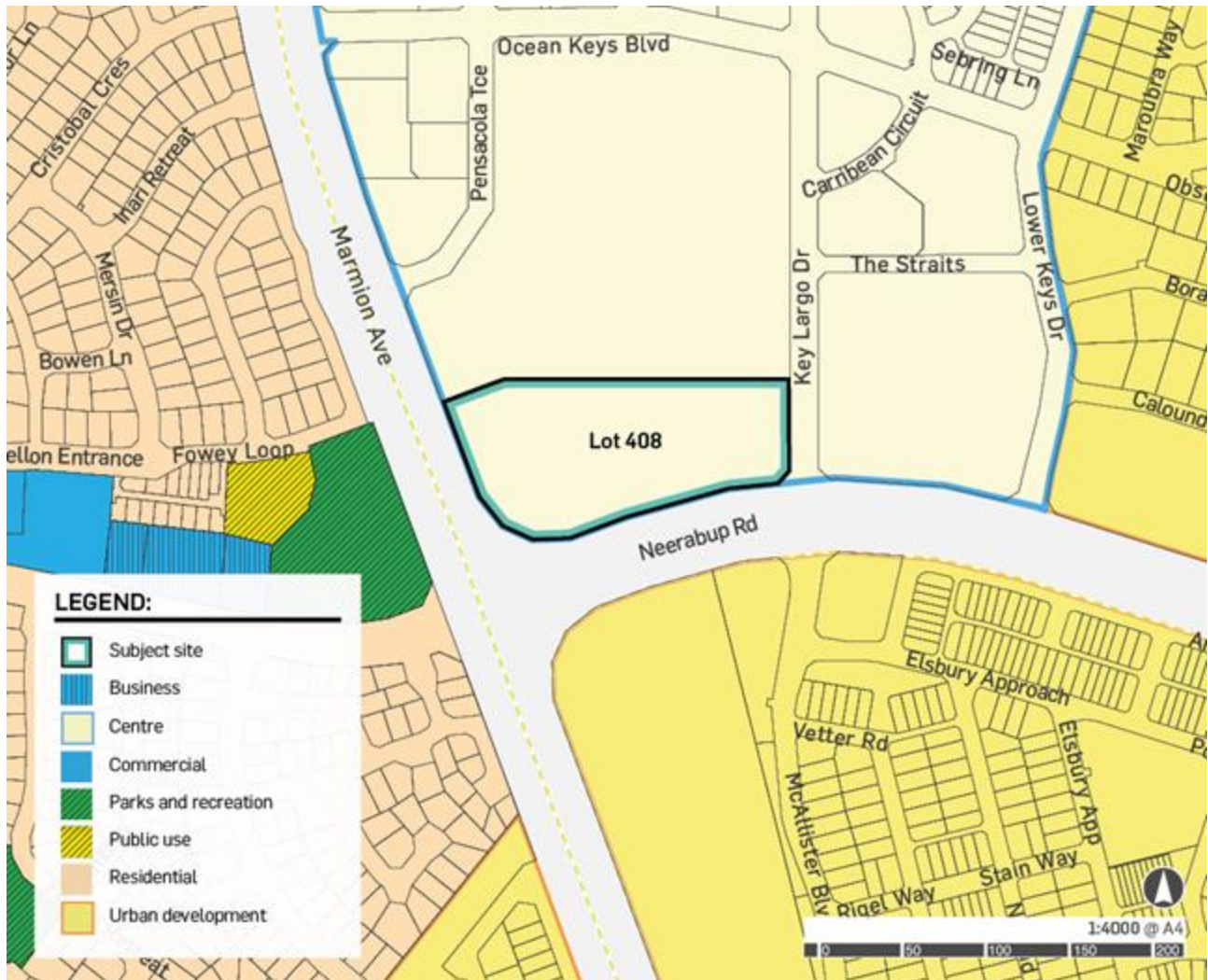
The subject site is zoned 'Centre' under the City of Wanneroo District Planning Scheme No.2 (DPS 2). Refer Figure 4.

The objectives of the Centre Zone are to:

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

The proposed minor modifications to the Woolworths development remain entirely consistent with the intent and objectives of the centre zone.

Figure 4 – DPS 2 Zoning Map



5.2.2. Land Use Permissibility

Permissibility of land uses in the centre one is determined by the relevant activity centre plan. The Clarkson Activity Centre Plan 2 (CACP 2) designates the site within the 'Commercial Zone' with land use permissibility in accordance with the zoning table of DPS 2 as identified below.

Table 5 – Land Use Permissibility

Proposed Land Use	Land Use under DPS	Permissibility (Commercial Zone)
Supermarket	'Shop'	P
Specialty Retail	'Shop'	P
Mini Major	'Shop'	P
Cafe	'Restaurant'	P

As identified above, the proposed uses are capable of approval. The specialty retail tenancies are intended to provide for a wide range of retail/ shop uses subject confirmation of future tenants.

5.2.3. 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 6** and supported by the TIA prepared by Riley Consulting at **Appendix E**. Consistent with the original approval, the parking rate for 'Shop' is based on the Supermarket parking rate of DPS2 being 5.25 bays per 100sq.m NLA due to the site's proximity to Ocean Keys Shopping Centre.

Table 6 – Car Parking Assessment

Proposed Land Uses + NLA*	DPS 2 Car Parking Requirements	Car bays required:
Shop (3,833m ²) <ul style="list-style-type: none"> ▪ Supermarket* – 2708m² ▪ Mini Major - 450m² ▪ Specialty Retail – 675m² 	5.25 bays per 100sq.m NLA	201 bays
Restaurant (Café) – 75m 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):		221 bays
Total bays provided: 273 bays (inclusive of accessible and pick-up bays) – Surplus of 52 bays OR 7 bays per 100sq.m NLA (total NLA of 3,833 sq.m)		

*back of house areas and fulfilment excluded from the supermarket NLA.

5.3. 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 7**. An assessment against section 7.5 (Commercial Zone Criteria and Criteria Specific to Lot 408) is provided at **Table 8**.


Table 7 – 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>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>The built form and design responses uses perforated corner elements used as way finding landmarks and signage elements, but ensuring they have a translucency to counter visual bulk. The cladding material varies in density to highlight the corners whilst emphasising the original structure. They provide significant landmark scale to the key visual built form points of the shopping centre development, allowing visible references from distance along 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 supermarket entry statement will provide permanent landmark reference features into the future.</p> <p>The highlighted scale of the corners transitions down to the parapet form of the supermarket and the angular cladding veil exposes the structure before dropping to a more human scale in the saw tooth framework, providing the tenancy and pick-</p>	

Clarkson Activity Centre Plan – Part 1 Provisions	Assessment	Compliance
	<p>up protection as well as a “walkway” to the external marketplace shop frontage.</p> <p>The landmark features are also supported by:</p> <ul style="list-style-type: none"> ▪ The design celebrates the existing built form. Highlighting the structure through peeling away the “skin” and dressing the large form box in a clean contemporary cladding with simple gestures of perforation to highlight the corners. ▪ An open framed truss structure skirting the canopy walkway providing a sense of enclosure without shutting out natural light, while enhancing the outdoor dining experience and breaking up the uniformity of the flat roof canopy. This aesthetic reflects a marketplace feel with protective outdoor cover. ▪ The principal entry and building frontage is centrally located with an interactive façade, well landscaped parking and strong signage elements defined wayfinding for visitors. <p>The proposed development has developed the landmark elements even further from the previous approval.</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>	<p>An amended Traffic Impact Assessment has been prepared in support of this application and can be found at Appendix E.</p> <p>The traffic considerations for the revised proposal remain consistent with the previous approval with only minor modifications to vehicle circulation. The western and southern areas of the development now allow for vehicle movements. The TIA confirms that this solution is appropriate and allows for adequate movement of vehicles.</p>	

Clarkson Activity Centre Plan – Part 1 Provisions	Assessment	Compliance
<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>All other traffic considerations remain compliant with the previous approval as follows:</p> <ul style="list-style-type: none"> ▪ Vehicle access to the development is via the existing Neerabup Road crossover and two existing crossovers from the northern internal access road. ▪ 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. ▪ Pedestrian connections provided from Neerabup Road and the internal northern access road. 	

Table 8 – Commercial Zone Criteria

Commercial Zone Criteria	Assessment	Compliance
<p>a) the provisions of the ‘Commercial’ zone in the Scheme should apply to this zone unless otherwise specified in this section.</p>	<p>The proposed development remains generally consistent with the provisions for the commercial zone under DPS 2.</p>	<p>Refer to Section 5.2.1 of this report.</p>
<p>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.</p>	<p>N/A - The subject site is not fronting the main street.</p>	<p>N/A.</p>
<p>c) Any commercial building should have a front facade no less than 4.5 metres in height in order to provide the appropriate scale.</p>	<p>The front façade of the development has a height 5.285m (to the underside of the awning). The majority of the façade well exceeds 4.5m in height.</p> <p>In addition, corner elements to Neerabup Road provide higher built form elements up</p>	<p style="text-align: center;"></p>



Commercial Zone Criteria	Assessment	Compliance
	to 12.6 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.	✓
e) Setbacks in other locations in the zone should be in accordance with the Scheme.	The setback to Marmion Avenue is 7.89m. This is in excess of the minimum setback requirement of 6m prescribed by clause 4.7.1 of DPS2.	✓
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 an extended canopy covering the walkway / open carpark space 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 café is located to the north east for maximum protection from prevailing winds and with visual connection to the adjacent pad sites to the east and pedestrian link to the South-Western corner of Ocean Keys.</p> <p>The northern façade proposes a ‘green wall’ structure with raised planters to create visual interest and soften the façade.</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>	✓


Commercial Zone Criteria	Assessment	Compliance
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 Table 7 where 'Landmark Sites' are further discussed.	✓
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.	Key Largo Street to the east of the subject site is identified as a 'Transitional Street'. The proposal doesn't not include any building elements fronting Key Largo Drive. These will be subject to future development applications.	✓
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	✓
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.	A Landscape Plan has been prepared to support the application. The landscaping solution seeks to provide an appropriate level of planting and canopy cover to support a pleasant pedestrian environment. This is achieved through: <ul style="list-style-type: none"> ▪ A total of 117 shade trees across site (1 for every 2.3 car bays) with 2,947sqm of landscaping (10% of site area). ▪ The shade sails in the car parking have been broken up to provide opportunities for shade trees and distribute them throughout the site. ▪ A green wall on the northern façade with creepers growing up a stainless steel support system adding visual interest and additional landscaping to the built form. 	✓


Commercial Zone Criteria	Assessment	Compliance
	<ul style="list-style-type: none"> ▪ Planters provide an area to support an outdoor dining experience for a café tenancy. ▪ 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. 	
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 100m ² where the total number of bays on the site exceed 500 bays.	Refer to Section 5.2.3 of this report for assessment of the car parking.	✓
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.	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.	✓
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 I .	✓
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.	Pedestrian pathways have been provided through the development and parking areas	✓

Commercial Zone Criteria	Assessment	Compliance
	<p>to provide safe and convenient access for customers.</p> <p>Similarly, the development seeks to provide safe and convenient pedestrian connection to the Ocean Key Shopping centre to the north.</p>	
<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.</p>	<p>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.</p>	<p>✓</p>
<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.</p>	<p>As above.</p>	<p>✓</p>
<p>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</p>	<p>No access to Marmion Avenue is proposed.</p>	<p>✓</p>
<p>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</p>	<p>N/A.</p>	<p>N/A.</p>
<p>5.Criteria Specific to Lot 408 (No. 19) Neerabup Road</p>		
<p>Land Use</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 	<p>Complies as per Section 5.2.2 of this report.</p>	<p>✓</p>

Commercial Zone Criteria	Assessment	Compliance
10,000m ² NLA is allowed on this Lot 408 (No. 19) Neerabup Road.		
<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>	N/A – no residential uses proposed.	N/A.
<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</p>	<p>The proposed vehicle access points are consistent with the approved development and Figure 3 of the CACP.</p> <p>Refer to Table 7 – Clause 7.3 ‘Movement Network’ and Appendix E for the amended TIA where traffic considerations are further discussed.</p>	✓
<p><u>Internal Access Street</u></p> <p>The internal access street linking Neerabup Road to Pensacola Terrace, as indicate 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 a continuous shade tree canopy to 	<p>A defined vehicle access route has been identified to clearly define a north-south link through to site to Pensacola Terrace. This internal access street will be recognizable by an alternative pavement treatment.</p> <p>The alignment of this internal access road has responded to the need to retain the two existing northern crossovers to the site and the fixed crossover to Neerabup Road, the level difference/retaining wall along the</p>	✓

Commercial Zone Criteria	Assessment	Compliance
<p>facilitate pedestrian movement through the site.</p> <ul style="list-style-type: none"> ▪ Lighting and seating at appropriate intervals. ▪ Embayment parking at regular intervals ▪ Footpath of a typical minimum width of 3 metres. 	<p>northern boundary and the need to provide safe vehicle and pedestrian movements through the sites. There is also a desire to avoid the creation of a 'rat run' through the site for vehicles travelling north to Pensacola Terrace. The proposed solution provides a balanced outcome by creating a defined vehicle access route that meets the objective of ACP 2 whilst being safe and convenient for both vehicles and pedestrians.</p> <p>It is envisaged that the detailed design of this internal accessway can be further resolved as a condition of approval prior to an application for building permit. This will allow the refinement of further detail as appropriate, for example; threshold treatments in safe locations, pedestrian crossing points and directional signage, pavement material/colour etc. This outcome is consistent with the previous approval.</p>	
<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 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>	<p>Refer to response to the Commercial Zone criteria (Q) above.</p> <p>End of Trip Facilities have been provided as follows:</p> <ul style="list-style-type: none"> ▪ 2 x UAT facilities including change room. ▪ 10x bike racks. ▪ 10x lockers. ▪ 2x unisex showers. ▪ 1x unisex ambulant toilet. ▪ 2x vanity basins. 	
<p><u>Parking</u></p> <p>Parking provision should be in accordance with the Scheme, though concessions may</p>	<p>Refer to Section 5.2.3 of this report where the parking provisions is further discussed.</p>	

Commercial Zone Criteria	Assessment	Compliance
<p>be approved where reciprocal use is provided (excluding for residential components, which must provide dedicated bays, in accordance with the RCodes).</p> <p>Car parking should be screened from public streets by buildings or landscaping in accordance with the Landscaping Master Plan.</p> <p>Undercroft parking, working with the established levels of the site should be considered where appropriate.</p> <p>A row of car parking may be provided along Key Largo Drive, reflecting the transitional nature of this street.</p> <p>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>		
<p><u>Built Form</u></p> <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 weather 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</p>	<p>The built form design response has been detailed in Section 3 of this report.</p> <p>No buildings are proposed along Key Largo Drive as part of this application.</p> <p>No sensitive uses are proposed on this site.</p>	

Commercial Zone Criteria	Assessment	Compliance
<p>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 sensitive land uses where proposed.</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>A Landscape Plan has been prepared to support the application. The landscaping solution seeks to provide an appropriate level of planting and canopy cover to support a pleasant pedestrian environment. This is achieved through:</p> <ul style="list-style-type: none"> ▪ A total of 117 shade trees across site (1 for every 2.3 car bays) with 2,947sqm of landscaping (10% of site area). ▪ The shade sails in the car parking have been broken up to provide opportunities for shade trees and distribute them throughout the site. ▪ A green wall on the northern façade with creepers growing up a stainless steel support system adding visual interest and additional landscaping to the built form. ▪ Planters provide an area to support an outdoor dining experience for a café tenancy. <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>Refer to Appendix D for the Landscape Concept Design prepared by Plan E Design Studio.</p>	

CONCLUSION

The proposed development encompassed within this application makes considerable improvements to the built form from both an aesthetic and sustainability perspective relative to the existing approval on site. This proposal does not represent a significant departure from the existing approval in terms of the nature of operation and function of the development. Rather, the design changes and significant improvements to the overall build quality formulate the basis for this application.

This proposal is consistent with the key State and local planning frameworks. It represents a high-quality built form outcome that will deliver the benefits of convenience, retail, community services and local amenity to the surrounding community. This application is therefore capable and worthy of obtaining development approval.

As this proposal is largely consistent with the existing approval (DAP/21/01973) in terms of function and operation, it is considered appropriate for the conditions pertaining to the existing approval can in most instances be reapplied to this application. We therefore respectfully request this application be approved, subject to reasonable and relevant conditions as the previous approval.

For any queries regarding this application, please contact the project team at Urbis below.

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DISCLAIMER

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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

APPENDIX B

COPY OF EXISTING JDAP APPROVAL

APPENDIX C

DA PLANS

APPENDIX D

LANDSCAPE CONCEPT DESIGN

APPENDIX E

TRAFFIC IMPACT ASSESSMENT

APPENDIX F

**RETAIL SUSTAINABILITY
ASSESSMENT**

APPENDIX G

BUSHFIRE MANAGEMENT PLAN

APPENDIX H

**ENGINEERING TECHNICAL SERVICES
ADVICE NOTE**

APPENDIX I

SIGNAGE POLICY ASSESSMENT

