

DEVELOPMENT APPLICATION FOR PROPOSED RETAIL DEVELOPMENT

(SUPERMARKET, SPECIALTY RETAIL,
LIQUOR STORE, CAFÉ AND OFFICE)

PREPARED FOR
CITY OF WANNEROO
OCTOBER 2021



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1. INTRODUCTION

This development application has been prepared by Urbis on behalf of Fabcot Pty Ltd (Woolworths) as part of an application for development approval for the use and development of a portion of Lot 9702 (No. 10) Enterprise Avenue, Two Rocks (**subject site**).

The proposed development comprises a Woolworths supermarket which is sleeved by a liquor store, three speciality retail tenancies and a café. It also proposes a retail/commercial building on the corner of Azzurra Street and Lisford Avenue and a future commercial pad site south of this, fronting Lisford Avenue.

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 proposal that generally reflects the applicable planning framework, most specifically the City of Wanneroo District Planning Scheme No. 2 (**DPS 2**), the Two Rocks Town Centre Structure Plan (**ASP 70**) and the Draft Precinct C Local Development Plan (**Draft LDP**) which has recently been lodged with the City of Wanneroo consistent with the requirements of ASP 70.

This report has been set out in the following manner:

- An explanation for the site details and context.
- A description of the proposal including key uses, development and floorspace.
- A summary of the pre-lodgement design review panel process.
- A detailed planning assessment (particularly against ASP 70 and the Draft LDP).
- An outline of key technical considerations which has informed the proposal from a traffic, heritage, waste, bushfire, engineering and landscape perspective.

A summary of the key components of the site and proposal is provided in the table below.

Table 1 - Summary of Proposal

Property Location	Part Lot 9702 (10) Enterprise Avenue, Two Rocks
Existing land use, buildings, and structures to be demolished	Vacant, remnant vegetation to be removed consistent with subdivision approval 158390 (approved 26 November 2019).
Proposed Land Uses	Liquor Store, Office, Restaurant, Shop
Total Lot Area	1.69ha
Total Shop-Retail Floorspace	3,538sq.m – 4,133sq.m NLA (subject to final use of Lisford/Azzurra tenancy)
Potential Other Floorspace	595sq.m NLA (subject to final use of Lisford/Azzurra tenancy)
MRS Zoning	'Urban'
DPS Zoning	'Marina'
Local Planning Scheme	City of Wanneroo District Planning Scheme No.2 (DPS 2)
Relevant Structure Plans/Local Development Plans	Yanchep Two Rocks District Structure Plan No.43 Two Rocks Town Centre Structure Plan No.70 Draft Precinct C Local Development Plan (under assessment)

2. THE SITE

This section provides an overview of the contextual elements of the site including its location, context, lot particulars and key characteristics.

2.1. REGIONAL CONTEXT

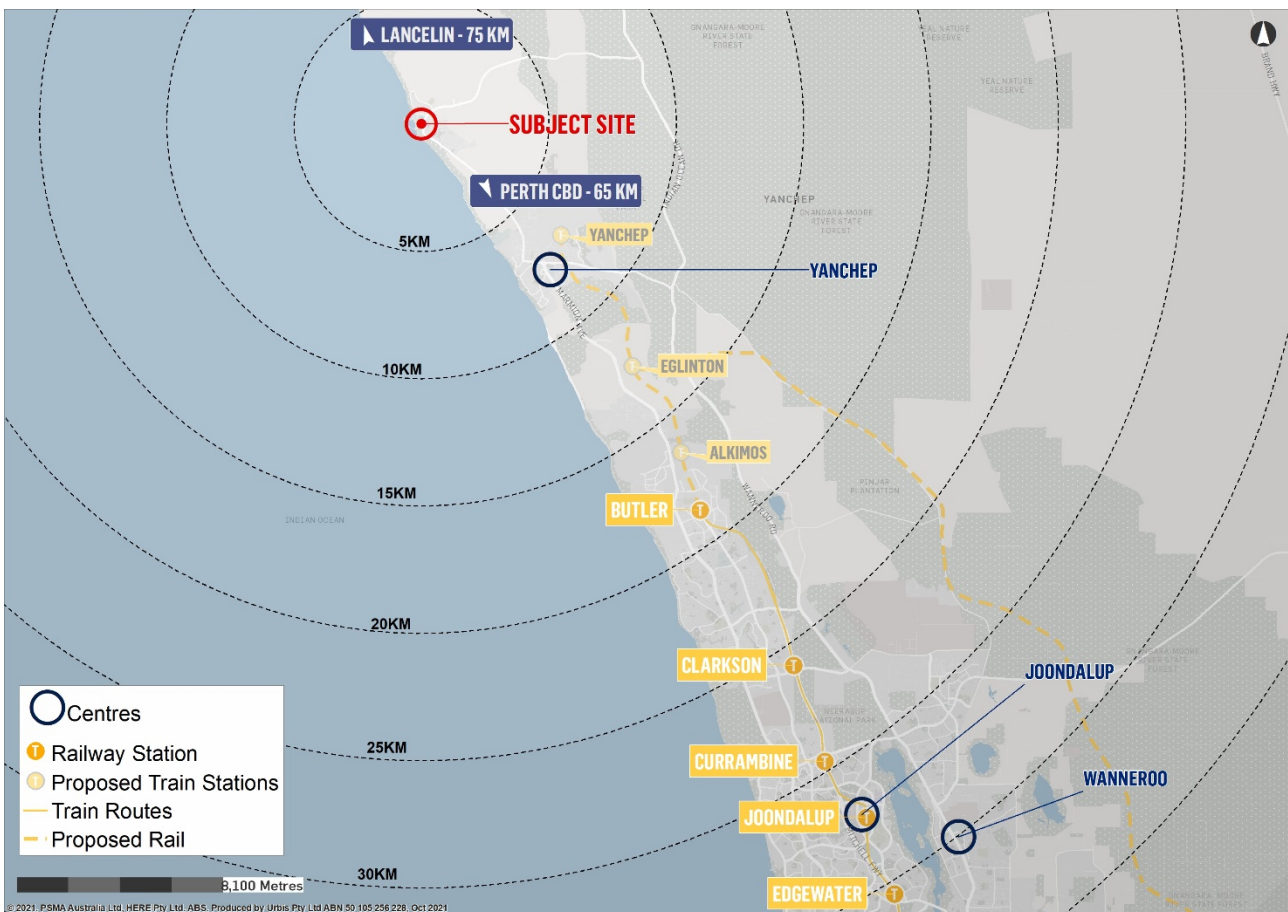
The subject site is located approximately 65km northwest of the Perth CBD and resides within the City of Wanneroo (**the City**) local government area. The site sits within the Two Rocks Town Centre which is located approximately 8.0km north-west of the Yanchep Strategic Metropolitan Centre and 35.0km north-west of Joondalup Strategic Metropolitan Centre.

The site directly abuts Lisford Avenue to the east which is identified as an 'Other Regional Road' in the Metropolitan Region Scheme. Lisford Avenue provides a key connection to Breakwater Drive and Reef Break Drive which connects to Indian Ocean Drive, providing a key link to the Mitchell Freeway and Perth's orbital road network. The site is also positioned close to a range of existing recreation and community facilities and attractions such as:

- Two Rocks Marina
- Atlantis Marine Park
- Atlantis Shopping Centre
- Two Rocks Primary School
- Yanchep Public Library
- Charnwood Reserve

The regional context of the site is illustrated in **Figure 1** below.

Figure 1 - Regional Context Plan



2.2. HISTORIC AND LOCAL CONTEXT

The subject site sits within the location of the former Atlantis Marine Park which was built in 1981 by Alan Bond as part of the Yanchep Sun City plan (refer image below). The marine park was intended to provide a significant tourist attraction as part of Perth's rapid population growth and contained numerous pools and sculptures including the King Neptune sculpture.

The marine park closed in 1990 due to financial difficulty and has since been abandoned, although some key features remain (such as the King Neptune sculpture).



Source: City of Wanneroo

The former Atlantis Marine Park and future Two Rocks Town Centre area was acquired by the Fini Group in 1999 and has been largely cleared and earmarked for redevelopment.

Locally, the site sits centrally within the Two Rocks Town Centre Structure Plan No.70 (ASP 70) area which has been prepared to guide the comprehensive redevelopment of the area for residential, tourist and town centre uses. It sits approximately 400m south-east of the Two Rocks Marina and boat camp which comprises various café/restaurant offerings, as well as the Two Rocks IGA and Tavern. East of Lisford Avenue comprises Charwood Reserve which services the broader surrounding residential area.

A context plan illustrating the site in its local context at **Figure 2** (overleaf) and a summary of the surrounding land uses is provided in **Table 2**.

Table 2 – Surrounding Land Use

Direction	Immediately Adjacent	Zoning (ASP 70 and DPS 2)
North	King Neptune Statue	'Public Open Space'
	Two Rocks Shopping Centre	'Commercial'
East	Charnwood Reserve	'Parks and Recreation'
	Yanchep Public Library	'Urban Development'
South	Vegetation	'Mixed Use'
	Two Rocks Beach (Wreck Point)	'Regional Parks & Recreation'
West	Two Rocks Marina	'Parks and Recreation'
	Two Rocks Marina Boat Ramp	'Parks and Recreation'

Figure 2 – Local Context Plan



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2.3. SITE DESCRIPTION

The subject site comprises an area approximately 1.69ha in size. It is largely cleared with some remnant vegetation located primarily in the western portion of the site. The lot is regularly shaped and has direct frontage to Azzurra Street to the north (future main street), Lisford Avenue to the east, a future access road to the south and vacant land (proposed future redevelopment for public open space/drainage and commercial purposes) to the west.

It is proposed that the vegetation within the western portion of the site will be cleared in due course as part of the subdivision approval being progressed by Fini Group, in addition to the construction of new roads.

Figure 3 – Aerial Plan



2.4. LOT DETAILS

The site currently forms part of the broader Lot 9702 on Plan 402964. This is illustrated within **Table 3** below and **Figure 4** overleaf. A subdivision application for the creation of the development application site (Lot 702, to be acquired by Woolworths) was approved by the WA planning Commission in November 2019. The Certificate of Title for Lot 702 is currently in the process of being created.

Lot 9702 is currently 7.8ha in size of which the Proposed Lot 702) is 1.69ha. A copy of the current Lot 9702 Certificate of Title as well as the November 2019 subdivision approval (and plan) is provided at **Appendix A**.

Table 3 – Lot Details

Lot No.	Plan	Volume	Folio	Street Address	Area	Proprietor
Part Lot 9702	P402964	2948	663	10 Enterprise Avenue, Two Rocks	7.8ha	Fini Group Pty Ltd

Figure 4 - Lot Detail



2.5. HERITAGE CONSIDERATIONS

The former Atlantis Marine Park (which contains the subject site) and the King Neptune sculpture (located immediately north of the site) are both listed on the City of Wanneroo Local Heritage List as Category 2 Heritage Places which provides maximum encouragement to conserve the heritage significance of the place.

Further, both listings are currently under assessment by the State Heritage Office for inclusion on the State Heritage Register. The development of the site has been informed by a Heritage Assessment prepared by Griffiths Architects (**Appendix B**). This is further discussed at **Section 4.1**.

2.6. ENVIRONMENTAL CONSIDERATIONS

The site currently contains some remnant vegetation within the western portion of the site. This is proposed to be cleared as part of the creation of the lot through the subdivision process.

The entire site is also identified as being bushfire prone under Department of Fire and Emergency Services mapping. A Bushfire Management Plan has therefore been prepared by Bushfire Prone Planning to support this application (refer **Section 4.5**).

2.7. EXISTING AND FUTURE ACCESS ARRANGEMENTS

The site directly abuts Lisford Avenue to the east which is identified as an 'Other Regional Road' in the Metropolitan Region Scheme and a District Distributor B under the Main Roads Functional Hierarchy.

As the site is currently vacant and undeveloped land, there is no existing road/crossover infrastructure to provide direct access onto the site. However, road infrastructure for the site is currently being delivered by Fini Group as part of the broader subdivision process. This will create Azzurra Street to the north and a future access road to the south of the site, to service the development.

Structure planning for the area indicates several future changes to the surrounding road network, including

- Australis Drive to be connected to Lisford Avenue to form the western extension of Charnwood Avenue. This intersection is proposed with roundabout control.
- Three new connections from internal streets to Lisford Avenue are proposed between Charnwood Avenue and Sovereign Drive.
- Enterprise Avenue is proposed to connect south to Australis Drive.

These broader upgrades will be delivered in the short term as part of subdivision works.

3. PROPOSAL

This application proposes a convenience retail development comprising the following key uses and elements:

- A 2,942sq.m NLA Woolworths supermarket with customer/trading area, back of house, a loading dock and online pick up area. The design of the supermarket has made allowance for the potential future expansion of the supermarket by 658sq.m (totalling 3,600sq.m NLA), subject to demand.
- A 200sq.m NLA small liquor store (referred to as Speciality 1).
- Three specialty retail tenancies totalling 311sq.m NLA, sleeving the supermarket to the north and east (referred to as Specialty 2, 3 and 4) with floorspace as follows:
 - Specialty 2 – 82sq.m
 - Specialty 3 – 78sq.m
 - Specialty 4 – 151sq.m
- An 85sq.m café with outdoor alfresco dining.
- A 595sq.m shop/office tenancy on the corner of Azzurra Street and Lisford Avenue. Note that this application seeks approval for both a shop and office use to provide flexibility for the use to be confirmed through the tenancy leasing process (as part of the building permit application).
- High quality landscaping in the form of a parklet on Azzurra Street, alfresco dining and landscaping (including a heritage plaque) fronting the café near the site entry and a landscaped area to the south in the interim until such time as the supermarket is expanded. Mature trees have also been planted around the perimeter of the site and within the carparking area to ensure a high-quality interface with surrounding areas and appropriate levels of shade.
- A total of 226 car bays including 4 accessible bays and 6 parent bays. An additional 10 on-street parking bays are provided on Azzurra Street and 6 'pick up' bays are provided for online orders, located to the south-west of the development site.
- Staff amenities and end-of-trip facilities.




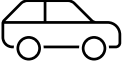
Overall, the proposal provides 3,538sq.m-4,133sq.m NLA of shop-retail floorspace (subject to the final use of the 595sq.m tenancy on the corner of Lisford Avenue and Azzurra Street).

The lodged development application plans also depict a future commercial pad site fronting Lisford Avenue to the south of the site (1,702sq.m). It is anticipated this future use and development will be subject to a separate development application.



3.1. DEVELOPMENT VISION

This application successfully delivers a vision for the site which achieves the following:

	<ul style="list-style-type: none"> ▪ The development of a prominent site within the Two Rocks town centre which is contemporary while being respectful in its scale and having regard for the history of the area and local coastal context. ▪ The development will contribute to the activation of the Two Rocks Marina and will be a catalytic development within the Two Rocks town centre.
	<ul style="list-style-type: none"> ▪ A high-quality retail destination that is easily accessible and offers convenient services to the local residential and visiting tourist community. ▪ A community meeting place, with inclusion of a high quality parklet, café and alfresco dining to provide opportunities for visitors to meet and linger as well as space for staff respite.
	<ul style="list-style-type: none"> ▪ High quality landscaping and restored tree canopy along all street frontages including deep soil planting zones and shade trees within the carparking area. ▪ The café tenancy with outdoor alfresco dining and breakout space 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 Azzurra Road on the northern boundary and secondary vehicle access via the proposed future road along the southern boundary. Loading access is facilitated via a laneway to the west. ▪ A managed internalised car parking area with a total of 226 car parking bays, in additional to 10 on-street bays on Azzurra Street and a dedicated online pick-up area.



3.2. LANDSCAPING

A Landscape Concept Plan has been prepared by Plan E and is included at **Appendix D**. The plan illustrates the inclusion of high-quality soft and hard landscaping features to provide an attractive development as well as provide attractive spaces for meeting, lingering and respite (for visitors and staff). It also delivers appropriate interfaces to future development on surrounding lots, particularly in relation to back-of-house and service areas (to the south and west).

The development comprises a total of 1,707sq.m landscaped area, equating to 10% of the site. All landscaped area is provided as deep soil planting which includes several mature trees placed strategically to provide shading over hardstand/carparking areas as well as key public realm nodes (parklet and café/alfresco dining) and around the perimeter of the site.

Other key components of this plan include:

- Statement trees such as Norfolk Island Palms to designate major vehicular and pedestrian entry points, and to complement with the proposed predominantly endemic coastal theme.
- The proposed verge treatments along both Azzurra Street and proposed southern road will utilise colourful coastal groundcover and shrub species that flourish in this harsh location.
- A proposed alfresco and '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 Agonis Flexuosa (WA Peppermints) and Hibiscus Tilaceus (Rubra) 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 site boundaries help to provide natural shading, screening and coverage from southwest winds.

3.3. VEHICLE AND PEDESTRIAN ACCESS

Access to the site is proposed to be facilitated via two full-movement crossovers, one via Azzurra Street to the north and one to the south – both located centrally between the supermarket and carparking area. Both crossovers achieve a width of 7.5m and provide direct access to the carparking area. Access to these roads will be provided by Lisford Avenue, which is a district distributor road with a speed limit of 60 km/per hour.

All access roads (Azzurra Street, southern Road 3) are currently being constructed by the parent landowner, Fini Group, and will be completed prior to the commencement of the construction of the proposed development.

Pedestrian access to the site is provided via a walkable footpath network along Lisford Avenue, Azzurra Street and southern road. This offers a convenient connection for pedestrians to walk to and from the site, and utilise footpaths lined with landscaping, seating and gathering spaces.

3.4. SERVICE ACCESS

Service access will occur via the north-south laneway located at the rear of the supermarket and west of the site. This laneway provides access to the loading dock and may also be used to service the future commercial site to the west on Azzurra Street.

The largest vehicle accessing the loading dock will be a 19.0m semi-trailer. Typically, these vehicles would service the supermarket 2-3 times per weekday, subject to scheduling. To suit the layout of the proposed loading dock, the 19.0m semi-trailer will operate in an anti-clockwise direction around the perimeter of the site and reverse into the loading dock from the laneway.

Access to the loading dock will be provided both north and south of the laneway, with the southern crossover also providing an egress for customers collecting online pick up orders.

3.5. CAR AND BICYCLE PARKING

A total of 226 carparking bays are proposed within the subject site to service the proposed uses. These bays are concentrated within the central portion of the site, readily accessible from the site crossovers. The bays provide parking for the proposed supermarket, café and specialty retail as well as the proposed retail/commercial tenancy on Lisford Avenue. An additional 10 on-street bays are provided on Azzurra Street and 6 bays are provided to facilitate online order pick-ups. The bays also allow for parking associated with the future pad site to the south-east of the site.

End-of-trip facilities and bicycle parking is provided for the supermarket/retail employees as follows:

- 10 short-term bicycle racks (located on Azzurra Street).
- End-of-trip facility located on Azzurra Street comprising:
 - 10 lockers
 - 2 unisex showers
 - 1 unisex ambulant toilet

This provides a 10% cycling mode share for 100 employees, which is significantly in excess of the anticipated employee numbers for this site (at any one time). Short-stay bicycle parking is provided for customers at in the form of u-rails, located conveniently near building entry points.

Accessible parking bays have been included near the main entry. All door openings will be provided to meet access provision for universal access.

A detailed explanation of the proposed access arrangements and car/bicycle parking is provided in the Transport Impact Assessment prepared by Cardno, at **Appendix C**.

3.6. SIGNAGE

Signage locations have been included on the lodged development application plans. An assessment against the City's signage policy is provided at **Section 7.5.4**.

4. KEY TECHNICAL CONSIDERATIONS

A number of technical reports have been prepared to inform the proposal. Each of these is summarised below and included within relevant appendices.

4.1. HERITAGE IMPACT STATEMENT

Prepared by Griffiths Architects (Appendix B)

Griffiths Architects has provided ongoing advice and input into the design evolution of the development. It has also prepared a Heritage Impact Statement (HIS) to support the proposal. The HIS concludes the following:

- The proposed development is setback sufficiently so that it does not directly visually sit against the Two Rocks Shopping development.
- Although the proposed scale and form of the development is larger than the existing shopping centre, the facades are broken up with specialty shops and a café to reduce the overall massing. The café which faces the King Neptune Statue is anticipated to reinforce its landmark status.
- The materials palette of the new development is sympathetic to the existing shopping centre and landscape.
- The use of sculptures as art pieces on the site would have a positive impact and improve interpretation of the site.

Overall, the HIS concludes that the proposed development will not have a negative impact on the heritage significant places within its surroundings. Further, Woolworths is currently investigating opportunities to link the site history with its public art contribution as recommended within the HIS.

4.2. TRANSPORT IMPACT ASSESSMENT

Prepared by Cardno (Appendix C)

A Transport Impact Assessment (TIA) has been prepared to assess the impacts of the proposed development on the adjacent transport network with a detailed focus on traffic operations, circulations and car parking requirements. Note that in addition to this development application, the TIA considers the Precinct C Local Development Plan area more broadly to ensure traffic impacts of these other uses are acceptable.

The TIA concludes the following:

- The opening year of the proposed development represents a two-way trip generation of approximately 246 vehicles during the weekday AM peak hour, 295 vehicles during the weekday PM peak hour and 664 vehicles during the weekend peak hour.
- The Lisford Avenue/Azzurra Street intersection and the Lisford Avenue/southern road (Road 3) intersection both operate at an acceptable level of service for all scenarios.
- The SIDRA analysis shows that all intersections operate at an acceptable level of service for all scenarios.
- The parking supply for the proposed development is sufficient.

4.3. LANDSCAPE CONCEPT PLAN

Prepared by Plan E (Appendix D)

Plan E has prepared a Landscape Concept Plan for the proposed development. A description of the plan and overall landscape strategy is provided at **Section 3.2**.

4.4. ACOUSTIC ASSESSMENT

Prepared by Herring Storer Acoustics (Appendix E)

Herring Storer prepared an acoustic assessment to determine the noise emissions associated with the proposed development. The study assesses noise emissions from delivery vehicles and mechanical services at the premises surrounding the proposed site for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

The assessment identifies that the development is compliant with relevant Regulations as follows:

- Refrigerated truck deliveries have been calculated to comply at all times.
- Smaller truck deliveries, such as bakery deliveries, have been calculated to comply at all times.
- Noise levels associated with the typical mechanical plant assumed for the purposes of this preliminary assessment have been calculated to comply at all times.

4.5. BUSHFIRE MANAGEMENT PLAN

Prepared by Bushfire Prone Planning (Appendix F)

Bushfire Prone Planning has prepared a Bushfire Management Plan (BMP) to address requirements under State Planning Policy 3.7 Planning in Bushfire-Prone Areas (SPP3.7). The BMP assesses the proposed supermarket, speciality shops and café along with the proposed retail/commercial building located in the north-eastern corner of the site. The BMP was also prepared to inform the Precinct C Local Development Plan (refer **Section 6.3.2**) which includes land immediately south (residential and commercial uses) and west (POS/Drainage and commercial).

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

Ultimately, as the proposed buildings will be located in a bushfire prone area and may be subject to a bushfire attack, Bushfire Prone Planning recommends that some degree of upgrading be considered to improve the protection for occupants and the building's survivability. At a minimum, protection from ember attack should be considered (ie. constructed to the standard required for BAL-12.5). This will be considered as part of the detailed design phase.

4.6. WASTE MANAGEMENT PLAN

Prepared by Talis Consultants (Appendix G)

Talis Consultants has prepared a Waste Management Plan (WMP) to identify how waste is to be stored and collected from the proposed development. The WMP demonstrates that the development provides a sufficiently sized bin storage areas for the storage of refuse and recyclables, based on the estimated waste generation volumes and configuration of the bins.

The WMP recommends 6x 660L refuse bins and 5x 660L recycling bins for the café and specialty tenancies and 1x 660L refuse bin and 1x 660L recycling bin for the retail and commercial tenancies – all to be collected once each week. The bin storage area has been designed to accommodate this.

4.7. CIVIL SERVICES ASSESSMENT

Prepared by Pritchard Francis (Appendix H)

Pritchard Francis has prepared a Civil Services Assessment which identifies the existing site conditions, services and any potential upgrades required to facilitate the proposed development. Based on the proposed subdivision works, Pritchard Francis were able to confirm the following:

- Geology – The report outlines that the site is founded on sand and is therefore geotechnically suitable for development. It is expected that subdivision works will undertake site remediation and bulk earthworks in a manner which achieves a site classification of 'A'.

- Sewer Reticulation – It is expected that subdivision works will facilitate two new sewer mains that will be connected into the development site, with a third lot connection provided within the northern verge of the southern road reserve.
- Water Reticulation – It is expected that subdivision works will enable future water and fire connections from newly constructed water mains that are provided within the southern verge of the northern road reserve. Another potential water main connection could be provided in southern road reserve along the southern boundary.
- Stormwater Drainage – It is expected that subdivision works will construct a stormwater pit and pipe system within the southern verge of the northern road reserve which discharges west towards a temporary basin. It is understood the basin will ultimately be replaced with POS abutting the western boundary of the proposed development.
- Gas Supply – It is expected that subdivision works will be constructed on the same alignment as the water reticulation main within the northern and southern road reserve.
- Electrical Supply – The development proposes a 630kVA transformer and RMU on the eastern boundary of the site, with high voltage underground cables connecting to the existing high voltage mains in the eastern edge of Lisford Avenue.
- Communications – There is existing communications infrastructure located on the western portion of the subject site. Another lot connection has been provided at the northeast corner of the site.

5. 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 the Draft Precinct C Local Development Plan and this development application. This includes:

- Pre-lodgement meeting with the City of Wanneroo on 21 September 2020 and several phone discussions/meetings thereafter.
- Presentation to the City's Design Review Panel on 25 March 2021.
- Presentation to the City's Design Review Panel on 22 July 2021.

5.1. DESIGN REVIEW PANEL FEEDBACK

To inform the design evolution of the proposal, Woolworths, Brown Falconer, Plan E and Urbis, presented to the City's Design Review Panel (DRP) to inform the design evolution leading up to lodgement of this application.

The following provides an outline of the DRP feedback from the second meeting on the 22 July 2021, with a design response articulating how the lodged proposal responds to each of the comments and recommendations raised.

Table 4 – DRP Summary and Design Response

Principle	Summary of DRP Feedback/Recommendation	Design Response
1 – Context and Character	Azzurra Street requires greater activation and opportunities for community interaction along the northern elevation of Woolworths and the open carpark to enable improved function as a Main Street.	<p>The proportion and length of retail and commercial interface along Azzurra Street has been extended to facilitate greater activation opportunities. While a continuous built form was explored, ultimately this had a significant impact on the configuration of the site including carparking area. Further, given the level difference to the north and absence of two-sided development along Azzurra Street (given adjoining King Neptune sculpture and future public open space), it was considered the optimal outcome to maximise activation to the east and particularly the west of the site, closer to the existing town centre and future commercial development to the west.</p> <p>Back of house areas of Azzurra Street (at the north-east corner of the development) have been reconfigured and shifted away from the parklet to allow for potential future retail (specialty) expansion.</p>
	The Panel considered that the newly introduced parklet 05 was isolated, uninviting to use due to co-location with BoH, and with minimal passive surveillance opportunities from adjacent land uses.	The back of house area has been reconfigured and end-of-trip facilities relocated to encourage greater use and pedestrian movement towards the parklet fronting Azzurra Street. A Woolworths office now located on the corner of Azzurra street

Principle	Summary of DRP Feedback/Recommendation	Design Response
		and the parklet to allow for windows and passive surveillance to this corner.
	The Panel suggested relocation of parklet 05 to the entry and main square area 06, and extension of the existing specialty retail along the northern building frontage to provide greater activation of Azzurra Street.	The main square (public realm node) has been reconfigured to integrate better with the specialty retail, café and main entry to the supermarket. Relocating the amenities to Azzurra Street and adding the 'triangle shape' to Specialty 4 allows the length of the elevation to be increased. The additional glazing to this elevation encourages greater activation of Azzurra Street.
	<p>Consider temporary pop-up offices/community type uses to help activate the north facing Azzurra Street floorspace if required.</p> <p>The Panel acknowledged the café and adjoining al fresco as contributors to activating Azzurra Street as a community place, together with the direct views to King Neptune and proposal to add works interpreting the local heritage.</p>	<p>Noted, this will be considered as part of the tenancy leasing process.</p> <p>Agreed – the café and surrounding high quality landscape will deliver a significant contribution to the creation of a community meeting place. Inclusion of references to the site history (heritage plaque and potential future public art) will also deliver a sense of place and character.</p>
Principle 2 – Landscape Quality	The additional trees in the carpark are supported.	Noted – these have been retained as part of the lodged proposal.
	As per Principle 1, improve the northern open carpark interface with Azzurra Street with soft landscape and opportunities for activation and community interaction, such as public space infrastructure including seating	Significant attention has been given to this interface which includes a reconfigured café with alfresco seating. The Landscape Concept Plan (Appendix D) illustrates numerous soft and hard landscaping features including statement and shade trees, a small parklet with turf space and seating areas and built-in decked seating.
Principle 3 – Built Form and Scale	Improve the scale and aesthetics of the independent retail/commercial building to reflect its designation as a 'landmark structure' at the gateway to the development.	The size and length of the retail/commercial tenancy on Lisford Avenue has been increased along Azzurra Street to address this comment. The façade height has also been increased proportionally to elevate this landmark corner.
Principle 4 – Functionality and Build Quality	Improve the function and the public interface of the independent retail/commercial building 'landmark structure'.	This retail/commercial building is subject to the activation/glazing requirements outlined in the Draft Precinct C LDP. Specifically,

Principle	Summary of DRP Feedback/Recommendation	Design Response
		glazing has been increased to improve the public interface.
Principle 5 – Sustainability	No comment	While no specific comments were made by the Panel, the development incorporates a variety of sustainability elements. This includes opportunities for solar panels, waterwise landscaping, end-of-trip facilities, efficient heating and cool and local construction materials. The design has also had regard to protect from harsh prevailing winds and weather conditions
Principle 6 – Amenity	The al fresco/town square concept is supported, however consider restoring the former larger and enclosed U-shape that is co-located with the northern building entry and for enhanced climate protection.	In response to this comment, the ‘U-shape’ principle has been reintroduced. Further in response to DRP #1 comments, additional trees have been added to the carpark area to soften the area of hardstand and provide additional shading.
	Provide a large-scale detailed plan to indicate the proposed public amenity, including street furniture, lighting, heritage interpretation, and landscape.	The lodged development application plans together with the Landscape Concept Plan (Appendix D) provides greater detail with respect to the proposed soft and hard landscaping works and heritage interpretation.
Principle 7 – Legibility	Improve pedestrian movement along the eastern side of Woolworths.	The footpath on the eastern side of the cafe has been reinstated to improve pedestrian movement.
Principle 8 – Safety	Improve pedestrian safety and legibility by raising the pavement of the shared access zone.	A ‘Shared Pedestrian/Vehicle’ zone is shown on the development application plans. This is intended to be differentiated via surface treatment. While a variation to this level was explored to further differentiate it from the carparking area, this variation is not ideal or suitable for safe trolley movement.
	Reconsider the location of Parklet 05	This parklet has been reconsidered to improve the interface with Azzurra Street as well as the proposed future commercial development to the west of the site.
Principle 9 – Community	Improve the activation of Azzurra Street together with opportunities for community interaction.	The activation of Azzurra Street, particularly north-east of the supermarket has been significantly improved through the built form and landscaping response. This design is

Principle	Summary of DRP Feedback/Recommendation	Design Response
		also mindful of the need to ensure safety for customers from vehicles entering/exiting the carparking area.
Principle 10 – Aesthetics	Engage a public artist to develop relevant local and coastal themes in an integrated and site-specific manner	Noted – a potential location for a heritage plaque is shown on the development application plans. Opportunities to reference the local site history through Woolworths public art contribution obligation are currently being explored. It is anticipated this will be confirmed through detailed design as a condition of development approval.
	Evolve the lighter coastal colour palette throughout the proposal.	The colour palette has been reviewed to emphasise the turquoise blue favoured by the Panel. However, this requires the grey background in order to be effective.

6. STATE PLANNING FRAMEWORK

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

6.1. PERTH AND PEEL @3.5 MILLION - NORTH-WEST SUB-REGIONAL PLANNING FRAMEWORK

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 identified as a district centre.

The proposed development is consistent with this aspiration as it provides a diversity of convenience retail and local services to the locality to service the existing and future residential and tourist population (who utilise the marina). The development will provide a range of local employment opportunities and additional urban amenities to the area and contribute to its ongoing development consistent with the employment targets outlined in this Framework.

6.2. DIRECTIONS 2031 AND BEYOND

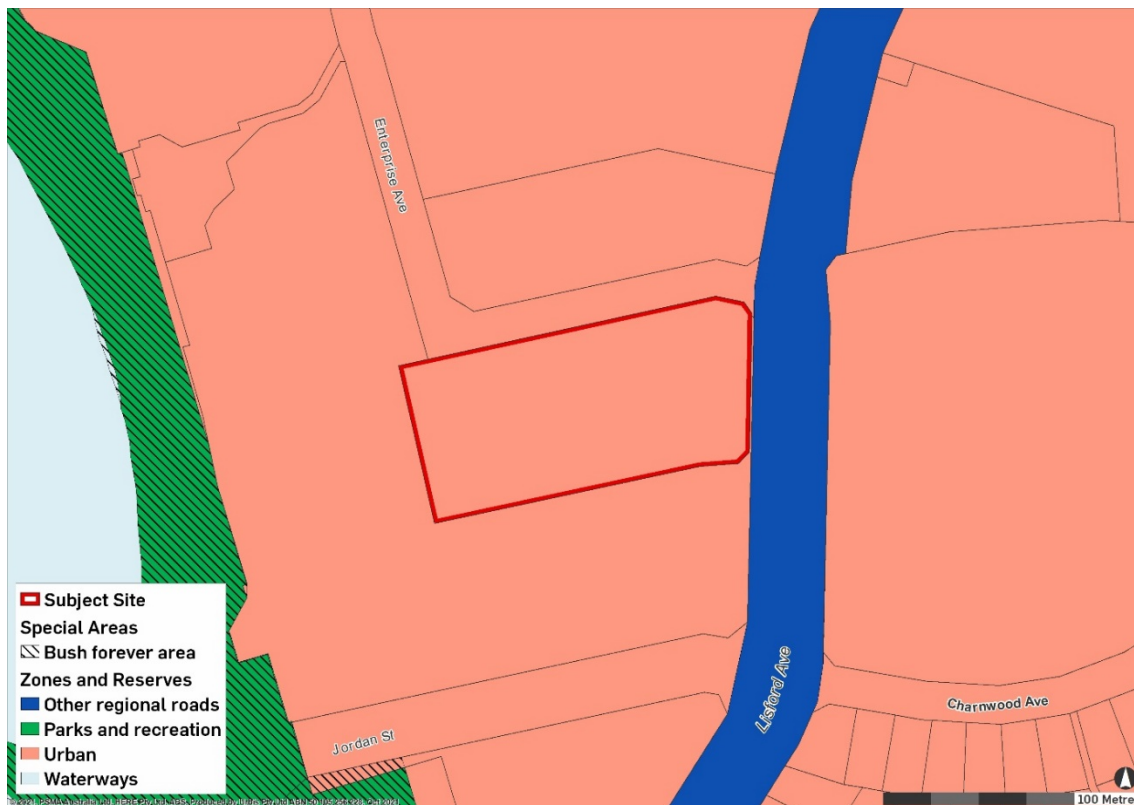
This high-level spatial framework establishes a vision for the future expansion of Perth and a population of 3.5 million people by 2031. The proposed development is consistent with the strategic intentions of this document in that it provides a retail and convenience offering that will support the growth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

6.3. METROPOLITAN REGION SCHEME

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) as illustrated in the figure below. 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. Lisford Avenue, located immediately east of the site, is identified as an 'Other Regional Road' under the MRS.

The MRS zoning and reservation of the site and surrounds is illustrated in the figure below.

Figure 5 - MRS Plan Extract



6.4. STATE PLANNING POLICIES

6.4.1. State Planning Policy 3.7 – Planning in Bushfire Prone Areas

State Planning Policy 3.7 (SPP 3.7) applies to land 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 entirety of the subject site is located within a designated bush fire prone area. As a result of this, a Bushfire Management Plan (BMP) has been prepared by Bushfire Prone Planning. This is discussed at **Section 3.5** and included at **Appendix F**.

6.4.2. State Planning Policy 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 (SPP 4.2) 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 Yanchep-Two Rocks District Structure Plan includes a hierarchy of activity centres and identifies Two Rocks as a District Activity Centre, which is consistent with the objectives of SPP 4.2 as it promotes a range of retail, commercial, community and residential development within the centre.

The proposed development comprises 3,538sq.m – 4,133sq.m NLA along with complementary and other uses (such as a potential office). Whilst the quantum of shop/retail does not trigger the need for an RSA under SPP4.2, it is considered directly aligned with the intent of the Policy including the key attributes of a district centre.

In February 2021, the WAPC sought comment on the new Draft State Planning Policy 4.2 - Activity Centres. The draft policy aims to ensure planning and development adequately considers the distribution, function and broad land use options for activity centres to meet local community needs, and provide social, economic and environmental benefits to all Western Australians. The proposal aligns with the aim of the draft policy as it contributes to land use diversity in the Two Rocks area.

6.4.3. 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 close proximity of Lisford Avenue to the east. The development application does not include any sensitive land uses and therefore an acoustic assessment for the noise generated by Lisford Avenue is not warranted.

6.4.4. 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 summarised in the table below:

Table 5 - SPP 7.0 Assessment

Design Principle	Assessment
1 – Context and Character	<ul style="list-style-type: none"> ▪ The proposal responds to the unique history and context of Two Rocks, including its coastal location and its previous use as the Atlantis Marine Park. ▪ The proposal seeks to concentrate activity within the western portion of the main street, closer to the King Neptune statue, existing town centre and coast/Marina. It also seeks to incorporate the site history through the design, through public art and the landscape spaces.
2 – Landscape Quality	<ul style="list-style-type: none"> ▪ The proposal also incorporates a high quality and bespoke landscape response to provide a high amenity streetscape that is attractive and encourages pedestrian movement. ▪ The proposal has been informed by considerable landscape input (by consultant, Plan E). This includes a public realm node (comprising café, seating, child's play elements) and a parklet fronting the main street.
3 – Built Form and Scale	<ul style="list-style-type: none"> ▪ The proposal responds to relevant street contexts to ensure the correct street experience for end-users. This ensures key areas of the main street are activated consistent with ASP 70 and the Draft Precinct C LDP while ensuring good design outcomes for less active areas such as back-of-house and loading areas. ▪ The proposal located a development on the corner of Lisford Avenue and Azzurra Street to signal the arrival to the centre and main street and provide a sense of activation and enclosure.
4 – Functionality and Build Quality	<ul style="list-style-type: none"> ▪ The proposal incorporates provisions regarding the screening of services to ensure a functional and high-quality development.
5 – Sustainability	<ul style="list-style-type: none"> ▪ A variety of sustainability elements are incorporated into the development such as: <ul style="list-style-type: none"> - Roof designed to accommodate solar panels - Relocating and salvaging existing trees on site - Landscaping with native vegetation - Energy efficient lighting fixtures - End of trip facilities to encourage active transport - Plan orientated and designed to protect from harsh prevailing winds and weather conditions - Efficient heating, cooling and ventilation systems - Water saving plumbing fixtures - Using local construction materials to reduce transportation distance and costs - Plan designed to mitigate complicated forms and shapes to assist with construction costs and time - Solar/electric vehicle charging.
6 – Amenity	<ul style="list-style-type: none"> ▪ The proposal promotes high levels of amenity for both residents and visitors, providing substantial opportunities for community gathering. ▪ The inclusion of a public realm node located on the main street (including café, alfresco dining and soft/hard landscaping including

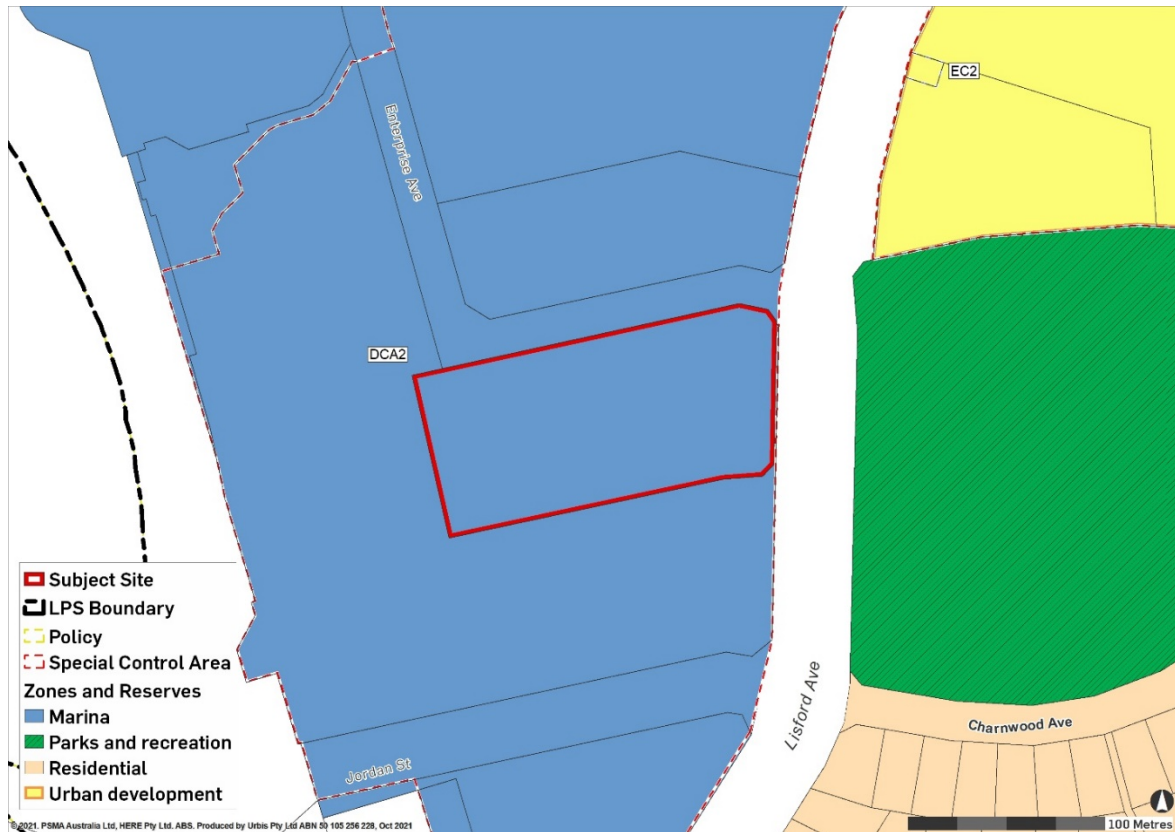
Design Principle	Assessment
	seating) aims to ensure an inviting and comfortable space that enables a range of uses and is accessible to all.
7 – Legibility	<ul style="list-style-type: none"> ▪ The proposal aims to facilitate high legibility both within the site as well as to external areas. Specifically, the proposal includes indicative vehicle access, pedestrian linkages and shared path linkages – all reflecting the key movement networks illustrated in ASP 70.
8 – Safety	<ul style="list-style-type: none"> ▪ The proposal promotes a safe environment through promoting activation, maximising passive surveillance and ensuring any back of house areas are suitability addressed from a CPTED perspective.
9 – Community	<ul style="list-style-type: none"> ▪ The proposal will facilitate development which responds to community needs. It will deliver a high-quality, retail and service focused centre and a meeting place for the local Two Rocks community.
10 – Aesthetics	<ul style="list-style-type: none"> ▪ The proposal has been designed to be attractive and inviting. The proposal facilitates a scale, arrangement and articulation of built form which will deliver a high level of amenity.

7. LOCAL PLANNING FRAMEWORK

7.1. CITY OF WANNEROO DISTRICT PLANNING SCHEME NO.2

The subject site is zoned 'Marina' under the City of Wanneroo District Planning Scheme No.2 (DPS 2), which aims to accommodate a wide range of appropriate development adjacent to marinas. Refer figure below for subject site zoning under DPS 2.

Figure 6 - LPS Extract



7.1.1. Marina Zone Objectives

The objectives of the Marina Zone are to:

'Accommodate commercial, residential, recreational and associated activities related to marinas.

Guide and manage the planning and development of areas adjacent to marinas to ensure a diverse mix of uses and high standards of amenity'

Consistent with the above, the proposal will accommodate retail, commercial and dining/community uses to provide convenient services and amenities to existing and future local residents as well as to those visiting the local coastline and importantly, the marina.

DRP 2 requires areas zoned Marina to be guided by a structure plan. On this basis, the Yanchep Two Rocks District Structure Plan was prepared, followed by the Two Rocks Town Centre Structure Plan No.70 (ASP 70). ASP 70 which provides more detailed provisions for the Town centre (including the site) to guide future land use and development.

An assessment of the proposal against these structure plans is provided in the following sections.

7.1.2. Land Use Permissibility

Land use permissibility within the Marina zone is guided by ASP 70. This is discussed at **Section 7.3.3.**

7.2. YANCHEP-TWO ROCKS DISTRICT STRUCTURE PLAN

The subject site is located within the Yanchep-Two Rocks District Structure Plan (DSP) area, which covers 7,750ha of land in the vicinity of the existing Yanchep and Two Rocks settlements. The DSP makes provision for a hierarchy of activity centres, mixed use areas, residential areas and employment focused areas that will all contain a substantial proportion of jobs and workers.

The District Structure Plan identifies the Two Rocks area as a District Activity Centre/Coastal Activity Centre and outlines:

'The District Centre proposed at Two Rocks will be based on a tourism and resort economy and therefore will perform a different function to that of the other District Centres. It will feature restaurants, small shops and other location specific service businesses like surf shops and marina supplies. A full range of residential uses, from apartments to townhouses, will also be accommodated within this centre.

The urban design character will seek to optimise the relationship of the centre with the marina and coast, including orienting streets and creating open space configurations to optimise coastal views. The built form, building materials and landscape treatments will complement and reinforce the coastal location'.

Most importantly, the DSP provides the overarching planning framework for the Yanchep-Two Rocks area which provides a basis for the preparation of detailed local structure plans. The local structure plans guide the progressive development of the respective areas. Therefore, ASP 70 is the primary planning document for the site (discussed below).

7.3. TWO ROCKS TOWN CENTRE STRUCTURE PLAN NO.70

ASP 70 was prepared to guide development within the Two Rocks Town Centre. A summary of key provisions and an assessment of the development against each is provided in the following sections.

7.3.1. Objectives

ASP 70 was adopted by the WAPC in August 2014 and was prepared to assist with guiding development of the Two Rocks Town Centre, comprising the land formerly occupied by the Atlantis Marine Park. The overall objectives of ASP 70 are to:

- (a) Create a residential and mixed use, well defined town centre offering facilities of local and regional value.
- (b) Provide a range of dwelling types and densities accommodating a diverse residential community.
- (c) Provide an open air 'Main Street' that creates the framework for mixed use, day and night activity, fostering a contemporary coastal community with boutique retail outlets.
- (d) Encourage tourism, 'festive' retail and entertainment uses, in particular in Precincts C (Main Street) and D (The Wall).
- (e) Provide for a transition of land use over time, including robust and durable building design to accommodate change in future use.
- (f) Carefully locate streets, development sites and open spaces to maximise views to the marina and beyond.
- (g) Improve linkages with the marina and adjacent existing development for maximum integration.
- (h) Provide a highly interconnected street system and pathway network, enabling residents and visitors the real choice of being able to walk and cycle to facilities and services.
- (i) Encourage authentic and practical sustainable development initiatives.
- (j) Provide for the sensitive incorporation of cultural heritage elements.

The proposed development is directly aligned with the above objectives. It has been designed to contribute towards the development of a contemporary coastal town centre which provides a range of convenience and active uses for the local community.

It activates Azzurra Street (as the main street) with a key focus on the western portion of the site, in close proximity to key features such as the King Neptune sculpture and existing Town Rocks shopping precinct (IGA/Tavern). It also recognises the future commercial development west of the site, identified as part of the Draft Precinct C LDP. Further, a proposed landmark retail/commercial building is proposed on Lisford Avenue/Azzurra Street in order to signal the arrival into the town centre and provide a sense of activation and enclosure at the western edge of the main street.

This strategy is considered the superior outcome in term of delivering successful activation of the main street and stronger linkages to the Two Rocks Marina. The design has also balanced several site/locality constraints including significant topographical/level differences to the north, prevailing winds and one-sided main street development (due to the King Neptune sculpture and proposed public open space to the north).

The proposal has been informed by early heritage advice which concludes that the form and scale is sympathetic to the existing shopping precinct and landscape, with appropriate linkages to the King Neptune sculpture to ensure it retains its landmark qualities. There will be further opportunities to incorporate the site history through the detailed design phase through public art and the like.

The location of the café and landscaping will provide significant opportunities for casual meeting and lingering which is important for a town centre, in addition to more formalised events and activities consistent with the ASP 70 objectives.

7.3.2. Precinct C – Main Street

The site is located within Precinct C – Main Street of ASP 70 (refer **Figure 7** overleaf). ASP 70 has a specific vision for Precinct C to become the social heart of the Two Rocks townsite and to be symbolic of community lifestyle.

A summary of key aspects of the Precinct C vision and the proposals design response is provided below.

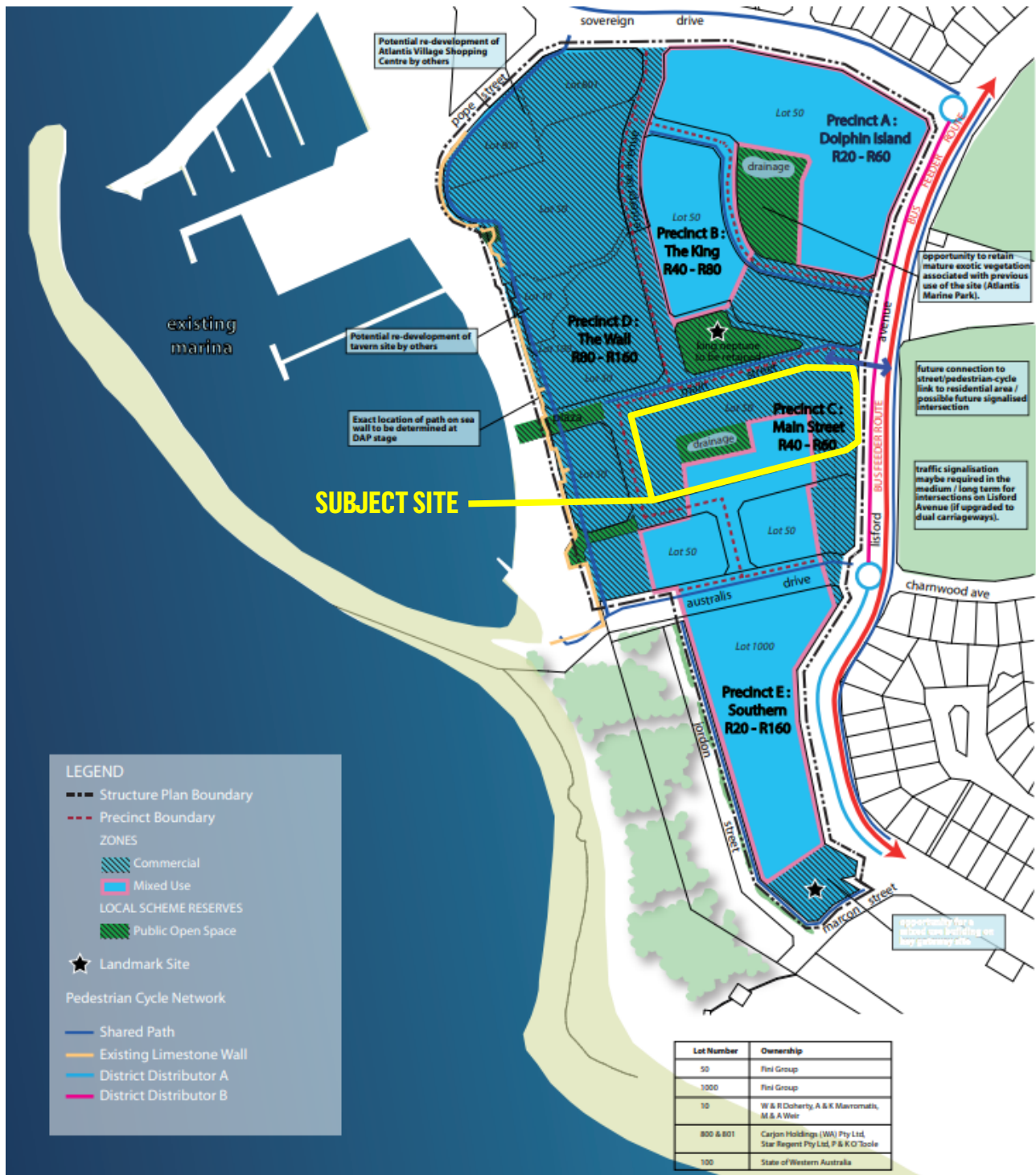
Table 6 - Precinct C Assessment

Key Aspect	Design Response
Main Street elements/street furniture should display a style that is urban and promises to be modern, rich and colourful which encourages daily community interest and involvement	The proposal activates street frontages by providing urban seating and landscaped strips along the Main Street (Azzurra Street) frontage.
The streetscape design will actively promote social exchange by providing spaces for people to gather and chat, with seating to be placed along the footpath.	The proposed main streetscape provides a parklet, gathering spaces and urban seating along the footpath. This provides the community with places to gather and chat, ensuring community interest and involvement in the area.
High quality street furnishings, such as themed tree guards, grates, litter bins, seats, drinking fountains and street lighting complement the setting.	High quality street furnishings are proposed throughout the whole development. Overall, achieving a high-quality urban landscape which will be modern and pay homage to the coastal location of the development.
Shady trees and richly coloured painting will also be valuable contributions to the Main Street's ambience and character	Trees, colours, materials and finishes have all been carefully selected throughout the design review process to ensure the development contributes positively to the coastal ambience and character of the site.

ASP 70 states that the City will not approve development within a precinct in the absence of a Detailed Area Plan (Local Development Plan). On this basis, the Draft Precinct C Local Development Plan was prepared by Urbis (on behalf of Woolworths and Fini Group Pty Ltd) to inform future development applications (including this proposal).

This Draft LDP was lodged with the City in mid-October 2021, with an assessment against the key provisions provided at **Section 7.4**.

Figure 7 - ASP 70 Map Extract



7.3.3. Land Use Permissibility

The subject site is zoned Commercial and Mixed Use zone under ASP 70 (as shown in **Figure 7** above), with inclusion of a Local Scheme Reserve (Public Open Space).

Given the proposal to relocate the POS/Drainage area west (outside of the subject site) and given the primary focus on retail land uses, the Draft Precinct C LDP (discussed at **Section 6.4**) allocates a purely Commercial zone to the site. On this basis, the following table illustrates the land use permissibility context under both the ASP 70 and Draft LDP scenarios:

Table 7 - Land Use Permissibility

Proposed Land Use	Zoning and Land Use Permissibility	
	ASP 70	Draft Precinct C LDP
Shop (Supermarket and specialty retail)	Commercial zone – P use Mixed Use – P use	Commercial zone – P use
Liquor store	Local Scheme Reserve – Public Open Space – subject to intent of reserve	Commercial zone – A use
Office	Commercial – P use	Commercial – P use
Restaurant (Café)	Commercial – P use	Commercial – P use

The above confirms that all land uses are capable of approval both under ASP 70 and the Draft LDP. Note that the liquor store appears to sit within the area identified within the POS/Drainage area identified on ASP 70. Given the intent to relocate this however, it is understood (through pre-lodgement discussions with the City of Wanneroo), this use can be considered under the relevant 'Commercial' zoning.

7.3.4. Development Guidance

ASP 70 provides guidance by outlining the desired outcome for development within the Two Rocks Town Centre area. An assessment of the design against the ASP 70 requirements is provided in the table below.

Table 8 – ASP 70 Development Requirements

Provision	Requirement	Design Response
Major Land Uses	The Two Rocks Town Centre will provide the focus for retail, commercial, entertainment and leisure uses in conjunction with medium to high density residential living options. The structure plan proposes a combination of mixed use, commercial/retail and residential for the subject site.	The proposal is consistent with the envisaged major land uses, providing a high-quality retail destination to service the surrounding existing and future residential and visiting communities.
Lot Yield and Mix	The role and function of future town centres is now more varied than at any time in Australian history. Accordingly, the Two Rocks Town Centre has been designed to offer a range of lot sizes and	While not directly related to this application (being purely for retail/commercial purposes), the proposed uses will provide convenient services and amenities for the future residential (and visiting) community. It

	dwelling types and facilities to satisfy a diversity of lifestyles that will not be accommodated in the surrounding, predominantly suburban areas.	is further noted the Draft Precinct C LDP proposed some residential development (in the form of single residential lots). This, together with residential development envisaged in other precincts will deliver a diverse range of housing and a diverse population who will utilise the proposed development (including retirement living).
Employment Generation	<p>The Two Rocks Townsite is designated a 'Coastal Activity Centre' in the Yanchep-Two Rocks District Structure Plan. In accordance with the land use and density objectives for the coastal activity centres, the Two Rocks townsite will have a strong tourism component including leisure orientated retailing, cafés/ restaurants, tourist accommodation, entertainment as well as facilities for local residents, ie. small supermarket, medical centre and over 55's housing.</p> <p>The structure plan aims to generate 234 jobs through shop/retail opportunities and 223 through commercial opportunities across the broader town centre.</p>	<p>The development will provide numerous employment opportunities for the local area, consistent with the objectives of both the DSP and ASP 70.</p> <p>The supermarket and specialty retail/café will employ an estimated 250 jobs, with a variety of casual, part and full time job opportunities across a range of age groups.</p> <p>Throughout the construction phase, the development is expected to yield approximately 60 jobs. This will contribute positively to the employment goals outlined in ASP 70.</p>
Retail Strategy	The Two Rocks townsite is being designed to accommodate the lifestyle aspirations of existing and future residents. A small main street (subject site) will then provide a structure to anchor retail floorspace that will provide for the daily needs of residents (ie. food, groceries, magazines etc.). ASP 70 recommends a shop/retail floor space of 7,000m ² for the Two Rocks townsite.	<p>ASP 70 places strong focus on employment generation that will be a catalyst for growth in the locality. The proposal is consistent with the objectives of ASP 70 in that it will provide the Two Rocks community with essential services including a supermarket.</p> <p>The proposal will contribute to the ultimate desired 7,000sq.m of retail and commercial floorspace for the town centre, as per the ASP 70.</p>
Servicing Infrastructure	Existing servicing infrastructure, including water, sewer and power, gas and telecommunications, will be expanded, upgraded and/or replaced to cater for the proposed development of the Two Rocks Town Centre.	Servicing requirements have been carefully considered throughout the design process of the proposed development. Pritchard Francis has prepared a servicing assessment confirming the sites servicing capability - this is provided at Appendix H .
Iconic Locations	The King Neptune sculpture is the most noticeable feature and is the central focus of the main entry road, with adjacent building heights just lower so that 'The King' maintains surveillance over the domain.	The proposed height of the development will allow the King Neptune sculpture to remain the central focal point of the area, and 'maintain surveillance over the domain'. The sculpture will be visible from all areas the development and the proposal will not

		obscure views to the sculpture from surrounding areas.
Road Network	A fundamental objective of the Structure Plan is the establishment of a highly interconnected road network. The interconnected road network provides route choice, reducing vehicle flows on individual routes and incorporates strong visual, pedestrian and cycle links to Main Street and the Marina.	The proposed development aligns with the objectives of the structure plan and will utilise access from Azzurra Street (referred to as 'Main Street' in the structure plan). This will provide easy access from the district distributor road (Lisford Avenue) and convenient access in and out of the development.
Public Transport	The Yanchep - Two Rocks District Structure Plan proposes that the Two Rocks Town Centre be connected to the Northern Town Centre and the St Andrews City Centre via a high frequency internal transit system including bus and light rail. The transit system would also link into the extended rail link to Perth. The proposed Local Structure Plan for the Two Rocks Town Centre makes provision for a bus route along Lisford Avenue with a stop north of Main Street.	The proposed development will benefit from the existing (and proposed) public transport network, including the extension of the train line to Yanchep. The development will be walkable, pedestrian friendly and provide a convenient shopping experience. The supermarket will be walkable through the inclusion of landscaped boundaries, a shared pedestrian/vehicle pathway and a parklet on the north-western periphery of the site. Public transport users will be able to easily walk, shop and catch public transport to their next destination.
Cycle and Pedestrian Infrastructure	The network is designed to provide direct and safe access through the townsite. The simplicity of the road network will ensure pedestrians and cyclists can easily navigate a preferred route to their destination.	ASP 70 nominates footpaths as the pedestrian infrastructure surrounding the subject site. The footpaths provide a walkable, pedestrian friendly environment which will create a convenient experience for users of the site.
Car Parking	A reduction in the standard car parking requirements of the City of Wanneroo District Planning Scheme No. 2 is proposed for the Two Rocks Town Centre, given that parking can be shared by different land uses and activities that have different peak operating times. The concept of shared parking is particularly applicable in town/mixed use centres. The City of Wanneroo currently allows for cash-in-lieu payments where all required parking cannot be provided on site.	The development exceeds the carparking rates outlined in ASP 70. Upon completion, the development will comprise a total retail GLFA of 3,538sq.m – 4,133sq.m. ASP 70 nominates a carparking requirement of 4.6 bays per 100sq.m of GLFA. Based on this, a maximum of 190 bays are required to adequately service the development. The proposal provides 226 car bays, with 10 additional on-street parking bays and 6 online order pickup bays. The purpose of the additional bays is to ensure that there is adequate parking for the future pad site and the retail/commercial use. Ultimately, ensuring that there is

		sufficient parking on-site to service all three land uses.
Public Open Space	The subject site resides within the heart of the Two Rocks Town Centre. ASP 70 illustrates a 512sq.m grassed infiltration area within the site to provide a central drainage infiltration area/swale.	<p>Through pre-lodgement discussions including considerable discussions between the City and Fini Group (as the parent landowner) it has been agreed in-principle that the POS/Drainage area shown on ASP 70 has merit in being located to west of the development application site (still within the Precinct C area).</p> <p>This is reflected by an Urban Water Management Plan (prepared by RPS) which has been lodged with the City of Wanneroo and was appended to the Draft Precinct c LDP.</p> <p>Relocation of the POS/Drainage area promotes better use of the core of the centre for retail purposes. In recognition of the relocation of the POS/Drainage area, effort has been made to include highly active uses on site including a café as well as high quality landscaping in the form of a parklet and other seating/gathering opportunities.</p>

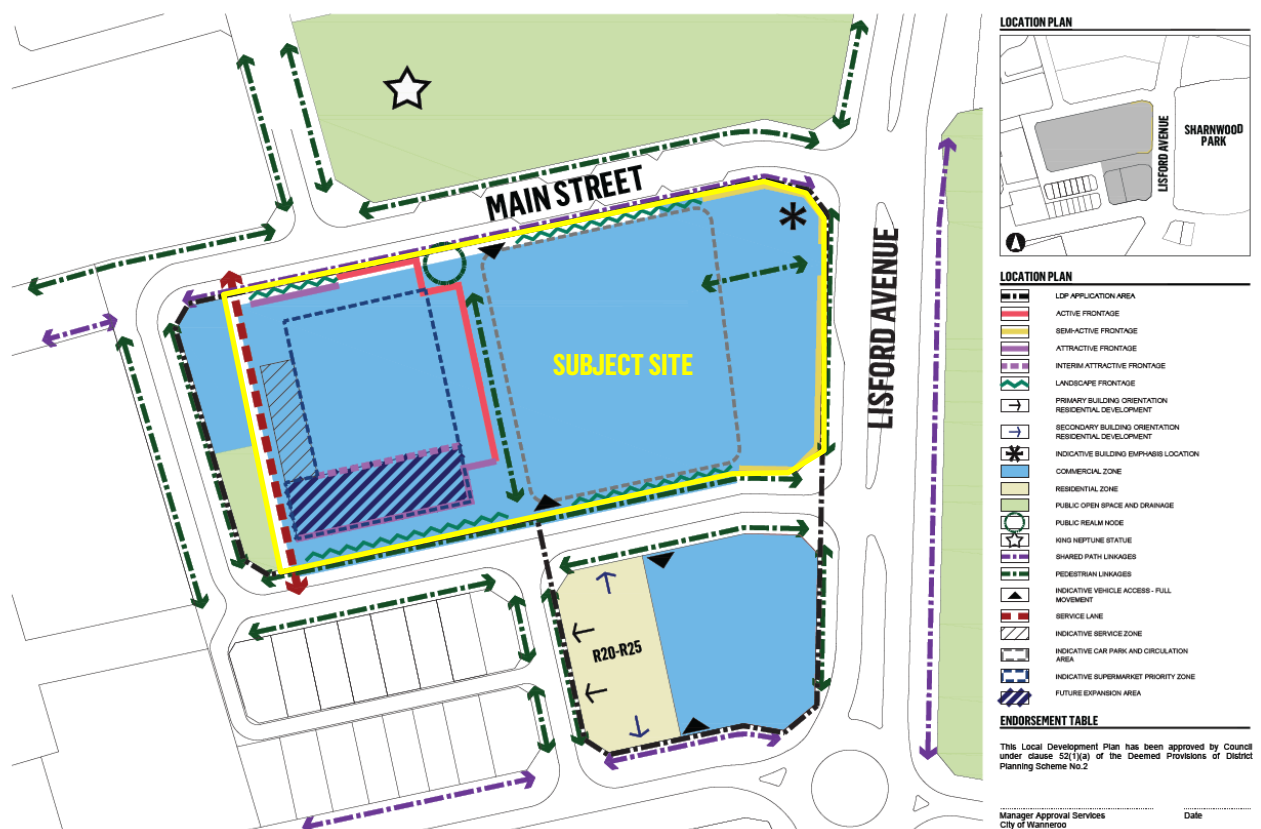
7.4. DRAFT PRECINCT C – LOCAL DEVELOPMENT PLAN

The Draft Precinct C Local Development Plan (Draft LDP) was prepared by Urbis (on behalf of Woolworths and Fini Group) and lodged with the City of Wanneroo in mid-October 2021. The intent is that the LDP and this development application will be progressed concurrently to enable development of the site.

Precinct C contains the subject site in addition to land immediately south-east fronting Lisford Avenue and land immediately west. Both areas remain under the ownership of Fini Group and will be developed in the future, through separate development applications. The relocated POS/Drainage area to the west of the subject site is being undertaken through a subdivision application and Urban Water Management Plan (prepared by RPS on behalf of the Fini Group) – both being led by

An extract of the Draft LDP is provided at **Figure 8** below, showing the site subject to this development application in yellow:

Figure 8 – Draft Precinct C LDP Extract



The overall intent of the Draft Precinct C LDP is to facilitate a high-quality, retail- and service focused centre that is highly accessible to the surrounding community by walking and cycling. The precinct will act as a central meeting place for the Two Rocks community

Central to the precinct is the delivery of a convenience shopping precinct (the subject site), providing opportunities for community gathering and social activity. The LDP allows for the expansion of the proposed retail use southwards over time, with suitable provisions requiring a high-quality interim landscaping solution to ensure an attractive southern interface in the interim.

Active frontages will be provided to key areas of the main street (particularly around the eastern and northern perimeter of the proposed retail use). This includes public realm nodes, providing opportunities for alfresco dining, community gathering and child's play. Residential development is provided in the form of single residential lots to the south of the LDP, further diversifying uses within the town centre.

The LDP has been designed to maximise north-south views to the King Neptune as well as to the coast and Marina. Opportunities for buildings with landmark elements have also been identified to assist with legibility and wayfinding. A drainage/public open space (POS) area is proposed to the south-west of the LDP area.

This has been relocated from the location depicted within ASP 70 in order to promote better use of the core of the centre for retail purposes as well as integrate with other public open space/drainage areas as identified in the Urban Water Management Plan for the broader area.

7.4.1. Design Elements

The LDP has design elements which aim to assist with the guidance of development within the Precinct C area. Below is a summary of the LDP design elements with a detailed assessment of the proposed development.

Table 9 - LDP Design Element Assessment

Design Element	Requirement	Design Response
Street Frontages - The LDP provides for 4 façade types as indicated below:		
Active Frontage - This frontage type is concentrated around the main street, where a high level of activation and clear visual engagement with pedestrians is promoted	Default nil setback to street. Setbacks are permitted where required to accommodate alfresco dining, a landscaped edge, or similar activities. No vehicle parking is permitted in the setback area between the property boundary and the built form.	Nil setbacks are proposed on the active frontage portion of the development where applicable. Where setbacks are proposed (along Azzurra Street), high quality landscaping is provided to ensure the objective of activation is still achieved. Nil setbacks are achieved on the eastern perimeter of the supermarket, consistent with the LDP.
	Minimum façade height of 5.2 metres to provide an appropriate scale and create a sense of enclosure for the pedestrian environment.	Shop front façade heights vary from 4.7m to 5.4m where awnings are provided. The proposed heights are proportionate to the scale of the building and contribute positively to pedestrian environment by providing a diversity of façade heights to the design.
	Minimum floor to ceiling height of 3.6 metres on the ground floor.	The proposed floor to ceiling height is 3.6m on the ground floor.
	70% ground floor glazing target, with 50% of glazed area to be unobscured.	The lodged development application plans achieve 67% ground floor glazing. While slightly under the 70% requirement, the façade provides in excess of 50% of the glazed area as unobscured. Through detailed design, opportunities to increase glazing to 70% will be explored.
	Continuous awnings provided along active frontages, which are to be integral to the design and functionality of the building, except where an awning is not practical.	Awnings that complement the design and functionality of the building are proposed along all active frontages.

	Awnings are to have a minimum height clearance of 3.0 metres from footpath/pavement level and be 2.6 metres deep.	The proposed awnings meet the minimum height requirement (3.0m). Awning depths vary to reflect footpath widths however predominantly achieve the 2.6m requirement. The awning depth is appropriate for the massing of the building and provides sufficient shading, as well as visual interest and articulation.
Semi-Active Frontage - This frontage type relates to areas intended to reflect an urban character but does not necessarily accommodate highly active functions.	Setbacks shall be provided to ensure a sense of enclosure to the street.	The proposed retail/commercial building achieves a nil setback to Azzurra Street and a minor setback to Lisford Avenue to ensure a sense of enclosure and activation.
	Minimum floor to ceiling height of 3.6 metres on the ground floor for non-residential uses.	The proposed floor to ceiling height is 3.6m on the ground floor.
	Minimum façade height of 5.2 metres.	Shop front façade heights vary from 4.7m to 5.4m where awnings are provided. The proposed heights are proportionate to the scale of the building and contribute positively to pedestrian environment by providing an assortment of façade height and design.
	50% ground floor glazing target.	The lodged development application plans achieve 45% ground floor glazing. These frontages are impacted by topographical/level changes, influencing glazing to wall ratios. Where the street front is predominantly level, glazing achieves in excess of 50%. Opportunities to increase glazing will be explored through detailed design however overall, only minor variations are proposed.
Attractive Frontage - This frontage type is intended to ensure good design outcomes for areas where design limitations associated with 'big box' retail environments and service areas may occur, such as loading areas and inactive walls.	All walls to be appropriately treated to create visual interest in the built form through material choice and articulation.	The proposed attractive frontages are appropriately treated with patterned two-toned brickwork, different shades of precast concrete with painted feature recessed to create visual interest and articulation.
	Application of CPTED principles through material selection is encouraged	CPTED principles have been addressed through incorporation of 'gathering' areas such as group (staff seating nodes), low planting to ensure

		visibility and decorative/graphic screening.
	Continuous built form is encouraged where achievable.	Continuity in built form is achieved around the entire development through the utilisation of consistent materials and colours
	Opportunities for public art integration into facades and/or buildings are encouraged.	Opportunities for the public art requirement to be delivered as part of the built form (and incorporating references to the site history) are being explored by Woolworths and the Project Team. It is anticipated this will be confirmed through detailed design, as a condition of development approval.
	The 'Interim Attractive Frontage' shall provide an attractive frontage until such time as expansion occurs.	An high quality landscaping solution is proposed at the southern boundary consistent with this 'interim attractive frontage' requirement as illustrated on the Landscape Concept Plan at Appendix D.
Landscape Frontage - This frontage type is to be provided where there are no opportunities for a built form street interface. Landscape frontages are intended to provide a high amenity streetscape that is attractive and encourages pedestrian movement	Inclusion of statement trees such as Norfolk Island Pines and Cotton Palms as a reference to the site history.	Norfolk Island Pines and Cotton Palms have been utilised along landscaped frontages to pay homage to the site's rich history
	Verge landscape treatment around the perimeter of the site including hardy native verge planting with coastal groundcover species.	Verge treatments along both Azzurra Street and Road 3 will utilise colourful coastal groundcover and native shrub species.
	Inclusion of feature seating and garden beds at key locations to encourage community gathering.	Urban seating and landscaped garden beds have been provided at key landscaped frontage locations to encourage the community to gather and utilise the site.
Open Space, Drainage and Landscaping	Public Open Space to be located in accordance with nominated location.	The POS/Drainage area is not included in this application.
	The 'Public Open Space and Drainage' area shall be designed in accordance with the Urban Water Management Plan prepared by RPS (dated 09 September 2021).	Refer above.
	Water Sensitive Urban Design principles shall be applied to any drainage incorporated in the 'Public Open Space and Drainage' area.	Refer above.

	<p>The intent of the 'Public Realm Node' is to provide opportunities for community gathering and social activity on the main street, including high quality public realm elements (such as seating, shaded areas and children's play).</p>	<p>The proposed development incorporates a café within the designated 'Public Realm Node' area depicted on the LDP.</p> <p>The café together with alfresco dining will deliver high levels of activation. The Landscape Concept (Appendix D) illustrates the inclusion of raised planters and creeper planting over the canopy together with statement trees, a heritage plaque, built-in deck seating and feature shrubs. This high-quality landscaping and connection to the site history will provide an attractive and unique meeting place for the community, encouraging people to gather and linger.</p>
	<p>The 'Future Expansion Area' shall be appropriately landscaped to ensure a suitable southern interface until such time as the retail use is expanded.</p>	<p>The development application shows the future expansion area (south of the supermarket) as the online order pick-up area, with a considerable landscaping strip with mature trees.</p> <p>The Landscape Concept (Appendix D) further shows a variety of screening trees together with a small parklet, seating and a group seating node which is intended as a staff eating/break out area.</p>
	<p>Trees shall be provided in the 'Indicative Car Park and Circulation Area' at a rate of 1 tree per 10 bays.</p>	<p>The proposal provides trees within the carparking area at a rate of 1 tree per 10 bays.</p>
<p>Building Emphasis Locations</p>	<p>Identified locations should generally include:</p> <ul style="list-style-type: none"> ▪ A variety of heights to parapets or more pronounced facades. ▪ Architectural features such as detailed panels, vertical and horizontal lines and glazing. ▪ Address both frontages to the street and/or public realm. 	<p>The proposed retail/commercial building on the corner of Lisford Avenue and Azzurra Street utilises an array of colours and materials, heights, pronounced awnings, articulated frontages, vertical/horizontal glazing and panelling to achieve this building emphasis.</p>
<p>Screening Services</p>	<p>All external services shall be incorporated into the building design where possible.</p>	<p>All external services have been appropriately screened as shown in the lodged development perspectives.</p>
	<p>Services shall be a similar colour to the roof and screened from adjacent streets and/or the public realm.</p>	<p>All external services are of a similar colour to the roof and are</p>

		appropriately screen as shown in the lodged development perspectives.
	All service areas (bin storage etc.) and loading docks shall be incorporated into the building design and appropriately screened from the public realm to ensure potential noise and odour impacts are minimised.	The proposed bin storage and service area has been incorporated into the building design and decoratively screened to ensure that it is not visible from the public view and does not have potential noise or odour impacts.
Signage	A Signage Strategy for the centre shall be required as a condition of approval, outlining the nature and extent of signage across the site. The strategy will ensure consistency in design and scale of signage.	Signage details have been prepared and submitted as part of this development application with an assessment against the City's local Planning Policy included at Section 7.5.4.
Bushfire Management	Bushfire mitigation measures shall apply in accordance with the Bushfire Management Plan prepared by Bushfire Prone Planning (dated 6 October 2021).	This same Bushfire Management Plan (prepared by Bushfire Prone Planning, dated 6 October 2021) addresses the development proposal and is included at Appendix F.

7.5. LOCAL PLANNING POLICIES

The City of Wanneroo has numerous local planning policies which assist the City to guide development and provide a basis for making planning decisions. A summary of relevant local planning policies and associated requirements is provided below.

7.5.1. LPP 4.12 – Heritage Place

The purpose of this policy to provide guidance for the classification and assessment of heritage places in the City's Local Heritage Survey (LHS). The King Neptune Sculpture is listed as a Category 2 heritage place on the City's LHS and is located approximately 50m north of the subject site. To ensure that there are no negative impacts on the heritage value of the sculpture, a Heritage Impact Assessment has been completed by Griffiths Architects and provided at **Appendix B.**

7.5.2. LPP 2.8 – Licensed Premises

This policy seeks to provide a framework for the assessment of development applications for licensed premises. Given the proposal for a liquor store, this Policy is applicable. The provision of a small liquor store (200sq.m) will provide a complementary use associated with the primary supermarket use on site. Consistent with the Policy objectives, it aims to minimise the impact of the licensed premise on the amenity of surrounding areas by limiting its floorspace and providing this supporting function.

7.5.3. LPP 4.27 – Mixed Use Zones






The purpose of LPP4.27 – Mixed Use Zones is to provide guidance for the consideration of development within the City's Mixed Use zones including land classified as Mixed Use in the Urban Development Zone or within a structure plan. The objective of the policy is to provide planning guidance for subdivision and built form in Mixed Use zones, in order to facilitate development that encourages the delivery of:


- A desired built form that addresses and enhances urban streetscapes; and
- A desired balance and compatible mixture of residential and non-residential land uses.

- To prevent the role and function of Activity Centres being compromised by limiting the size of a range of uses in the Mixed-Use zone.

An assessment of the development requirements that are set in LPP 4.27 is provided in the table below.

Table 10 - LPP 4.27 Assessment

Development Requirements	Assessment	Compliance
The non-residential use of land within the Mixed-Use zone shall not cause undue conflict through the generation of traffic, demand for parking or the emission of noise, light, fumes, odours, dust, vibration, electrical interference, wastewater or any other form of pollution or activity which may be undesirable or incompatible with residential uses.	The proposed development has been assessed by technical experts to confirm that the proposed will not cause undue conflict through the generation of traffic demand or emissions of noise, light, fumes, odours, dust, vibration, electrical interference, wastewater, or any other form of pollution.	
Buildings shall be of a high standard of architectural design and include additional building detail, articulation, colours and textures to enhance architectural quality.	The proposed development has undergone multiple design review panel meetings and has been designed to ensure that the building detail, articulation, colours and textures all pay tribute to the coastal location of the site and enhance the architectural quality.	
In the interests of contributing to a desirable amenity and street level activation, development in mixed use zones should be designed and laid out with non-residential uses at the ground floor where these are proposed.	The proposed development activates the street and will supply the locality with desirable amenities by ensuring that there are active frontages that address the street.	
Non-residential uses abutting or in the same building as residential development shall be designed to minimise impact on residents and shall address, noise, light, fumes, odours, dust, vibration, electrical interference, waste water, traffic, visual amenity, safety, visual privacy and any other matter that may detract from the amenity of residents and the area. Noting that the Mixed Use zone is expected to accommodate a wider range of activity that typical Residential zoned land.	The proposed development does not abut or reside within the same building as residential land uses. However, the proposal has been designed to ensure that impacts such as noise, light, odour, safety, and traffic are minimised for the future residents of the area.	
Buildings shall address the street by way of major openings and entries so as to provide a level of passive surveillance from inside the building to adjacent streets and the public realm. For non-residential uses, the use of blank walls shall be minimised and glazing to openings shall not be	Proposed buildings utilise permeable glazed frontages which enable passive surveillance and provide eyes on the street. Signage, translucent films, paint, fittings and furniture do not disrupt the visibility in and out of the glazed areas.	

Development Requirements	Assessment	Compliance
obscured with signage, translucent films, paint, fittings or furniture.		
<p>Where blank walls cannot be avoided they should be designed in such a way that they contribute to a safe and attractive street environment by:</p> <ul style="list-style-type: none"> - Minimising the length and height of blank walls; and - Articulating blank walls through the creative application of complementary materials, avoiding large continuous masses of the same finish and/or the provision of appropriately integrated structural features, lighting, street furniture, artworks and/or landscaping. 	<p>Proposed 'blank walls' have been articulated through the incorporation of different finishes, colours and multiple materials. The inclusion of light and dark face-bricks, cladded articulated awnings, precast concrete and painted recesses will ensure that blank walls are visually attractive and engaging for the general public.</p>	
<p>Non-residential uses must achieve a nil setback to the primary street except at areas along the building frontage providing access and where variations improve the building articulation as determined by the City.</p>	N/A	
<p>Buildings to be used for residential purposes only may have a nil setback from the primary street and an average setback not exceeding 3.0 metres.</p>	N/A	
<p>Mixed use development should be designed with a degree of adaptability to allow for change of use and dwelling size over time to respond to changing needs.</p>	N/A	

7.5.4. LPP 4.6 – Signs Local Planning Policy

The key purpose of LPP 4.6 - Signs Local Planning Policy, is to provide guidance on design and placement of the common forms of advertising signs within the City. The following is the LPP 4.6 objectives for the control of advertisements within the City, as outlined within the City’s District Planning Scheme No. 2 (DPS 2).



- *To ensure that the visual quality and character of particular localities and transport corridors are not eroded.*
- *To achieve advertising signs that are not misleading or dangerous to vehicular or pedestrian traffic.*
- *To minimise the total area and impact of outdoor advertising commensurate with the realistic needs of commerce for such advertising.*


- *To prohibit outdoor advertising which is considered to be superfluous or unnecessary by virtue of their number, colours, height, prominence, visual impact, size, content and relevance to the premises on which they are located.*
- *To reduce and minimise clutter.*
- *To promote a high standard of design and presentation in outdoor advertising.*

An assessment against the signage requirements is provided in the table below. This should be read in conjunction with the signage detail and elevations lodged with this application.

Further, it is acknowledged that in accordance with the provisions of the Draft LDP, a Signage Strategy for the centre shall be required as a condition of approval. The signage strategy will outline the nature and extent of signage across the site and ensure consistency in design and scale of signage.

Table 11 – LPP 4.6 Assessment

Signage Requirements	Assessment	Compliance
<ul style="list-style-type: none"> ▪ In general advertising signs shall: ▪ not contain any offensive material; ▪ not be affixed to boundary fences or walls; ▪ not extend beyond the boundary of the lot on which they are situated, except as otherwise provided by this policy; ▪ bear relevance to the site on which they are located, except as otherwise provided for in this policy; and ▪ integrate with the building design, particularly through the provision of signage panels within the building facades, wherever possible. 	<p>All signage is minimal in nature and directly related to the businesses operating from the premises.</p> <p>All signage is fixed to the building façade and within the property boundary.</p> <p>Signage elements in the form of the 'Woolworths' logo is proposed on the landmark corner element in a modern and simplistic design without detracting from the architectural.</p> <p>A single pylon sign is located on the east of the site towards Lisford Road to assist with wayfinding into the site.</p> <p>All signage is integrated into the building design.</p>	
<p><u>Wall Signs</u></p> <p>A Wall sign means a sign that is painted or affixed on the front, side or rear elevation of a building or structure but does not project more than 300mm out from the wall.</p> <p>Wall signs shall:</p> <ul style="list-style-type: none"> ▪ be limited to a maximum of one sign per tenancy, per street frontage; ▪ not extend laterally beyond either end of the wall or protrude above the top of the wall; ▪ not exceed 25% in aggregate area on any one wall to a maximum of 8m²; and be integrated with the building design. 	<p>All wall signage complies within the minimum requirements.</p>	

Signage Requirements	Assessment	Compliance
<p><u>Pylon Signs</u></p> <p>A Pylon sign means a sign supported on one or more poles and not attached to a building and includes a detached sign framework, supported on one or more poles to which sign infills may be added.</p> <p>Pylon signs shall:</p> <ul style="list-style-type: none"> ▪ be limited to a maximum of one per street frontage or one for every 40 metres of linear street frontage; ▪ not exceed 6.0 metres in height; ▪ not exceed 2.5 metres measured horizontally across the face of the sign; and ▪ be located centrally within the lot and no closer than 3.0m to a side boundary. <p>Individual pylon signs will not be supported for individual tenancies where multiple units exist or are proposed to exist on a lot. The pylon sign/s shall be designed to provide one infill panel for each unit on the lot and may be increased in height to 8 metres.</p>	<p>A single pylon sign is located on the east of the site towards Lisford Avenue to assist with wayfinding into the site.</p> <p>The pylon sign is 6m high x 2.14m wide and approximately 7m to Lisford Avenue.</p>	

8. CONCLUSION

This proposal is for a high-quality convenience retail development which will create the heart of the Two Rocks Town Centre. It proposes a design response that is coherent, site responsive, and respectful of the history of the Two Rocks area within the constraints of the site.

It achieves general compliance with the relevant planning framework, and we strongly believe that it will make an excellent contribution to the Two Rocks Town Centre and create a vibrant place where people want to visit and meet.

We look forward to working with the City of Wanneroo on this exciting proposal.

9. DISCLAIMER

This report is dated 28 October 2021 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Woolworths Group (**Instructing Party**) for the purpose of Development Application (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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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 AND SUBDIVISION APPROVAL (158390, 26 NOVEMBER 2019)

APPENDIX B

HERITAGE IMPACT ASSESSMENT (GRIFFITHS ARCHITECTS)

APPENDIX C

**TRANSPORT IMPACT ASSESSMENT
(CARDNO)**

APPENDIX D

LANDSCAPE CONCEPT PLAN (PLAN E)

APPENDIX E

**ENVIRONMENTAL ACOUSTIC
ASSESSMENT (HERRING STORER)**

APPENDIX F

**BUSHFIRE MANAGEMENT PLAN
(BUSHFIRE PRONE PLANNING)**

APPENDIX G

WASTE MANAGEMENT PLAN (TALIS CONSULTANTS)

APPENDIX H

**CIVIL SERVICES ASSESSMENT
(PRITCHARD FRANCIS)**

