

1 LAND DETAILS

Table 1 below provides the details of the land subject of this application as described on the Certificate of Title (CT):

Table 1: Lot details					
Lot	Deposited Plan	Volume	Folio	Lot area	Ownership
9031	39544	2574	70	3,553sqm	Connolly Boulevard Pty Ltd

A copy of the CT and DP is provided at **Appendix 1**. An outline of the encumbrances listed on the CT which are relevant to this planning application is provided below:

- Easement I262160 – providing benefit to the development site in the form of ‘right of support’ and burdens adjoining lots to the west. The easement does not impede or negatively impact this application.
- Memorial H840645 – relating to potential unexploded ordinance on the site. As the site has already been developed, the memorial is not considered to impede or negatively impact this application.
- Restrictive Covenant benefit, burdens Lot 685 as depicted on the Deposited Plan.

2 PRE-LODGE MENT ENGAGEMENT WITH LOCAL AUTHORITY

On 28th August 2023, the City’s planning department was contacted with regard to the proposal. It was confirmed on 4th September that the below information is sufficient for the purpose of DA lodgement:

- Full set of plans (not including landscape plan).
- DA submission (with waste details included, but a waste management plan can be provided at building permit stage)
- Traffic assessment.
- Acoustic assessment.

2 SITE CONDITIONS AND LOCAL CONTEXT

The development site is a 3,553sqm slightly irregular rectangle shaped lot located at the south-western corner of the Connolly Drive / Kingsbridge Boulevard roundabout intersection. The development site is bounded by Kingsbridge Boulevard (north), Connolly Drive (east), and Woodstock Way (south). Refer to **Figure 1** on the subsequent page, which depicts the site in context of its surroundings.

The development site is an existing shopping centre site located within the central part of Butler, forming part of an established neighbourhood generally containing residential sites at a density of R20. The development site directly adjoins two residential properties to the west, with all other boundaries being a road frontage.

In terms of its wider context, the site is approx. 1.3km south of the Butler District Centre, adjacent to Butler Primary School and Butler Community Centre (north), residential to the east (beyond Connolly Drive). Further south is Butler College / Irene McCormack Catholic College, and additional shopping centre and commercial development is located at the intersection of Connolly Drive and Lukin Drive. East Butler Primary School also exists in close proximity, east of the site.

The development site is allocated as a small-scale commercial centre under the applicable local planning framework and was developed with commercial land uses in 2013. The site previously accommodated a 24 hour supermarket and local liquor store operating until 10pm 7 days.



Figure 1: aerial photograph (source: Nearmap)

The development site contains a commercial building of approximately 1,150sqm Gross Floor Area (**GFA**) which is positioned at the western side (along most of the western boundary) with external car park of 64 bays facing all road frontages. The building comprises an existing finished level of 23.75 and the car park a general level of 23.55. The site is generally flat, noting it contains existing development.

The site currently gains access via left in / left out (**LIL**O) crossover to Kingsbridge Boulevard and a full-movement crossover to Woodstock Way.

In terms of the existing development's relationship to the public realm, the existing building is set well back from all road frontages and is oriented toward the roundabout intersection with a large 'tower' entry feature with shopfronts below. The Woodstock Way frontage is currently comprised of blank walls, a service area, and car park.

The closest bus route is the 483 route running along Kingsbridge Boulevard and Camborne Parkway, which provide a direct link to Clarkson Station, Butler Station, and Alkimos. The nearest stop is approximately 400m west of the site. The locality contains a well-considered footpath network which connects the site to each road frontage and permeates into the surrounding communities.

3 DESCRIPTION OF PROPOSAL

This development proposal involves the establishment of a new childcare facility on the site, facilitated by a partial change of use of the existing building and minor external work.

Rather than redeveloping the site, this proposal seeks to efficiently and sustainably re-adapt the existing building to establish the proposed child care premises. Refer to **Appendix 2** for a set of plans depicting the proposal.

The proposal is summarised as:

- The change of use of approximately 750sqm of existing building area from 'Shop' to 'Child Care Premises'. Approximately 400sqm of existing building area will retain its currently approved 'Shop' use.
- The conversion of approximately 714sqm of external area to outdoor play area associated with the child care premises, with the installation of verandahs to create undercover play space.
- The removal of 21 parking spaces and the Woodstock Way crossover. The car park will contain a total of 43 parking spaces.
- A minor building extension of approximately 55sqm associated with the Pre-Kindy space, its storeroom, and its WC block. From the outside, the building extension will be an architectural tower feature with stone materiality to enhance the legibility and design quality of the existing development. The tower feature will be 8.5m high, the same as the existing entry feature.
- The creation of three new entry canopies and glazed shopfronts for the remaining 400sqm of existing shop land use area.
- The installation of a new 2.9m x 3.1m bin storage enclosure at the north-eastern corner of the car park. The bin enclosure is constructed of a 1.8m high rendered wall with Colorbond gates facing into the car park for servicing.
- The installation of six new bike parking spaces, next to the bin storage enclosure.
- The installation of 1.8m high fencing along the perimeter of the playscape, including Woodstock Way. The fence is designed in a typical residential style with solid rendered finish and permeable infill panels above 0.68m. Where the fence faces Woodstock Way, the permeable infill panels contain acoustically rated plexiglass.
- The installation of 1.8m high double-skinned Colorbond fencing along the south-western boundary, where the playscape and car park adjoin residential properties.
- The reconfiguration of existing signage, resulting in an overall reduction of wall-mounted signage from 13 (existing) to 8 (proposed).

The proposed child care facility would cater for 102 children and 16 full-time staff and 3 support staff. The centre will cater for the following age demographics:

0-2 years: 32 children

2-3 years: 50 children

3+ years: 20 children

The facility will operate 6am-6:30pm Monday-Friday, with staff arriving shortly prior to opening and departing shortly after closing. This will replace the existing situation of the supermarket which operated 24 hours a day, 7 days per week and liquor store which operated until 10pm.

The proposal will establish an important urban support service on land which was previously utilised for commercial purposes, and which is in close proximity to local schools and an established residential catchment. The creation of 102 childcare places will serve to fill an existing demand in the locality. The site is highly accessible both by car and public transport.

The proposed change of use and associated works will improve the relationship of this site with the public realm. Along Woodstock Way, the existing blank walls / car park / service area will be replaced with a more interactive frontage comprising active spaces and outdoor play area framed with permeable fencing.

As part of this, the existing crossover to Woodstock Way will be removed which will redirect all in/out movements via the Kingsbridge Boulevard crossover (a higher capacity road with less residential interface).

A single 9sqm bin enclosure will service the entire development (both the child care facility and the remaining Shop area). Because of the site's detachment from sensitive receivers and the redirection of access via Kingsbridge Boulevard, waste collection activity is expected to create minimal impact. A waste management plan can be provided at building permit stage in accordance with a condition of planning approval.

A traffic assessment is provided at **Appendix 3**, which demonstrates the proposal is appropriate from a traffic and access point of view. The traffic assessment demonstrates:

- The car park is suitably designed with an adequate provision of onsite parking spaces to cater for the needs of the development; and
- The proposed change of use will generate a net change of traffic within the 'moderate' threshold of impact, and will reduce the total daily traffic generation of the site by 87vpd.

The application is supported by an acoustic assessment provided at **Appendix 4**, which demonstrates compliance with the *Environmental Protection (Noise) Regulations 1997* for outdoor play, mechanical plant and car park noise at all existing and future sensitive receivers. The acoustic attenuation requirements have been incorporated into the DA drawings, comprised of acoustically rated fencing along Woodstock Way and the site's south-western boundary which is shared with existing sensitive receivers. It is important to recognise that a former 24/7 land use is being replaced with a land use which operates during normal business hours and is closed on weekends.

Having regard for the above, it is evident that the proposal will create positive planning outcomes. A statutory planning assessment is provided in the following sections of this submission.

4 STATUTORY PLANNING ASSESSMENT

4.1 METROPOLITAN REGION SCHEME (MRS)

The development site is zoned Urban under the MRS.

The site also fronts Connolly Drive, a 'Category 1' Other Regional Roads reservation. The development proposal does not involve direct access to Connolly Drive and as per the traffic assessment provided at **Appendix 3**, will reduce the total weekday traffic generation of the development site by 87vpd. Therefore, the proposal may not require referral to the relevant planning authority for comment.

The development is consistent with the provisions of the MRS and warrants approval.

4.2 STATE PLANNING POLICY 4.2 ACTIVITY CENTRES (SPP4.2)

The proposed change of use will reduce the amount of existing 'Shop' floorspace associated with this local commercial site by approximately 750sqm, resulting in a remaining 400sqm of existing approved 'Shop' area.

The objectives of SPP4.2 reference the key theme of planning for sustainable growth and development, and ensuring there is an adequate supply of employment, goods, and services within proximity of established and growing communities.

A local centre is intended to provide for the walkable access to services and facilities for local communities.

The outcome of a 102 place childcare facility with 400sqm of retail area on the site is well within the parameters of a local activity centre, noting the desired land uses listed for this type of centre under SPP4.2 include "*convenience store, shop-small, fast food outlet / lunch bar, restaurant/café*". The remaining 400sqm of area is capable accommodating each of these land uses.

The local community is also not expected to experience a reduction in the level of service with regard to access to supermarket style retail, noting:

- A neighbourhood centre is located approximately 800m south of the site at the corner of Connolly Drive / Lukin Drive, containing an operational Farmer Jack's with associated support tenancies. An Ampol service station with convenience services is also located at this intersection.
- Brighton Village is located approximately 950m west, at the corner of Kingsbridge Boulevard / Marmion Avenue, containing an operational Coles with associated support tenancies.
- Butler Central is located approximately 1.3km north, a multi-functional District Centre with supermarket and other retail services.

Having regard for the above, the proposal demonstrates consistency with the key objectives of SPP4.2.

4.3 DISTRICT PLANNING SCHEME NO.2 (DPS2) & BUTLER-RIDGEWOOD LOCAL STRUCTURE PLAN (LSP)

The development site is zoned Urban Development under the City's DPS2. The objectives of the Urban Development Zone as set out under 3.14.2 are extracted below:

3.14.2 The objectives of the Urban Development Zone are to:

- (a) designate land for future urban development;
- (b) provide for the orderly planning of large areas of land for residential and associated purposes through a comprehensive structure planning process;
- (c) enable planning to be flexible and responsive to changing circumstances throughout the developmental stages of the area.

Subdivision and development for the locality and its surroundings is guided by the Butler-Ridgewood Local Structure Plan (LSP), which was originally endorsed by the Commission in 2002. Pursuant to the LSP, the development site is allocated a zoning of 'Centre'.

The nature of this proposal is consistent with objective (c) of the Urban Development zone. The development site contained commercial development since 2013 which has offered goods and services to the local community reflective of a local commercial centre.

However, with the surrounding area progressively evolving and now containing numerous educational institutions, community institutions, other commercial centres and increasing population due to ongoing residential development, the needs of the area have created increased demand for child care services. This has occurred whilst other commercial centres have established.

The proposal responsively addresses the changing needs of the area by re-adapting an existing commercial building to establish the proposed child care premises, along with some minor external works to create the necessary outdoor playspaces and the like.

The end result is a 102 place child care premises occupying approximately 800sqm of the existing building (inclusive of a minor 50sqm extension proposed as part of this application), with 400sqm of existing shop floorspace to remain. The site will continue to offer local urban support services to the benefit of the surrounding communities, and these communities still have excellent access to local shopping services noting the various centres located in close proximity to the site.

As noted throughout this submission, the proposal will generate acceptable planning outcomes and improve the way this site interacts with its immediate surroundings due to:

- Enhancements to the Woodstock Way frontage, whereby existing blank walls and service areas are replaced with active building frontage and outdoor play areas framed by permeable fencing.
- Changes in operating hours, whereby the currently approved 24/7 supermarket is replaced by a child care premises operating during normal business hours (closed at night and on weekends).
- The removal of an existing access point to Woodstock Way, redirecting non-residential traffic movements to the site’s existing Kingsbridge Boulevard crossover.

With regard to land use permissibility, Clause 3.14.4 of DPS2 notes permissibility of uses are to be guided by the provisions of the relevant structure plan. The LSP offers no guidance in relation to land use permissibility for this site. Therefore, it is open to the decision-maker to consider any land use for this site but with proper regard to the Urban Development zone objectives and local contextual considerations.

Having regard for the information and planning assessment presented in this submission, the proposed change of use is appropriate and warrants the City’s approval.

4.4 GENERAL DEVELOPMENT REQUIREMENTS OF DPS2

Table 2 below provides an assessment against the relevant general development requirements set out under Part 4 of DPS2.

Table 2: relevant general development requirements of DPS2	
Requirement	Response
<u>4.7 SETBACKS FOR NON RURAL AND NON RESIDENTIAL DEVELOPMENT</u>	

<p>4.7.1 <i>Subject to the provisions of Part 3 or as otherwise provided in this clause, non rural and non-residential buildings shall be set back as follows:</i></p> <p>(a) <i>street boundary – 6 metres;</i></p> <p>(b) <i>side and rear boundaries – Nil.</i></p>	<p>The proposed change of use involves the re-adaptation of an existing commercial building and includes a minor extension which significantly exceeds a 6m setback to Woodstock Way.</p> <p>As part of the external work, the establishment of outdoor play areas will include the removal of an existing loading dock with external blank wall with existing minimum nil setback to Woodstock Way. It will be replaced with an open verandah providing cover over the outdoor play area. Whilst the verandah has a nil setback, it is open with no walls and relates to the outdoor play area which will be a much more engaging, interactive and attractive response to the Woodstock Way streetscape in comparison to the existing situation.</p>
<p>4.7.4 <i>That portion of a lot within 3 metres of the street alignment shall only be permitted to be used for a means of access and landscaping.</i></p>	<p>The area of the development site within 3m of the Woodstock Way street alignment relevant to this proposal currently contains a covered loading dock with solid walls and informal bin storage area. This area will be replaced with the outdoor playspace, which contains landscaping and will present more attractively and interactively to the street.</p>
<p>4.7.5 <i>That portion of a lot between 3 metres of the street alignment and the building setback line shall only be permitted to be used for:</i></p> <p>(a) <i>a means of access;</i></p> <p>(b) <i>the loading and unloading of vehicles;</i></p> <p>(c) <i>landscaping;</i></p> <p>(d) <i>a trade display;</i></p> <p>(e) <i>the daily parking of vehicles used by employees and customers of the development.</i></p> <p><i>No such area shall be used for the parking of vehicles displayed for sale or which are being wrecked or repaired or for the stacking or storage of materials, products or wastes.</i></p>	<p>The area of the development site within 3m of the Woodstock Way street alignment relevant to this proposal currently contains a covered loading dock with solid walls and informal bin storage area. This area will be replaced with the outdoor playspace, which contains landscaping and will present more attractively and interactively to the street.</p>
<p>4.8 BUILDING FACADES FOR NON RURAL AND NON RESIDENTIAL DEVELOPMENT</p>	
<p>4.8.1 <i>The façade or facades of all non rural and non-residential development shall be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which in the opinion of local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by local government they shall have a factory applied paint finish.</i></p>	<p>The proposal includes a minor 50sqm building extension, which from the exterior will present as an architectural tower feature. The feature is predominantly treated with stonework and has a pitch roof at 8.5m high (consistent with the height of the development's existing tower feature). The inclusion of this architectural feature will improve the site's relationship with its surroundings by creating more legibility and architectural variation.</p>
<p>4.8.2 <i>The facade or facades of all non rural and non-residential development shall have incorporated in their design, integrated panels for the purpose of signage placement.</i></p>	<p>The existing and proposed areas of building façade contain specific areas for signage placement as depicted on the elevations.</p>

4.12 SERVICE AREAS AND ACCESS

Provision shall be made for service access to the rear of all taverns, hotels, motels, shops, showrooms, restaurants, takeaway food outlets, drive through takeaway food outlets and other commercial uses as required by the local government for the purpose of loading and unloading goods unless considered by the local government to be undesirable in a particular instance.

The proposed child care facility and remaining 400sqm 'Shop' area will receive deliveries via the car park during off-peak periods. Because both of these activities are not inherently delivery-intensive, this will occur via van or other small commercial vehicle which can utilise an Australian Standards compliant parking bay to stop and perform loading/unloading.

4.13 STORAGE AND RUBBISH ACCUMULATION

All storage, including the storage of accumulated rubbish, shall be confined to within a building, or a suitably enclosed area screened from its immediate surrounds and any adjacent public street or road by normal viewing by a wall not less than 1.8 metres in height constructed of brick, masonry or other approved material. All storage of accumulated rubbish shall be located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.

A 9sqm bin enclosure is proposed to be installed at the north-eastern corner of the car park. The enclosure is constructed of rendered masonry and 1.8m high, and will integrate with the proposed fencing without creating undue impact to the local area. The bin enclosure adjoins a 0.9m landscape zone which will contain shrub planting to screen portion of the external wall.

The supporting TIS contains swept path plans demonstrating the accessibility of an 8.8m waste collection vehicle, which would access the site when the childcare facility is closed.

4.14 CAR PARKING STANDARDS

4.14.1 The number of on-site car parking bays to be provided for specified development shall be in accordance with Table 2. Where development is not specified in Table 2 the local government shall determine the parking standard. The local government may also determine that a general car parking standard shall apply irrespective of the development proposed in cases where it considers this to be appropriate.

The proposal involves the partial change of use of an existing shopping centre building to accommodate a child care premises. In assessing parking compliance, it is necessary to consider both the existing and proposed situation.

Existing situation:

- A shopping centre of 1,150sqm GFA currently approved for use as 'Shop', which under the City's parking standards requires 81 bays (rounded up from 80.5) at the rate of 7 bays / 100sqm.
- The site currently contains 64 parking bays, resulting in an existing shortfall of **17 bays**.

Proposed situation:

- A partial change of use to child care premises, to accommodate a facility of 102 kids and 16 full time staff. Under the rates set out by the Child Care Premises LPP, the centre would require 31 bays (15 visitor bays + 16 staff bays).
- The remaining 400sqm of shop area requires 28 bays.
- Total requirement is 59 bays. With a parking provision of 43 bays, the "on-paper" shortfall is **16 bays**.

It is therefore evident that this proposal will serve to **reduce** an existing parking shortfall for the site. Additionally, the supporting traffic assessment includes a detailed parking demand assessment which demonstrates 43 bays will adequately cater for the needs of the overall development.

4.16 BICYCLE PARKING AND END OF TRIP FACILITIES

Local government may require the provision of bicycle parking and end of trip facilities such as showers, change rooms and lockers in commercial developments and other employment centres in accordance with Austroads' Guide to Engineering Practice Part 14: Bicycles.

The proposal includes six bicycle parking spaces for the overall development.

4.17 LANDSCAPING REQUIREMENTS FOR NON RURAL AND NON RESIDENTIAL DEVELOPMENT

4.17.1 A minimum of 8% of the area of a development site shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. In addition, the road verge adjacent to the lot shall be landscaped and maintained to the satisfaction of the local government.

The reduction of the overall car park will result in the loss of three existing shade trees, however these trees are intended to be replaced within the outdoor play area. Aside from this, none of the site's existing soft landscape is intended to be removed.

4.17.2 When a proposed development includes a car parking area abutting a street, an area no less than 3 metres wide within the lot along all street alignments shall be set aside, developed and maintained as landscaping to a standard satisfactory to the local government. This landscaped area shall be included in the minimum 8% of the area of the total development site referred to in the previous subclause.

The proposal entails a slight increase in the provision of soft landscaping within the car park (in the section adjoining the bin enclosure), and the playscape will contain deep soil planting as part of its 'naturescape' feel.

4.17.3 Landscaping shall be carried out and maintained on all those areas of a development site which are not approved for buildings, accessways, storage purposes or car parking. Alternatively, local government may require these areas to be screened from view of streets and other public places.

A detailed landscape plan can be provided at the building permit stage which provides the specific details of the above.

4.17.4 Landscape areas shall be designed and located to improve the visual appeal of the development from the street and other public spaces and the standard of amenity for those using the development. The use of endemic trees and shrubs are encouraged.

4.17.5 Shade trees shall be planted and maintained in car parking areas designed within the wells at the rate of one tree for every four (4) car parking bays, to the local government's satisfaction.

4.5 LOCAL PLANNING POLICY 2.3 CHILD CARE CENTRES

Applications for planning approval involving child care centres within the scheme area are to be assessed against the City's LPP2.3. An assessment against the key requirements of LPP2.3 is provided in **Table 3** below.

Table 3: LPP2.3 assessment	
Policy standard	Response
	<u>1 Location</u>
<i>1.1 Child Care Centres should ideally be located abutting and/or adjacent to non-residential uses such as shopping centres, medical centres, schools, parks and community purpose buildings.</i>	The proposed child care premises will be established on an existing shopping centre site which is identified for commercial development under the local planning framework. The site is also adjacent to Butler Primary School and Butler Community Centre. The location is appropriate.
	<u>2 Design</u>
<i>2.1 Building setbacks are set out in Clause 4.7 of DPS 2.</i>	An assessment of setbacks is provided earlier in this submission, within Table 2 . The proposal will improve the site's relationship with its surroundings, including Woodstock Way.
<i>2.2 Raised outdoor play areas and windows to activity rooms with a finished floor level greater than 0.5 metres above natural ground level are to be setback in accordance with Clause 5.4.1 Visual Privacy of State Planning Policy 3.1 Residential Design Codes, where the Child Care Centre is located abutting land which may accommodate residential development.</i>	The playscape will have a finished level broadly consistent with what exists (ie approximately 23.55). The proposed outdoor play area has minimal interface with the adjoining residential property along the south-western shared boundary. Where the playscape adjoins the neighbouring property, it is adjacent to the front setback area which contains a driveway (hence not a sensitive or actively used area of the site). The proposed use of 1.8m high double skinned Colorbond fencing will achieve acoustic compliance and provide suitable separation.
<i>2.3 Child Care Centres should meet the following requirements to minimise any potential noise impacts on adjoining uses: 2.3.1 Outdoor play areas should ideally be located away from any adjoining residential development; 2.3.2 Where 2.3.1 cannot be met, the outdoor play areas are to have a one metre buffer along all common boundaries; and 2.3.3 Windows to activity rooms should be oriented away from any adjoining residential development.</i>	
	<u>3 Landscaping</u>
<i>3.1 Landscaping requirements are set out in Clauses 4.7 and 4.17 of DPS 2.</i>	Noted, landscaping has been addressed under Table 2 .
<i>3.2 All adjacent verges are to be landscaped, reticulated and maintained for the duration of the development to discourage parking. Paving or sealing the verge is not permitted.</i>	Adjoining verges are already constructed and are not capable of accommodating the stopping or parking of vehicles.

<u>4 Street Walls and Fencing</u>	
<i>4.1 Fences within the front setback area on land where the R-Codes apply should be in accordance with Clause 5.2.4 Street Walls and Fences of the Residential Design Codes.</i>	<p>The proposed fencing along Woodstock Way is comprised of 1.8m high rendered brick piers (0.9m width) with 0.7m solid low wall with plexiglass infills above for acoustic attenuation and permeability.</p> <p>The width of piers slightly exceeds the 0.4m under the R-Codes, however it is evident that the configuration of the proposed fence is of a high quality and facilitates interactivity with the public realm whilst ensuring the playscape is secure. The piers sit between 3.5m wide permeable sections, which will more than sufficiently serve to reduce perceived bulk and ensure the interface is not closed off.</p> <p>The proposed fencing is acceptable and warrants approval.</p>
<u>5 Traffic, Access and Parking</u>	
<i>5.1 Child Care Centres should ideally be located on Neighbourhood Connector roads.</i>	Kingsbridge Boulevard is a Local Distributor under the MRWA roads hierarchy, which is an appropriate frontage road for the child care premises.
<i>5.2 Parking areas should be located in front of buildings or easily visible from the entrance to the site.</i>	Existing car parking areas are all located in front of the building and easily visible from the entry point into the site at Kingsbridge Boulevard.
<i>5.3 Disabled parking bays should be located in close proximity to the pedestrian entrance to the site.</i>	ACROD bays are located adjacent to the main building entry and its paved area.
<i>5.4 Parking is to be provided on site at a rate of one parking bay for each staff member, in addition to the required number of bays as outlined in the table below.</i> <i>55 or more – 9 bays + 1/8 children in excess of 54</i>	Refer to the parking assessment provided under Table 2 and in the supporting traffic assessment. The provision of 43 bays across the site will cater for the needs of the childcare facility and shop area.
<i>5.5 Pedestrian access within the site is to be provided from the parking area to the entrance of the building and link into existing or future neighbourhood pedestrian or cycle networks.</i>	The site contains existing pedestrian crossings and speed humps to ensure ease of pedestrian movement to the entrance.

4.6 LOCAL PLANNING POLICY 4.6 ADVERTISING SIGNS

The City's LPP4.6 provides a framework for regulating the design and placement of signage within the scheme area.

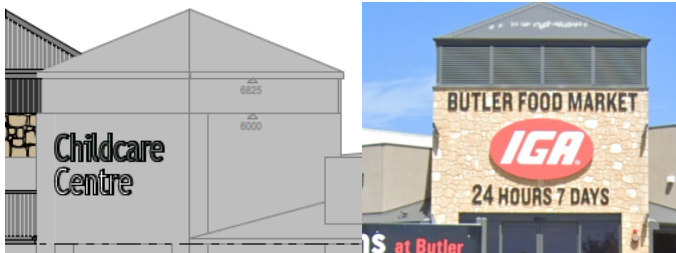
The subject application predominantly seeks to retain and reuse existing sign panels on the building, however three new signs are proposed.

It should be noted that overall, the proposal will result in the reduction of signs which have existed on the site, as there are other signage panels being removed and not replaced. There are approximately 13 existing sign panels on the building (not including lifestyle posters and other signs at pedestrian level), and the proposal will total 8 signs.

The signage details are outlined below for clarity.

Existing signs to be retained and re-used:

- Sign panel on existing tower entry feature facing corner of Connolly Drive and Kingsbridge Boulevard.



- Sign panels on Kingsbridge Boulevard elevation.

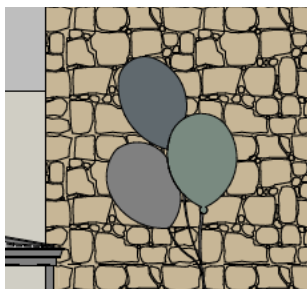


Proposed new signs to be installed as part of this application:

- Sign panel on Connolly Drive elevation, installed on the proposed new feature tower. The sign is 3.6m wide x 1.4m high.



- Sign panel on Woodstock Way elevation, installed on the proposed new feature tower. The sign is 1.55m wide x 2.05m high.



- Sign panel on Woodstock Way elevation, installed on the side of the existing building. The sign is 3.6m wide x 1.4m high.



The proposed signs are each classified as 'wall signs' under LPP4.6. The policy criteria for wall signs is extracted below:

Wall signs should -

- Be limited to 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 percent in aggregate area on any one wall to a maximum of 8 square metres.
- Be integrated with the building design.

The signs will occupy an insignificant portion of the walls on which they are located and are marginally compliant with the 8sqm area requirement. The colour and design style of the signs is evidently integrated into the building design.

With regard to the total number of signs, it is important to note that whilst there is a slight exceedance, the total number of existing signs on the site will reduce as a result of the proposal. There are approximately 13 existing sign panels on the building (not including lifestyle posters and other signs at pedestrian level), and the proposal will total 8 signs. Therefore, this application will improve the level of compliance with the policy.

Overall, the signage arrangements are acceptable and warrant the City's approval.

5 CONCLUSION

This application seeks approval for a proposed change of use and minor external works associated with the existing shopping centre development at Lot 9031 (104) Kingsbridge Boulevard, Butler.

The preceding submission demonstrates the proposed development is entirely appropriate for the site and warrants the City's expeditious approval for the following reasons:

- The change of use represents the efficient and sustainable use of land, noting it will re-adapt an existing commercial building rather than redeveloping.
- The child care premises will establish 102 places which will serve to fill an existing demand in the local area, on land which is highly accessible and is in close proximity to a notable number of educational institutions, community institutions, commercial centres, and public transport.
- The proposal will replace an existing 24/7 land use with a new use which only operates during the day on Monday-Friday.
- The proposal will improve the relationship of the development site with its immediate surroundings, including the Woodstock Way streetscape.
- The application is supported by expert traffic and acoustic assessments demonstrating its appropriateness.

It is respectfully requested this application be considered and approved in an expeditious manner under delegated authority.