

CARRAMAR SOUTH/TAPPING NORTH

LOCAL STRUCTURE PLAN

(AS AMENDED)

Structure Plan No. 21B

Adopted: 12.8.01

**This Structure Plan was prepared under the Provisions of Part 9 of the City of
Wanneroo District Planning Scheme No. 2**

This structure plan is prepared under the provisions of the City of Wanneroo District Planning Scheme No. 2.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

24 August 2001

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Date of Expiry: 19 October 2030

RECORD OF AMENDMENTS MADE TO AGREED STRUCTURE PLAN NO. 21B

CARRAMAR SOUTH/TAPPING NORTH

Amendment No.	Description of Amendment	Finally Endorsed Council	Finally Endorsed WAPC
1	Redesign of NE5 Local Centre [<i>now Neighbourhood Centre refer Amd. 10</i>] land uses and General updating of Structure Plan	23.7.02	11.9.03
4	To indicate Lot 3169, Apsley Bend, Carramar 'Special Zone - Additional Use (Telephone Exchange)'	23.3.04	2.6.04
7	Regularise the ASP to accord with subdivision approvals granted by the WAPC and to code lots fronting the POS area to R30.	25.10.07	13.6.08
8	Rezone Lot 1334 (106) St Stephens Crescent, Tapping from Centre to Residential R20 and Amend Schedule 1 accordingly	15.12.09	22.6.10
9	Rezoning portion Lot 9036 Joondalup Drive, Carramar from 'Special Residential R2/R5' to 'Medium Density Residential – R30'	17.5.13	6.6.13
10	Increase retail floor space for NE5 Neighbourhood Centre to 5500m ² , add design objectives, design criteria and an urban design plan to section 3.5, with the permissibility of uses to be in accordance with the Commercial zone in DPS 2.	15.3.19	13.08.19
11	<ul style="list-style-type: none"> Land normalised into DPS 2 by Amendment No. 196 removed from structure plan area. 'Corner Store' removed from Section 3.1, Schedule 1 Section 5.6 pertaining to Additional Uses (including Schedule 3) removed. 	N/A	N/A

PART 1

IMPLEMENTATION

This Structure Plan has been endorsed by the Western Australian Planning Commission as a general guide to future subdivision, zoning and development of the land included in the Neerabup (now portions of Carramar, Tapping and Banksia Grove) Urban Cell.

Subject Area

Prior to commencement of development, the Structure Plan area comprised a singular private landholding (Swan Loc 2579) which included approximately 380 hectares of land. This balance landholding has now been rationalised and comprises Pt Lot 9001.

1. ZONING MAP

Plan 1: 'The Zoning Map'

2. AGREED STRUCTURE PLAN

Plan 2: The 'Agreed Structure Plan'.

3. RETAIL DEVELOPMENT

3.1 Retail Floorspace (NLA)

Retail floorspace (NLA) for the Structure Plan will be in accordance with Schedule 1.

SCHEDULE 1: RETAIL FLOORSPACE PROVISIONS

Centre	Maximum Net lettable area (rounded to the nearest 50m ²)
District Centre* Neighbourhood Centre NE5	15,000m ² 5,500m ²

*The District Centre is to be developed partly within the adjoining landholding which is the subject of Structure Plan No. 21A.

3.2 Neighbourhood Centre NE5 - Design Objectives & Design Criteria

The permissibility of uses is to be in accordance with the provisions of the Commercial zone as specified under the Scheme.

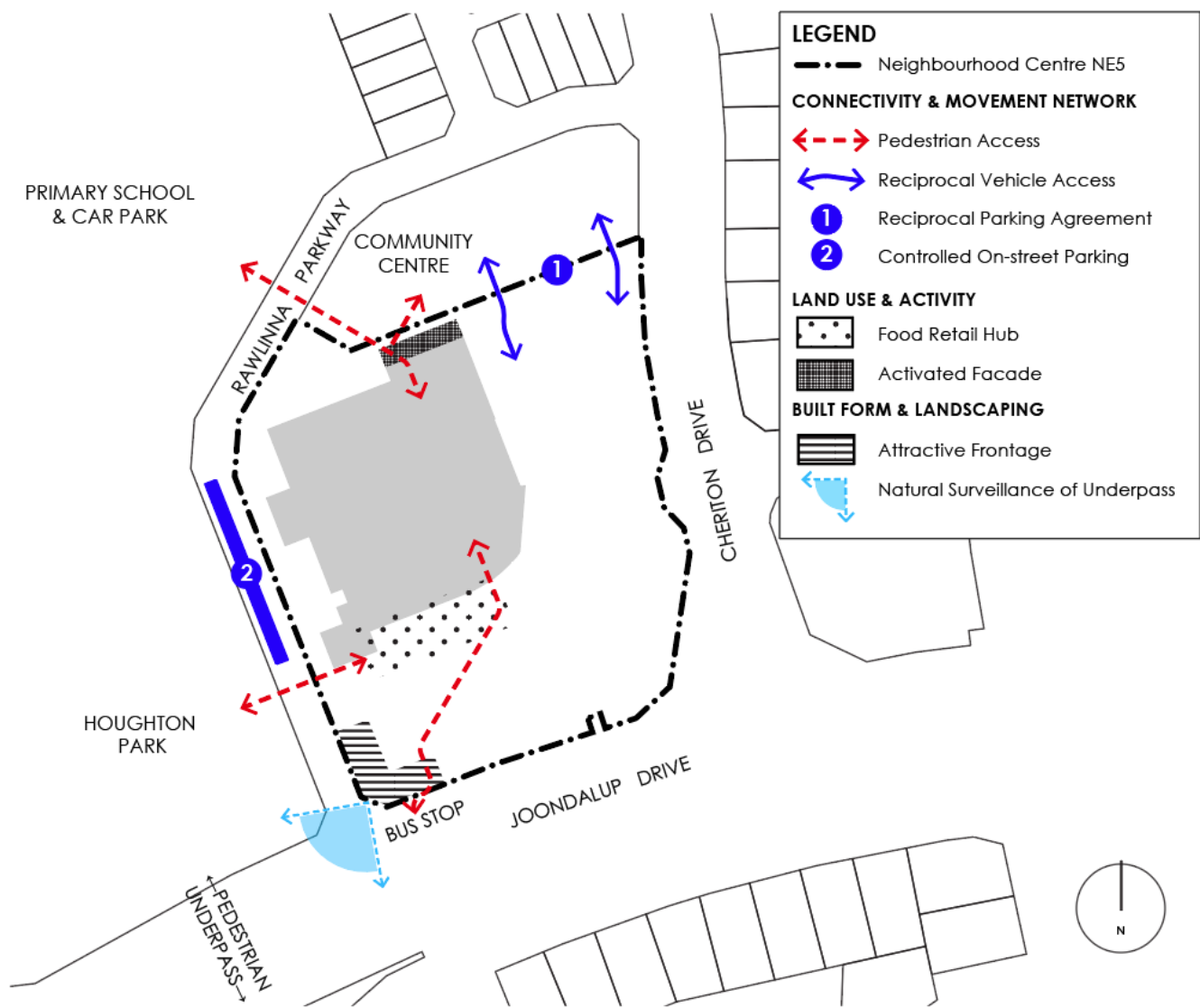
The following provisions apply to Neighbourhood Centre NE5, in addition to the Urban Design Elements Plan set out in **Plan 3**. Administrative decisions of the City relating to Neighbourhood Centre NE5, subsequent development, shall be assessed against the ability to progress the following Design Objectives and Design Criteria contained within Table 1.

TABLE 1: DESIGN OBJECTIVES & DESIGN CRITERIA

Element	Provisions
Connectivity & Movement Network	<p><u>Objective</u> Efficient and integrated parking supply and encourage alternative transport access to reduce private vehicle dependency.</p> <p><u>Criteria</u></p> <ul style="list-style-type: none">a) Improve upon or create direct, safe, and legible pedestrian routes between the Neighbourhood Centre and its internal uses; the community centre and its forecourt; POS; school; pedestrian underpass; bus stop; and pedestrian network.b) Efficient car parking provision by integrating supply through improved connectivity via easements in gross to facilitate reciprocal access.c) Encourage reciprocal parking agreements between individual ownership.d) Create controlled on street parking on Rawlinna Parkway.
Land Use & Activity	<p><u>Objective</u> Create an iconic and vibrant village atmosphere by promoting land use diversity and activity over a longer period of the day.</p> <p><u>Criteria</u></p> <ul style="list-style-type: none">a) Create a focused food retail offering.b) Activate north façade of centre to orient toward community centre creating a natural meeting place capable of supporting community events and programmed activities.

Built Form & Landscaping	<p><u>Objective</u></p> <p>Ensure built form is scaled and designed to respond to existing development context, and deliver a consistent experience for users the public realm between landholdings.</p> <p><u>Criteria</u></p> <ul style="list-style-type: none"> a) Built form compatibility between existing residential and commercial land uses achieved through appropriate setbacks height and scale. Development exceeding single storey shall be sited where compatible to establish a sense of arrival, with upper floors design to promote CPTED principles. b) With reference to the intersection of Joondalup Drive and Rawlinna Parkway, buildings located on street corners shall address both street frontages and shall demonstrate a high level of architectural merit and contribute visual amenity to the shopping centre. c) Deck parking or associated vehicle access ramps visible from the surrounding movement network shall be visually appealing through the use architectural treatments and landscaping screening, or physical concealment by design. d) Where appropriate, buildings shall address the street, internal movement network and public spaces shall promote vibrancy. e) Built form shall promote wayfinding. Entryways to the centre and other key locations to be easily identified, visible, and easily recognisable from street level and on approach. f) Integration with adjoining development and open space utilising Best Practice Design Principles aimed at minimising opportunities for crime and anti-social behaviour. Encourage natural surveillance with particular emphasis on Houghton Park and the western pedestrian approach from the pedestrian underpass. g) Significant signage additional to monopole signage shall be incorporated architecturally into built form to reduce the proliferation of advertising. h) Landscaping theme shall be visually consistent and integrated with surrounds, and promote pedestrian amenity and crime prevention objectives.
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PLAN 3: URBAN DESIGN ELEMENTS PLAN – NEIGHBOURHOOD CENTRE NE5



4. LOCAL PUBLIC OPEN SPACE

Local public open space within the Structure Plan will be in accordance with Schedule 2.

SCHEDULE 2: LOCAL PUBLIC OPEN SPACE DISTRIBUTION

Location	Area of POS	Provided to Date	
		Lot Number	Crown Res.
Public Open Space Area A	13.3755 ha	Lot 642	Plan 23284
Public Open Space Area B	0.6645 ha	Lot 760	Diagram 97214
Public Open Space Area C	0.4660 ha	Lot 309	Diagram 89917
Public Open Space Area D	5.1580 ha	-	-
Public Open Space Area E	0.7000 ha	-	-
Public Open Space Area F	0.4974 ha	Lot 1709	Plan 30968
Public Open Space Area G	0.6800 ha	-	-
Public Open Space Area H	3.5600 ha	-	-
Public Open Space Area I	1.2780 ha	-	-
Public Open Space Area J	0.6080 ha	-	-
Public Open Space Area K	0.5980 ha	-	-
Public Open Space Area L	0.8120 ha	-	-
Public Open Space Area M	2.4349 ha	-	-
Public Open Space Area N	0.5000 ha	-	-
Neighbourhood Centre Community Purpose Sites (1)	0.5000 ha	-	-
District Centre Community Purpose Site (part)	0.5000 ha	-	-
POS to be provided	32.3323 ha		

The District Centre and Neighbourhood Centre community purpose sites identified above will be ceded to the Crown free of cost as Community Purpose Sites.

5. PROVISIONS

5.1 Residential Zone

The permissibility of uses is to be in accordance with the provisions of the Residential Zone as specified under the Scheme. The residential density codings applicable are R20, R30 and R40 as depicted on Plan 2, “The Agreed Structure Plan”.

Objective: To encourage residential development of a high standard and the creation of associated amenities.

5.2 Special Residential Zone

The permissibility of uses and the general provisions is to be in accordance with the provisions of the Special Residential Zone under the Scheme. The density coding applicable is R2 as depicted on Plan 2, “The Agreed Structure Plan”. Lot sizes are to be a minimum of 5,000m².

Objective: To provide for a low density residential development, serving as an effective buffer between the Special Rural Zone in the north and residential areas in the south and encouraging compatible development.

5.3 Centre Zone

In accordance with the provisions of the Centre Zone under the Scheme, no subdivision or other development shall be commenced or carried out in a Centre Zone until a Structure Plan for the whole area covered by the zone has been prepared and adopted under the provisions of the Scheme. The permissibility of use in the Centre Zone shall be determined in accordance with the provisions of that Agreed Structure Plan.

Objective: To encourage commercial and associated community infrastructure development of a high standard.

5.4 Civic and Cultural Zone

Development within this zone shall be subject to determination by the Council and will comprise buildings and infrastructure for the occupation and use primarily by local social and sporting groups and as educational establishments.

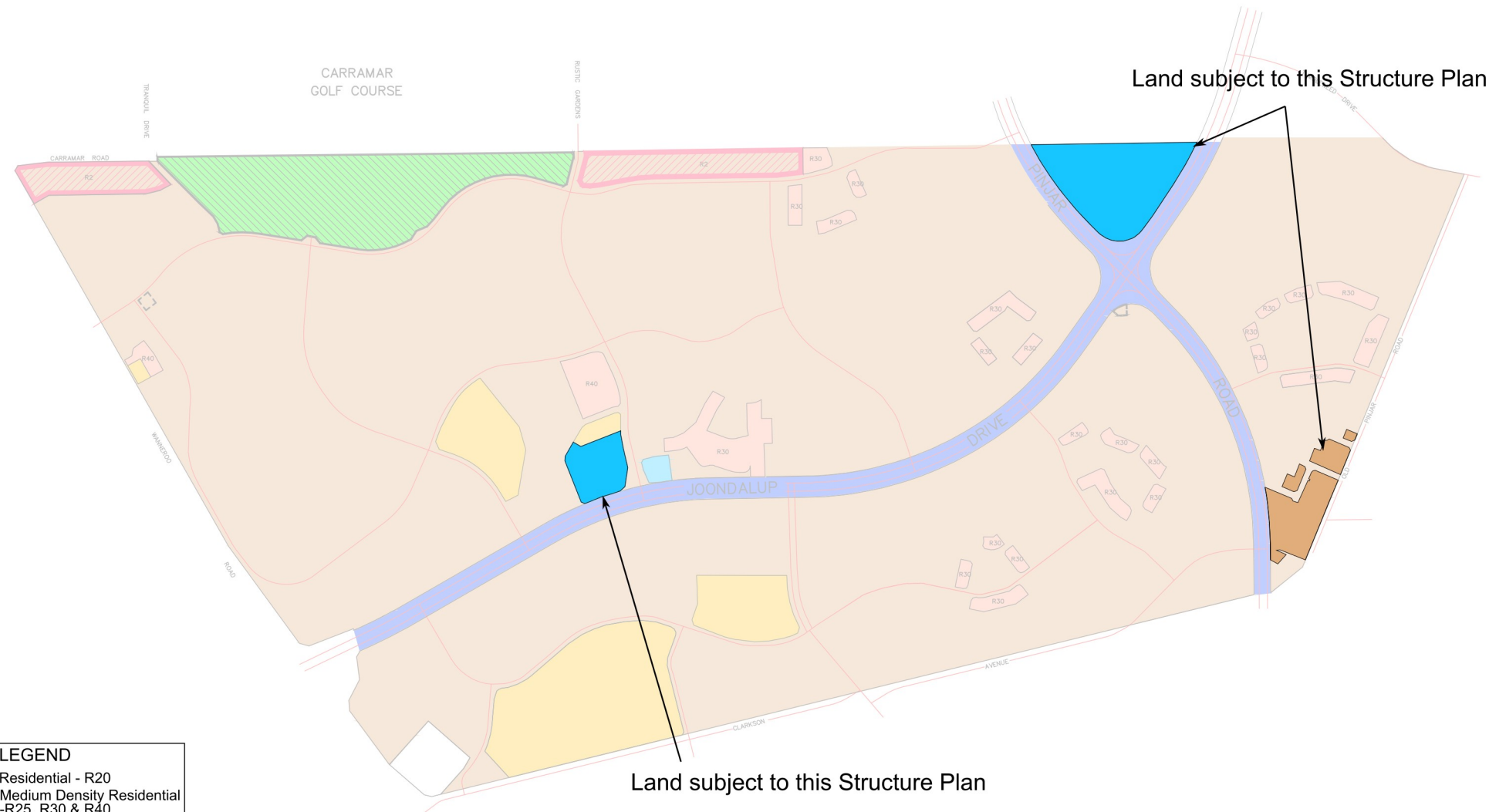
Objective: To provide for the development of regional recreation facilities.

5.5 Parks and Recreation Reserve

Development within this zone shall comprise the Carramar Golf course, associated infrastructure and club facilities only.

Objective: To provide for the development of regional recreation facilities.

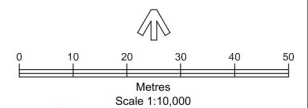




LEGEND

- Residential - R20
- Medium Density Residential -R25, R30 & R40
- Special Residential
- Centre Zone
- Civic & Cultural
- Parks & Recreation Reserve
- Other Regional Roads
- Additional Use

**Agreed Structure Plan No. 21 B Carramar South/Tapping North
Zoning Plan**





Part 2 | Proposed Amendment No. 10

Carramar South/Tapping North Agreed Local Structure Plan No. 21B

Carramar Village Shopping Centre | Neighbourhood Centre NE5

August 29, 2019

Prepared for A.P. Marshall Pty Ltd

Introduction

Project Details

Carramar South/Tapping North Agreed Local Structure
Plan No. 21B
Prepared for A.P. Marshall Pty Ltd
Project: J000193
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Contents

1 Introduction

Background	6
Proposed Amendment	7
Prelodgement Engagement	7

2 The Site

Site & Property Description	9
Context	10
Site Analysis	14
Existing Improvements & Current Land Use	18

3 Economic Context

Retail Market Assessment	22
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4 Envisaged Development

Key Principles & Objectives	25
Traffic Impact Assessment	26
Concept Plan	27

5 Proposed Modifications

6 Planning Assessment

State Planning Framework	37
Local Planning Framework	39

7 Summary

4

Appendices

Appendix 1	Certificate of Title
Appendix 2	Retail Sustainability Assessment
Appendix 3	Traffic Impact Assessment
Appendix 4	Tracked Changes ASP21B
Appendix 5	Concept Plan
Appendix 6	Village Wishlist

1

Introduction

Introduction

This report provides the background, context and justification for the proposed amendment No. 10 to the Carramar South/Tapping North Agreed Local Structure Plan No. 21B (ASP21B).

Hemsley Planning acts on behalf of A.P. Marshall Pty Ltd (trading as Canute) the registered proprietor of Carramar Village Shopping Centre since 2012. Hemsley Planning has prepared the following report in support of a Structure Plan amendment to increase Retail Net Lettable Area (RNLA) by 1,000 m² to facilitate the refinement and evolution of the Neighbourhood Centre. The amendment will ensure its further development will improve the Centre's integration with the adjoining City of Wanneroo owned Community Centre and the surrounding pedestrian movement network.

This report addresses and discusses matters relevant to the proposal, including:

- Location, context, and site details;
- Envisaged development; and
- Strategic and statutory planning framework.

Background

ASP21B was initially prepared by BSD Planning Consultants (now Cardno) on behalf of Peet Limited, and certified by the WAPC in August 2001. ASP21B presently prescribes a RNLA of 4,500m² for the Neighbourhood Centre, previously designated as 'NE5 Local Centre'. The site is not zoned Commercial under DPS2 therefore a maximum RNLA is not prescribed by DPS2 Schedule 3 and a simultaneous Scheme Amendment is not required to be pursued.

The original Development Approval of Carramar Village Shopping Centre was granted in March 2007 (CoW ref: DA0610546) via delegated authority, despite ASP21B and DPS2 requiring a further Centre Structure Plan to be prepared to coordinate the development of the Centre Zone. Completion of the Shopping Centre in early 2009 was preceded by the completion of the Carramar Community Centre three years prior in March 2006. The City owned facility has a 45-year life span (34 years remaining) and abuts the Shopping Centre's north boundary. It can be objectively stated that the two buildings lack integration and physical connectivity appearing to have not been designed in a coordinated or responsive manner.

As all land has been comprehensively developed without a Centre Structure Plan being prepared for the ASP21B Centre zone, including 'Neighbourhood Centre NE5' and the Service Station site, Hemsley Planning does not seek, or believe it necessary to have a further Centre Structure Plan prepared to facilitate the further development and refinement of the Shopping Centre.

Hemsley Planning understand this requirement was previously circumvented using the DPS2 Clause applicable at the time, 9.11.2, stating:

"Council can consider development prior to a structure plan being adopted, having regard to subclauses (a), (b) and (c) as set out below:

a) As an overriding consideration, the intent referred to in the preceding subclause (9.11.1);

b) The desirability from a planning point of view of having an Agreed Structure Plan in place before development or subdivision occurs; and

c) The interests of orderly and proper planning, and concern for the amenity of the relevant locality in the short, intermediate and long term."

This assessment approach is consistent with the decision-making process adopted for approximately 10 Development Approvals issued over the subject site, and most notably, through the published decision (DA2011/653) by the City of Wanneroo relating to the Centre Zoned tavern on Lot 1386 adjacent to Carramar Village. In approving the development, the decision stated

"...it is therefore considered that the proposal could be determined in the absence of a Centre Structure Plan, in the same manner that the previous application for a 'Tavern and Restaurant with Drive-Through Liquor Store' [on the same site] was considered and approved on the property in the past."

ASP21B has been amended five (5) times in its operation, most recently in May 2013. Since the document was originally prepared, an amendment inserting *Clause 3.5 [3.2 Neighbourhood Centre] Local Centre NE5* has been made. The clause required development of the "Local Centre NE5 and the adjoining development" is subject to eight bullet point Design Guidelines. These Design Guidelines have attempted to guide built-form outcomes in the event that a Centre Structure Plan was not prepared prior to development.

In November 2017, a new Woolworths Supermarket opened at Banksia Grove District Centre, 1.6 km north-east of the Village's own existing Woolworths. The District Centre has also added an Aldi in August 2017 and Coles in January 2015. No further commercial impact on the Village is expected as the framework guiding the Banksia Grove District Centre is currently the subject of an amendment that will ultimately result in a reduction to the extent of the centre core shopping area where shopping floorspace is to be established.

The shifting retail landscape is driving the need for Neighbourhood Centre of Carramar Village to expand and diversify its retail and ancillary offerings to remain competitive.

Proposed Amendment

A summary of the proposed modifications forming part of this amendment is provided below:

- **Increase Retail Floorspace** – Modify Schedule 1 Neighbourhood Centre NE5 from 4,500 m² to 5,500 m²;
- **Replacing Design Guidelines with Design Criteria** – Replacing Design Guidelines applicable to Neighbourhood Centre NE5 with Design Criteria which future development shall be guided by in Neighbourhood Centre NE5 to reduce dependency on private vehicles and further emphasise the efficient and reciprocal use of car parking.

Prelodgement Engagement

The preparation of this amendment has been guided by meetings and workshops with the City's officers and key stakeholders. The consultative process has guided the preparation and evolution of conceptual designs for the subsequent redevelopment of the Village. A summary of in person meetings between Hemsley Planning and City of Wanneroo staff are summarised in the following table.

Date	Attendees
15/05/2017 Meeting	<ul style="list-style-type: none">▪ Nyssa Searles – Business Development and Research Officer▪ Rana Murad – Planning Officer▪ Timothy Dawson – Senior Planning Officer
11/10/2017 On-Site Pre-Workshop Meeting	<ul style="list-style-type: none">▪ Callum Prior – Central Ward Place Development Facilitator▪ Jacob Kendall – CanuteWA Project Manager
12/10/2017 On-Site Workshop and Sit Tour	<ul style="list-style-type: none">▪ Ian Ireland – Coordinator Community Facilities Planning Community Facilities▪ Luke Middleton - Coordinator Healthy & Inclusive Communities - Place activation▪ Callum Prior – Central Ward Place Development Facilitator▪ Jacob Kendall – CanuteWA Project Manager▪ Colleen Hurst – CanuteWA Director▪ Jeff Thierfelder – Consultant Urban Designer/Architect (Edgefield Projects)
1/12/2017 Meeting	<ul style="list-style-type: none">▪ Callum Prior – Central Ward Place Development Facilitator▪ Jacob Kendall – CanuteWA Project Manager
9/01/2018 Meeting	<ul style="list-style-type: none">▪ Timothy Dawson – Senior Planning Officer

2

The Site

The Site

This section summarises the key site characteristics to provide the context to the proposed amendment.

Site & Property Description

This structure plan amendment relates primarily to lot 2495. The table below provides a legal description of the subject site.

Lot	Plan / Diagram	Volume	Folio	Area (m ²)
2495	49069	2708	980	20, 793

Table 1 Lot Details

Refer **Appendix 1** for a copy of the Certificate of Title.

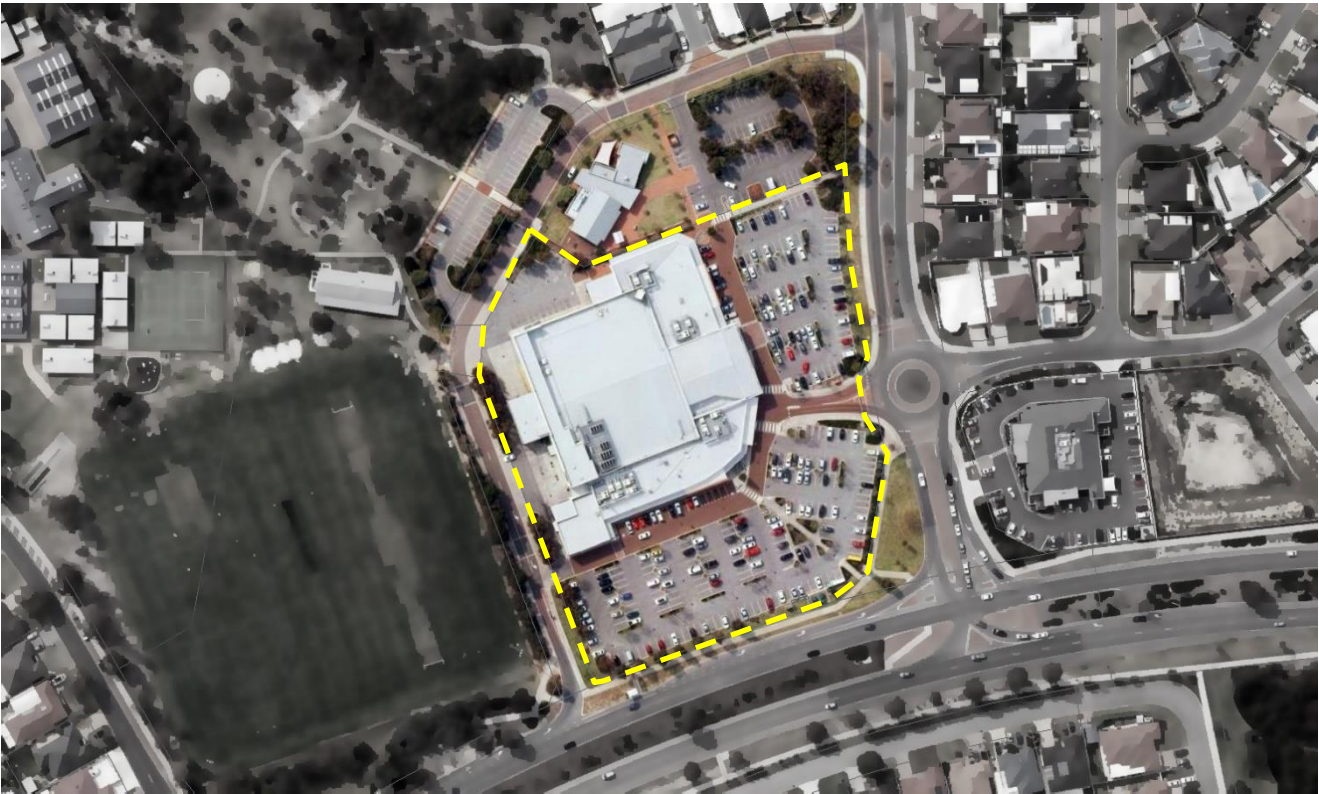


Figure 1 The subject site outlined in yellow

Context

Sub-Regional Context

The subject site is located within the north-west corridor of the Perth Metropolitan area, approximately 27 km north of the Perth central business district, and 3.9 km north-east of the Joondalup City Centre.

The site is boarded to the south-east by Joondalup Drive designated as an 'Other Regional Road' under the Metropolitan Region Scheme (MRS). The road carries 33,527 VPD as of 2014/2015. The site is located in proximity to the proposed Wanneroo Road flyover to the west. The site is connected to public transport via an existing relatively high-frequency bus service running along Joondalup Drive, stopping at the Shopping Centre.

The subject site is located approximately 3.8 km from the Currambine passenger rail station.

The surrounding locality comprises a built-out residential suburban area. With the exception of a 100 m² corner store, 1.1 kms from the Village, the Banksia Grove District Centre is the closest retail focused precinct, located approximately 1.6 km north east of the subject site. Further to Banksia Grove, additional higher order retail uses are located at both Joondalup as well as Wanneroo Central.

The bus stop servicing the subject site provides a very effective public transport service, with Wanneroo District Centre and Joondalup Strategic Centre being within 10 minutes and 15 minutes respectively.



Figure 2 Public transport accessibility from the subject site.

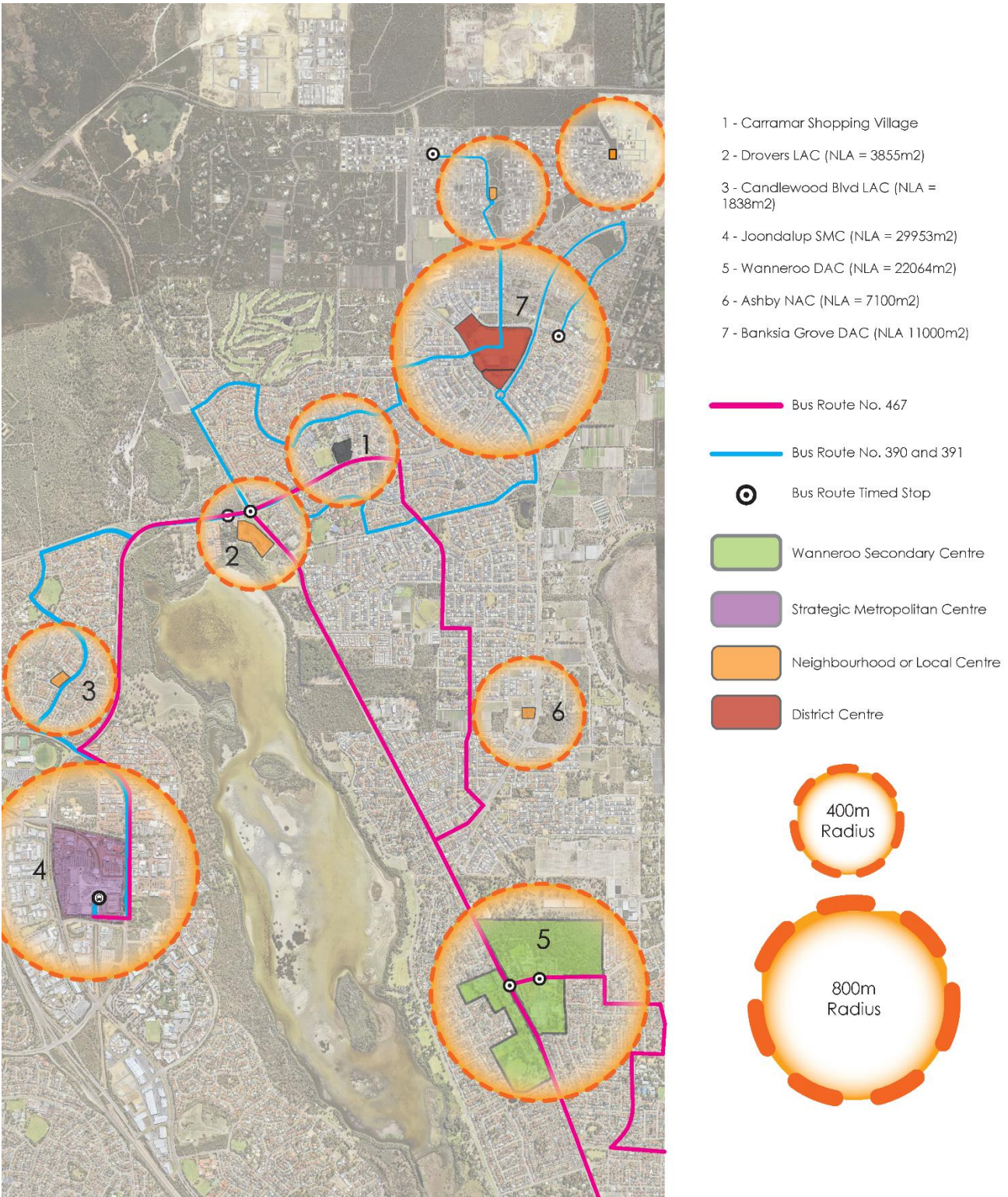


Figure 3 Sub-regional Context Plan

The Site

Local Context

The location is characterised by R20 density residential development with a general lack of variation in lot type. The exception being 28 single dwelling R40 lots to the north, and 41 single dwellings R30 east of the Village. From this sub-regional context, the subject land and its surrounds are suited to accommodate a more diverse mixed retail offering due to its, locational advantages, and proximity to existing services and amenities.

In addition to the southern boundary being bordered by Joondalup Drive, the eastern boundary is delineated by the integrator road, Cheriton Drive. The western boundary is bordered by Rawlinna Parkway. Rawlinna Parkway was not originally included in ASP21B Boundary roads and since its construction in 2004, access from Joondalup Drive was restricted after it became a four-lane road in 2011. The one-way road now only allows a left turn manoeuvre from Joondalup Drive.

Carramar Primary School is located 150 m north-west of the subject site. It provides education opportunities for approximately 900 students from Kindergarten to Year Seven.

The School and the shopping centre is separated by Houghton Park clubrooms. The facility is currently used by a 450-member soccer club and a cricket club. The strong membership of the soccer club has resulted in its relocating to new facility in Banksia Grove in 2018. The soccer club has impacted parking at the shopping centre during weekend home fixtures, it is expected their departure will alleviate the impact on peak weekend trading periods.

Carramar Community Centre immediately abuts the Shopping Centre to the north. The facility has an office; however, it is presently unmanned. The Community Centre is serviced by a 51-bay car park.



Figure 4 Local Context Plan

The Site



Figure 5 Carramar Community Centre (right) shopping centre (centre) and underutilised Community Centre forecourt in foreground.

A tavern is located south west of the subject site. Known as 'The Duke' it has 78 car bays. Construction was completed in May 2015.



Figure 6 The Shopping Centre (left) 'The Duke' (right) (Source: Google Maps)

Site Analysis

The subject site has a topographical fall of approximately 2.0 m, falling from the north-east, with the low point occurring in the south-western corner.

Parking & Vehicle Movement Network

Vehicle access for staff and customers to the subject site is articulated in the figure below. Loading docks to service three (3) trucks are located on the western side of the subject site.

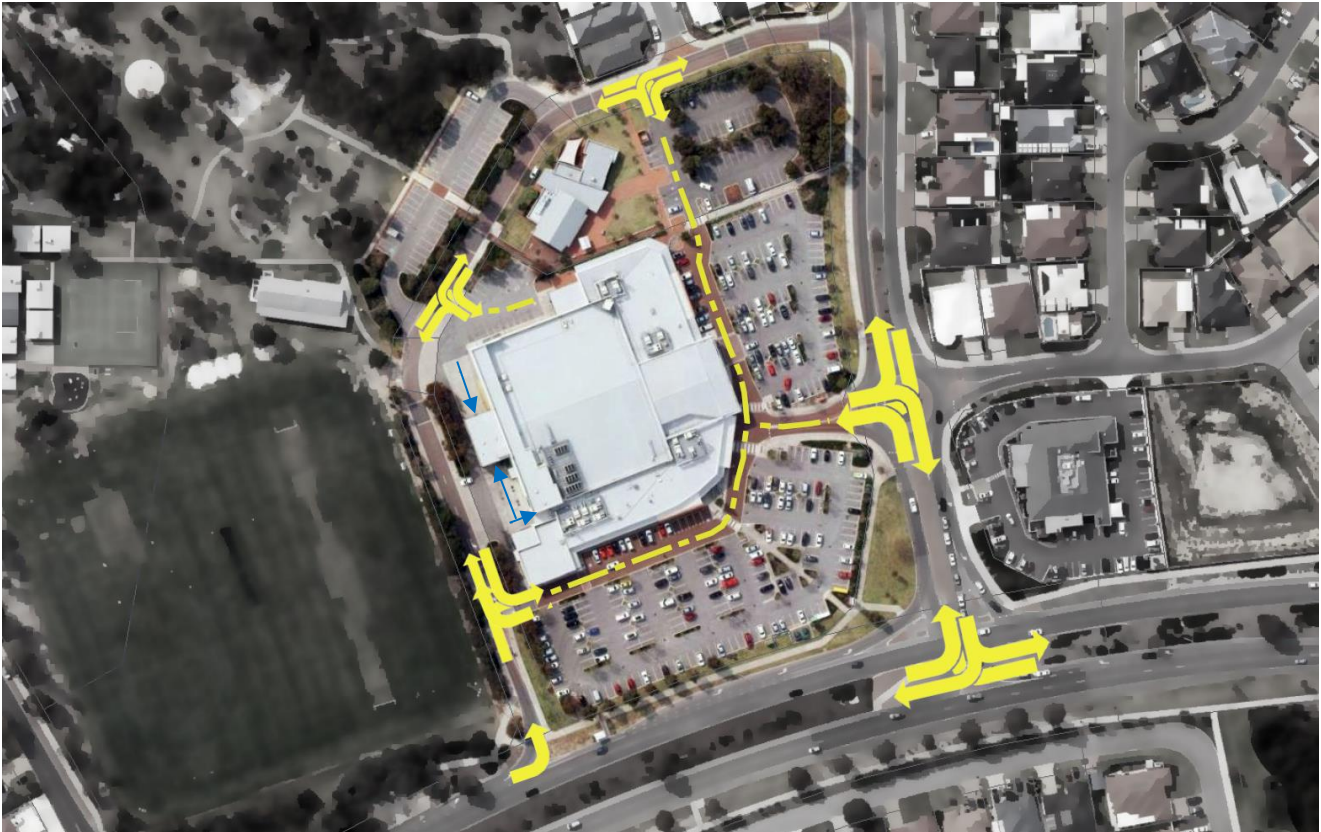


Figure 7 Vehicle access and egress. Loading docks are indicated by blue arrows.

Vehicle access to Joondalup Drive is restricted by way of a notification on the Certificate of Title.

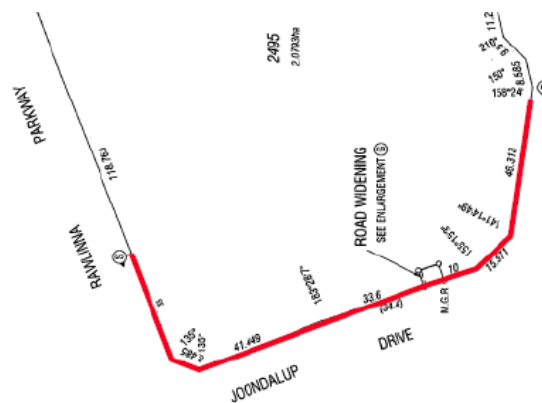


Figure 8 Restricted vehicle access to subject site boundary identified by red line.

The Site

The subject site itself has 332 car parking bays. Demand for these bays are moderated through additional parking cells servicing the School and the Community Centre which, in reality, supplement the shopping centre in a reciprocal manner. The north-eastern car park (46 bays) acts as a pick up and drop off for Carramar Primary School. Although Canute has not been approached, the school's General Information page on its website presently provides the following instructions to parents, "[t]o alleviate parking and traffic congestion parents are encouraged to park at the Carramar Shopping Centre and Community Centre." This instruction reduces peak-period burden on the 46 bays closest to the School during the afternoon pick up. Although no formal reciprocal vehicle parking agreement exists, practically, the subject site, the Community Centre and the sporting club/school is serviced by 429 car parking bays. A reciprocal parking arrangement has been discussed with the City and was favourably received. Provisions proposed in the amendment further emphasise the efficient use of car parking through reciprocal parking agreement.



Figure 9 Car parking cells and yields. Cells C, D and E are located on the subject site.

Vehicle Movement Network Changes

There are major road network modifications in progress which will have both negative and positive impacts on the subject site. Commencing in September 2018, the intersections of Joondalup Drive and Wanneroo will commence modification in a flyover configuration to remove the traffic light intersection. As this modification to the surrounding regional road network will result in an uninterrupted flow of traffic, further burdening the Cheriton Drive/Joondalup Drive intersection, the State Government has committed to upgrading this intersection to a round-a-bout as part of these works. As a result, natural breaks in traffic will occur less, thus placing greater emphasis on use of the existing pedestrian underpass.

The Site



Figure 10 The roundabout will improve traffic flow of vehicles existing Cheriton Drive onto Joondalup Drive. Wanneroo Road / Joondalup Drive Interchange Overall site plan Extract July 2018



Figure 11 Wanneroo Road / Joondalup Drive Interchange Overall site plan Extract July 2018

Pedestrian Movement Network

The existing pedestrian movement network is considered adequate and has potential to be some-what impacted by a round-a-bout at the intersection of Cheriton and Joondalup Drives. Existing deficiencies of both the subject site and the surrounding pedestrian network can be overcome via a coordinated approach between the Canute and the City of Wanneroo.

Opportunities identified to improve the pedestrian experience have been raised with the City and form the primary basis for the preparation of a 'Wish List,' a working document with which to guide incremental improvements to a partially reconfigured Neighbourhood Centre. (refer appendix 6)

The proposed amendment will ensure subsequent development will contribute to improvements to the pedestrian network in a coordinated manner. Specific Design Criteria seek to deliver the following:

- Reduction of 'unsurveilled' walking distance from the pedestrian underpass and by providing natural surveillance from activated frontages and a potential 24 hr second floor gymnasium facing Houghton Park;
- Discourage pedestrians from walking through/across the north-western loading dock;
- Reduction of distance required to be travelled from the School to the Neighbourhood Centre by creating a new northern pedestrian entrance;
- Reduction of distance required to be travelled from the pedestrian underpass to the internal area of the shopping centre; and
- Creation of a direct pedestrian boulevard to the Joondalup Drive bus stop.



Figure 12 The current configuration sees pedestrians (school children and parents) using the loading dock as a cut-through to the subject site's rear car park. The proposed amendment would discourage this current unsafe situation.

Existing Improvements & Current Land Use

Land Use

The subject site comprises a limited variety of land uses. They are detailed and categorised in the table below.

Tenancy	M ²	Tenancy ID	PLUC Category & Code
Woolworths	3084.41	-	5 Shop / Retail Supermarket & Grocers 5411
BWS	180.41	-	5 Shop / Retail Liquor – Retail 592
Priceline	432	11-12-13	5 Shop / Retail Pharmacy & Chemist 5911
Medical Centre	303.45	14-15	6 Office / Business General Medical Practices 6514
Jetts	258.03	16	7 Entertainment / Recreational & Cultural Gymnasiums, Health Clubs & Martial Arts Club
Café	117.29	07	5 Shop / Retail Restaurant & Cafes 581
Newsagent	103.82	08	5 Shop / Retail Newsagents, Stationers, Booksellers & Crafts 594
Hairdresser	94.65	06	5 Shop / Retail Hairdressers, Beauty Salons 623
Beauty Salon	85.09	05	5 Shop / Retail Beauty Salon 6233
Subway	106.44	04	5 Shop / Retail Retail Trade – Eating & Drinking 58
Chippy's Fish and Chips	92.26	03	5 Shop/Retail Retail Trade – Eating & Drinking 58
Chicken Treat	90.67	02	5 Shop/Retail Retail Trade – Eating & Drinking 58
Harry & the Boys (food)	106	01	5 Shop/Retail Retail Trade – Eating & Drinking 58
Diamond Smiles Dentist	106	01	6 Office / Business Dental Practices 6522
Bakers Delight	73	10	5 Shop/Retail Bread & Cake Store 5461
Florist	24.25	09B	5 Shop/Retail Florist – Retail 5981
Phone Repair	24.25	09A	7 Service Industry Radio & Television Repair Services 6492

The Site

A land use plan of the shopping centre is provided in the figure below. The plan highlights the unconsolidated nature land uses with which to form a hub through a critical mass of activity. Medical and health land uses facing the community centre forecourt and the POS are inherently private in nature and lack the ability to meaningfully form activated edges. A lack of pedestrian permeability from the supermarket to the south-western carparking is resulting in underutilised area of car parking.

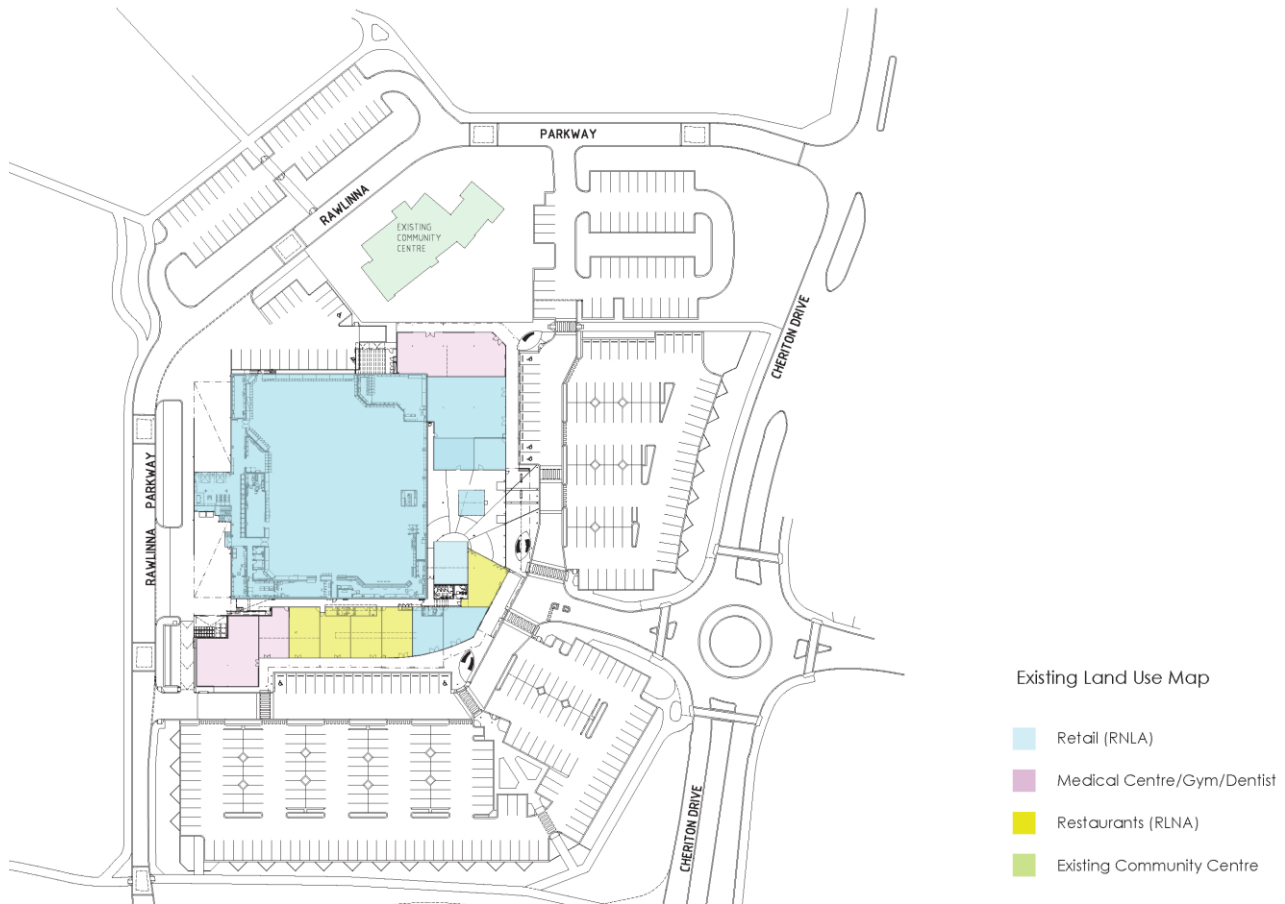


Figure 13 Existing Land Use Plan

The Site

Existing Improvements

The Hames Sharley designed shopping centre retains its architectural integrity. The structure was completed in 2009 and is considered to be in very good condition. No relevant modifications have been made since the building was completed.

Existing improvements are contained within a single level, air conditioned, internally navigable shopping centre structure incorporating a combined Woolworths supermarket and BWS as the anchor tenants. The anchor tenants occupy 72% of RNLA resulting in a lack of diversity in land use.



Figure 14 View of the single public entrance to the shopping centre.



Figure 15 View of minor car park (left) and the loading dock area (right) .

3

Economic Context

Economic Context

This section briefly describes the economic context of the subject site which has guided the preparation of this amendment from a retail market perspective.

Retail Market Assessment

A Retail Market Assessment (Appendix 2) was commissioned by Canute and prepared by MGA Planners in November 2017 utilising the recently released 2016 Census data. The assessment concludes that there is sufficient capacity for the additional 1,000 m² RNLA in the medium term with very limited impact on the trading levels of competing centres.

Further development of the site would allow for the conversion of existing non-RNLA tenancies to form a concentrated hub of retail and services. New structures built either at-grade or above the existing structures would facilitate non-retail uses, intended to compliment the consolidated retail activities.

A summary of key outcomes identified from the retail market analysis have informed this amendment and are provided below:

- Provide additional local daily household convenience goods and services for residents, supplementing the existing grocery shopping facilities. This will improve the accessibility to daily goods and services on foot or by bicycle for those living in close proximity to the subject land;
- Residents in the suburbs of Carramar and Tapping immediately surrounding the subject land, are shown to have incomes higher (\$812 and \$832 pw respectively) in comparison to the City of Joondalup LGA area, Wanneroo LGA area and Greater Perth (\$696, \$709, and \$728 pw respectively); and
- The impact of the proposal is minor, being less than 1.0% on the network of competing centres. The greatest impacts are on the Carramar NAC itself, and the Banksia Grove DAC, at less than 0.7%.

4

Envisaged Development

Envisaged Development

A non-statutory Concept Plan has been prepared to visually articulate specific development objectives sought and demonstrate how further development can be accommodated on the subject site. The Concept Plan also demonstrates its immediate context and ability to improve the interface with surrounding development and facilities.

The preparation of the Concept Plan involved an in-depth review of the subject site's locational characteristics. As the existing improvements are relatively new, the design outcomes pursued are practical in nature and intend to only refine the existing building fabric.

The Concept Plan reflects a refined outcome through multiple revisions with input and feedback being sought from the City during the process.

Further development of the subject site is intended to deliver:

- Reduced private vehicle dependency and promote walkability;
- Improved user convenience and amenity;
- Best practise urban design outcomes; and
- Physically consolidate land uses.

Key Principles & Objectives

The further development of the Shopping Centre is focused on better fulfilling its role as a Neighbourhood Centre, inline with current expectation of being an important local community focal point to provide for the main daily, to weekly household shopping and community needs. Future development will be guided to better integrate the fragmented existing provision of facilities with existing public transport. The further development will deliver an attractive 'place' focused on the local population needs and amenity.

The Concept Plan was prepared to demonstrate how the following key design principles and specific objectives sought by Canute can be delivered on site and with the immediate surrounds.

Connectivity & Movement Network

"To improve and maximise the efficient pedestrian movement and connectivity to the Neighbourhood Centre from the School, Community Centre, sports club, bus stop, public open space, and existing pedestrian network."

This will be achieved by creating more direct paths of travel, removing physical barriers, applying CPTED principals to the surrounding pedestrian network and to generally encourage walking, cycling and public transport patronage reduce private car use dependency.

Land Use & Activity

"To meaningfully create an iconic and vibrant village atmosphere by delivering a more diverse range of commercial uses and retail-based activity operating over a longer period of the day."

This is intended to be achieved by the creation of an eat-street, the activation of the façade interfacing with the community centre forecourt, and creating new tenancies capable of supporting non-retail land uses.

Built Form & Landscaping

"To deliver a visually consistent built form between land holdings to generate an experience which is scaled and designed to respond to the relevant street context and deliver a consistent and integrated appearance with the public realm."

Development will be compatible with existing residential, whilst ensuring the Neighbourhood Centre, its amenities and access points readily identifiable to promote the centres use and patronage.

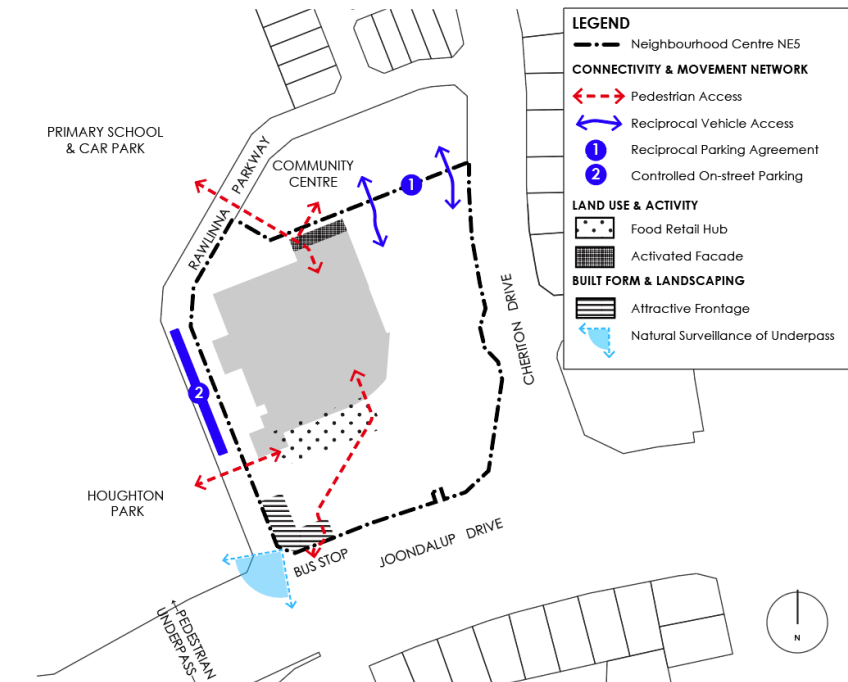


Figure 10: Urban Design Elements Plan - Neighbourhood Centre NES proposed to be incorporated into ASP21B

Traffic Impact Assessment

KCTT Traffic Engineers was engaged to undertake a parking study and assess the traffic impact of an increase in RNLA. The assessment made the following observations:

- The current number of parking bays has the sufficient spare capacity to accommodate for the proposed development additions;
- The proposed additional floor area will not have any adverse impact on the safety and function of the surrounding road network; and
- With regards to traffic impact, it was determined that the proposed expansion will not have any significant impact when taken in context of the surrounding road network improvements currently being made.

The Concept Plan and extent of the RNLA increase was guided by the advice provided during the preparation of the Traffic Impact Assessment.

Concept Plan

The Concept Plan progresses the key principles and objectives, and forms an expression of possible development based on proposed Design Criteria. Features and ideas included are described as follows:

- Consolidation of food retail uses to form a coherent external facing Eat Street with appropriate landscape treatments such as arbour would be designed to fit temporary food trucks at events;
- Strong urban corners facing Joondalup Drive to clearly define the centre;
- Physical link to the primary school via a delineated pedestrian entrance to the north;
- Provision of natural surveillance over immediate pedestrian route from underpass and Houghton Park to the south-west;
- Consolidation and expansion of health, medical uses in south western corner and retail;
- Creating and locating smaller vibrant tenancies and entrances to activate the Community Centre forecourt space;
- Reduction of travel distance to bus stop and south western parking cell/shopping trolley distance travel through the creation of a Joondalup Drive facing day time only entrance; and
- Embayment parking on Rawlinna Parkway west of the centre catering to weekend patrons attending sporting events, picking up students and generally slowing traffic.

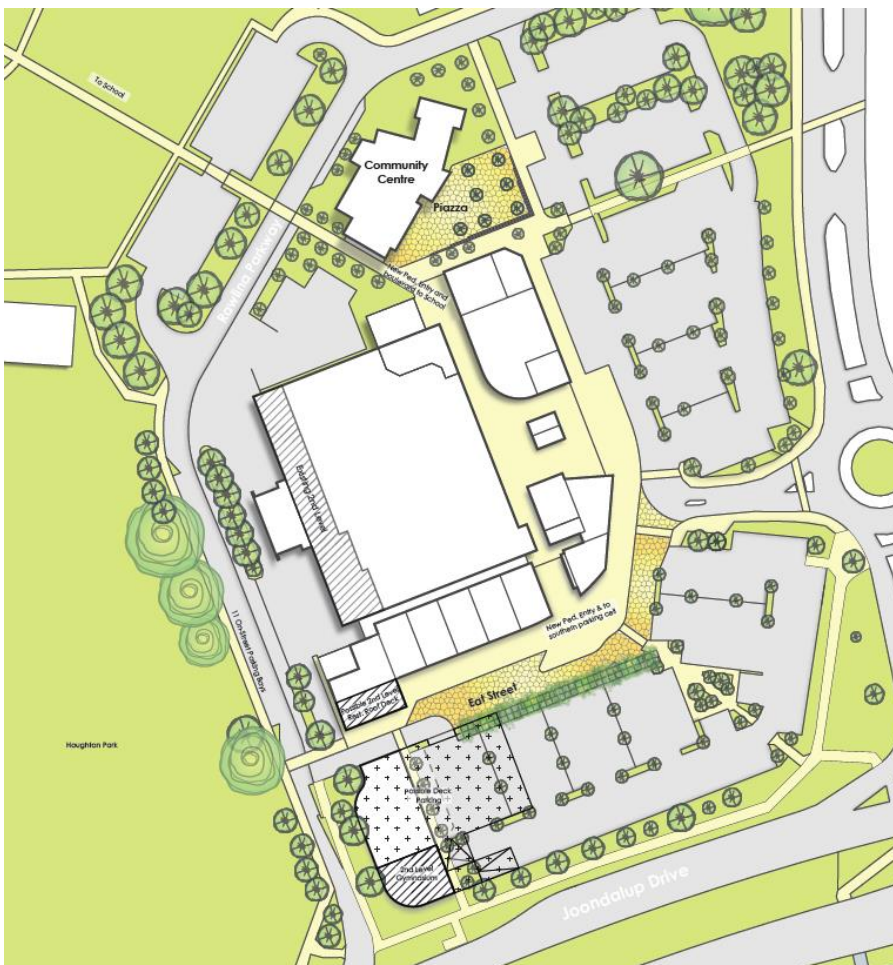


Figure 17 Carramar Village Concept Plan

Two Storey Development Components

It is recognised the prevailing development context comprises single storey dwellings, and single storey commercial development. Whilst future single dwelling development in the area is capable of being built to two storey, further development of the shopping centre shall be compatible with the existing residential development context. Concept planning of the shopping centre contemplates the following two storey components:

- Upper level non-retail use – 24 hr gym at the intersection of Joondalup Drive and Rawlinna Parkway;
- Deck parking and ramp structure adjacent to Joondalup Drive; and
- Roof deck appurtenant to restaurant below, immediately south of loading deck and overlooking Houghton Park and Rawlinna Parkway.

These development components are demonstrated to be situated to avoid proximity to residential land uses, whilst positively benefiting the surrounds by providing natural surveillance to Houghton Park, the pedestrian underpass and approach to the centre, all outside of typical retail trading hours. The two-storey design element at the intersection of Joondalup Drive and Rawlinna Parkway is intended to establish a sense of arrival and place to the Centre. The proposed Design Criteria ensure built form compatibility and appropriate architectural treatments to these façades are architecturally appealing.

Should additional parking be determined at DA stage to be required on site, concept planning contemplates and demonstrates below ground parking and deck parking accessed by an appropriately engineered vehicle ramp. Without appropriate design, elevated parking infrastructure can cause impact to visual amenity and it is intended that any future development conceals, or gives appropriate architectural detailing to this type of parking as ensured by the Design Criteria.

Roof top parking is capable of being screened by increasing the height of the single storey building façade as depicted in the South Perth example below.



Figure 17 Angelo Street, South Perth. Concealed deck parking (left).

Envisaged Development

Freestanding deck parking and ramps also contemplated in the future development are more challenging to fully conceal, consequently architectural treatments and the use landscaping screening can transform these otherwise imposing structures to be visually appealing or create visual interest without creating blank walls. The use of these specific design measures is dictated in the proposed Design Criteria. The figures below demonstrate examples of the described design measures.



Figure 18 Example visually appealing architectural screening structure. Valenje Car Park, Slovenia (Source: Enota)

Envisaged Development

Landscape screening can be used in combination with architectural treatments to create improve the visual amenity of parking structures as depicted in the figure below.



Figure 19 Vegetation type screening solution. Issaquah Transit Centre, Washington. (Source: Greenscreen)

Parking Supply

The concept planning the centre's expansion demonstrates that in accommodating an additional 1,000m² RNLA on the site in addition to ancillary non-RNLA, existing at-grade car parking will be displaced. Input from traffic consultants indicates the existing available parking supply will be sufficient to cope with parking demand generated by the expanded shopping centre.

A Concept Plan result in a gross loss of 40 car parking bays displaced by a new building in the south-west corner of the subject site in addition to the expanded and pedestrianised 'eat-street.' If deemed necessary, the shortfall in parking is capable of being offset by a combination of, a) the creation of new parking areas both above ground and below ground, and b) further car bays being created along Rawlinna Parkway adjacent to Houghton Park with agreement from the City. Calculations of parking supply as described is provided in the table below.

Parking Supply Modification On and Off-site		
<u>CAR PARKS REMOVED BY FURTHER DEVELOPMENT</u>		
Bays lost with new footprint in south-west corner		36
Net bays lost with reconfigured eat street		+ 4
Total bays lost on site		= 40 bays lost on site
<u>CAR PARKING GAINED</u>		
Addition Potential Parking Supply Areas		
New upper deck (excluding access ramp)	900m ²	
New basement (excluding access ramp)	750m ²	
Total new above or below grade parking onsite parking at 36m² per bay	= 1,650m²	= 46 bays gained on site
Potential new Rawlinna Parkway on-street bays	+	11 bays gained off-site
Total New Bays Gross	=	57 new bays gross
NET PARKING INCREASE		17 new bays net on and offsite

Envisaged Development

The shopping centre owners shares an aligned view with the City in terms of ensuring the adequate supply of parking is made available to visitors and customers. Whilst Canute is motivated commercially to provide adequate parking supply and therefore convenience for its tenants and their customers, the City is motivated to ensure there is no impact on amenity caused by overflow parking into surrounding streets. With this in mind, it is Canute's preference to enter into a reciprocal parking agreement with the City of Wanneroo, and possibly separately with the Department of Sports and Recreation to formalise the existing parking practices, seeing all three land owners parking facilities used indifferently by visitors to the Neighbourhood Centre.

Reciprocal Vehicle Parking & Access Agreement

Joint or reciprocal parking is suitable in this instance as the peak demand of the shopping centre development does not coincide with the peak demand of the community centre and school. We firmly believe the overall car parking requirements are less than the sum of the individual land uses viewed over a 24-hour period. Whilst approval of this structure plan amendment will not bind the City to approve a parking shortfall, a subsequent Development Application for expansion of the shopping centre will explore in great detail through shared parking analysis, whether peak demand of various components do not coincide, and whether the actual parking demand generated by the would be satisfied by the provision of proposed shared parking bays. Proving adequate parking supply in this method would warrant a variation to the parking provisions of the DPS2 consistent with the State Administrative Tribunal's decision Barwell Nominees Pty Ltd and City of Wanneroo [2007] WASAT 156 at [90].

Whilst sharing parking supply where a surplus is apparent is in and of itself pragmatic, such an arrangement is formally provided for in the applicable planning framework. A summary of these provisions is provided in the table below.

Planning Document	Relevant Provision
City of Wanneroo DPS2 CI 4.11 Pedestrian and Vehicle Reciprocal Access Requirements	<i>If the Council approves car parking and pedestrian access on neighbouring premises in a manner which relies on the reciprocal movement of vehicles and pedestrians between or across the premises, the owners concerned shall allow the necessary reciprocal access and parking at all times to the satisfaction of Council.</i>
LPP 3.2 Activity Centres Section 3: Centre Structure Plan	<i>B14 Centre structure plans should demonstrate that parking in activity centres is capable of being developed:</i> <ul style="list-style-type: none">• <i>in the form of a reciprocal parking lot sleeved behind buildings, where on a main street;</i>• <i>in the form of a reciprocal parking lot that is sleeved by landscaping, does not detract from the amenity of the main street, activity centre and surrounding land uses, and which does not prejudice the ultimate intended development of the activity centre, where on a secondary street; or</i>• <i>in the form of on street parking.</i>
Draft Liveable Neighbourhoods 3 2015 Activity Centres - Parking	<i>Parking provision may be reduced where a mix of land uses operate at differing core hours, a combination of onsite and offsite parking is provided and managed and there is availability/take up of alternate nonvehicular transport modes. In new activity centres, the number of on-street spaces provided should count towards the total required parking provision for non-residential land uses in the activity centre. (page 69 para 3)</i>

Planning Document	Relevant Provision
	<p><i>Off-street parking is to be sleeved behind buildings in intra-block parking areas, totally or partially screened from the street, not be placed between the front of buildings and the street. Preference is given to parking areas that are shared between many uses and managed as public parking, rather than separate parking lots being attached to each building. This shared parking approach usually enables a reduced amount of parking to be provided overall and maximises efficient use. It is also able to better adapt to changing uses and demands over time. (page 69 para 6)</i></p>
<p>State Planning Policy 4.2 Activity Centres</p> <p>5.3.2 Traffic and parking - General requirements</p>	<p><i>(2) The planning of activity centres should also:</i></p> <p><i>promote an efficient supply of car parking by a suitable allocation of on-street, off-street public and shared parking including cash-in-lieu and reciprocal / shared use arrangements;</i></p> <p><i>(3) For land within the boundary of an activity centre, the responsible authority should as a rule, set upper limits to car parking in view of opportunities for reciprocal and shared parking, availability of on-street or other public parking and the need for land efficiency.</i></p>

5

Proposed Modifications

Proposed Modifications

This section describes the modifications proposed to ASP21B, which are reflected on the schedule of amendments.

No amendments to ASP21B have occurred since the introduction of the Planning and Development Act (Local Planning Schemes) Regulations 2015. ASP21B is now considered an instrument of 'due regard'.

Summary of Proposed Modifications to ASP21B

The proposed modifications relate to Lot 2495 which adjoins the community centre in the Cultural and Civic Zone and Lot 1386. The changes comprise the following:

- **Increase Retail Floorspace** – Modify Schedule 1 NE5 Neighbourhood Centre from 4,500 m² to 5,500 m²;
- **Replacing Design Guidelines with Design Criteria** – Replacing Design Guidelines applicable to Neighbourhood Centre NE5 with Design Criteria which future development shall be guided by in Neighbourhood Centre NE5 to reduce dependency on private vehicles and further emphasise the efficient and reciprocal use of car parking.

These modifications are discussed in detail in the following sections.

Increase Retail Floor Space

The increase in RNLA sought is 1,000 m². The total RNLA of 5,500 m² will remain well within a typical designated Neighbourhood Centre size of up to 6,000 m². The current designated RNLA for the 'NE5 Neighbourhood Centre' site has not been modified since the ASP21B was initially endorsed, in 2001. Subsequent modifications to ASP21B as it surrounds the Neighbourhood Centre has improved capacity for further development on the subject site. Modifications have included:

- The creation of the access road, Rawlinna Parkway, reducing the projected traffic volumes on the surrounding road network; and
- Relocating the original primary school site further from the shopping centre in favour of a cell of R40 dwellings. This modification has increased the dwelling density within the 400m walkable catchment to a greater level anticipated when designating a 4,500m² RNLA cap.

The increase in RNLA will be a catalyst to deliver design outcomes previously sought by ASP21B, but not achieved by the Design Guidelines contained in Clause 3.2.

Removal of Design Guidelines & Creation of Design Objectives

The existing design guidelines were inconsistent with current best practices and appeared to apply to single residential dwellings no longer included in the NE5 designated area. For example, the Scheme Amendment seeks to remove a Design Guidelines requirement currently requiring '*All car parking areas are to be clearly visible from the street.*' This provision is inconsistent with LPP3.2 – Activity Centres and Draft Liveable Neighbourhoods 3.

As all future development are subject to generic activity centre planning framework provisions as provided in LPP3.2 – Activity Centres, DPS2, and SPP4.2, the revised ASP21B seeks only address site specific objectives by creating Design Criteria. The Criteria deliver guidance on integration where practicable with the surrounding land uses and movement network. The specific criteria are intended to imprint a unique identity on the centre to create a sense of place and consistency.

In lieu of preparing a Local Development Plan (LDP) as initially pursued in this amendment, it was recommended by the City to include specific Design Criteria in the ASP21B which is articulated in Plan 3. The criteria will retain the ability for the built form outcomes being ensured when delivered in a staged manner and give the City certainty that, amongst other items, future development would activate the northern façade of the Shopping Centre to create connectivity with the Community Centre. This will give confidence to pursue simultaneous place making efforts with community centre site and pursue further development in a stage manner.

With respect to reducing the dependency of private vehicle use, the Design Criteria and plan outlines key measures to improved connectivity with the City owned car park and create a reciprocal access agreement over specific areas not sought for current or future development on either site. Plan 3 also articulates future on street parking opportunities which could be facilitated by a modified vehicle movement network surrounding NE5.

The Design Criteria and Plan 3 fills the present void of site-specific design-based planning framework needed to guide development of NE5 in a coordinated manner.

6

Planning Assessment

State Planning Framework

Metropolitan Region Scheme

The subject land is zoned 'Urban' under the MRS, which is defined as follows: 'areas in which a range of activities are undertaken including residential, commercial, recreational and light industry'. The amendment is consistent with the MRS.

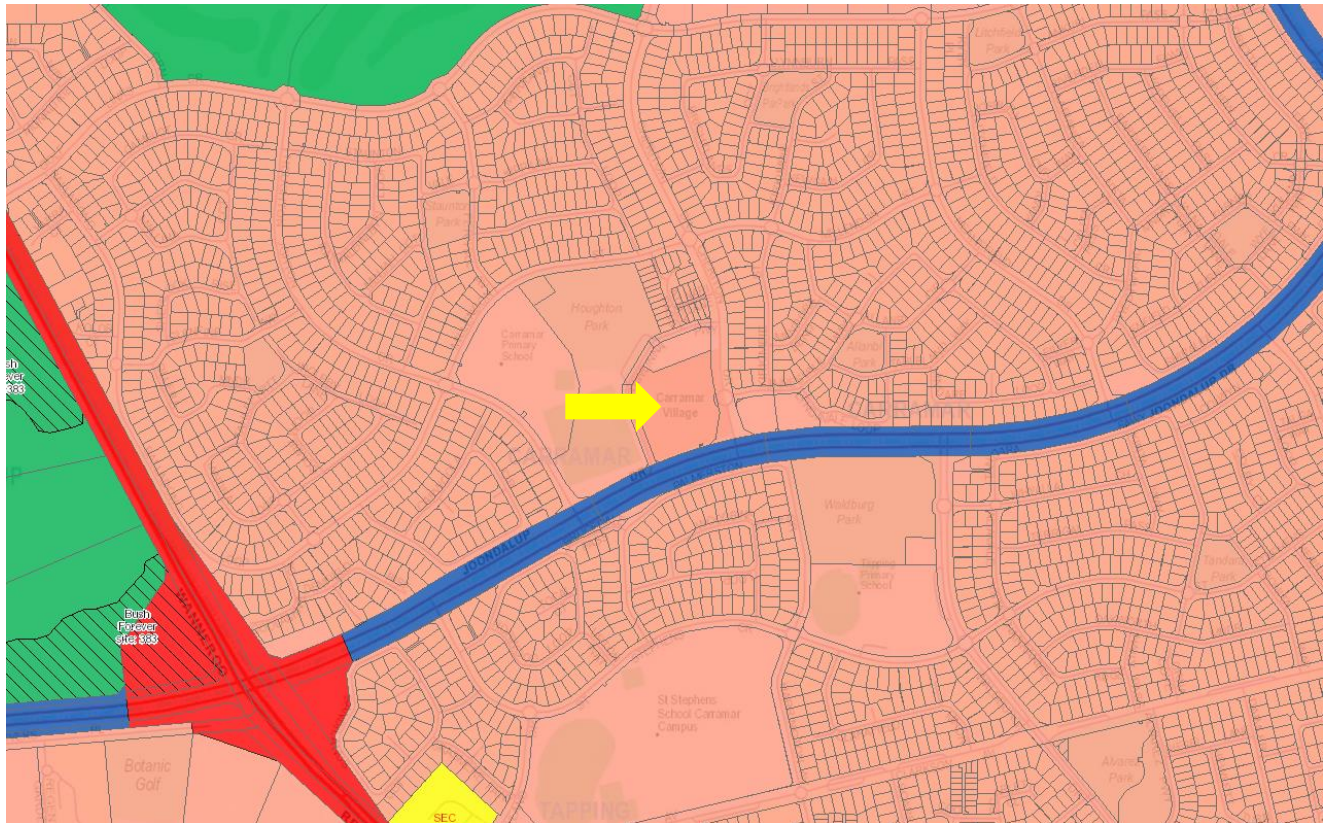


Figure 18 MRS excerpt

Perth and Peel @ 3.5million

Perth and Peel @ 3.5million was adopted by the WAPC in March 2018. This is the highest level strategic spatial plan establishing a vision for the future expansion of the Perth and Peel area, which is expected to grow to 3.5 million people by 2050.

The subject site is located within the north-west sub-region, which is anticipated to 53,870 additional dwellings by 2050. Activity Centres are sought to provide a high-level of amenity by creating a village-style mix of open space, housing and workplaces.

This amendment is consistent with the objectives of Perth and Peel @ 3.5million, as it will provide additional local job opportunities and contribute to the local economic market through increased employment self-sufficiency.

North-West Sub-Regional Planning Framework

The North-West Sub-Regional Planning Framework (March 2018) is a supplementary document to Perth and Peel @ 3.5million. The Framework details future residential development, employment, future infrastructure, and protection of environmental assets for the north-west sub-region. The framework encourages the regeneration of existing shopping centres to capitalise on employment opportunities. The proposed amendment responds to the framework's objectives for the northwest sub-region.

SPP4.2 Activity Centres for Perth and Peel

SPP4.2 sets the broad planning requirements for the planning and development of Activity Centres, and the redevelopment and renewal of existing centres. The principles and objectives of SPP 4.2 and the Department of Planning, Land and Heritage's Structure Plan Preparation Guidelines are delivered through Local Planning Policy 3.2: Activity Centres.

The Structure Plan modification seeks to align the subject site with SPP4.2's identified role of Neighbourhood Centres to "*play an important role in providing walkable access to services and facilities for communities.*" The subsequent redevelopment of the shopping centre improves its role as a local community focal point that will provide for both the main daily to weekly household shopping as well as community needs.

We deem the preparation of an additional Centre Structure Plan unnecessary. This is supported by SPP4.2 CI 6.4 , it states

"(1) Activity centre structure plans need to be prepared for strategic metropolitan, secondary, district and specialised centres, but not for neighbourhood or local centres."

This provision further highlights the unnecessary current requirement for the preparation of a further Centre Structure Plan to guide development of the subject site. The need for an additional Structure Plan is inconsistent with SPP4.2 provisions and previous decisions by the City of Wanneroo.

Local Planning Framework

City of Wanneroo District Planning Scheme No.2

The subject site is located within the Centre Zone of the City's District Planning Scheme No.2 (DPS 2). DPS2 CI 3.13.1 states "the Centre Zone is intended to accommodate existing and proposed business centres or other planning precincts where the Council considers that a Structure Plan is necessary to provide for the co-ordinated planning and development of these centres. The centres may range in size from small neighbourhood centres to large multi-purpose regional centres. The Centre Zone is required to be developed in accordance with a Centre Structure Plan."

The Scheme states the objectives of the Centre Zone are to:

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

The proposed amendment is consistent with these provisions.

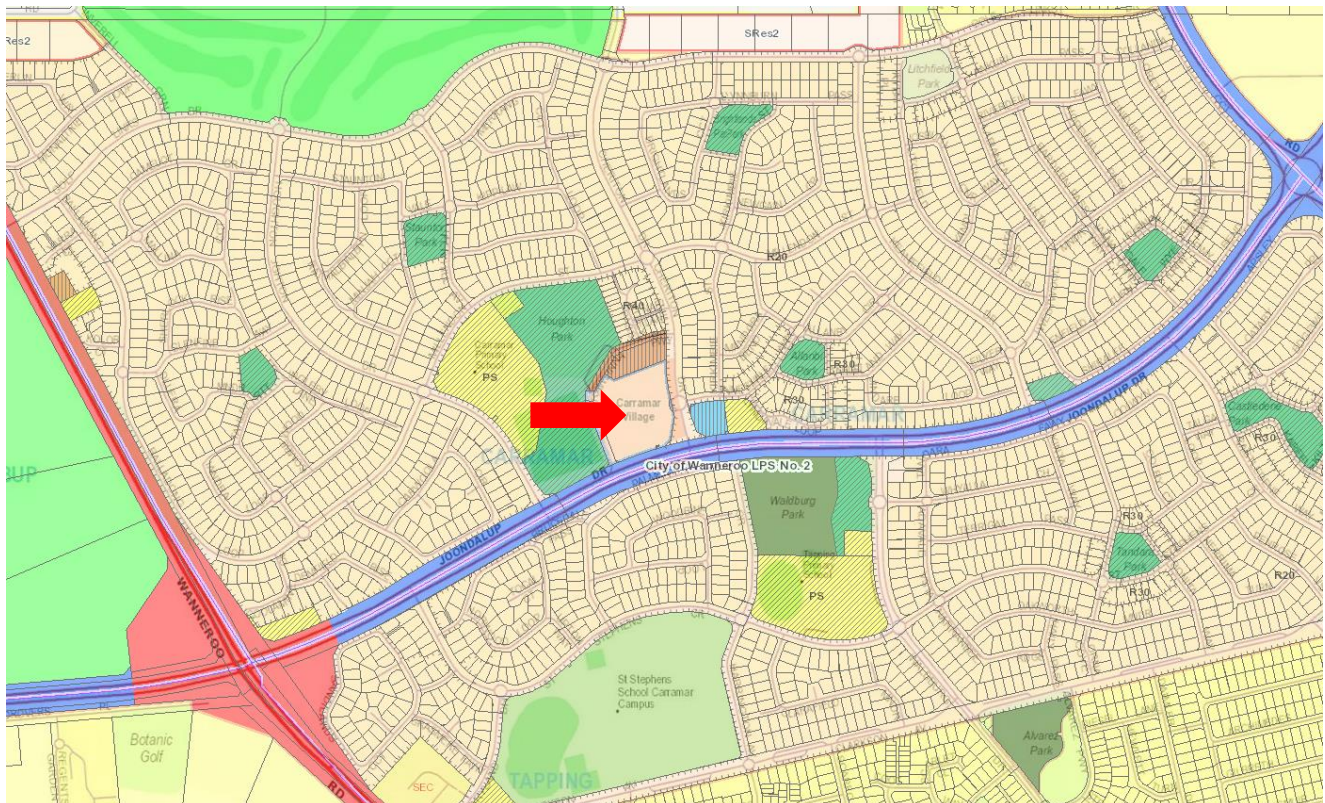


Figure 19 City of Wanneroo DPS2 map extract.

Carramar South/Tapping North Agreed Local Structure Plan No. 21B

ASP21B was prepared three (3) years after the introduction of Liveable Neighbourhoods version 1 (LN1) in 1998 with the aim of providing a strong emphasis upon accessibility and integration of pedestrian and cycle movements. The original Design Objective sought was for the suburb to be characterised by a highly interconnected street system to maintain the safety and amenity within and NE5 surrounding the residential areas.

The Neighbourhood Centre was designed to consolidate the civic, educational, and commercial facilities to obviate the need to drive between the facilities. Draft LN3 retains a definition consistent with the original intent for the Neighbourhood Centre.

Neighbourhood Centres: "Important local community focal points that help to provide for the main daily to weekly household shopping and community needs and, facilities and public transport. They are serviced by public transport and also a focus for medium density housing."

The modification proposed further progresses the original intent of the development whilst incorporating more recently developed best practise design principles for activity centres.



Figure 20 ASP21B Extract Plan 1.

Local Planning Policies

A brief commentary is provided in response to the City of Wanneroo Local Planning Policies where it is considered relevant.

Wanneroo LPP	Comment
Activity Centres - LPP3.2	<p>The amendment will deliver an outcome aligned with the policy's aims to produce quality urban design. To ensure a high-quality, site responsive, urban design outcome. Design Criteria are proposed to guide and facilitate the long-term evolution and sustainability of the Neighbourhood Centre.</p> <p>The Concept Plan has focused on demonstrating potential improvements to the movement network, urban design, and community, using sections 4 and 5 of LPP3.2 and provided by the Design Criteria proposed.</p> <p>With respect of parking provision, the Concept Plan process has demonstrated parking is capable of being provided in a reciprocal fashion behind buildings where appropriate, and on the street where practical. Further development and creation of parking areas will not detract from the amenity of the proposed internal main street nor will it prejudice the ultimate intended development.</p> <p>The Concept Plan demonstrates the increase in RNLA will form a catalyst for a considered reconfiguration which will deliver a built form outcome consistent with LPP3.2.</p>
Employment Policy - LPP 3.6	<p>This policy is designed to establish a framework to encourage and retain local employment within the City of Wanneroo and ultimately the North-West Corridor. The redevelopment is intended to accommodate an 'Eat Street' which will result in extended hours of trading activity and other programmed activities.</p> <p>The RNLA increase will generate employment predominantly driven by essential services such as medical, civic, community services and particularly through food and non-food retail. The proposed will deliver more intensive, yet sustainable, commercial activity on the subject lot than originally envisaged, assisting in improving local employment opportunities.</p>

7

Summary

Summary

This report outlines the background, context, and justification for the proposed amendment (No.10) to ASP21B. It demonstrates the proposed modifications are consistent with the local context of the Neighbourhood Centre, retail demand, and is well-aligned with the strategic and statutory planning framework.

The amendment paves the way for the evolution and refinement of the Neighbourhood Centre configuration, consistent with the Structure Plan's currently unrealised original intent for the Neighbourhood Centre, to consolidate the civic, educational, and commercial facilities, removing the need to drive between the facilities. The refinement is based on community expectations and best-practice planning principles, seeking to sleeve and efficiently supply parking, create an 'enclosed' Main Street, provide a more diverse retail offering, and generally improve amenity.

The Design Criteria deliver an overarching theme focused on a reduced reliance on private vehicle use by enhancing the existing pedestrian network by reducing distances required to walk to the Centre and adopting CPTED measures. The emphasis on pedestrian access capitalises on the Neighbourhood Centre's strategic role in the activity centre hierarchy to service the local community, and accordingly seeks to reduce the amount of land devoted to car parking.

We consider this amendment has substantial merit and it is requested both the City of Wanneroo and WAPC consider the logic detailed within by making a supportive determination on the proposal. Hemsley Planning and Canute have enjoyed the ongoing cooperation from the City and would like to thank those staff for their meaningful contributions.

Appendix 1

Certificate of Title

Landgate

Appendix 2

Retail Sustainability Assessment

MGA

Appendix 3

Traffic Impact Assessment

KCTT Traffic Impact Assessment

Appendix 4

Tracked Changes

ASP21B

Appendix 5

Concept Masterplan

Hemsley Planning

Appendix 6

Village Wishlist

Hemsley Planning