

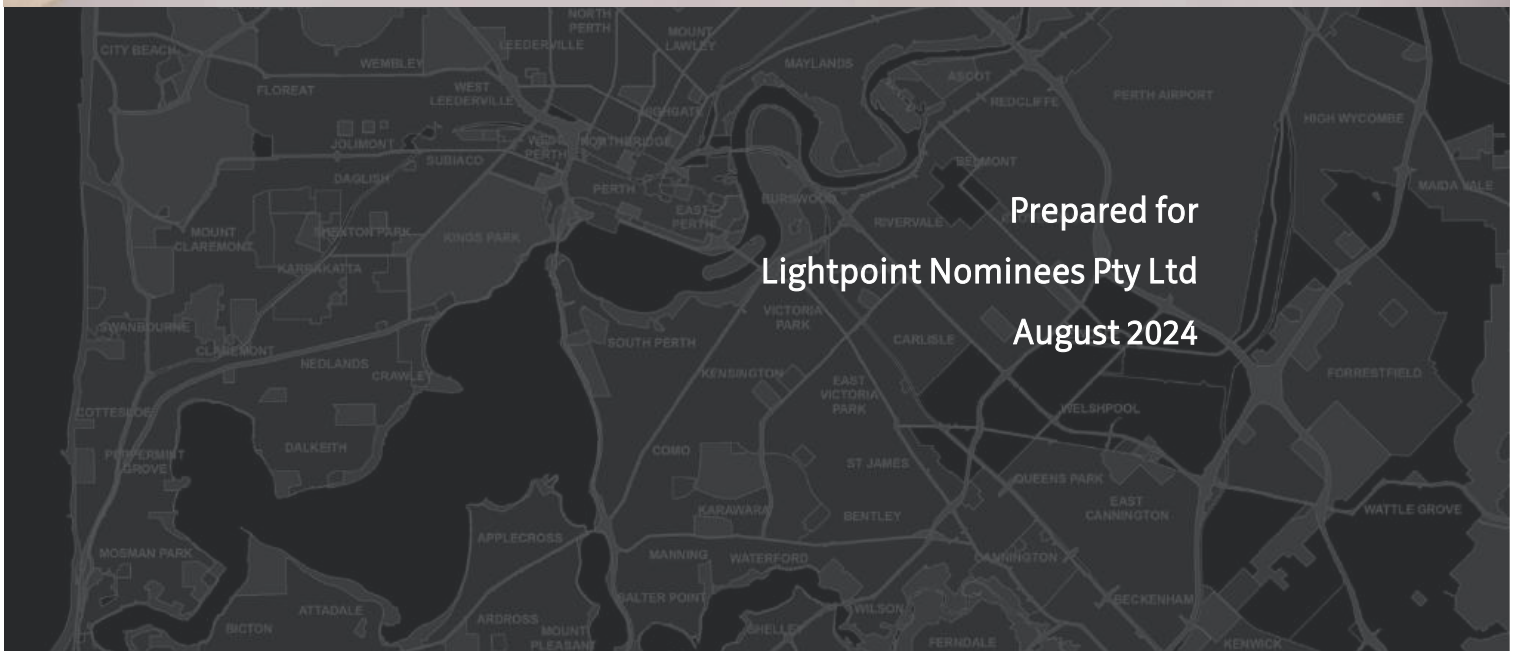
Development Application Report

Catalina Green – Neighbourhood Centre Development

Lot 3128 (1K) Expedition Drive,
Clarkson

PLANNING SOLUTIONS
— URBAN & REGIONAL PLANNING

PS



Prepared for
Lightpoint Nominees Pty Ltd
August 2024

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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of Lightpoint Nominees Pty Ltd, the proponent of the proposed development on Lot 3128 (1K) Expedition Drive, Clarkson (**subject site**).

Planning Solutions has prepared the following report in support of an application for development approval. This report will discuss various matters pertinent to the proposal, including:

- Site details
- Background
- Proposed development
- Statutory planning framework

The proposed application seeks approval for development of a Neighbourhood Centre development comprising a supermarket, specialised retail and commercial tenancies, two fast food tenancies, and associated landscaping, parking, and vehicle access.

It is respectfully requested that the Metro Outer Development Assessment Panel (**DAP**) consider the application on its merits and approve the development.

1.2 Background

1.2.1 Precinct Subdivision

On 4 August 2021, the Western Australian Planning Commission (**WAPC**) granted subdivision approval for Lot 9029 Marmion Avenue, Tamala Park, creating a layout for future roads, 127 residential lots, 1 commercial lot and public open space/drainage areas. Refer **Figure 1 – Approved Subdivision Plan (extract)**.

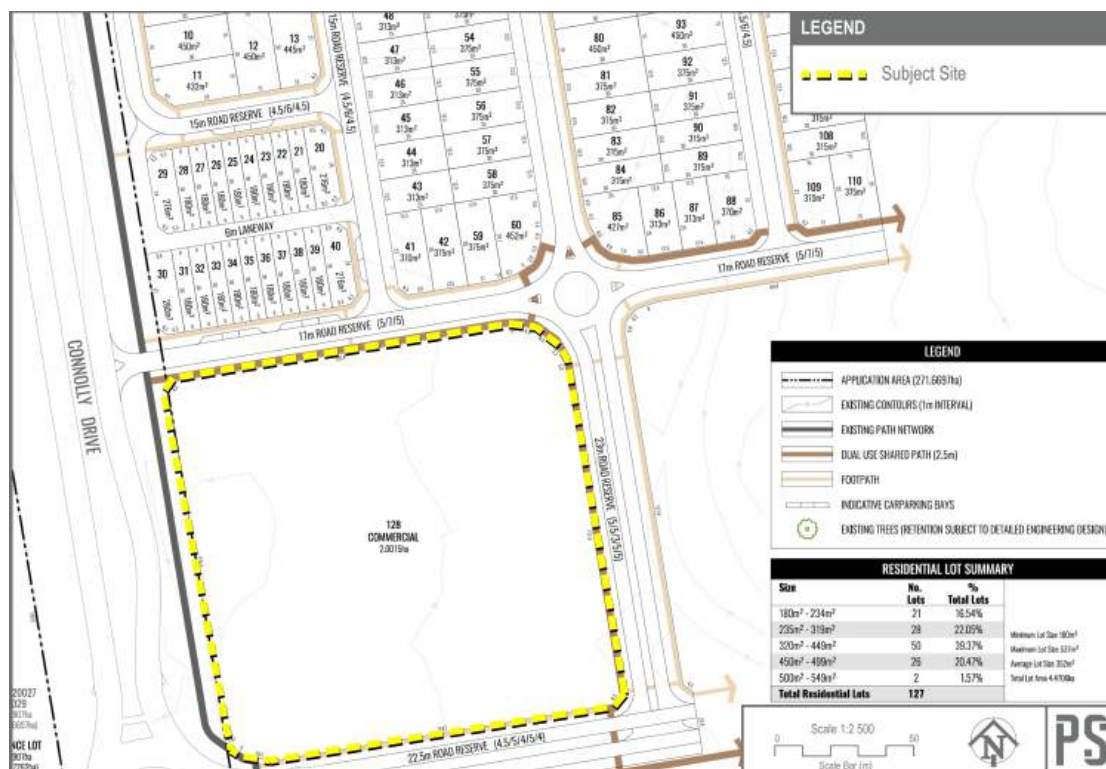


Figure 1 – Approved Subdivision Plan (extract)

Condition 21 of the subdivision approval required a Local Development Plan (LDP) to be prepared and approved for a Neighbourhood Centre on the Commercial Lot shown on the Subdivision Plan (refer lot highlighted as 'subject site' in **Figure 1**).

The purpose of the LDP was to guide and coordinate the development of the Catalina Green Neighbourhood Centre, a future neighbourhood activity centre which aims to function as a focal point for the local community and provide for the general retail needs of surrounding residents.

In February 2023, Planning Solutions submitted a Local Development Plan (LDP) to the City of Wanneroo (City) for the subject site.

On 19 April 2023, the City endorsed the LDP for the Neighbourhood Centre.

Refer **Appendix 1** – Approved Local Development Plan.

1.2.2 City of Wanneroo Design Review Panel

The proposed development was presented to the City's Design Review Panel (DRP) for pre-lodgement review on 23 May 2024.

The DRPs evaluation of the proposed development was conducted with respect to the 11 Design Principles set out within the *Local Planning Policy 4.23 – Design Review Panel (LPP4.23)*.

Following Design Review 1, the DRP Minutes confirmed that the project was largely compliant with the principles set out within the LDP, that the proposed development included the following key strengths:

- *The project will deliver valuable amenity, convenience and variety to a growing neighbourhood and resident population.*
- *The project is largely compliant and in line with the principles set by the LDP.*
- *The highlight of the project is the arrangement of built form associated with the Kuranda Dr streetscape. This will ensure an activated and pedestrian focused public domain.*
- *The insertion of a strong pedestrian link from Kuranda Dr and through to the supermarket and specialty is an important and successful device that clearly and legibly connects the public domain with the internalised supermarket and retail precinct.*
- *The supermarket 'box' is successfully sleeved with active and engaged shopfronts and tenancies.*
- *Further pedestrian pathways through the site, both north to south and east to west, have the capacity to deliver clear legible cross-site permeability and connectivity.*
- *The extent of facade layering through planar setbacks along with the inclusion of a variety of materials assists with mediating the built form and scale of shop fronts as they present to the public realm.*
- *The use of face brick and the variation in parapet height further assists with the visual rhythm and presentation of the shopfronts.*
- *The use of raised and paved pedestrian zones that traverse the car park roadways assists with prioritising the pedestrian realm over the vehicular realm and will assist with calming traffic movements.*
- *The childcare centre enjoys north facing solar for its indoor and outdoor activity spaces.*
- *The Proponent is commended for incorporating openable windows to major living spaces within the childcare centre including cot rooms and staff rooms.*
- *The incorporation of solar tubes in the corridor spaces of the childcare centre is commended.*
- *The Proponent is commended for appointing a landscape professional.*
- *The Proponent is commended for appointing an ESD professional.*

Through DRP1 Minutes (refer **Appendix 2**), the DRP provided a range of potential design recommendations for consideration in the final design. The following summary recommendation was provided following DRP 1:

- *The project is largely compliant and in line with the principles set by the LDP.*
- *The Panel are supportive of the proposal in principle but invite the Proponent to consider an alternative masterplan arrangement as discussed in the review and described under Principle 1 context and character to achieve an enhanced public domain interface and to consolidate retail and commercial operations around a centralised node.*
- *The Proponent is invited to respond to commentary under Principles 1-10 and revert to the Panel.*
- *Particular attention should be paid to the potential for additional soft landscape, raised paving areas and additional tree/shade canopy.*

Refer **Appendix 2** – DRP 1 Minutes.

In response to recommendations made by the City's DRP, the proposed development has been subject to a range of design updates to address and respond to the DRPs commentary. Key design modifications in response to DRP recommendations, include:

- Introduction of a central raised parking area between the central supermarket building and development fronting Kuranda Road.
- Repositioning of retail/commercial tenancies for greater activation of the main pedestrian link between the central supermarket and tenancies fronting Kuranda Road.
- Increased landscaping area provision, particularly along the northern boundary to Dandenong Parade and to the child care external area.
- Removal of the covered parking structure between the central supermarket and fast food tenancies, and replacement with increased tree provision for landscape and shade to vehicles.
- Increased tree provision across the subject site.
- Removal of the canopy cover within the main pedestrian plaza and enhanced landscaping treatments.

In relation to Design Principle 2 (Landscape Quality), which was not previously supported by the DRP through Design Review 1, landscape and tree provision has been reviewed and updated to ensure the development complies with minimum requirements.

As confirmed by the DRP, the project is largely consistent with the principles set out by the LDP. The proposed development has endeavoured to address DRP recommendations, where possible, and warrants support accordingly.

2 SITE DETAILS

2.1 Land description

Refer **Table 1** below for lot details applicable to the subject site.

Table 1: Lot details

Lot	Deposited Plan	Volume	Folio	Area (ha)
3128	424126	4031	911	1.9850 ha

Refer **Appendix 4** - Certificate of Title.

2.2 Location

2.2.1 Context, land use and topography

The subject site is in the municipality of the City of Wanneroo and is located approximately 12.3km north-west of the Wanneroo City Centre and 34km north of the Perth CBD.

The site is accessed off Connolly Drive, which connects to Neerabup Road and the Mitchell Freeway, connecting to the site to the wider metropolitan region.

Clarkson Station is located approximately 1.3km north-east of the subject site, with bus stops located north of the subject site on Connolly Drive. The locality is characterised by predominantly residential land uses, with significant existing residential development located west across Connolly Drive.

Refer **Figure 1**, Aerial Photograph.



Figure 2: Aerial Photograph

3 PROPOSED DEVELOPMENT

3.1 Development Summary

The proposed application seeks approval for development of a Neighbourhood Centre development comprising a supermarket, specialised retail and commercial tenancies, two fast food (drive through) tenancies and associated landscaping, parking, and vehicle access.

An overview of key development considerations is provided in **Table 2** below.

Table 2: Development Summary

Particular	Proposed
Commercial/Retail Areas	Supermarket: 1,400m ² Retail and Fast Food: 2,512m ² Child Care: 674m ² Gym, Medical and Vet: 1,530m ²
Land Use	Child Care Premises Fast Food Outlet Liquor Store Medical Centre Recreation – Private Restaurant/Cafe Shop Veterinary Centre
Car Bays	223 bays
Bicycle Bays	24 spaces
Landscaping	10.6% of site
Trees	72 (excluding child care premises)

Perspectives of the proposed development are provided in **Figures 3-8** below.



Figure 3 – Perspective of proposed development, as viewed internally looking north



Figure 4 - Perspective of proposed development, as viewed internally looking west



Figure 5 - Perspective of proposed development, as viewed from Kuranda Drive looking west



Figure 6 - Perspective of proposed development, as viewed from Expedition Drive looking east



Figure 7 – Perspective of proposed development, as viewed from Kuranda Drive looking northwest



Figure 8 – Perspective of proposed development, as viewed from Dandenong Parade

3.2 Landscaping

The development proposes approximately 2,114m² landscaping areas within the subject site. This equates to approximately 10.6% of the total area of the subject site and provide space for 72 trees and other landscape treatments.

The development is setback from Dandenong Parade, Expedition Drive and Connolly Drive to provide landscape zones and soft planting opportunities. The development also incorporates a range of hard landscaping treatments and materiality treatments throughout the development to enhance patron amenity and aesthetic appearance.

The Landscaping Plan includes species selection detail appropriate to the local context and conditions, and providing a variety of textures and colours to complement building design and materiality.

Refer **Appendix 5** - Landscape Plan.

3.3 Vehicle Access and Parking

Vehicle Access

The site has three vehicle access points via Dandenong Parade (two separate access points) and Expedition Drive, all being full movements access.

Access to the subject site from the surrounding arterial road network is via an existing roundabout intersection at Connolly Drive and Expedition Drive or the left-out slip lane from Connolly Drive into Dandenong Parade.

Refer **Figure 9** – Proposed vehicle access/egress points.

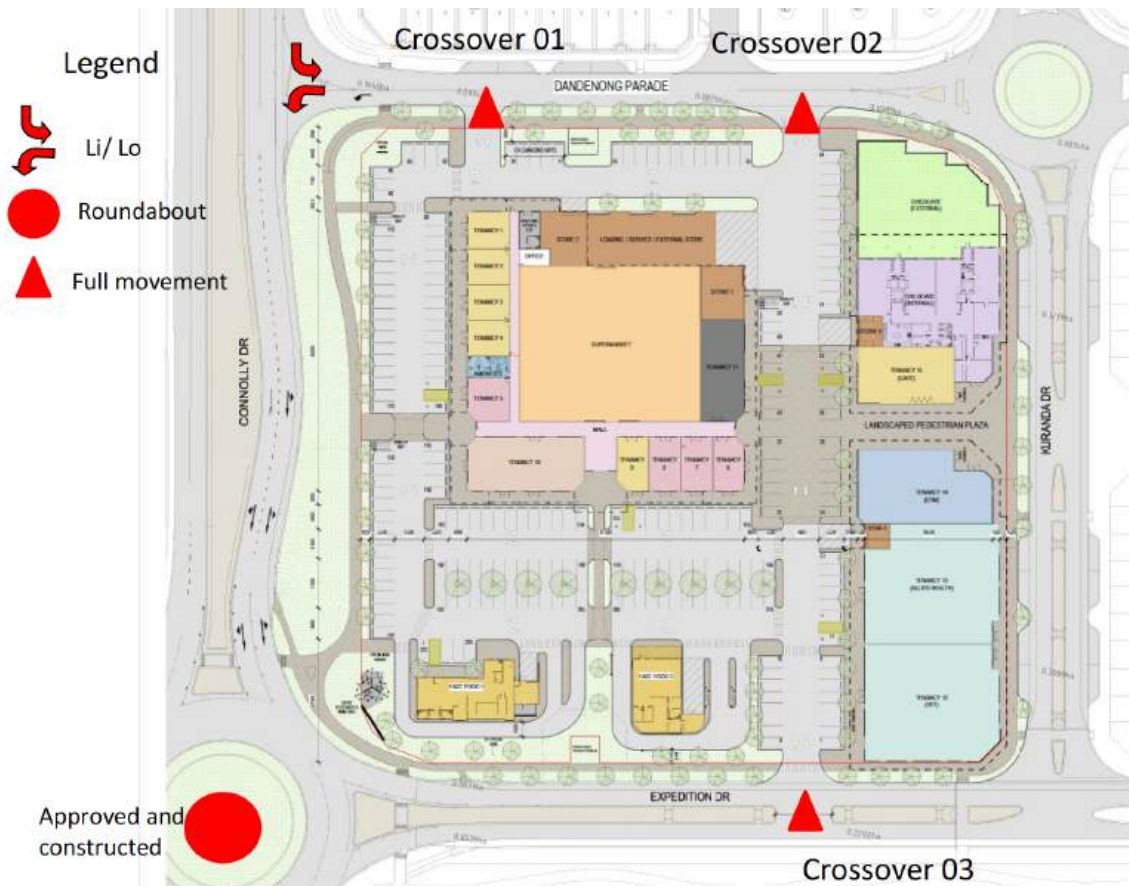


Figure 9 – Proposed vehicle access/egress points

All vehicle access points are consistent with those endorsed within the Approved LDP (**Appendix 1**).

Parking

A total of 223 vehicle parking bays are provided within the site to service parking requirements of commercial tenancies. Vehicle parking includes:

- 207 commercial bays
- 11 universal access bays
- 5 electric vehicle bays

Bicycle parking facilities are provided within the development, comprising:

- 14 public bicycle spaces
- 10 secured staff bicycle spaces

Refer **Appendix 6** – Transport Impact Assessment.

3.4 Acoustic

An Environmental Noise Assessment (**Acoustic Report**) was prepared in accordance with the *Environmental Protection (Noise) Regulations 1997 (Noise Regulations)*. The Acoustic Report identifies and considers criteria pertinent to the proposed development and detail of proposed acoustic treatments and construction requirements to achieve necessary compliance requirements.

As detailed within the Acoustic Report, predicted noise levels are compliant with the requirements of the Noise Regulations subject to a range of measures being implanted for management of the supermarket loading dock, mechanical plant decks, the childcare premises, and fast food tenancies.

These measures will be implemented, as required, through the construction and operation of the Neighbourhood Centre development.

Refer **Appendix 7** – Environmental Noise Assessment.

3.5 Waste Management

A Waste Management Plan (**WMP**) has been prepared in support of the proposed development. The WMP has been prepared in accordance with the requirements outlined by the *WALGA Commercial and Industrial Waste Management Plan Guidelines*.

The WMP considers potential waste and recycling volumes generated by the proposed commercial development, suitability of intended waste storage areas, and proposed waste collection arrangements.

The development proposes six dedicated bin stores to service all commercial tenancies within the development. All stores provide sufficient general and recycling waste storage areas for the tenancies they are required to service. A private waste contractor will service the development, collecting general waste and recycling materials from the development twice a week.

The WMP confirms waste storage and collection arrangements are sufficient to service the development.

Refer **Appendix 8** – Waste Management Plan.

3.6 Stormwater Management

A Stormwater Management Plan (**SMP**) has been prepared by VPE Consulting in support of the proposed development. The SMP identifies stormwater management solutions for the development.

Refer **Appendix 9** – Stormwater Management Plan.

3.7 Sustainability

Summation have been engaged as the project sustainability consultant, with the lead consultant a Green Star Accredited Professional. The proposed development is committed to implanting a range of sustainability initiatives, proposing the following sustainability measures:

- Solar photovoltaic system with 30kW peak output
- Sustainable and low-toxicity materials
- Electrification of all services (except food & beverage cooking facilities)
- Consideration of low embodied emission materials.
- EV charging facilities on site (5 bays) and future provision for up to 5% of total bays.
- Construction waste recycling.

Refer **Appendix 10** – Sustainability Assessment.

4 STATUTORY PLANNING FRAMEWORK

4.1 Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (**MRS**) the subject site is zoned 'Urban'. The subject site is located adjacent to Connolly Drive, an 'Other Regional Road' reserved under the MRS.

The proposed development is consistent with the intent of the Urban zone and may be approved accordingly.

4.2 Local planning scheme

4.2.1 Zoning

The local planning scheme applicable to the subject site is the City of Wanneroo (**City**) District Planning Scheme No 2 (**DPS2**). The site is zoned 'Urban Development' under DPS2.

Refer **Figure 10 – DSP2 Zoning Map**.



Figure 10: DSP2 Zoning Map

The objectives of the Urban Development zone under DPS2 include:

To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of this Scheme.

To provide for a range of residential densities to encourage a variety of residential accommodation.

The proposed development is aligned with the objectives of the Urban Development zone as the design has been created in accordance with the Tamala Park Structure Plan and the approved LDP applicable to the subject site. The development will service commercial requirements for existing and future residential growth within the surrounding locality.

4.2.1.1 Environmental Consideration Area 3

The subject site is within Environmental Consideration Area 3 (**EC3**). EC3 has two components.

The first is requirement for a 500m buffer from an active face of Tamala Park Landfill or any proposed waste filling area. The site is greater than 500m from the active face of the Tamal Park Landfill area, with no proposed waste areas in proximity. As such, this requirement is satisfied.

The second is the preparation of Management Plans in accordance with the specifications set out in the Minister for the Environment's Statement No. 629 (**Statement 629**), published July 2003. Per Statement 629, EC3 applies to areas that are zoned 'Urban Deferred' under the MRS and requires completion of an Environmental Management Plan prior to the area being rezoned to Urban or other land use.

The subject site has already been zoned Urban and the required management plans were completed at the time of subdivision. These requirements are satisfied.

4.2.2 **Land use permissibility**

Land use permissibility is guided through the Structure Plan applicable to the subject site, which is the Tamala Park Agreed Local Structure Plan No. 79 (**ASP79**). Pursuant to Part 4 of ASP79, land use permissibility within the Structure Plan area is to be in accordance with the corresponding zone under DPS2.

In accordance with the Schedule 17 of DPS2, land use permissibility for 'Commercial' zoned land within a Structure Plan is to be consistent with the permissibility applicable to the Commercial Zone under DPS2.

The proposed development includes provision for a range of commercial and retail tenancies. Proposed land uses are considered to align with the following land uses in DPS2, as set out in **Table 3** below.

Table 3: Land Use Permissibility

Land Use	Definition	Permissibility
Child Care Premises	<i>means premises where – (a) an education and care service as defined in the Education and Care Services National Law (Western Australia) section 5(1), other than a family day care service as defined in that section, is provided; or (b) a child care service as defined in the Child Care Services Act 2007 section 4 is provided;</i>	'D'
Fast Food Outlet	<i>means premises, including premises with a facility for drive-through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten – (a) without further preparation; and (b) primarily off the premises;</i>	'D'
Liquor Store - Small	<i>means premises the subject of a liquor licence granted under the Liquor Control Act 1988 with a net lettable area of not more than 300m²</i>	'A'
Medical Centre	<i>means premises other than a hospital used by 3 or more health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care;</i>	'P'
Recreation - Private	<i>means premises that are – (a) used for indoor or outdoor leisure, physical exercise, recreation or sport; and (b) not usually open to the public without charge;</i>	'D'
Restaurant/ Cafe	<i>means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the Liquor Control Act 1988;</i>	'P'
Shop	<i>means premises other than a bulky goods showroom, a liquor store – large or a liquor store – small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services;</i>	'P'
Veterinary Centre	<i>means premises used to diagnose animal diseases or disorders, to surgically or medically treat animals, or for the prevention of animal diseases or disorders;</i>	'D'

Shop, Medical Centre and Restaurant/Café are all 'P' (permitted) land uses within the Commercial zone and are permitted within the development.

Child Care Premises, Fast Food Outlet, Recreation – Private and Veterinary Centre are 'D' (Discretionary) land uses within the Commercial zone. Liquor Store – Small is an 'A' (Discretionary and subject to advertising) use within the Commercial zone.

All proposed land uses are all capable of approval within the Commercial zone. Those land uses requiring the exercise of discretion are considered to be compatible with the Neighbourhood Centre development typology.

The land uses align with the objectives of ASP79 as the proposed Neighbourhood Centre will incorporate a range of uses to meet the daily and weekly needs of residents.

Having regard to the above, the proposed land uses warrant support accordingly.

4.2.3 Development standards and requirements

DPS2 includes general development requirements for specified zones. An assessment against the development requirements applicable to the subject site have been considered in **Table 4** below.

Table 4: DPS2 General Development Requirements

Development Requirements	Development proposal	Compliance
Urban Development and Industrial Zones		
Subject to Clause 27 of the deemed provisions, no subdivision (including strata or survey strata subdivision), or other development should be commenced or carried out in an Urban Development or Industrial Development zone until a structure plan has been prepared and adopted under the provisions of Part 4 of the deemed provisions.	The proposed development is subject to the standards and requirements of ASP79.	Yes
The permissibility of uses in the Urban Development or Industrial Development zone, subject to Clause 27 of the deemed provisions, shall be determined with regard to the provisions of the relevant structure plan.	Land use permissibility is set out by ASP79. Refer Section 4.2.2.	Yes
Setbacks for Non Rural and Non Residential Development		
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: a) Street boundary – 6m; b) Side and rear boundaries – Nil.	Kuranda Drive (primary street) - 1.5m Expedition Drive (secondary street) - 6.4m Dandenong Parade (secondary street) - 18.6m Connolly Drive (rear) - 12.5m	Variation – Kuranda Drive
Where a lot has a boundary with two or more streets, the local government shall determine which of these streets may be considered secondary street boundaries. Setbacks to secondary street boundaries may be reduced by the local government to 3 metres.		Compliant
That portion of a lot within 3 metres of the street boundary shall only be permitted to be used for a means of access and landscaping.	Setback area (within 3m of Kuranda Drive) proposed for built form and landscaping.	Variation
That portion of a lot between 3 metres of the street boundary and the building setback line shall only be permitted to be used for: a) a means of access; b) the loading and unloading of vehicles; c) landscaping; d) a trade display;	Portion of lot between street setback and building to be used for access, landscaping, and vehicle parking.	Compliant

Development Requirements	Development proposal	Compliance
e) the daily parking of vehicles used by employees and customers of the development. 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.		
Building Facades for Non-Rural and Non-Residential Development		
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 the local government would not adversely impact on the amenity or streetscape of the area. Where metal clad walls are approved by the local government they shall have a factory applied paint finish.	All proposed facades shall be developed to a high standard of architectural design and materiality.	Compliant
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.	The proposed development includes indicative locations for the placement of signage within the development.	Compliant
Traffic entrances		
The local government may where it considers it desirable and in the interests of traffic safety, to reduce traffic hazards or otherwise to assist in the planning for vehicular traffic, direct the owner of any lot to limit access and egress or provide such additional access and egress as it requires to any premises.	Proposed vehicle access points are consistent with the approved LDP.	Compliant
Visual Truncations to Vehicular Accessways in the Vicinity of Streets or Rights-of-Way		
No building, wall, fence, landscaping or other development greater than 0.6 metres in height measured from the natural ground level at the boundary shall be constructed or maintained within the sight line area stipulated in the Australian Standard for Off Street Parking AS2890.1 at the intersection of a vehicular accessway and a street or right-of-way.	No building elements proposed within sightlines areas adjoining vehicle crossovers.	Compliant
Service Areas and Access		
Provision shall be made for service access to the rear of all taverns, hotels, motels, shops, bulky goods showrooms, restaurants/cafes, lunch bars, fast food outlets, convenience stores, liquor stores (large or small) 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.	All proposed commercial tenancies are provided with a loading area for delivery and management of loading/unloading of goods.	Compliant
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 tenancies have access to an enclosed storage area which is incorporated into the proposed building forms.	Compliant

Development Requirements	Development proposal	Compliance
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.	All proposed rubbish storage areas are co-located with a service bay.	Compliant
Car Parking Standards		
The number of on-site car parking bays to be provided for specified development shall be in accordance with Schedule 11. Where development is not specified in Schedule 11 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.	223 car parking bays provided on site. Parking provision for the subject site aligns with vehicle parking areas identified in the LPD approved by the local government. As such, it is considered that the provided parking is consistent with the local governments endorsed LDP.	Compliant
The design of off-street parking areas including parking for disabled shall be in accordance with Australian Standards AS2890.1 or AS2890.2 as amended from time to time.	All parking areas are designed in accordance with the Australian Standards.	Compliant
Car parking areas shall be constructed, marked, drained and thereafter maintained to the satisfaction of the local government.	Parking areas to be constructed, marked, drained and thereafter maintained.	Compliant
Bicycle Parking and End of Trip Facilities		
The 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 proposed development includes provision of a staff bike storeroom with integrated EOT facility.	Compliant
Landscaping Requirements for Non Rural and Non Residential Development		
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.	Proposed landscaping: 10.6% (2,114m ²)	Compliant
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 boundaries 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.	Dandenong Parade and Expedition Drive - 3m Connolly Drive - 2.03m	Variation
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, the local government may require these areas to be screened from view of streets and other public places.	Landscaping is proposed for those areas not set aside for buildings, accessways, storage purposes or car parking.	Compliant
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.	All landscaping is located to the site edges, pedestrian paths, and public spaces to ensure a coherent and visually appealing perspective is provided to passersby and visitors to the site.	Compliant

Development Requirements	Development proposal	Compliance
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.	Required: 56 trees Provided: 72 trees	Compliant
Screening of Storage Areas		
The owner of land on which there is stored, stacked or allowed to remain any materials which in the local government's opinion detract from the amenity of the area shall completely screen the said materials from adjoining properties and from streets in a manner specified by and to the satisfaction of the local governments, by means of walls, fences, hedges or shrubs.	All storage areas will be accommodated within internal or integrated storage areas and screened from view.	Compliant
Commercial Vehicle Parking		
Parking of commercial vehicles in the Residential, Mixed Use, Urban Development, Centre, Commercial, Rural Residential and Rural zones shall not be permitted. This requirement does not apply when the commercial vehicle parking is in association with or incidental to an approved commercial use.	All commercial vehicle parking shall be in accordance with approved commercial tenancies.	Compliant

Where variations are sought, these variations are capable of approval through Clause 4.10 of DPS2. Justification for proposed setback and landscape variations are set out below.

Setback variation

The proposed development includes variations to setback requirements under DPS2. These variations are proposed as they align with the approved LDP applicable to the subject site. The proposed development is consistent with the approved LPD and therefore departure from the requirements of DPS2 are considered acceptable. The variation warrants support accordingly.

Landscaping variation

The subject site incorporates a 2.03m wide landscaping strip adjoining Connolly Drive. The directly adjoining Connolly Drive road reserve area incorporates a significant landscape buffer adjacent the subject site, which varies between 13m-19m wide. This landscaping area creates significant separation between the subject site and Connolly Drive.

The proposed development is considered generally compliant with the applicable requirement under DPS2. Given the site does not directly adjoin the street, the variation is minor and warrants approval accordingly.

4.3 Tamala Park Local Structure Plan No. 79

The Tamala Park Agreed Local Structure Plan No. 79 was prepared in accordance with the requirements of DPS2 which zones the subject site 'Urban Development'.

ASP79 provides subdivision and development requirements for the Structure Plan area, which has been developed to ensure coordinated and functional expansion within the locality.

4.3.1 Zoning

The subject site is zoned 'Commercial' under ASP79. The Structure Plan map identifies the subject site as the location of the 'Tamala Park Neighbourhood Centre'.

Refer **Figure 11** – ASP79 Structure Plan Map (extract).

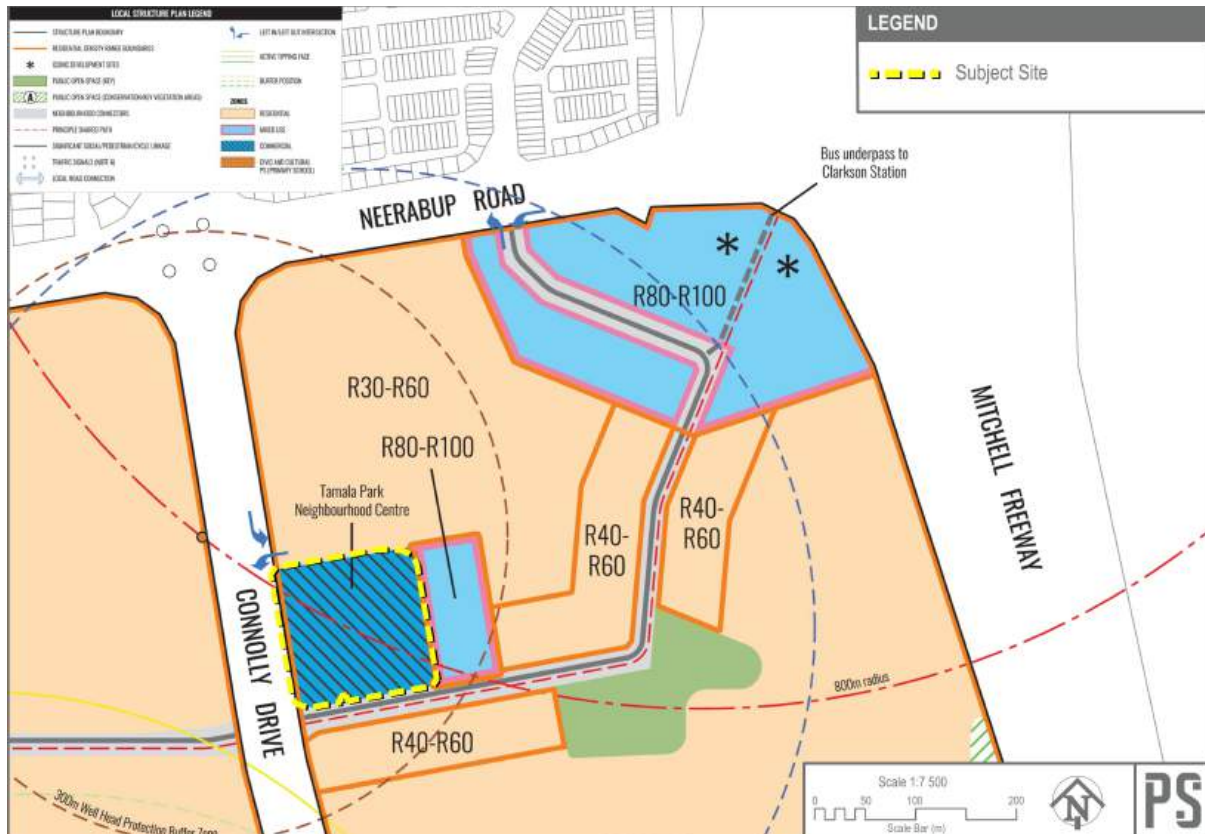


Figure 11: ASP79 Structure Plan Map (extract)

The objectives of the Commercial zone under DPS2 are as follows:

- To make provision for Local and Neighbourhood Centres which incorporate a wide range of uses including retailing, entertainment, professional offices, business services and residential to meet the daily and weekly needs of residents.*
- To provide block and lot sizes which support the future role, character and purpose of the zone.*
- To provide built form that responds to the local/neighbourhood character and scale and contributes to a main street environment (where applicable), and promotes a sense of place.*

The proposed development is considered to align with the objectives of the zone, providing a range of retail and commercial tenancies to provide for the growth and development of the precinct. The development incorporates an activate streetscape along Kuranda Drive and provides high-quality building interfaces with adjoining streets and future development sites.

The proposed development is consistent with the objectives of the Commercial zone under ASP79 and warrants approval accordingly.

4.3.2 Land use permissibility

Land use permissibility for the proposed development is addressed in Section 4.2.2 above.

4.3.3 Development requirements

An assessment of the proposed development against the relevant standards and requirements under Part 4 of ASP79 is provided in **Table 5** below.

Table 5: ASP79 Development Requirements

Development Requirement	Proposed Development	Compliance
Hazard and Separation Areas		
Bushfire Management		
Residential lots identified within the Bushfire Prone Area as designated under the Department of Fire and Emergency Services Mapping of Bushfire Prone Areas will require a Bushfire Attack Level assessment to be undertaken at subdivision stage.	The subject site is not within an identified bushfire prone area.	Compliant
Noise Management		
A detailed Noise Management Plan is to be prepared and implemented in accordance with State Planning Policy No. 5.4 Road and Rail Noise (SPP 5.4) for lots identified as affected by noise under the Acoustic Assessment prepared by Herring Storer Acoustics.	The site is not identified as affected by Road and Rail Noise under SPP5.4.	Compliant
Commercial Zone		
Retail Floorspace		
a) Retail floorspace or Net Lettable Area (NLA) within the Structure Plan area will generally be in accordance with Table 2. b) The maximum NLA may be exceeded through a Local Development Plan.	The proposed development has been designed in accordance with the approved LPD.	Compliant.
5.1 Prescribed Requirements – Local Development Plans		
Local Development Plans should be prepared as a condition of subdivision in the following situations: a) Lots designated Commercial (Tamala Park Neighbourhood Centre).	A LDP has been prepared for the subject site in accordance with Condition 21 of the relevant subdivision approval (refer Section 1.2.1). The LDP was approved by the City on 19 April 2023 (refer Appendix 1).	Compliant

As assessed in **Table 5** above, the proposed development is consistent with the relevant development requirements under ASP79.

4.3.4 Catalina Green Neighbourhood Centre Local Development Plan No. 10

The Catalina Green Neighbourhood Centre Local Development Plan No. 10 provides specific design guidelines for the subject site.

The LPD includes provision of an indicative development layout incorporating indicative building footprints, plaza area, landscaping, vehicle access points and accessways, and pedestrian pathways.

An assessment against the relevant development requirements of the LPD is provided in **Table 6** below.

Table 6: LDP Assessment

Development Requirement	Proposed Development	Compliance
1. Development Form		
1.1. The development shall include a plaza/civic space, adjacent to Kuranda Road.	The proposed development incorporates a plaza with integrated landscaping between the central supermarket building and Kuranda Road.	Compliant
1.2. Development fronting surrounding streets should have a minimum height of two storeys or 5.5m and a maximum height of 4 storeys or 18m.	Development fronting surrounding streets is single storey with minimum building height of 6m.	Compliant
1.3. Development shall articulate street corners and provide architectural corner statements.	The development incorporates articulation at corners of the site where development is proposed. Architectural elements such as articulated fencing, awnings, projecting elements and feature materials are included within the design.	Compliant
1.4. Buildings fronting Kuranda Road shall generally be built to two-storeys and setback in accordance with the LDP.	Development along Kuranda Road is single storey, with an average building height of 6.5m. This height is generally consistent with average height of a two-storey building. Setbacks along Kuranda Drive are consistent with the LDP.	Compliant
Where Active Frontage Areas are identified, activation is to be achieved through the use of glazing and mandatory pedestrian entries into each tenancy from Kuranda Road.	Active frontages are required to the Kuranda Road building interface. This façade proposes glazing treatments and entrances to the childcare premises, gym, allied health and veterinary centre tenancies.	Compliant
1.5 Buildings fronting Kuranda Road shall generally be setback between 0-1m.	The proposed development is generally setback 1.5m from Kuranda Road. Some sections of wall are setback up to 2.8m where articulation has been included at pedestrian entries or at the entry to the pedestrian plaza.	Variation
1.6. Buildings shall provide awnings to the street, where it abuts a footpath and the plaza.	The proposed development includes provision for awnings to the street where the building abuts footpaths and the plaza.	Compliant
1.7. Buildings shall provide passive surveillance to surrounding streets where applicable.	The building frontages comprise glazing treatments and pedestrian entry points to allow for passive surveillance to adjoining streets.	Compliant
2. Street Interfaces		
2.1. Delivery, loading and storage areas shall be located sensitively and obscured from the public realm.	Proposed loading and storage areas have been integrated into the development and largely screened from the public realm.	Compliant
2.2. Street elevations shall create visual interest through building form, articulation of walls, architectural features, texture & colour of materials, and minimise the appearance of blank walls with particular attention given to the detailing of the ground floor level.	The proposed development incorporates awnings, vertical architectural features, and variations in material and colour for visual interest. The proposed development incorporates significant glazed treatments to enhance connectivity with the street. Blank walls have been minimised, but where required, will incorporate materiality, public art and landscaping treatments to soften their appearance.	Compliant
2.3. Primary building frontages shall maximise glazing along ground floor elevations.	All ground floor building frontages incorporate glazing treatments for activation and passive surveillance.	Compliant

Development Requirement	Proposed Development	Compliance
2.4. Building facades not facing an adjacent street but, facing a publicly accessible car park or pedestrian path, shall incorporate openings to enable passive surveillance, and avoid extensive blank walls.	All ground floor tenancies incorporate openings and glazing to enable access, passive surveillance and limit blank walls within the subject site.	Compliant
3. Vehicle Access		
3.1. Vehicle access points to the Neighbourhood Centre shall be provided in accordance with the indicative locations identified in the LDP.	The proposed development includes three full movement crossovers consistent with the approved LDP.	Compliant
4. Parking		
4.1. On-site car parking shall generally be obscured from view from the main street reserve behind buildings or landscape, or located in a basement, within, or on buildings.	On-site parking is sleeved by built form along Kuranda Drive (considered the main street frontage). Parking is obscured from view from the main street behind built form and landscaping treatments.	Compliant
4.2. All publicly accessible car parking areas shall enable two-way movement and through vehicle movement, unless otherwise demonstrated to be appropriate at the development application stage.	All parking areas are designed to enable two-way movement at vehicle access/egress points and within the main carpark areas.	Compliant
5. Pedestrian and Bike Infrastructure		
5.1. Footpaths and pedestrian crossings shall be provided within the site to accommodate the primary pedestrian links identified on the LDP.	The provided pedestrian crossings are aligned with the primary pedestrian links identified in the LDP.	Compliant
5.2. The paving material used for footpaths within the site shall continue over crossovers to maintain visual continuity of the pedestrian network & aid pedestrian legibility.	Key pedestrian crossing points comprise raised paving, with materials and landscape treatments defining pedestrian crossing points in parking aisles. These treatments enhance pedestrian safety and aid pedestrian legibility within the car park.	Compliant
5.3. Pedestrian crossings through car parking areas shall be clearly distinguished and provide pedestrian priority.	All pedestrian crossings are proposed to be clearly distinguished and provide pedestrian priority.	Compliant
5.4. All pedestrian footpaths shall accommodate universal access.	All pedestrian footpaths will be provided with pedestrian ramps where level changes occur, ensuring universal access around the site.	Compliant
5.5. Alfresco dining areas addressing an adjacent street (if any are proposed during the Development Application stage) shall be located within the street setback area to maintain continuity of pedestrian movement.	No alfresco dining areas are proposed adjacent to the street area.	N/A
5.6. Visitor bike parking shall be under cover in a location close to a main entrance to the development and where there is passive surveillance from an adjacent building.	Visitor bike parking is proposed to be located under awnings adjoining Kuranda Road and internal to the site.	Compliant
5.7. Staff bike parking shall be in a secure location and accessible from end-of-trip facilities.	Secure staff bike parking (10 bays) is located within the central building and co-located with EOT facilities (showers, change space and lockers).	Compliant
6. Utilities and Mechanical Equipment		
6.1. All mechanical services and equipment shall generally be located or screened to ensure they are not visible from the adjacent street reserves.	All mechanical services and equipment proposed to be located on the roof or screened from view.	Compliant

Development Requirement	Proposed Development	Compliance
7. Landscaping		
7.1. Where adjacent to on-site parking, landscaping in the street setback shall be designed to achieve a consistent vegetation screen of at least 1m in height.	The proposed landscaping adjacent to on-site parking areas has been designed to achieve a vegetation screen the parking area.	Compliant
A Landscape Plan shall accompany the Development Application and provide details appropriate species selection and planting density to achieve the required screening.	A Landscape Plan has been prepared to support the development application (refer Appendix 5).	Compliant

As assessed in **Table 6**, the proposed development is largely consistent with the provisions of the approved LDP.

Where the development presents a deviation to setback provisions for Kuranda Drive, this is considered minor. On balance, the development is considered to align with the intent and principles of the LDP and will provide visual interest to the street, aligning with LDP provisions seeking articulation and form along street frontages.

The proposed development warrants support accordingly.

4.4 Local Planning Policies

4.4.1 Local Planning Policy 4.6 – Advertising Signs

Local Planning Policy 4.6 – Advertising Signs (LPP4.6) applies to development of all advertising signs within the City. An assessment against the relevant provisions of LPP4.6 for the development has been completed in **Table 7** below.

Table 7: LPP4.6 Development Assessment

Development Requirement	Proposed Development	Compliance
General Development Standards		
1. In general, advertising signs shall: • Not contain any offensive material;	No proposed signage will contain any offensive material.	Compliant
• Not be affixed to boundary walls or fences;	One wall sign affixed to the boundary fence facing Kuranda Road.	Variation
• Not extend beyond the boundary of the lot on which they are situated;	No signage extends beyond the boundaries of the lot.	Compliant
• Relate to the site on which they are located; and	Signs relate to the site and tenancies proposed on the subject site.	Compliant
• Integrate with the building design, particularly through the provision of signage panels within the building facades, wherever possible.	Signage is generally integrated into the proposed building design.	Compliant
Signage Strategy		
A signage strategy is an overall plan for a development site or structure plan area and shall be submitted with an application for development approval when: • The sign/s relate to a subdivision or development estate which proposes more than ten lots; • The sign/s relate to a display home or village; or • The number of signs for a development site (existing and proposed) exceeds a total of four.	The proposed development includes provision of more than four signs for the development. All intended signage locations, detail and form are indicated on the development plans and are considered to provide sufficient signage detail.	Compliant

A signage strategy should incorporate the location, type, size and design of all existing and proposed signs, depicted on site and elevation plans. Justification should be provided on the need for the number and design of signs proposed, having regard for the relevant policy provisions and objectives.	The proposed signage is considered in keeping with the nature of the Neighbourhood Centre development proposed on the site Proposed signage elements align with the number of tenancies and street frontages adjoining the site to provide an appropriate level of exposure for the site.	Compliant
Wall Sign – Specific Provisions		
Be limited to maximum of one sign per tenancy, per street frontage.	A maximum of one wall sign per tenancy, per street frontage, is proposed for the development	Compliant
Not extend laterally beyond either end of the wall or protrude above the top of the wall.	All wall signs are contained within the boundaries of the walls.	Compliant
Not exceed 25 percent in aggregate area on any one wall to a maximum of 8 square metres.	Supermarket: - East elevation: 17.35m², ~5% area (372m²) - South elevation: 16.75m² and 16.5m², ~9% area (372.5m²) - West elevation: 31.5m², ~10% area (312m²)	Variation
	Gym, allied health, vet - East Elevation: 11m², 5.8m² & 19m², ~11% area (320m²) - West Elevation: 32m², ~9% area (350m²)	Variation
	Childcare and café - North elevation: 6.75m², ~5.5% area (117.15m²) - East elevation: 2.5m², ~25% area (10m²)	Compliant
	Fast Food 1 - East elevation: 2.5m², ~4% area (60m²) - North elevation: 2.5m², 5% area (50m²) - South elevation: 2.5m², ~3.5% area (68m²)	Compliant
	Fast Food 2 - East elevation: 0.96m² and 3.7m², ~4.7% area (100m²) - South elevation: 0.94m², ~5% area (18m²) - West elevation: 3.7m², ~4.5% area (81.9m²) - North elevation: 3.65m², ~6% area (60m²)	Compliant
Be integrated with the building design.	All proposed wall signs have been integrated into the building design.	Compliant
Pylon Sign – Specific Provisions		
Be limited to a maximum of one per street frontage or one for every 40 metres of linear street frontage.	Two pylon signs proposed to Expedition Drive and Connolly Drive.	Compliant
Not exceed 6 metres in height by 2.5 metres in width.	Two pylon signs proposed to Expedition Drive. Signs are 6m high and 1.8m wide.	Compliant
	Two multi-tenancy pylons are proposed along Connolly Drive at 8m high and 2.5m.	Refer below
Be located centrally within the lot and no closer than 3 metres to a side boundary.	Pylon signs within 3m of street boundary at Expedition Drive and Connolly Drive.	Variation
Individual pylon signs will not be supported for individual tenancies where multiple units exist or are proposed to exist on a lot. In this instance, a pylon sign shall be designed to provide one infill panel for each unit on the lot and may be increased in height to 8 metres.	Two multi-tenancy pylons are proposed along Connolly Drive to facilitate signage for centre tenants. Pylons 8m height and 2.5m wide is compliant.	Variation

As assessed above, the proposed development is generally compliant with the applicable development requirements under LPP4.6. Where variations are proposed, further justification has been provided below.

Child Care Centre signage

The proposed Child Care Centre includes provision for a single wall sign along the frontage to Dandenong Parade and Kuranda Drive. This is the only proposed 'fence' wall signage element within the development and is proposed to ensure clear identification of the centre to the adjoining street frontages. The fence sign ensures legibility to the surrounding area and is integrated into the design of the fence. The proposed wall sign will have no adverse impact on the surrounding locality.

Wall Signage

The proposed wall signs are compliant with the overall percentage of wall area, with a maximum aggregate area of 25% for each wall. However, the individual signage areas exceed the maximum 8 square metres (both for overall signage area and in singular signs). As aggregate area is compliant, and signage is at an appropriate scale to the overall development, the variations is considered minor and will have no adverse impact on the surrounding locality.

Pylon Signage

The two pylon signs to Expedition Drive relate to the fast food tenancies only and are appropriately spaced along the frontage. These signs comply with the spatial requirements of the policy and warrant support given the scale of the Neighbourhood Centre development.

The proposed pylon signs along Connolly Drive are designed and located so to not have an adverse impact on the adjoining road network. These signs provide an appropriate level of commercial exposure to the proposed Neighbourhood Centre development and are significantly setback from the Connolly Drive road network to mitigate any safety concerns.

Considering the scale of the overall Neighbourhood Centre development, the proposed signage elements are considered acceptable and warrant support accordingly.

4.4.2 Local Planning Policy 2.3 – Child Care Centres

Local Planning Policy 2.3 – Child Care Centres (LPP2.3) applies to the development of all child care centres within the City. An assessment of the proposed child care centre against the provisions of LPP2.3 has been completed in **Table 8** below.

Table 8: LPP2.3 Development Assessment

LPP2.3 General Development Provisions	Proposed Development	Compliance
1. Location		
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.	The proposed child care centre is located within an identified Neighbourhood Centre.	Compliant
2. Design		
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.	The outdoor play area is located adjoining the corner of Dandenong Parade and Kuranda Road. Fence design and acoustic treatments will mitigate acoustic impacts.	Compliant

LPP2.3 General Development Provisions	Proposed Development	Compliance														
3. Landscaping																
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.	All adjacent verges are landscaped and will be maintained.	Compliant														
5. Traffic, Access and Parking																
5.1 Child Care Centres should ideally be located on Neighbourhood Connector roads.	The proposed development is located at the corner of Dandenong Parade and Kuranda Road. The site has connections to multiple local roads and the surrounding locality.	Compliant														
5.2 Parking areas should be located in front of buildings or easily visible from the entrance to the site.	Parking is located on both sides of the child care centre and is easily visible from the tenancy entrances.	Compliant														
5.3 Disabled parking bays should be located in close proximity to the pedestrian entrance to the site.	Four universal access bays are located within proximity to the child care centre.	Compliant														
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. <table><tr><th>Children</th><th>Car bays required</th></tr><tr><td>25 or less</td><td>5</td></tr><tr><td>26-30</td><td>6</td></tr><tr><td>31-38</td><td>7</td></tr><tr><td>39-46</td><td>8</td></tr><tr><td>47-54</td><td>9</td></tr><tr><td>55 or more</td><td>9 bays plus 1 per 8 children accommodated in excess of 54</td></tr></table>	Children	Car bays required	25 or less	5	26-30	6	31-38	7	39-46	8	47-54	9	55 or more	9 bays plus 1 per 8 children accommodated in excess of 54	Required parking bays: 90 children – 14 bays 10 Staff – 10 bays 223 bays available within the centre.	Compliant
Children	Car bays required															
25 or less	5															
26-30	6															
31-38	7															
39-46	8															
47-54	9															
55 or more	9 bays plus 1 per 8 children accommodated in excess of 54															
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.	Pedestrian paths are provided into and around the subject site	Compliant														
6. Information to be submitted with applications																
6.1 An acoustic report is to be provided where the Child Care Centre is proposed within a residential zone, or where the City considers it has the potential to generate noise impacts which will affect the surrounding properties, or where the noise generated from surrounding land uses may affect the Child Care Centre. A noise management plan will also be required where identified by the acoustic report.	Refer Appendix 7 – Acoustic Report	Compliant														
6.2 A traffic impact statement is to be provided for all Child Care Centre applications unless a traffic impact assessment is required in accordance with the WAPC's Traffic Impact Assessment Guidelines.	Refer Appendix 6 – Traffic Impact Assessment.	Compliant														
6.3 A landscaping plan is to be provided detailing the plant species, planting densities, location (including verges) and the area of landscaping provided on site.	Refer Appendix 5 – Landscape Plan. The landscape detail for the child care tenancy is indicative at this time, as no operator is confirmed.	Compliant														
6.4 Written statement outlining the number of children proposed, age group breakdown, days and hours of operation, number of staff and suitability of the proposed site for a Child Care Centre.	Operation hours: 7am-7pm Monday-Friday. Number of children: 90 Age breakdown: 0-2 years (20 children), 2-3 years (20 children), 3-5 years (50 children) Number of staff: 10	Compliant														

The proposed development is considered compliant with the development requirements under LPP2.3.

4.5 State Planning Policies

4.5.1 State Planning Policy 2.7 – Drinking Water

The subject site is identified as a Level 3 Public Drinking Water Source Area (PDWSA) under State Planning Policy 2.7 – Drinking Water (SPP2.7). Consideration of development impacts on the PDWSA have been made at subdivision stage, with no impacts anticipated at development stage.

As a Level 3 PDWSA, there are no specific development requirements for the site under SPP2.7.

4.5.2 State Planning Policy 4.2 – Activity Centres

State Planning Policy 4.2 – Activity Centres (SPP4.2) applies to development of all activity centre uses. The subject site has been identified as a Neighbourhood Centre within the City's local planning framework and is proposed to be developed in accordance with the approved LDP and other relevant planning instruments. The proposed development is considered aligned with SPP4.2 and does not require further assessment.

4.6 Matters to be considered

Clause 67(2) of the Deemed Provisions sets out the matters for which due regard is to be given when considering a development application. Refer **Table 9** below for an assessment of the relevant matters.

Table 9: Matters to be considered

Matter to be considered	Provided
(a) <i>the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>	Refer section 4 of this report.
(c) <i>any approved State planning policy</i>	Refer section 4.5 of this report.
(d) <i>any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d)</i>	Refer section 4.5 of this report.
(g) <i>any local planning policy for the Scheme area;</i>	Refer section 4.4 of this report.
(h) <i>any structure plan or local development plan that relates to the development</i>	Refer section 4.3 of this report.
(m) <i>the compatibility of the development with its setting, including –</i> (i) <i>the compatibility of the development with the desired future character of its setting; and</i> (ii) <i>the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i>	The proposed development is in the middle of an upcoming residential growth area, with limited existing amenity and services provided within the immediate locality. The Neighbourhood Centre will support the retail and commercial needs of residential population growth for the locality.
(n) <i>the amenity of the locality including the following –</i> (i) <i>environmental impacts of the development;</i> (ii) <i>the character of the locality;</i> (iii) <i>social impacts of the development;</i>	The proposed development will activate a currently vacant site and provide commercial and retail services, economic growth, enhanced landscaping and opportunities for social interaction within the area.
(o) <i>the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource</i>	The proposed development is located on a cleared site and has been previously assessed to have no impact on nearby water resources.
(p) <i>whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>	Refer section 3.2 and the Landscape Plan (Appendix 5).

Matter to be considered	Provided
(q) <i>the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bushfire, soil erosion, land degradation or any other risk</i>	The subject area has been cleared, with surrounding lots currently undergoing development as residential sites. The proposed development is not at a significant risk of natural disaster and will not increase the possible risk to human health or safety.
(r) <i>the suitability of the land for the development taking into account the possible risk to human health or safety</i>	
(s) <i>the adequacy of –</i> (i) <i>the proposed means of access to and egress from the site; and</i> (ii) <i>arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>	Refer section 3.3 and the Transport Impact Assessment (Appendix 6). The proposed development is located in an identified growth zone of the City and will have further provision of public transport and enhanced traffic networks as the wider precinct continues to develop.
(t) <i>the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>	
(u) <i>the availability and adequacy for the development of the following –</i> (i) <i>public transport services;</i> (ii) <i>public utility services;</i> (iii) <i>storage, management and collection of waste;</i> (iv) <i>access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</i> (v) <i>access by older people and people with disability;</i>	
(x) <i>the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>	
	The proposed development will create a central hub for the community and new residents, providing day-to-day services and resources required for the area.

5 CONCLUSION

As detailed above, the proposed development of the Catalina Neighbourhood Centre on the subject site achieves the purpose and intent of the City of Wanneroo local planning framework.

Specifically, the proposed development is consistent with:

- The provisions of the Metropolitan Region Scheme.
- The aim, objectives and provisions of the City of Wanneroo District Planning Scheme No. 2.
- The Tamala Park Agreed Local Structure Plan No. 79 and the Catalina Green Neighbourhood Centre Local Development Plan No. 10.
- The objectives and provisions of relevant City of Wanneroo Local Planning Policies.

The proposed development will provide a significant increase to commercial and retail services to both established and future residential development within the locality.

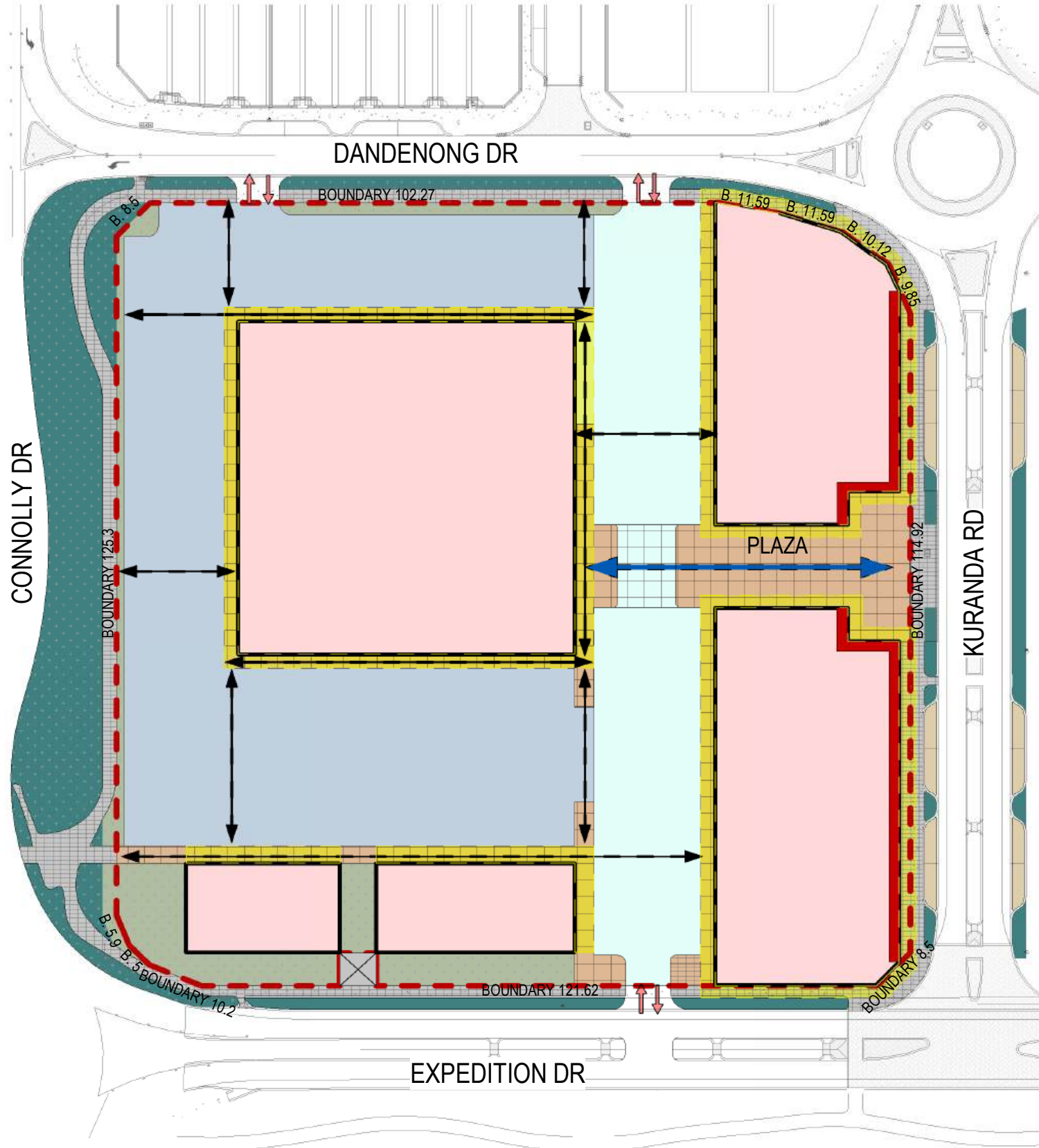
It is considered the proposal should be favourably determined, on individual merit, recognising the proposal is broadly consistent with the statutory planning framework for the subject site and specific provisions for which a variation has been sought have been sufficiently addressed in this report.

The development application therefore warrants support and approval by the Development Assessment Panel.



LEGEND

- INDICATIVE CARPARK & CIRCULATION AREA
- PRIMARY ACCESSWAY
- INDICATIVE FOOTPATHS
- LANDSCAPING UNDERTAKEN BY OTHERS
- INDICATIVE LANDSCAPING
- PARKING EMBAYMENTS (CONSTRUCTED BY OTHERS)
- INDICATIVE BUILDING FOOTPRINT
- INDICATIVE PLAZA SPINE
- INDICATIVE PEDESTRIAN LINKS
- INDICATIVE ACCESS POINTS
- AWNINGS
- PROPOSED SITE TRANSFORMER
- ACTIVE FRONTAGE AREA



Application of Local Development Plan

The provisions of this Local Development Plan (LDP) are in addition to any requirements prescribed by the City of Wanneroo's District Planning Scheme No. 2 (DPS2) and any development control provisions prescribed by the Tamala Park Local Structure Plan No. 79 (LSP).

Development Standards

All development should generally be in accordance with the LDP and the following standards:

1. Development Form

- 1.1. The development shall include a plaza/civic space, adjacent to Kuranda Road.
- 1.2. Development fronting surrounding streets should have a minimum height of two storeys or 5.5m and a maximum height of 4 storeys or 18m.
- 1.3. Development shall articulate street corners and provide architectural corner statements.
- 1.4. Buildings fronting Kuranda Road shall generally be built to two-storeys and setback in accordance with the LDP. Where Active Frontage Areas are identified, activation is to be achieved through the use of glazing and mandatory pedestrian entries into each tenancy from Kuranda Drive.
- 1.5. Buildings fronting Kuranda Road shall generally be setback between 0-1m.
- 1.6. Buildings shall provide awnings to the street, where it abuts a footpath and the plaza.
- 1.7. Buildings shall provide passive surveillance to surrounding streets where applicable.

2. Street Interfaces

- 2.1. Delivery, loading and storage areas shall be located sensitively and obscured from the public realm.
- 2.2. Street elevations shall create visual interest through building form, articulation of walls, architectural features, texture & colour of materials, and minimise the appearance of blank walls with particular attention given to the detailing of the ground floor level.
- 2.3. Primary building frontages shall maximise glazing along ground floor elevations.
- 2.4. Building facades not facing an adjacent street but, facing a publicly accessible car park or pedestrian path, shall incorporate openings to enable passive surveillance, and avoid extensive blank walls.

3. Vehicle Access

- 3.1. Vehicle access points to the Neighbourhood Centre shall be provided in accordance with the indicative locations identified in the LDP.

4. Parking

- 4.1. On-site car parking shall generally be obscured from view from the main street reserve behind buildings or landscape, or located in a basement, within, or on buildings.
- 4.2. All publicly accessible car parking areas shall enable two-way movement and through vehicle movement, unless otherwise demonstrated to be appropriate at the development application stage.

5. Pedestrian and Bike Infrastructure

- 5.1. Footpaths and pedestrian crossings shall be provided within the site to accommodate the primary pedestrian links identified on the LDP.
- 5.2. The paving material used for footpaths within the site shall continue over crossovers to maintain visual continuity of the pedestrian network & aid pedestrian legibility.
- 5.3. Pedestrian crossings through car parking areas shall be clearly distinguished and provide pedestrian priority.
- 5.4. All pedestrian footpaths shall accommodate universal access.
- 5.5. Alfresco dining areas addressing an adjacent street (if any are proposed during the Development Application stage) shall be located within the street setback area to maintain continuity of pedestrian movement.
- 5.6. Visitor bike parking shall be under cover in a location close to a main entrance to the development and where there is passive surveillance from an adjacent building.
- 5.7. Staff bike parking shall be in a secure location and accessible from end-of-trip facilities.

6. Utilities and Mechanical Equipment

- 6.1. All mechanical services and equipment shall generally be located or screened to ensure they are not visible from the adjacent street reserves.

7. Landscaping

- 7.1. Where adjacent to on-site parking, landscaping in the street setback shall be designed to achieve a consistent vegetation screen of at least 1m in height. A Landscape Plan shall accompany the Development Application and provide details appropriate species selection and planting density to achieve the required screening.

Approval (1)

This Local Development Plan has been approved by the City of Wanneroo pursuant to clause 52(1) (a) of the Deemed Provisions of District Planning Scheme No.2.

Manager Approval Services
City of Wanneroo

Date 19 April 2023

