

SUPERMARKET, CHILDCARE AND COMMERCIAL DEVELOPMENT

**LOTS 488, 30, 131 AND 132
SHEPPERTON ROAD & LOTS 1,
480-481 AND 8 ALBANY
HIGHWAY, EAST VICTORIA PARK**

THE TEAM

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Report Number	Rev 2

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CONTENTS

The Team	2
1. Introduction	1
1.1. Pre-lodgement	1
1.2. Access Arrangements.....	2
2. Site Details & Context	3
2.1. Regional and Local Context.....	3
2.2. Site Location & Lot Particulars.....	4
3. Proposal	7
3.1. Overview	7
3.2. Pedestrian, Vehicle & Bicycle Access	9
3.3. Landscaping.....	9
4. Design Evolution	10
4.1. Design Review Panel Feedback & Response	10
5. Key Technical Considerations	13
5.1. Traffic, Access & Carparking Management	13
5.2. Environmental Acoustic Assessment.....	13
5.3. Landscape Plan	13
5.4. Waste Management Plan	13
5.5. Sustainability Report	14
6. State Planning Framework Assessment.....	15
6.1. Perth and Peel @ 3.5 Million – Central Sub-Regional Planning Framework	15
6.2. Directions 2031 and Beyond.....	15
6.3. Metropolitan Region Scheme	15
6.4. State Planning Policies	16
6.4.1. State Planning Policy 4.2 – Activity Centres for Perth & Peel.....	16
6.4.2. State Planning Policy 5.4 – Road and Rail Noise	16
6.4.3. State Planning Policy 7.0 – Design of the Built Environment.....	17
7. Local Planning Framework Assessment	20
7.1. Local Planning Strategy	20
7.2. Draft Local Planning Scheme No. 2.....	20
7.2.1. Zoning.....	20
7.2.2. East Victoria Park Gateway Shopping Area.....	20
7.2.3. Land Use Permissibility	21
7.3. Town of Victoria Park Local Planning Scheme No.1	22
7.3.1. Zoning.....	22
7.3.2. East Victoria Park Gateway Shopping Area.....	24
7.3.3. Land Use Permissibility	26
7.4. Draft Albany Highway Structure Plan	26
7.5. Local Planning Policies	28
8. Conclusion	29
Disclaimer.....	30
 Appendix A Certificate of Title & Diagram	
Appendix B Architectural Drawings	
Appendix C Landscaping Architecture Report	
Appendix D Design Review Panel Meeting Minutes	

Appendix E	Architectural Design Statement
Appendix F	Traffic Impact Assessment
Appendix G	Environmental Acoustic Report
Appendix H	Noise Management Plan
Appendix I	Waste Management Plan
Appendix J	Sustainable Design Assessment Report
Appendix K	Local Planning Policy Assessment

FIGURES

Figure 1 – Locational Context Plan	4
Figure 2 – Aerial Plan	6
Figure 3 – Cadastre Plan	6
Figure 4 – MRS Plan	15
Figure 5 – LPS1 Zoning Map	22

TABLES

Table 1 – Summary of Development Site	1
Table 2 – Summary of Surrounding Land Uses	3
Table 3 – Subject Site Details	4
Table 4 – Summary of Proposal	8
Table 5 – Summary of Response to DRP Comments	10
Table 6 – SPP 7.0 Assessment	17
Table 7 – Draft LPS 2 East Victoria Park Gateway Shopping Area	20
Table 8 – Local Planning Scheme	21
Table 9 – Precinct Intent	22
Table 10 – Precinct Plan Provisions	24
Table 11 – Land Use Permissibility	26
Table 12 – Draft Structure Plan Assessment	26

1. INTRODUCTION

This planning report has been prepared by Urbis on behalf of Woolworths (Fabcot Pty Ltd) as part of an application for development approval for the use and development of nine (9) lots (including a ROW) located at the corner of Albany Highway and Shepperton Road, East Victoria Park.

The proposed development represents an exciting opportunity for the delivery of a modern Woolworths facility, at the cornerstone of the southern sector of the East Victoria Park commercial/retail sector. This application proposes a retail and commercial centre development on the subject site within a three-storey building, comprising a Woolworths supermarket (with associated signage) and various specialty retail stores, commercial (office) tenancies, child care centre and associated car parking and landscaping.

This report considers the planning context of the proposed development and provides an assessment of the application against the relevant State and local planning framework to demonstrate its compliance and merit.

The information contained in this report confirms that the proposed retail and commercial centre development is an appropriate and consistent outcome that reflects the applicable planning framework, most specifically the Town of Victoria Park's Local Planning Scheme No. 1 and relevant Local Planning Policies.

The report has been set out in the following manner:

- Site Details & Context
- Proposal
- Design & Architectural Merit
- Key Technical Considerations
- State & Local Planning Assessments

A summary of the development site is provided below in **Table 1**.

Table 1 – Summary of Development Site

Property Location:	Lots 488, 30, 131 and 132 Shepperton Road & Lots 1, 480-481 and 8 Albany Highway, East Victoria Park, and ROW 54
Existing Land Use/s:	Vacant land, public car park and landscaping.
Total Lot Area:	7,632.739sq.m (including ROW 54 Lot 502)
MRS Zoning:	Urban
LPS Zoning:	District Centre
Local Planning Scheme:	Town Planning Scheme No. 1 Draft Town Planning Scheme No.2
Precinct:	Precinct Plan 11 (Albany Highway Precinct)

1.1. PRE-LODGEEMENT

A highly collaborative approach has been undertaken by Woolworths and its consultant team in the lead up to lodging this application. This includes:

- Various discussions with Council Planning Officers to provide updates and seek advice on the proposed development.
- Presentation to the City's Design Review Panel (**DRP**) on:

- DRP No. 1 - 12 February 2020
 - DRP No. 2 - 25 March 2020 (via video conference) and 2 April 2020 (internal, without Applicant)
 - DRP No. 3 – 12 May 2021
 - DRP No. 4 – 14 February 2024
- Various meetings between Woolworths and Main Roads WA to agree on Shepperton Road access arrangements.

1.2. ACCESS ARRANGEMENTS

Access is provided to the sites via Shepperton Road and a Right-of-Way (ROW) referred to as ROW 54 which links Oats Street with Shepperton Road. A total of two 2 crossovers are currently provided from Shepperton Road to Lot 8 and the rear ROW. Shepperton Road is a Primary Regional Road under the Metropolitan Region Scheme (MRS) and a Primary Distributor under the Main Roads WA Function Road Hierarchy.

ROW 54 was initially identified by Landgate as a dedicated road, however following an investigation by a survey team it was discovered that portion of Lot 0 on Plan 2609 and all of Lot 67 on Diagram 13701 are existing private roads that are privately owned. Between September 2021 to Dec 2023, negotiations between the Town and Fabcot Pty Ltd were undertaken to enable and resolve the land purchase by Fabcot Pty Ltd so that the design was able to be improved and access arrangements rationalised.

Considering the existing connection with a crossover onto Shepperton Road is non-compliant, the closure and amalgamation of a portion of the road facilitates the creation of a new crossover further north of the site. Realigning the road will result in safer ingress and egress of vehicles by creating a new access point further away from the bend and the intersection, consequently, the cross over will be upgraded to a compliant design standard. An additional crossover is also proposed to alleviate the direct traffic onto Shepperton Road via Albany Highway given it is the less frequented road.

There is no loss of road for the public as the construction of a new public road from the appropriate portion of the new land parcel will allow through traffic from Oats Street to Shepperton Road as well as Albany Highway and will provide a continuation of the road network. No physical closure will occur until such time as the construction of the public road is complete as a requirement of this proposed development.

2. SITE DETAILS & CONTEXT

This section provides an overview of the key background information relating to the subject site including the site's location, lot particulars, context, and characteristics.

2.1. REGIONAL AND LOCAL CONTEXT

The subject site is positioned approximately 7 kilometres southeast of the Perth Central Business District (CBD) within the municipality of Victoria Park (the Town). Specifically situated in the southeast quadrant of Victoria Park, the site boasts a favourable location being 8 kilometres southwest of Perth Airport and 17 kilometres northwest of the Fremantle town centre. This advantageous placement renders the site highly accessible, with seamless connectivity to prominent points of interest.

The site is located at the intersection of Shepperton Road and Albany Highway, both identified as Primary Regional Roads. Albany Highway and Shepperton Road serve as critical conduits for vehicular traffic, facilitating smooth transportation flows both northbound towards the Perth CBD and southbound towards Leech Highway and Welshpool Road. In addition, the site has convenient access to high frequency transport links, including several bus stops along both Albany Highway and Shepperton Road, in close proximity of the subject site. Oats Street train station and bus interchange are situated less than 800 metres to the north-east of the subject site. Oats Street station is served by Transperth Armadale-Thornlie train line and is undergoing redevelopment to remove level crossings through raising of the train line as part of the METRONET project.

The site is specifically located within the East Victoria Park Gateway Shopping Area within the Albany Highway Precinct (11) and forms part of the broader Victoria Park Secondary Activity Centre. Albany Highway is a large strip-based retail destination with a focus on food catering, entertainment, and convenience shopping for the broader Victoria Park and East Victoria Park suburbs and beyond – noting that the Albany Highway precinct is undergoing precinct structure planning presently.

To the north-east, South Metropolitan TAFE Carlisle Campus is adjacent to Oats Street train station and bus interchange. Surrounding this is predominately residential areas of R30-R40 density – noting that the Oats Street Station precinct is also undergoing precinct structure planning presently.

The site is also positioned close to a range of recreation and community services including but not limited to:

- Edward Millen Park (west)
- Aqualife Centre (north)
- South Metropolitan TAFE Carlisle (north)
- Carson Street School (west)
- Ursula Frayne Catholic College – Primary Campus (west)
- Curtin University - (3.5km south-west)

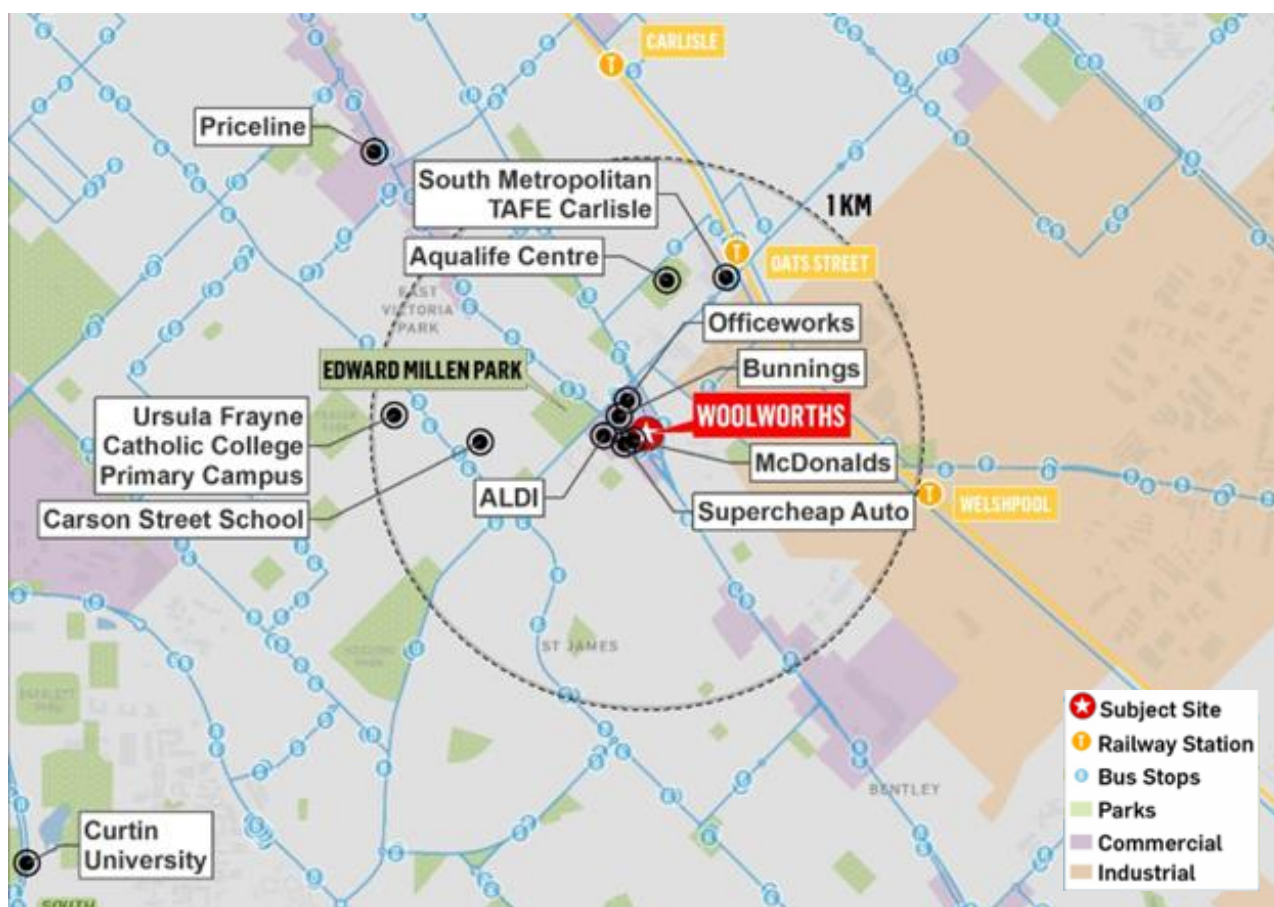
A context plan illustrating the site in its broader context is provided overleaf at **Figure 1** and a summary of the surrounding land uses is provided in **Table 2**.

Table 2 – Summary of Surrounding Land Uses

Direction	Immediately Adjacent	LPS 1 Zoning
North	Retail / food and beverage	District Centre
	Bunnings Warehouse	District Centre
South	McDonald's fast-food outlet, commercial uses	District Centre
	Low density residential	Residential R30-R40
East	Residential area	Residential R40

Direction	Immediately Adjacent	LPS 1 Zoning
	Commercial and residential	Special Use – Residential
West	ALDI supermarket, Priceline, Food and beverage tenancies	District Centre
	Edward Millen Reserve	Parks and Recreation
	Edward Millen House	Public purposes Civic use and community purpose

Figure 1 – Locational Context Plan



2.2. SITE LOCATION & LOT PARTICULARS

The site has a total land area of **7,632.739sq.m** (including the ROW), inclusive of an existing local ROW referred to as ROW 54 running through the centreline of the subject site providing rear lot access from Oats Street in the north (refer to **Figure 2 and 3**). **Table 3** below provides the details of the lots included within the subject site. All relevant Certificates of Title and Diagram documentation is provided at **Appendix A**.

Table 3 – Subject Site Details

Lot No.	Plan/ Diagram	Volume	Folio	Street Address	Area (sq.m)	Proprietor	Encumbrances / Other
1	D75092	2186	134	1022 Albany Highway	2087	Fabcot Pty Ltd	Easement to City of Perth Easement Benefit Note: Lot 1 is affected by a Water Corporation water meter
8	D15190	2024	285	1032 Albany Highway	916		Easement Benefit Easement Benefit Caveat Lodged 22/1/2016
30	D10509	2001	175	357 Sheppert on Road	635.727		N/A
131	DP45782	2229	747	No Address	419		N/A Note: there is no easement, however the Lot 132 is affected by a sewer gravity pipe
132	DP45782	2229	747	No Address	178		
480	P2609	2048	405	1026 Albany Highway	1050		N/A
481	P2609	1615	992	1028 Albany Highway	1050		Easement Benefit Easement Burden - Party Wall purposes
488	P2609	2001	177	355 Sheppert on Road	853.012		N/A
502	P415185	LR3173	171	No Address	444 (total area)	State of Western Australia	Dedicated Road Registered 7/4/2021.

Figure 2 – Aerial Plan



Figure 3 – Cadastre Plan



3. PROPOSAL

3.1. OVERVIEW

This application proposes a three-storey development comprising the following key components:

- Total of 5428sq.m net lettable area across the site consisting of;
 - A 3755m² (NLA) Woolworths supermarket located on ground level in the centre of the development.
 - Nine specialty retail tenancies (including kiosk tenancy) totalling 740m² at ground level with direct frontage to Albany Highway.
 - Three food and beverage tenancies on level one totalling 256m² in addition to the supermarket back of house/office on level 1.
- An 675m² childcare premises on Level 2 with a 645m² external play area proposed.
- Basement, under croft and ground floor car parking totalling 232 car parking bays.
- This application successfully delivers a redevelopment vision of the site which comprises:









	<p>A significant redevelopment of a prominent site within the Town of Victoria Park providing a gateway building that both contemporary and respectful in its scale, built form and materiality for its location.</p> <p>The redevelopment of this site will contribute to the activation of both Albany Highway and the interface to Shepperton Road revitalisation of the wider high-street of East Victoria Park as it transitions to a higher level of activity centre (potentially to a secondary activity centre).</p>
	<p>A new retail and commercial hub at the eastern end of the Albany Highway precinct offering additional convenience retail and services to the local community in one location. The development activates vacant and underutilised land, providing additional activity and life to the eastern end of Albany Highway.</p>
	<p>Landscaping and additional tree canopy along Albany Highway and Shepperton Road frontages including deep soil tree planting zones and shrub planting buffers between the proposed building and the streets.</p> <p>Public art opportunities along Shepperton Road to create interest in the façade and provide public amenity to what is considered a high-traffic environment.</p>
	<p>Vehicle and service access via Shepperton Road, and secondary vehicle access via Albany Highway. A managed internalised car parking area located over two levels of basement with a total of 233 car parking bays, and a dedicated parcel pick-up area.</p>
	<p>Bicycle parking, and end-of trip facilities located close to pedestrian entries, consisting of;</p> <ul style="list-style-type: none"> - 11 bicycle bays - End of trip facilities consisting of two female showers and two male showers.

Table 4 – Summary of Proposal

Land Use	Tenancy No. / Building Level	NLA (m ²)
Supermarket (Shop)	Anchor Tenant (Ground Floor)	3755m²
Specialty	Spec 1 (Ground Floor)	89m ²
	Spec 2 (Ground Floor)	117m ²
	Spec 3 (Ground Floor)	82m ²
	Spec 4 (Ground Floor)	73m ²
	Spec 5 (Ground Floor)	72m ²
	Spec 6 (Ground Floor)	72m ²
	Spec 7 (Ground Floor)	93m ²
	Spec 8 (Ground Floor)	92m ²
	Kiosk (Ground Floor)	50m ²
	Total	740m²
Food and Beverage	F&B 1 (Ground Floor)	60m ²
	F&B 2 (Ground Floor)	120m ²
	F&B 3 (Ground Floor)	76m ²
	Total	256m²
Child Care Centre	Childcare tenant (First Floor)	675m² (internal space)
	TOTAL	5396m²

A copy of architectural drawings for the proposed development can be found at **Appendix B**.

3.2. PEDESTRIAN, VEHICLE & BICYCLE ACCESS

	<p>External to the site, a pedestrian footpath is proposed to connect the existing footpath network along Albany Highway and Shepperton Road into the site. This provides a convenient connection for pedestrians from both Albany Highway and Shepperton Road. An existing pedestrian crossing (zebra) is located about 20 metres north-west of the site which provides a safe and convenient crossing of Albany Highway.</p> <p>To encourage connectivity and foster future links to the nearby trade area and existing retailers, the pedestrian pathways surrounding the development site will provide a connection to existing footpath networks. The footpaths will provide the external facades and tenants of the development with street & pedestrian interfaces.</p> <p>Albany Highway public realm/streetscape is proposed to be characterised by new street trees to comply with the Town of Victoria Park's urban greening strategy. Additionally, high quality street furniture that reflects Victoria Parks vibrancy is proposed to create informal gathering spaces and alfresco dining opportunities. Overall, creating a pedestrian friendly environment.</p>
	<p>The proposed development will have access to Shepperton Road via a new vehicle arrangement linking to portion of ROW 54 to the north. Commercial vehicles will enter via the new crossover provided to Shepperton Road and reverse into the loading dock. It is noted that other service vehicles accessing Officeworks and Bunnings are also likely to use the proposed access from Shepperton Road. This crossover will also provide a separate alternative access point to the car park for commercial vehicles, safely separating commercial and customer vehicles.</p> <p>This will provide rear lot access from Oats Street in the north. A new crossover is proposed on Albany Highway in the southwest corner of the site providing customer access. This will provide customers with access to the basement, under croft and ground floor parking areas which provide a combined total of 233 bays.</p> <p>Accessible parking bays have been included near main entry points. All door openings will be provided to meet access provision for universal access.</p>
	<p>Bicycle racks provided at either end of the development in close proximity to footpaths and entrances to the site. End of Trip Facilities have been provided as follows –</p> <ul style="list-style-type: none"> ▪ 15 bicycle bays ▪ End of trip facilities consisting of two female showers and two male showers.

3.3. LANDSCAPING

See Design Studio have prepared a Landscape Architecture Report and is included at **Appendix C**. The report provides a landscape concept design/plan for the public realm associated with the proposed development. The development comprises a total of 380m² for deep soil planting (4.0% of the site), softscape and planting on the building/structures. The landscape concept proposes the following key outcomes:

- Retention of 5 mature trees, and transplantation of 15 existing trees
- 28 x new trees within the site boundary
- 6 x new street trees along Albany Highway
- Shrub planting

Shepperton Road is proposed to be predominantly deep soil tree planting zone and shrub planting buffer between the proposed building and the high traffic environment. Albany Highway public realm/streetscape is proposed to be characterised by new street trees to comply with the Town of Victoria Park's urban greening strategy. Additionally, high quality street furniture that reflects Victoria Parks vibrancy is proposed to create informal gathering spaces and alfresco dining opportunities.

4. DESIGN EVOLUTION

4.1. DESIGN REVIEW PANEL FEEDBACK & RESPONSE

To inform the design evolution of the proposal, Woolworths, Hames Sharley and Urbis, presented the most recent design to the City's DRP on 14 February 2024 to inform the design finalisation leading up to lodgement of this application.

A summary of the key comments and the associated design response is provided in **Table 5** and a copy of the DRP Minutes provided at **Appendix D**.

Table 5 – Summary of Response to DRP Comments

Principle	DRP Feedback/Recommendation	Response
1. Context and Character	<p>Good articulation, layering, textures and material changes on Albany Highway.</p> <p>The building sits elegantly within the street context.</p> <p>The retail frontages to Albany Highway should include finer grain considerations such as low plinths, indentations for doorways and entries etc, consistent with the Albany Highway vernacular.</p>	<p>Noted.</p> <p>Noted.</p> <p>The frontage incorporates high quality finishes and materials which response to the Albany Highway vernacular. See Appendix E for Architectural Design Statement.</p>
2. Landscape Quality	<p>Desire to retain the larger trees located on the street verge and relocate trees impacted by the proposed slip lane.</p> <p>A landscaped setback area is proposed between the building and the Shepperton Road lot boundary.</p> <p>Landscape plans require further development. Need information to be provided regarding the proposed landscaping of the childcare. Need to provide trees to the external car parking area for shade.</p>	<p>Large street trees have been retained where practically possible.</p> <p>Correct.</p> <p>A comprehensive landscaping report has been provided which details landscaping for the development and can be found at Appendix C – Landscaping Report.</p>
3. Built Form and Scale	<p>Massing/increasing the building height towards the corner to provide a prominent corner.</p>	<p>The corner of the building has been refined to wrap around and address the intersection of Shepperton Road and Albany Highway.</p>
4. Functionality and Build Quality	<p>Albany Highway frontage is activated by shopfronts with pedestrian awnings and alfresco, consistent with the existing streetscape.</p> <p>The development has attempted to activate a corner portion of the side</p>	<p>Albany Highway proposes many street facing tenancies which will be occupied by active uses such as F7B as well as retail shops.</p> <p>Noted.</p>

Principle	DRP Feedback/Recommendation	Response
	<p>boundary to the adjoining WAPC lot (corner café Activation).</p> <p>Landscaped buffer between Shepperton Road and the building, to reduce the bulk of the Woolworths façade.</p>	<p>Landscaping has been provided between Shepperton Road and the Building where possible to reduce bulk.</p>
5. Sustainability	<p>The Development will at least achieve a 4 Green Star design and as-built rating, however there any be scope to achieve 5 Green Star.</p> <p>Roof PV zone proposed directly above the Woolworths shop area.</p>	<p>Woolworths has targets to achieve 5-star green star development with this proposal. See Appendix J – Sustainability Report for further detail.</p>
6. Amenity	<p>Amenity aspect is satisfactory and includes;</p> <ul style="list-style-type: none"> - Supermarket, childcare care, restaurant/café, and specialty tenancies proposed with frontage to Albany Highway. - High quality parking amenities within the centre Parking provided within basement and 15 external bays at ground level adjacent to Shepperton Road. - Continuous covered walkways along Albany Highway frontage. 	<p>Noted. The proposed development will introduce an array of new services that will compliment the Albany commercial strip and the Victoria Park community.</p>
7. Legibility	<p>Aspects considered satisfactory include:</p> <ul style="list-style-type: none"> - Ground floor retail with glazed shopfronts and covered walkways opening onto Albany Highway. - Entry point positioned close to the corner of the site fronting Albany Highway and the WAPC corner site. - The loading dock is fully screened from the ROW and all vehicle movements are undertaken within the ROW. <p>Entry statement at the corner of Albany Highway and Shepperton Road needs to be stronger and not just a signpost for Woolworths. Needs to identify that you have entered the Town of Victoria Park.</p>	<p>Noted.</p> <p>The corner of the building has been refined to wrap around and address the intersection of Shepperton Road and Albany Highway.</p>

Principle	DRP Feedback/Recommendation	Response
8. Safety	<p>Aspects considered satisfactory include:</p> <ul style="list-style-type: none"> - Passive surveillance provided by the raised outdoor play area of the childcare centre overlooking the corner of Shepperton Road and Albany Highway. - Passive surveillance provided by ground floor tenancies fronting Albany Highway. - Passive surveillance provided by Woolworth staff area overlooking the ROW and by rear parking area. <p>Vehicular movement across the Albany Highway pedestrian path is a significant risk given the likely high volumes and is not a good urban design outcome - there should be consideration for a left-in only approach to Albany Highway.</p> <p>A two-way entry onto an increasingly pedestrian orientated environment such as Albany Highway is problematic. It would be better if it was one way in only.</p>	<p>Noted.</p> <p>A Traffic Impact Assessment has been conducted which confirms that the proposed vehicular movements generated from this proposed development are not detrimental the the current road network along Albany Highway and can safety be managed.</p>
9. Community	N/A	
10. Aesthetics	<p>Some portions of the facade fronting Albany Highway will contain public art and is generally a good interface.</p> <p>The loading dock is fully screened from the ROW and all vehicle movements are undertaken within the ROW.</p> <p>As the building turns the corner from Albany Highway to the Shepperton Road corner, the building is 'severed'. The presentation of the building to the corner needs to be further addressed and considered.</p>	<p>Noted.</p> <p>Noted.</p> <p>The corner of the building has been refined to wrap around and address the intersection of Shepperton Road and Albany Highway.</p>

In conjunction with an assessment against the ten design principles of SPP7.0 (see **6.4.3** below), an Architectural Design Statement has been provided by Hames Sharley at **Appendix E** which builds upon the design strategy presented to the Town's DRP in pre-lodgement and address a number of the comments received from the DRP.

5. KEY TECHNICAL CONSIDERATIONS

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

5.1. TRAFFIC, ACCESS & CARPARKING MANAGEMENT

Traffic Impact Statement prepared by Stantec (Appendix F)

A Transport Impact Assessment (TIA) has been prepared by Stantec to consider the traffic and transport impacts of the proposed development on the adjacent transport network with a detailed focus on carparking provision, bicycle parking and end of trip facilities, service vehicle swept path analysis and traffic impacts.

The TIA concludes the following:

- The opening year of the proposed development represents a two-way trip generation of approximately 280 vehicles during the weekday AM peak hour, 364 vehicles during the weekday PM peak hour and 315 vehicles during the weekend peak hour.
- Three vehicular access points are proposed to the development: along Shepperton Road, Albany Highway and through a laneway. The SIDRA analysis shows that all intersections operate at an acceptable level of service for all scenarios. Within the first year the proposed development is expected to have limited impacts on the operation of the surrounding road networks with intersections continuing to operate within capacity limits.
- The parking supply for the proposed development is sufficient.

5.2. ENVIRONMENTAL ACOUSTIC ASSESSMENT

Environmental Acoustic Assessment and Noise Management Plan prepared by Herring Storer Acoustics (Appendix G and H)

Herring Storer Acoustics prepared an environmental acoustic report to assess noise emissions from delivery vehicles and mechanical services and provide a series of recommendation to ensure the noise sensitive premises surrounding and located at the subject site is compliant with the requirements of the *Environmental Protection (Noise) Regulations 1997*. It has also taken into consideration external noise impact on the proposed childcare centre site.

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

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

5.3. LANDSCAPE PLAN

Landscape Architecture Concept Report prepared by See Design Studio (Appendix C)

See Design Studio has prepared a Landscape Architecture Concept Report for the proposed development. A description of the plan and overall landscape strategy is provided at **Section 3.3**.

5.4. WASTE MANAGEMENT PLAN

Waste Management Plan prepared by Talis Consultants (Appendix I)

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

The WMP recommends five 1,100 litre refuse bins collected three times weekly and two 1,100 litre recycling bins for the collected three times weekly. The bin storage area has been designed to accommodate this and

a private contractor will service the proposal onsite, directly from the Bin Storage Area utilising the dedicated Loading Area. The private contractor's waste collection vehicle will enter the subject site in forward gear via Shepperton Road and exit in forward gear via ROW 54.

A building manager/caretaker will oversee the relevant aspects of waste management at the Proposal.

5.5. SUSTAINABILITY REPORT

Sustainable Design Assessment Report prepared by Full Circle Design Services (Appendix J)

Full Circle Design Services has provided FCDS self-assessment of the proposed development which demonstrates how the design is intended to meet the target of 'Australian Excellence' in sustainable design for 5-star green star, with a strong focus on carbon footprint, responsible healthy and resilient construction. Initiatives include the delivery of:

- Zero carbon operating energy and Offset of construction carbon,
- Large onsite energy generation, potentially with battery storage,
- Building Tuning and Optimisation,
- Sustainable materials, and
- 40% Potable Water Reduction.

6. STATE PLANNING FRAMEWORK ASSESSMENT

6.1. PERTH AND PEEL @ 3.5 MILLION – CENTRAL SUB-REGIONAL PLANNING FRAMEWORK

The Perth and Peel @ 3.5 Million Central Sub-Regional Framework builds on the vision of Directions 2031 and Beyond. The subject site is located within an 'Activity Centre' (to the Albany Highway frontage) and 'Urban Corridor' (for the remainder of the site). The site also has frontage to high frequency public transit routes.

The principles of the Activity Centre designation are to support urban and economic development of the activity centres network as places that attract people to live and work by optimising land use and transport linkages between centres; protecting identified employment land from residential encroachment, where appropriate, and avoiding contiguous linear or ribbon development of commercial activities beyond activity centres.

The proposed development is consistent with this aspiration as it provides a diversity of convenience retail and local services to locality, whilst ensuring minimal impact to the surrounding urban fabric and road network. The development will provide a range of local employment opportunities and additional urban amenities to the area and contribute to the intensification and renewal of surrounding development.

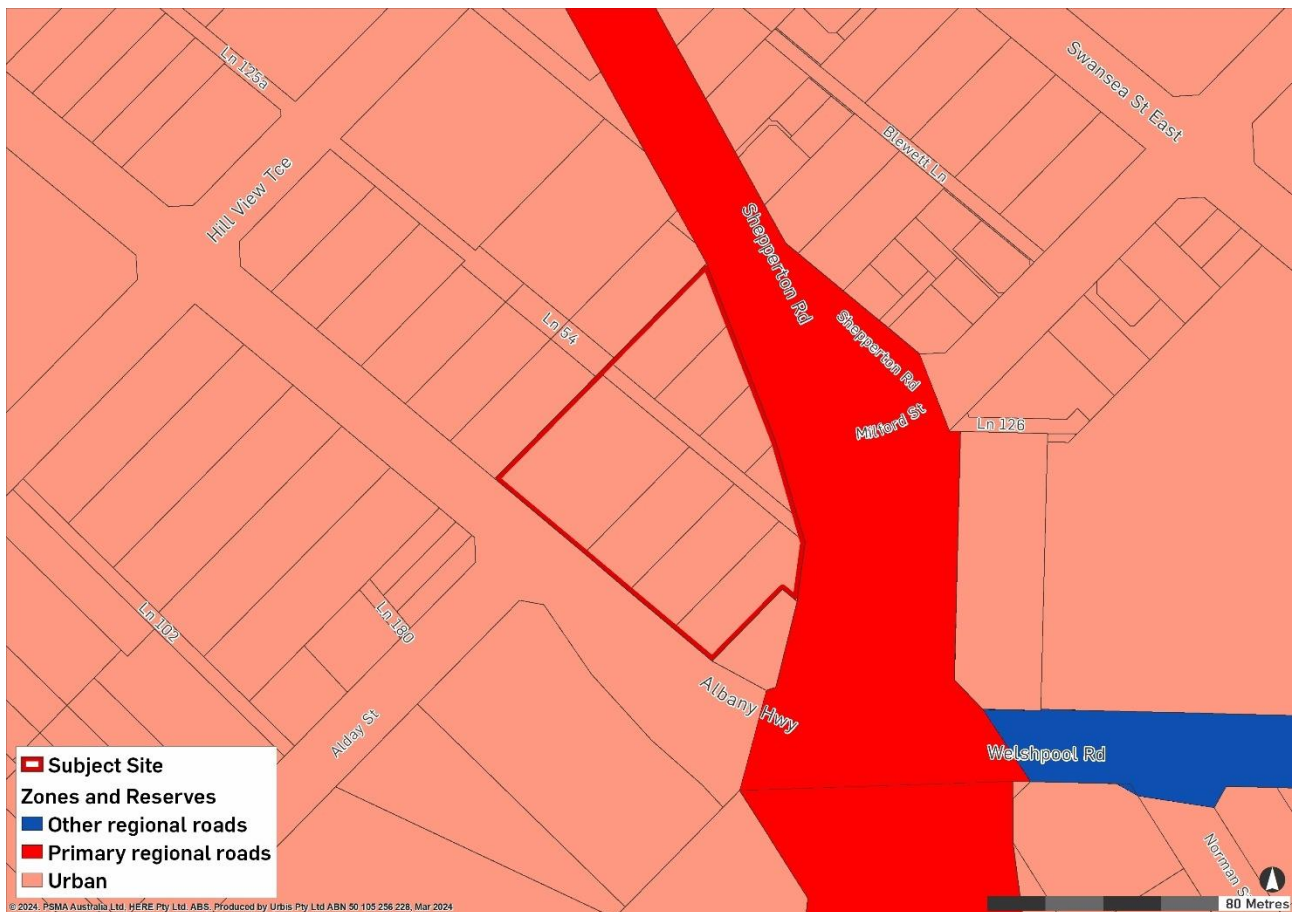
6.2. DIRECTIONS 2031 AND BEYOND

This high-level special framework establishes a vision for the future of Perth and a population of 3.5 million people by 2031. The proposed development is consistent with the strategic intentions of this document in that it provides a retail and convenience offering that will further support the growth of the Victoria Park town centre.

6.3. METROPOLITAN REGION SCHEME

The metropolitan region scheme is the highest-level statutory planning framework which divides land within metropolitan Perth area into broad zones and reservations. The subject site is zoned 'Urban' as indicated by the figure below. This zone allows for a variety of land uses including residential, commercial, and light industry. This proposal is consistent with Urban zone in that it proposes a supermarket, speciality retail shops and commercial office space.

Figure 4 – MRS Plan



6.4. STATE PLANNING POLICIES

6.4.1. State Planning Policy 4.2 – Activity Centres for Perth & Peel

State Planning Policy 4.2 (**SPP4.2**) applies throughout the Perth and Peel region and is intended to guide the preparation and review of local planning strategies, schemes, and structure plans, and provide retail development controls.

The proposed development comprises 4751m² of shop/retail NLA along with a child care premise. Whilst the quantum of shop/retail does not trigger the need for an RSA under SPP4.2, it is considered directly align with the intent of the Policy including the key attributes of a district centre.

It should also be noted that SPP 4.2 notes the Albany Highway Activity Centre as being a district centre level of activity, however the Town of Victoria Park's Local Planning Strategy (**Strategy**) identifies the area as being more appropriately classified as a Secondary Centre, with the subject site within the Gateway sub-precinct. In this regard, the proposed development is further consistent with the intended intensity of the area.

6.4.2. State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy 5.4 purpose is to minimise the adverse impact of road and rail noise on noise-sensitive land-use and/or development.

The entirety of the subject site is located within the 200m trigger distance of a 'primary significant freight and traffic route', due to the site abutting Shepperton Road to the north. The development application does not include any sensitive land uses with the exception of the childcare located on the level one. An acoustic assessment for the noise generated by Shepperton Road as well as a Noise Management Plan to control noise mitigating impacts has been provided at **Appendix E**.

6.4.3. State Planning Policy 7.0 – Design of the Built Environment

This policy addresses design quality and built form outcomes in Western Australia. It seeks to deliver the broad economic, environmental, social, and cultural benefits that derive from good design outcomes and supports consistent and robust design review and assessment processes across the State.

The proposals consistency with SPP 7.0 and specifically the 10 principles of good design is summarised in the table below:

Table 6 – SPP 7.0 Assessment

Design Principles	Assessment
1. Context and Character	<ul style="list-style-type: none"> ▪ The proposal responds to Albany Highway's vibrant character, that is a mixture of diverse retail and commercial uses located along the 'strip'. ▪ The proposal compliments the context of the area and further provides an attraction for a mixture of retail and specialised tenancies. ▪ The site has frontages to two major roads, meaning it has excellent exposure, but it is also at the start of the strip and therefore is a landmark site that needs to signal the entry into the precinct. ▪ The site has a number of larger car-based retail sites around it, however these sites mostly attempt to conceal car parking and provide active frontage to Albany Highway where possible.
2. Landscape Quality	<ul style="list-style-type: none"> ▪ The proposal incorporates a high quality and bespoke landscape response to provide a high amenity streetscape that is attractive and encourages pedestrian movement. ▪ The design has been informed by considerable landscape input (by consultant, See Design Studio). This includes a high-quality street furniture that reflects Victoria Parks vibrancy is proposed to create informal gathering spaces and alfresco dining opportunities. ▪ The proposal incorporates high quality landscape utilization to create a landscape buffer along the edges of Shepperton Road. ▪ The proposal effectively utilizes the corner, by responding with a setback of the upper level to allow landscaping to come up onto the building, enhancing 'green' feel to the corner.

Design Principles	Assessment
3. Built Form and Scale	<ul style="list-style-type: none"> ▪ The proposal responds to both the existing and future planning contexts to ensure good experience for end-users and a built form which does not compromise the future intentions of the area to have greater density for new mixed-use development on adjacent sites. ▪ Located on the corner of Shepperton Road and Albany Highway, the proposal will signal the beginning of 'strip' development and provide a sense of activation to the area with a built form which provides good enclosure of the street for an improved pedestrian experience. ▪ Built form is minimised towards the east with a podium arrangement that is complimentary to neighbours.
4. Functionality and Build Quality	<ul style="list-style-type: none"> ▪ The proposal has been designed and oriented to ensure that maximum street activation and accessibility for all building users incorporates provisions regarding the screening of services to ensure a functional and high-quality development. ▪ Albany Highway is activated with shopfronts that are weather protected with continuous awnings. ▪ The proposal incorporates high quality functionality and build quality to ensure continued activation along Albany Highway and little disruption to surround residents.
5. Sustainability	<ul style="list-style-type: none"> ▪ A variety of sustainability elements are incorporated into the development such as: <ul style="list-style-type: none"> a. Well shaded walkways & glazing b. Water sensitive design c. High quality/durable materials d. Passive environmental design e. Sustainable waste management f. Vibrant mix of land uses g. Community facilities h. Mix of diverse tenancies i. Building to meet commercial demand.

Design Principles	Assessment
	j. Connection to public transport
6. Amenity	<ul style="list-style-type: none"> ▪ The proposal promotes high levels of amenity for both residents and visitors, providing substantial opportunities for community gathering. Public seating and active frontages aim to ensure an inviting and comfortable space that enables a range of uses and is accessible to all. ▪ The corner landscape has been capitalised to create an activated pedestrian environment, with a café tendency to enhance experience, increasing the vibrancy of the neighbourhood centre. ▪ High grade walkability and an increased convenience of a new modern supermarket enhances amenity for pedestrians.
7. Legibility	<ul style="list-style-type: none"> ▪ The proposal aims to facilitate high legibility both within the site as well as to external areas. Specifically, the proposal includes distinct entry points, recognisable destination features and high-quality wayfinding techniques.
8. Safety	<ul style="list-style-type: none"> ▪ The proposal promotes a safe environment through promoting activation, maximising passive surveillance and ensuring any back of house areas are suitability addressed from a CPTED perspective. ▪ The proposal also utilizes passive surveillance through development along ground floor and early learning centre above. ▪ Dedicated parking for visitors on site. ▪ CCTV and integrated lighting to be used in public and service areas.
9. Community	<ul style="list-style-type: none"> ▪ The proposal will facilitate development which responds to community needs. It will deliver a high-quality retail and serviced focused centre and a meeting place for the Victoria Park community.
10. Aesthetics	<ul style="list-style-type: none"> ▪ The proposal has been designed to be attractive and inviting. The proposal facilitates a scale, arrangement and articulation of built form which will deliver a high level of amenity.

7. LOCAL PLANNING FRAMEWORK ASSESSMENT

This section of the report provides a summary of the proposal's compliance with the relevant regional local planning Frameworks.

7.1. LOCAL PLANNING STRATEGY

The Local Planning Strategy was endorsed by the WA Planning Commission in May 2022 and is the planning blueprint for the Town over the course of the next 10 to 15 years. The proposed development meets the overarching objectives of the strategy; contributing to the vibrancy of centres, maintaining the existing character and streetscape of Albany Highway, providing good-quality and sustainable design, and providing a supermarket and retail service to the community members.

7.2. DRAFT LOCAL PLANNING SCHEME NO. 2

It is noted that the Town has prepared a draft Local Planning Scheme to guide future development. The draft Local Planning Scheme No. 2 (draft LPS2) will replace the existing Town Planning Scheme No. 1 to become the primary statutory document of the Town's planning framework. At the 20 February 2024 Ordinary Meeting, the draft LPS2 was endorsed by Council (subject to a number of modifications).

The draft LPS2 is now submitted to the WAPC for assessment and the Minister of Planning for a decision which has been indicated by the Town to be determined mid to late 2024.

7.2.1. Zoning

The subject site is zoned 'District Centre' under the Town of Victoria Park Draft Planning Scheme No.2 with an R-Coding of R-60.

The objectives of the District Centre zone are as below:

- To facilitate a mix of land uses that focus on the weekly needs of the wider district catchment.*
- To provide a community focal point for people, services, employment and leisure that are highly accessible, and do not adversely impact on adjoining residential areas.*
- To facilitate developments of a scale and design that contribute to the desired character of the district centre, 13 and to a high quality public realm through fine grained active frontages and building design that encourage public interaction.*
- To provide a broad range of employment opportunities to encourage diversity within the centre.*
- To ensure a mix of commercial and residential developments, which provide for activity and accessibility at the street level and support provision of public transport and pedestrian links.*
- To provide for a wide range of residential accommodation, including high density residential, to meet the diverse needs of the community.*

The proposal provides a high level of compliance against these objectives of the Draft Scheme No.2, as the proposal provides a mix of land uses to cater to the community, facilitating a high quality public realm, with a range of employment opportunities.

7.2.2. East Victoria Park Gateway Shopping Area

Development of the subject site is to be in accordance with the standards and requirements listed in of Draft LPS 2 for the East Victoria Park Gateway Shopping Area. A summary is provided below:

Table 7 – Draft LPS 2 East Victoria Park Gateway Shopping Area

Provision	Requirement	Provided
Building Height	Building height for the area on southern side of Albany Highway shall be a maximum of 3 storeys or 12.0 metres, whichever is the greater, above natural ground level and is subject to the	N/A

Provision	Requirement	Provided
	following building height recession plane.	
	Building height for the area on northern side of Albany Highway shall be a maximum of 5 storeys or 18.0 metres, whichever is the greater, above natural ground level and is subject to the following building height recession plane	Complies. Building height of 2 storey's
Street Setback	<p>1. Buildings fronting Albany Highway may have a nil setback.</p> <p>2. Buildings fronting Shepperton Road should be setback a minimum of 4.5 metres. The setback area is to be landscaped and maintained to a high standard.</p> <p>3. Buildings fronting all other streets shall be setback in accordance with the R-Codes</p>	<p>Nil setback to Albany Highway is proposed</p> <p>Setback area is landscaped and will be maintained to a high standard.</p> <p>Due to site and access constraints, nil side setbacks on the northeast of the subject site were not achievable. This setback will be utilised for access in and out of the site from Albany Highway.</p> <p>The proposed setbacks are consistent with the character and build form of the surrounding area.</p>
Side Setbacks	Minimum side setback of nil	Nil or more provided.
Plot Ratio	Max plot ration of 1.0	<p>The proposed plot ratio is less than 1.0.</p> <p>(5428sqm/7634sqm)</p>

7.2.3. Land Use Permissibility

Table 8 below provides an overview of the land use permissibility associated with each land use proposed within this application. The below table highlights the land uses are capable of being approved, however requires advertising.

Table 8 – Local Planning Scheme

Proposed Land Use	Use Permissibility (District Centre Zone)	Compliance
Shop	P	✓

Proposed Land Use	Use Permissibility (District Centre Zone)	Compliance
Commercial (Office)	P	✓
Café/Restaurant (F&B)	P	✓
Child Care Premise	A	✓ (Town of East Vic Park applying discretion)

7.3. TOWN OF VICTORIA PARK LOCAL PLANNING SCHEME NO.1

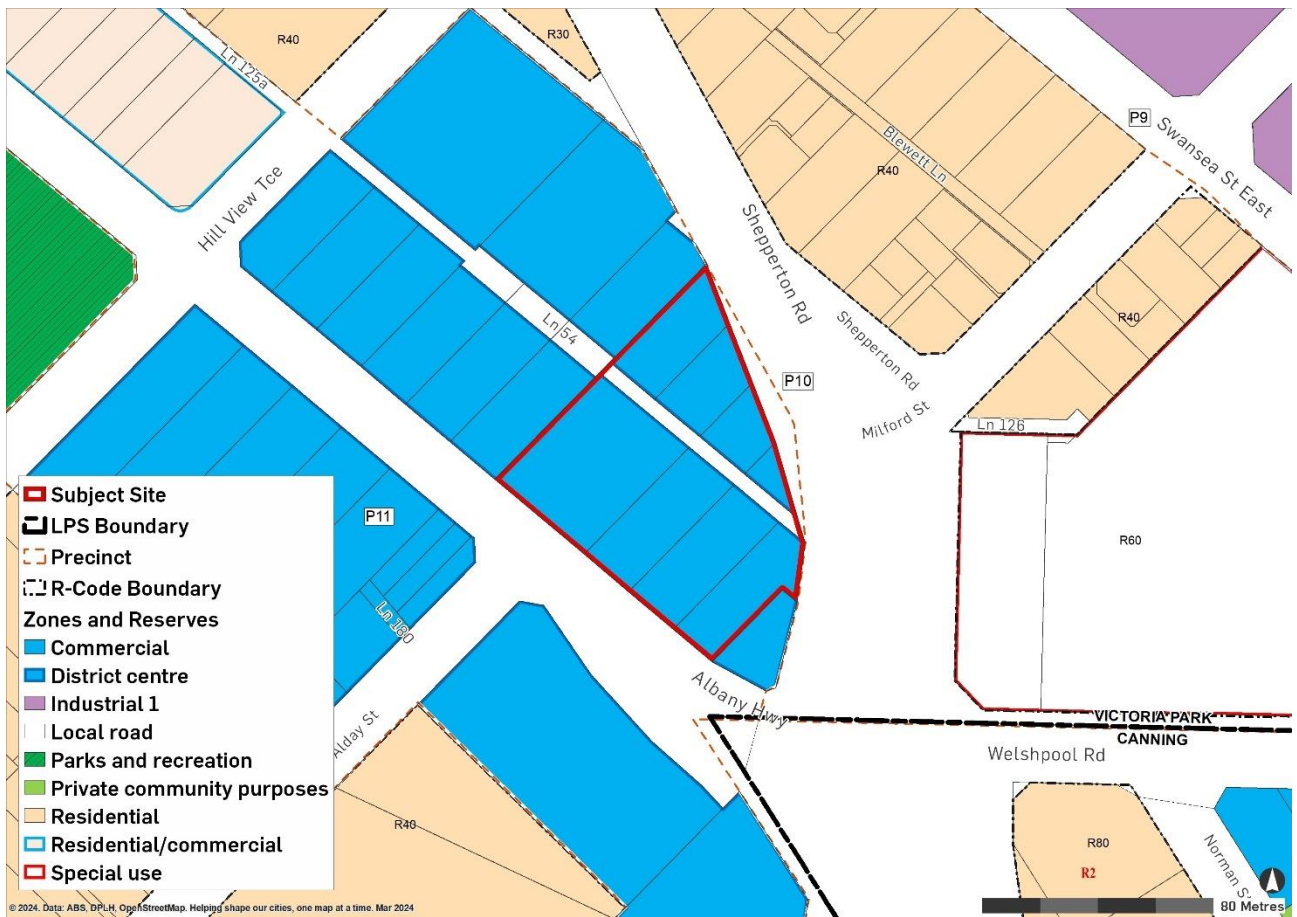
7.3.1. Zoning

- The subject site is zoned 'District Centre' under the Town of Victoria Park Town Planning Scheme No.1 (TPS 1) with an R-Coding of R60 (refer Figure 5).
- The standards and requirements for the development of land are set out in the relevant precinct plans. The subject site is located within Albany Highway Precinct (P11) within the East Victoria Park Gateway Shopping Area. The overall intentions of the Precinct are provided in **Table 7** below.

Table 9 – Precinct Intent

Precinct Intent	Applicant's Response
<p>The intentions for the overall Precinct can be summarised as follows:</p> <ul style="list-style-type: none"> ▪ The Albany Highway Precinct will be revitalised and consolidated as a major urban/shopping commercial axis incorporating the "strip" imagery of its past development. ▪ The precinct has three retail nodes connected by general commercial areas. ▪ The shopping areas are to be maintained as district centres offering a wide range of retail as well as community attractions (including leisure, public/civic uses, community and recreation). ▪ Strong and coherent urban design principles are to be implanted through strong gateways to the precinct. ▪ Access for through traffic along Albany Highway shall be maintained, although Shepperton Road will carry the greatest proportion of traffic. ▪ A network of safe and attractive pedestrian routes linking shopping areas, bus stops and nearby residents. 	<p>The proposal is consistent with the intent of the Precinct as it will:</p> <ul style="list-style-type: none"> ▪ Provide a mix of convenience retail and commercial uses to service the current and future community within the locality and support the development of the District Centre. ▪ Provide a development of appropriate scale, height, materiality and alignment consistent with the surrounding development, whilst also taking into account the future growth of the area as envisioned throughout. ▪ Contributes to the activation of Albany Highway and Shepperton Road through building articulation, architectural and material treatments, landscaping and tree planting, public art and bicycle facilities. ▪ Provides an anchor tenant to the East Victoria Park Gateway Precinct that has been vacant and attractive anti-social behaviour, attracting further investment and uplift to the area.

Figure 5 – LPS1 Zoning Map



7.3.2. East Victoria Park Gateway Shopping Area

Development of the subject site is to be in accordance with the standards and requirements listed in Part 3 of LPS 1 and Precinct Plan 11 for the East Victoria Park Gateway Shopping Area. A summary is provided below:

Table 10 – Precinct Plan Provisions

Precinct Plan Provision	Applicant's Response
The intentions for the East Victoria Park Gateway Shopping Area can be summarised as follows:	
<ul style="list-style-type: none"> The area will be consolidated as a node for retail and commercial uses, supported by residential uses above and behind. The subject site acts as a 'gateway' to the rest of the Albany Highway retail/commercial strip and should consist of compatible and supportive land uses. 	<ul style="list-style-type: none"> The proposed development provides the locality with a new and vibrant retail destination which will help to service the day-to-day needs of the local community. The development is nestled in amongst nearby commercial/retail uses which are supported by the surrounding residential community.
<ul style="list-style-type: none"> The existing traditional 'strip' form of development will be maintained and enhanced. 	<ul style="list-style-type: none"> The development is appropriately situated on the corner of Shepperton Road and Albany Highway. The proposal will enhance the 'strip' by providing a new corner retail destination for the East Victoria Park Secondary Centre.
<ul style="list-style-type: none"> Retention of shopfronts/display windows to the street will be essential. Continuous awnings are to be provided over the street for weather protection. 	<ul style="list-style-type: none"> Activated street frontages will be essential to the proposed development and has been achieved along Albany Highway. The continuous footpath awning will unify the entire built form and provide pedestrians with shelter from the elements.
<ul style="list-style-type: none"> Development style, character and scale shall be consistent with the existing built form to emphasise the retail function of the area. 	<ul style="list-style-type: none"> The retail components of the site will complement and emphasise the existing retail function of the area. The development style, character and scale will be sympathetic to the existing built form and ensure that pedestrians have a sense of human scale.
<ul style="list-style-type: none"> Development with a frontage to Shepperton Road shall be setback and be designed to minimise the impact of traffic; but must remain visually attractive and address the street. 	<ul style="list-style-type: none"> Shepperton Road frontage will be more heavily landscaped acting as a buffer between the proposed building and busy road. The building façade will be made up of metal wall panels that have feature colour banding and perforated metal slots to ensure that the design remains visually attractive.
<ul style="list-style-type: none"> Vehicular access to Albany Highway will not be permitted where alternative access exists. 	<ul style="list-style-type: none"> As Shepperton Road is a Primary Regional Road under the Metropolitan Region Scheme (MRS) and a Primary Distributor under the Main Roads WA Function Road Hierarchy, Vehicular access to Albany Highway presents the most

Precinct Plan Provision	Applicant's Response
	feasible arrangement for vehicles to ingress and egress the site.
<ul style="list-style-type: none"> Council may relax on-site parking requirements for new retail development where warranted by site constraints and/or proximity to public car parks (potentially subject to cash-in-lieu). 	<ul style="list-style-type: none"> No relaxation of on-site parking requirements is necessary, parking provision is adequate and meets the requirements of the Local Planning Policies.
Maximum plot ratio: 1.0.	<ul style="list-style-type: none"> The proposed plot ratio is less than 1.0. (5428sqm/7634sqm)
Setbacks: <ul style="list-style-type: none"> Nil to Albany Highway (south of subject site). 4.5m to Shepperton Road from the street alignment. This setback area is to be landscaped and maintained to a high standard. Nil to sides, except where a pedestrian accessway to the rear of the site is to be provided (west of subject site). Elsewhere, consistent with adjoining sites (north of subject site). 	<ul style="list-style-type: none"> Nil setback to Albany Highway is proposed Setback area is landscaped and will maintained to a high standard. Due to site and access constraints, nil side setbacks on the northeast of the subject site were not achievable. This setback will be utilised for access in and out of the site from Albany Highway. The proposed setbacks are consistent with the character and build form of the surrounding area.
Building height (northern side of Albany Highway): <ul style="list-style-type: none"> 2 storeys (7.5m) at street boundary; 5 storeys (18.5m) maximum building height; 45degree recession plane. 	<ul style="list-style-type: none"> Due to an architectural feature, the highest point of the proposed development is 11.85m, which is well under the maximum building height requirements. The majority of the building bulk is two storeys and 9.06m in height, which is standard for a two-storey commercial building. This exceeds the street boundary height requirements by 1.56m – due to the policy requirements not reflecting the standard height of a two-storey commercial building.
Carparking: <ul style="list-style-type: none"> Should be located at the rear of development. New areas and vehicular access points to be linked with existing facilities where possible. Pedestrian access to rear parking areas from Albany Highway where necessary. 	<ul style="list-style-type: none"> Basement and Under Croft car parking is provided, with minimal bays above ground. The small amount of car parking provided above ground is located at the rear of the development and utilises existing carparking facilities.
<ul style="list-style-type: none"> Residential density: R Codes R60 standards in relation to density. 	<ul style="list-style-type: none"> N/A

7.3.3. Land Use Permissibility

Table 11 below provides an overview of the land use permissibility associated with each land use proposed within this application.

Table 11 – Land Use Permissibility

Proposed Land Use	Use Permissibility (District Centre Zone)	Compliance
Shop	P	✓
Commercial (Office)	P	✓
Café/Restaurant (F&B)	P	✓
Child Care Premise	P (Note: 'A' use under Draft LPS2)	✓

7.4. DRAFT ALBANY HIGHWAY STRUCTURE PLAN

The site falls within the St James Sub-Precinct Plan and has a primary control of 'Major Site' with the site being zoned 'Centre'. An assessment of the relevant guidelines is below:

Table 12 – Draft Structure Plan Assessment

Development Requirements	Required	Proposed
Plot Ratio	Max Plot Ratio of 3	Approx 1
Building Height	Ground Floor Min Height 4m Podium Min Height 3m	7.02m ground floor 4.5m upper floor
Building Setback (Podium is 3 storeys)	<u>Street</u> Podium – Nil <u>Side</u> Podium – nil <u>Rear</u> Podium – nil	Complies as the site has nil setbacks or more to most boundaries.
Frontage and Access	<u>Primary Street:</u> a. Awning: 100% of frontage provided with a separately affixed canopy typically comprising a structural frame clad in an opaque material with fascia. Transparent awnings are not permitted. Fabric awnings preferred for pedestrian links.	A 5m gap in the awning has been included in the frontage against Albany highway, which is there to retain an existing tree on site, included in the site plan

Development Requirements	Required	Proposed
	<p>b. Glazing: Minimum 60% of the ground floor facade comprises clear vision glass, free from decals, frosting, or tinting.</p> <p>c. Tenancy Width: Maximum 10m</p> <p>d. Shopfront Design: Incorporate design details including stall-risers, sills, pilasters, and clerestory windows with a minimum 0.5m depth difference between building frontage and retail tenancy doorway</p> <p>e. Materials: Use tile, glazed brick, face brick, wood, or metal cladding for solid facade areas within 1.5 meters of ground level.</p> <p><u>Preferred Ground Floor Use</u></p> <p>Non-residential: Shop, Market, Restaurant/café, art gallery, brewery, civic use, community purpose, tavern, small bar, nightclub, recreation - private</p>	<p>66% of ground floor is glazed and 78% of the first floor. Complies</p> <p>Complies</p> <p>Complies</p> <p>Complies</p> <p>Land uses proposed are consistent with the preferred land uses. Restaurant/Café, shop</p>
Parking and EOT	<p>No minimum car parking applies</p> <p><u>End of Trip</u></p> <p>1 employee bicycle bay and 1 visitor bicycle bay per 100sqm of net lettable area 1 shower per 10 bicycle parking bays and 1 locker per bicycle parking bay</p>	<p>Complies.</p> <p>11 Bicycle Bays and 2 men and 2 female showers</p>
Sustainability and Environmental Performance	<p>Min 4 Star Green Star Rating</p> <p>Tree canopy and deep soil zones shall be in accordance with Vol 2 of the R-Codes</p>	<p>Complies</p> <p>N/A not a residential building</p>
Major Sites	<p>a. Notwithstanding Part 3.3, development within 15m of Albany Highway must not exceed 6 storeys.</p> <p>b. Development must provide public space fronting Albany Highway within a minimum area</p>	<p>2 storeys' only</p> <p>Site has been designed for a district centre as in the TPS and the open space hasn't been</p>

Development Requirements	Required	Proposed
	<p>of 500m², in a location generally consistent with Part 3.3.</p> <p>c. Development must establish an internal public realm network with connections generally as shown in Part 3.3.</p> <p>d. Development must provide for a net gain in site biodiversity and demonstrate best practice water management.</p> <p>e. Development must incorporate a quantum of community and cultural floorspace consistent with Part 4</p>	<p>achieved due to tight site restrictions, including minimal setbacks allowed.</p> <p>The site complies with public realm network connections/</p> <p>The proposed development provides for an increase in biodiversity and deep soil zones on site.</p> <p>Complies.</p>

The above table demonstrates a high level of compliance with the Draft Structure Plan and is suitable for the site.

7.5. LOCAL PLANNING POLICIES

The proposed development has been assessed in detail against the following relevant local planning policies (refer to **Appendix K**):

- LPP 7 – Vehicle Access to properties via a Right-of-Way.
- LPP 15: East Victoria Park Gateway Shopping Area Design Guidelines.
- LPP 17: Street Frontage Design Guidelines for District Centres and Commercial Areas Along Albany Highway.
- LPP 23: Parking Policy
- LPP 29 – Public Art Private Developer Contribution
- LPP 30: Car Parking Standards for Developments Along Albany Highway
- LPP 33: Guide to Concessions on Planning Requirements for Mixed Use, Multiple Dwelling and Non-Residential Developments
- LPP 37: Community Consultation on Planning Proposals.
- LPP 38: Signs
- LPP 39: Tree Planting and Retention

8. CONCLUSION

The proposal presents a building that has been design with architectural and planning merit in mind, which will deliver benefits of convenience retail and community services, local amenity and day and nighttime activity to the surrounding community. The architectural excellence of the building is reflected through its vertical and horizontal articulation, materialistic features, and streetscape activation which brings new life to a previously monotonous prominent site along Charles Street.

The proposals planning merit is demonstrated through an assessment against the relevant State and local planning framework, revealing its general compliance with the aspirations set, and development requirements associated with its zoning and the land uses proposed.

The commercial development proposed will contribute to future uplift and intensification of the area as envisioned within the City's local planning framework. The development provides an essential anchor tenancy, and a one-stop retail and community service to the Commercial Centre sought after by residents, which will attract additional investment and appetite for redevelopment, bringing new residential communities to the locality.

It is respectfully requested that this application be approved, subject to fair and reasonable conditions.

DISCLAIMER

This report is dated 2 August 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Fabcot Pty Ltd (**Instructing Party**) for the purpose of Development Application (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

CERTIFICATE OF TITLE & DIAGRAM

APPENDIX B

ARCHITECTURAL DRAWINGS

APPENDIX C

LANDSCAPING ARCHITECTURE REPORT

APPENDIX D

DESIGN REVIEW PLANEL MEETING MINUTES

APPENDIX E

ARCHITECTURAL DESIGN STATEMENT

APPENDIX F

TRAFFIC IMPACT ASSESSMENT

APPENDIX G

ENVIRONMENTAL ACOUSTIC REPORT

APPENDIX H

NOISE MANAGEMENT PLAN

APPENDIX I

WASTE MANAGEMENT PLAN

APPENDIX J

SUSTAINABLE DESIGN ASSESSMENT REPORT

APPENDIX K

LOCAL PLANNING POLICY ASSESSMENT

