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1 PRELIMINARY

1.1 Introduction

Planning Solutions acts on behalf of Kirb Pty Ltd, the proponent of the proposed development on the land identified as Lot 558 (19) Lauderdale Drive, Success (**subject site**). Planning Solutions has prepared the following report in support of an application for development approval for mixed commercial development on the subject site.

This report will discuss various matters pertinent to the proposal, including:

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

This application seeks approval for the development of a mixed commercial development, comprising a medical centre, gym, child care premises, and cafe, as well as associated parking, access, landscaping and signage on the subject site.

The development has been designed in a site responsive and contextual manner, with the layout responding to neighbouring patterns of development. The buildings have been designed in a contemporary manner, with the built form and materiality reflecting both neighbouring residential and civic (train station) development.

The development is situated within the growing Success locality and will provide additional essential community services and employment opportunities. Further, the site is located in proximity to established schools, the Aubin Grove Train station, and within proximity to complementary residential and commercial development.

The proposed development is supported by environmental noise, bushfire, transport, and waste inputs, demonstrating it is suitable from an acoustic, bushfire, transport, and waste perspective, respectively.

Accordingly, Planning Solutions respectfully requests the City of Cockburn consider the development on its merits and approve the application under delegation.

2 BACKGROUND

2.1 Previous Approvals

2.1.1 Childcare Development Approval

On 15 April 2025, the City of Cockburn resolved to approve the development of a child care premises on the eastern portion of the subject site (DA24/1009). The development comprises a single building for the placement of 114 children and associated parking, access, bin store, landscaping, and outdoor play areas.

The balance of the site was left vacant for future development.

Following development approval, the proponent has progressed with detailed design and is now progressing with a comprehensive development over the whole of the subject site. This includes the minor reduction in the child care premises area.

Refer **Appendix 1**, previous development approval.

2.1.2 Subdivision Approval

On 2 May 2025, the Western Australian Planning Commission (**WAPC**) resolved to approve a two lot subdivision on the subject (WAPC Ref 201271). The subdivision reflects the existing approval on the site, separating the approved child care premises from the balance of the site.

Refer **Appendix 2**, previous subdivision approval.

2.2 Pre-lodgement Consultation

On 4 September 2025, Planning Solutions attended a pre-lodgement meeting with senior planning officers of the City of Cockburn (**City**) to seek preliminary feedback on the revised development, and discuss the previous approvals, applicable planning framework, technical reporting required, and pathways forward.

Broadly, the City was supportive of the concept plans, including the reduction in the size of the child care premises, new land uses, revised access, site layout, and parking. The officer noted that the relationship to neighbouring properties will be a key consideration in the progression of plans.

The officer also advised that due to the nature of the changes, the development will need to be progressed as a new application for development approval and not an amendment to the existing approval.

The feedback provided in the meeting was incorporated into the final proposal, with revised setbacks and landscaping areas proposed.

3 SITE DETAILS

3.1 Land Description

The subject site comprises a single freehold lot, identified as Lot 558 (19) Lauderdale Drive, Success.

Refer to **Table 1** below for the cadastral summary.

Table 1 - Lot Details

Lot	Deposited Plan	Volume	Folio	Area (m ²)
558	69757	2762	138	6,295

There are no encumbrances listed on the Title relevant to the proposed development.

Refer **Appendix 3**, Certificate of Title and Deposited Plan.

3.2 Context Analysis

3.2.1 Site Conditions

The subject site is currently vacant, with no vegetation or general improvements. The site has a total area of 6,295m². and is generally flat, having been filled as part of the subdivision of the area.

Refer **Appendix 4**, site feature survey.

3.2.2 Context

The subject site is located in the municipality of the City of Cockburn (**City**) within the locality of Success. The site is approximately 26km south of the Perth city centre and approximately 3.5km south of Cockburn Central (Success) activity centre.

The subject site is immediately bound by Lauderdale Drive to the north, Russell Road to the south, Ricci Way to the east, and single detached dwellings to the west. Russell Road connects the site to the Kwinana Freeway and broader locality.

Broadly, the site is surrounded by a mix of residential uses as well as the following key uses and activities:

- Aubin Grove Railway Station, approximately 350m north east.
- Milkwort Park, approximately 400m northwest.
- Boronia Park, approximately 550m east.
- Success Primary School, approximately 750m north.

The subject site is highly accessible by public transport and is connected to the broader locality via pedestrian paths along Russell Road and Ricci Way.

Refer **Figure 1** below, Context Map.



Figure 1- Context Map

4 PROPOSED DEVELOPMENT

4.1 Development Summary

This application seeks approval for the development of a mixed commercial development comprising a child care premises, café, medical centre, and gymnasium, as well as associated parking, access, signage, and landscaping.

The development is split into two buildings, with the child care premises and café on the eastern portion of the site (within the footprint of the existing approved development) and the gym and medical centre on the western portion of the site. Access to the site is proposed via two crossovers to Lauderdale Drive with 82 vehicle parking bays and eight bicycle bays provided within the centre of the site. Dedicated bin stores and loading zones are also proposed.

A detailed summary of the development is provided in **Table 2** and **3** below.

Table 2 – Overall Development Summary

Development Aspect	Details
Site Layout and Built Form	- Eastern commercial building, comprising 771m² GLA child care premises and 60m² GLA café. The building has a height of 5.65m and is setback: 7.3m to the north. 1.9m to the east. 3.2m to the south. - The building comprises an outdoor play area for the cafe and a 626m² outdoor play area for the child care premises. The area will comprise a 'nature by play' theme and includes an external veranda for shade coverage. - Western commercial building, comprising a 350m² medical tenancy and 833m² gymnasium. The building has a height of 5.65m and is setback: 16.1m to the north 3.7m to the south 3.5m to the west 1.8m high external fence surrounding the centre, comprising of both masonry and permeable material.
Parking and Access	- New 7m and 6.6m wide full movement crossover to Lauderdale Drive. - Parking within the centre of the site, comprising: 82 vehicle parking bays. 2 accessible bays and shared space. - Eight bicycle bays. - Shared loading bay. - Gated and secure pedestrian entrance points, connecting to the external footpaths along Lauderdale Drive and access to Russell Road on the south western aspect of the subject site.
Landscaping	- A total landscaped area of 828.2m², comprising of: - Total landscape areas (excluding play space)= 611.2m² (10%) of site). - Play space area (softscape calculated at 50% of area)= 217m² (3%). - Total trees in proximity to car bays: 21, providing 1 tree per 4 bays.

Development Aspect	Details
Bin Stores	- External shared bin store area (19m²) located on the southern portion of the site for the child care and café, with capacity to store up to four 660L bins, with a 1.8m high solid masonry wall to bin store. - External shared bin store area (25m²) located on the western portion of the subject site, for the medical and gym, with capacity to store up to four 660L bins, with a 1.8m high solid masonry wall to bin store.

Table 3 – Summary of Uses

Development Aspect	Details
Child Care Premises	The childcare centre is proposed to operate from 6:30am to 6:30pm, Monday to Friday. The childcare centre will accommodate placements for up to 85 children and 17 staff.
Café	The café is proposed to operate seven days a week between 6.30am to 5.00pm. The café is proposed to accommodate approximately four staff.
Medical Centre.	The proposed medical tenancy is proposed to operate Monday to Saturday between 8.00am to 6.00pm. The centre is proposed to accommodate approximately 15 staff (including doctor's and support staff).
Gym	The proposed gymnasium is proposed to operate seven days a week, 24- hours a day. The gym is proposed to accommodate approximately two staff.

Refer **Appendix 5**, development plans.

4.2 Built Form, Design, and Landscaping

The proposed development has been designed in a site-responsive and contextual manner, responding to the both the prevailing residential character and neighbouring civic (train station) architecture of the locality.

This includes a materiality of vertical timber and stone cladding, masonry renders and painted steel framed awnings, white brick tiles, extensive glazing, as well as textured walls with vertical expressions. Clear and identifiable entrances ensure legibility, with signage integrated into the architecture where proposed.

The buildings have been oriented to maximise site layout, with the café and child care outdoor play areas deliberately positioned to the east of the site, reducing any environmental noise impact to surrounding residents. Centralised parking, substantial setbacks and use of landscaping further soften the developments impacts to neighbours.

The development comprises a mix of high-quality landscaping, with planting concentrated along the street frontage and setback areas, ensuring a soft transition. Alfresco dining overlooks the café outdoor play area, creating a new local meeting point for the community. Overall, the development proposes 828.2m² of landscaping, including 21 trees.

Refer to **Figures 2 - 4** below for perspectives depicting the design and built form of the development.

Refer **Appendix 6**, landscaping plan.



Figure 2 – Eastern building, as viewed from carpark.



Figure 3 – Eastern building, as viewed from Ricci Way.



Figure 4 – Aerial view of eastern building and café outdoor play area.



Figure 5 – Western building entrance, as viewed from carpark.



Figure 6 – Western building, as viewed from Russell Road.



Figure 7 – Aerial of the proposed development

4.3 Transport and Servicing

Pedestrian access to the site is proposed via paths connecting to the existing Lauderdale Drive and Russell road pedestrian network. Internal pathways, including the use of crosswalks link the parking areas and buildings.

Vehicle access is proposed via one 7m wide and one 6.6m full movement crossovers to Lauderdale Drive. No vehicle crossovers to Ricci Way and Russell Road are proposed.

The development proposes a total of 82 standard vehicle bays (including two accessible bays with shared space) in the centre of the site and eight bicycles bays adjacent to the buildings.

Two dedicated enclosed bin storage areas are provided:

- Bin Storage Area 1 (25m²) (Medical and Gym) providing space for four bins along the western boundary of the subject site and serviced weekly.
- Bin Storage Area 2 (19m²) (Childcare and café) providing space for four bins along the south eastern portion of the subject site and serviced twice weekly.

A private contractor will collect waste onsite using a rear-loader vehicle, entering and exiting via Lauderdale Drive in forward gear, with collections scheduled outside peak hours to minimise traffic and noise impacts.

Internal bins will support source separation, and bin stores are designed to meet City of Cockburn health and safety standards, including impervious surfaces, vermin-proofing, and adequate signage.

A building manager will oversee compliance and ongoing waste management, with provisions for bulk and specialty waste and medical waste handled by specialist providers.

A Transport Impact Statement (**TIS**) and Waste Management Plan (**WMP**) has been prepared in support of the development. The TIS and WMP conclude that the development is satisfactory from a transport and waste management perspective, respectively.

Refer **Appendix 7**, Transport Impact Statement and **Appendix 8**, Waste Management Plan.

4.4 Environmental Noise

The subject site is bounded by residential properties and is also impacted by transport noise from the Kwinana Freeway, Russell Road, as well as the Mandurah Railway Line. Accordingly, the proposed development has been subject to an Environmental Noise and Transport Noise Assessments.

The assessment considers the noise impacts associated with the proposed medical tenancy, gymnasium, café and café play area and childcare including children playing, mechanical plants and car doors. The proposal demonstrates it will comply with the *Environmental Protection (Noise) Regulations 1997* as well as *State Planning Policy 5.4* during opening hours, subject to minor mitigation measures.

The above measures can be applied to the development by way of suitably worded condition of planning approval.

Refer to **Appendix 9**, Environmental Noise Assessment and Transport Noise Assessment.

5 STATUTORY PLANNING FRAMEWORK

5.1 Metropolitan Region Scheme

The subject site is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (**MRS**). The site also bounds Russell Road, which is reserved 'Other Regional Road' under the MRS. The site is also in proximity to the Kwinana Freeway and Aubin Grove Railway Station, reserved Primary Regional Road and Railways, respectively.

The site is not affected by these reservations, nor is it subject to any resolution or declaration made under the MRS.

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

5.2 State Planning Policies

5.2.1 State Planning Policy 7.0- Design of the Built Environment

State Planning Policy No. 7 – Design of the Built Environment (SPP7.0) is the lead policy that elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

SPP7.0 establishes a set of ten 'Design Principles', providing a consistent framework to guide the design, review, and sets out a framework for effective design review.

The proposal is considered with the 10 design principles of SPP7.0 in **Table 4** below.

Table 4 - SPP7.0 Design Principles Assessment

Design Element		Design Outcome
1.	Context and character Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.	The site sits within a residential catchment near Aubin Grove Station, primary school and local parks, bounded by Lauderdale Drive (north), Russell Road (south), Ricci Way (east) and low-density housing (west). The layout and single-storey scale uses a number of materials to fit within the context of the development, including masonry renders, timber cladding and toned finishes, including extensive glazing for passive surveillance, aligning with the prevailing residential character. Overall the development contributes a positive contribution to the local character through a contemporary, low-rise form and uses a material palette that is sympathetic to the surrounding residential area.
2.	Landscape quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	The development comprises a mix of high-quality landscaping, with planting concentrated along the street frontage and setback areas, ensuring a soft transition. Alfresco dining overlooks the café outdoor play area, creating a new local meeting point for the community. Overall, the development proposes: • 828.2 m² = Total landscaped area (13%) of the site. • 611m² = Landscaped area (excluding playscape)(10% of the site). • 217m² = Play Space Area (softscape calculated at 50% of area) (3%). • 21 shade trees in car park and continuous frontage planting create legible pedestrian edges, shade, and visual relief.
3.	Built form and scale	The buildings have been oriented to maximise site layout, with the café and child care outdoor play areas deliberately positioned to the east of the site, reducing any environmental noise impact to surrounding residents. Centralised parking, substantial setbacks and use of landscaping further soften the developments impacts to neighbours.

	Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.	The development has appropriate massing and height responding to the current setting and future character. The proposed height across the tenancies is 5.65m, maintaining a single-storey, human-scale edge to nearby dwellings.
4.	Functionality and build quality Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full lifecycle.	The development provides clear entrance legibility to all tenancies via two well-sited crossovers (6.6m & 7m) to Lauderdale Drive, including dedicated pedestrian paths, compliant bin stores, and materials selected for durability and low maintenance (masonry, steel awnings, CFC cladding). Refer to Appendix 7 and 8 for the supporting reports confirming operational suitability for transport and waste.
5.	Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	The development optimizes environmental, social and economic outcomes. The orientation and glazing maximizes the natural light and cross ventilation. The co-location of community-serving uses (such as the childcare, health, fitness and café) strengthens local services and employment near public transport.
6.	Amenity Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive.	The development optimizes the amenity for occupants, visitors and neighbours. There are a range of factors in which the development enhances the amenity, they include: • The outdoor play area for the childcare is deliberately positioned east, away from western residences. • Extensive glazing enables passive surveillance. • Setbacks and buffer landscaping reduce overshadowing/privacy impacts. • The operating hours and acoustic measures protect residential amenity.
7.	Legibility Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around.	The proposed development provides clear and memorable elements to aid wayfinding. The proposed development provides distinct entrances to each tenancy, two crossovers guiding vehicle movement, defined pedestrian routes from Lauderdale Drive and steps to Russell Road and simple upper-elevation signage creates intuitive navigation for visitor and parents.
8.	Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	CPTED aligned measures includes passive surveillance via glazing, defined pedestrian paths segregated from vehicle maneuvering and enclosed bin stores. Private waste collection is scheduled outside peak hours which reduced conflict and noise.
9.	Community Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.	The proposed development responds to the local needs of the community and facilitates social interaction. The mix of childcare, medical, gym and café delivers essential community services and daily needs destinations close to homes and transits, with the café and alfresco and play area enabling wellbeing.
10.	Aesthetics	The proposed development provides an attractive and inviting development with a materiality of vertical timber and stone cladding, masonry renders and painted steel framed awnings, white brick tiles, extensive glazing, as well as textured walls with vertical expressions. Clear and identifiable entrances ensure legibility, with signage integrated into the architecture where proposed.

Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.	The materials enhance the visual interest for the development and provides a contemporary aesthetic which is compatible with the residential context.
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5.2.2 State Planning Policy 3.7- Planning in Bush Fire Prone Areas

State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7) applies to all development located within designated ‘bushfire prone areas’. Pursuant to the Department of Fire and Emergency Services Map of Bushfire Prone Areas, the development area is identified as being partially bushfire prone.

As such, a Bushfire Attack Level (**BAL**) Assessment was prepared for the proposed development. The BAL Assessment identified the development as having a BAL rating of BAL-29 or lower. The BAL assessment undertaken as part of the BMP indicates that it is possible for all future habitable buildings to achieve BAL-19 or less, with the childcare centre subject to a BAL rating of BAL-12.5. Accordingly, a Bushfire Management Plan (**BMP**) was prepared to support development, in accordance with the provisions of SPP3.7.

Refer **Appendix 10**, Bushfire Management Plan and Bushfire Emergency Evacuation Plan.

5.2.3 State Planning Policy 5.4- Road and Rail Noise

State Planning Policy 5.4 Road and Rail Noise (SPP5.4) regulates the acceptable exposure levels for noise from strategic and/or significant freight routes and major traffic routes on sensitive land uses and development.

The subject site bounds Russell Road which is classed as an ‘Other significant freight/traffic route’ and Kwinana Freeway which is classed as a ‘Strategic freight and/or major traffic route’ under SPP5.4.

As the proposed development comprises a sensitive land use, a Transport Noise Assessment was undertaken in support of the development.

Refer to **Appendix 9**, Environmental Noise Assessment and Transport Noise Assessment.

5.2.4 Development Control Policy 5.1- Regional Roads

Development Control Policy 5.1: Regional Roads (DCP5.1) sets out the principles to be applied when considering proposals for vehicle access to or from developments abutting regional roads. Russell Road is classified as ‘District Distributor A’ under Main Roads Western Australia’s road hierarchy.

An assessment against the provisions of DC5.1 is provided in **Table 5** below.

Table 5 - Assessment against relevant provisions of DC5.1

Requirement	Proposed	Complies
<i>3.3.1 In considering applications for access on regional roads, the effects of the proposals on traffic flow and road safety will be the primary consideration.</i> <i>The more important the regional road, the greater the importance attached to these factors. In general, the Commission will seek to minimise the creation of new driveways on regional roads and rationalise existing access arrangements</i>	The subject site is currently vacant and does not contain any form of access. The development proposes two crossovers to Lauderdale Drive. A Transport Impact Statement (TIS) was prepared to support the development. The TIS concludes that the proposed access arrangements are satisfactory and will not result in any undue impact to the surrounding road network.	✓

	Refer Appendix 7 , Transport Impact Statement.	
3.3.4 The types of development that would be allowed access to a regional road include large traffic generators such as major shopping, recreation or community centres. These would justify either a local distributor or access road, leading from a junction with the regional road to car parks servicing the centre. 3.3.5 In determining applications for development involving the formation, laying out or alteration of a means of access to regional roads, the following must be considered: i) the effects of the development on traffic flow and safety, the character and function of the road, the volume and speed of traffic, the width of the carriageway and visibility; and ii) the volume and type of traffic generated by the development.	The development comprises of a medical tenancy, gymnasium, childcare centre and café. The TIS concludes that the proposed access arrangements are satisfactory, and the development will not have any undue impact to the surrounding road network. Furthermore, no direct vehicle access is proposed from Russell Road, only pedestrian access towards the south west portion of the subject site.	✓

5.3 City of Cockburn Local Planning Scheme No.3

5.3.1 Zoning

The subject site is subject to the provisions of the City of Cockburn's *Local Planning Scheme No. 3 (LPS3)*. Pursuant to LPS3, the subject site is zoned 'Development'.

The site is also within Development Area 8 (**DA8**) and Development Contribution Area 13 (**DCA13**).

The site is not subject to any other overlay.

Refer **Figure 8** below, LPS3 Zoning Map Extract.

Development Zone

Pursuant to Clause 3.2.1 of LPS3, the objectives of the Development zone are:

To provide for future residential, industrial or commercial development to be guided by a comprehensive Structure Plan prepared under the Scheme.

Pursuant to Table 1 and Schedule 9 of LPS3, development within land zoned as 'Development' is required to have due regard to a structure plan. The *Lot 558 Lauderdale Drive, Success Structure Plan* is the structure plan applicable to the subject site. Refer **section 5.4** below.

Development Area 8

The site is also identified as being within Development Area 8.

Pursuant to Schedule 9 of LPS3, development is to have due regard to the relevant structure plan. Refer **section 5.4** below.

Development Contribution Area 3

The site is also identified as being within Development Contribution Area 3.

Pursuant to Table 10 of LPS3, contributions for DCA13 are to be paid on the basis of the number of new lot's/dwellings created.

This application does not propose the creation of any new lots of residential dwellings.

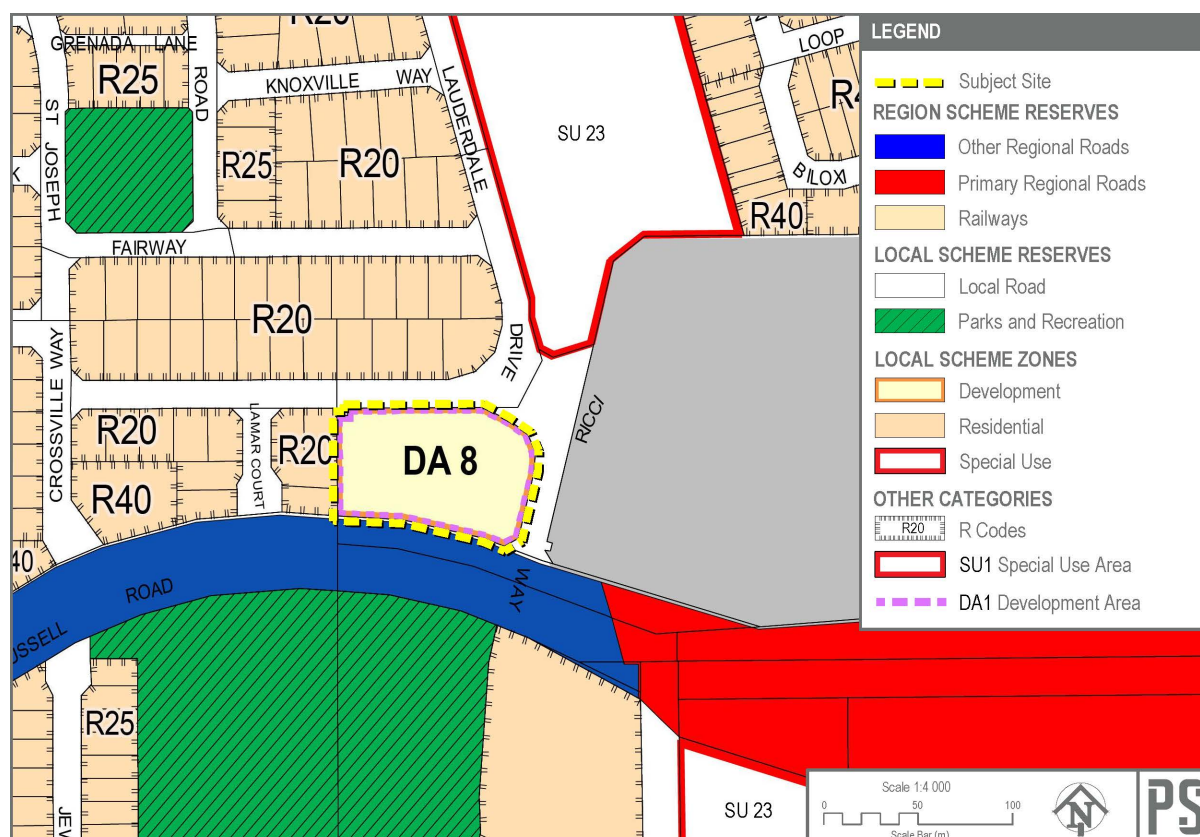


Figure 8 – LPS3 Zone Map Extract

5.3.2 Land Use Permissibility

Pursuant to the provisions of LPS3, the proposed uses for the mixed commercial development are best classified as ‘Health Studio’, ‘Restaurant’, ‘Medical Centre’ and ‘Child Care Premises’, respectively defined as:

Health Studio (Gymnasium)

means land and buildings designed and equipped for physical exercise, recreation and sporting activities including outdoor recreation

Medical centre (Medical)

means premises, other than a hospital, used by one or more health consultant(s) for the investigation or treatment of human injuries or ailments and for general outpatient care (including preventative care, diagnosis, medical and surgical treatment, and counselling).

Restaurant (Café)

means premises where the predominant use is the sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the Liquor Licensing Act 1988.

Child Care Premises

has the same meaning as in the Community Services (Child Care) Regulations 1988.

The Community Services (Child Care) Regulations 1988 defines “Child Care Premises” as:

Means premises specified in a licence or permit as premises in which a child care service may be provided

The Community Services (Child Care) Regulations 1988 defines “Child Care service” as:

Does not include an “outside school hours care service” as defined in the *Community Services (Outside School Hours Care) Regulations 2002*

In accordance with ‘Table 1 – Zoning Table’ of LPS3, land use permissibility for land zoned ‘Development’ is to be guided by an approved Structure Plan. Refer **section 5.4**.

5.3.3 Development Standards

In addition to the provisions provided by the relevant structure plan, refer below assessment for the relevant parking and landscaping requirements.

Parking

Pursuant to clause 4.8.6 and 4.9.5, parking is to be in accordance with the rates provided by Table 2 and 3 of LPS3.

Refer **Table 6** and **Table 7** for an assessment against the relevant car parking requirements.

Table 6 - LPS3 Parking Assessment- Childcare Centre

Use Class	Car Parking Bays required	Value	Requirements	Total Car parking
Child Care Premises	1:1 employee	17 Employees	17	26 car bays
	1: 10 Children	85 Children	8.5 (9)	

Table 7 - LPS3 Parking Assessment - Other Commercial

Use Class	Bicycle Racks	Delivery Bays	Car Parking Bays required	Total Car Parking and bicycle racks
Restaurant (Café)	1:30 seats OR* 1: 100 people accommodated	1: Service/ Storage Area	1: 4 seats (7.5 bays)	The overall development proposes 82 parking bays 32 bays are provided for the café and medical centre 26 bays are provided for the childcare premise - Leaving the remaining 24 bays for the use of the gym patrons and staff The overall development provides 4 bicycle rails in total (providing storage for 8 bike racks)
Medical Centre (Medical)	1:400m² GLA employees 1:200m² GLA visitors	Not Applicable	1: 15m² GLA (~23.3 bays)	
Health Studio (Gymnasium)	Where vehicle parking provisions are not prescribed for a particular use, the requirement will be determined by the local government			

*Note:

(1) * Whichever is the greater

(2) Where vehicle parking provisions are not prescribed for a particular use, the requirement will be determined by the local government

As demonstrated, the proposed development meets the car parking requirement by providing 82 bays in total.

The overall development provides 4 bicycle rails in total (providing storage for 8 bike racks).

Landscaping

Clause 4.9.2 provides the commercial landscaping requirements for the site. Refer **Table 8** for an assessment against landscaping requirements.

Table 8 – Landscaping Assessment

Requirement	Proposed	Complies
4.9.2 (a) <i>A minimum on-site provision of ten percent (10%) of the total area of the lot or of a defined portion of the lot, the subject of an Application for Planning Approval, shall be set aside, developed and maintained as a landscaped area.</i>	The proposed development complies with Clause 4.9.2(a) of the City of Cockburn Local Planning Scheme No. 3, as it provides 828.2m² of landscaping, which equates to more than 10% of the total lot area (6316 5m²). This satisfies the minimum on-site landscaping requirement and includes additional soft landscaping and tree planting to enhance amenity and streetscape quality Refer Appendix 6, Landscape plan.	✓
4.9.2 (c) <i>Where the street verge is included in the landscaped area it shall be developed and maintained by the owner as an integral part of the on-site provision referred to in clause 4.9.2 b).</i>	Noted	✓
4.9.2 (d) <i>The landscaped area provided on the lot shall have a minimum width of not less than 1.5 metres and distributed in areas of not less than 4.0 square metres.</i>	The proposed development satisfies the requirement that landscaped areas have a minimum width of 1.5 metres and be distributed in areas of not less than 4.0 square metres, as landscaping is provided along all street boundaries with widths exceeding 1.5 metres and distributed in functional garden beds and tree planting zones that meet the minimum area standard.	
4.9.2 (e) <i>There shall be not less than one (1) shade tree planted for every 10 linear metres of verge frontage or for every 50 square metres of the total landscaped area provided on the lot and within street verge, whichever results in the greater number of trees.</i>	The proposed development has a frontage of approximately 70m along Lauderdale Drive. The proposed development proposes 6 shade trees fronting Lauderdale Drive, meaning the development has a shortfall of 1 tree.	Variation
4.9.2 (f) <i>There shall be not less than one (1) shade tree planted in the car parking area for every (3) side-by-side car parking spaces provided on the lot.</i>	The proposed development provides 21 shade trees for 82 car bays, which is a minor shortfall against the requirement of one tree per three bays. This variation is justified as the design incorporates canopy species strategically located to maximise shade, complemented by a perimeter and verge landscaping. These measures deliver effective shade, visual relief, and enhanced amenity.	Variation

As demonstrated in **Table 8** above, the proposed development largely meets the landscaping requirements and warrants approval.

5.4 Structure Plan

5.4.1 Lot 558 Lauderdale Drive Success- Structure Plan

Pursuant to clause 27(1) of the Deemed Provisions (Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*), a decision-maker for an application for development approval in an area covered by a structure plan is to have due regard, but is not bound by, the structure plan when deciding the application.

Accordingly, discretion exists to approve a development that does not accord with a structure plan.

The *Lot 558 Lauderdale Drive, Success Structure Plan (Structure Plan)* provides the relevant design and development standards for development on the subject site. Pursuant to the structure plan, the site is identified as 'Mixed Use' with an applicable density of R100.

Refer **Figure 9**, structure plan map extract.

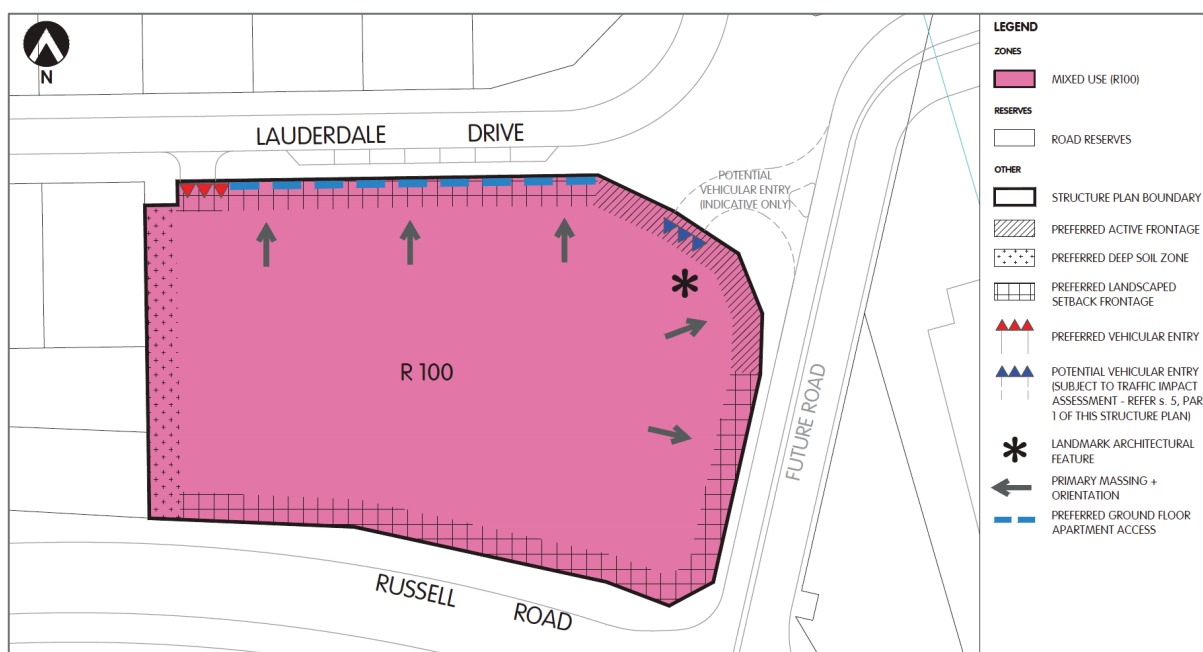


Figure 9 – Structure Plan Map Extract.

Broadly, the Structure Plan seeks a mixed use development, with a mix of residential and commercial uses.

Pursuant to Clause 4.1, land use permissibility is to be in accordance with the corresponding zone under LPS3.

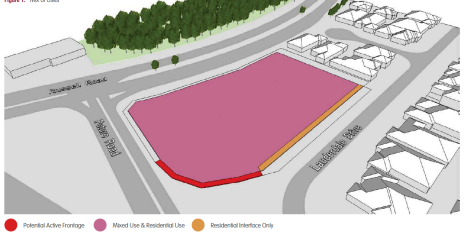
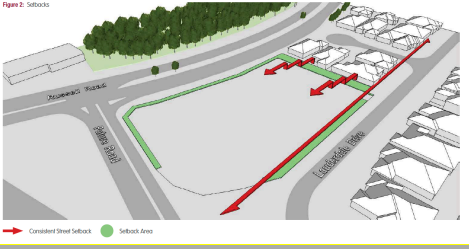
Pursuant to Table 1 of LPS3:

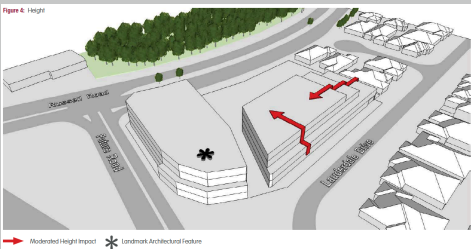
- A 'Child Care Centre' is an 'A' use within the Mixed Use zone, meaning the use is capable of approval, subject to the discretion of the decision maker, following advertising.
- The 'Restaurant', 'Health Studio' and 'Medical Centre.' uses are 'D' uses within the Mixed Use zone, meaning the uses are capable of approval, subject to the discretion of the decision maker.

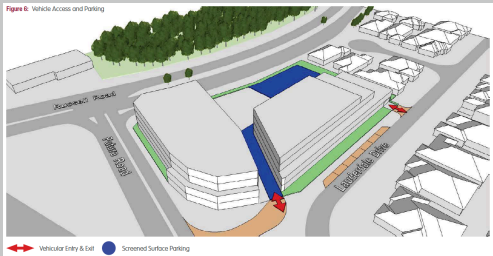
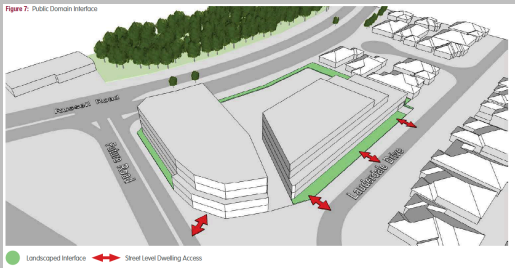
A Transport Noise Assessment and Bushfire Management Plan has been prepared in accordance with Clause 4.5 and 4.6, respectively. Clause 4.7 provides the relevant development/design standards. It is noted that the structure plan is a *performance-based framework*.

An assessment against the relevant provisions of the structure plan is provided in **Table 9**.

Table 9 – Structure Plan Assessment

Acceptable Development Criteria	Proposed development	Compliance
GENERAL PROVISIONS		
4.7.1 Mix of Uses 		
4.7.1.1 <i>Non-residential uses are permitted in active frontage areas to encourage pedestrian activity.</i>	The structure plan is intended to support a mixed-use development with ground floor commercial and upper floor residential dwellings. The development comprises a mix of commercial uses, including a child care centre, café, gym, and medical centre over two buildings. Whilst setback from the street, the development utilises permeable fencing, extensive glazing, visually interesting façades, landscaping.	✓
4.7.2 Setbacks 		
4.7.2.1 <i>Determine street setbacks with reference to the setbacks of adjoining development. Street setbacks should also align to building use, with lesser or nil setbacks preferred for active frontages.</i>	The structure plan seeks progressive setbacks to support a mixed use development, and includes nil setback to the ground floor. The Eastern commercial building setback is: • 7.3m to the north. • 1.9m to the east. • 3.2m to the south. Western commercial building is setback: • 16.1m to the north • 3.7m to the south • 3.5m to the west	✓
4.7.2.2 <i>Side setback controls shall be determined considering impact on adjoining properties.</i>		
4.7.3 Open Space		

Acceptable Development Criteria	Proposed development	Compliance
Figure 2: Open Space 		
4.7.3.1 An adequate area of communal open space shall be provided to enhance residential amenity and to provide opportunities for landscaping.	The development does not propose any residential component and does not require any communal open space.	✓
4.7.3.2 Communal open space shall be designed to maximise safety	Notwithstanding, the development proposes 828.2m² of landscaping, including 21 trees.	
4.7.3.3 Deep soil planting zones should be provided to facilitate large tree growth and enhance water and air quality.		
4.7.4 Height Figure 4: Height 		
4.7.4.1 Height controls should be informed by decisions about solar access, residential amenity, streetscape character and in response to existing development.	The development has an overall height of 5.65m. The western building has been setback and buffered with landscaping and trees to assist the privacy impact with the residential properties. Refer section 4.2 for details on the development response to the surrounding character and streetscape, including architectural features in accordance with Figure 4.	✓
4.7.5 Orientation Figure 5: Orientation 		
4.7.5.1 Building types and layouts respond to the east-west orientation and northern aspect of the subject site	The structure plan is intended to support a mixed use development with ground floor commercial and upper floor residential dwellings.	✓

Acceptable Development Criteria	Proposed development	Compliance
4.7.5.2 Building massing is oriented towards and responds to Lauderdale Drive and the eastern boundary interface	Whilst no residential component is proposed, the development comprises a number of commercial uses. The layout of the development responds to the needs of the centre, including locating the play area away from sensitive residential uses and the car park crossover not fronting a regional road. Notwithstanding, the café, childcare centre, gym and medical tenancy still responds to the prevailing pattern of development, with the buildings being oriented north-south.	
4.7.6 Vehicle Access and Parking Figure 6: Vehicle Access and Parking  Legend: Vehicular Entry & Exit (Red Arrow), Screened Surface Parking (Blue Dot)		
4.7.6.1 Vehicle access points shall be designed and located to achieve safety, and encourage motorists to navigate safely to avoid conflicts with pedestrians & cyclists, while not detracting from the quality of the streetscape.	Pedestrian access to the site is proposed via the existing Lauderdale Drive pedestrian path and internal parking area and new concrete steps are proposed to provide access to footpath on Russell Road. Vehicle access is proposed via a new 6.6m and 7m full movement crossover to Lauderdale Drive, and not Russell Road, in accordance with Figure 6. A Transport Impact Statement (TIS) was prepared to support the development. The TIS concludes that the proposed access arrangements are satisfactory and will not result in any undue impact to the surrounding road network. Refer Appendix 7, Transport Impact Statement.	✓
4.7.6.2 On-site parking areas should be located and designed to minimise adverse impacts on streetscape character.	The parking area for the proposed development sits below the street level and comprises a landscaped areas and shade trees.	✓
4.7.7 Public Domain Interface Figure 7: Public Domain Interface  Legend: Landscaped Interface (Green Dot), Street Level Dwelling Access (Red Arrow)		

Acceptable Development Criteria	Proposed development	Compliance
4.7.7.1 Direct access from the street to ground floor apartments and windows overlooking the street should be provided to improve safety and social interaction	As noted above, the development does not propose a residential component. Refer comments above for streetscape response.	✓

As demonstrated in **Table 9** above, the development is demonstrated to address the design principles of the structure plan and warrants approval accordingly.

5.5 Local Planning Policies

5.5.1 Local Planning Policy 3.1 – Commercial Development (Child Care Premises/ Exercise Machines)

Local Planning Policy No. 3.1- Commercial Development (LPP3.1), the purpose of this policy is to provide a comprehensive framework for the planning and development of various commercial land uses within the City of Cockburn. This policy aims to facilitate growth and convenience, protect amenity and safety, promote integration and compatibility and support high quality development.

Child Care Premises

An assessment against the relevant provisions of the LPP3.1 for a Childcare Premises is provided in **Table 10** below.

Table 10 - Assessment against the relevant provisions of LPP3.1 (Child Care Premises)

Requirement	Provided / Applicant Comment	Compliance
1. Location and Residential Amenity		
Where applications for childcare premises are received, the following criteria should be taken into account		
(a) Sites in close proximity to busy intersections or Primary Regional Roads and Other Regional Roads are not preferred due to issues of traffic conflict, noise and possible health implications associated with vehicle emissions.	Whilst the site bounds Russell Road, which is reserved 'Other Regional Road' under the MRS, the development will be supported by transport and acoustic reporting.	✓
(b) Childcare premises should be located adjacent or within close proximity to public transport routes	The subject site is highly accessible by public transport, being immediately adjacent to the Aubin Grove Railway Station. The site is also connected to the broader locality via pedestrian paths along Russell Road, Lauderdale Drive, and Ricci Way.	✓
(c) The built form of the development should be consistent with the scale and character of the locality and should lend itself to domestic (residential) architecture if located in a residential setting	The proposed childcare centre has been designed in a site-responsive and contextual manner, responding to the prevailing residential character of the locality.	✓
(d) The proposed materials, colours and finishes should be sympathetic to surrounding development	The proposed development provides an attractive and inviting development with a materiality of vertical timber and stone cladding, masonry renders and painted steel framed awnings, white brick tiles, extensive glazing, as well as textured walls with vertical expressions. Clear and identifiable entrances ensure legibility, with signage integrated into the architecture where proposed.	✓

Requirement	Provided / Applicant Comment	Compliance
	The building comprises an attractive and identifiable entrance point, with the use of an awning and simple signage on the upper elevation. A substantial amount of glazing along all elevations to create passive surveillance and visual interest, as well as to maximise natural light and cross ventilation, creating a more energy efficient building. The internal amenity is also prioritised with a simple and efficient layout. Large windows to all play areas which face the outdoor play area create a nurturing environment.	
<i>(e) The layout and design of child care premises shall include noise attenuation measures to ameliorate the impact of the use on adjoining and surrounding properties (if applicable). Noise-generating activities such as play areas, vehicle access ways, car parking areas and any plant and equipment are to be located away from noise-sensitive land uses, such as residences.</i>	The outdoor play area has been deliberately positioned to the east of the site, reducing any environmental noise impact to surrounding residents. Refer Appendix 8, Environmental Noise Assessment.	✓
<i>(f) In order to maintain the visual amenity of the locality, landscape screening to car parking areas from the street and adjoining premises is required. Existing and proposed major plantings must be detailed on site plans, with proposed landscaping incorporating dense shrubs and trees. Wherever possible, retention of existing mature vegetation will be encouraged by the City (providing on-site safety is not compromised)</i>	The parking area for the proposed development sits below the street level and comprises a landscaped areas and shade trees.	✓
<i>(g) Child care premises will not be supported within cul-de-sacs or on lots with a battle-axe access leg</i>	The subject site does not front a cul-de-sac or comprises/proposed a battle-axe access leg.	✓
2. Site Design		
<i>(a) The site is to have a regular shape, with a minimum lot area of 1,000m² and an effective frontage of 20m to provide the opportunity for design aimed at minimising the impact on surrounding residential properties.</i>	The total site area of the development is 6316m² and the proposed childcare centre has a 771m² GLA. The site is of regular shape, and comprises the following frontages: - Lauderdale Drive (North) - 21.2m. - Ricci Way (East) – 36.65m. - Russell Road (South) – 19.8m.	✓
<i>(b) Site coverage is required to be a maximum of fifty per cent (50%) to allow for adequate open space, residential character and car parking areas.</i>	The proposed childcare centre has an approximate GLA of 771m².	✓
3. Landscaping		

Requirement	Provided / Applicant Comment	Compliance
<i>(a) The first 2m from the front boundary of the lot shall be landscaped as a minimum.</i>	Landscaping is proposed along all street boundaries, at least 2m in width.	✓
<i>(b) Secondary street frontages shall have a minimum 1m landscaping strip.</i>		
4. Outdoor Play Area		
<i>(a) Outdoor play areas should be located so as to minimise their impact on the amenity of the adjoining properties whilst taking advantage of solar orientation where possible. Outdoor play areas should be screened from sources of pollution, such as car parking areas and roads, by appropriate fencing and/or dense vegetation.</i>	The outdoor play area has been deliberately positioned to the east of the site, reducing any environmental noise impact to surrounding residents. The outdoor play area is screened by 1.8m high masonry boundary wall with aluminium batten infill Panels.	✓
<i>(b) A portion of the outdoor play area is required to be covered with a shade structure for sun protection. The colours and materials of this shade structure should be sympathetic to surrounding development.</i>	The verandah is proposed along the length of the building. Additional shade structures will be confirmed as part of detailed design of the play area.	✓
<i>(c) Where the play area is located in the front setback area, fencing of this area shall be predominantly open. Fencing should not appear solid, adversely affecting in particular residential Streetscape or cast shadows over the play area. These same requirements also generally apply to secondary street frontages (recognising some sections of screen fencing will be necessary).</i>	The outdoor play area is screened by a 1.8m high masonry boundary wall with aluminium batten infill panels	✓
5. Parking and Traffic		
<i>(a) Car parking areas should be purposely located on-site so as to be visible from the street to encourage patrons to park on-site instead of on road verges. Car parking bays that are the least visible or accessible should be allocated for staff use.</i>	Vehicle access is proposed via a new 7m wide crossover and 6.6m wide full movement crossover to Lauderdale Drive, and not Russell Road, in accordance with Figure 6. The parking area for the proposed development sits below the street level and comprises a landscaped areas and shade trees.	✓
<i>(b) Car parking areas are required to be landscaped with the objective of providing shade and softening the impact of car parking and the development on the streetscape.</i>	The total car parking area for the proposed development has a total of 21 tree, including selected carpark trees (e.g. Little Ghost Gum). Car park landscaping including: ○ Selected large tree (Little Ghost Gum) ○ Additional verge landscaping with selected medium shrub. Refer to Appendix 5 , landscaping plan.	✓

Requirement	Provided / Applicant Comment	Compliance
<i>(c) On-site parking provision is to be in accordance with the requirements of TPS 3: 1 bay: 1 employee, PLUS 1 bay: 10 children</i>	Refer to section Error! Reference source not found. for a detailed analysis of the car parking requirements.	✓
<i>(d) Parking for larger vehicles (buses and service vehicles) should be considered in the design and layout of parking areas.</i>	Service vehicles will enter the site from the 6.6m and 7.0m wide crossover on Lauderdale Drive, turn around in the car park and park near the proposed bin store for waste collection in the southeast end of the proposed development. The vehicles then exit the site via the crossover on Lauderdale Drive in forward gear. The development does not propose access for buses. Refer to Appendix 7 , Transport Impact Statement and swept paths.	✓
<i>(e) Traffic associated with a child care premises is not to unreasonably reduce the function and safety of the local road network Vehicle access to and from the site must be available in forward gear, achieved through adequate on-site manoeuvring.</i>	A Transport Impact Statement was prepared in support of the development and concludes that the development will not have any undue impact on the surrounding road network. Specifically, the traffic generation of the proposed development is anticipated to be approximately 298 vehicles per day (149 in/ 149 out).	✓
<i>(f) Pedestrian movement across and/or through parking provided for a child care premises is to take place on dedicated pedestrian paths (for parent/child safety).</i>	Pedestrian access to the site is proposed via the existing Lauderdale Drive pedestrian path and internal parking area. Connection via a new concrete steps link the development site to the existing footpath along Russell Road. The development proposes a clear and identifiable building entrance along the western elevation. The proposed development has a internal path which provides access from Lauderdale Drive to the gated covered entrance and provides a dedicated pedestrian path for the parents and child's safety.	✓
6. Hours of Operation		
<i>Days and times of operation shall generally be restricted from Monday to Friday, from 6.00am to 7.00pm and Saturday, from 8.00am to 4.00pm, unless otherwise approved by the City.</i>	The childcare centre is proposed to operate from 6:30am to 6:30pm, Monday to Friday.	✓
7. Signage		
<i>All signage associated with the child care premises shall be consistent with the City's Signage Policy, in addition to addressing the following:-</i>	Refer section 5.5.2 below for an assessment against the City's signage policy.	✓

Requirement	Provided / Applicant Comment	Compliance
(a) be compatible and sympathetic to adjoining development to ensure the amenity of the surrounding area is maintained; (b) not be placed in a location that detrimentally interferes with the visibility of traffic and pedestrians entering and leaving the lot, adjacent property or roadway; (c) not display signs exceeding 1m² in aggregate; (d) not include Pylon signs.		
8. Bin Storage Areas		
(a) A floor area not less than 3m x 3.5m excluding the area of any access way;	The childcare development and café share a bin store area of 19m ² , with capacity to store up to four 660L bins (two refuse bin and two recycling bin) along the southern boundary.	✓
(b) Walls constructed of smooth, impervious, solid material at a height of not less than 1.8m;	The bin store will be surrounded by 1.8-metre-high walls or gate with a self-closing gate.	✓
(c) A floor of not less than 76mm thickness, constructed of impervious concrete graded to a 100mm industrial floor waste connected to sewer and charged with a hose cock.	Noted, to be confirmed as part of detailed design.	✓
(d) Details of rubbish management are also to be provided. This includes rubbish removal days and pick-up times. The day and time of rubbish removal should have regard for the nature of the location, particularly for the purpose of protecting residential amenity.	A Waste Management Plan (WMP) has been prepared in support of the development. The WMP conclude that the development is satisfactory and waste management perspective. Waste will be transported to the dedicated waste pickup point along the verge for collection via private operator. To ensure waste collection does not interfere with the operation of the centre, waste collection will occur when the facility is closed or outside of peak operating hours. Refer Appendix 8, Waste Management Plan.	✓
9. Bushfire Management Plan		
A Bushfire Management Plan is required to accompany a planning application for lots located within a Bushfire Prone Area in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas and the associated Guidelines for Planning in Bushfire Prone Areas.	Pursuant to the Department of Fire and Emergency Services Map of Bushfire Prone Areas, the subject site is identified as being bushfire prone. As such, a Bushfire Attack Level (BAL) Assessment was prepared for the proposed development. The BAL Assessment identified the development area as having a BAL rating of BAL-12.5. As such, a Bushfire Management Plan (BMP) was prepared to support the development, in accordance with the provisions of SPP3.7. Refer Appendix 10, Bushfire Management Plan.	✓

As demonstrated in **Table 10** above, the childcare development is consistent with the provisions of LPP3.1 and warrants approval accordingly.

Health Studio (Gymnasium)

An assessment against the relevant provisions of the LPP3.1 for a Health Studios (Gymnasium) is provided in **Table 11** below.

Table 11 - Assessment against the relevant provisions of LPP3.1 (Health Studios - Gymnasium)

Requirement	Provided / Applicant Comment	Compliance
2. Location		
Where applications for childcare premises are received, the following criteria should be taken into account		
<i>(a) Health studios are encouraged where there is sufficient vehicle parking, such as in commercial and industrial areas with a readily available supply of parking spaces or a capacity to create additional parking spaces. Where possible, health studios shall be purpose built as opposed to retrofitting other uses such as warehouses.</i>	The development provides sufficient on-site parking, with 82 bays in total and additional bicycle facilities, ensuring adequate capacity for patrons and staff. The gymnasium is purpose-built within a mixed commercial development, rather than retrofitted from a warehouse, and is located in a highly accessible area adjacent to Aubin Grove Train Station and major roads. This design approach aligns with the policy objective to encourage health studios in locations with ample parking and purpose-built facilities.	✓
<i>(b) All activities associated with an approved health studio shall be conducted within the approved building and not extend to the parking areas and/or Council property.</i>	Noted	✓
3. Parking		
<i>(a) Car parking bays shall be located within the lot boundaries of the subject site unless utilising joint use of car parking facilities as outlined under the requirements of TPS 3</i>	Refer to section 5.3.3 for the relevant parking assessment.	✓
4. Gymnasium Health Studios		
<i>(a) Car parking for 'gymnasiums' shall be provided at the rate of 1 per 3 machines plus 1 per 20m² of active floor space and 1 car parking bay per staff member;</i>	Refer to section 5.3.3 for the relevant parking assessment.	✓
<i>(b) With every planning application submitted for a 'gymnasium', a detailed floor plan showing number of machines and active floor space in square metres proposed is to be provided in order to calculate the number of car parking bays required;</i>	Refer to section 5.3.3 for the relevant parking assessment. The number of machines will be detailed at detailed design stage.	✓
6. Bicycle Parking		
<i>(a) Bicycle parking for all health studios is to be at the rate of 1 per 100m² of active floor space.</i>	Refer to section 5.3.3 for the relevant bicycle parking assessment.	✓
7. End of Trip Facilities		
<i>(a) The provision of End of Trip Facilities must be provided on site and shall be in accordance with LPP 3.8.</i>	Noted, the EoT facilities will be further outlined at detailed design stage	✓

As demonstrated in **Table 11** above, the gymnasium development is consistent with the provisions of LPP3.1 and warrants approval accordingly.

5.5.2 Local Planning Policy 3.7- Signs and Advertising

Local Planning Policy 3.7 – Signs and Advertising (LPP3.7) provides performance standards for signage within the City.

The development proposes 11 wall signs and a 6.5m pylon sign, along Russell Road.

Pursuant to Clause 2 of LPP3.7, where the proposed signage meets all the general and specific requirements, development approval is not required. As a minor variation relating to the height of the pylon sign is proposed, approval is required.

Refer **Table 12** below for an assessment against the relevant provisions of LPP3.7.

Table 12 - Assessment against the relevant provisions of LPP3.7

Requirement	Provided / Applicant Comment	Compliance
<i>All Signs shall:</i> <i>a) Not pose a threat to public safety or health.</i> <i>b) Only relate to services and products on the subject site.</i> <i>c) Not consist of inappropriate or offensive language or material.</i> <i>d) Not protrude over Council property, including footpaths (unless allowed under a verandah or attached to a fascia) or neighbour's property.</i> <i>e) Be in accordance with the requirements of Australian Standard AS 4282 - 2019 "Control of the Obtrusive Effects of Outdoor Lighting";</i> <i>f) Not comprise flashing, intermittent or running lights;</i> <i>g) Have any boxing or casing in which it is enclosed, constructed of incombustible material;</i> <i>h) Have its electrical installation constructed and maintained to the satisfaction of Western Power Corporation or the appropriate electricity supply authority and in accordance with the S.A.A. Code 3000-1991;</i> <i>i) Be maintained to operate as an illuminated sign where proposed as such.</i>	The proposed signs meet the criteria of the General Development provisions.	✓
<i>Pylon Sign</i> <i>a) Maximum size of 6m² per street frontage.</i> <i>b) Maximum height of 3m.</i> <i>c) On any one lot, maximum of one sign per frontage, or one sign per 100 metres of frontage; whichever is the greater.</i> <i>d) Setback a minimum distance of half its own overall height to the front property boundary.</i> <i>e) Setback 6m from any other sign erected on the same lot.</i>	The proposed pylon sign has a height of 6.5m, a 3.5m variation to the height prescribed. This is considered acceptable for the following reasons: Foremost, a 3m height limit is significantly lower than the maximum heights prescribed by other local governments, which are usually 6m.	Variation

Requirement	Provided / Applicant Comment	Compliance
	- In respect to the subject site, it is noted that the site sits substantially lower than Russel Road and would not be visible if at the 3m maximum. - The sign remains sympathetic to the streetscape, with a slender design and high-quality materials that complement the development's architectural character. - There is no adverse impact on amenity, as the sign is positioned to avoid overshadowing or visual clutter and complies with all other signage standards. Overall, the variation supports the functional need for visibility in a high-traffic environment while maintaining compliance with the intent of the City's signage policy.	

As demonstrated in **Table 12** above, the development is consistent with the provisions of LPP3.7 and warrants approval accordingly.

5.5.3 Local Planning Policy 5.13- Percent for Art

Local Planning Policy 5.13 – Perfect for Art (LPP5.13) details the requirements for public art contributions as part of a development proposal.

Pursuant to Clause 1, as the proposed development has an estimated development cost of over \$1 million, the development must provide a form of public art to the value of 1% of the development cost.

The final artwork design will be confirmed during detailed design development. It is proposed to utilise local artists and be designed in accordance with the requirements of LPP5.13.

5.5.4 Local Planning Policy 3.5- Alfresco Dining

Refer **Table 13** below for an assessment against the relevant provisions of LPP3.7.

Table 13 - Assessment against the relevant provisions of LPP3.7

Requirement	Provided / Applicant Comment	Compliance
2.1 Layout and Setbacks		
2.1.1 <i>Alfresco dining areas are to be located directly adjacent the eating establishment to which they belong;</i>	The proposed development complies with this requirement as the alfresco dining area is located directly adjacent to the café to which it belongs, ensuring functional integration and convenient access for patrons. This design approach aligns with the intent of the policy by maintaining a clear relationship between the eating establishment and its associated outdoor dining space.	✓
2.1.9 <i>Alfresco dining areas should not obstruct sight lines for vehicles or pedestrians, both at road junctions and vehicle crossovers;</i>	The proposed development complies with this requirement as the alfresco dining area is designed so that it does not obstruct sight lines for vehicles or pedestrians at road junctions or vehicle	✓

Requirement	Provided / Applicant Comment	Compliance
	crossovers. The layout ensures clear visibility and safe movement for both motorists and pedestrians, aligning with the intent of the policy to maintain safety and accessibility.	
2.2 Furniture		
2.2.5 <i>The style, layout and orientation of furniture should be chosen according to the extent and shape of the alfresco dining area and to dissuade patrons from moving furniture beyond the boundaries of the alfresco dining area.</i>	The proposed development complies with this requirement as the style, layout, and orientation of furniture will be selected to suit the shape and extent of the alfresco dining area, ensuring functionality and visual harmony. The design will also discourage patrons from moving furniture beyond the defined boundaries by using a clear, structured arrangement and appropriate furniture sizing, maintaining safety and order within the alfresco space.	✓
2.4 Accessibility and Footpaths		
2.4.1 <i>No alfresco dining area shall obstruct the entrance to any entrance, cause demonstrated inconvenience to adjacent retail or commercial activities, or residential properties, or obstruct the views or access to adjacent properties. Where the City believes that such problems may arise it may consult with the owners and/or occupiers of the affected premises as part of the assessment of the application.</i>	The proposed development complies with this requirement as the alfresco dining area is positioned so that it does not obstruct any building entrances, cause inconvenience to adjacent commercial activities, or restrict views or access to adjoining properties. The layout has been carefully designed to maintain clear pedestrian and vehicle movement paths, ensuring safety and accessibility while preserving the amenity of surrounding uses.	✓

As demonstrated in **Table 13** above, the development is consistent with the provisions of LPP3.7 and warrants approval accordingly.

5.5.5 Additional Policies

The development has also considered the provisions of the following local planning policies:

- **Local Planning Policy 1.12 – Noise Attenuation.** Refer **section 4.4** and **Appendix 6**.
- **Local Planning Policy 1.14 – Waste Management.** Refer **section 4.3** and **Appendix 7**.
- **Local Planning Policy 5.6 – Vehicle Access.** Refer **section 4.3** and **Appendix 5**.

6 CONCLUSION

This application seeks approval for the development of a mixed commercial development, comprising a medical centre, gym, child care premises, and cafe, as well as associated parking, access, landscaping and signage on the subject site.

The development has been designed in a site responsive and contextual manner, with the layout responding to neighbouring patterns of development. The buildings has been designed in a contemporary manner, with the built form and materiality reflecting both neighbouring residential and civic (train station) development.

The development is situated within the growing Success locality and will provide additional essential community services and employment opportunities. Further, the site is located in proximity to established schools, the Aubin Grove Train station, and within proximity to complementary residential and commercial development.

The proposed development is supported by environmental noise, bushfire, transport, and waste inputs, demonstrating it is suitable from an acoustic, bushfire, transport, and waste perspective, respectively. Importantly, the development is entirely consistent and compliant with the provisions of the planning framework, including the intent and development standards of the *Structure Plan*.

Accordingly, Planning Solutions respectfully requests the City of Cockburn consider the development on its merits and approve the application under delegation.