

5.2.2 State Planning Policy No. 4.1 – Industrial Interface

State Planning Policy No. 4.1 – Industrial Interface (SPP 4.1) seeks to prevent conflict and encroachment between industrial and sensitive land uses by ensuring that planning decisions consider the locational constraints of land uses, the significant investments represented, and the current and future benefits and costs to communities when assessing proposals where land use conflict may exist or result.

The proposed development provides for a range of commercial (retail) and food and beverage offerings typically associated with a Neighbourhood Centre. These land uses provide a suitable land use interface for the adjoining industrial area to the north, and provides for an outcome which is consistent with the purpose and objectives of SPP 4.1.

5.2.3 State Planning Policy No. 4.2 – Activity Centres

The WAPC's *State Planning Policy No. 4.2 – Activity Centres for Perth and Peel* (SPP 4.2) and accompanying *Implementation Guidelines* set out the broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. It particularly encourages development and employment growth to be focused within and around activity centres containing train stations in order to capitalise on the use of existing and planned infrastructure.

Economic consultants, Pracsys, have been engaged by the proponent to undertake a Retail Needs Assessment (RNA) and prepare a Net Benefit Test (NB Test) of the proposed development in accordance with SPP 4.2, updating the previous Retail Sustainability Assessment conducted by Taktics4 which was prepared to support the Hammond Road North Structure Plan (2018). The RNA and NB Test considered demand and supply dynamics within the trade area, identified the level of need for each land use, and considered the potential impact of the proposed development on the sustainability of the activity centres hierarchy. It also considered whether the proposed development will deliver net benefits to the community.

Key findings from the RNA and NB Test are summarised below:

- The Hammond Road North Structure Plan allows for a total floorspace of 8,100m² NLA for 'Shop' uses. The proposed development increases the total 'Shop' floorspace for the Centre to approximately 7,710m² (inclusive of the existing retail floorspace in the Tony Ale's development) with the NLA being less again hence being well within the Structure Plan allowance.
- The proposed uses align closely with the suggested mix of uses set out in the 2018 Taktics4 Assessment.
- The proposed development will provide easy access to a mainline major retailer that will enable residents and workers to conduct their daily and weekly shopping needs. There is currently a gap in the provision of retail uses in the catchment, and residents directly west of Yangebup Lake are separated from surrounding neighbourhood centres by dual-carriageway roads, a rail line and the Lake.
- The proposed development will contribute to employment by providing local job opportunities in retail and other activity centre industries. It is estimated that the proposed development will support approximately 104 full time jobs in the construction phase, comprising 29 direct and 75 indirect employment opportunities. Once operational, the proposed development is estimated to support approximately 255 full time lower-skilled jobs suited to younger adults.
- The total direct output from the retail component is estimated to be approximately \$102 million annually in the local area, and the overall total output in the greater economy is estimated at \$300 million.

- The proposed development will reduce the number of vehicle trips and the distance travelled to access retail goods and services in the catchment. This will be achieved across different users, including residents and workers in the surrounding mixed business precincts.
- The proposed development is expected to deliver positive benefits to the surrounding community by addressing the under provision of access to retail goods and services within the catchment, providing employment, reducing travel time, increasing the quality of life for residents and workers and encouraging healthy competition in the area.
- Having a mix of retail uses at the Centre will support multi-purpose trips, which is an objective of SPP 4.2.
- The proposed development will not affect the viability of surrounding centres, both current and planned, or the vibrancy of the activity centre hierarchy.

The findings of the RNA and NB Test demonstrate that the proposed development is consistent with the objectives and provisions of SPP 4.2 and aligns with the Implementation Guidelines.

Refer **Attachment 5 – Retail Needs Assessment and Net Benefit Test**

5.2.4 State Planning Policy No. 7.0 – Design of the Built Environment

The WAPC's *State Planning Policy 7.0 – Design of the Built Environment* (SPP 7.0) provides the broad framework for the design of the built environment across Western Australia and establishes ten (10) key principles for good design. **Table 5** provides a summary of the proposed development's response to these design principles.

Design Principle	Design Statement
Context and Character Good design responds to and enhances the distinctive characteristics of the local area, contributing to a sense of place.	The site is located between Yangebup wetlands and the historic Tony Ale's fresh foods grocer. The proposed development aims to bridge these two distinguishable features through built form and landscaping. Research undertaken as part of initial design investigations revealed that the current owners' grandfather planted two Olive trees on the current home block when the Alessandrini family first arrived from Italy. These two trees are still surviving. The family have embraced the idea of an avenue of Olive trees alongside the new north-south private road and have endorsed the idea of naming this road "Alessandrini Drive" in recognition of the family's connection to the land. Master planning for the proposed development focused on creating functional, usable and friendly public spaces through the creation of pocket parks and integrating landscaping to soften and activate the edges. This is further emphasised in the efforts to retain six (6) large existing trees on site.
Landscape Quality Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.	Building placement and landscaping within the proposed development have focused on the retention of the six (6) large existing trees. The Landscape Architect and Arborist have worked closely with the project Architects to ensure suitable clearances to these trees are provided to protect their continued health. An avenue of non-fruiting olive trees is proposed along the north-south road (Alessandrini Drive) in recognition of the site's Italian heritage whilst providing shade to the pedestrian paths.

Design Principle	Design Statement
	The food and beverage precinct along Alessandrini Drive wraps around two of the existing trees, incorporating them into the alfresco zone. Pocket parks and shaded 'pause zones' throughout the site aim to give refuge for patrons as they move through the centre with some having a particular orientation towards the existing large trees. Low level landscape treatments respond to their environment, avoiding pedestrian and vehicular desired lines. The strategic location of walls, furniture and larger planters allow planted areas that can be easily maintained to ensure they remain in perpetuity.
Built Form and Scale Good design ensures that the massing and height of the development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.	The proposed development is designed to be low scale, particularly in the areas where customers and users experience the places and spaces around its edges. Larger retail outlets are denoted by their higher parapets, glazing height and signage opportunities. The smaller convenience retailers are denoted with a lower parapet, differing façade treatment and lower awning height. The food and beverage zone is designed as a point of difference with a distinct façade treatment, and awning designed for year round comfort with consideration given to lighting, cooling and heating needs.
Functionality and Built Quality Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.	The proposed development is designed to feel 'uniquely crafted', whilst meeting all of its functional needs, both for business operators and for customers. Consideration is given to minimisation of recurrent maintenance through the use of pre-finished or 'natural' materials.
Sustainability Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.	The development embraces various means of delivering an environmentally sustainable suite of buildings. There is no air-conditioned mall and the heavily landscaped public realm is all 'open air', with access to sun and cooling breezes. An ESD Report has been prepared in support of the proposed development and is enclosed at Attachment 6. The following sustainability initiatives are proposed as part of the development: - Large scale on-site solar photovoltaic (PV) systems - Electrification – hot water, space heating and cooking - Water efficient fittings and fixtures - LED lighting - Waste Management Plan - Materials with low carbon emissions and recycled content will be considered - Finishes with low VOC and formaldehyde content will be considered - Roofing materials with a Solar Reflective Index of less than 64 - Glazing and sunshades to buildings

Design Principle	Design Statement
	- Water efficient landscaping - End-of-trip facilities and bicycle parking to promote sustainable transport options
Amenity Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.	The proposed development has been designed to offer amenity in various forms. The suite of offerings create local amenity in themselves, with convenient and ample parking. Public parklets are distributed throughout the site enabling an urban space that is inviting, well activated and of a high quality.
Legibility Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.	There is clear legibility as regards to how to access and use the various retail and other offerings. Materiality, varied parapet heights, public art and clear signage zones assist in identifying uses and support wayfinding. There are sensible and obvious pedestrian connections that offer safe and direct access into and through the development.
Safety Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.	The proposed development provides many opportunities for passive surveillance through lining the edges of the built form with glazing and distributed public parklets throughout the site. There are also sensible and obvious pedestrian connections that offer safe and direct access into and through the development.
Community Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people that facilitate social interaction.	The proposed uses are community-oriented and intended to be widely enjoyed, while also generating employment opportunities. The built form reinforces these community-focused uses by facilitating social interaction. Food and beverage tenancies are complemented by substantial surrounding alfresco areas, while the main development is edged with parklets that encourage informal gathering and provide places of refuge within the landscaped setting. Public art opportunities, including sculptural and mural elements, further contribute to a shared sense of community identity.
Aesthetics 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 design aesthetic of the development creates a backdrop to the landscaping and existing trees. Palettes have been chosen to tie into the materiality of the suburbs whilst adhering to the practicality of its uses. In this way, the proposed development creates an approachable and engaging built form that will contribute to the overall sense of place.

Table 5: Response to SPP 7.0 Design Principles

5.3 Operational Policies

5.3.1 Draft Operational Policy No. 4.3 – Planning for High Pressure Gas Pipelines

The site is located within 300m of a high-pressure gas pipeline which is positioned within Yangebup Road to the immediate north. The site is therefore within the 'trigger distance' for assessment under the WAPC's *Draft Development Control Policy No. 4.3 – Planning for High-Pressure Gas Pipeline* (Draft DC 4.3).

Draft DC 4.3 provides guidance for planning near high-pressure gas pipelines across all levels of the planning system and seeks to ensure that people and development in the vicinity of a high-pressure gas pipelines are not subject to an unacceptable risk from that infrastructure. The Applicant will be required to consult with the pipeline operator (ATCO) prior to construction works commencing in order to identify whether any risk mitigation measures are required to ensure that the proposed development does not result in an increased risk to the integrity of the pipeline or the safety of people.

Refer to **Figure 10 - High Pressure Gas Pipeline**

5.3.2 Development Control Policy No. 5.1 – Vehicular Access

Development Control Policy No. 5.1 – Regional Roads (Vehicular Access) (DC 5.1) was adopted by the WAPC in 1998 and addresses matters relating to the control of development adjacent to regional roads. It seeks to minimise the creation of new driveways on regional roads and rationalise existing access arrangements. The objectives and provisions set out in DC 5.1 are relevant to the proposed development given the site adjoins a Regional Road (Beeliar Drive).

The proposed development directs vehicular access from Beeliar Drive into the site via an existing roundabout located north of the Beeliar Drive and Kemp Street intersection. In accordance with the provisions of DC 5.1, no direct vehicular access between Beeliar Drive and the site is proposed.

5.4 Local Planning Policies

5.4.1 Noise Attenuation

The City's *Local Planning Policy No. 1.12 – Noise Attenuation* (LPP 1.12) applies to commercial developments located in proximity to residential areas where potential noise and amenity impacts may be generated. LPP 1.12 requires that for commercial or industrial development, an Acoustic Report is required to demonstrate that the requirements of the *Environmental Protection (Noise) Regulations 1997* (Noise Regulations) can be achieved and that there will be no adverse amenity impact upon any nearby noise sensitive premises.

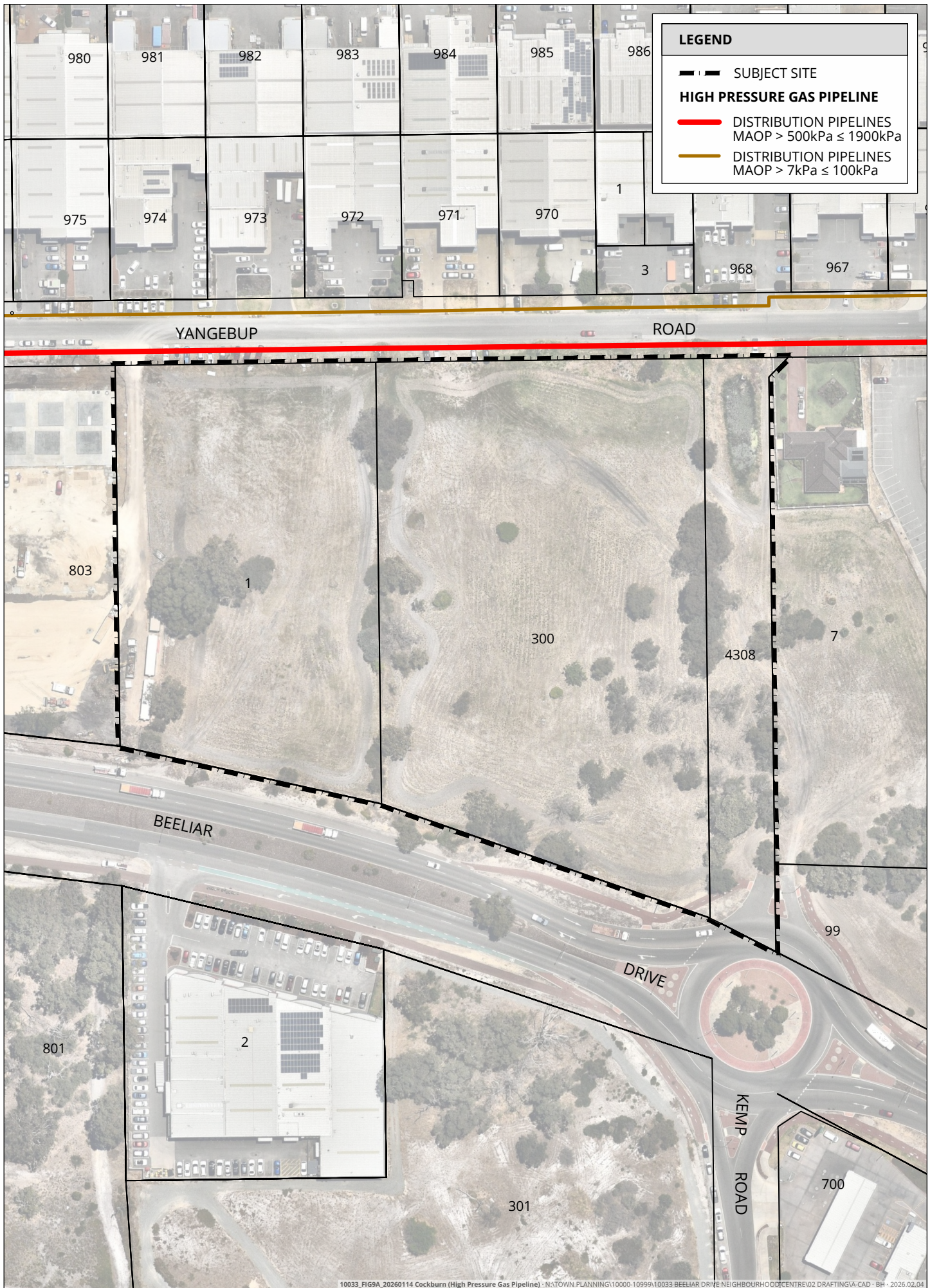
Whilst the proposed development is located within an area characterised by industrial, commercial and community uses, there are three (3) existing residential dwellings located in two areas to the east of the site at No. 450 Yangebup and No. 88 Hammond Road. Given the site's proximity to existing residential land uses, the Applicant engaged acoustic consultants E-Lab Consulting to undertake an acoustic assessment of the proposed development to identify any potential areas of non-compliance and recommend mitigation measures to be incorporated into the building design (where required).

Noise sources considered as part of this assessment include the following:

- Loading dock and truck movements;
- Car activities in the drive-through;
- Fuel station activities (fuel tanker, fuel bowers, car movements, car idling); and
- Mechanical plant.

Noise emissions from the proposed development were assessed to comply with the requirements of the Noise Regulations at all times (daytime, evening and night-time).

Refer to **Attachment 7 – Acoustic Assessment**



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FIGURE 10
HIGH PRESSURE GAS PIPELINE

5.4.2 Waste Management

The City's *Local Planning Policy No. 1.14 – Waste Management* (LPP 1.14) applies to various types of development including those of a non-residential nature where waste is generated (eg. commercial, retail, and food and beverage establishments). LPP 1.14 requires a Waste Management Plan (WMP) to be submitted and approved by the City as part of the Development Application process.

A WMP has been prepared by Talis Consultants in relation to the proposed development and addresses matters including waste minimisation, the location and size of bin stores, the location and access arrangements for on-site collection, estimates of waste volumes, the method and timing of collection, communication with tenants and/or cleaning contractors, and implementation and review. Key findings and recommendations from the WMP are summarised below:

- Tenancy 1, Tenancy 2, Tenancy 3 and Tenancy 4 include their own back-of-house area and will manage their waste through their own internal processes governed by national contracts. Each of these operations will utilise their own independent private waste contractor.
- A private contractor will service the balance of the proposed development on-site, directly from the bin storage areas. The private contractor's waste collection vehicle will enter and exit the site in forward gear.
- Waste materials generated within the centre will be collected in the bins located in the four (4) designated Bin Storage Areas identified on the development proposal plans.
- Each Bin Storage Area has been cited and designed to accommodate the volume of waste expected to be generated by each individual tenancy within that building and will align with the requirements of the City's Health Laws and consider noise, odour, hygiene, vermin, security, health and safety and the environment.
- Adequate space may be allocated throughout the site for the placement of cabinets/containers for the collection and storage of bulk and specialty wastes that are unable to be disposed of within the bins located in the Bin Storage Areas. These may include items such as batteries and e-waste, white goods/appliances, used cooking oil, cleaning chemicals and commercial light globes.
- Bin numbers and storage space within the Bin Storage Areas will be monitored by centre management to ensure that the number of bins and collection frequency is sufficient.
- To promote positive recycling behaviour and maximise diversion from landfill, internal bins will be available to each tenancy for the source separation of refuse and recycling.
- These internal bins will be collected by the staff/cleaners and transferred to the respective Bin Storage Area for consolidation into the appropriate bins. All bins will be colour coded and labelled in accordance with Australian Standards (AS 4123.7) to assist staff/cleaners to dispose of their separate waste materials in the correct bins.
- The private contractor will collect refuse and recyclables twice weekly utilising a rear loader waste collection vehicle and will enter and exit the site in forward gear.
- Waste collection will be conducted outside of normal operating hours to mitigate impacts on visitors and local traffic movements during peak traffic hour.
- Noise from waste collections vehicles will be required to comply with the *Environmental Protection (Noise) Regulations 1997* and should not service the site before 7.00am or after 7.00pm Monday to Saturday, or before 9.00am or after 7.00pm on Sundays and Public Holidays.

- The WMP will form part of the building management agreement and will continue to be applied in perpetuity across the life of the development.
- Centre management will oversee all relevant aspects of waste management at the site.

The WMP demonstrates that the proposed development has been designed to adequately cater for the anticipated volume of waste to be generated, provide adequately sized Bin Storage Areas and allow for the efficient collection of bins by appropriate waste collection vehicles.

Refer to **Attachment 8 – Waste Management Plan**

5.4.3 Commercial Development

The City's *Local Planning Policy No. 1.3 - Commercial Development* (LPP 3.1) applies to the planning and development of specific commercial land uses within the City including childcare premises, health studios, service stations and motor vehicle wash facilities. Given the proposed development includes provision for a Service Station, the provisions of LPP 3.1 have been taken into consideration. **Table 6** below provides a summary of the proposed development's compliance with the relevant provisions of LPP 3.1.

Policy Requirement	Compliant (Y/N)
Design Guidelines	
(a) The design and siting of development should consider the siting, setback, design and scale of adjacent development to ensure it does not dominate or detract from the character of the streetscape.	Y The proposed Service Station is suitably setback from Beeliar Drive
(b) Glazing should be designed to maximise passive surveillance opportunities of the street and/or public realm.	Y
(c) Blank walls fronting the street and/or the public realm should be minimised where possible, and where blank walls cannot be avoided, their design contribute to a safe and attractive street environment.	Y
(d) Opportunities for landscaping on site should be maximised, and should be designed to: (i) soften the appearance of the development; (ii) enhance the streetscape, and (iii) improve the pedestrian environment.	Y Landscaping is proposed in an around the proposed Service Station
(e) Where opportunities for street trees adjacent to the site are restricted, street trees should be identified as an alternative within the landscaping strip on the site to ensure that the current and future streetscape and pedestrian environment (both current and future) are not negatively impacted by the development.	Y Landscaping adjoining the proposed Service Station incorporates the retention of an existing tree
(f) Under the Government Sewerage Policy 2019, all motor vehicle wash facilities are expected to be connected to the reticulated sewerage network.	Noted
(g) Service station and/or motor vehicle wash facilities proposals should consider the guidance provided within the Department of Water and Environmental Regulation's Water Quality Protection Note 49: Service Stations.	Noted

Policy Requirement	Compliant (Y/N)
Traffic Management	
(a) Service station and/or motor vehicle wash proposals are required to be accompanied with a Traffic Impact Assessment prepared by a suitably qualified traffic consultant,	Y (Refer to TIA at Attachment 10)
(b) Service station and/or motor vehicle wash proposals may be required to be accompanied by a parking management plan prepared by a suitably qualified consultant where car parking for the site and the surrounding area is considered to be problematic.	Noted
(c) Any service station and/or motor vehicle wash proposal located adjacent (or likely to have an impact on a) State Road, is to be referred to Main Roads WA for advice prior to determination	Noted No direct vehicle access is proposed between the Service Station and Beeliar Drive
Residential Amenity	
(a) Service station and/or motor vehicle wash proposals abutting residential development shall be designed to minimise impact on adjacent residents and shall address; noise, odour, light, traffic, visual amenity, safety and any other matter that may detract from the amenity of the residential area.	N/A The proposed Service Station does not adjoin any existing or proposed residential land uses
(b) Service station and/or motor vehicle wash proposals may require the inclusion of an acoustic assessment or noise management plan prepared by a suitably qualified acoustic consultant, a light management plan prepared by a suitably qualified consultant and/or a site management plan addressing odour control.	Y (Refer to Acoustic Assessment at Attachment 7)
(c) The location of service station and/or motor vehicle wash proposals shall generally be guided by the prescribed buffer distances set out under the <i>Environmental Protection Authority Separation Distances between Industrial and Sensitive Land Uses</i> (GS 3).	Y
(d) Self-service motor vehicle wash developments should generally not be supported where proposed on land which abuts residentially zoned land.	N/A
(e) Service station and/or motor vehicle wash proposals should be accompanied with an operational management plan (or similar).	Noted An Operational Management Plan has not been prepared but can be conditioned on approval if necessary
Service Stations and/or Motor Vehicle Wash Proposals in Activity Centres	
(a) Service station and/or motor vehicle wash proposals in activity centres will be deemed to be 'significant development applications' in accordance with the City's Local Commercial and Activity Centre Strategy due to their potential to have a significant impact on an activity centre's overall performance.	Noted
(b) Service station and/or motor vehicle wash proposals in activity centres should demonstrate that the development does not reduce the performance of the activity centre through detrimental impacts on any of the assessment areas (as relevant for the level in the activity centre hierarchy) in accordance with the City's Local Commercial and Activity Centre Strategy.	Y (Refer to Retail Needs Assessment and Net Benefit Test at Attachment 5)
(c) Service station and/or motor vehicle wash developments proposed to operate 24 hours per day, 7 days per week in the Local Centre Zone will generally not be supported.	N/A

Table 6: Summary of Compliance with LPP 3.1

5.4.4 Signs and Advertising

The City's *Local Planning Policy No. 3.7 – Signs and Advertising* (LPP 3.7) aims to ensure that the display of signs and advertisements on properties does not adversely impact upon the amenity of the area while providing appropriate exposure of activities or services. The development proposal plans identify the general size, location and number of signs proposed, demonstrating that signage has been carefully integrated into the overall development.

Signage zones are shown on all elevation plans to indicate the location and type of signage expected. Specific tenant signage within each of these nominated zones will be facilitated through separate application by tenants to the City of Cockburn. All proposed signage within the site will need to be assessed against the provisions of LPP 3.7.

5.4.5 Vehicle Access

The City's *Local Planning Policy No. 5.6 – Vehicle Access* (LPP 5.6) applies to development adjacent to major, arterial, distributor or important roads. Given the site's location adjoining Beeliar Drive, the provisions of LPP 5.6 have been taken into consideration. The purpose of LPP 5.6 is to ensure a coordinated approach to vehicle access is provided in these situations in order to provide for the safe and efficient movement of vehicles, public transport users and pedestrians.

LPP 5.6 sets out the City's requirements in relation to a number of traffic related matters, including the location, design and number of crossovers. There is a general presumption under LPP 5.6 against the creation of new vehicle crossovers to the primary frontage of a lot where alternate access is, or could be made available from a secondary road. In accordance with the provisions of LPP 5.6, no new crossovers are proposed to the Beeliar Drive frontage of the site, with all vehicle access directed to the roundabout at Kemp Road or via Yangebup Road along the site's northern boundary.

The proposed development has also been designed in a manner that ensures all vehicle movements to and from the site are undertaken in a forward direction and comply with the City of Cockburn's car parking and on-site vehicle circulation requirements.

It is also relevant to note that the development site forms part of a larger commercial node within which there is a desire to maintain permeable access arrangements. Alessandrini Drive will be an accessway on private land linking Beeliar Drive with Yangebup Road but with an access easement allowing full and unencumbered access for the public, the City and the land to the east (Lots 7 and 99). This will ensure that any future redevelopment of the land to the east can be fully integrated with development on the subject site. The development proposal creates an internal roundabout for vehicular east-west movement however additional access to the eastern land would also be possible subject to appropriate traffic modelling and development approval.

5.4.6 Public Art

The City of Cockburn's *Local Planning Policy 5.13 – Percent for Art* (LPP 5.13) aims to develop a collection of distinct and diverse public artworks and increase awareness of public art as a significant cultural asset, by requiring the delivery of artworks through significant development proposals. It requires commercial development proposals with a value exceeding \$1 million (exclusive of GST) to set aside a minimum 1% of the total project cost (up to a maximum value of \$250,000) for the development of artworks.

Given the construction value of the proposed development, a 1% public art contribution will be required as a condition of development approval. The public art concept for the site will be developed following approval of the Application and in accordance with any conditional requirements.

5.5 Zones and Reservations

5.5.1 Metropolitan Region Scheme

The site is zoned 'Urban' under the provisions of the *Metropolitan Region Scheme* (MRS) and abuts an 'Other Regional Road' reservation (Beeliar Drive). The purpose of the 'Urban' Zone is to:

To provide for residential development and associated local employment, recreation and open space, shopping, schools and other community facilities

The land to the south, east and west of the site is zoned 'Urban' and the land to the immediate north is zoned 'Industrial'.

The proposed development is consistent with its zoning under the MRS and is appropriate having regard to the zoning/reservations on adjoining land.

Refer to **Figure 11 – MRS Zoning**

5.5.2 City of Cockburn Local Planning Scheme No. 3

The site is zoned 'Development' under the provisions of TPS 3. The Objective of the 'Development' Zone is:

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

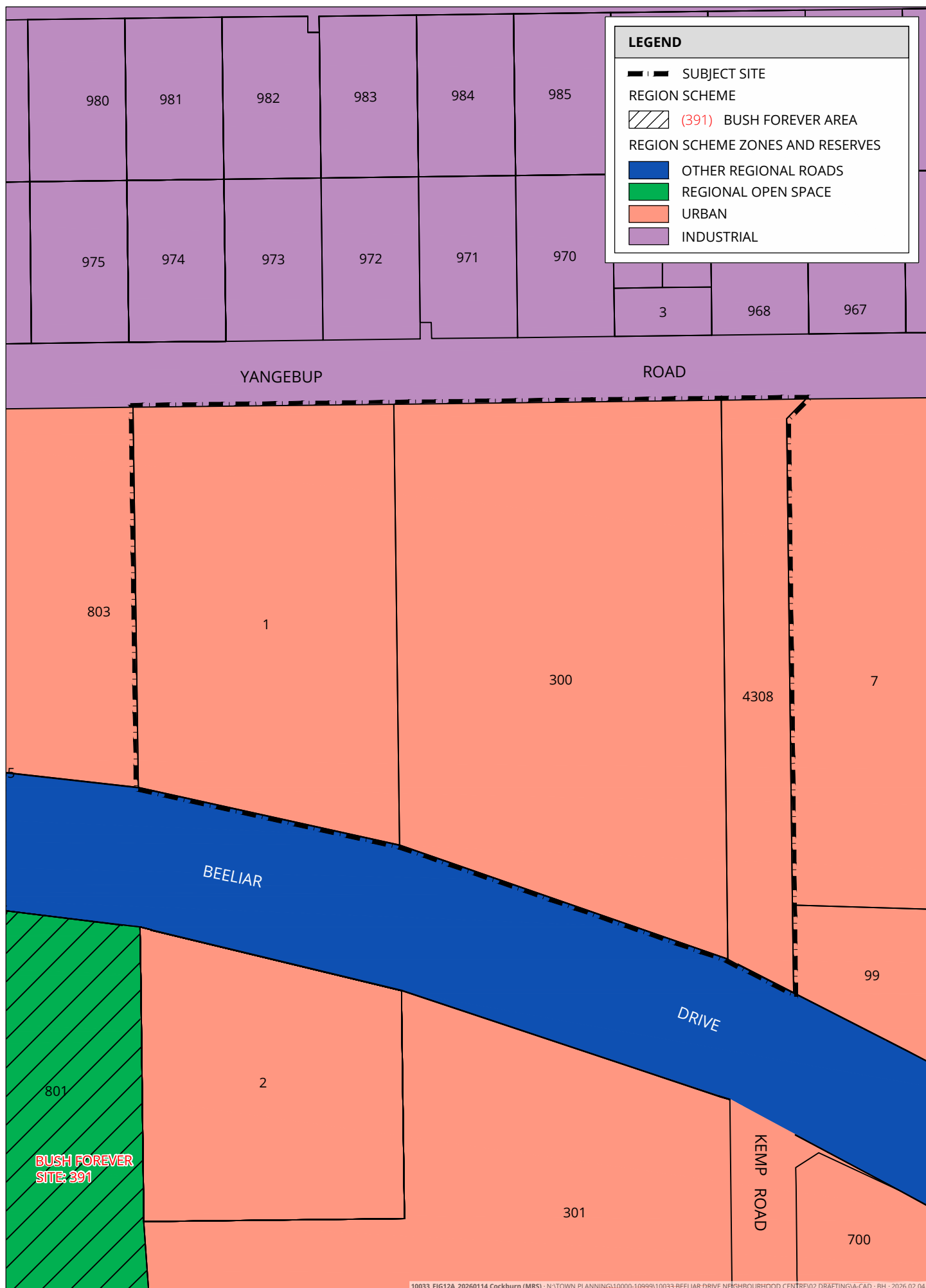
The land to the immediate east and west of the site is similarly zoned 'Development' under TPS3 and the land to the north and south is zoned 'Mixed Business'.

Refer **Figure 12 – LPS3 Zoning**

The site forms part of a 'Development Area' under TPS3 known as *Development Area 35 – Hammond Road North* (DA35) which encompasses all of the land north of Beeliar Drive bound by Hamond Road, Yangebup Road and the Beeliar Regional Parkland. Development Areas are subject to specific provisions that apply in addition to the general provisions of TPS3 and any provision relating to the 'Development' Zone.

The following specific provisions apply to DA35:

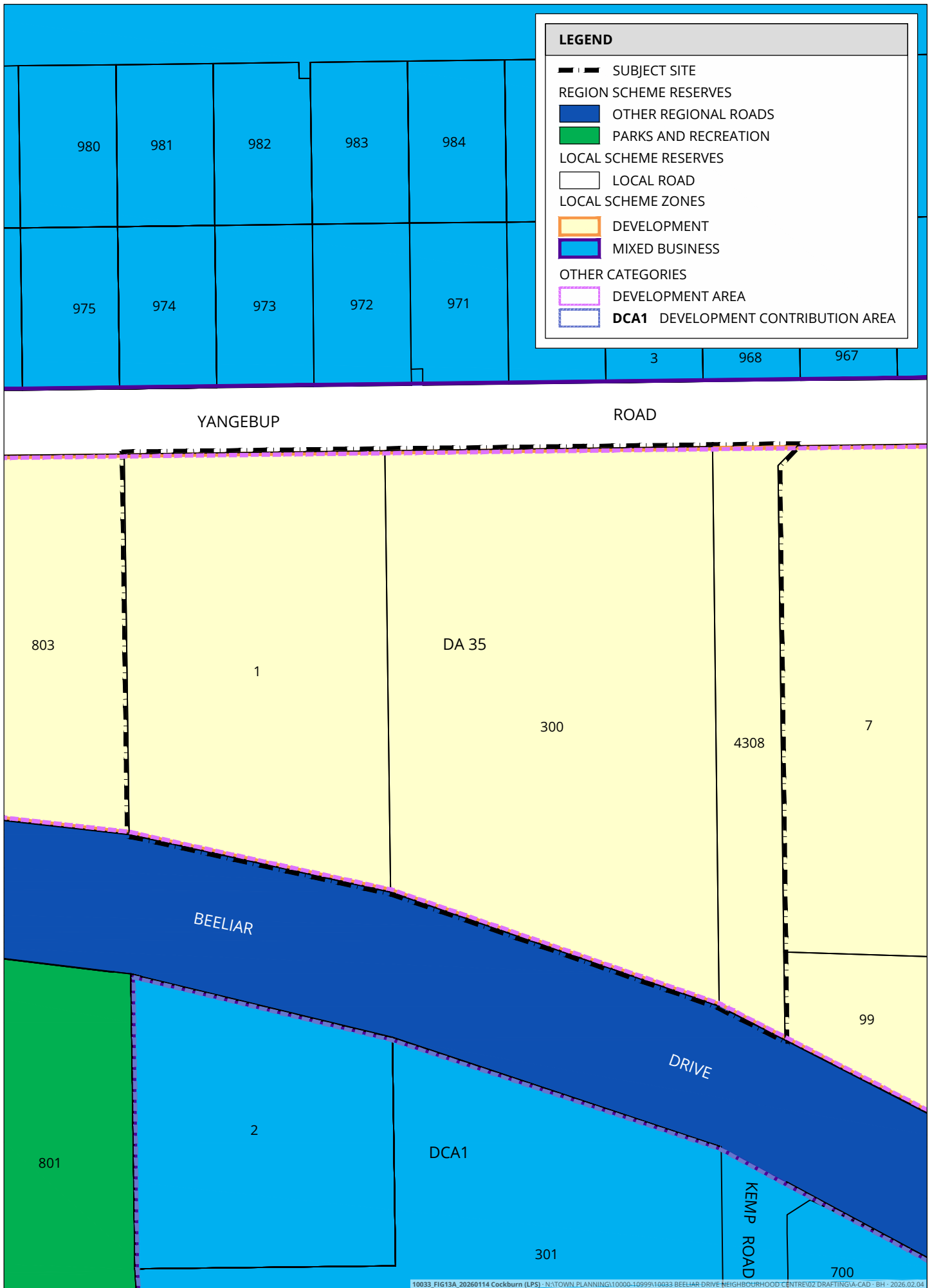
- An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with clause 27(1) of the Deemed Provisions.
- The Structure Plan is to provide for future commercial, retail and mixed business development and compatible uses incidental thereto. The extent of such uses will be subject to the preparation and approval by Council of an economic/retail impact assessment prepared in accordance with SPP 4.2.
- Local Development Plans and/or Design Guidelines shall be prepared and approved by Council to guide and assess development.
- The adopted Local Structure Plan must be accompanied by a comprehensive traffic assessment, including a Vehicle Access and Parking Strategy.
- The adopted Local Structure Plan must address and resolve the implementation and land swap arrangements as contained in the legal agreement and contract of sale between the proponent and City of Cockburn, signed 22 January 2001.



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FIGURE 11
METROPOLITAN REGION SCHEME ZONING



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FIGURE 12
 CITY OF COCKBURN TOWN PLANNING SCHEME NO. 3 ZONING

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In relation to Item 1, it is noted that a Structure Plan (known as the Hammond Road North Structure Plan) has been prepared and adopted for DA 35. The proposed development is largely consistent with the Structure Plan except to the extent that the 'Local Centre' and 'Mixed Business' designations identified on the Structure Plan Map do not accurately reflect the form of development proposed. As discussed at section 5.1.4 of this report, an amendment to modify the Structure Plan has been submitted to the City and is currently under assessment.

In relation to Item 2, the proposed development is supported by a Retail Needs Assessment and a Net Benefit Test assessment which demonstrate that the development satisfies the objectives and provisions of SPP 4.2.

A Local Development Plan (LDP) has not been prepared in relation to the site and is considered unnecessary in this instance given the enclosed Development Application essentially covers the majority of the structure planning area in a clearly defined cell and addresses those key matters such as building orientation, bulk and scale, setbacks, access points, pedestrian movement, street interface and the like that would otherwise be covered by a LDP.

In relation to Item 4, it is noted that the Structure Plan was informed by a Traffic Assessment at the time. The proposed development is supported by a subsequent and further Traffic Impact Assessment (TIA) which demonstrates that the proposal can be accommodated within the existing and future transport network.

The matters set out in Item 5 are not relevant to the site or the proposed development. It is understood that these matters have been resolved and that adjustments to the land title areas to recognise the Beeliar Drive roundabout, are currently being progressed.

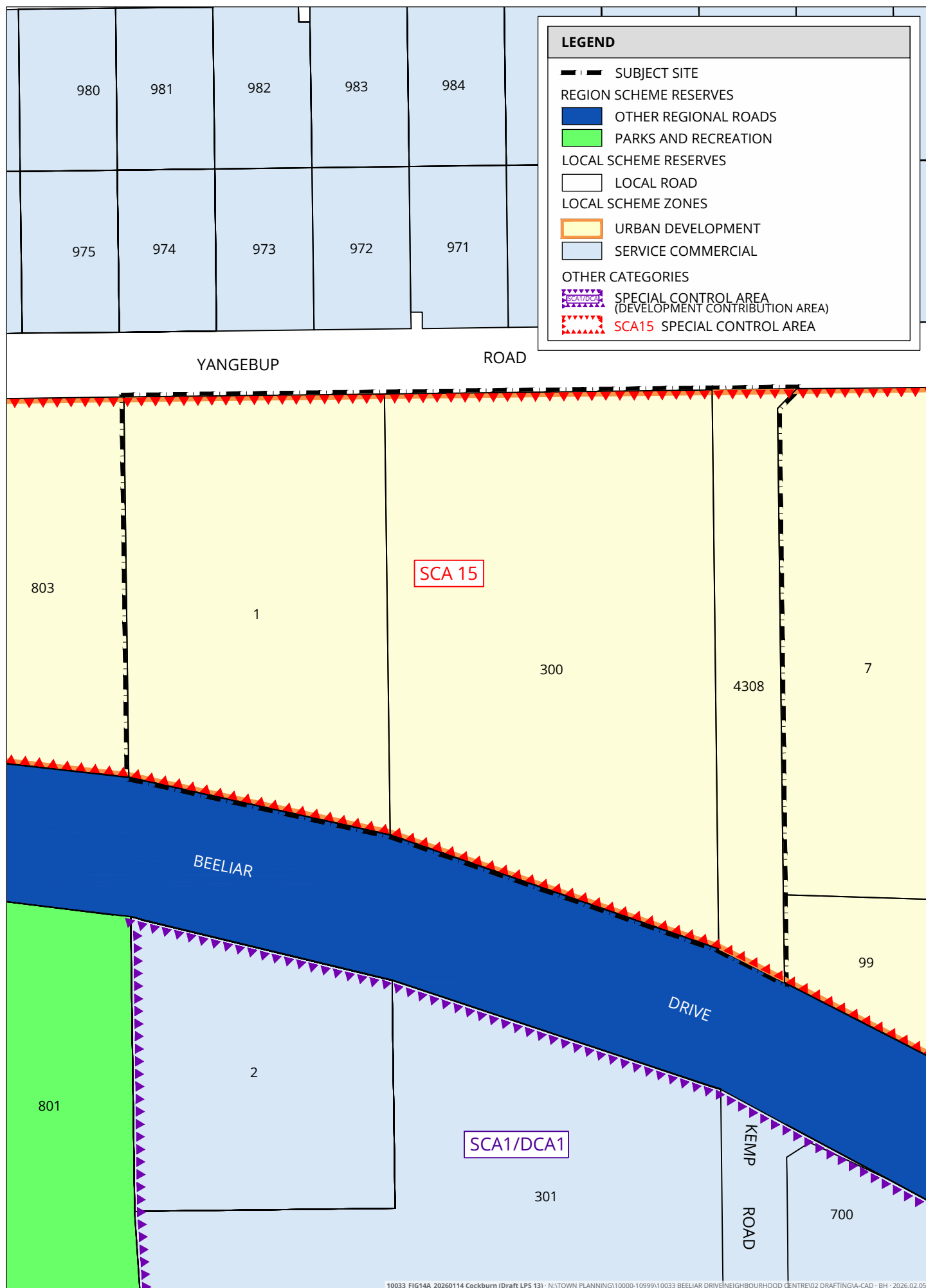
5.5.3 City of Cockburn Local Planning Scheme Review

The City of Cockburn has prepared a draft new local planning scheme (draft LPS13) to replace existing TPS3. Draft LPS13 is currently with the WAPC for examination and approval to advertise.

Draft LPS13 proposes an 'Urban Development' zoning over the site and designates the land as forming part of Special Control Area No. 15 (SCA 15). The provisions set out under draft LPS13 in relation to SCA15 are broadly consistent with those that currently apply under the DA35 provisions of existing TPS3 except that draft LPS13 describes the objectives of SCA15 as follows:

- A precinct that incorporates compatible retail, and service commercial land uses at a scale that is consistent with SPP 4.23.
- Safe and efficient vehicle movements, access and parking arrangements.

Refer **Figure 13 – Draft LPS13 Zoning**



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CITY OF COCKBURN DRAFT LOCAL PLANNING SCHEME NO. 13 ZONING

FIGURE 13

5.6 Land Use Permissibility

In accordance with the provisions of TPS3, the use and development of land within the 'Development' Zone is to be guided by an approved Structure Plan. The zones and reserves designated under any approved Structure Plan apply to the land within it as if the zones and reserves were incorporated into TPS3.

As discussed at section 5.1.4 of this report, the site is located within the Hammond Road North Structure Plan Area. The site is predominantly designated as 'Mixed Business' on the Structure Plan Map and partially identified as 'Local Centre' (refer to Figure 8). An Amendment to reallocate the 'Local Centre' and the 'Mixed Business' zonings on the Structure Plan Map to align with the form of development proposed by the enclosed Application is currently under assessment by the City. The proposed Amendment, if supported, will result in the area containing the site that is the subject of this application as being identified as 'Local Centre' on the Structure Plan Map (refer to Figure 9).

The provisions contained within TPS3 relating to the 'Local Centre' Zone have therefore been applied to the site for the purposes of determining land use permissibility. The objectives of Local Centre Zone are as follows:

Local Centre: To provide for convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local - serving role of the centre

The proposed development includes a total of 16 tenancies, 13 of which are located within the 'main' shopping centre in the northern part of the site and will provide a variety of retail, service and food and beverage offerings. The three remaining tenancies comprise the Service Station and Drive-Thru Fast Food Outlets which are positioned towards the Beeliar Drive frontage of the site. Subject to approval of the proposed Structure Plan Amendment, the uses will be located within the 'Local Centre' portion of the Structure Plan.

The permissibility of each proposed land use class under TPS3 is summarised in **Table 7** below:

Use Class	Permissibility under TPS3
	(Local Centre Zone)
Fast Food Outlet	D
Restaurant	A
Consulting Rooms	D
Shop	P
Service Station	A
Liquor Store	Use Not Listed

Table 7: Land Use Permissibility (TPS3)

All of the abovementioned land uses sought by this Application are capable of approval under TPS3.

An assessment of land use permissibility under the provisions of draft LPS13 has also been undertaken and is summarised in **Table 8** below. This assessment has been undertaken on the basis of the 'unadvertised' version of draft LPS13 which is currently under assessment by the WAPC.

Use Class	Permissibility under LPS13 (Local Centre Zone)
Consulting Rooms	D
Fast Food Outlet – Drive Thru	A
Liquor Store – Small	A
Motor Vehicle Wash	A
Restaurant / Cafe	D
Service Station	A
Shop	P

Table 8: Land Use Permissibility (draft LPS13)

All of the abovementioned land uses sought by this Application, are capable of approval under draft LPS13. Given draft LPS13 is yet to be advertised, or receive WAPC Approval to be advertised, it would not be considered a ‘seriously entertained planning proposal’ within the framework of planning documents relevant to the site.

5.7 Development Standards

Various development standards apply to the site specifically and/or to the form of development proposed. Some of these standards are contained within TPS3 whilst others are set out in the applicable Structure Plan or under the City’s local planning policy framework. Each of the applicable development standards are addressed separately below.

5.7.1 Building Setbacks

There are no specific building setback standards under TPS3 that apply to the ‘Local Centre’ Zones and no specific setback requirements under the Hammond Road North Structure Plan. General guidance is provided at Clause 4.9.1 of TPS3 which requires:

- Commercial buildings to be setback from lot boundaries in accordance with the provisions of the Building Code of Australia (BCA); and
- Buildings to be setback from boundaries so that the impact on the use and amenity of the adjoining buildings is minimised and the scale and bulk of the building is compatible with the streetscape.

The proposed development has been carefully sited and designed to ensure appropriate building setbacks are provided to abutting roads and adjoining land uses in order to maintain a suitable streetscape interface whilst activating important entry points, particularly from the proposed north-south private road. The ‘main’ shopping centre component of the proposed development is located towards the north of the site with dedicated loading and service areas accessible from Yangebup Road, away from the primary streetscape interfaces at Beeliar Drive and the north-south private road. The area between the main shopping centre and Beeliar Drive will primarily accommodate car parking, access and pedestrian spaces.

The proposed Service Station and Drive-Thru through takeaway offerings are positioned on landmark corners of the site, visible from Beeliar Drive and accessible by the proposed north-south private road. These buildings are located closer to the street with setbacks ranging between nil and 5.0m.

A portion of the proposed development will maintain a nil setback to the Yangebup Road frontage of the site, with the balance of the building setback a distance of 10m. Architectural screening and landscaping will be

provided along the Yangebup Road frontage of the site to establish a stronger buffer between the loading docks and adjoining context at the rear of the site.

A nil setback is also proposed to the east of the site adjoining the proposed north-south private road (currently Lot 4308) which is intended to be developed as a meandering tree-lined avenue intercepted by alfresco dining and pedestrian friendly spaces.

The proposed development provides for parking and access between the main shopping centre building and the adjoining Revo Fitness development which is currently under construction to the west of the site. This setback also enables the retention of several existing trees at this location. A nil side setback is proposed for the Service Station which is positioned in the south-west corner of the site.

Building placement and setbacks within the proposed development have been informed by the desire to retain and protect six (6) large existing trees on the site. The Landscape Architect and Arborist have worked closely with the project Architects to ensure suitable clearances to these trees are provided to protect their continued health.

The building setbacks proposed by the development are considered acceptable and appropriate for the site given they:

- Maintain a consistent streetscape along Yangebup Road;
- Provide an intimate but activated interface to the proposed north-south private road;
- Ensure the development is clearly visible from Beeliar Drive whilst providing clear legibility for pedestrians and motorists;
- Enable the retention and protection of large existing trees on the site;
- Will incorporate architectural screening (where necessary); and
- Will be sensitively landscaped.

5.7.2 Building Height

As with building setbacks, there are no specific building height provisions under TPS3 that apply to the 'Local Centre' Zone and no specific height requirements under the Hammond Road North Structure Plan. The following general guidance is provided at Clause 4.9.3 (b) in relation to 'Amenity':

Buildings shall be designed so that they are complementary with their surroundings and adjoining development in terms of their external appearance, design, height, scale and bulk

Building heights of between 7.5m and 10m are proposed across the site with some minor variations above these heights to provide for an appropriate level of building articulation. The use of consistent building heights across the broader precinct is considered desirable.

It has been the design team's intention to avoid typical 'retail entry statements' (as there is no mall), by keeping the built form lower in scale and instead offering a 'meandering but activated edge', with varietal architectural treatments. It is purposeful that the major retail entries 'meld' into the centre's surrounding built form.

The proposed building heights are also considered acceptable having regard to the height of adjoining industrial and commercial premises to the north, east and west which similarly range between 1 and 2 storeys. The height of the proposed development is therefore considered appropriate in scale for its mixed use context.

5.7.3 Landscaping

Clause 4.9.2 of TPS3 sets out standards for landscaping associated within commercial and industrial uses. The proposed development's compliance with these standards is summarised in **Table 9** below.

Required		Provided
(a)	A minimum on-site provision of 10% of the total area of the lot or a defined portion of the site shall be set aside, developed and maintained as a landscaped area	Less than 10% on-site landscaping is proposed – refer to (b) below
(b)	The local government may reduce the minimum on-site provision to not less than 5% of the total area of the lot to be set aside, developed and maintained as a landscaped area where the owner agrees in writing that all of the street verge abutting the lot shall be included in the landscape area	The proposed development incorporates a total of 2,490m ² of landscaping within the site which equates to approximately 8.5% of the total site area. An additional 1,934m ² of landscaping is proposed within the Yangebup Road and Beeliar Drive road reserves.
(c)	Where the street verge is included in the landscaped area it shall be developed and maintained by the owner	Noted and agreed
(d)	The landscaped area shall have a minimum width of not less than 1.5m and distributed in areas of not less than 4m ²	Compliant
(e)	No less than 1 shade tree shall be planted for every linear metre of verge frontage or for every 50m ² of total landscaped area, whichever is greater	Compliant
(f)	No less than 1 shade tree shall be planted in the car parking area for every 3 side-by-side car parking bays	Compliant
(g)	Landscaping is to be confined to the area of the lot between the building or the use of the land and the boundaries of the lot adjoining the public road reserve, or other public reserve, unless varied by the local government	The majority of proposed landscaping will be located within the site boundary however a portion will be located within the Yangebup Road and Beeliar Drive road reserves. Landscaping within the adjoining road reserves is desirable given landscaping, particularly along the Yangebup Road frontage, is largely non-existent.

Table 9: Summary of Compliance with Landscaping Provisions (TPS3)

The proposed development incorporates a total of 2,490m² of landscaping within the site boundary which equates to approximately 8.5% of the total site area. An additional 1,934m² of landscaping is proposed within the Yangebup Road and Beeliar Drive road reserves, abutting the northern and southern boundaries of the site which brings the overall landscaping provision to approximately 4,424m².

The proposed landscaping is designed to enhance and complement the built form, with a strong focus on human scale and comfort. It aims to strengthen the development's identity, walkability, connectivity, and sense of place, responding to the broader context and drawing on existing landscape features to ensure integration with the surrounding area. Landscaping will consist of trees (various deciduous and evergreen species), groundcover and low level native planting to preserve sight lines and reduce the heat island effect. Feature planting mixes and single species will be provided within setback areas to accentuate buildings and development entry point.

Landscaping within the site includes the retention of six (6) existing large trees. A total of 133 new trees are also proposed to be planted within the site and a further 26 new trees are to be planted within the adjoining road verges.

Refer to **Attachment 9 – Landscape Plan**

5.7.4 Convenience and Functionality

Clause 4.9.4 of TPS3 requires commercial developments to be designed to ensure that they are convenient and functional for those who will use it. The proposed development has been designed to offer convenience and functionality by:

- Delivering valuable amenity to the area by providing residents with convenient access to a diverse range of goods in a single, accessible location;
- Clearly defining land use offerings and building entrances;
- Providing clear sight lines and well-designed car parking and pedestrian connections;
- Prioritising internal pedestrian movement;
- Respecting the scale of surrounding development; and
- Providing extensive and well-positioned landscaping.

This proposed development will not only enhance the functionality of the suburb but also contribute to a more complete and connected local retail landscape, improving the overall liveability and appeal of the area.

5.7.5 Vehicle Parking

Clause 4.9.5 of TPS3 sets out the minimum requirements for the provision of on-site car parking bays, delivery spaces and bicycle parking depending on land use. The WAPC has also released the *WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel Guidelines*, which are intended provide consistent car parking requirements for non-residential land uses and support the review of car parking ratios under individual local planning frameworks.

A parking assessment of the proposed development has been undertaken in relation to the standards set out TPS3 and the standards set out within the WA Planning Manual. The findings of this assessment are summarised in **Tables 10** and **11** below. For the purposes of the parking assessment, the following breakdown of land uses and GFA have been applied:

- Shop use: 6,520m²
- Consulting Room use: 100m²
- Café/Restaurant use: 375m²
- Service Station use: 240m²
- Drive-Thru Fast Food: 620m²

Tenancy	Land Use	Land Use Class	Parking Ratio	Area (NLA)	Bays Required
T01	Major Retail	Shop	1 : 14m ² NLA	3,860m ²	275.71
T02	Liquor Store	Use Not Listed*	1 : 14m ² NLA	160m ²	11.42
T03	Major Retail	Shop	1 : 14m ² NLA	1,500m ²	107.14
T04	Mini Major	Shop	1 : 14m ² NLA	600m ²	42.85
T05	Retail / Commercial	Shop	1 : 14m ² NLA	100m ²	7.14
T06	Retail / Commercial	Shop	1 : 14m ² NLA	100m ²	7.14
T07	Retail / Commercial	Shop	1 : 14m ² NLA	100m ²	7.14
T08	Consulting Rooms	Consulting Rooms	5 : 1 practitioner 1 : 15m ² GLA	3 practitioners** 100m ²	15.00 6.66
T09	Retail / Commercial	Shop	1 : 14m ² NLA	100m ²	7.14
T10	Food and Beverage	Lunch Bar	1 : 15m ² GLA	75m ²	5.00
T11	Food and Beverage	Lunch Bar	1 : 15m ² NLA	100 ²	6.66
T12	Food and Beverage	Restaurant	1 : 4 seats or 1 : 4 people accommodated	100m ² 30 seats***	7.50
T13	Food and Beverage	Restaurant	1 : 4 seats or 1 : 4 people accommodated	100m ² 30 seats***	7.50
T14	Service Station	Service Station	1 : 1 employee 2 : 1 service bay	2 employees 6 service bays (240m ²)	2.00 12.00
T15/T16	Fast Food	Fast Food Outlet	1 : 15m ² NLA	620m ²	41.33
<i>*Parking requirement to be determined by the City ('Shop' parking ratio applied for the purposes of assessment)</i>					
<i>**The number of practitioners has been assumed as the maximum likely</i>					
<i>***The number of seats has been assumed as the maximum likely</i>					
<i>****The number of stacking bays provided for the Drive-Thru Outlet has been assumed as the average possible</i>					
Total Bays Required					569.33
Minus Drive-Thru Stacking Bays Provided****					10
Total bays Required					559.33 (559)

Table 10: Car Parking Assessment (TPS3 standards)

Tenancy	Land Use	Land Use Class	Parking Ratio	Area (NLA)	Bays Required
T01	Major Retail	Shop	1 : 50m ² FA	3,860m ²	77.2
T02	Liquor Store	Use Not Listed*	1 : 50m ² FA	160m ²	3.2
T03	Major Retail	Shop	1 : 50m ² FA	1,500m ²	30.0
T04	Mini Major	Shop	1 : 50m ² FA	600m ²	12.0
T05	Retail / Commercial	Shop	1 : 50m ² FA	100m ²	2.0
T06	Retail / Commercial	Shop	1 : 50m ² FA	100m ²	2.0
T07	Retail / Commercial	Shop	1 : 50m ² FA	100m ²	2.0

T08	Consulting Rooms	Consulting Rooms	2 : 1 practitioner	3 practitioners**	6.0
T09	Retail / Commercial	Shop	1 : 50m ² FA	100m ²	2.0
T10	Food and Beverage	Restaurant / Cafe	1 : 10 people accommodated	20 people***	2.0
T11	Food and Beverage	Restaurant / Cafe	1 : 10 people accommodated	30 people***	3.0
T12	Food and Beverage	Restaurant / Cafe	1 : 10 people accommodated	30 people***	3.0
T13	Food and Beverage	Restaurant / Cafe	1 : 10 people accommodated	30 people***	3.0
T14	Service Station	Service Station	0.75 : 1 fuel bowser	6 fuel bowsers	4.5
T15/T16	Fast Food	Fast Food Outlet	1 : 50m ² public floorspace	620m ²	8.26

*Parking requirement to be determined by the City ('Shop' parking ratio applied for the purposes of assessment)

**The number of practitioners has been assumed as the maximum likely

***The number of people accommodated has been assumed as the maximum likely

****The number of stacking bays provided for the Drive-Thru Outlet has been assumed as the average possible

Total Bays Required	160.16
Minus Drive-Thru Stacking Bays Provided****	10
Total bays Required	150.16 (150)

Table 11: Minimum Car Parking Assessment (WA Planning Manual) Standards

The above tables demonstrates that the proposed development provides:

- A parking shortfall of 244 bays when assessed under TPS3; and
- A parking surplus of 165 bays when assessed under the WA Planning Manual.

It is clear from the above that there is a significant variation in parking standards applicable to the site. For the purposes of our assessment, we have assumed a 'worst case' parking shortfall but would expect that 'actual' parking demand to sit somewhere in between the two calculations summarised the above.

Assuming a parking shortfall in the order indicated above, we offer the following as justification for the variation proposed:

- A number of the proposed land uses are not assigned a specific parking requirement under TPS3 or the WA Planning Manual or the parking requirements is based on the number of customers or practitioners. In these instances, a 'worst case' requirement has been applied for the purposes of assessment.
- Parking assessments based on NLA or GFA figures do not take into account 'back of house' areas, staff amenities and other areas not accessible by the public. For each NLA or GFA figure, actual 'public' floorspace can comprise as little as approximately 50%. This is not factored into parking ratios.
- The site is located within an established urban area that is serviced by existing public transport infrastructure, primarily bus services operating along Beeliar Drive and surrounding arterial roads.

These services provide connections to nearby activity centres, residential areas and the broader metropolitan public transport network.

- Pedestrian access between the site and nearby bus stops is facilitated by formal crossing opportunities, including the signalised pedestrian crossings at the Beeliar Drive / Hammond Road intersection, as well as a mid-block pedestrian crossing on Beeliar Drive located near the existing bus stop facilities. These crossing points improve connectivity and reduce walking distances for public transport users accessing the site.
- Retail employees tend to be 'younger' people who do not drive or do not have a vehicle, and find other means of getting to work. The site's proximity to public transport (bus and train) is conducive to this form of travel, noting also that a significant amount of bicycle parking is proposed.
- The parking standards contained within TPS3 are generally excessive having regard to the parking standards set out in the WA Planning Manual which suggests significantly lower ratios, particularly for the 'Shop' use class.
- The parking standards are also considered excessive for this location and tenancy mix, particularly given that it applies high parking ratios to retail floorspace without accounting for shared demand characteristics, turnover efficiency, and the integrated nature of modern shopping centres.
- The parking assessment does not take into account the significant cross-trade between the various tenancies as well as the potential for reciprocal parking arrangements among these uses.

In addition to the statutory parking rates described above, an engineering-based parking demand estimate has been undertaken as part of the TIA (refer to **Attachment 10**) with reference to previous shopping centre parking utilisation surveys and typical demand ranges documented in parking generation guidance.

Based on industry experience and observed demand profiles at comparable centres, typical peak parking accumulation for a centre of this size is generally in the order of 2.7 to 3.7 bays per 100 m² NLA. Applying this demand range to the proposed development (7,855m² NLA) indicates an expected peak parking demand of approximately 212 to 290 bays.

This corresponds with typical peak trading conditions, where car park utilisation commonly reaches approximately 70% to 90% of available supply.

On this basis, the proposed supply of 315 bays is considered sufficient from an industry perspective to accommodate forecast peak parking demand, while also providing an appropriate allowance for variations in demand due to seasonal conditions, tenancy turnover, and short-term peak surges during weekend trading periods.

5.7.6 Bicycle Parking

An assessment of bicycle parking has been undertaken having regard to the provisions contained within TPS3. The findings of this assessment are summarised in **Table 12** below.

Tenancy	Land Use	Land Use Class	Parking Ratio	Area (NLA)	Bays Required
T01	Major Retail	Shop	1 : 200m ² NLA	3,860m ²	19.3
T02	Liquor Store	Use Not Listed*	1 : 200m ² NLA	160m ²	0.8
T03	Major Retail	Shop	1 : 200m ² NLA	1,500m ²	7.5
T04	Mini Major	Shop	1 : 200m ² NLA	600m ²	3.0
T05	Retail / Commercial	Shop	1 : 200m ² NLA	100m ²	0.5

T06	Retail / Commercial	Shop	1 : 200m ² NLA	100m ²	0.5
T07	Retail / Commercial	Shop	1 : 200m ² NLA	100m ²	0.5
T08	Consulting Rooms	Consulting Rooms	1 : 50 people accommodated	15 people**	0.3
T09	Retail / Commercial	Shop	1 : 200m ² NLA	100m ²	0.5
T10	Food and Beverage	Lunch Bar	1 : 20m ² NLA	75m ²	3.75
T11	Food and Beverage	Lunch Bar	1 : 20m ² NLA	100 ²	5.0
T12	Food and Beverage	Restaurant	1 : 30 seats	30 seats***	1.0
T13	Food and Beverage	Restaurant	1 : 30 seats	30 seats***	1.0
T14	Service Station	Service Station	1 : 20m ² NLA	240m ²	12.00
T15/T16	Fast Food	Fast Food Outlet	1 : 50m ² NLA	620m ²	12.4

*Parking requirement to be determined by the City ('Shop' parking ratio applied for the purposes of assessment)

**The number of people accommodated has been assumed as the maximum likely

***The number of seats has been assumed as the maximum likely

Total Bays Required	68.05
Total Bays Provided	68

Table 12: Bicycle Parking

The development includes provision for 68 bicycle bays (44 visitor and 24 staff) along with end-of-trip facilities to support cycling as an alternative mode of access for customers and staff. These facilities will complement the existing cycling infrastructure along Beeliar Drive, address gaps in end-of-trip facilities, and support cycling as a viable mode of access to the shopping centre for both customers and employees. There are ample opportunities to supplement the bicycle parking across the site should there be additional future demand.

5.7.7 Matters to be Considered

Clause 67 of the Deemed Provisions contained within Schedule 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ('LPS Regulations') sets out 'matters to be considered' by a local government in considering a development application. Compliance with these matters is summarised in **Table 13** below:

Matter to be Considered	Response
(h) The aims and provisions of this Scheme (including any planning codes that are read, with or without modifications, into this Scheme) and any other local planning scheme operating within the Scheme area;	The proposed development satisfies the relevant provisions of, and is capable of approval under, TPS3.
(b) The requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> (Regulations) or any other proposed planning instrument that the local government is seriously considering adopting or approving;	The proposed development has been designed having close consideration for the applicable planning framework.
(c) Any approved State planning policy;	The proposed development has been designed in a manner cognisant of relevant WAPC's State Planning - refer to section 5.2 of this report. No other approved State Planning Policies apply to the site.

Matter to be Considered	Response
(d) Any environmental protection policy approved under the <i>Environmental Protection Act 1986</i> section 31(d);	No environmental protection policies apply to the site.
(e) Any policy of the Commission;	The proposed development has been assessed for compliance with the WAPC's WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel Guidelines – refer to section 5.7.5 of this report.
(f) Any policy of the State;	N/A
(fa) Any local planning strategy for this Scheme endorsed by the Commission;	The proposed development is consistent with the directions set out in the City of Cockburn Local Planning Strategy and Local Commercial and Activity Centres Strategy - refer to sections 5.1.2 and 5.1.3 of this report.
(g) Any local planning policy for the Scheme area;	The proposed development is consistent with the objectives and provisions contained within all applicable local planning policies – refer to section 5.4 of this report.
(h) Any structure plan or local development plan that relates to the development;	The proposed development is generally consistent with the Hammond Road North Structure which applies to the site. An amendment to the Structure Plan to realign the 'Local Centre' and 'Mixed Business' zonings to reflect the form of development proposal is currently under assessment by the City - refer to 5.1.4 of this report.
(i) Any report of the review of the local planning scheme that has been published under the Regulations;	N/A
(j) In the case of land reserved under the Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;	N/A
(k) The built heritage conservation of any place that is of cultural significance;	N/A
(l) The effect of the proposal on the cultural heritage significance of the area in which the development is located;	N/A
(m) The compatibility of the development with its setting;	The range of land uses proposed under the Application are capable of being approved under TPS3 and draft LPS13 and are complementary to the existing land uses currently provided within the broader precinct.
(n) The amenity of the locality;	The proposed development has been carefully sited and designed to ensure an appropriate level of amenity is maintained for adjoining and nearby land uses.
(o) The likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;	No environmental impacts identified
(p) Whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposed development incorporates a total of 2,490m ² of landscaping within the site boundary which equates to approximately 8.5% of the total site area. An additional 1,934m ² of landscaping is proposed within the Yangebup Road and Beeliar Drive road reserves, abutting the northern and southern boundaries of the site

Matter to be Considered	Response
	bringing the overall landscaping provision to approximately 4,424m ² .
(q) The suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;	N/A
(r) The suitability of the land for the development taking into account the possible risk to human health or safety;	N/A
(s) The adequacy of (i) the proposed means of access to and egress from the site; and (ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;	Proposed access arrangements into, out of and throughout the site have been assessed and determined to be adequate.
(t) The amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The Application is supported by a TIA which considers the impact of traffic generated by the proposed development on the surrounding road network. The TIA has determined that the proposed development can operate within the capacity of the existing road system.
(u) The availability and adequacy for the development of the following — (i) public transport services; (ii) public utility services; (iii) storage, management and collection of waste; (iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); (v) access by older people and people with disability;	Existing local public transport services are available in proximity to the site and include various bus routes providing convenient connectivity for commuters.
(v) The potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;	N/A
(w) The history of the site where the development is to be located;	Research undertaken as part of initial design investigations revealed that the current owners' grandfather planted two Olive trees on the current home block when the Alessandrini family first arrived from Italy. These two trees are still surviving. The family have embraced the idea of an avenue of Olive trees alongside the new north-south private road and have endorsed the idea of naming this road "Alessandrini Drive" in recognition of the family's connection to the land.
(x) The impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	The proposed development is consistent with its designation under the Commercial Strategy and will assist in the delivery of local employment opportunities.
(y) Any submissions received on the application;	To be determined
(za) The comments or submissions received from any authority consulted under clause 66	To be determined
(zb) Any other planning consideration the local government considers appropriate	N/A

Table 13: Matters to be Considered by Local Government

6. Traffic and Parking

A Transport Impact Assessment (TIA) has been prepared in support of the proposed development and is enclosed at **Attachment 10**. The TIA assesses the impacts of the proposed development on the adjacent road network, with a focus on capacity, access, safety, and car parking requirements and has been prepared in accordance with the WAPC's *Transport Impact Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2016).

Key findings from the TIA are summarised below:

- The site benefits from direct access to the district and regional road network, including Beeliar Drive, Hammond Road and the Kwinana Freeway and is located in proximity to Cockburn Central Train Station and existing high-frequency bus services, providing opportunities for access by public transport, walking and cycling.
- Vehicular access to the proposed development has been designed to provide safe, efficient and legible access while maintaining the function and performance of the surrounding road network. The access strategy responds to the arterial role of Beeliar Drive, the local function of Yangebup Road, and the presence of adjacent existing and future developments.
- The proposed development is estimated to generate a total of 4,880 vehicles per day (vpd), 536 vehicles in the weekday peak hour and 600 vehicles in the weekend peak hour. The net increase in traffic is therefore estimated as 2,635vpd, plus 288vph (weekday) and 324vph (weekend).
- SIDRA Intersection modelling has been undertaken to assess the operational performance of key intersections surrounding the proposed development under existing and future-year traffic conditions. Overall, the SIDRA results indicate that the broader road network constraints are primarily driven by background traffic growth and existing congestion on Beeliar Drive, with the proposed development generating only a modest incremental change in intersection performance.
- The assessment demonstrates that the proposed shopping centre development results in only a modest increase in traffic demand and does not materially change the operational outcome of the wider network, particularly at the Beeliar Drive / Hammond Road signals and Beeliar Drive / Kemp Road roundabout where congestion is already significant.
- Traffic-related noise and vibration impacts are anticipated to remain consistent with existing conditions, and no additional mitigation measures are considered necessary from a traffic perspective.
- The proposed development is not expected to significantly impact road safety outcomes for the surrounding network. The existing crash patterns reflect the function of Beeliar Drive and adjacent intersections as high-volume arterial facilities, rather than deficiencies that would be exacerbated by the proposal.
- Provision has been made for service vehicles and deliveries, with dedicated loading docks accessed from Yangebup Road for the main shopping centre, and separate service arrangements for the service station and fast-food pad sites. This arrangement separates heavy vehicle movements from customer parking areas and internal circulation routes, reducing the potential for conflict and improving overall site safety and operational efficiency.
- Swept path analysis has confirmed that all relevant service vehicles, including articulated fuel tankers, can safely access and manoeuvre within the site without conflict with customer traffic.

Heavy vehicle movements are accommodated fully within the site and do not require reversing onto public roads.

- The proposed development will provide a total of 315 on-site car parking bays, in addition to allowance for drive-through queuing/stacking. Based on the proposed gross leasable floor area of approximately 7,855 m², this equates to an overall parking provision rate of approximately 4.0 bays per 100m² NLA.
- Based on industry experience and observed demand profiles at comparable centres, typical peak parking accumulation for a centre of this size is generally in the order of 2.7 to 3.7 bays per 100 m² NLA. Applying this demand range to the proposed development (7,855 m² NLA) indicates an expected peak parking demand of approximately 212 to 290 bays.
- The proposed supply of 315 bays is considered sufficient to accommodate forecast peak parking demand, while also providing an appropriate allowance for variations in demand due to seasonal conditions, tenancy turnover, and short-term peak surges during weekend trading periods.
- The development is well integrated with the surrounding walking, cycling and public transport networks. Existing footpaths, signalised pedestrian crossings at Beeliar Drive/Hammond Road, and a mid-block pedestrian crossing on Beeliar Drive provide safe external connectivity. New shared paths along the site frontages, a comprehensive internal pedestrian network, raised internal roads and shared-zone treatments will enhance pedestrian safety and permeability.
- The proposed pedestrian network will support access to and from surrounding key attractors, including Cockburn Central Station, Cockburn Gateway Shopping Centre, Emmanuel Catholic College and nearby residential areas, and will facilitate short local walking trips as well as pedestrian movements associated with public transport use.
- The development includes provision for 68 bicycle bays (44 visitor and 24 staff bays) along with end-of-trip facilities to support cycling as an alternative mode of access for customers and staff. These facilities will complement the existing cycling infrastructure along Beeliar Drive, address gaps in end-of-trip facilities, and support cycling as a viable mode of access to the shopping centre for both customers and employees.

The TIA concludes that overall, the proposed development can be accommodated within the existing and future transport network. It also concludes that the proposed development's traffic and parking impacts are modest in the context of forecast background growth and that the proposal represents an appropriate and well-integrated outcome from a traffic engineering and transport planning perspective.

Refer **Attachment 10 – Traffic Impact Assessment**

7. Conclusion

This Application seeks approval for the construction of a commercial development (Neighbourhood Centre) on land located at Lots 1, 300 and 4308 Yangebup Road/Beeliar Drive, Cockburn Central. The proposed development comprises two (2) 'major' retail outlets along with a number of speciality retail, food and beverage tenancies, consulting rooms, a service station and two (2) drive thru fast food outlets with a combined total Net Lettable Area (NLA) of approximately 7,855m² (inclusive of retail and non-retail floorspace)

The proposed development represents a sound and considered proposal for the site and should be supported for the following reasons:

- The range of land uses proposed by the Application are capable of being approved under TPS3 and draft LPS13 and are complementary to the existing land uses currently provided within the broader precinct.
- The proposed development satisfies the objectives and provisions of all relevant WAPC State Planning Policies including SPP 3.7 - Bushfire and accompanying Guidelines for Bushfire Protection, SPP 4.1 – Industrial Interface, SPP 4.2 – Activity Centres, and SPP 7.0 – Design of the Built Environment.
- The objectives and provisions of relevant current and draft WAPC Operational Policies are satisfied by the proposed development, including draft OP 4.3 – Planning for High Pressure Gas Pipelines and DC 5.1 – Vehicular Access.
- The proposed development is consistent with the objectives and provisions contained within the City of Cockburn's Local Planning Strategy (2024) and all applicable local planning policies.
- The proposed development is consistent with its designation under the City's Local Commercial and Activity Centres Strategy (2012) and will assist in the delivery of local employment opportunities.
- The proposed development will not affect the viability of surrounding centres, both current and planned, or the vibrancy of the activity centre hierarchy.
- The proposed development is expected to deliver positive benefits to the surrounding community by addressing the under provision of access to retail goods and services within the catchment, providing employment, reducing travel time, increasing the quality of life for residents and workers and encouraging healthy competition in the area.
- The use of the site for commercial purposes is consistent with the Hammond Road North Structure Plan (2018), noting that an amendment to the Structure Plan is currently under consideration by the City.
- The extent of additional 'shop' floorspace proposed by the development is within the maximum allowance recommended under the Structure Plan.
- The approval of a Development Application over the site in the absence of a Local Development Plan is considered appropriate in this instance given the Application covers a substantial component of the structure planning area and addresses those key matters such as building orientation, bulk and scale, setbacks, access points, pedestrian movement, street interface and the like that would otherwise be covered by a Local Development Plan.

- The built form, amenity and landscaping treatments proposed are consistent with the requirements set out in TPS3 in relation to matters such as setbacks, building height and landscaping, and respond to feedback provided during the design review process.
- The proposed development satisfies the matters to be considered by a Local Government in assessing an Application for Development Approval as set out in Clause 67 of the Deemed Provisions contained within Schedule 1 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
- The proposed development will incorporate sufficient car parking, having regard to the likely multi-purpose trips, peak demand periods, proximity to public transport, walkable catchment and the WAPC's *WA Planning Manual - Non-Residential Car Parking Rates in Perth and Peel Guidelines*.
- A number of ESD initiatives are incorporated into the proposed development, including roof-top Solar PV panels and EV charging bays.
- The proposed development incorporates extensive and high quality landscaping which will be located both within the site and adjoining road reserves.
- The proposed development can be accommodated within the existing and future transport network and represents an appropriate and well-integrated outcome from a traffic engineering and transport planning perspective.
- The development can readily accommodate and manage waste and delivery vehicles in a manner that does not compromise safety or amenity in the area.

The development is consistent with the principles of orderly and proper planning and represents an important community service to be provided to the City. On this basis, the proposed development should be supported and approved.