

URBIS

DEVELOPMENT APPLICATION

SHORT STAY ACCOMMODATION
PROPOSAL

KINGSWAY CITY
SHOPPING CENTRE

PREPARED BY URBIS ON BEHALF OF
TAH LAND PTY LTD

MAY 2024



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We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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1. INTRODUCTION

This planning report has been prepared by Urbis, in collaboration with landowner, Tah Land Pty Ltd, and the Project Team comprising DKO ARCHITECTURE, LOFTE PROPERTY and a team of technical consultants. This application is made in support of a development proposal for a short stay accommodation facility and ground floor food and beverage uses located at No.182 (Lot 9000), Wanneroo Road, Madeley (**subject site**). The development is situated within the Kingsway City Shopping Centre. We are pleased we have reached this milestone and look forward to further engaging with the City of Wanneroo (**the City**) to deliver this project.

This application outlines the rationale and merit for the proposal and specifically presents:

- A contextual description of the site in its immediate, local and broader context.
- A description of the design and architectural merit of the proposal, including discussion on the design evolution through the design review process and an assessment against the 10 principles of good design.
- A description of the technical elements of the proposal and compliance with relevant standards including landscape, traffic, waste management, acoustic and sustainability.
- An assessment against the relevant planning framework.

1.1. PRE-LODGEMENT ENGAGEMENT

Urbis, DKO ARCHITECTURE and LOFTE PROPERTY have facilitated several discussions with the City in relation to the proposed development. Key discussions to date include the following:

8 February 2024: Lofte Property and DKO ARCHITECTURE had high-level discussions with the City in relation to the redevelopment of the site for short stay accommodation purposes with food and beverage land uses at the ground floor level. The City were generally comfortable with the proposal and the project team continued with the design of the proposal.

21 March 2024 – Design Review Panel (DRP) presentation: the City's DRP were generally supportive of the proposal inclusive of the proposed height and the overall design approach. The DRP also identified key areas (such as safety) that required further consideration through the design refinement. Refer to **Section 5** of this report where the design response and consideration has been further articulated.

8 May 2024 – discussion with City Officers: Urbis, DKO and Lofte Property met with City of Wanneroo Planning Officers to discuss design refinement following the DRP meeting. Revisions to the design were presented which were received positively by the City's Officers, with comments incorporated as part of this lodged proposal.



2. STRATEGIC CONTEXT

This proposal presents an exciting collaboration between DKO ARCHITECTURE and Tah Land Pty Ltd to deliver a high-quality short stay accommodation development within an established district centre, increasing the diversity of offering to the local and visiting community. The centre is a key activity node in Perth's northern corridor and includes a broad range of retail-focused land uses.

The development presents a strategic opportunity to leverage the area's existing amenities and infrastructure and provide a unique use which complements the existing retail-focus centre and provides an additional accommodation option for the northern and eastern corridors – addressing an existing gap in the market.

This proposal is being delivered in the context of a broader vision and aspiration for the centre, which will seek to facilitate its growth, revitalisation and diversification over years to come. It recognises the existing, albeit dated, Agreed Structure Plan No.59 (ASP 59), which has the following vision:

'The vision and long-term objective for Kingsway City is for its transformation from a suburban shopping centre into a fully integrated, mixed-use Activity Centre.'

The delivery of short stay accommodation is directly aligned with this vision and the overarching premise of State Planning Policy in delivering diverse, integrated and vibrant activity centres. Together with longer term aspirations by the landowner to deliver further retail expansion, residential development and enhancement of the food, beverage and convenience and commercial offer, the centre will continue to grow to become a highly integrated, mixed-use centre and a focus for the local community.

Overall, the proposal will deliver considerable benefit to the activity centre and broader community through:

- A high quality, architecturally designed building that improves the centre's offering and aesthetic appeal.
- An improved user experience, provide activation to an area that is currently predominantly car parking. It promotes ground floor activation through the food and beverage tenancies and alfresco seating areas, tying in with the existing recent F&B to the south. The integration of high quality soft and hard landscaping components will provide for a highly pedestrianised and comfortable public realm.
- Improved activation and connection to the western entrance to the shopping centre, creating an enhanced interface with Wanneroo Road.
- Setting a high standard for the integrated expansion of the existing centre. It is legible and connected with the overall centre, diversifies the centre's offering and is aligned with the landowner's broader growth aspirations.

LONG TERM MASTER PLAN

SITE LOCATION

- SHOPPING CENTRE IS THE KEY ACTIVITY NODE IN PERTHS NORTHERN CORRIDOR
- NO ACCOMODATION OPPORTUNITIES BETWEEN INNALOO AND JOONDALUP
- PROPOSED DEVELOPMENT PROVIDES ACCOMODATION SERVICE FOR THE NORTHERN/EASTERN CORRIDORS



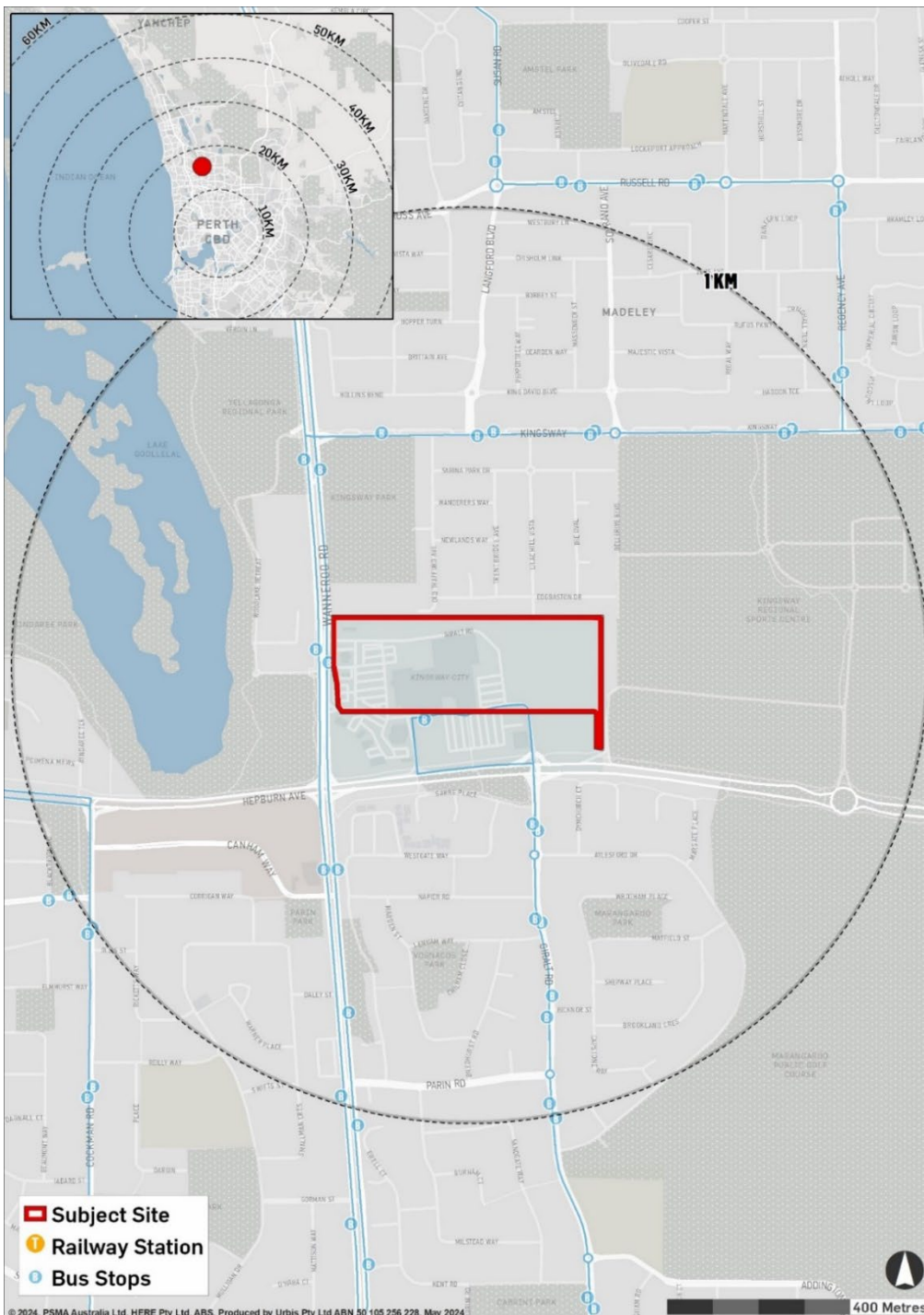
3. SITE DETAILS

3.1. REGIONAL AND LOCAL CONTEXT

The subject site is located to the south-east of the suburb of Madeley, within the City of Wanneroo local government area, situated approximately 7.5km kilometres from the Wanneroo City Centre and 15km north of the Perth Central Business District. It borders the City of Joondalup local government area to the west. Madeley features a strong suburban character with a combination of residential dwellings, parks, schools, and other various amenities.

Within its immediate vicinity, the site is enveloped by a mixture of residential dwellings, retirement homes, a caravan park and recreational facilities. The site is also located 3km east of Greenwood Train Station. Notable local attractions including Lake Goollelal (500m west), Marangaroo Golf Course (800 metres south and Chancellor Park (1.2km south-east).

Figure 1 – Location Map



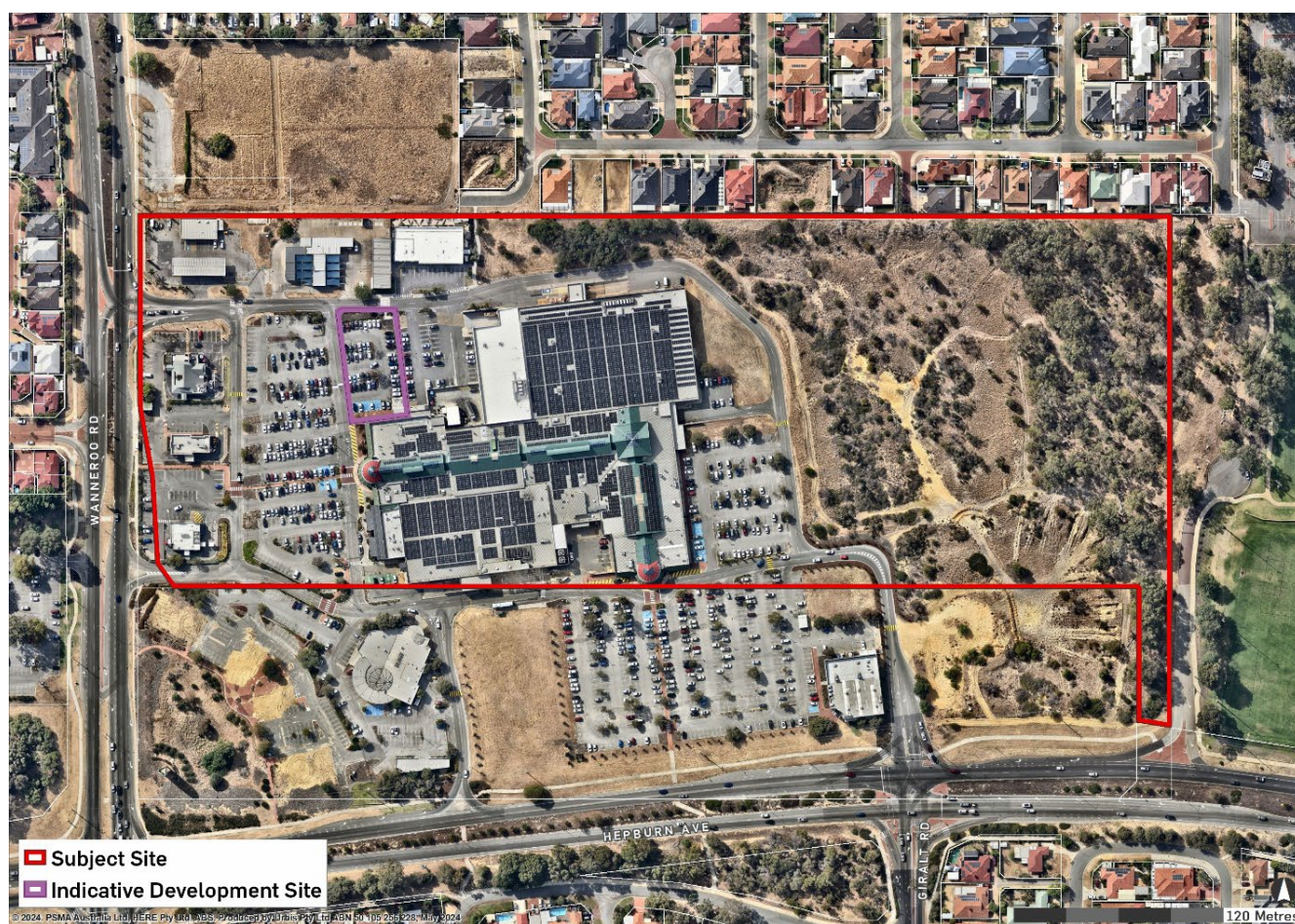
3.2. SITE DESCRIPTION

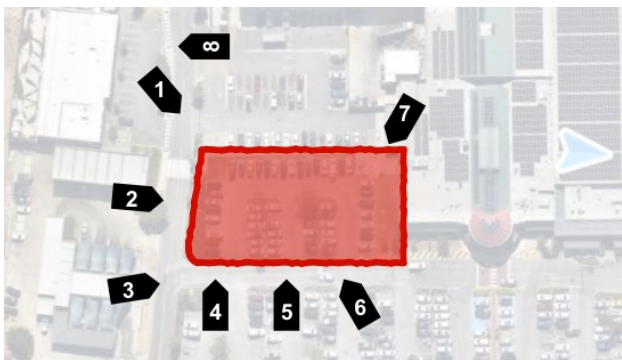
The subject site is bound by Wanneroo Road to the west, a vacant site and residential dwellings to the north and Kingsway Regional Sporting Complex to the east. The site comprises the Kingsway City Shopping Centre as well as a number of ancillary uses such as fast food outlets, a petrol station, car wash, childcare centre, car parking and bushland.

The centre opened in 1996 by the current landowners, Tah Land Pty Ltd, with various incremental improvements made to present day. This includes a new ALDI supermarket which opened in 2021 and recently expanding the food and beverage offer to the south of the main entrance, which was completed in 2022.

Refer to **Figure 3** for the Site Aerial which identifies the 'indicative development site' within the overall site boundaries as well as current site photographs below.

Figure 2 – Site Aerial





3.3. LOT DETAILS

The subject site is located at Lot 9000 (No.182) Wanneroo Road, Madeley with the lot particulars described in **Table 1** below. Refer to **Figure 3** for the Cadastral Plan and **Appendix A** for the Certificate of Title.

Table 1 – Lot Particulars

Address	Lot/Plan	Volume/Folio	Area	Proprietor
No.182 Wanneroo Road	9000/P422782	4038/254	12.83ha	Tah Land Pty Ltd

Figure 3 – Cadastral Map



4. PROPOSED DEVELOPMENT

4.1. DEVELOPMENT OVERVIEW

This application seeks development approval for a short stay accommodation facility and food and beverage uses. Refer to **Table 2** below for a breakdown of the key elements of the proposal. Refer to the development plans for the detail of the proposal.

Table 2 – Proposed Development

Item	Note
Development Summary	The proposed development comprises an 8-storey building inclusive of short stay accommodation facilities on Level 1-7 as well as food and beverage tenancies and an alfresco dining area on the ground floor
District Planning Scheme No.2 Land Uses	'Serviced Apartment' 'Restaurant/café'
Floor Breakdown	<p>Ground Floor</p> <ul style="list-style-type: none"> ▪ 6x tenancies anticipated to be food and beverage offerings. ▪ Concierge space inclusive of small business lounge, reception area and office/ luggage storage are related to short stay accommodation facility. ▪ Alfresco dining spaces. <p>Level 1</p> <ul style="list-style-type: none"> ▪ A total of 15 rooms for short stay accommodation purposes comprising a range of studio, 1- and 2-bedroom offerings. ▪ Gym. ▪ Conference room. <p>Level 2 – 7</p> <ul style="list-style-type: none"> ▪ Typically, 20 rooms for short stay accommodation purposes comprising a range of studio, 1- and 2-bedroom offerings. <p>Roof</p> <ul style="list-style-type: none"> ▪ PV arrangement ▪ Plant and electrical units.
Height	The maximum building height is 29.3m
Parking Considerations	<p>A total of 44 bays are provided for the short stay accommodation.</p> <p>Parking for the patrons of the short stay accommodation is located directly east of the proposed building. The existing car parking area will be reconfigured to allow for a more efficient use of the space whilst still allowing the necessary service vehicle access and movement. The</p>

Item	Note
	parking area will be gated for the exclusive use of the short stay accommodation patrons, to manage supply, safety and security.
Bicycle Parking	A total of 6 new bicycle bays are provided for the ground floor tenancy staff.
Landscaping	A total of 208sq.m of deep soil landscaping is proposed (equivalent to approximately 10% of the site area).



4.2. SPECIALIST INPUTS

4.2.1. Traffic Impact Assessment

A Transport Impact Assessment (TIA) has been prepared by WSP to support the proposal. The TIA provides a comprehensive analysis of the overall shopping centre traffic operation and considers how the proposed development will operate within the broader centre from a traffic and access consideration.

The TIA assesses a range of relevant considerations inclusive of the following:

- Existing road network.
- Existing public transport network.
- Existing pedestrian and cycle networks.
- Existing traffic volumes.
- Changing site considerations as part of the proposed development.
- Car parking.
- Provision for service vehicles.

Importantly, the TIA has the following findings in relation to the proposed development:

- Vehicular access points to the site remain unchanged.
- The proposed development will result in a slight reduction in the overall number of parking bays at the site. However, detailed assessment of the parking demand identifies that the parking provision will be sufficient to satisfy the centre's needs, inclusive of this proposal.
- Service/delivery and waste vehicles will access the existing loading dock through the secured car park, via the internal circulation roads. ALDI service requirements have also been addressed and existing function retained.
- The proposed access points have been assessed using a SIDRA network model to ensure the impacts of queuing and delays do not adversely impact the operation of the adjacent road network.

Overall, the TIA confirms that the proposed development will not have an adverse impact on the transport considerations of the overall site. All parking, access and service functions remain capable of operating in a functional and appropriate manner.

Refer to **Appendix B** for the TIA.

4.2.2. Acoustic Assessment

An Acoustic Assessment and Noise Management Plan has been prepared by Herring Storer Acoustics to ensure the proposed development satisfies the requirements of the *Environmental Protection (Noise) Regulations 1997*.

Noise emissions for the development have been assessed in relation to the nearest sensitive receivers. The acoustic reports note that the development is capable of achieving compliance with the relevant noise requirements. Importantly, the following should be noted:

- Due to proximity to adjacent roads, "Quiet House Design" is required to ameliorate nearby traffic noise.
- Any adverse noise impacts from the ground floor tenancy alfresco areas can be appropriately managed to ensure compliance with relevant requirements,

Refer to **Appendix C** for the acoustic assessment.

4.2.3. Sustainability Strategy Report

A Sustainability Strategy Report has been prepared by Cundall to inform the project. The report identifies a range of sustainability initiatives that will be embedded into the development to address matters relating to carbon reduction, social sustainability, resource consumption, indoor environment quality and sustainable transport.

Refer to **Appendix D** for the Sustainability Report.

4.2.4. Waste Management Plan

A Waste Management Plan (**WMP**) has been prepared by Talis. The WMP identifies the various waste streams generated as part of the operations associated with the proposed development. The WMP also outlines how waste will be handled and disposed, the size requirements of the bins and waste room, waste disposal equipment and the location of collection points and collection frequency.

Importantly, the WMP confirms the following:

- The proposal incorporates a sufficiently sized in storage area for the anticipated waste generation rates. This includes:
 - Five 1,100L refuse bins, collected five times each week.
 - One 1,100L recycling bin, collected five times each week.
 - Four 660L food organics bins, collected five times each week.
 - One 660L paper/cardboard bin, collected five times each week.
- A private contractor will service the development, collecting bins directly from the bin storage area.
- The car parking and access areas allow for adequate access and manoeuvring space for the relevant waste vehicles to collect waste from the bin storage area.

Refer to **Appendix E** for the WMP.

4.2.5. Landscape Concept Plan

See Design Studio has prepared a landscape concept plan that details the proposed landscaping solution. The concept considers the relevant contextual factors to guide an integrated and effective landscape solution. Key landscaping principles such as sense of place, high quality green spaces and facilitation of respectful engagement and interaction with users has been considered. Importantly, the landscape concept plan allows for the following provisions:

- Approximately 225sq.m of deep soil planning (roughly 10% of the development area).
- 2 'large trees' and 10 'small trees' that have been specifically selected to be integrated within the broader landscape and development.
- A range of paving, walls, plantings and furniture for the 'hardscaped' landscaped area around the ground floor alfresco area.

Refer to **Appendix F** for the landscape concept report.

4.2.6. Bushfire Attack Level Assessment

The subject site is identified within a 'Bushfire Prone Area'. A Bushfire Attack Level (BAL) Assessment was prepared by Bushfire Prone Planning in 2023 related to the subject site and considers a short stay accommodation facility. The BAL considers nearby fire risk areas and presents a 'BAL Contour Map'. Importantly, the BAL assessment notes a 'BAL-Low' rating for the proposed development. Based on the finding of the BAL assessment, the proposed development is low risk from a bushfire perspective.

Refer to **Appendix G** for the bushfire report and BAL certificate.

5. DESIGN ASSESSMENT

This section presents the design merit of the proposal against the 10 Principles of Good Design outlined in State Planning Policy No.7.0 (SPP 7.0). In addition, the City’s Design Review Panel (DRP) provided commentary on the proposal against the SPP 7.0 principles. This section provides the summary of the key comments and recommendations received and how the lodged proposal responds to each.

Refer to Appendix H for DKO’S 10 Principles Design Report.

5.1. PRINCIPLE 1 – CONTEXT AND CHARACTER

Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.

5.1.1. DRP Comments and Response







Summary of DRP Comments: The DRP supported the design approach including simple forms and geometrics expressed through a strong and layered façade grid. However, greater emphasis for the proposal to respond to the unique context and character of the immediate and broader area as well as improving the appearance to be less generic and have greater individual expression was recommended.

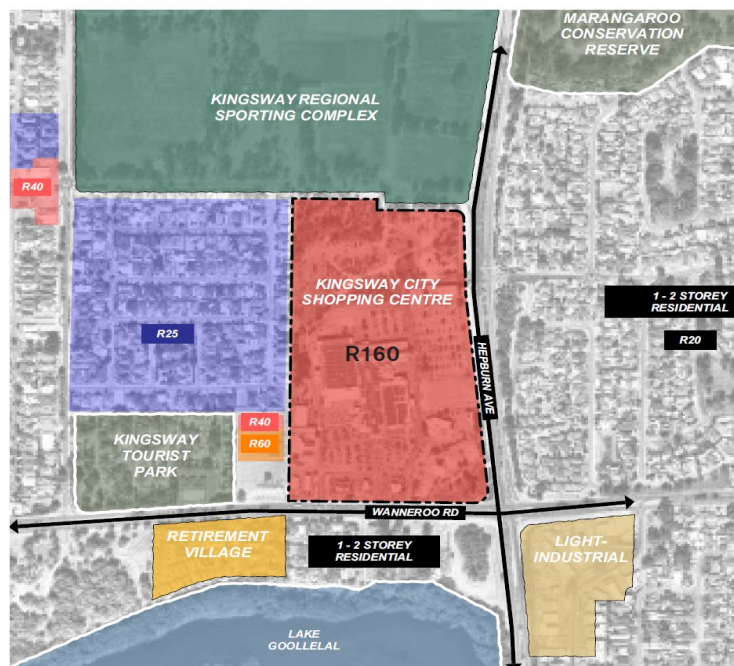
Design response: The project team have considered the DRP’s comments and have made several improvements to specifically address the advice around the proposal responding to the local context (both now and in the future). Importantly, the design seeks inspiration from nearby natural features and amenity. Opportunities for Lake Goolleal views are afforded at the upper levels to the west and Kingsway Regional Sporting Complex to the east. The design also factors in an integrated landscape solution that considers plants and species that are present within the local context. Following DRP comments, the additional key items have been included:

- Datum lines of existing awning of the shopping centre to allow for a softening of the façade with use of fins and awning windows
- Human scale materials to ground floor that are more tactile and textured relating to the existing entry points of the centre.
- Drawing from elements of the existing centre and incorporating a subtle curve to the floor plans.
- Further refinement of main entry pedestrian and car drop off points to the western façade.

MACRO SITE ANALYSIS

MOSTLY RESIDENTIAL SUBURBAN SURROUNDING WITH R-CODES ZONING OF R25 & R40

KEY	
	SITE LOCATION
	INDUSTRIAL
	MAIN ROAD
	RETIREMENT VILLAGE
	SPORTING COMPLEX
	LAKE
	PARK



5.2. PRINCIPLE 2 – LANDSCAPE QUALITY

Good design recognises that together, landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.

5.2.1. DRP Comments and Response

Summary of DRP Comments: The DRP suggested maximising tree canopy within the eastern car park to provide improved shade and amenity as well as an enhanced visual outlook from the eastern facing units. The DRP also suggested incorporating the landscape elements into the architectural plans where possible.

Design response: The proposed landscape solution prepared by See Design Studio seeks to integrate a well thought out and generous landscaping provision. Circa 10% of the development area will be provided for deep soil planting areas and the alfresco dining area has a range of materials and hardscaping elements that will further integrate with the landscaping provision. Following on from the DRP, the following key changes have been made to the landscaping provisions:

- A greater integration of the landscape plan and the architectural plans to facilitate a coordinated and effective landscaping strategy.
- Tree canopies have also been allowed for within the eastern car park.

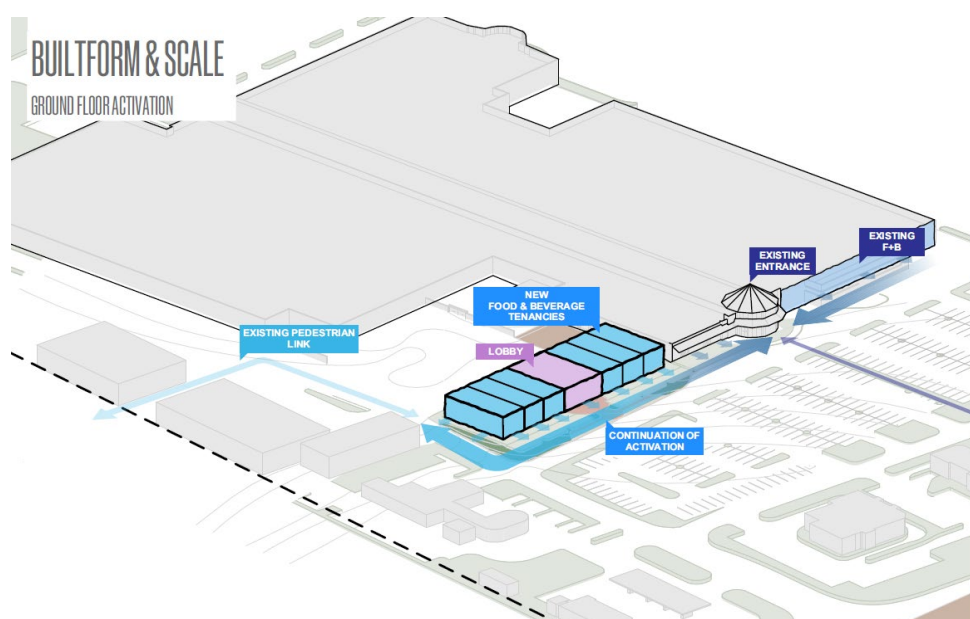
5.3. PRINCIPLE 3 – BUILT FORM AND SCALE

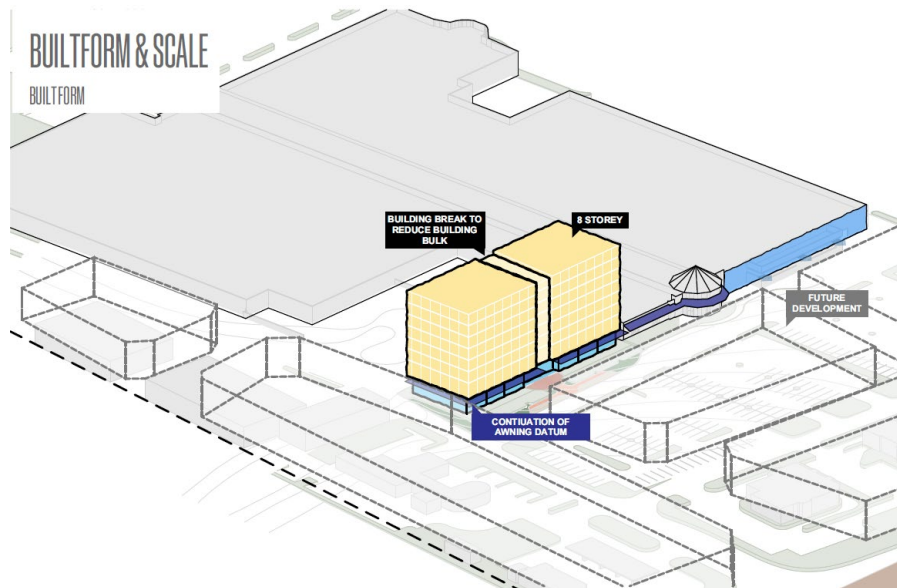
Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

5.3.1. DRP Comments and Response

Summary of DRP Comments: The DRP expressed support for the proposed bulk and scale of the development in this location with proximity to the existing shopping centre. The panel suggested further justification for the height could be achieved through a high design quality outcome.

Design response: The design has factored in greater contextual relations to the existing shopping centre design. The ground floor interface matches the scale of the existing buildings, ensuring a human scaled environment that enhances the pedestrian experience and integrates the surrounding streetscape. Additionally, the proposed development aligns with the anticipated future urban growth of the centre. Additionally, the façade has a greater level of detail, with the use of fins and awnings windows to soften the façade presentation.





5.4. PRINCIPLE 4 – FUNCTIONALITY AND BUILD 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.

5.4.1. DRP Comments and Response

Summary of DRP Comments: The DRP noted support against this principle, citing that the proposal is functional and the planning is well arranged. The DRP was comfortable with the location of the AC condensers and the screening of these.

Design response: The design response in relation to this proposal focuses on connection of existing pathways and movement networks and complimenting the existing urban layout. New connections to existing pedestrian pathways to allow for activated walkways and promoting walkability within the centre is a key focus. A dedicated drop off zone to the front of the lobby also seeks to maximise convenience and accessibility for patrons of the short stay accommodation. The design further seeks to incorporate waste and loading functions from the rear of the building where they can operate efficiently and screened from the main public view.

5.5. PRINCIPLE 5 – SUSTAINABILITY

Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.

5.5.1. DRP Comments and Response

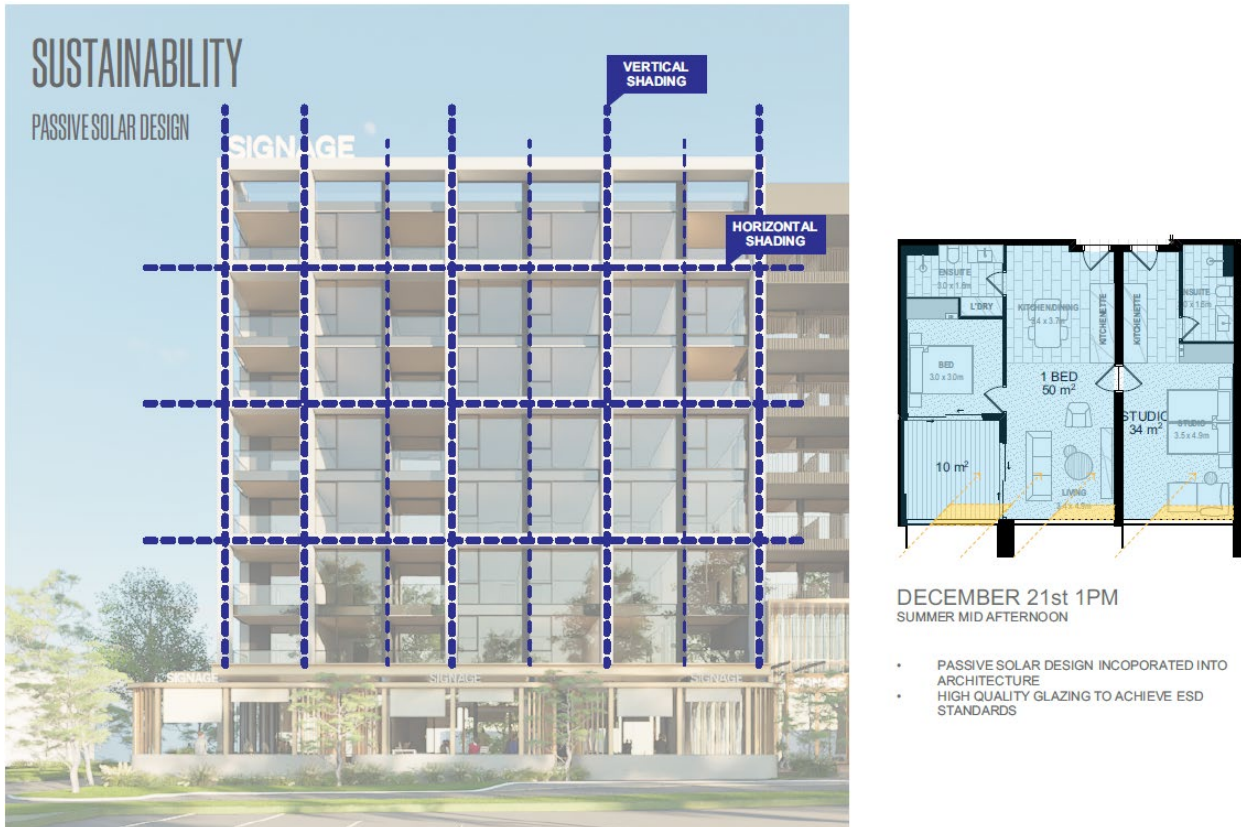
Summary of DRP Comments: The panel encouraged the proponent to strive for additional sustainability measures and considerations. It was noted that given the building will be owned and operated by the developer, committing to ESD initiatives that reduce ongoing operational costs in relation to energy (such as solar PVs) are recommended. The panel also suggested durable, low maintenance materials in construction that will reduce maintenance over the lifecycle of the building.

Design response: The project team has strongly considered how sustainability can be incorporated into the proposal. The Sustainability Consultant for the project, Cundall, has assisted the design team in the identification of materiality, energy efficiency approaches, solar PV systems amongst other sustainability approaches to improve the building's function. Importantly, the roof level incorporates a significant number of solar PV panels which will make a strong contribution to the development.

Passive solar design has been incorporated into the architectural approach for the development. Allowing for solar access and cross ventilation where possible has been factored in as well as the inclusion of high-quality glazing to achieve ESD standards.

The building will aim to reduce the total embodied energy and carbon considered in the construction and then aim to maximise the operational efficiency of the building's services. From a materiality perspective, the development will look to optimize the quantities of concrete required, and additionally aim to use low carbon concrete mixes to mitigate emissions associated with producing general Portland cement, which is highly energy intensive. Lighting, water and thermal energy efficiencies have also been factored into the design of the building. This is further articulated and explained in the Sustainability Report provided at **Appendix D**.

Overall, the project team have strived to incorporate sustainable practices wherever practical. The ultimate design outcome and development process provides a sustainable and efficient design development approach.



5.6. PRINCIPLE 6 – 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.

5.6.1. DRP Comments and Response

Summary of DRP Comments: The DRP recommended several opportunities to improve the function and amenity of the development. Notably, these included:

- Develop the façade glazing to incorporate mid and high-level openable windows to mitigate the absence of cross ventilation potential.
- Consider operable roof lights to the top floor units to facilitate cross ventilation.
- Consider introducing openings at the end of one of both corridors to allow for access to natural light, ventilation, view and vista.
- Consider design strategies to mitigate the poor view and outlook for units located to the south and overlooking the waste and service yard.

- Consider enclosing the waste collection area to minimise the impacts to the view of occupants in the south-eastern corner.

Design response: The design factors in the suggestions to improve amenity. Importantly, the design now features operable windows within the façade to enhance natural ventilation. Light access to the lobby foyer on every level has also been considered and maximised. At the roof level, the provision of solar PVs have been maximised to best consider sustainability provisions.

Additionally, the ground floor plane provides a significant contribution to the development and the centre from an amenity perspective. The ground floor tenancies and alfresco area provide for an activated ground floor plane with an integrated landscape design. The amenity for the development is maximised for a comfortable pedestrian experience.



5.7. PRINCIPLE 7 – 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.

5.7.1. DRP Comments and Response

Summary of DRP Comments: The panel recommended a few strategies to improve legibility. Maintaining an access point from the east car park in lieu of back of house service areas and consideration of making the eastern footpath wider for a more comfortable pedestrian experience were recommended.

Design response: Considerations around the legibility of the development have been factored into the design following the feedback from the DRP. The main entrance to the building is easily identifiable, welcoming and clear for users of the development. The architectural features provided on the front façade provide for a welcoming experience and positively contribute to the centre’s aesthetics.

The eastern footpath adjacent to the rear car parking area has been extended to 2m in most areas. This allows for improved access and legibility for moving into and out of the back of the building. Furthermore, the rear car parking area itself is restricted to customer, staff and servicing access only. There is clear delineation between the public realm and the area restricted for users of the building.

5.8. PRINCIPLE 8 – SAFETY

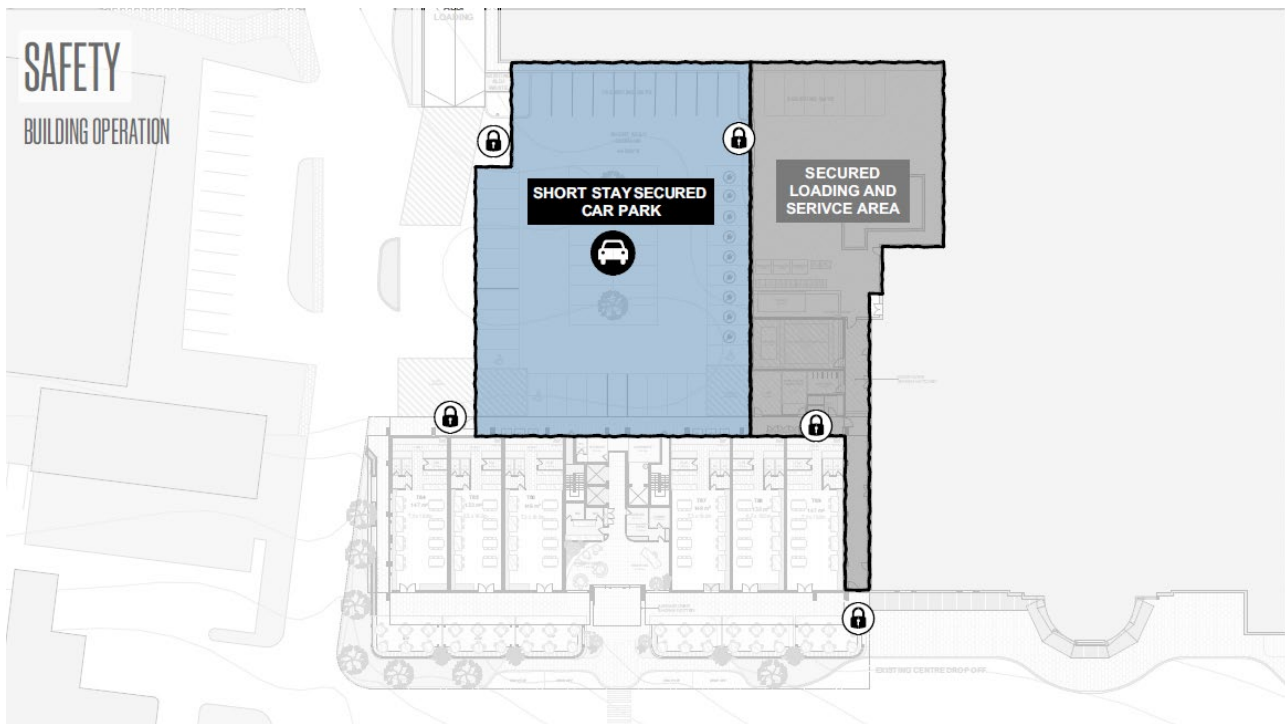
Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.

5.8.1. DRP Comments and Response

Summary of DRP Comments: The panel had several key recommendations for improvements to the safety components of the design. The panel were particularly concerned with the south alleyway as it is perceived to present an unsafe area that needs attention. The panel recommended making the south alleyway safer either through preventing access and or by glazing the south wall of Tenancy F and through maintaining dual aspect tenancies at ground floor.

Design response: Safety has been a key focus of the design development. The DRP provided valuable inputs and considerations in relation to the improvement of safety aspects of the proposal. The southern portion of the building has been reviewed and refined to limit public access to the alleyway. This space will have a locked gate provided that provides access to employees only. Importantly, the gating of this space has been incorporated into the front elevation of the building to not be intrusive or unsightly.

Additionally, the eastern car park and loading zone has been secured for resident and staff/ delivery access only. This further improves the safety of the space as it ensures that only customers and staff of the development can move freely in this space. Further to the passive surveillance over the eastern car park, additional security cameras and CCT monitoring by centre management will be factored in to ensure surveillance is in place at all times. Overall, the eastern and southern portions of the development have been significantly improved from a safety perspective.



5.9. PRINCIPLE 9 – COMMUNITY

Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.

5.9.1. DRP Comments and Response

Summary of DRP Comments: The DRP noted that the project is of a scale that is a good outcome for the community and will provide an active, engaged and passively surveyed ground plane as well as diversification of uses within a single use retail precinct. The project will therefore become a valuable community asset.

Design response: The project team value the DRP's comments in relation to this principle. Community provision and contribution is a key component of the development. Fostering a sense of scale and place through the new building is a key focus of the proposal. The shared amenities, gathering space and public realm qualities seek to encourage social interaction and improve the overall centre's ability to provide a meaningful community space. Additionally, the integration of the landscaping elements to allow for a building that is reflective of both local and broader context focuses on a strong community sense of place contribution.

5.10. PRINCIPLE 10 – 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.

5.10.1. DRP Comments and Response

Summary of DRP Comments: whilst the panel supports the design approach, the building could be improved to have greater individual expression. The panel recommended consideration of ways in which the design may emerge from the generic elements to be something more bespoke and unique. Integration of landscape with the building at ground floor and alfresco areas could assist with this. The Panel also noted that a softening of the façade presentation can be achieved with a limited or small number of additional details.

Design response: The design has been modified to improve the individual expression of the building for a more bespoke outcome. The aesthetics approach seeks to incorporate robust and human scale materiality whilst factoring in an improved unique design expression. Importantly, the following has been incorporated to further consider the building's aesthetics:

- Human scale materials to ground floor that are more tactile and textured relating to the existing entry points of the centre.
- Vertical elements have been rationalised to allow for further façade expression and an improvement of the building's expression to the public realm.
- Glazing specifications have been reviewed and will comply with sustainability requirements. This improves the external outlook and presentation of the building.



6. PLANNING ASSESSMENT

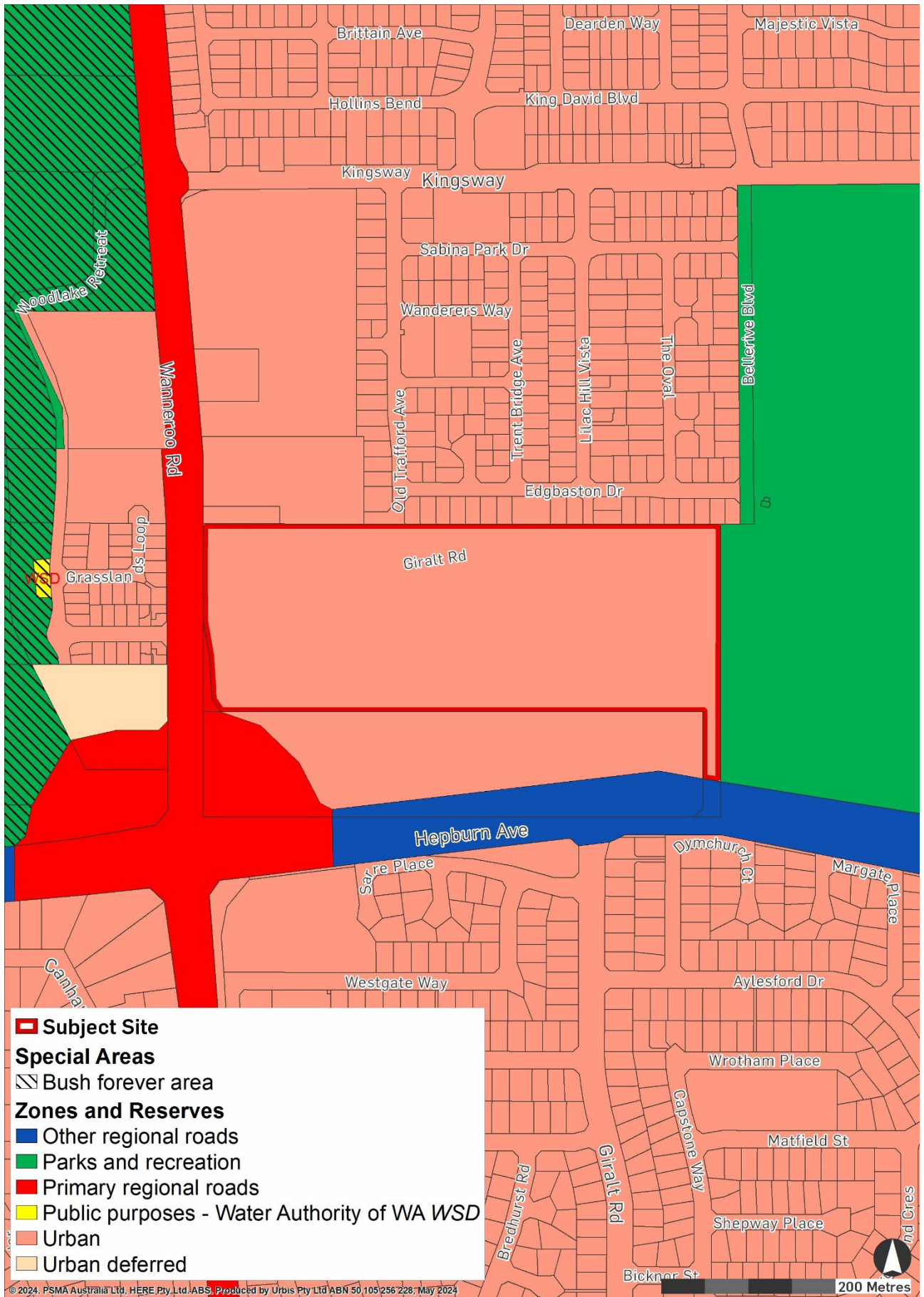
This section describes and confirms the proposal's alignment with the key planning framework.

6.1. KEY STRATEGIC AND STATE PLANNING DOCUMENTS

Table 3 Key Strategic and State Documents

Document	Relevant Provisions/Objectives	Assessment
Perth and Peel @ 3.5 million	Perth and Peel@3.5 Million provides guidance for the future development of the metropolitan region to facilitate an increase in population to 3.5 million people.	<p>The proposal supports the Perth and Peel @3.5 million framework and is consistent with the goal of concentrating future development within existing urban areas.</p> <p>Furthermore, the City of Wanneroo has been identified as a key residential growth area within the North-West sub-region and the provision of mixed-use development within this area will assist with local employment and the provision of commercial services, supporting tourism and hospitality.</p>
Metropolitan Region Scheme (MRS)	<p>The subject land is wholly zoned 'Urban' in the metropolitan areas key statutory land use planning document.</p> <p>An extract of the MRS map is provided at Figure 4.</p>	<p>The mixed-use development comprising serviced apartments and restaurant/cafe uses are consistent with the Urban MRS zoning.</p> <p>The widening of the Wanneroo Road/Hepburn Avenue intersection is shown through the extent of the Primary Regional Road reserve however this does not impact on the proposed development.</p>
State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7)	SPP 3.7 directs how land use should address bushfire risk management in Western Australia. The site is identified as bushfire prone, therefore this policy is applicable.	<p>The proposed development has provided a BAL assessment to demonstrate that effective bushfire planning measures have been considered in accordance with SPP 3.7.</p> <p>Refer to Appendix G for the BAL Assessment.</p>
State Planning Policy 4.2 –Activity - Centres for Perth and Peel (SPP 4.2).	<p>This is the primary document guiding development within activity centres.</p> <p>The development site is classified as a 'District Centre' as outlined SPP 4.2. Development in the District Centre area should create an attractive and coherent street frontage that has a pedestrian scale and provides passive surveillance of the street.</p>	<p>The proposed mixed-use development comprising serviced apartments and café/restaurant space will service the local and surrounding area, consistent with SPP 4.2. Further, it contributes to the diversity of land uses promoted the Policy.</p>

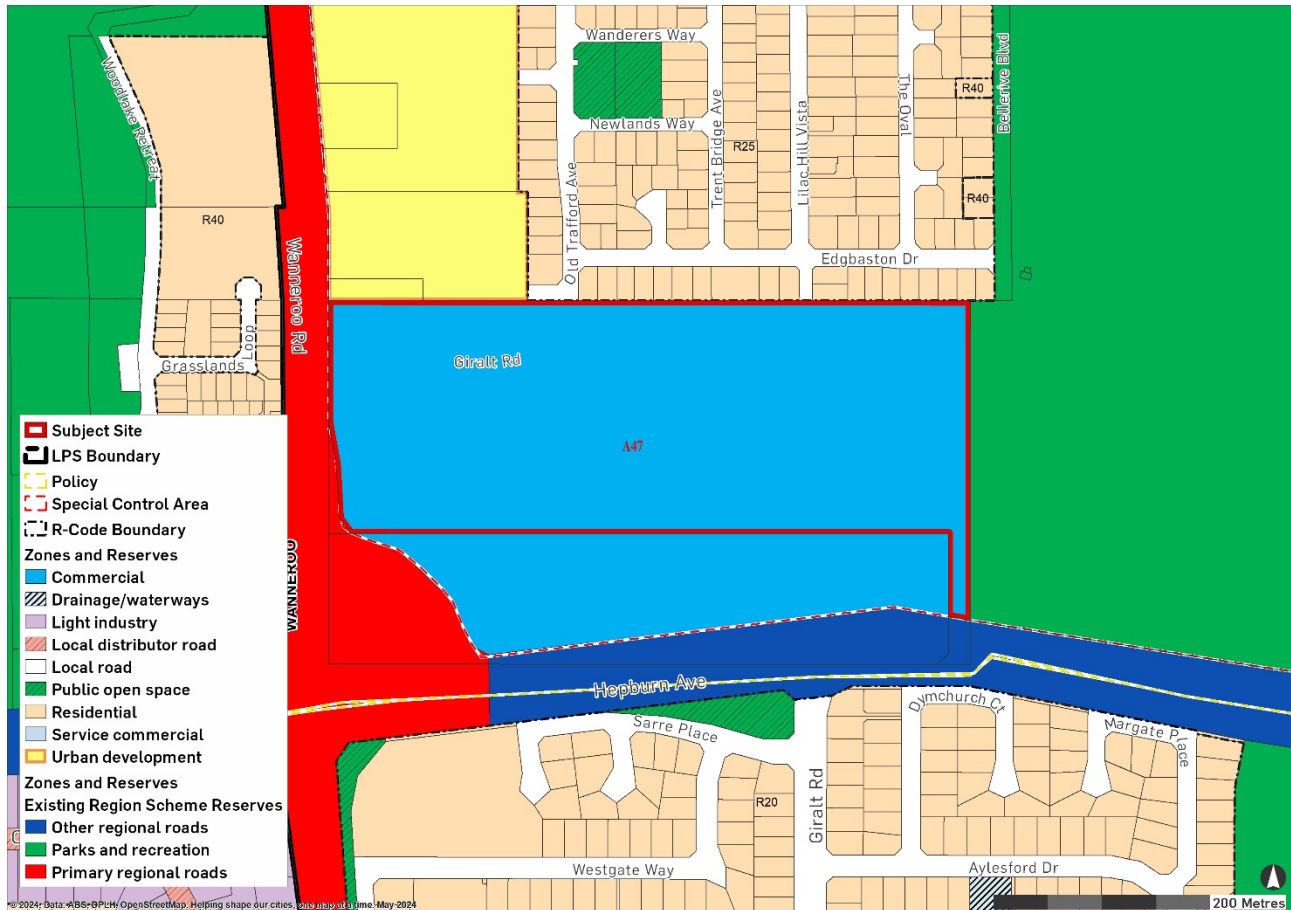
Figure 4 – MRS Map



6.2. DISTRICT PLANNING SCHEME NO.2

The City of Wanneroo District Planning Scheme No.2 (DPS 2) applies to the subject site and is the primary statutory document for controlling land use and development. The site is zoned 'Commercial' under DPS 2, as shown in **Figure 5** below. An Additional Use (No.47) designation also applies to the site, allowing a suite of additional uses to occur at the site, including a single house, grouped dwellings, ancillary and caretakers' dwellings and motor vehicle repair uses.

Figure 5 – LPS Map



The key objectives of the Commercial zone are:

- To provide for a range of shops, offices, restaurants and other commercial outlets in defined townsites or activity centres.
- To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street boundary and design of facades.
- To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.

The proposal is consistent with the Commercial zone objectives as highlighted below:

- The proposed development contributes to the diversity of offering within the district centre which is currently retail dominated. The introduction of additional food and beverage and short stay accommodation uses will deliver activation outside of core retail trading hours and provide additional activation to contribute to the ongoing revitalisation of the centre.
- The proposal relates well to the streetscape, providing a key focal point when viewed from Wanneroo Road. The detailed design elements have incorporated measures such as a building break to reduce bulk, continuation of ground floor activation, sustainable materials, strong façade design and an overall scale which is setback from the street boundaries.

- Strong consideration has gone into the 8-storey design to ensure amenity of the shopping centre is not impacted. The development is also setback a considerable distance to nearby residential properties to further maintain amenity and manage any impacts.

Table 4 further highlights an assessment against other key development controls under DPS 2.

Table 4 – City of Wanneroo DPS2 Development Controls

Item	Provisions	Proposed	Assessment
Land Use Permissibility	<p>The 'Commercial – Additional Use 47' zone allows for:</p> <ul style="list-style-type: none"> Hotel: 'D' Serviced apartment: 'D' Restaurant/ cafe: 'P' Tavern: 'A' Small bar: 'A' 	<p>The following land uses are proposed:</p> <ul style="list-style-type: none"> <i>Serviced Apartments</i> <i>Café/Restaurant</i> 	<p>All proposed land uses are permissible (P and D uses) are therefore capable of approval.</p> <p>The proposed development is consistent with the intent and objectives of the Commercial zone and is largely consistent with the development controls.</p>
Building Facades	<ul style="list-style-type: none"> Shall be of a high standard of architectural design and constructed in brick, masonry and/or plate glass or other approved material which would not adversely impact on the amenity or streetscape. Where metal clad walls are approved by the local government they shall have a factory applied paint finish. 	<p>The following design elements are proposed:</p> <ul style="list-style-type: none"> High performance glazing; Passive solar design; 'Softened façade' layout; and Complementary signage. 	<p>The proposal fulfills the primary provision of providing a high standard of architectural design through the implementation of a variety of high-quality contemporary design elements, resulting in a progressive design outcome for the development site.</p>
Landscaping	<ul style="list-style-type: none"> Minimum of 8% of the area of a development site shall be set aside for landscaping. Shade trees in car parks to be provided at 1 tree for every 4 bays 	<p>Landscaping areas have been provided at ground floor level and shade trees are proposed to be planted within the car parking area.</p>	<p>Approximately 10% of the development site has been set aside for high-quality deep soil landscaping, meeting the minimum requirement. Additionally, 2 large trees and 10 small trees have been provided for within the landscape concept.</p>

Item	Provisions	Proposed	Assessment
Setbacks	<ul style="list-style-type: none"> ▪ Street boundary: 6m minimum. ▪ Side and rear boundary: nil. 	The proposed development is substantially setback from the property boundary.	The proposed development is setback greater than the required 6m street boundary setback and the nil side and rear boundary setback. Therefore, this proposal meets the setback requirements as set out in DPS 2.
Service Access	<ul style="list-style-type: none"> ▪ Loading, unloading and service to all non-residential land uses to be provided to the rear of the uses. ▪ Storage and rubbish to be suitably enclosed 	Bin stores are located behind the development site, adjoined to the existing storage building.	The proposed development meets the minimum service access criteria as set out in DPS 2.
Car parking	<p>Serviced apartment (as per R-Codes): typically 1-2 bays per unit depending on number of bedrooms</p> <p>Restaurant/ café: 1 per 4 people accommodated or 1 per 5m² seating area.</p>	<p>The overall number of parking bays on the subject site will be 1,285 following the implementation of the proposed development.</p> <p>The development provides 54 car bays for the exclusive use of the short stay accommodation facility.</p>	<p>The TIS confirms that the proposed development provides a sufficient number of parking bays on site. The overall centre parking provision remains at a surplus meaning a sufficient number of parking bays are provided and the centre will not be adversely affected by the proposed development.</p> <p>Refer to Appendix B where this is further articulated in the TIS.</p>

6.2.1. East Wanneroo District Structure Plan (Cell 6)

The Kingsway City Shopping Centre is included in East Wanneroo DSP (Cell 6) and is identified as a district centre (Landsdale District Shopping Centre), with a 'Community Purpose' site identified to the east, along with surrounding 'Public Open Space' and 'Residential' at densities between R25 and R60.

The proposal is consistent with the DSP (which sets the framework for local structure planning discussed below), in that it facilitates the centres growth as a district centre.

6.2.2. Kingsway City Activity Centre Agreed Structure Plan No.59

The Kingsway City Activity Centre Agreed Structure Plan No.59 (**ASP 59**) was endorsed by the WA Planning Commission in November 2010. While a dated framework (that would ordinarily have expired under the current Planning Regulations), it presents the most relevant framework for the future development of the activity centre.

ASP 59 articulates a vision of transforming Kingsway City from a suburban shopping centre into a fully integrated mixed-use activity centre. The specific site of the short stay accommodation is included within a 'Retail' area of ASP 59, and adjoins an area identified for 'Mixed Use'. This translates to an Indicative Development Plan (**IDP**) which illustrates the potential for retail expansion at the site which transitions to a mixed use frame extending west to Wanneroo Road.

It is acknowledged that while the proposal is not for retail uses, the provision of a high-quality short stay accommodation development is closely aligned with the vision and aspirations of the centre overall. Further, the specific 'precinct' boundaries identified within the IDP are indicatively only, instead presenting an intent for the spatial location and aspirations for land use diversity.

Specifically, the key design principles reflected in ASP 59 include (in summary):

- Creating an externalised 'main street' environment.
- Establishing a street network which encourages pedestrian movement and improves pedestrian and vehicle access.
- Creating a town square to provide a sense of place and centrality to the centre.
- Identifying a series of discrete sites for mixed use development.
- Providing opportunities for residential apartment development above commercial uses and in locations that capitalise on available views.
- Allowing medium-rise residential development to facilitate more affordable housing.
- Making more efficient use of valuable urban land that is well-located in relation to public transport.
- Expanding the retail core to facilitate a competitive range of retail uses.
- Establishing a clearly identifiable form of building fronts and building backs.
- Locating car parking areas where they are less visually prominent from the surrounding street network.
- Promote use of decked, undercroft, or roof top parking.
- Use of the internal streets for highly efficient and reciprocal on-street parking.
- Establish a plan that allows for the logical staging of development.

The proposal is aligned with the above in that it provides opportunities for accommodation in locations that capitalise on views to Lake Goollelal to the west and provides a strengthened interface to Wanneroo Road to improve the appearance of the centre from Wanneroo Road and Hepburn Avenue. Further, it will facilitate the ongoing growth and revitalisation of the centre which will be a catalyst for future development including the centre's main street/town square and future residential development.

It is noted that the proposal, together with the recent delivery of food and beverage uses to the south, does create a different focal point for the centre (noting ASP 59 anticipates the main street/town square to be located centrally, south of the existing centre). The logic behind this shift in focus is suitable and will be captured in a future Precinct Structure Plan led by the landowner to facilitate the further growth of the activity centre.

It is noted ASP 59 is a highly dated and comprehensive document and therefore a detailed assessment against all key provisions has not been considered necessary. However, overall, the proposal is considered closely aligned with the existing (and future) aspiration for the centre in that it:

- Provides a significant opportunity for key short-term accommodation in the area to facilitate convenient lodging for consumers and enhances the overall vibrancy of the area.

- Presents a mixture of short-term accommodation as well as food and beverage options via café and restaurant tenancies, consistent with the mixed-use provision of the development site.
- Complements the Kingsway Shopping Centre Area, providing contemporary, high quality design elements. The size and scale align well with its location and proximity to Wanneroo Road and Hepburn Avenue.
- Contributes to the eastern activation centre which is evolving to be the heart of the activity centre and potentially the focus for future main street/town square development.

Other key notable ASP 59 provisions include the following:

Table 5 - Key ACP Controls

Item	Summary of Requirements/Control	Assessment
Maximum Building Height	No building or part of any building within 20 metres of the northern boundary of the ACP shall be higher than 3 storeys above natural ground level	The building is setback more than 20m from the northern boundary of the ACP, and therefore, the 8-storey building height is acceptable. Amenity of nearby residential properties will be preserved.
Maximum retail floorspace (NLA)	32,000m ²	The development is not proposing any retail floorspace. Further, it is noted the ACP was prepared prior to SPP 4.2, which removes strict 'retail caps' in favour of achieving land use diversity targets within activity centres. There is no stipulated maximum floor spaces for the proposed serviced apartments or restaurant/café land uses.
Car parking	Parking bays to be provided shall be sufficient to cater for the size and nature of the particular development/s proposed in the Structure Plan Area, as determined by the Council.	The centre will provide a total of 1,285 parking bays. The includes 54 bays that are for the exclusive use of the short stay accommodation facility. The TIS provides a detailed assessment of parking demand for the centre and confirms the centre will continue to operate with a surplus of parking.

7. CONCLUSION

This report demonstrates the overall merit of the proposal in the context of the applicable planning framework and principles of good design. We strongly believe that the proposed uses and building design will make a significant contribution to the Kingsway Shopping Centre.

The proposed development is largely consistent with the relevant planning requirements. The proposal is therefore capable and worthy of development approval. We respectfully request the application is approved subject to fair and reasonable conditions.

Urbis and the Project Team look forward to working with the City of Wanneroo for a robust and timely assessment of this application.

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