

# Lot 801 (No.332) Kalamunda Road, Maida Vale

## Part 17 Development Application for Neighbourhood Shopping Centre

Prepared for Activ Foundation & Devwest Group  
December 2023 | 18-184



We acknowledge the custodians of this land, the Whadjuk Nyoongar and their Elders past, present and emerging. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and this region.

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# 1. Executive Summary

This report has been prepared by **element** on behalf of Activ Foundation Inc. in conjunction with Devwest Group in support of a development application for the delivery of a contemporary Neighbourhood Shopping Centre. The proposed development is located on Lot 801 (No.332) Kalamunda Road, Maida Vale (the subject site).

The proposed Woolworths-anchored shopping centre has been thoughtfully designed to positively contribute to the Maida Vale locality and provide an exciting new community village with a diversity of goods and services being provided across a multi-level design. The Neighbourhood Centre is consistent with the City of Kalamunda Activity Centre Strategy 2021 which identifies a need for the centre based on the existing residential catchment.

The architectural response has balanced the contemporary demands of supermarket experiences, whilst ensuring the built form of the Neighbourhood Centre is respectful to the semi-rural aesthetic of the area and is providing a strong sense of place and identity that is synonymous with the Maida Vale locality. The proposed development is seeking approval for the following:

- Woolworths Supermarket with a 'direct to boot pick-up' service (2,820m<sup>2</sup> NLA);
- A variety of Specialty Tenancies (1,171sqm);
- BWS Liquor Store (150m<sup>2</sup> NLA);
- Gym (300m<sup>2</sup> GLAR);
- Medical Centre (150m<sup>2</sup> GLAR);
- 247 car parking bays; and
- Associated landscaping and public realm enhancements.

The proposed development represents a "shovel-ready" project that will improve access to essential services and help stimulate economic and employment growth, as a response to the declared 'State of Emergency' associated with the COVID-19 pandemic. Approval is therefore being sought from the Western Australian Planning Commission (WAPC) in accordance with Part 17 of the *Planning and Development Act 2005*.

The proposed land uses, built form and site response has been carefully guided by having regard to the following guiding principles:



Develop a Neighbourhood Centre that provides a diversity of land uses and services to cater for a multitude of local needs.



Provide a built form that is representative of the locality in which the proposed Neighbourhood Centre sits within so that it is cohesive to its semi-rural surrounds.



Where possible, integrate greenery throughout the development to soften the hardscape environment.



Provide a legible and convenient Centre that meets the demands and expectations of the community.



The report has been prepared to provide an overview of the subject site, the surrounding locality it sits within and the proposed development. The report will demonstrate how the proposed development addresses the relevant planning framework as well as examine the planning merit of the development. The report is also accompanied by a detailed architectural package prepared by i2C Architects, as well as supporting technical reports by the following expert project team.

<b>Development Manager –</b> 	<b>Traffic Consultants –</b> 
<b>Landowner -</b> 	<b>Waste Management Consultant –</b> 
<b>Architect –</b> 	<b>Acoustic Consultant –</b> 
<b>Planning and Bushfire –</b> 	<b>Sustainability Consultant –</b> 
<b>Landscape Architect –</b> 	<b>Economics/Retail Consultant –</b> 

This report is accompanied by the following:

- Appendix A – Certificate of Title*
- Appendix B – Architectural Design Report and Drawings*
- Appendix C – Landscape Architecture Drawings*
- Appendix D – Bushfire Attack Level Assessment and Management Plan*
- Appendix E – Transport Impact Assessment*
- Appendix F – Waste Management Plan*
- Appendix G – Acoustic Report*
- Appendix H – Sustainability Statement*
- Appendix I – Retail Sustainability Assessment*
- Appendix J – Statement from Activ Foundation Inc.*



## 1.1 Planning Approvals Required

The proposed development has an estimated cost of \$22 million and is located within the 'metropolitan region' for the purpose of Part 17 of the *Planning and Development Act 2005*. The proposed development is therefore eligible for assessment under the significant developments pathway administered by the WAPC and associated State Development Assessment Unit (SDAU) within the Department of Planning, Lands and Heritage (DPLH). Due to the nature of the planning framework which currently affects this site, the typical Joint Development Assessment Panel (JDAP) determination process is not available, and therefore the application is to be determined by the WAPC under the provisions of Part 17 of the *Planning and Development Act 2005*.

Part 17 sets out the following criteria:

- *The purpose and intent of any planning scheme that has effect in the locality to which the development application relates;*
- *The need to ensure the orderly and proper planning, and the preservation of amenity, of that locality;*
- *The need to facilitate development in response to the economic effects of the COVID-19 pandemic;*
- *Any relevant State planning policies and any other relevant policies of the Commission.*

These are addressed in detail throughout this report.

## 1.2 Expected Economic Contribution

In the context of the intent of Part 17 of the *Planning and Development Act 2005*, the proposed development offers significant opportunity to support the economic recovery from the COVID-19 pandemic. In particular, the proposed development will:

- Inject \$22 million of private investment into the Maida Vale locality that will deliver a Neighbourhood Centre that is highly accessible and offers a diversity of goods and services.
- Create approximately 245 jobs during construction (94 direct employment and 151 supplier employment). Once the Centre is opened, a further 233 on-going direct jobs will be created directly by the proposed development. In this respect it is noted that:
  - The City of Kalamunda Local Commercial Strategy identified that only 25% of Kalamunda residents work within the City of Kalamunda as of 2016 Census. This is the lowest percentage of self-contained employment out of the immediately surrounding local government areas (City of Swan: 32.6%, City of Belmont: 27.4%, City of Canning: 25.4% and Shire of Mundaring: 31.8%).
- In addition to the Woolworths supermarket, the development provides a range of supporting tenancies. This provides a diversity of economic opportunities for more niche smaller business types to operate. Small businesses are an important contributor to local communities and employment opportunities particularly where they are supported by larger anchor tenancies such as a Woolworths. Providing local commercial space for smaller businesses is considered to be fundamental in supporting the economic recovery from the pandemic.

The proposal is a "shovel-ready" project with Woolworths as the anchor tenancy committed to the project. The Development Manager has obtained funding commitment for this project. In summary, Woolworths are committed to this site and project as demonstrated, which effectively means securing funding for the construction of the project is certain. The commitment of Woolworths will effectively secure construction finance for this project.

Subject to receiving development approval and satisfying any relevant conditions, it is intended to obtain a building permit and commence construction in 2024. Construction would continue throughout 2024/2025 so as achieve completion and then commencement of trade in 2025/2026. Having regard for the construction workforce labour market shortages, to account for any unforeseen events and ensure an appropriate level of contingency, noting that any approval granted is not capable of being extended, a substantial commencement period of 24 months is requested.







## 2. Site History & Planning Context

The subject site has remained vacant and largely cleared of vegetation since 1953. The surrounding land was largely undeveloped bushland until the 1970's when the golf course was developed to the north of the subject site, and subsequently residential development and recreational facilities to the east, south and west.

Whilst the land is zoned 'Special Use 3 – Nursery/Special Garden Centre' under the City of Kalamunda Local Planning Scheme No. 3, it has never been developed for this purpose (or any other).

The site has been owned in freehold by Activ since 2004, whereas the adjacent golf course is owned by Activ but is subject to a Crown Grant in Trust.

Activ has previously pursued an amendment to the Metropolitan Region Scheme (MRS), with the support of the City of Kalamunda, so as to zone the land appropriately for the proposed Neighbourhood Centre, however as set out in the site history summary below, these efforts have not been successful to-date.

- 2014 (July) – An MRS Minor Amendment request (1292/57) was submitted to the WAPC to rezone the land from 'Rural' to 'Urban'. This request comprised a detailed justification against the relevant planning framework at the time and included a Retail Needs Assessment. A copy can be provided upon request.
- 2014 (August) – The Council of the then Shire of Kalamunda resolved to support the amendment, as follows:  
*"Council requests the Western Australian Planning Commission to initiate an amendment to the Metropolitan Region Scheme, rezoning Lot 801 (332) Kalamunda Road, Maida Vale, from Rural to Urban."*
- 2015 (March) – As the applicant of the request, **element** were advised at the time that the Amendment had officer level support from the then Department of Planning (Department), and was recommended for inclusion in the MRS (Minor) Amendment – North-East and North-West Districts Omnibus No.1 (MRS Omnibus Amendment No. 1). A deputation to the Western Australian Planning Commission meeting of 31 March 2015 was made in support of the request.
- 2015 (April) – Advice was received that the WAPC resolved not to include the request in the MRS Omnibus Amendment No. 1, *"due to the insufficient strategic justification for the rezoning of the subject land"*.
- 2015 (July) – A submission was made on the WAPC's then draft North-East Sub Regional Planning Framework (Draft Sub Regional Planning Framework) to reclassify the site from 'Rural' to 'Urban'. The then Shire of Kalamunda provided a letter in support of the submission, referring to its aforementioned August 2014 Council resolution. A copy of this submission can be provided upon request.
- 2016 – 2018 – Ongoing liaison with officers of the Department regarding the potential inclusion of the amendment request in the next Omnibus Amendment (No.2). However, the Department was not prepared to do so, given the release of the Draft Sub Regional Planning Framework, and the lack of any new planning considerations to address the WAPC's: *"insufficient strategic justification"*.
- 2018 – The North-East Sub Regional Planning Framework was finalised. The Sub Regional Planning Framework identified the subject site and golf course to the north, as a 'Planning Investigation Area'.
- 2020 – MRS Omnibus Amendment No.3 was prepared. It was again requested that the site be included within this Omnibus Amendment. Officers of the Department remained of the view that until further detailed planning had progressed, as recommended by the Sub Regional Planning Framework, it would be premature for the site to be included in the Omnibus Amendment to be rezoned to 'Urban'.
- 2021 – The 'Maida Vale Planning Investigation Area' identifies the following key considerations: Regional recreation needs analysis; Land tenure.
- 2021 (November) – Most recent advice from the Department is that the outcomes of the Planning Investigation Area will be released at some future point.
- 2023 (August) - Planning Investigation Area outcome released, identifying the Maida Vale area as recommended for urban investigation.

## 2.1 Strategic Justification – Relevant Progress to the Planning Framework

As identified above, in 2015 the WAPC determined there was “*insufficient strategic justification for the rezoning of the subject land*”. The City of Kalamunda has now adopted its Activity Centre Strategy (March 2021) which supports the development of up to 5,000sqm of retail at the site. This represents a clear orderly and proper planning progress to respond to the perceived lack of strategic justification, noting that the Activity Centre Strategy is a comprehensive, forward-looking document that addresses the strategic planning needs of the City.

## 2.2 Maida Vale Planning Investigation Area Key Considerations

DPLH has identified the following “key considerations” for the ‘Maida Vale Planning Investigation Area’:

- Regional recreation needs analysis
- Land tenure.

These considerations, and their resolution, are relevant for future land use planning for the golf course located immediately to the north of the site but are not for the subject site.

With respect to land tenure, the subject site is entirely unconstrained being owned in freehold by Activ, whereas the golf course is owned by Activ but is subject to a Crown Grant in Trust.

With respect to a regional recreation needs analysis, the golf course currently serves a public recreation function, and maintains significant vegetation, such that it has the potential to serve as unrestricted public open space, ie. a public park as opposed to a public golf course, should this reflect the findings of the needs analysis.

The golf course is also a significant land parcel (69.18 hectares), and so has the capacity to potentially be rationalised for alternative land uses, should this reflect the findings of the needs analysis, whereas the subject site is relatively small (1.8 hectares) and largely devoid of vegetation of note, and so has very limited potential to contribute towards the recreational needs of the region.

In this regard, these considerations appear to be entirely relevant for the golf course but represent an unreasonable impediment to the productive use and development of the subject site, which has been vacant and never developed upon. The subject site is therefore unreasonably burdened by considerations that do need to be appropriately investigated and resolved to inform the future land use planning of the golf course, but not the subject site.

Relevant to the intent of Part 17 of the *Planning and Development Act 2005*, this development application represents a “shovel ready” project that will bring long vacant land into productive use, supported by the recently adopted City of Kalamunda Activity Centre Strategy.



### 3. About Activ Foundation

Activ Foundation Inc. is the landowner of the subject site and the Hillview Public Golf Course which is directly north of the subject site known as Lot 306 (No.350) Kalamunda Road, Maida Vale. Activ Foundation are Western Australia's largest National Disability Insurance Scheme (NDIS) provider and support more than 1,900 individuals and their families.

By way of background, Activ Foundation was established in 1951 and have been in operation providing disability support services to Western Australian families for 70 years. Activ Foundation prides itself on assisting those who require additional support, the opportunity for increased independence to achieve their goals and prosper in society. Activ Foundation is a highly valued not-for-profit community service and provide essential assistance and support for members of the community who require ongoing support. The Foundation is underpinned by one clear vision:

***'To offer people living with disability opportunities to enjoy full participation in their community and empower them to pursue the life they choose'***

*Refer to Appendix J – Statement from Activ Foundation Inc*



Signage

MAIDA VA



## 4. Subject Site

### 4.1 Regional Context

The subject site is located in the suburb of Maida Vale, approximately 15 kilometers east of the Perth Central Business District (CBD). The closest highest order Centre surrounding the subject site is the Midland Strategic Metropolitan Centre which is approximately 6.2 kilometers immediately north of the subject site. Belmont Forum is the nearest Secondary Centre, located approximately 10 kilometers south-west of the subject site. The site is well serviced by regional road connections with Roe Highway directly west of the subject site, and Kalamunda Road abutting the subject sites western boundary.

*Refer to Figure 1 – Regional Context Plan*

### 4.2 Local Context

The subject site is located within an area undergoing change, from a semi-rural/residential area, to a predominantly residential one. The site is located approximately 4 kilometers north-west of Kalamunda's town centre. The immediate surrounds of the site contain two small existing centres within a 2 kilometre radius of the site. This includes a small local centre on the corner of Pinker Crescent and Maida Vale consisting of a small IGA and liquor store of approximately 730m<sup>2</sup> in area. The second centre (High Wycombe Village) is located on Kalamunda Road north-west of the subject site and contains a Coles and a range of specialty and food and beverage tenancies.

The immediate surrounds of the site are largely defined as being residential. To the east of the subject site exists residential properties which are zoned 'Residential Bushland' and are situated on larger housing lots which range between 4,000m<sup>2</sup> – 4,500m<sup>2</sup> in area. The lots to the west of the subject site are zoned 'Residential' with a density code of R12.5/ R30. These lots size range between 800m – 1,500m<sup>2</sup>. Immediately south of the subject site exists Maida Vale Recreation Reserve and Maida Vale Primary School which directly fronts Kalamunda Road. North of the subject site is Hillview Public Golf Course. Further north is the recently developed Bushmead Estate.

*Refer to Figure 2 – Local Context Plan*

### 4.3 Site Description, Tenure and Details

The subject site comprises Lot 801 (No.332) Kalamunda Road, Maida Vale. The Certificate of Title details for the subject site are summarised in Table 1 below. Copies of the Certificate of Title and associated Deposited Plan are enclosed at Appendix A.

**Table 1 – Certificate of Title Details**

Lot	Deposited Plan	Volume	Folio	Area	Registered Proprietor
801	63033	2727	965	18,091m <sup>2</sup>	Activ Foundation Inc.

*Refer to Appendix A – Certificate of Title and Deposited Plan*

*Refer to Figure 3 – Site Plan*

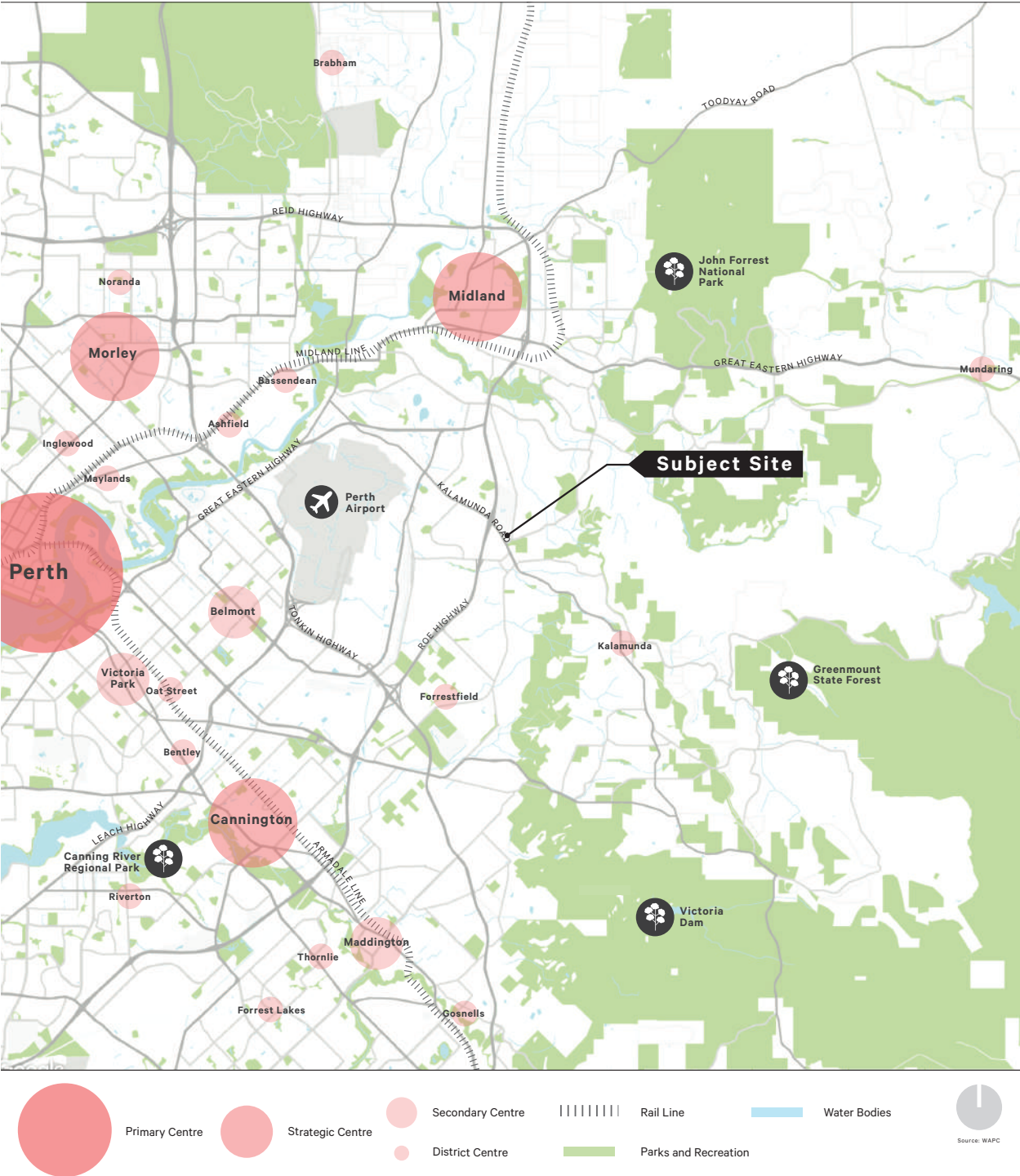


Figure 1. Regional Context Plan



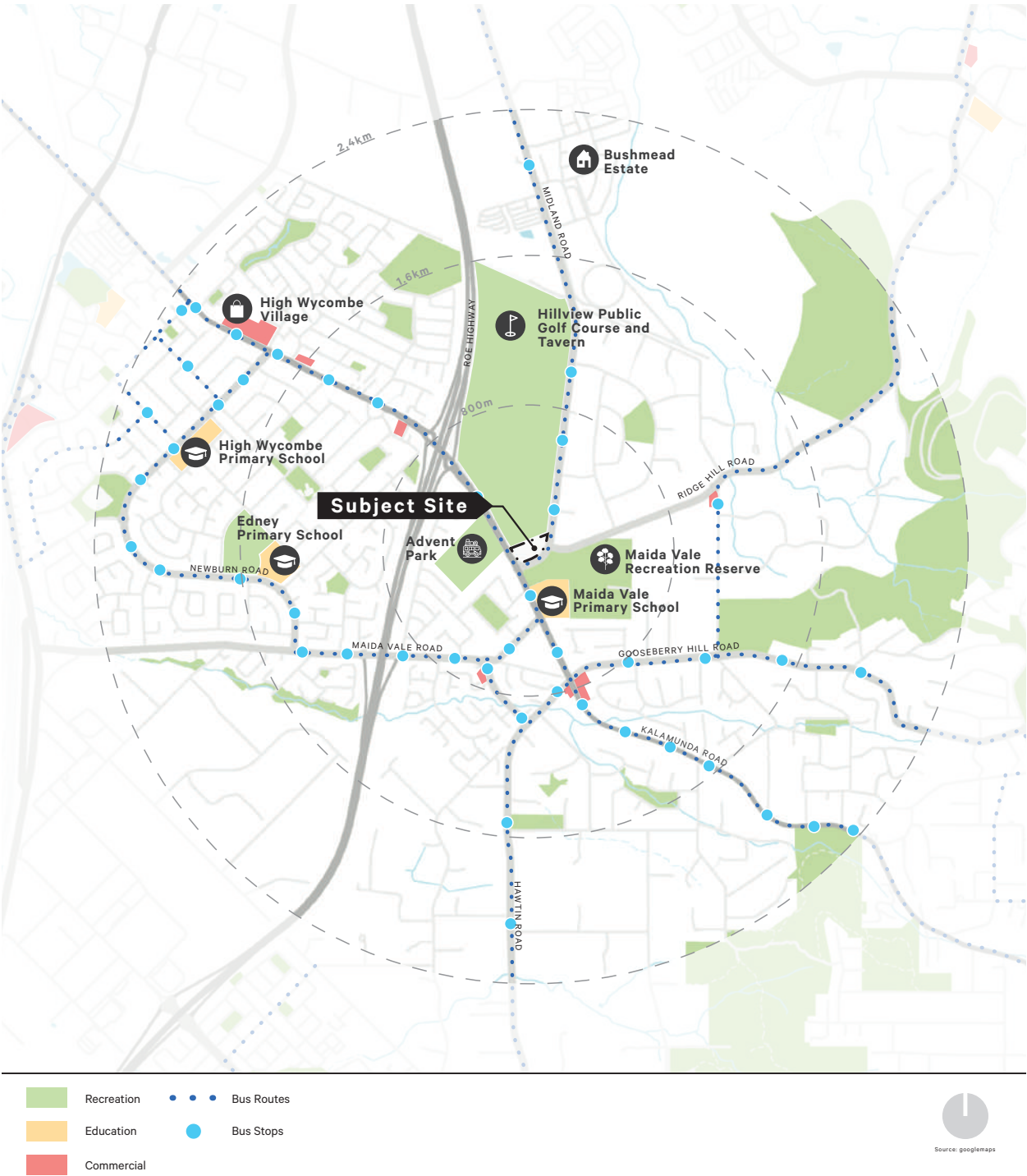


Figure 2. Local Context Plan

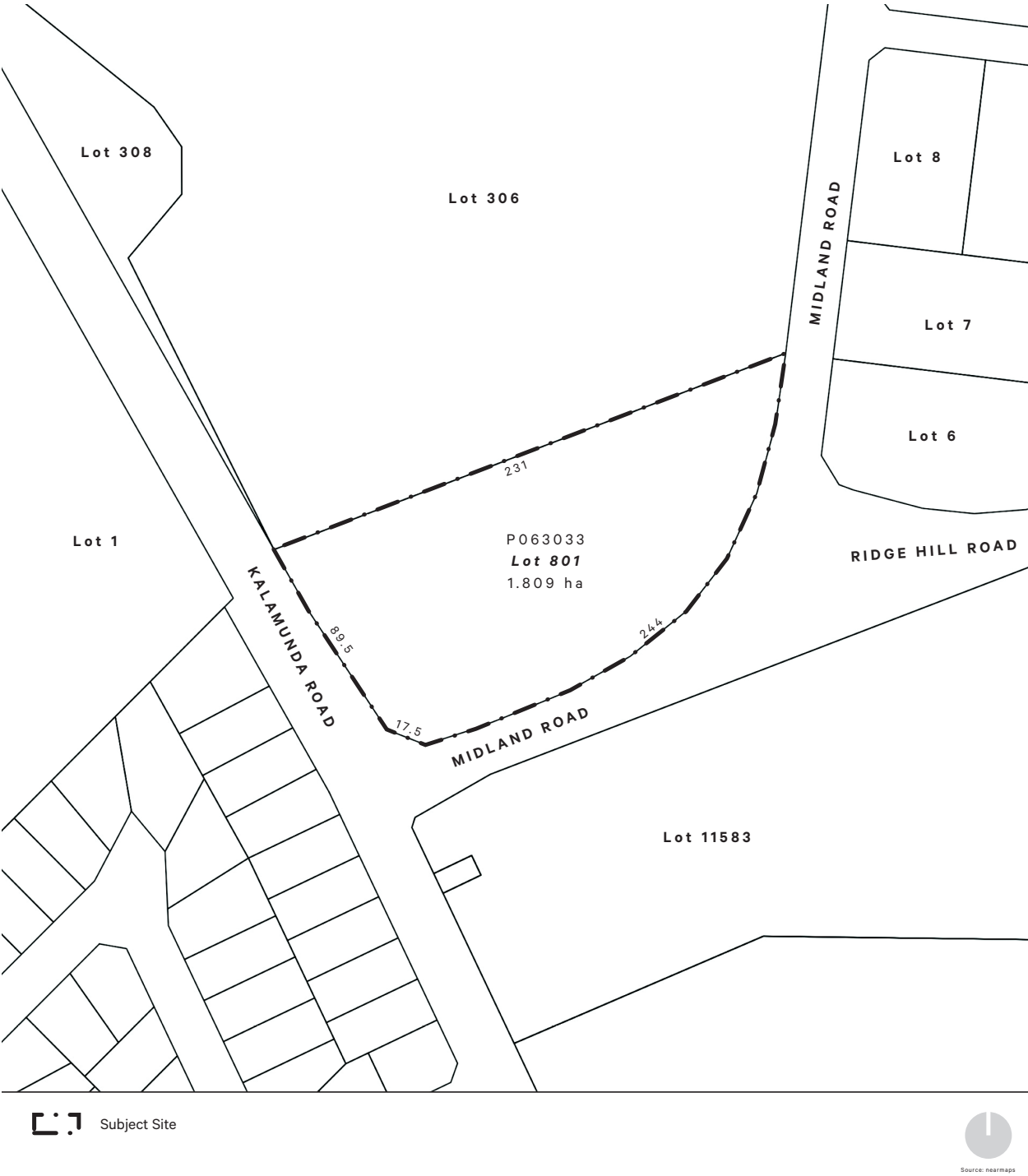


Figure 3. Site Plan

The subject does not contain any easements which are required to be given any consideration as part of the development assessment. The caveat which is currently lodged by Woolworth relates to an 'equitable interest' as an agreement to lease made between the landowner and Woolworths.

It is important to note, unlike the Golf Course to the north, the subject site is not subject to a Crown Grant Trust burden.

The subject site has long been vacant and has never been developed. The site is mostly void of vegetation, however, does contain some medium sized trees along the lot frontage edge to Maida Vale Road, and along the golf course boundary to the north. The subject site falls 5 metres in a south-western direction across a 200 metre distance. The site has substantial frontage to the surrounding street frontages with an approximate 110 metre frontage to Kalamunda Road and an approximate 240 metre frontage to Midland Road. It is noted there are currently no footpaths immediately surrounding the subject site.

The site is strategically located being a corner site providing convenient local access to the site. The size and location of the site is considered to be appropriate to the development of a Neighbourhood Centre, especially given the lack of full service contemporary shopping facilities within northern Maida Vale.

*Refer to Figure 4 – Aerial Plan*






 Subject Site



Figure 4. Aerial Plan





Eastern side of the subject site looking to Kalamunda Road



Midland Road looking to the northern aspect of the site





Corner of Kalamunda Road and Midland Road



Eastern edge of the site looking west to Kalamunda Road and golf course

## 4.4 Environmental and Heritage Considerations

In 2014 JDS&G prepared a Preliminary Site Investigation (PSI) Report to support the MRS Amendment Request. It is important to note that since the timing of the report having been prepared, the site conditions have not changed.

The PSI identified that there are no areas of environmental concern identified at the site. As such, it is concluded that there are no significant sources of contamination. In addition, a search of the Department of Environmental Regulation's Contaminated Sites Database indicates there is currently no known or registered contamination of the subject site.

The subject site has no local or State registered historic heritage significance.

A search of the Aboriginal Heritage Enquiry System indicates that the subject site has no known Indigenous heritage significance.

The subject site is identified as being within a designated bushfire prone area in accordance with the Department of Fire and Emergency Services (DFES) Bushfire Prone Mapping System. In this respect, this application is supported by a Bushfire Attack Level (BAL) Assessment and Bushfire Management Plan (BMP) prepared by **element**, enclosed at Appendix D. The findings of the BAL Assessment and BMP are discussed in detail within this report.

*Refer to Appendix D – Bushfire Attack Level Assessment and Bushfire Management Plan*

It is understood the subject site and the broad surrounds are contained within a Threatened Ecological Community according to the Department of Biodiversity, Conservation and Attractions (DBCA). However, given the vast area the mapping covers, and furthermore the lack of substantial vegetation that is present on the subject site, this is not considered to represent an impediment to the proposed development.

## 4.5 Servicing Considerations

### Water

A water line currently runs along Kalamunda Road as well as a line being located on the opposite side of Midland Road. In this respect there are no immediate constraints that would impact the Centre being able to connect to the current water main to service the development proposal.

### Power

Above ground power is provided along Kalamunda Road as well as on the opposite side of Midland Road. Given the power load of a Shopping Centre of this size the provision for a transformer has been made within the provided architectural plan set.

### Sewer

The subject does not currently have immediate access to deep sewerage. The nearest sewer line is located at Lot 132 (No.333) Kalamunda Road and will need to be carried through to the Centre. There is a current Deed of Agreement with the landowner of Lot 132, for an easement and for the sewer to be brought through to service the site to provide the site with deep sewerage.

## 4.6 Existing Access

The subject site is well serviced by surrounding roads given its corner positioning. Kalamunda Road (Other Regional Road – Blue Road) provides direct vehicle access to the site for south-bound traffic. There is no current ability to provide direct right-turn movements into the site from Kalamunda Road for north bound traffic due to the median island.

Kalamunda Road also contains a deceleration lane for south bound vehicles turning left into Midland Road. For north bound vehicles travelling along Kalamunda Road, a right-turn slip lane is provided. Midland Road is a two lane road. There is a crossover located adjacent to the site which services the Maida Vale Reserve and a local road (Ridge Hill Road). Both of these access points have been given consideration with respect to the crossover arrangement for the proposed development.





## 5. Proposed Development

### 5.1 Development Overview

The development application seeks approval from the WAPC for the construction of a Woolworths supermarket with supporting specialty tenancies and services to create a contemporary village shopping experience for the Maida Vale community and surrounds.

Specifically, the application proposes:

- Woolworths supermarket (2,700m<sup>2</sup> NLA);
- A 'direct to boot' parking zone that can accommodate up to 6 cars at any one time;
- BWS Liquor Store (150m<sup>2</sup> NLA);
- Gym (300m<sup>2</sup> GLAR);
- Medical Centre (150m<sup>2</sup> GLAR);
- Specialty Tenancies (1,171sqm). It is important to note the approval is seeking a multitude of land uses for each specialty tenancy to provide flexibility at leasing stage. The land uses will include:
  - Restaurant/Café;
  - Fast Food Outlet;
  - Shop;
  - Office;
  - Lunch Bar; and
  - Consulting Rooms.
- 12 bicycle spaces and amenities room;
- Approximately 1,300m<sup>2</sup> of landscaping;
- Supporting amenities and ablution facilities for staff and visitors;
- A separate servicing area and loading dock to the rear of the supermarket tenancy. Two crossovers are proposed to Midland Road to service this loading dock;
- A pedestrian mall is provided external to the supermarket. The pedestrian mall is provided with skylights and supporting landscaping to provide a unique and high amenity pedestrian environment;
- The provision of trolley bays and shade sails within the proposed car parking areas; and
- 247 car parking bays.

The extent of floorspace is considered appropriate to a Neighbourhood Centre and will provide for the daily and weekly needs of the local Maida Vale community. The diversity of land uses proposed are considered to cater for a broad spectrum of demographics who live within the area, consistent with the vision of the project to provide a contemporary village environment.

*Appendix B – Architectural Design Report and Drawings*



## 5.2 Design Approach

In developing a design solution that is functional, viable, architecturally appealing and cohesive to the community and the locality, the project team has had particular regard to the following design elements which have informed the development proposal:

- Provide a supermarket that provides commercial offerings that meet contemporary expectation of a 'community village' to suit daily and weekly needs of its customers. The selection of supporting tenancies is based on a detailed understanding of the demographics, needs and demands of the primary catchment.
- Create a legible environment that is safe and minimises where possible pedestrian and vehicular conflict. Importantly, provides opportunities for pedestrian refuge.
- The provision of a car park that provides continuous vehicle circulation to avoid internal traffic congestion as well as separate vehicle egress and ingress points to provide a safe traffic environment.
- Provide a 'direct to boot' service that is separate from the 'main' car park and vehicle circulation areas to improve safety and minimise congestion.
- Employing a material and colour palette that is consistent with the surrounding environment the proposal sits within, and ensures the façade is respectful to the surrounding natural colour palette.
- Separate servicing vehicle access and egress points from the customer car parking area to avoid traffic congestion and possible conflicts. The design has ensured the servicing vehicle laydown area is sufficient to provide adequate circulation areas.
- Ensure the Centre caters for a range of demographics and community needs. This has driven the concept behind the pedestrian mall with a range of food and beverage uses and associated services that the community desire within a Neighbourhood Centre of this scale. In addition to this, the pedestrian mall includes a play space for children.
- Provide an extensive landscaping strategy which includes, the retention of an existing mature tree within the car park design, and:
  - Approximately 1,300m<sup>2</sup> of landscaping area; and
  - 65 x 100L shade trees;
  - Extensive shrubs and ground covers.

## 5.3 Landscaping

An extensive landscape strategy has been prepared by EPCAD to support the development proposal. A primary focus of the landscaping strategy is to line the public realm with an extensive 'green' edge to the street to help screen the car parking area and soften the interface with the streetscape. This is consistent with the much of the residential development along Midland Road which contains significant vegetation to the street edge. The 'green' edge has also provided the opportunity to retain the majority (all but one) of existing trees along Midland Road. The existing trees are considered to be of important value to the development and respecting the existing streetscape environment, whilst enhancing the pedestrian experience with the provision of the new footpath along Midland Road.

It is of high importance to Woolworths that vehicles and customers are provided with weather protection within the car park. During the preliminary discussion with the City of Kalamunda, the importance of tree canopy within the development was viewed as being a high priority to the City whilst acknowledging the need for canopy for vehicles. In this respect, rather than cover the entirety of the car parking with shade sails, the end bays which are most visible to Kalamunda Road and those closest to Midland Road, aligned with the existing tree to be retained, have been provided with shade trees to assist with adding additional tree canopy to the car park and improving the visual presence of the Centre from Kalamunda Road.

*Appendix C – Landscape Architecture Drawings*

## 5.4 Parking and Access

The proposed site layout provides a total of 274 car parking bays. This includes dedicated staff parking bays, disabled persons car parking bays, 'direct to boot' bays and general customer car parking. A key design focus for the car parking area is to separate the extent of hardstand through an extensive landscaping strategy to soften the environment for pedestrians as well as preserve the outlook of the car parking area to the surrounding streetscape.

At a pedestrian level, low lying planting has been used between car parking bays to provide additional greenery to the car parking area. These low lying garden areas will also act as water run off areas from the hardstand areas. In addition to the low lying landscaping, improving the periphery tree canopy to help screen the car parking from the street has

been an important consideration. In this respect maintaining existing trees and planting additional species of trees, will assist in providing a 'green edge' to the streets and limits the visual impact of the car park. Shade sails will also be used extensively to provide a level of weather protection to the central car parking aisles.

Access to the car parking areas for customers will be via two crossovers. A left-in/left-out located on Kalamunda Road. A full movement crossover is provided to Midland Road. The internal circulation areas are designed to be free-flowing to reduce congestion. The car parking area provides two-way movement throughout. The aisle widths have been made larger in width to make provision for pedestrians with trolleys to minimise conflicts with passing vehicles. In addition, pedestrian paths and crossing zones have been provided in logical areas to enhance pedestrian movement throughout the subject site.

The servicing area for the Centre has been located at the rear of the Centre fronting Midland Road. It is critical to Woolworths and the general functionality of the Centre, that servicing vehicles are separated from customer areas. This has driven the location of the 'back of house'. It is important to note this area will be screened through the provision of landscaping to improve the interface with adjacent properties. The servicing area has been designed so that trucks are able to enter and exit with limited movements. This is the primary reason for the additional crossover along Midland Road.

## 5.5 Signage

Signage across the development is proposed to be integrated and consistent with the material and colour palette. A pylon sign is proposed to Midland Road, with the remaining signs positioned internally to the car park sitting above the glazing of each tenancy. These signage zones will be refined further at the detailed design stage in response to specific tenant requirements. A detailed signage strategy will be prepared at building permit stage.







## 6. Architectural Design Statement

State Planning Policy 7.0 (SPP 7.0) sets out 10 design principles to promote the importance of design quality throughout the built environment in Western Australia. The policy applies to all forms of development including medium to large scale development applications. These principles have helped inform the site response and architectural outcome of the Centre. A detailed assessment of the 10 principles is provided below.

### 6.1 Context and Character

- To ensure this development responds to the character of the locality, extensive site and area analysis has been undertaken to inform the design of the development. A strong emphasis has been placed on the building materiality and architectural language so that the Centre is cohesive to the semi-rural surrounds of the area.
- The colour palette has taken cues from the Maida Vale locality and incorporated in a contemporary and tasteful manner into the façade. The approach has been to use earthy tones such as burnt reds and pinks, charcoal, exposed timber elements and whitewash brick to incorporate the distinctive natural character of Maida Vale into the façade.
- A similar material palette has been used to maintain the earthy aesthetic. Brick veneer is proposed at the pedestrian level to provide a layer of texture. Timber cladding is used to the pitched elements to provide some vertical interest to the façade.
- The built form is also designed with regard to the context and character of the locality. Specific attention has been given to the roof form to provide a more residential character with the use of the 'saw-tooth' roof shape consistent with residential roof pitches.

### 6.2 Landscape Quality

- An array of landscape treatments are proposed across the proposed development as well as extending to the verge area. A focus has been to provide extensive greenery to the public realm to soften the interface the development has with the streetscape. This is consistent with many residential properties which contain green buffers to the street edge.
- The green edge also provides the opportunity to retain and enhance multiple trees across the site. This will contribute significant amenity improvements to the development and has been a key focus given the semi-rural location.
- Where achievable, adding greenery to the car park is a high priority to the proposed development. By reducing the shade cloth canopy, it has enabled additional shade trees to be planted. The purpose behind this is to significantly improve the greenery to Kalamunda Road to help offset the hardstand area of the car park.
- To ensure pedestrian amenity is to a high standard, a combination of ground covers and shade trees are used where possible. This aids both the visual aesthetic of the development, but also provides needed canopy for pedestrians.

### 6.3 Built Form and Scale

- The built form and scale of the Centre has been structured to reassemble a town centre / village environment that is localised and designed to be specifically catered to the Maida Vale community as opposed to just being another box centre.
- The primary delineation of the built form is the roof form. The 'saw-tooth' roof pitch is providing both architectural interest and responding to the traditional semi-rural localised context.
- The scale of the Centre is appropriate to the area. The building is not overwhelming in scale in respect to both bulk and height. Significant attention has been given to how to appropriately separate the mass of the building. This has been achieved through varied roof peaks, separation of mass for entry statements and extensive use of materials and colours.

## 6.4 Functionality and Build Quality

- Building efficiency and customer functionality is critical to Woolworths. The design solution provides for:
  - An expansive supermarket offering with a diversity of specialty retail and food beverage offerings to align with contemporary customer expectations.
  - Balance pedestrian and vehicle needs to create a legible environment that minimise the opportunities for pedestrians and car conflicts. Wider aisle widths, zebra crossings, dedicated pedestrian thoroughfares within the car park and clear circulation areas for vehicles.
  - Dedicated 'direct to boot' collection area to separate stationary vehicles from the primary circulation areas.
  - Well considered service areas that are suitably sized to cater for large vehicle movements without having any implications on customer access. The service area is proposed to be screened and minimise visual impact on the streetscape through an extensive landscape strategy.
- The use of high quality finishes to the façade and throughout will deliver a Neighbourhood Centre that is well considered and delivers a high amenity contemporary shopping experience.

## 6.5 Sustainability

- The proposed development incorporates a range of sustainability measures, including:
  - Provision of 400kW solar PV cells located on the roof of the supermarket;
  - Highly efficient heating, ventilation and air conditioning systems;
  - Provision of water efficient appliances and equipment;
  - Facilitate capture of multiple waste streams (plastic, cardboard, food) with reduction strategies (refer to Waste Management Plan);
  - Use of glass with high visible light treatment;
  - Extensive use of daylight achieved throughout the building; and
  - Building infrastructure to accommodate the car bays to be able to upgrade with EV charging points.
- With the above considered, the development will achieve a 4 Green Star Design as built rating, with the aim to achieve a 5 Green Star minimum standard by 2025.

## 6.6 Amenity

- The proposed Neighbourhood Centre will greatly improve access to goods and services for the immediate community. The supply of the specialty tenancies supported by Woolworths as the anchor tenancy, will provide the opportunity for the formation of a community centre with a range of services improving the daily amenity of the community.
- A focus has been placed on creating a Centre that caters for all, providing different spaces for a diversity of purposes and needs. The supply of the supermarket provides the weekly shopping element. The specialty tenancies provides daily goods and services supporting community interaction and meeting places. The playground is there to support younger children and help foster a sense of community.
- The approach to the site is generally considered to be a high quality, contributing to the amenity and customer experience. The site layout is highly functional and logical in its approach facilitating a positive customer experience. Shade has been provided readily, through the use of shade trees, shade sails and mall area to provide a comfortable pedestrian experience. Finally, the development is of a high architectural standard that is providing a built form that is well articulated and is provided with a material palette that is representative of the locality.

## 6.7 Legibility

- It is critical legibility is well conceived and is highly functional for both pedestrians and vehicles. Striking a balance between both of these movement methods has been given significant consideration.
- Pedestrian movement throughout the Centre has been considered in a linear and logical manner. The car park contains two pedestrian footpaths which provides direct connection from the entry point of the Centre to the car park. This will provide important pedestrian separation from vehicles. Notwithstanding this, the aisle widths are wide enough for pedestrians with a trolley to walk down the aisle with separation to a passing vehicle. A footpath is proposed along Midland Road to provide further improvement to how pedestrians connect to the Centre. The footpath also provides the opportunity to connect into the future signalised intersection at Kalamunda / Midland Road.

- Internally the pedestrian mall has a width of 7.5 metres which is adequate in accommodating pedestrian movement and alfresco seating opportunities. The entries to the mall is delineated through breaks in the building mass to improve pedestrian visibility to the entry point of the Centre.
- The approach to vehicle movement was to firstly segregate the three forms of users of the Centre. The general customer car parking area, direct to book collection and servicing areas. This approach from the outset reduces congestion and enables continuous vehicle circulation. The direct to boot has a separate egress point which improves the flow of direct to boot customers, whilst not impacting the main customer circulation areas. Finally, separating service vehicles from the customer car park improves vehicular safety whilst providing a dedicated loading area without any customer interruption improving the functionality for both customers and deliveries.

## 6.8 Safety

- The development provides significant improvements to safety. The proposal is providing significant activation of the subject site and to the surrounding streetscapes.
- Specialty tenancies are provided with extensive glazing which are orientated to overlook the car park. The specialty tenancies particularly food and beverage operations and the gym are likely to operate after hours providing on-going activation of the site.
- Lighting will be used extensively to the ground floor areas to enhance safety during later hours.
- The site layout provides opportunities for pedestrians to seek refuge from vehicle dominated areas and aims to prioritise pedestrian movement particularly in close proximity to the mall area through the use of zebra crossings. Bollards will also be used to help protect pedestrians from vehicles.

## 6.9 Community

- The Centre has extensive community benefits. From the outset, it has been clearly identified that there is a significant shortfall in retail floor space, particularly given the lack of full-line supermarkets. The provision of a Woolworths will enhance convenience and fulfil a clear community need for Maida Vale as well as surrounding suburbs.
- A strong focus of the Centre has been to create a town centre / village environment where there are opportunities for social engagement. This is supported via the array of specialty tenancies as well as the provision of the children's playground to assist with increasing custom dwell times which will contribute to the activity and vibrancy of the Centre.
- The Centre is highly accessible and will accommodate people of all ages and abilities.
- The Centre is contributing to enhancing the amenity of the suburb which is a significant community benefit. The architectural response and built form is creating a positive development outcome that is responsive to the area the Centre sits within.

## 6.10 Aesthetics

- The proposed development represents a high quality, contemporary retail and commercial development. The architectural language provides a connection to history to Maida Vale and creates visual interest through the use of colour and high quality materiality.
- The design is incorporating high quality finishes to the façades with an earthy and complimentary material palette to connect the development with the surrounding semi-rural residential context.
- The landscaping palette is extensive. Significant contributions are being made to enrich the tree canopy across the site as well as, where possible, retain trees. In addition to increasing tree canopy, providing low level plantings near pedestrian thoroughfares will help break up the hardscape and significantly contribute to the visual aesthetics of the Centre.







## 7. Technical Inputs

### 7.1 Bushfire Management Plan

A Bushfire Management Plan (BMP) has been prepared by **element** to address the relevant bushfire considerations that affect the subject site, being located within a designated bushfire prone area. To inform the BMP and Bushfire Attack Level (BAL) assessment was undertaken which determined the subject site has a flame zone attack rating which is largely due to the vegetation present to the north of the subject site from the Golf Course. Whilst the site is located in flame zone there are various hazard management considerations to assist with reducing the attack level rating to a BAL of 29, this includes the following:

- Ongoing management of the adjoining golf course (Lot 306) which is also owned by Activ Foundation, as part of the APZ to ensure the habitable building achieves and maintains a rating of BAL-29, in perpetuity;
- Ongoing management regimes to ensure proposed landscaping does not contribute to the fuel loads of nearby bushfire hazards that will exist post development;
- Sufficient flow and pressure from the reticulated water main located along Kalamunda Road and Midland Road; and
- Appropriate emergency and evacuation response for vulnerable occupants of the proposed medical centre.

The BMP has also demonstrated the development's compliance with the four element objectives relating to location, sitting and design, vehicular access and water. A 17 metre asset protection zone will be required to be maintained to ensure the development achieves a BAL-29 rating. The asset protection zone encroaches into the golf course to the north. The landowner will be responsible for ensuring the APZ is maintained across both properties, in perpetuity.

*Refer to Appendix D – Bushfire Management Plan*

### 7.2 Retail Sustainability Assessment

A Retail Sustainability Assessment (RSA) has been prepared by MacroPlan in support of the development application. The RSA is in direct response to the City of Kalamunda's recommendation within their Activity Centre Strategy which requested any future redevelopment of this subject site is supported by an RSA. From the outset the RSA has identified ample scope for additional retail facilities within the Maida Vale trade area to serve the surrounding community. Importantly, the RSA concludes that the development of Midland Road NAC will not affect the financial sustainability or timing of the development of the High Wycombe South DAC. It is expected that a small impact on trading is forecasted by the High Wycombe South DAC, however the impact is less than 5% (3.9%) and importantly will be fully negated within 2.1 years by 2026.

The Centre that will be most affected by the proposed development is the Helena Valley IGA (directly north of the subject site). In accordance with the draft SPP 4.2, impact to retail trading that are less than 5% are considered 'minor'. Impacts less than 10% are moderate, with anything greater deemed significant. The impact on Helena Valley IGA is 5.8% in 2024. The impact will be fully negate after 3.2 years given the significant population growth surrounding this centre. In this respect, the impact of the development is minimal at best and there is a clear need for a full-line supermarket to service this catchment area.

*Refer to Appendix E – Retail Sustainability Assessment*



## 7.3 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) has been prepared by Riley Consulting to accompany the proposed development. A peer review and more recent response to preliminary traffic feedback from the City of Kalamunda and DPLH, has been undertaken by Transcore and is included at Appendix F. The TIA has undertaken a comprehensive assessment of the development, with the following key points raised:

- From a daily traffic demand perspective, the proposed development is shown to have no material traffic impact based on the WAPC Transport Assessment Guidelines. All traffic generation equates to less than 10% of the affected roads capacity.
- The existing conditions of the Kalamunda Road / Midland Road intersection has seen multiple vehicle crashes which are predominantly right turn movements. This crash data which has been exasperated since the grade separation at Roe Highway removed the traffic lights which created 'breaks' in the eastbound traffic stream reducing gaps to complete the movement.
- The SIDRA assessment with the Centre operation completed has determined the two primary vehicle movements which will have the most delay are the right turn out from Midland Road, and the right turn in from Kalamunda Road to Midland Road.
- The TIA has alluded to the need for traffic signals to improve the safety of this intersection. Whilst the SIDRA analysis has concluded that the right in/out movements from Kalamunda Road are a concern, the intersection performance, particularly with respect to the level of crashes, is poor and therefore the nexus for traffic signals is already present withstanding the development being constructed.
- All access and egress points have been determined as being appropriately located and sized to service both customer and servicing vehicles. The left-in and left-out access located to Kalamunda Road will be provided with a left turn lane to provide separation to Kalamunda Road.
- The servicing area is deemed appropriately sized to accommodate a 19 metre semi-trailer.

Overall, the proposed development is not unduly contributing to significant changes to the surrounding road network based on the traffic generation forecasts. Whilst there are two movements which have been highlighted with undesirable performances, the long term assessment of the existing intersection of Kalamunda Road and Midland Road shows failure within 10 years with both right turn movements operating over capacity withstanding the construction of the Centre, mandating the need for traffic signals to be provided.

*Refer to Appendix F – Transport Impact Assessment*

## 7.4 Waste Management Plan

A Waste Management Plan (WMP) has been prepared by Encycle to support the proposed development in how it manages waste. For the purposes of the WMP some of the Specialty Tenancies have been assumed as food and beverage and other specialty uses that are likely to operate from the Centre to guide the waste generation, whilst ultimately not fixed. The WMP has determined the 20 bins are required to service the proposed development. Frequent waste such as general and recycles will be collected on a weekly basis.

Woolworths and BWS will have a separate bin store to the specialty tenancies. The bin stores will be accessible via a service corridor which runs along the northern boundary of the site for the specialty tenancies to have convenient and concealed access to the bins. Woolworths and BWS will have its own access points built into the floor plan layout.

All waste vehicles will have access to the site via the crossover along Midland Road. The crossover closest to Ridge Hill Road will be the access point, whilst the crossover further north will be for vehicle egress. The layout of the servicing area means waste trucks can maneuver with ease without having to disrupt customer access or external traffic to the site. A height clearance of 4.7 metres is provided so that a range of vehicles can service the development with ease.

*Refer to Appendix G – Waste Management Plan*

## 7.5 Acoustic Report

An Acoustic Report has been prepared by Lloyd George Acoustics to support the proposed development. The acoustic report sets out measures to be implemented to ensure that the development achieves the appropriate acoustic standards. Particular regard has been given the loading and service area given its proximity to residential properties to the east. Mechanical plant equipment complies with the relevant Noise Regulation both during the day and at night.

*Refer to Appendix H – Acoustic Report*

## 7.6 Sustainability Report

A Sustainability Report has been prepared by CADDSGroup to identify and demonstrate the sustainability principles incorporated into the proposed development. It is important to note, Woolworths as a company have their own net zero emissions target by 2050, of which all of their Centres need to be designed with specific attention to reducing carbon emissions. Intermediate goals are also set by their Sustainability Plan which intend on reducing emissions by 63% of 2030. In respect to this application, the development is aiming to achieve a 4 Green Star Design as-built rating, and by 2025, 5 Green Star rating be achieved. The report sets out various sustainability initiatives that will be incorporated into the proposed development.

*Refer to Appendix I – Sustainability Report*







## 8. Planning Assessment

### 8.1 Perth and Peel @ 3.5 Million

Perth and Peel @ 3.5 million (Perth and Peel) is the guiding strategic document that has been developed to spatially accommodate a substantial increase in population over several sub-regions. The document builds on Directions 2031 and Beyond as well as the State Planning Strategy 2050, responding to challenges with long term strategy for land uses and infrastructure. The aim of the document is to achieve a more consolidated urban form and meet long-term housing needs to strengthen key activity centres and employment nodes as the Perth and Peel population grows towards 3.5 million people by 2050. Of relevance, Perth and Peel discusses the importance of promoting urban consolidation and promoting activity centres in close proximity to residential catchments to support local employment opportunities, immediate access to amenities and services and provide a level of community activation within a walkable residential catchment.

The City of Kalamunda is located within the North-East Sub-Regional Planning Framework. As outlined within the project background section of the report, the subject site is shown as Planning Investigation, after previous attempts to have the subject site rezoned to 'Urban' under the MRS. The designation under Perth and Peel as Planning Investigation effectively means that the State requires further detailed planning to occur on specific site matters prior to any consideration of an MRS Amendment.

Importantly, Perth and Peel is very specific in setting out within Table 3 of the North-East Sub-Regional Planning Framework the matters in which require further planning consideration. It is evident in reviewing the matters set out in Table 3, that they are not applicable to the subject site and the fate of the site from an MRS rezoning perspective has been unreasonably tied to the golf course with little consideration that the subject site is held on its own title and is separate to the circumstances of the site to the north.

Notwithstanding the above, Table 3 sets out the following two key considerations relating to the Maida Vale Planning Investigation Area:

- Regional Recreation Needs Analysis; and
- Land Tenure

The subject site holds no regional recreation importance as the subject site is a vacant block. The site holds no recreational value to the golf course. The site has no constraints from a land tenure perspective that would impede or prevent the site being developed. It is important to note the golf course to the north is subject to a crown grant condition, however this is not applicable to the subject site.

This site should not have been designated within the Planning Investigation Area, which is evidently required for the golf course site given its recreational purpose and significant land area holding, none of which is applicable to the subject site. In this respect, this site is capable of being developed and importantly able to be developed in isolation to the golf course.

*Refer to Figure 5 – Perth and Peel Extract*

Population growth within the locality is a contributing factor to the growing demand of the need for a Neighbourhood Centre to service this area. Directions 2031 estimated a population increase of 69,000 people in the northeast sub-region which encompasses the local government areas of Swan, Mundaring and Kalamunda by 2031. Of relevance to Kalamunda, as of the 2016 Census, the City of Kalamunda has a population of 57,449 residents. By 2050 Perth and Peel have estimated the City of Kalamunda will surpass 100,000 residents. Over the next decade, the City of Kalamunda as well as adjacent Local Governments are going to experience a significant increase in population and demand for services. This was highlighted by the City of Kalamunda's Local Planning Strategy, which was prepared in 2010, which identified Maida Vale as an area with significant growth potential.

Given the above, the demand for the supply of community commercial centres is considered to be of high importance to the City of Kalamunda in being able to appropriately service the current and future population growth. Furthermore, given the site has limited constraints, and is effectively unused, vacant land which has never been developed, it is considered to be of high importance to the immediate community that this Neighbourhood Centre comes to fruition and provides an important Centre to service the immediate primary catchment.



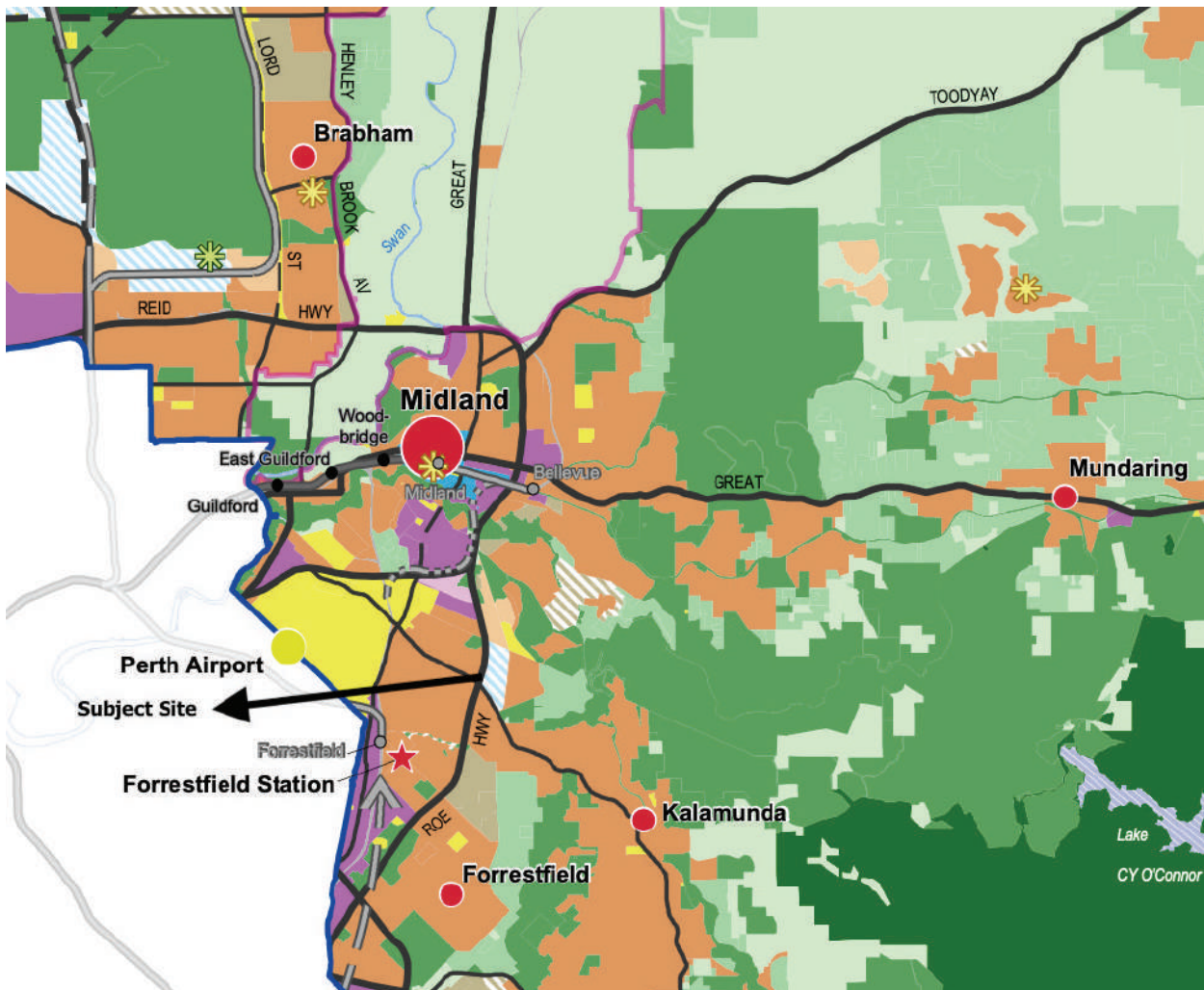


Figure 5. Perth and Peel Extract

## 8.2 Metropolitan Region Scheme

The subject site is zoned 'Rural' under the MRS. A 'Rural' zoning is typically defined by land on which a range of agricultural, extractive and conservation uses are undertaken. Whilst a Shopping Centre does not explicitly align with the 'Rural' MRS zoning, it is clear that the 'Rural' zone that currently applies to this land is not an appropriate zone given the strategic investigation has been carried out by the City of Kalamunda within the Activity Centre Strategy. It is also important to note, this site was not rezoned to 'Urban' due to the need for further strategic investigation which led to the Planning Investigation Area.

As outlined above, it is evidently clear that the strategic matters that require additional investigation which have prevented the Urban zone being progressed on this site are related to the golf course site to the north and are not applicable to the subject site. It is therefore considered that the proposed development is not prejudicial to the orderly and proper planning process, as this site should have been assessed independently based on the merit of the site, location and potential to provide a Neighbourhood Centre. In this respect, the current 'Rural' zone that is applicable to the subject site, will not remain given the strategic planning that has already occurred, as well as the demonstrated need for this form of development within the locality.

Refer to Figure 6 – MRS Extract

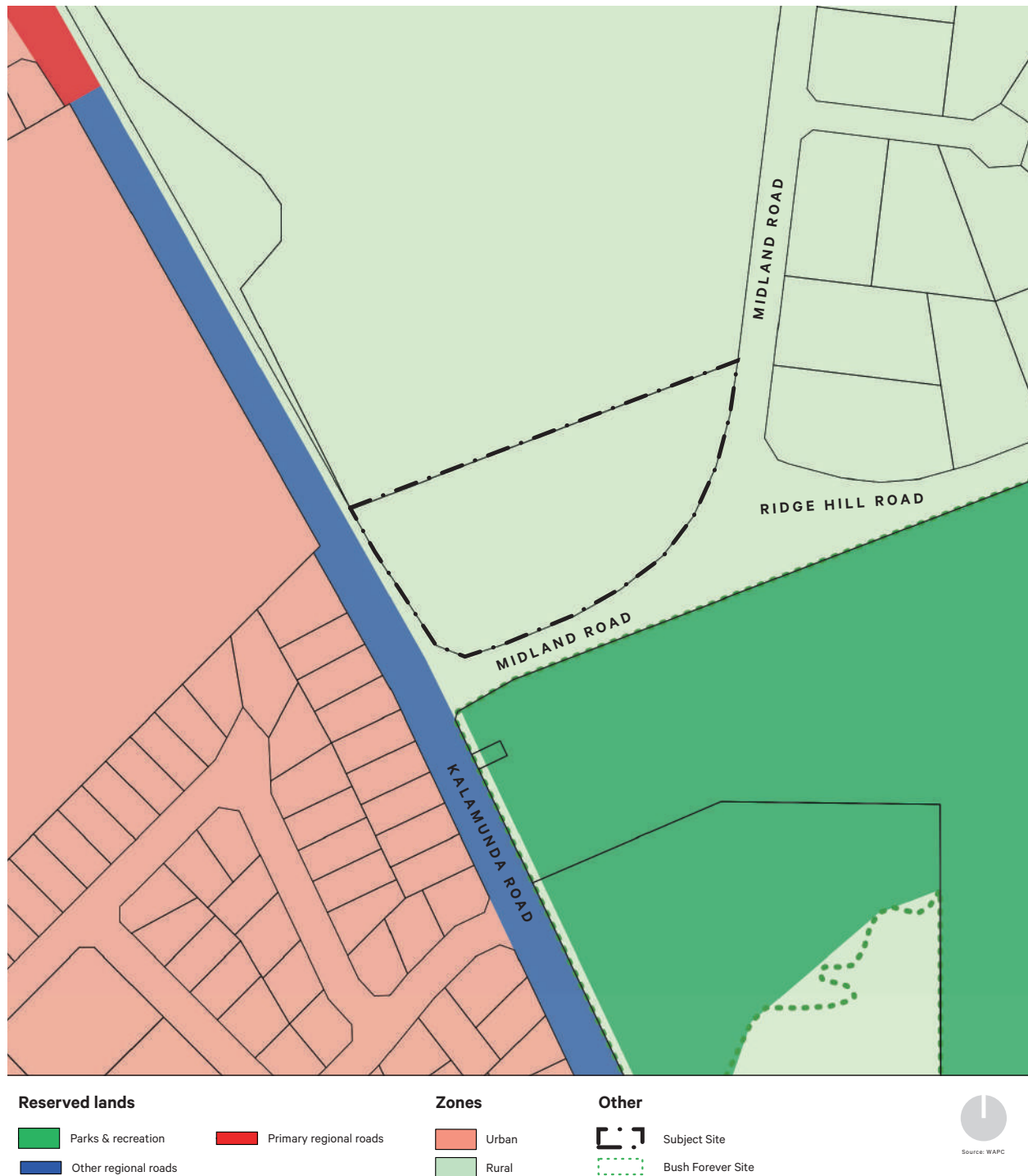


Figure 6. MRS Extract

### 8.3 State Planning Policy 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) prescribes guiding provisions for the development of activity centres across Perth and Peel. The main function of the document is to ensure there is a clear activity centre hierarchy, across different formats of activity centres. In order to maintain this hierarchy, SPP 4.2 establishes guiding targets and objectives for each form of activity centre to guide the appropriate level of development intensity each centre should aim to achieve. It is important to note, the WAPC have released an updated SPP 4.2 which is currently in draft format.

Under SPP 4.2 activity centre hierarchy, the proposed development constitutes a Neighbourhood Centre. The primary function of Neighbourhood Centre is to provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services, including supermarkets, personal services and convenience services. Under the Draft SPP 4.2, Table 2 defines the indicative floorspace thresholds for activity centres based on NLA. A Neighbourhood Centre has an indicative floorspace of 5,000m<sup>2</sup>. The proposed development is remaining consistent with this requirement.

Whilst the City has designated the subject site for a Neighbourhood Centre under their Activity Centre Strategy, the development proposed is considered to be ‘out of centre development’ as the site is yet to be formally designated as an Activity Centre under local and State planning framework. The Draft SPP 4.2 does not preclude this form of development as set out within clause 7.10, however the application must be supported by a Retail Sustainability Assessment (RSA) to demonstrate that the proposed will have minimal adverse impacts on surrounding activity centres. Macroplan have provided an RSA enclosed at Appendix I to support the development application. The outcome of this report are discussed further in this report.

A primary contributing factor to the location of the proposed Neighbourhood Centre is the lack of services and convenience to the primary catchment. A detailed table is provided below which highlights these surrounding Centres.

**Table 2 – Centre Summary**

Site	Zoning	Area	Existing Supermarket	Number of Lots	Number of Landowners
1	Commercial	4,705m <sup>2</sup>	No	6	6
2	Commercial	1,817m <sup>2</sup>	Yes (IGA)	8	6
3	Special Use	2.2953ha	Yes (Coles)	1	1
4	Commercial	4,938m <sup>2</sup>	No	8	6
5	Commercial	4,098m <sup>2</sup>	No	1	4
6	Mixed-Use	9,739m <sup>2</sup>	No	5	5
7	Urban Development	4,044m <sup>2</sup>	Yes (IGA)	1	1

Refer to Figure 7 – Commercial Centre Map

Roe Highway is a significant barrier for the eastern residential catchment to access the High Wycombe Shopping Centres which has partially driven the demand for the need for a Neighbourhood Centre.

Within the immediate surrounds, the subject site is located within proximity to three centres within the primary catchment. This includes Maida Vale shops which is located approximately 700 metres to the south of the site at the intersection of Kalamunda Road and Gooseberry Hill Road. There is no supermarket offering at this location and provides limited amenities.

The second Centre is a recently constructed Neighbourhood Centre, located approximately 600 metres south-west of the subject site. This Centre includes a small IGA, liquor store, pharmacy and offices. This Centre services smaller shopping purposes and provides different services to what is being proposed at the subject site. The final Centre is located on Kalamunda Road, north-west of the subject site which provides a supermarket, take-a-way food and general convenience goods. As this Centre is located on the periphery of the primary catchment radius, and given the barrier of Roe Highway, the proposed Centre services a different catchment east of Roe Highway, as well as further north with the development of Bushmead Estate which does not contain a local or commercial centre.

Given the above discussion, it is not considered that any of the aforementioned sites have the capacity to effectively cater for the retail needs of the growing community east of Roe Highway either now or into the future. Therefore, it is necessary to explore alternative sites for the provision of retail facilities in Northern Maida Vale.



The size and location of the site is considered to be advantageous for the development of a Neighbourhood Centre to service the residents of Northern Maida Vale. The location, at the corner of Kalamunda Road and Midland Road is highly visible and will be easily accessible for the local population. The proposed Centre will provide for the daily and weekly household and convenience shopping needs of the growing community east of Roe Highway, in line with the definition of a Neighbourhood Centre under SPP4.2.

Refer to Appendix E: Retail Sustainability Assessment

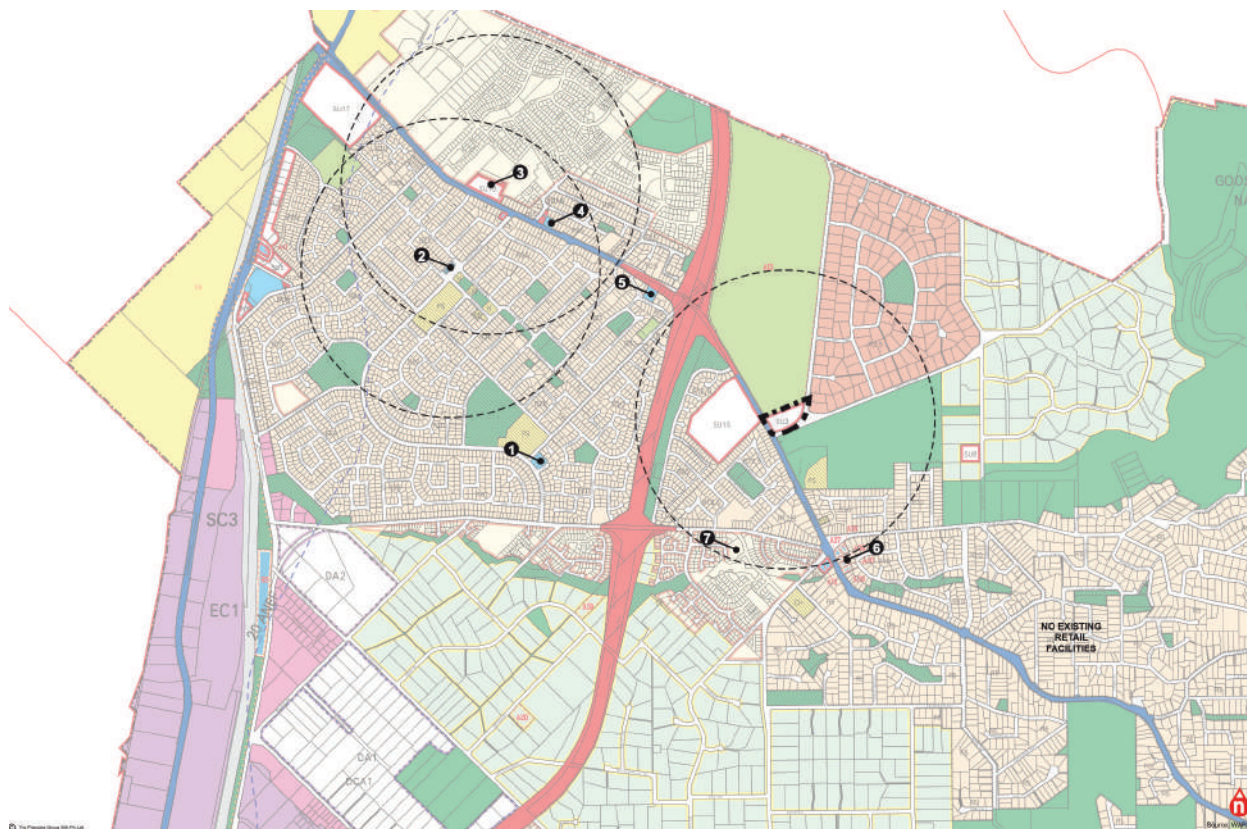


Figure 7. Commercial Centre Map

## 8.4 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

The subject is identified as being within a bushfire prone area under the DFES Bushfire Prone Area, which triggers the application of the requirement under State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) and associated Guidelines for Planning in Bushfire Prone Areas (the Guidelines).

To support the development proposal, a BAL Assessment and Bushfire Management Plan has been prepared by **element**, enclosed at Appendix D.

The BMP contains a BAL Contour Map which has assessed surrounding vegetation within 100 metres of the subject site. The BAL Contour Map has identified a bushfire threat of BAL-FZ. However, the implementation of the appropriate APZ will be required. The provision of 17m APZ is required to achieve a BAL-29. The proposed APZ includes the adjoining golf course to manage the fuel loads to ensure on-going compliance with the BAL-29 criteria. The management of the fuel load should not preclude the ability to provide a compliant APZ given the golf course is owned by Activ Foundation. The landowner will be responsible for ensuring the APZ is maintained across both properties, in perpetuity. Should the golf course be sold, the current landowners shall register an easement over the site to ensure the area covered by the APZ is maintained to low threat. The easement shall be in place until such time the adjoining property is either redeveloped or cleared of bushfire hazard.

The BMP also contains an assessment against the bushfire projection criteria contained within the Guidelines. The BMP concludes the proposed development is fully compliant with the relevant acceptable solutions which relate to location of the development, siting and design, vehicle access and water supply. In this respect, the proposal adequately addresses the identified bushfire risk to the site and is consistent with the aims and objectives of SPP 3.7 and Guidelines.







## 8.5 City of Kalamunda Local Planning Strategy 2010

The City of Kalamunda prepared their Local Planning Strategy in 2010 to inform the future direction of the Shire/City. Whilst the document is over 10 years old, the Strategy highlighted some critical insights to the development of Maida Vale and surrounding suburbs. Of key relevance to the proposed development the following is provided:

- The Strategy recognised the strategic positioning of Maida Vale and looked to introduce new urban areas within Maida Vale South and Wattle Grove to capitalise on the sites proximity to the Perth CBD.
- Forrestfield, High Wycombe, Maida Vale and Wattle Grove were viewed as Strategic locations for potential increases in residential development.
- Located just outside the primary catchment of the Centre, exists an upcoming industrial area known as the Forrestfield/High Wycombe Industrial Area.
- The Strategy highlights an additional 14,100 dwellings are anticipated through a combination of planned new urban areas in Maida Vale South and utilisation of capacity in existing urban areas. Of this 14,100 figure 9,700 are anticipated in infill/redevelopment areas (Forrestfield, High Wycombe and Kalamunda central).
- The Strategy projected that the major population growth areas within the Shire will be in the foothill areas; such as Forrestfield, Wattle Grove, High Wycombe and Maida Vale.
- Older residential areas such as Forrestfield, High Wycombe and Maida Vale are viewed as opportunities for increased medium density residential infill development. As these areas are connected to sewer and within walking distance to public transport, retail provisions, medical facilities and all areas are adjacent to a community library they have a higher suitability rating.
- The Strategy has identified the Hillview Golf Course for aged accommodation encompassing independent living units, assisted care and a nursing home.
- The Strategy highlighted the lack of an Activity Centre for northern Maida Vale

In considering the above points, it is clear that the direction of Maida Vale and surrounding development proposed, a clear need for a Neighbourhood Centre to support the future growth of Maida Vale. Moreover, the lack of quality and contemporary town centres within the immediate catchment further heightens the importance of this development to service both the current and future demand of the locality. It is also critical for the area, that a well-considered, architecturally designed village centre is developed to provide a catalyst to attract residents to the locality and encourages future residential growth.

## 8.6 City of Kalamunda Activity Centres Strategy 2021

The City of Kalamunda commenced preparing its Activity Centres Strategy in 2020. The Activity Centre Strategy was prepared to analyse, forecast and plan for the future of Kalamunda's Activity Centres. The Activity Centre Strategy is an important assessment tool to assist with the consideration of development proposals that are seeking to increase or propose new commercial floorspace within the City of Kalamunda.

The initial analysis undertaken by the City, identified that there was the potential for 5,000m<sup>2</sup> of retail space floor space to be provided at Midland Road. It was forecasted however, that the impacts of this additional floorspace has the potential to impact surrounding activity centres should they redevelop and expand in accordance with the 2031 growth predictions which included surrounding activity centres located outside of the City of Kalamunda. In this respect, it was considered that development of Neighbourhood Centre should occur post 2026 where it could be determined what level of redevelopment uptake occurred for surrounding activity centres.

Following the Activity Centre Strategy being publicly advertised, a submission was supported by Macroplan which advised that there is current retail demand to support two full-scale supermarkets in 2020. The primary catchment contained no existing Neighbourhood Centres servicing the immediate residential catchment. The 2 kilometre radius surrounding the subject site identified various other Centres within the primary and secondary trade areas. The separation between the primary and secondary catchments particularly to the west of the subject site, was based on the barrier of Roe Highway, providing a border between the Midland Road Neighbourhood Centre primary catchment and the secondary catchment further west of the subject site. The Activity Centre Strategy was generally accepting of how the catchments were differentiated, acknowledging that High Wycombe South will likely have its own major trade generators from the train station and future population growth is also proposed to be located outside of the secondary catchment. Importantly, the proposed Neighbourhood Centre whilst will serve the secondary west sector, this is not needed to support the Centre, particularly given the projected residential infill growth within the immediate vicinity as well as the continued development of Bushmead Estate north of the subject site which has not been forecasted with either a Local or Neighbourhood Centre.



## 8.7 City of Kalamunda Local Planning Scheme No.3

The City of Kalamunda's Local Planning Scheme No.3 (LPS 3) is the primary statutory control on land use and development within the City.

The subject site is zoned 'Special Use 3' (SU 3) under LPS 3, as shown in the below Figure. SU 3 prescribes the following:

**Table 3: Special Use Zone**

No	Description of Land	Special Use	Conditions
SU 3	332 Kalamunda Road, Maida Vale	Nursery Special Garden Centre	<p>a. The size of the building(s) being commensurate with a nursery/garden centre and being at the discretion of the local government.</p> <p>b. Goods sold from the premises being limited to those ordinarily associated with a nursery/garden centre and being at the discretion of the local government.</p> <p>c. No outdoor storage or display of bulky materials such as cement or cement products, landscape supplies, bulk soils or timber.</p>

With respect to the above, it is clear that the proposal is not consistent with the provisions of SU 3 and without the SDAU pathway, the development would not be able to be considered under the LPS 3 as there is no discretion to vary Special Use provisions as per clause 4.7.2 of LPS 3.

Notwithstanding this, as discussed above, the sites zoning is clearly not consistent with the strategic intent for this site given the desire from the City of Kalamunda for a Neighbourhood Centre to be provided as per their Activity Centre Strategy. It is also important to note, had the site been considered on its own merits as opposed to being tied to the fate of the golf course to the north, the site would have been likely being rezoned appropriately under LPS 3 which was the intent from the outset.

Due to the inconsistencies between the development proposal and LPS 3, the SU 3 conditions are irrelevant to the development and land uses. In this regard, consideration will be given to the relevant aims of LPS 3.

- a. *To zone the Scheme area for the purposes described in the Scheme so as to strategically promote orderly and proper development of land by making suitable provisions for the use of land within the Scheme area;*
  - Due to the MRS Amendment not being supported, and the subsequent planning investigation area being applied to the subject site, the LPS has not been able to be appropriately zoned.
  - This has resulted in the land being held in limbo for an extensive period of time, with limited development potential, notwithstanding, that the retail analysis prepared by Macroplan as part of the MRS Amendment request, identified a need within the activity centre hierarchy for a Neighbourhood Centre to be developed on this site, later recognised under Kalamunda Activity Centre Strategy.
  - In this respect, as there is a clear strategic purpose for this site and identified need, further prolonging this development from occurring is considered to be inconsistent with orderly and proper planning, given it is restricting the use of needed land that could otherwise be providing a purpose for the community.
  - The land is also located appropriately which further supports the development. The land is situated on the corner of Kalamunda Road which is a designated regional road and gateway to the south-eastern corridor of the Perth Metropolitan Area. It is considered a development of this caliber will also service this corridor and passing trade which is considered to be of high strategic benefit, given the visibility of the site and its location.
- b. *To secure the amenity, health and convenience of the Scheme area and the residents thereof;*
  - The proposed Centre is providing extensive amenity improvements for Kalamunda residents, in particular those residents who are located within both the primary and secondary catchments. The largest contribution the Centre is offering is that residents have immediate access to a Neighbourhood Centre providing daily and weekly shopping needs without having to traverse lengthy distances to access shopping needs. Amenity, health and convenience are all improved from the delivery of this Centre.
  - Whilst the location of the site is a major contribution, the development is being delivered to a high standard, that acts more as a community village as opposed to just a shopping centre. The way in which the architectural language has been explored has ensured that the Centre, contributes to the local semi-rural amenity, and is cohesive to the locality.

- The saw-tooth roof has been selected to be complimentary to the traditional pitched roof commonly seen within semi-rural suburbs. In addition, the material palette has been selected to be appropriate to the local context and ensure the development is responsive to its environment. The architectural approach is to deliver a development that is responsive to the area, whilst meeting tenant servicing requirements.
- e. *To preserve and enhance the natural environment whilst managing further development;*
- The subject site is largely void of vegetation with the exception of some medium sized trees present on-site. For the most part the development is seeking to retain, where achievable, remnant canopy.
  - A site that has limited tree canopy and vegetation of this size is a rarity within the City of Kalamunda particularly given the sites positioning. In this regard, this further supports the development proposal being appropriate in this location, as this site is ideal for this form of development both from a location perspective but also from the standpoint of the proposal not having to significantly impact the natural environment to develop this site.

## 8.7.1 Car Parking Assessment

Table 3 of LPS 3 prescribes car parking requirements specific to certain land uses. An assessment has been undertaken in the below table:

**Table 4: Car Parking Assessment**

Land Use	Tenancy Reference	Requirement	Area / Staff	Bays Required
Shop	Supermarket	5 bays per 100m <sup>2</sup> NLA	3,795m <sup>2</sup>	190 Bays
	Liquor Store			
	Specialty Tenancies			
Medical Centre	Medical	6 bays per practitioner and 1 per staff	3 practitioner 3 staff	21 Bays
Health/Fitness Centre	Gym	5 bays per 100m <sup>2</sup> GLA	300m <sup>2</sup>	15 Bays
				<b>Total: 226 Bays</b>
				<b>Provided: 247 Bays</b>

As demonstrated above the development is compliant with the City of Kalamunda car parking requirements set out within LPS 3 with a 21 car bay surplus. The specialty tenancies which are identified on the plans are proposed to contain various land uses, however at this stage are not fixed. In this respect, the 'Shop' car parking ratio has been applied to all specialty tenancies given this is the most onerous car parking requirement from the potential land uses that will occupy the tenancies. In this respect, the development application is seeking multiple land uses for the specialty tenancies, this includes:

- Restaurant/Café;
- Fast Food Outlet;
- Shop;
- Office;
- Lunch Bar; and
- Consulting Rooms.

This will provide leasing flexibility for the development without having to seek change of uses of the tenancies. Given the car parking assessment has been determined on a worst case basis, the approval of multiple land uses for the specialty tenancies is considered appropriate.



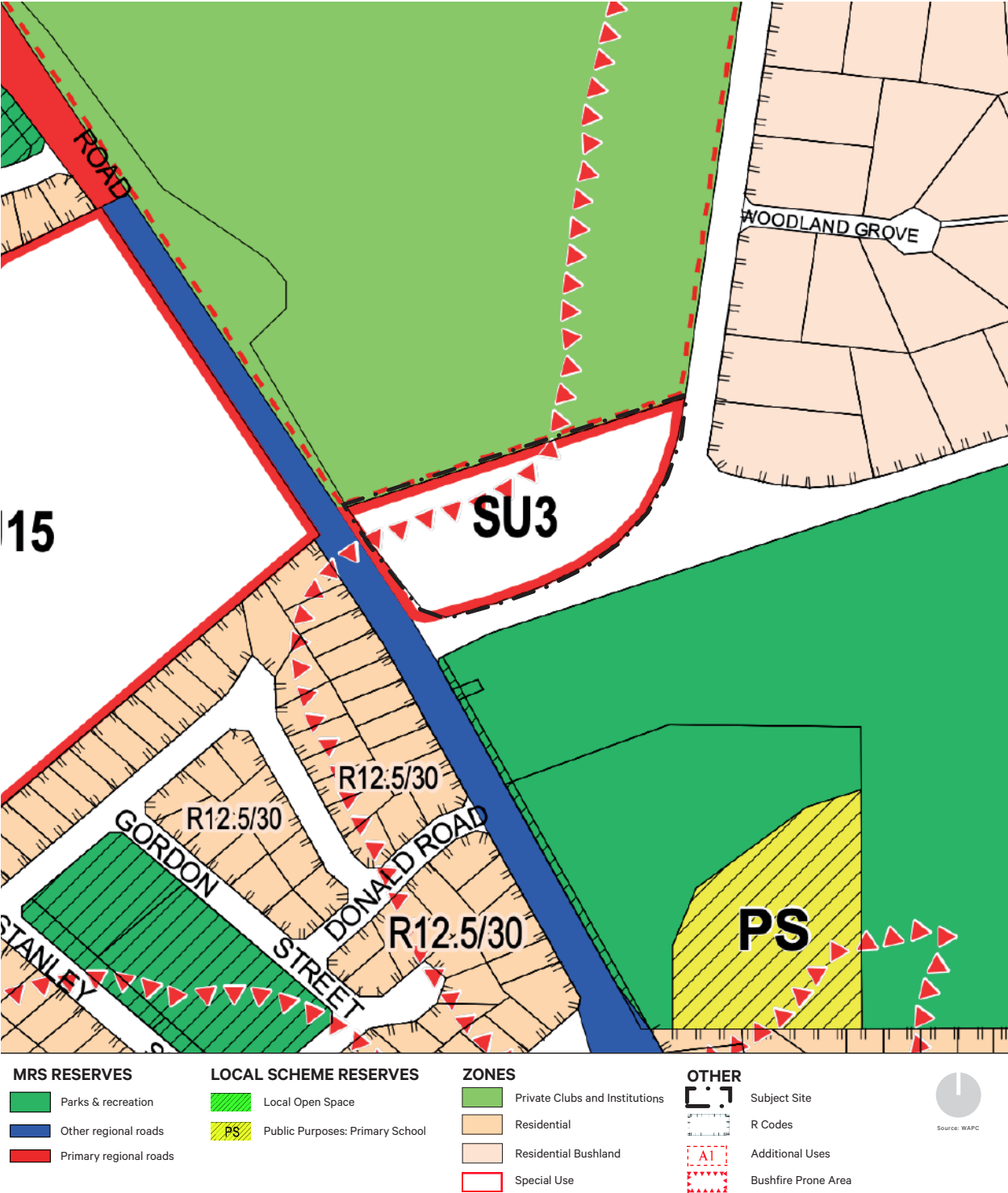


Figure 8. Shire of Kalamunda LPS 3

## 8.8 Relevant Local Planning Policies

### Local Planning Policy 02 - Advertising Signage

The City of Kalamunda Local Planning Policy 02 – Advertising Signage (LPP 02) provides an assessment mechanism for signage proposals within the City. The development is proposing two main formats of signage. Along Midland Road, the development is proposing to provide a pylon sign which stands at 9.5 metres in height and 2.2 metres in width. The pylon sign is considered to be generally consistent with the LPP 02 with respect to size, positioning and design. The pylon sign will provide essential advertisement content and customer wayfinding improvements pertaining to the Centre. The remaining signage is at this stage largely indicative given the specific tenants of the specialty tenancies is unknown. The signage would be best defined under LPP 02 as horizontal signs. Given the diversity in tenancies, it would be most suitable that a signage strategy is prepared for this development prior to the lodgement of a building permit to inform the specific signage locations, types and sizes.

### Local Planning Policy 26 – Public Art Contribution

The City of Kalamunda Local Planning Policy 26 – Public Art Contribution (LPP 26) prescribes requirements for higher value developments to contribute to public art. The policy applies to developments that have an estimated development cost exceeding \$500,000 ex GST with the exception of single houses, grouped dwellings, ancillary dwellings, building upgrades and heritage works. The value of the contribution is one percent (1%) of the total estimated cost of development, to a maximum contribution cap of \$250,000. Given the development cost is \$22,000,000 a public art contribution of \$220,000 will be required under the policy. Ample opportunities exist for the incorporation of contextually appropriate public art into the development, noting the extensive western elevation and active interface with the landscaped play space. The public art concept will be developed as part of detailed design development, and it is proposed that this can be appropriately addressed via a condition of any development approval.







## 9. Planning Merit

In addition to the detailed assessment and justification provided in the preceding sections of this report, the principles of orderly and proper planning require that new development represents a logical extension of existing development in the locality and is consistent with the planning vision for the area. With specific reference to the requirements under sub-section 275(6) of the *Planning and Development Act 2005*, the key points regarding the proposal are summarised as follows:

- The development proposal is fulfilling an essential need for the community which is a well-considered Neighbourhood Centre that provides immediate access to goods, services and local employment opportunities for residents.
- The proposal is providing the opportunity for the provision of multiple specialty land uses to contribute to the activation and vibrancy of the area consistent with contemporary shopping centre developments.
- The overall scale and nature of the proposed development is consistent with the designation of the site as a Neighbourhood Centre under the City of Kalamunda Activity Centre Commercial Strategy and SPP 4.2.
- Whilst the current zoning of the site precludes this proposal from occurring under the City of Kalamunda's planning scheme, the development is aligning with the strategic intent of the site which is to provide a Neighbourhood Centre, given the growing residential catchment and identified commercial need.
- The subject site is perfectly positioned and sized to accommodate the subject proposal to provide a highly functional Centre that will not only service the immediate catchment, however, will also draw passing trade into the site.
- The development outcome that is seeking approval, is deemed to be of a high standard and will significantly contribute to the amenity and livability of the community.
- The development is not creating any adverse impacts on surrounding properties. All matters pertaining to noise, traffic, bushfire and retail floor space considerations have been addressed and mitigated as part of this application.
- The proposed development is a shovel-ready project that is scheduled to commence construction in 2023 and will support approximately 245 temporary construction jobs and a further 233 on-going direct jobs. The development therefore represents a significant opportunity to support the economic recovery from the COVID-19 pandemic for the Maida Vale area and the wider Metropolitan area, whilst delivering improved access to essential services in the locality.
- The proposed development will act as a catalyst for future residential growth within the locality.

For the reasons outlined above, the proposal is consistent with the requirements under sub-section 275(6) of the *Planning and Development Act 2005* and is observed to have significant planning merit.





# 10. Conclusion

This report has been prepared by **element** on behalf of Activ Foundation Inc. and Devwest Group, to examine the planning considerations relevant to the development of a new Neighbourhood Centre, anchored by Woolworths, located at Lot 801 (No.332) Kalamunda Road, Maida Vale.

For the reasons discussed throughout this report, the proposed development is considered appropriate on the basis that:

- The proposed development is fulfilling a clear strategic need within the activity centre hierarchy that has been identified by the City of Kalamunda and retail assessment completed by Macroplan.
- Despite the inconsistencies with the planning framework, the subject site is perfectly situated to accommodate this form of development with respect to its size, location and expansive street frontage to both Midland and Kalamunda Road.
- The previous concerns with the lack of strategic justification have been appropriately addressed. Evidently, this site should have been assessed on its merits and not have been tied to the fate of the abutting golf course. There is a clear need for this development to happen now, and this should not be held up any longer because of this concern.
- The proposed development will provide greatly improved access to convenience shopping facilities and essential services in the immediate locality, for the benefit of the local community.
- The development is designed to be site and location responsive with the various architectural treatments and built form response that makes the development cohesive to its surrounds.
- In the context of the declared 'State of Emergency' associated with the COVID-19 pandemic, the proposed development will assist in stimulating economic development and improving access to essential services in the locality.

Accordingly, the proposed development is consistent with the principles of orderly and proper planning as set out above and represents an appropriate and desirable use for the subject site. It is also consistent with the intent of Part 17 of the *Planning and Development Act 2005*, and therefore the approval of this development application by the WAPC is respectfully requested.





## Appendix A – Certificate of Title and Deposited Plan





## Appendix B – Architectural Plan Series







## Appendix C – Landscape Architectural Plans





## Appendix D – Bushfire Management Plan







## Appendix E – Retail Sustainability Assessment







## Appendix F – Traffic Impact Assessment



## Appendix G – Waste Management Plan





## Appendix H – Acoustic Report





# Appendix I – Sustainability Assessment



## Appendix J – Statement from Activ Foundation Inc





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the art and science of place

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