

### **13.5.7 AMHERST NEIGHBOURHOOD CENTRE PLAN - FINAL ADOPTION - WARTON ROAD, AMHERST ROAD AND HOLMES STREET, CANNING VALE/SOUTHERN RIVER**

Author: R Windass  
Author's Declaration of Interest: Nil.  
Reference: Various  
Application No: PF12/00002  
Applicant: City of Gosnells  
Owner: Various  
Location: Various lots - corner Warton Road, Amherst Road and Holmes Street, Canning Vale/Southern River.  
Zoning: MRS: Urban  
TPS No. 6: Residential Development  
Review Rights: No.  
Area: 6.9165 ha  
Previous Ref: OCM 14 August 2012 (Resolution 391)  
Appendices: 13.5.7A Draft Amherst Neighbourhood Centre Plan  
13.5.7B Submission Table - Government Agencies  
13.5.7C Parking Survey Results  
13.5.7D Modified Amherst Neighbourhood Centre Plan

#### **PURPOSE OF REPORT**

For Council to consider a proposed Centre Plan for the Amherst Neighbourhood Centre.

#### **BACKGROUND**

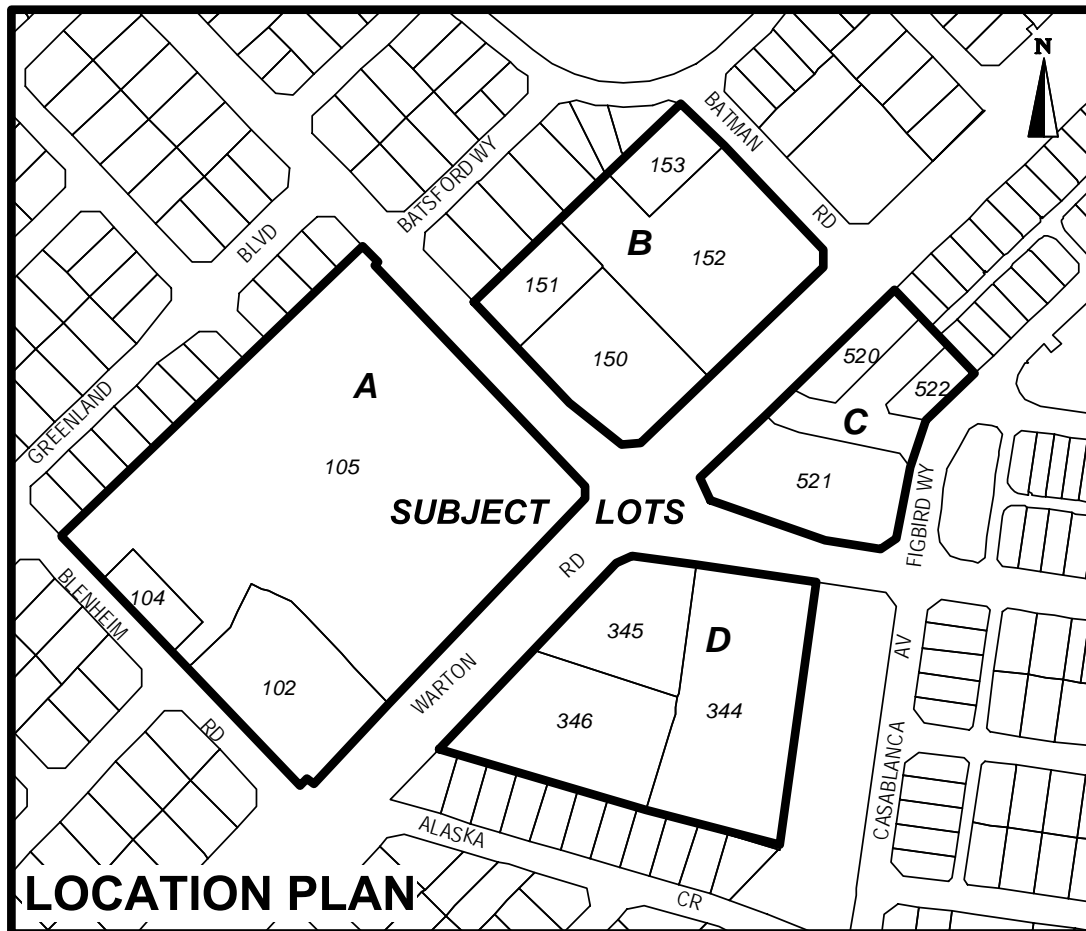
On 14 August 2012, Council resolved to undertake public consultation on a proposed Centre Plan for the Amherst Neighbourhood Centre (Resolution 391).

#### **Site Description**

The Amherst Centre has developed in stages over the past 12 years around the intersection of Warton Road, Amherst Road and Holmes Street. Development has been undertaken by various parties and land remains in mixed ownership.

The Centre houses a range of commercial activities, including retail, office, entertainment and recreational uses and one of the City's newest community facilities. Some vacant land is still to be developed in the Centre.

For ease of reference, the Centre is divided into four quadrants as shown on the location plan that follows:



**Consultation**

The draft Centre Plan (as contained in Appendix 13.5.7A) was advertised for comment during September 2012 by way of:

- Letters to all owners of land in the Centre
- Letters to relevant government agencies
- Advertisement in the local newspaper
- Notice on the City's website.

The City received submissions made by and on behalf of two owners of land in the Centre and three responses from government agencies. Issues raised by landowners through the consultation process are discussed later in this report. Issues raised by government agencies have been addressed in part in the relevant section of the report and the submission table contained in Appendix 13.5.7B.

## **Proposal Overview**

### Need for a Centre Plan

The requirement for a Centre Plan has primarily arisen in response to a proposition to expand the Amherst Centre.

The Centre falls within three separate Outline Development Plans (ODPs) due to the location of planning precinct boundaries. The ODPs pre-date recent evolution of State and local government strategic planning policy in respect to commercial development and do not cater for expansion of the Centre.

A unified plan for the Centre would assist to guide potential expansion. Given the mix of landowner interests and extent of existing and possible development, the distribution of additional retail floorspace across the four quadrants of the Centre and the provision of sufficient car parking to cater for growth are the focal points of the draft Centre Plan.

### Planning Context

The Western Australian Planning Commission's (WAPC) State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP4.2) was released in 2010. It establishes a hierarchy and associated requirements for the development of activity centres in the Perth region. It requires local governments to prepare strategies and policies to guide centres' development in each district. Importantly, SPP 4.2 moves away from the application of retail floorspace capped limits in particular centres and provides for analysis on a case-by-case basis of each individual centre when considering expansion or a change in the composition of uses in a centre.

In response to SPP4.2, the City prepared the Activity Centres Planning Strategy (ACPS), which was adopted by Council on 27 November 2012.

The ACPS indicates that the Amherst Centre could expand to accommodate 12,500m<sup>2</sup> of retail floorspace.

### Centre Plan Objectives

The draft Centre Plan for the Amherst Centre sets out various objectives, supported by a number of guiding key principles and provisions. It is intended to be applied to the assessment of applications for development.

### Section 4.2 - Distribution of Floorspace

The first of two key operative sections of the Centre Plan is contained in Section 4.2, which details the allocation of future retail floorspace to each quadrant.

The draft Centre Plan recognises that 9,581m<sup>2</sup> of retail floorspace currently exists at the Centre and provides for an additional 2,920m<sup>2</sup> floorspace (rounded) to fit within the prescribed Centre retail floorspace limit of 12,500m<sup>2</sup>. It should be noted that the draft Centre Plan was prepared prior to receiving the Department of Planning's comments on the draft ACPS, which recommended the removal of any reference to a floorspace 'limit' at the Centre and suggested instead that reference be made to a floorspace 'target'.

Table 3 of the draft Centre Plan proposes the distribution of additional retail floorspace across the four quadrants, which is reproduced below:

<b>Amherst Neighbourhood Centre - Retail Floorspace Allocation (m<sup>2</sup>)</b>			
<b>Quadrants</b>	<b>Existing Retail Floorspace</b>	<b>Proposed Increase Retail Floorspace</b>	<b>Maximum Allowable Retail Floorspace</b>
A	5,100	450	5,550
B	2,900	200	3,100
C	0	300	300
D	1,581	1,970	3,550
<b>Total</b>	<b>9,581</b>	<b>2,920</b>	<b>12,500</b>

Many of the comments made during consultation on the draft Centre Plan were focussed on these figures.

#### Section 4.3 - Parking Requirements and Possible Concessions

The draft Centre Plan details the current parking available within each quadrant. It also details the results of a City-conducted survey of parking usage at the Centre (attached as Appendix 13.5.7C) and sets out a basis for the consideration of parking requirements, including possible development concessions, as set out in the following table:

<b>Amherst Neighbourhood Centre - Parking Demand and Concessions</b>					
<b>Quadrant</b>	<b>Total Parking</b>	<b>Peak Parking No.</b>	<b>Peak Parking %</b>	<b>Parking Underutilised %</b>	<b>Parking Concession %</b>
A	329	227	69	31	23
B	254	170	67	33	25
C	78	47	60	40	30
D	202	79	39	60	45

## **DISCUSSION**

### **Summary of Issues raised in Submissions**

Two landowner and three government agency submissions have been received on the draft Centre Plan.

The landowner of quadrant A has raised strong objections to the proposal and has been critical of the following aspects:

- The method by which the draft Centre Plan was prepared
- The proposed 12,500m<sup>2</sup> retail floorspace limit for the Centre
- The manner in which food-based retail uses are categorised
- The proposed distribution of retail floorspace to each quadrant
- The calculation of available car parking.

The landowner of quadrant D was generally supportive of the Centre Plan, but also made comment on the issue of the categorisation of food-based retailing, particularly in relation to the Cookhouse restaurant within the Brookland Tavern.

The government agency submissions raised no significant issues, though the Department of Planning has suggested some minor modifications to the draft Centre Plan.

The issues of concern are discussed in turn.

#### Centre Plan Methodology

The landowner of quadrant A claims that there has been no detailed assessment or methodology supporting the draft Centre Plan, particularly in relation to the allocation of retail floorspace allocation to each quadrant, and queries if elements such as total land area and land remaining for further development in each quadrant have been considered.

The draft Centre Plan was prepared from analysis of the amount of existing retail floorspace, the extent of vacant land, valid planning approvals for additional, but yet-to-be constructed floorspace and pending applications for additional development in each quadrant. This work involved analysis of substantial details and resulted in a proposal prepared for consultation with stakeholders to enable review and refinement prior to being considered for finalisation.

#### Total Retail Floorspace for the Centre

The landowner of Quadrant A seeks a higher allocation of retail floorspace to the quadrant than is indicated in the draft Centre Plan to facilitate planned future development. The landowner suggests that this could be achieved by increasing the retail floorspace proposed for the Centre from 12,500m<sup>2</sup> to 13,500m<sup>2</sup>.

The ACPS recognises that the Amherst Centre is a large Neighbourhood Centre and targets expansion of its retail floorspace to 12,500m<sup>2</sup>. Expansion beyond this level is not specifically contemplated in the ACPS, however it makes general provision for consideration of retail expansion proposals generally where supported by a Retail Sustainability Assessment (RSA) that can demonstrate that additional development will not undermine the centre's hierarchy or the viability of other centres.

It is not considered appropriate to modify the draft Centre Plan at this time to allow any additional retail floorspace increase beyond 12,500m<sup>2</sup> without a RSA, particularly considering that the Centre was the subject of a recent trade analysis that supported significant additional retail development to this level. It is however open to an owner or group of owners to make a formal proposal, which will be assessed and considered if properly supported and justified in accordance with relevant policy guidance.

#### Categorisation of Food-based Premises as Retail

The categorisation of food-based commercial activities, such as cafes, restaurants and fast food outlets has been raised as an issue in the two land owner submissions, with two main issues raised:

- The landowner of Quadrant A is concerned that the draft Centre Plan classifies restaurants, cafes and fast food outlets as retail activities, whereas they have previously been categorised as non-retail uses (refer to the discussion under the heading Distribution of Retail Floorspace to each Quadrant for additional details and discussion).
- The landowner of Quadrant D seeks the reclassification of floorspace associated with the Cookhouse restaurant in the Brookland Tavern from retail to non-retail on the basis that the restaurant is an incidental component of the tavern. This means that the 400m<sup>2</sup> of retail floorspace allocated to the restaurant, if it were not to be classified as retail would be available for reallocation elsewhere in the quadrant.

Council, in previous instances in the Amherst Centre, has effectively classified some food-based commercial uses as non-retail by approving proposals for development in specific situations where retail floorspace limits had been or were close to being reached, even though technically they were categorised as retail uses in State policy.

The categorisation of food-based retailing as distinct from other forms of retailing raises issues of interpretation and consistency. Whether a restaurant within a tavern should be deemed as constituting retail floorspace is a good case in point. It is considered valid to exclude the restaurant component of the tavern from retail floorspace calculations on the basis it is incidental to another primary use. In other situations, such as a stand-alone café, restaurant or shop selling prepared food, there are difficulties in defining what other food-based uses may constitute retail instead of a non-retail use.

The Centre Plan was not drafted with the intent of removing flexibility, but rather to ensure consistency with how State policy addresses the categorisation of retail uses. It was not envisaged with the substantial increase in the Centre's retail floorspace allowance that this categorisation approach would have any material impact. However, the submissions indicate that it will have a significant effect.

It will be recommended that the draft Centre Plan be modified to not count the Cookhouse restaurant as part of Quadrant D's retail floorspace allocation.

No other specific changes will be recommended in respect to the broader issue of classification of food-based uses.

#### Distribution of Retail Floorspace to each Quadrant

The landowner of Quadrant A objects to the draft Centre Plan's proposed distribution of retail floorspace within the four quadrants on the following basis:

- It does not accurately reflect the parameters established for use of floorspace previously given Council planning approval in Quadrant A - in that there is floorspace approved but not built yet and restaurants, cafes and fast food outlets that were previously approved as non-retail floorspace are now proposed to be categorised as retail.
- It is not conducive to proper and orderly planning and is inconsistent with preferred centre planning approaches elsewhere.

- Quadrant A has the anchor tenant for the Centre (a supermarket) and should therefore be allocated more retail floorspace than Quadrant D, to maintain a hierarchical order for the distribution of retail floorspace within the Centre.

Previous approvals for Quadrant A have been reviewed and compared with figures provided by the land owner and the following has been found:

- A 2004 development approval provided for a total of approximately 6,620m<sup>2</sup> of commercial floorspace, of which 5,115m<sup>2</sup> was categorised as retail floorspace within the main shopping centre and a detached commercial building in Quadrant A. This approval deemed floorspace for restaurants, cafes and fast food outlets as constituting non-retail activities.
- 4,974m<sup>2</sup> of commercial floorspace has been established in Quadrant A as part of stage 1 of the approved development, most of which is being used for retail use. 1,646m<sup>2</sup> of unconstructed floorspace remains for the stage 2 expansion of this part of the centre.
- Land is available for an office/showroom development approved in October 2010 which included a shop retail component of 92m<sup>2</sup>, however this approval has expired.

The following table indicates two sets of floorspace figures, one based on information provided by the owner of Quadrant A and one based on the City's records and analysis. The differences between figures are relatively minor.

Quadrant A - Retail Floorspace Review						
	Approved Retail Floorspace (2004) m <sup>2</sup>	Constructed Retail Floorspace (2004) m <sup>2</sup>	Remaining Unconstructed 2004 Retail Floorspace m <sup>2</sup>	Constructed Food-Based Activities m <sup>2</sup>	Constructed Retail Floorspace and Food-Based Activities m <sup>2</sup>	Floorspace Target m <sup>2</sup>
Land Owner	5,211*	3,470	1,741*	1,234	4,704	6,445
City	5,115	3,470	1,646	1,174	4,974	6,620
Nb: <ul style="list-style-type: none"> <li>• Food-based activities include restaurants, cafes and fast food outlets.</li> <li>• The asterisk (*) indicates that a 96m<sup>2</sup> discrepancy between the land owner's and the City's figures is presumed to result from calculations for shop floorspace that was approved in October 2010, but has not been built. This approval has expired and is therefore excluded from the approved retail floorspace.</li> </ul>						

The following characteristics of the other three quadrants should be noted:

- Quadrant B - has approximately 2,900m<sup>2</sup> of retail floor space currently established. Although no land is available for future development, there may be demand to change existing non-retail floorspace to retail floorspace in future.
- Quadrant C - does not have any existing commercial development but has land available with the potential to accommodate some retail activities.
- Quadrant D - has approximately 1,181m<sup>2</sup> of retail floorspace established. An application is pending for development of a two-storey building along Warton Road, which proposes 1,966m<sup>2</sup> ground-level retail floorspace and 1,746m<sup>2</sup> commercial floorspace on the second level. Land is available to accommodate additional development.

The Amherst Centre contains a mix of shops, restaurants, cafes, take away food outlets, offices and other commercial uses. The Centre is broader than any one quadrant and it is open to Council to allocate additional retail floorspace at it sees fit. It is however considered necessary for the Centre Plan to reflect what is permitted by existing approvals, as any valid planning approval will prevail.

#### Parking Availability - Quadrant A

The landowner of Quadrant A states that the quantity of existing parking bays for the quadrant shown in the draft Centre Plan has been understated. The parking bays have been recounted and determined to be 347 in total, not 329 as detailed in the draft Centre Plan.

### **CONCLUSION**

The following conclusions have been drawn from the above analysis:

- Additional (new) retail floorspace for the entire Centre should be reduced from 2,920m<sup>2</sup> (as proposed in the draft Centre Plan) to 1,399m<sup>2</sup>, to ensure the total retail floorspace falls within the 12,500m<sup>2</sup> Centre target.
- The retail floorspace allocated to Quadrant A should increase from 5,550m<sup>2</sup> (as proposed in the draft Centre Plan) to 6,620m<sup>2</sup>, to reflect the planning approvals for the quadrant and allow approved, but unconstructed floorspace to be used for retail use (including food-based retailing).
- The proposed retail floorspace allocations for Quadrant B (2,900m<sup>2</sup> existing, plus 200m<sup>2</sup> additional) and Quadrant C (0m<sup>2</sup> existing, plus 300m<sup>2</sup> additional), as set out in the draft Centre Plan, should remain.
- The 400m<sup>2</sup> existing Cookhouse restaurant within the tavern in Quadrant D should be removed from the existing retail floorspace (reducing it from 1,581m<sup>2</sup> in the draft Centre Plan to 1,181m<sup>2</sup>).
- The retail floorspace allocated to Quadrant D should decrease from 3,550m<sup>2</sup> (as proposed in the draft Centre Plan) to 2,480m<sup>2</sup>, to ensure the total retail floorspace falls within the 12,500m<sup>2</sup> Centre target. This will provide for 1,299m<sup>2</sup> of additional retail floorspace in the quadrant (down from 1,970m<sup>2</sup> as proposed).
- Minor adjustment to the car parking concession allowances detailed in Table 4 of the draft Centre Plan is required to reflect the actual number of existing car bays.

It will be recommended that Tables 3 and 4 of the draft Centre Plan be modified to reflect the above conclusions. The amended tables are reproduced below. Where changes have been made to figures and text, these are shown in bold and italics.



<b>Quadrants</b>	<b>Existing Retail Floorspace</b>	<b>Unconstructed Retail Floorspace</b>	<b>Proposed Increase Retail Floorspace</b>	<b>Target Retail Floorspace</b>
A	<b>4,974</b>	<b>1,646</b>	<b>Nil</b>	<b>6,620</b>
B	2,900	<b>Nil</b>	200	3,100
C	0	<b>Nil</b>	300	300
D	<b>1,181</b>	<b>400</b>	<b>899</b>	<b>2,480</b>
<b>Total</b>	<b>9,055</b>	<b>2,046</b>	<b>1,399</b>	12,500

<b>Quadrant</b>	<b>Total Parking</b>	<b>Peak Parking %</b>	<b>Peak Parking No.</b>	<b>Parking Underutilised %</b>	<b>Parking Concession %</b>
A	347	65	227	<b>35</b>	<b>26</b>
B	254	67	170	33	25
C	78	60	47	40	30
D	202	39	79	60	45

It will be recommended that Council adopt the draft Centre Plan, as modified and contained in Appendix 13.5.7D.

## **FINANCIAL IMPLICATIONS**

Nil.

## **STATUTORY IMPLICATIONS**

The terminology 'Centre Plan' is not specifically contained in Town Planning Scheme No. 6, however the typical purpose of a Centre Plan would be most similar to that intended for a Detailed Area Plan (DAP). It is open to Council to adopt a Centre Plan as a form of DAP under section 7.6 of the Scheme.

## **VOTING REQUIREMENTS**

Simple Majority required.

## Notation

8.47pm - *The Director Community Engagement returned to the meeting.*

RECOMMENDATION (1 OF 3) AND COUNCIL RESOLUTION

**47 Moved Cr R Mitchell Seconded Cr R Hoffman**

That Council pursuant to section 7.6 of Town Planning Scheme No. 6, adopt the Amherst Neighbourhood Centre Plan, as modified following consultation and contained in Appendix 13.5.7D.

CARRIED 10/0

**FOR:** *Cr W Barrett, Cr J Brown, Cr T Brown, Cr R Hoffman, Cr S Iwanyk, Cr K Jones, Cr R Lawrence, Cr R Mitchell, Cr O Searle and Cr D Griffiths.*

**AGAINST:** *Nil.*

STAFF RECOMMENDATION (2 OF 3) AND COUNCIL RESOLUTION

**48 Moved Cr R Mitchell Seconded Cr R Hoffman**

That Council forward a copy of the adopted Amherst Neighbourhood Centre Plan to the Western Australian Planning Commission for information.

CARRIED 10/0

**FOR:** *Cr W Barrett, Cr J Brown, Cr T Brown, Cr R Hoffman, Cr S Iwanyk, Cr K Jones, Cr R Lawrence, Cr R Mitchell, Cr O Searle and Cr D Griffiths.*

**AGAINST:** *Nil.*

STAFF RECOMMENDATION (3 OF 3) AND COUNCIL RESOLUTION

**49 Moved Cr R Mitchell Seconded Cr R Hoffman**

That Council advise those persons who make a submission on the draft Amherst Neighbourhood Centre Plan of its decision.

CARRIED 10/0

**FOR:** *Cr W Barrett, Cr J Brown, Cr T Brown, Cr R Hoffman, Cr S Iwanyk, Cr K Jones, Cr R Lawrence, Cr R Mitchell, Cr O Searle and Cr D Griffiths.*

**AGAINST:** *Nil.*

**12. REPORTS OF COMMITTEE MEETINGS**

Nil.



# AMHERST NEIGHBOURHOOD CENTRE

## CENTRE PLAN

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## **PART A - EXPLANATORY SECTION**

### **1.0 Introduction**

#### **1.1 Centre Plan Objective**

This Centre Plan has been prepared with the objective of guiding development in the Amherst Neighbourhood Centre, where it is intended to provide a concentration of activities including retail, office, commercial, entertainment, recreational and community facilities as a focal point for the local area.

#### **1.2 Centre Plan Background**

The Amherst Neighbourhood Centre is comprised of a collection of properties that surround the intersection of Warton Road, Amherst Road and Holmes Street, on the border of Canning Vale and Southern River.

Development of the Centre commenced in 2001 and it has gradually grown in stages since this time, as the various individual land owners have undertaken development.

The amount of retail floorspace that could be developed in the Centre has been restricted through a combination of Town Planning Scheme and Outline Development Plan provisions.

Proposals have been submitted, seeking to permit additional retail floorspace in the Centre. These proposals have been assessed as part of the preparation of the City's Activity Centres Planning Strategy.

Retail modelling undertaken as part of the Strategy concluded that the Centre is capable of accommodating additional retail uses without detrimentally impacting on the sustainability of other commercial centres in the district. The Strategy therefore provides for a significant expansion of retail floorspace in the Centre.

This raises a number of considerations, with the most significant being how additional retail floorspace may be allocated within the different components of the Centre and the provision of an adequate supply of car parking.

The Centre Plan seeks to address these considerations.

#### **1.3 Statutory Role of the Centre Plan**

The Centre Plan, for the purposes of Town Planning Scheme No.6 (TPS 6), has the same meaning and effect as a Detailed Area Plan, adopted under clause 7.6 of the Scheme.

## 2.0 Centre Context

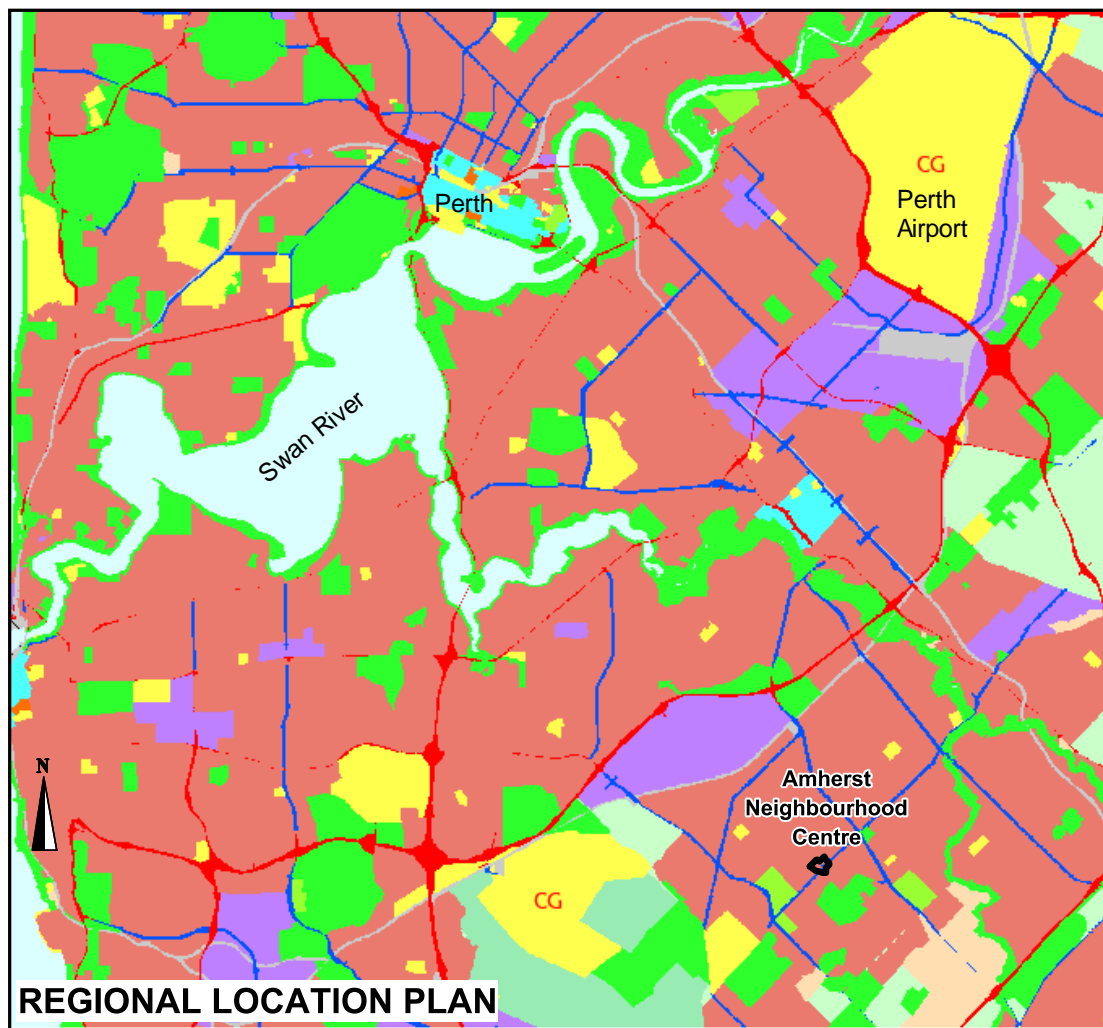
### 2.1 Regional Context

The Amherst Neighbourhood Centre is located approximately 17 kilometres south-east of the Perth central business district.

The Centre is not identified in the Perth Activity Centres Hierarchy in the metropolitan planning strategy, Directions 2031 and Beyond, or State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP 4.2). This is because it is a neighbourhood centre. Neighbourhood centres are too numerous for these documents to specifically mention.

SPP 4.2 sets out that neighbourhood centres are important local community focal points that help to provide for the main daily to weekly household shopping and community needs. They are also a focus for medium density housing and play an important role in providing walkable access to services and facilities for communities.

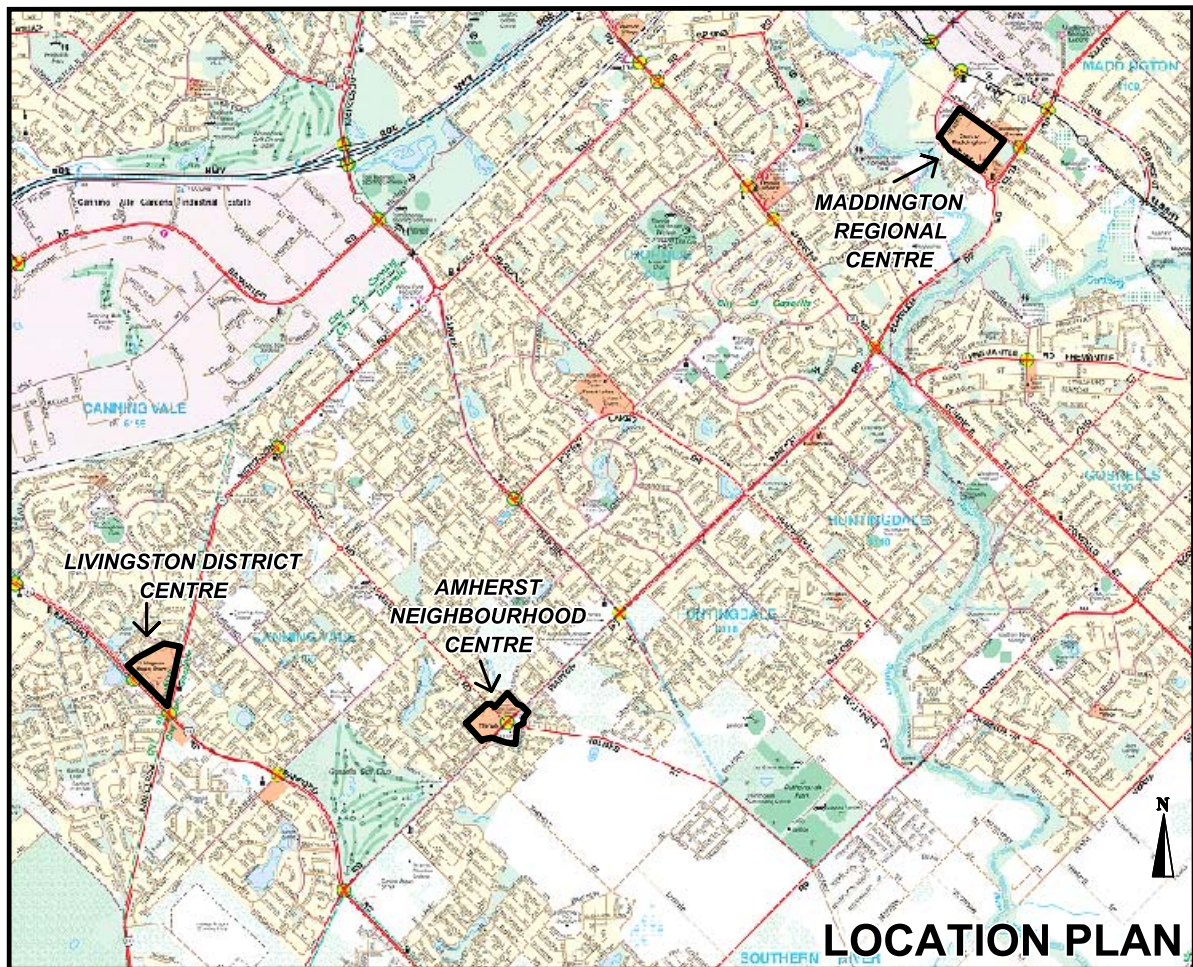
The Regional Location Plan below shows the Amherst Neighbourhood Centre in relation to the Perth central business district.



## 2.2 Local Context

The Amherst Neighbourhood Centre lies within the growing localities of Canning Vale and Southern River, five kilometres west of Maddington and 2.5 kilometres south-east of the Livingston Centre, Canning Vale.

The Location Plan below shows the nearest regional and district shopping centres in relation to the Amherst Neighbourhood Centre.



The Centre, including all buildings, car parks and associated land, occupies approximately 8.5ha and can be divided into four quadrants around the Warton Road, Amherst Road and Holmes Street intersection.

The Quadrant Plan below shows the quadrant A, B, C, D of the Amherst Neighbourhood Centre.

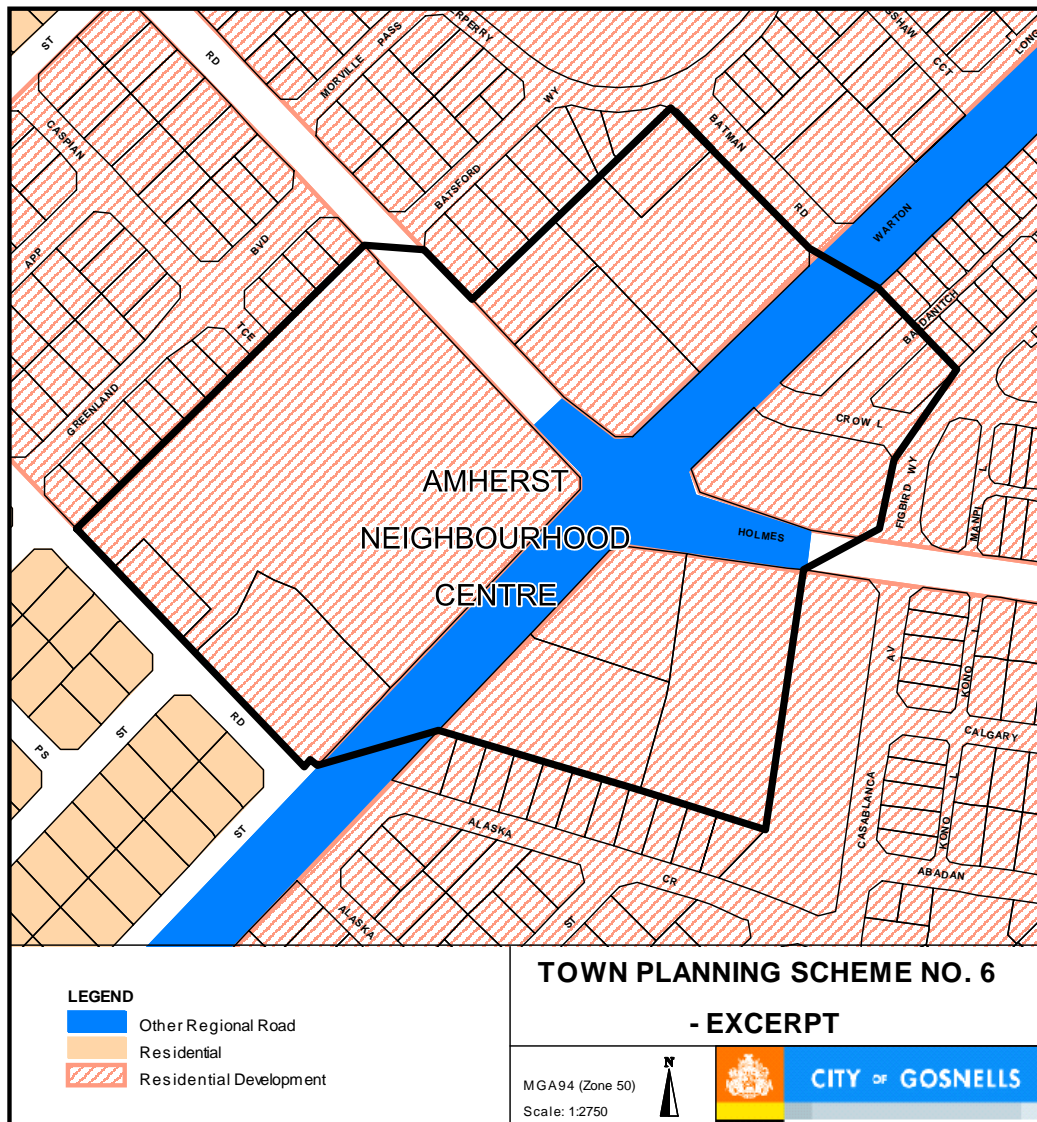




**2.2.1 Town Planning Scheme No.6**

All land within the Centre is zoned Residential Development under TPS 6.

The objective of the Residential Development zone is to provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development generally in accordance with an Outline Development Plan (ODP) adopted under the Scheme.



**2.2.2 Outline Development Plans**

The Amherst Neighbourhood Centre lies within three separate ODPs:

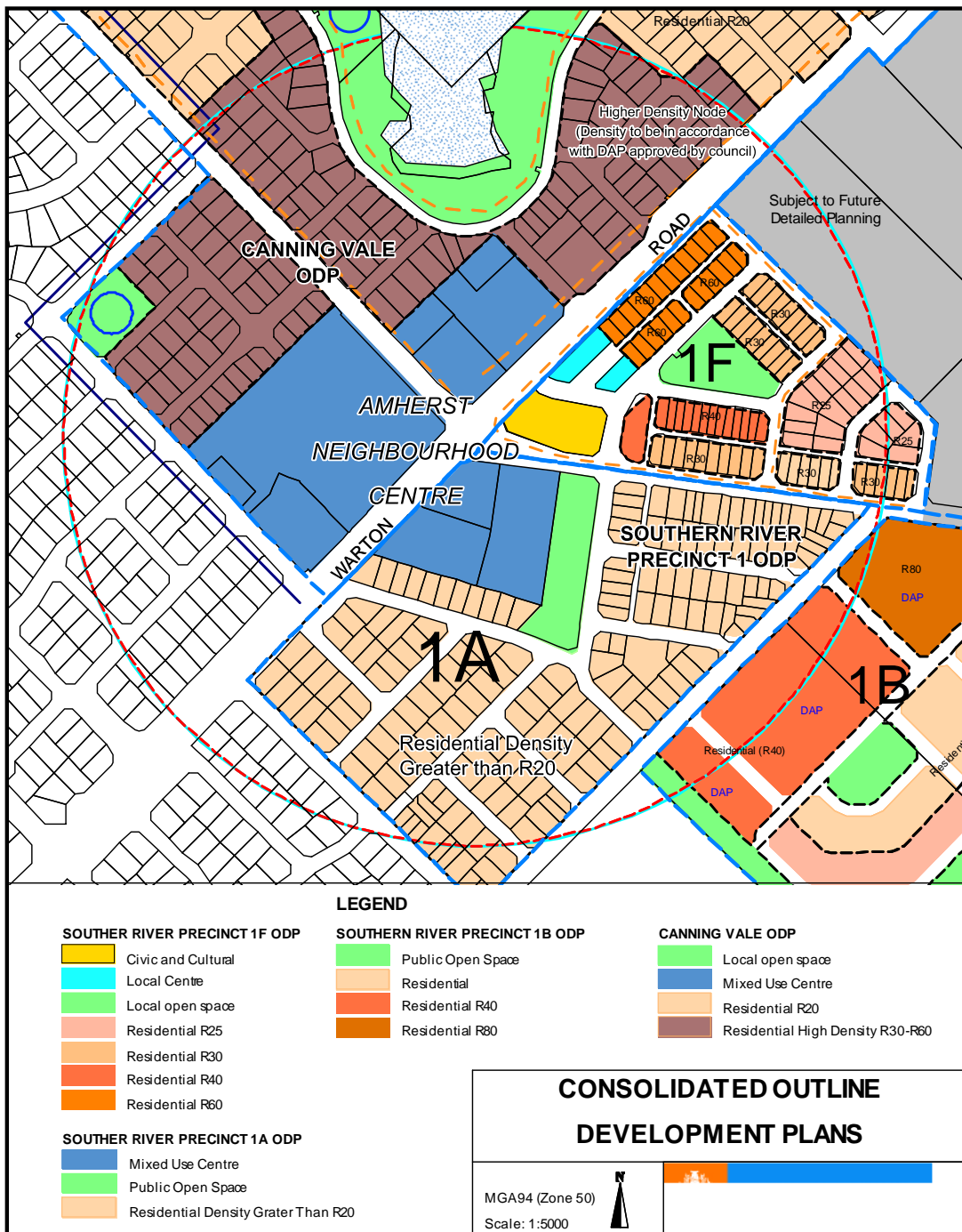
- Canning Vale ODP (Quadrant A and B)
- Southern River Precinct 1A ODP (Quadrant D)
- Southern River Precinct 1F ODP (Quadrant C).

There are different terminologies used in the ODPs to define land use classifications in the Centre. Quadrants A, B and D are identified as Mixed Use Centre and Quadrant C is identified partially as Local Centre and partially as Community Purpose.

The Canning Vale ODP contains a notation that indicates the nett lettable area for retail development in the Centre is 6,850m<sup>2</sup>.

Various residential density codings apply, under the three ODPs, to land surrounding the Centre, ranging from Residential R20 to an effective coding of Residential R60.

A Consolidated ODP Plan presented below shows the centrally located Amherst Neighbourhood Centre.



### 2.2.3 City of Gosnells Activity Centres Planning Strategy

The City of Gosnells adopted the Gosnells Activity Centres Planning Strategy in April 2012.

The Strategy provides guidance for the function and development of commercial centres throughout the City. It recognises that the Amherst Neighbourhood Centre has grown over time as a Large Neighbourhood Centre and sets an absolute maximum retail floorspace of 12,500m<sup>2</sup>.

The Strategy states that no further expansion of retail floorspace beyond 12,500m<sup>2</sup> should be permitted on the basis that a retail sustainability assessment has already been prepared to support the staged expansion of the Centre to this extent.

The Strategy also states that a Detailed Area Plan or Centre Plan is required prior to any further expansion of the Centre beyond its current size.

Adoption of the Centre Plan and its provision for 12,500m<sup>2</sup> of retail floorspace supersede the floorspace restrictions currently notated on the Canning Vale ODP.

### 2.2.4 Development of the Amherst Neighbourhood Centre

The Amherst Neighbourhood Centre is substantially developed, though some land remains vacant. Development in each of the four quadrants is described below.

#### Quadrant A

Consists of:

- several small-scale retail and other commercial tenancies fronting Amherst Road
- a supermarket abutting Warton Road, which is the anchor tenant of an enclosed mall that provides for access to small-scale retail and other commercial tenancies
- a stand-alone commercial and retail development in the southern corner of the quadrant consisting of several tenancies.

#### Quadrant B

Consists of:

- a mixed office, shop, restaurant, showroom and medical centre development addressing both Amherst and Warton Roads
- a gymnasium abutting Amherst Road.

#### Quadrant C

Consists of:

- the Amherst Community Centre, recently developed by the City of Gosnells
- vacant, serviced land identified for future mixed use development adjacent to the Community Centre.

Quadrant D

Consists of:

- a tavern and liquor store fronting Holmes Street
- retail tenancies fronting Warton Road and Holmes Street
- vacant, serviced land fronting Warton Road identified for future mixed use development adjacent to the Community Centre.

Substantial car parking areas are provided on-site within each quadrant. The aerial plan below shows the various buildings and parking areas of the Amherst Neighbourhood Centre.



### 2.2.5 Commercial Floorspace in the Amherst Neighbourhood Centre

A large number of development applications have been submitted and approved over the life of the Centre that have shaped the built character and composition of uses in the Centre.

At the time of preparing this Centre Plan, the total commercial floorspace developed in the Centre was estimated to amount to 16,082m<sup>2</sup> nett lettable area, comprised of 9581m<sup>2</sup> retail and the remainder for other commercial uses.

Table 1 details the current distribution of floorspace and the purpose for which it is used for within each quadrant.

Floorspace sqm	Quadrant A	Quadrant B	Quadrant C	Quadrant D	Total Floorspace
Retail	5100	2900	0	1581	9581
Non-Retail	389	4659	1100	353	6501
Total Floorspace	5489	7559	1100	1934	16082

## 3.0 Movement Network

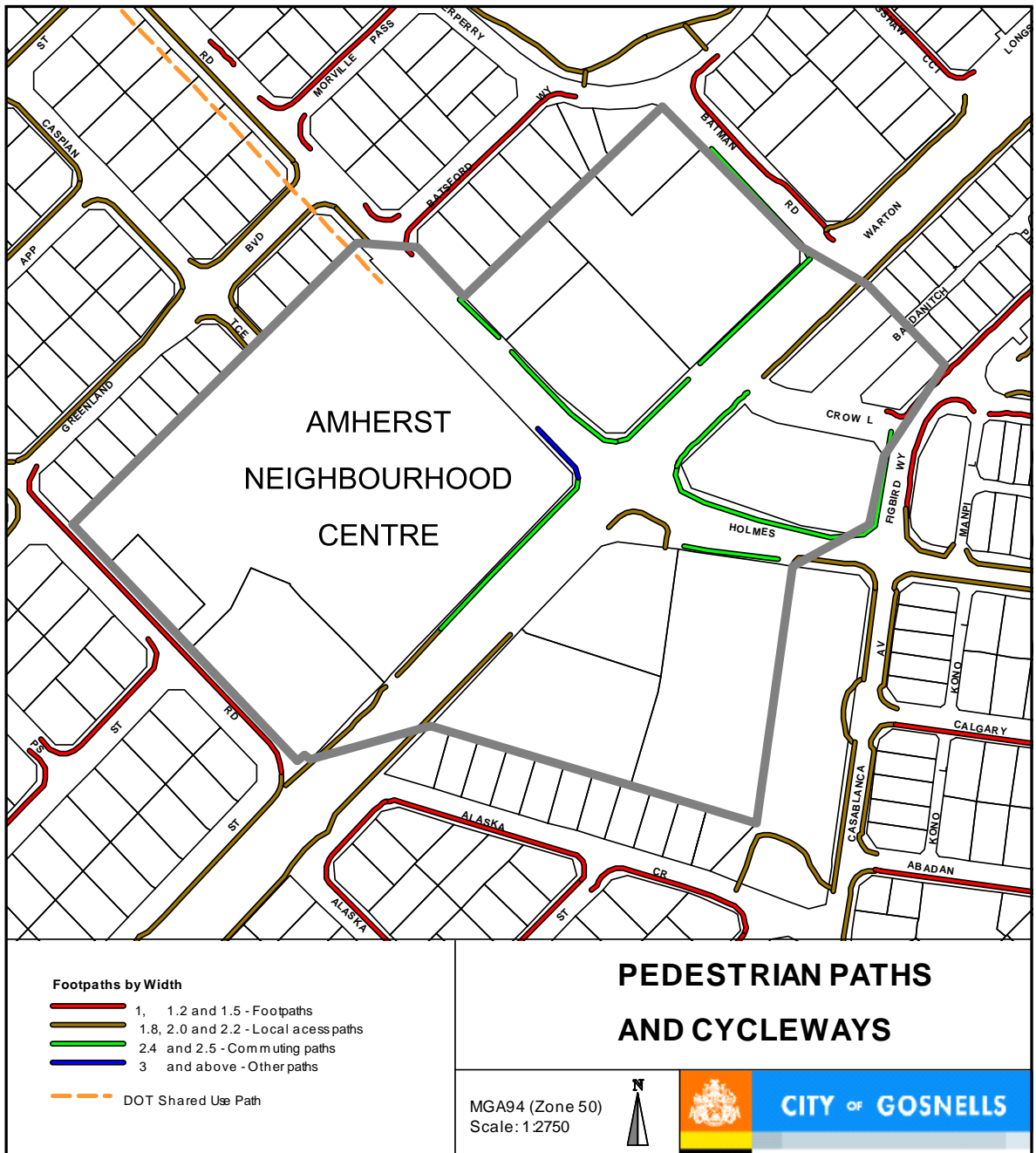
### 3.1 Public Transport

The Amherst Neighbourhood Centre is serviced by a bus route that links Maddington and Murdoch rail stations.

During peak times on weekdays, buses stop at the Centre at a frequency of seven minutes. Service frequency is 30 minutes during the day on weekdays. During weekday evenings and weekends, the service frequency is 60 minutes.

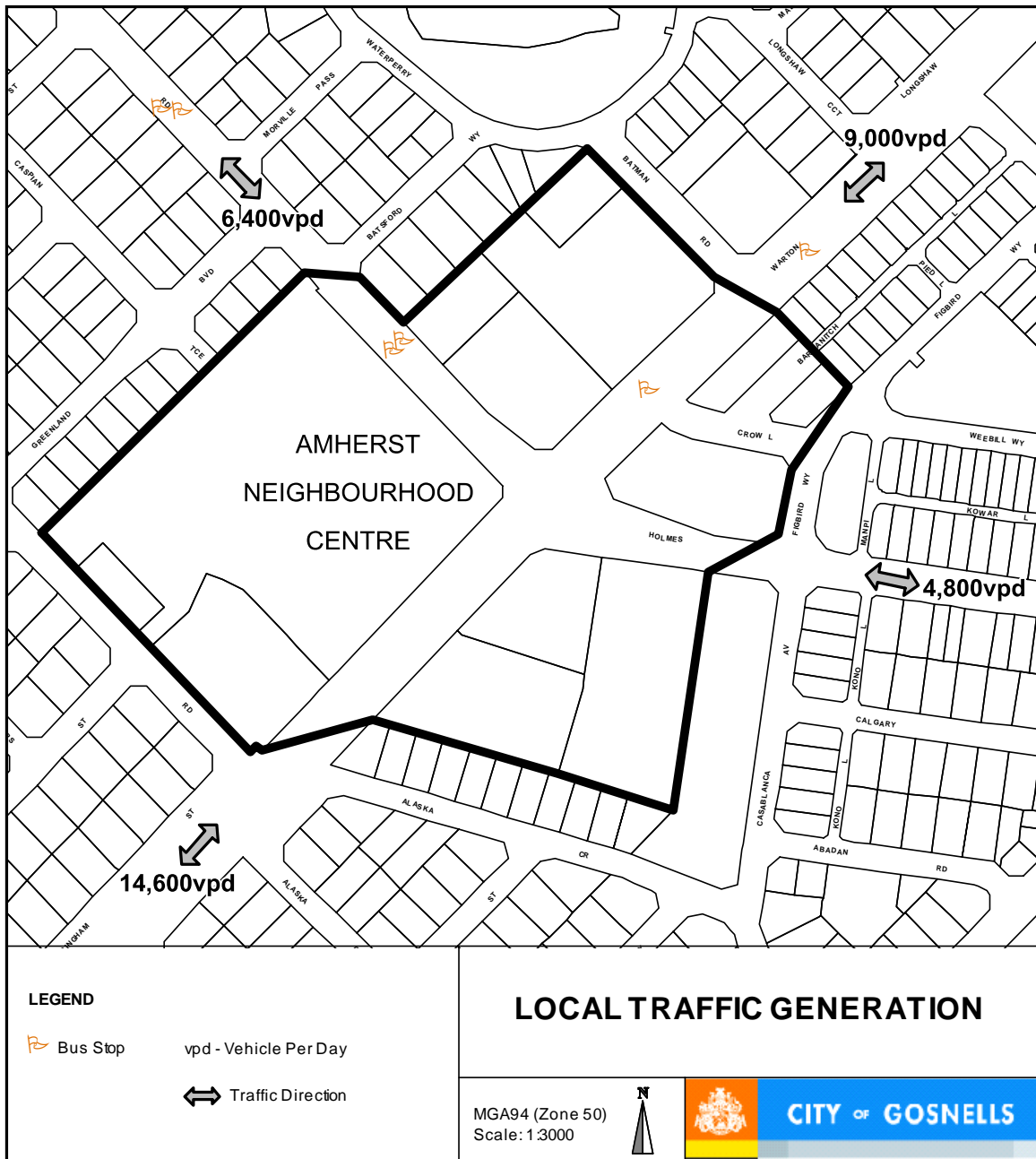
### 3.2 Walking and Cycling

Pedestrian Path and Cycleway Plan below indicates the current and planned footpaths and cycling facilities within and immediately leading to and from the Amherst Neighbourhood Centre.



### 3.3 Traffic Assessment

The Local Traffic Generation Plan below indicates the current volumes of vehicular traffic that pass the Amherst Neighbourhood Centre.



Traffic volumes on all roads leading to and from the Centre will increase over time as urbanisation continues in the locality.

### 3.4 Freight Servicing

Each quadrant of the Amherst Neighbourhood Centre has its own service vehicle loading areas.

Provision of appropriate servicing arrangements needs to be made as part of any future development or redevelopment of the Centre.

### 3.5 Car Parking

The aerial plan included in the previous section 2.2.4 shows car parking areas for individual quadrants. The parking available in each quadrant is exclusively allocated to service the business activities within individual quadrants.

Table 2 indicates the parking available for each quadrant.

<b>Table 2 Amherst Neighbourhood Centre - Parking Availability</b>	
<b>Quadrants</b>	<b>No. Parking Spaces</b>
Quadrant A	329
Quadrant B	254
Quadrant C	78
Quadrant D	202
<b>Total</b>	<b>863</b>

The Town Planning Scheme details the number of parking spaces required for the operation of a business activity within the Centre. The amount of parking required depends on the type of business activity proposed and is generally based on the area of floorspace where goods are displayed to the public.

Retail activities typically require more parking than non-retail activities. The typical parking requirement for a shop (retail activity) is 1 parking space for every 15m<sup>2</sup> of public display floor area.

The City has undertaken a parking survey to determine how many parking spaces are available at the Centre during the busiest trading periods. The survey is intended to support variations to the parking requirements in the Town Planning Scheme for the construction of additional floorspace at the Centre.



## **PART B - OPERATIVE SECTION**

### **4.0 Activity Centre Plan**

Reference to the Amherst Neighbourhood Centre Plan is intended to mean this document in its entirety including text and maps.

Attached at Appendix A is a structure plan illustrating the various structural and land use components of the Centre and Table 3 of section 4.2.2 ii) which detail the proposed distribution of retail floorspace increase for each quadrant.

The structure plan and Table 3 at Appendix A should be read in conjunction with the following operative section:

### **4.1 Centre Objectives**

The planning objectives for the Centre are to provide:

- i) a concentration of activities such as retail, office, commercial, entertainment, recreational and community facilities.
- ii) a community focal point, with vibrant and diverse uses and a high level of convenience.
- iii) an attractive setting for business and social interaction within a streetscape environment that marries an appropriate mix of uses with a high quality public domain.
- iv) opportunities for incorporating residential development.
- v) convenient access to activities within the Centre from a range of transport modes including walking, cycling, public transport, cars and commercial and service vehicles.

### **4.2 Land Use**

#### **4.2.1 Preferred Uses**

Subject to the provisions of TPS 6 and the requirements of any relevant Local Planning Policy, preferred uses within the Centre include:

- i) retail
- ii) office and commercial
- iii) residential (up to a density coding of R80)
- iv) serviced accommodation
- v) civic and community
- vi) eating and drinking places
- vii) arts and entertainment
- viii) leisure

Mixed use residential development is encouraged to add diversity to the population and encourage local residents to live, work and recreate in the Centre.

#### 4.2.2 Floorspace Limits

- i) A maximum of 12,500m<sup>2</sup> within the Centre may be developed and used for retail uses, provided that sufficient parking is or will be made available to cater for the needs of users of the Centre.
- ii) The amount of retail floorspace within the quadrants that comprise the Centre shall not exceed the limits prescribed in the following table.

Quadrants	Existing Retail Floorspace	Proposed Increase Retail Floorspace	Maximum Allowable Retail Floorspace
A	5100	450	5550
B	2900	200	3100
C	0	300	300
D	1581	1970	3550
Total	9581	2919	12500

A retail use, for the purpose of the Centre Plan, is any activity that falls within the TPS 6 definition of a Shop, Fast Food Outlet, Lunch Bar, Home Store, Liquor Store, Market, Restricted Premises (excluding wholesale) or Restaurant.

### 4.3 Vehicular Access and Car Parking

#### 4.3.1 Car Parking Standards

Car parking shall be provided in accordance with the requirements of TPS 6.

While TPS 6 sets a minimum parking requirement based on the amount of floorspace, the Scheme also allows Council to grant concessions to these requirements when a concession is applied for.

#### 4.3.2 Car Parking Provision Concessions

The table below summarises the results of the parking survey undertaken by the City. The number of parking spaces not being used (underutilised) were recorded during the busiest trading periods (peak). The percentage of parking underutilised has been used as the baseline to determine the conservative percentage parking concessions for each quadrant in the last column of the table.

Quadrant	Total Parking	Peak Parking %	Peak Parking No.	Parking Underutilised %	Parking Concession %
A	329	69	227	31	23
B	254	67	170	33	25
C	78	60	47	40	30
D	202	39	79	60	45

Peak trading times varies for each quadrant but generally were determined to be on Thursday night and Saturday morning. Peak trading represents the greatest demand on the existing parking at the Centre and provides the most conservative measure of underutilised parking to determine a concession.

The parking concession percentages in the last column of table 4 can be applied in two ways:

1. A concession can be granted to the existing parking provided at each quadrant as it is currently underutilised e.g. of the 329 parking spaces currently available in quadrant A, 75 (23%) are available for the construction of additional floorspace. This concession can only be granted once.
2. A concession can be granted to the parking requirements of proposals to construct additional floorspace at the Centre e.g. In quadrant D a proposal to construct 1000m<sup>2</sup> of new retail floorspace would require 66.7 (1 space per 15m<sup>2</sup>) parking spaces to be provided. Of these 66.7 parking spaces only 36 would be required if a 45% concession was granted.

Applications for development or the use of land or premises in the Centre that seek a concession on the parking standards contained in TPS 6 will be assessed on the following principles:

- i) Council is satisfied that the circumstances of a development justify a concession for parking and that there will not be any resultant lowering of safety, convenience and amenity standards.
- ii) The means of access to and egress from the site are adequate and adequate provision has been made for the loading, unloading, manoeuvring and parking of vehicles.
- iii) Adequate provision is made for pedestrian walkways in parking areas to ensure their safe passage from parked vehicles to shopping areas.
- iv) Parking areas and pedestrian walkways should be provided with additional landscaping to beautify and improve the amenity of the Centre.

#### **4.3.3 Vehicular Accessways**

The number and width of vehicle access points to car parking areas shall be limited consistent with the maintenance of building frontage continuity and responsible traffic management.

#### **4.4 Pedestrian and Cyclist Access**

Development should encourage priority for pedestrians and cyclists by:

- i) Creating a safe environment, with a high degree of passive surveillance of pathways, public spaces and car parking areas designed into the Centre.
- ii) Providing footpaths and crossing points, using street parking to slow vehicles and incorporating other traffic calming measures.
- iii) Providing active streetscapes that link into the surrounding areas, with interesting building frontages, views and shade.
- iv) Ensuring the external and internal movement network of streets providing direct, permeable and logical access routes.

## 4.5 Built Form and Street Interface

Development within the Centre should incorporate the following built form principles:









- i) Buildings should address abutting streets with a mix of tenancies in a manner consistent with contemporary 'main street' principles.
- ii) Buildings should be located, configured and activated to frame and address street frontages, laneways and other public spaces.
- iii) Building frontages should be activated in all cases and the preferred ground floor uses are retail or commercial.
- iv) The frontage of any building should incorporate and maintain the required area of transparent facade with suitably glazed shopfronts, windows and doors.
- v) The scale and massing of buildings should be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City.
- vi) Residential dwellings should not be designed to be internally focussed and all designs should overlook public spaces and provide active frontages to streets.
- vii) Street elevations should be articulated to include defined street front entries which are clearly identifiable from the street and projections and indentations in the floor plan with balconies, windows and related awning and roof elements and changes in materials.
- viii) Durable materials which express a quality 'main street' retail character shall be selected over those which are more recognisably suburban and temporary in appearance.
- ix) High design standards will be encouraged in the fit-out, awning treatments, lighting and signage of individual premises.

## 4.6 Public Spaces

- i) Pedestrian pavements shall be block paved and co-ordinated with existing paving, pedestrian crossing treatments and threshold statements in a unified theme.
- ii) The interface between public and private spaces needs to be recognised and accommodated. These areas include the spaces between the community centre, commercial buildings and adjoining residential areas.
- iii) Encourage the establishment of art in public places to help celebrate the unique character of the area.
- iv) All landscaping shall be undertaken in accordance with an approved plan which complements treatments used in the public domain and is generally consistent with the desired future character of the Centre and any streetscape development plans which Council may adopt from time to time.

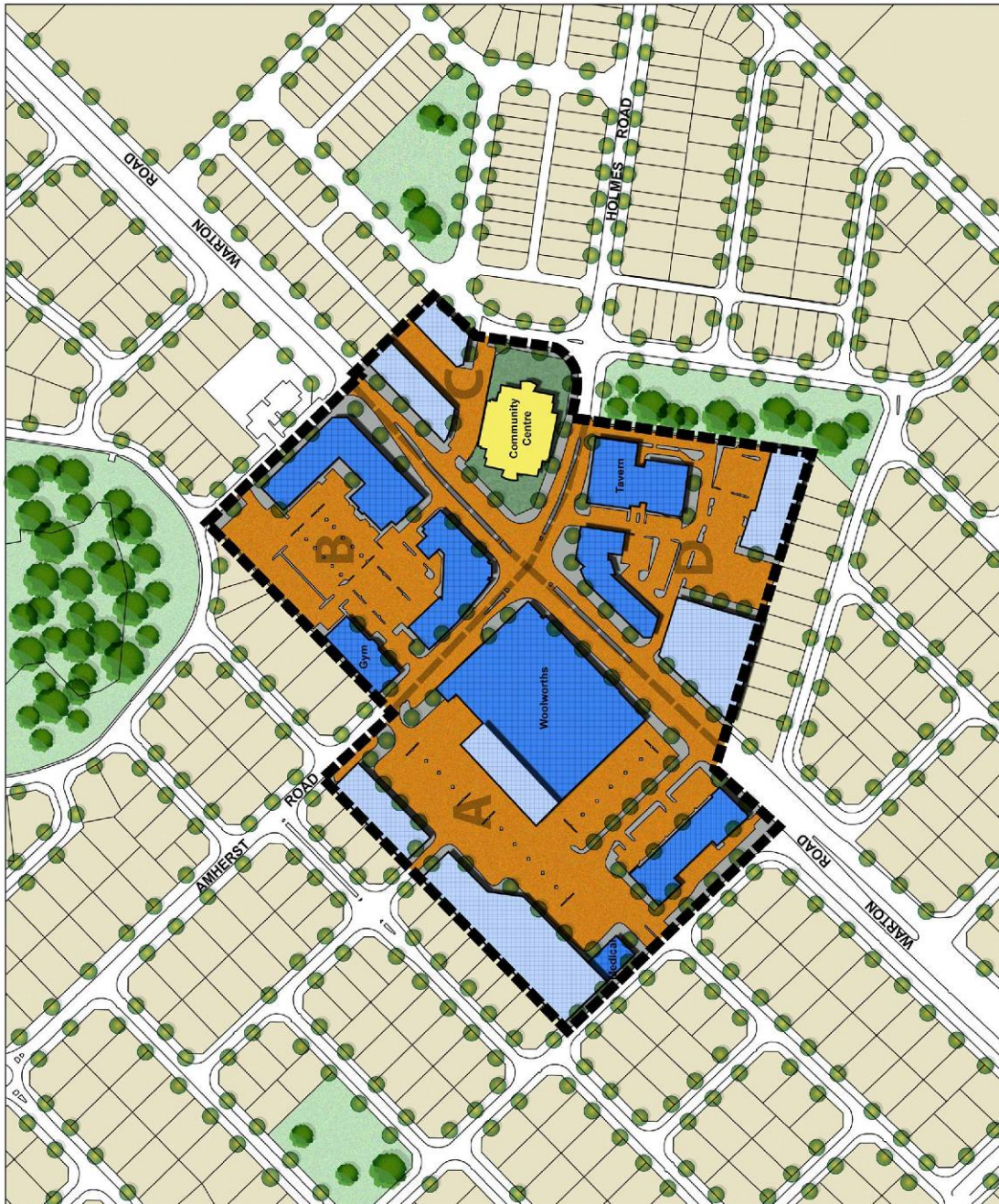
**APPENDIX A - Structure Plan and Distribution of Floor Space**

LEGEND

-  Commercial/Retail
-  Vacant Commercial/Retail
-  Civic/Community
-  Carparking/vehicular movement
-  Residential
-  Public Open Space
-  Amherst Neighbourhood Structure Plan Boundary
-  Amherst Neighbourhood Structure Plan Precincts

**Table 3 Amherst Neighbourhood - Retail Floorspace Allocation (sqm)**

Quadrants	Existing Retail Floorspace	Proposed Increase Retail Floorspace	Maximum Allowable Retail Floorspace
A	5100	450	5550
B	2900	200	3100
C	0	300	300
D	1581	1970	3550
Total	9581	2919	12500



AMHERST NEIGHBOURHOOD STRUCTURE PLAN  
AND RETAIL FLOORSPACE ALLOCATION



**AMHERST NEIGHBOURHOOD CENTRE PLAN - FINAL ADOPTION - WARTON ROAD, AMHERST ROAD & HOLMES STREET, CANING VALE/SOUTHERN RIVER**

**Schedule of Submissions**

1	Main Roads Western Australia PO Box 6202 EAST PERTH WA 6892		
Summary of Submission		Comment	
Main Roads Western Australia has advised that it is supportive of the draft Centre Plan.		Noted	

2	Department of Transport 140 William Street PERTH WA 6000		
Summary of Submission		Comment	
<p>The Department of Transport (DoT) advised that it was supportive of the general intent of the draft Centre Plan, but raised the following issues of concern:</p> <ul style="list-style-type: none"> <li>• Some paths are identified for commuting cyclists, who tend to travel at greater speeds than leisure cyclists. The provision of commuting paths adjacent to retail areas is considered a potential safety issue. The preferred safer scenario is to have on-road bicycle lanes as it reduces potential conflict with other path users and vehicles at crossovers and intersections.</li> <li>• Access to the centre could be improved by providing right turn pockets to quadrants A and B at the Amherst Road access points. This could be facilitated to some extent by the removal of the angle in Amherst Road adjacent to quadrant D and would provide an opportunity to extend the shared path from Greenland Boulevard to Warton Road bringing path users into the heart of the Centre.</li> <li>• A traffic assessment report should be prepared in accordance with the WAPC Transport Assessment Guidelines to enable assessment of the transport implications associated with development proposals and determine infrastructure requirements to support such proposals and help analyse transport impacts of the surrounding area.</li> <li>• The draft Centre Plan should be consistent with the guidance provided in the WAPC's Structure Plan Preparation Guidelines.</li> </ul>		Noted	

3	Department of Planning 140 William Street PERTH WA 6000	
Summary of Submission		Comment
<p>The Activity Centre Plan is supported in Principle from a town planning and transport point of view, however recommends that the Comments as stated below be implemented. Preliminary comments from the Infrastructure and Land Use Coordination (ILUC) Directorate have also been incorporated in this correspondence.</p> <ul style="list-style-type: none"> <li>• Replace Maximum Allowable Retail Floor space Target.  Retail caps/restrictions on any of the four quadrants of the Amherst Village Centre is not supported to ensure floor space distribution across all four quadrants of the centre.  The ODP and Gosnells Activity Centre Planning Strategy need to be updated accordingly to Retail Floor Space Target.</li> <li>• The parking be allocated over all four of the quadrants to service the business activities within the quadrants. A reciprocal parking approach will be applied.</li> <li>• 4.2.2 (Floor space Limits) requires further clarification.  SPP 4.2 sets out guidelines to what is defined as shop/retail.  The Amherst Centre Plan need to clarify what is defined as shop/retail and need to elaborate on a restaurant as commercial as opposed to a retail use.</li> <li>• A Transport Assessment is required to be undertaken as part of the Amherst Centre Plan.  Comments from the Department of Transport, Roads WA, the Public Transport Authority and Department of Planning need to be obtained once the City progresses with a Local Integrated Transport Plan.</li> </ul>		<p>Agreed. These changes are consistent with the City's Activity Centres Planning Strategy and the Planning Commissions SPP 4.2.</p> <p>Noted. Whilst the City encourages reciprocal parking arrangements it generally requires consent from individual landowners and is enforced through an easement in gross, which is not always achievable. The centre has almost reached its full development potential and the current parking scenario is working well. The proposed parking concessions in the Centre Plan will be adequate to facilitate complete development of the entire centre. Therefore it is considered that there is no real benefit of a reciprocal parking arrangement.</p> <p>Noted. The definition of shop/retail in the Centre Plan is intended to mean the same as defined in SPP 4.2. Therefore it will be recommended that the Centres Plan be modified to include the definition of shop/retail as described in SPP 4.2. In respect of the definition of restaurant the Centres Plan defines this land use as shop/retail and not commercial as suggested by the WAPC. Therefore no further explanation in the Centre Plan in necessary.</p> <p>Noted. Warton Road services the Centre which is a regional road under the control of the WAPC. Developments for the construction of new floorspace will be referred to the transport branch of the DoP who determines the level of transport assessment required. This is the appropriate mechanism whereby developers of land are responsible to provide a sufficient level of transport information in support of their proposals.</p> <p>The provision of a Local Integrated Transport Plan is considered unnecessary. The provision of a transport assessment as part of development proposals should be adequate.</p>



Parking Survey Table

Available Bays	X Parking Usage	Tuesday am (9:30 - 10:30)	Thursday am (9:30 - 10:30)	Thursday pm (6:30 - 7:30)	Saturday am (10:30 - 11:30)
329	QUADRANT A	142	147	202	227
	Percentage Use Assumed	43.00%	45.00%	61.00%	69.00%
	Restaurant	10%	15%	30%	15%
	Service	30%	30%	10%	20%
	Retail	30%	30%	30%	45%
	Office	15%	15%	10%	10%
	Medical	15%	15%	20%	10%

Available Bays	X Parking Usage	Tuesday am (9:30 - 10:30)	Thursday am (9:30 - 10:30)	Thursday pm (6:30 - 7:30)	Saturday am (10:30 - 11:30)
254	QUADRANT B	170	164	125	137
	Percentage Use Assumed	67.00%	65.00%	49.00%	54.00%
	Restaurant	15%	15%	25%	25%
	Service	25%	25%	40%	30%
	Retail	15%	15%	10%	20%
	Office	20%	20%	10%	5%
	Medical	25%	25%	15%	20%

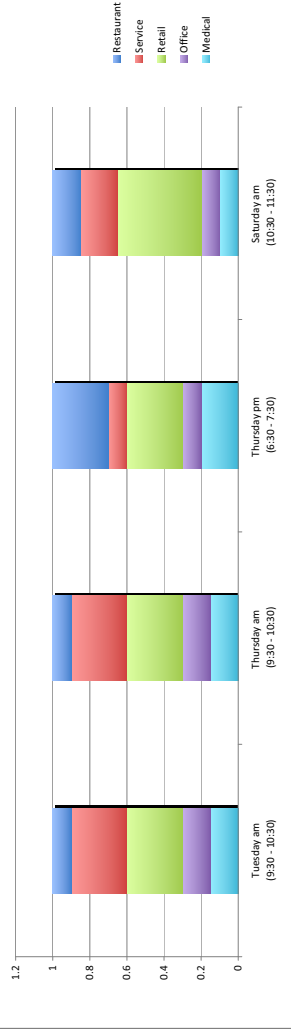
Available Bays	X Parking Usage	Tuesday am (9:30 - 10:30)	Thursday am (9:30 - 10:30)	Thursday pm (6:30 - 7:30)	Saturday am (10:30 - 11:30)
78	QUADRANT C	28	34	47	27

Available Bays	X Parking Usage	Tuesday am (9:30 - 10:30)	Thursday am (9:30 - 10:30)	Thursday pm (6:30 - 7:30)	Saturday am (10:30 - 11:30)
202	QUADRANT D	39	40	79	67
	Restaurant	45%	45%	55%	40%
	Service	20%	20%	15%	15%
	Retail	30%	30%	30%	35%
	Office	5%	5%	0%	10%

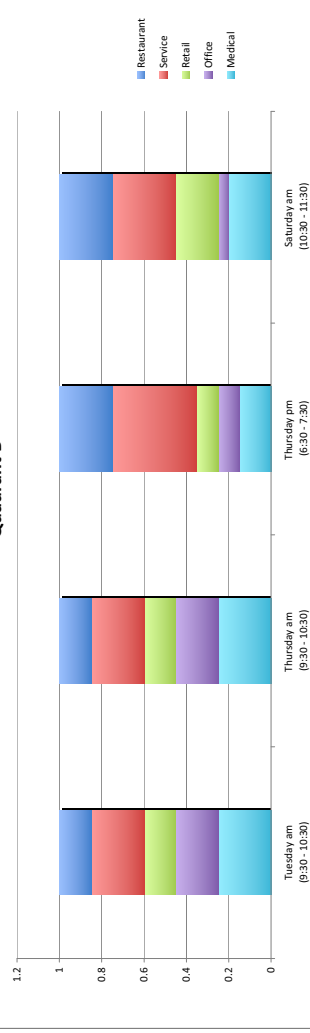
TOTALS Available Bays	379	385	453	458
	44.00%	44.00%	52.00%	53.00%

Quadrant	Total Parking		Peak Parking %		Peak Parking No.		Parking Underutilis.		Reduction %	
	A	B	C	D	A	B	C	D	A	B
A	329	254	69	227	31	23	31	23	23	25
B	254	78	67	170	33	30	33	30	30	30
C	78	202	60	47	40	45	40	45	45	45
D	202		39	79	60	45	60	45	45	45

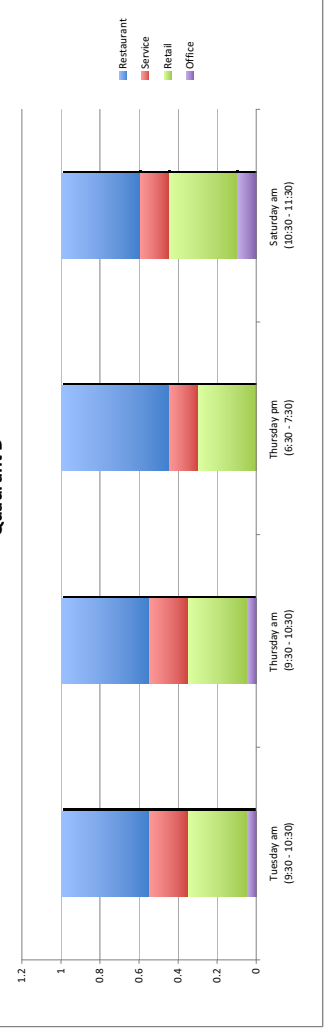
Quadrant A



Quadrant B



Quadrant D





# AMHERST NEIGHBOURHOOD CENTRE

## CENTRE PLAN

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## **PART A - EXPLANATORY SECTION**

### **1.0 Introduction**

#### **1.1 Centre Plan Objective**

This Centre Plan has been prepared with the objective of guiding development in the Amherst Neighbourhood Centre, where it is intended to provide a concentration of activities including retail, office, commercial, entertainment, recreational and community facilities as a focal point for the local area.

#### **1.2 Centre Plan Background**

The Amherst Neighbourhood Centre is comprised of a collection of properties that surround the intersection of Warton Road, Amherst Road and Holmes Street, on the border of Canning Vale and Southern River.

Development of the Centre commenced in 2001 and it has gradually grown in stages since this time, as the various individual land owners have undertaken development.

The amount of retail floorspace that could be developed in the Centre has been restricted through a combination of Town Planning Scheme and Outline Development Plan provisions.

Proposals have been submitted, seeking to permit additional retail floorspace in the Centre. These proposals have been assessed as part of the preparation of the City's Activity Centres Planning Strategy.

Retail modelling undertaken as part of the Strategy concluded that the Centre is capable of accommodating additional retail uses without detrimentally impacting on the sustainability of other commercial centres in the district. The Strategy therefore provides for a significant expansion of retail floorspace in the Centre.

This raises a number of considerations, with the most significant being how additional retail floorspace may be allocated within the different components of the Centre and the provision of an adequate supply of car parking.

The Centre Plan seeks to address these considerations.

#### **1.3 Statutory Role of the Centre Plan**

The Centre Plan, for the purposes of Town Planning Scheme No.6 (TPS 6), has the same meaning and effect as a Detailed Area Plan, adopted under clause 7.6 of the Scheme.

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## 2.0 Centre Context

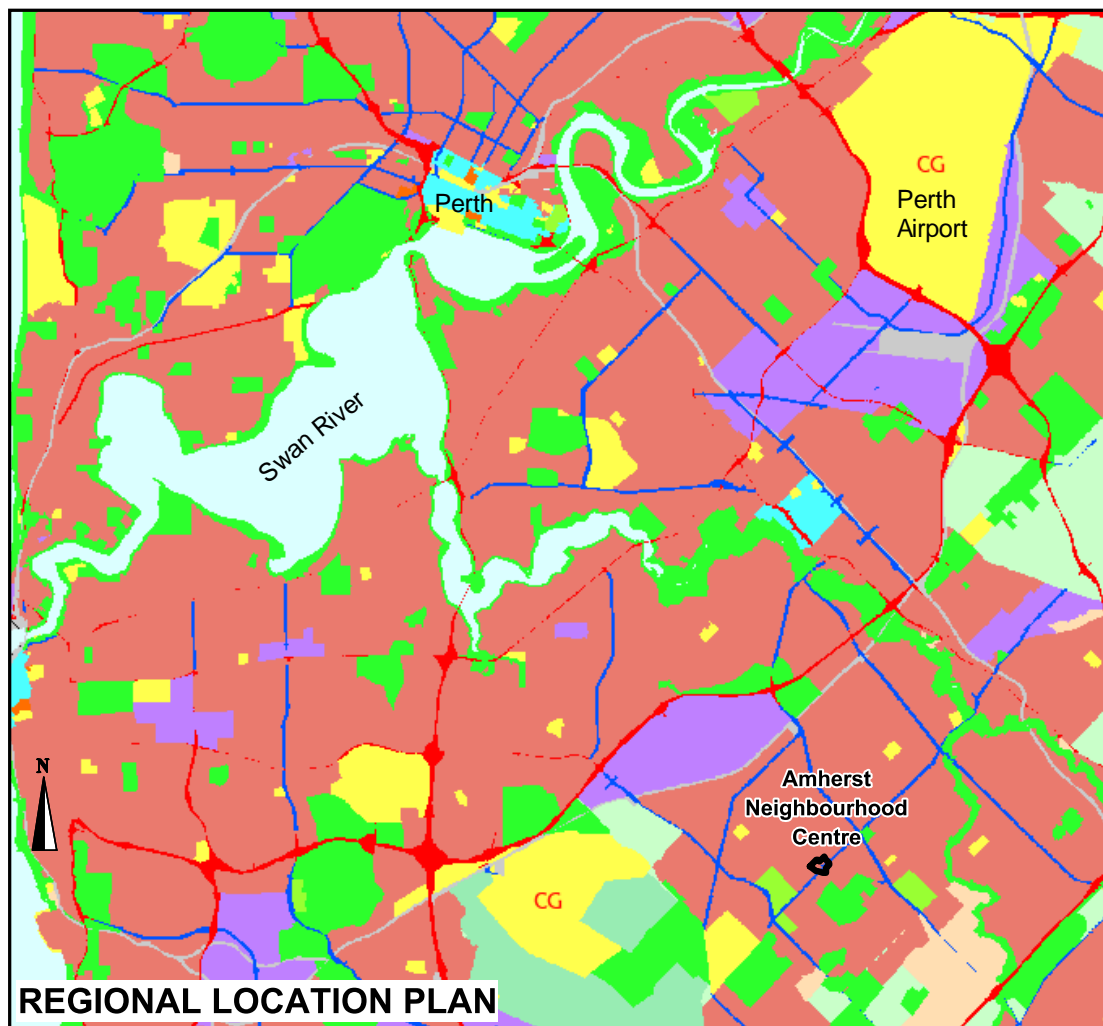
### 2.1 Regional Context

The Amherst Neighbourhood Centre is located approximately 17 kilometres south-east of the Perth central business district.

The Centre is not identified in the Perth Activity Centres Hierarchy in the metropolitan planning strategy, Directions 2031 and Beyond, or State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP 4.2). This is because it is a neighbourhood centre. Neighbourhood centres are too numerous for these documents to specifically mention.

SPP 4.2 sets out that neighbourhood centres are important local community focal points that help to provide for the main daily to weekly household shopping and community needs. They are also a focus for medium density housing and play an important role in providing walkable access to services and facilities for communities.

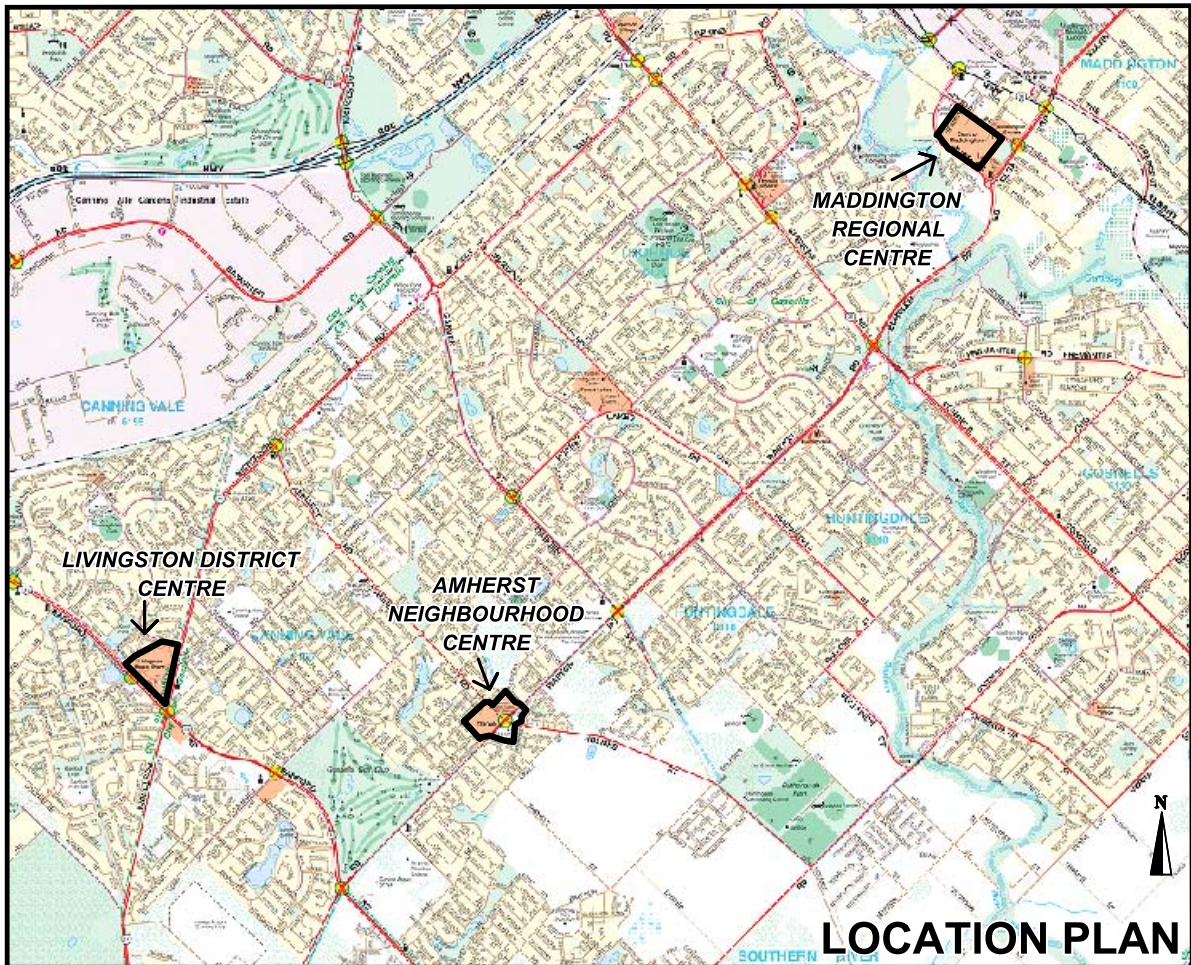
The Regional Location Plan below shows the Amherst Neighbourhood Centre in relation to the Perth central business district.



## 2.2 Local Context

The Amherst Neighbourhood Centre lies within the growing localities of Canning Vale and Southern River, five kilometres west of Maddington and 2.5 kilometres south-east of the Livingston Centre, Canning Vale.

The Location Plan below shows the nearest regional and district shopping centres in relation to the Amherst Neighbourhood Centre.



The Centre, including all buildings, car parks and associated land, occupies approximately 8.5ha and can be divided into four quadrants around the Warton Road, Amherst Road and Holmes Street intersection.

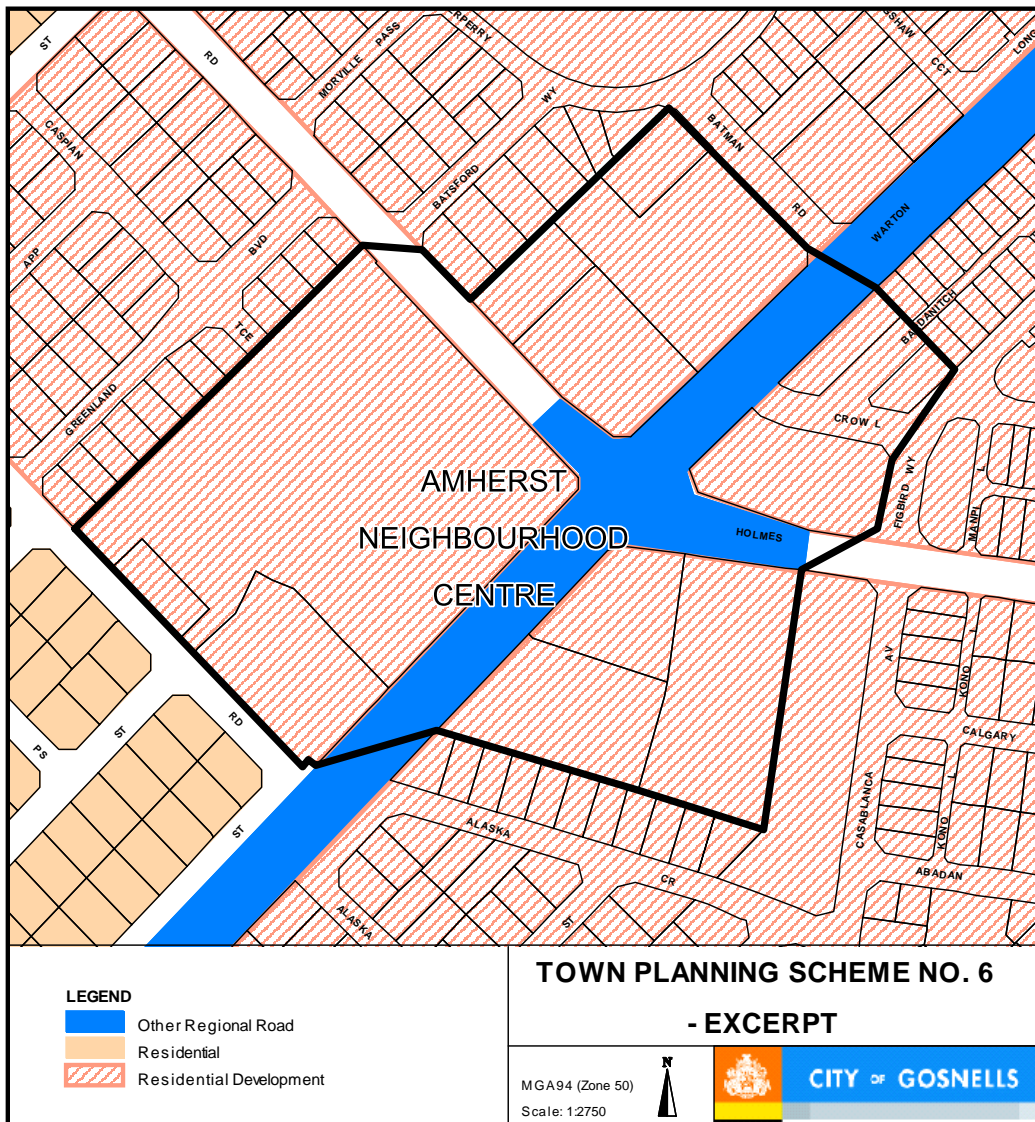
The Quadrant Plan below shows the quadrant A, B, C, D of the Amherst Neighbourhood Centre.



**2.2.1 Town Planning Scheme No. 6**

All land within the Centre is zoned Residential Development under TPS 6.

The objective of the Residential Development zone is to provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development generally in accordance with an Outline Development Plan (ODP) adopted under the Scheme.



**2.2.2 Outline Development Plans**

The Amherst Neighbourhood Centre lies within three separate ODPs:

- Canning Vale ODP (Quadrant A and B)
- Southern River Precinct 1A ODP (Quadrant D)
- Southern River Precinct 1F ODP (Quadrant C).

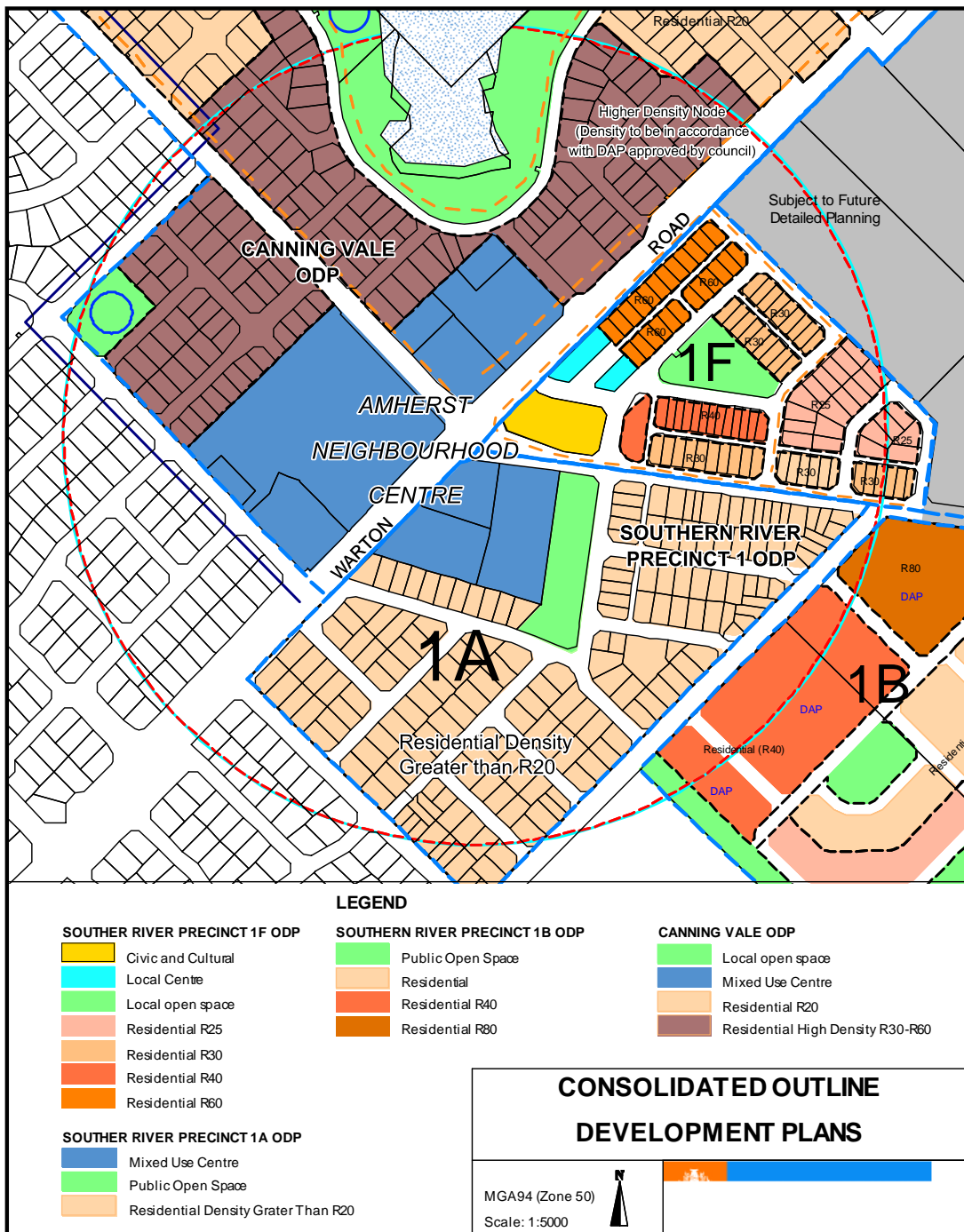


There are different terminologies used in the ODPs to define land use classifications in the Centre. Quadrants A, B and D are identified as Mixed Use Centre and Quadrant C is identified partially as Local Centre and partially as Community Purpose.

The Canning Vale ODP contains a notation that indicates the nett lettable area for retail development in the Centre is 6,850m<sup>2</sup>.

Various residential density codings apply, under the three ODPs, to land surrounding the Centre, ranging from Residential R20 to an effective coding of Residential R60.

A Consolidated ODP Plan presented below shows the centrally located Amherst Neighbourhood Centre.



### 2.2.3 City of Gosnells Activity Centres Planning Strategy

The City of Gosnells adopted the Gosnells Activity Centres Planning Strategy in April 2012.

The Strategy provides guidance for the function and development of commercial centres throughout the City. It recognises that the Amherst Neighbourhood Centre has grown over time as a Large Neighbourhood Centre and sets ~~an absolute maximum retail floorspace~~ a Retail Floorspace Target of 12,500m<sup>2</sup>.

~~The Strategy states that no further expansion of retail floorspace beyond 12,500m<sup>2</sup> should be permitted on the basis that a retail sustainability assessment has already been prepared to support the staged expansion of the Centre to this extent.~~

**The Strategy's recommended Retail Floorspace Target of 12,500m<sup>2</sup> is based on a retail needs assessment prepared to support the staged expansion of the Centre. Expansion beyond the target of 12,500m<sup>2</sup> requires the preparation and support of a retail sustainability assessment.**

The Strategy also states that a Detailed Area Plan or Centre Plan is required prior to any further expansion of the Centre beyond its current size.

Adoption of the Centre Plan and its provision for 12,500m<sup>2</sup> of retail floorspace supersede the floorspace restrictions currently notated on the Canning Vale ODP.

### 2.2.4 Development of the Amherst Neighbourhood Centre

The Amherst Neighbourhood Centre is substantially developed, though some land remains vacant. Development in each of the four quadrants is described below.

#### Quadrant A

Consists of:

- several small-scale retail and other commercial tenancies fronting Amherst Road
- a supermarket abutting Warton Road, which is the anchor tenant of an enclosed mall that provides for access to small-scale retail and other commercial tenancies
- a stand-alone commercial and retail development in the southern corner of the quadrant consisting of several tenancies.

#### Quadrant B

Consists of:

- a mixed office, shop, restaurant, showroom and medical centre development addressing both Amherst and Warton Roads
  - a gymnasium abutting Amherst Road.
-

Quadrant C

Consists of:

- the Amherst Community Centre, recently developed by the City of Gosnells
- vacant, serviced land identified for future mixed use development adjacent to the Community Centre.

Quadrant D

Consists of:

- a tavern and liquor store fronting Holmes Street
- retail tenancies fronting Warton Road and Holmes Street
- vacant, serviced land fronting Warton Road identified for future mixed use development adjacent to the Community Centre.

Substantial car parking areas are provided on-site within each quadrant. The aerial plan below shows the various buildings and parking areas of the Amherst Neighbourhood Centre.



## 2.2.5 Commercial Floorspace in the Amherst Neighbourhood Centre

A large number of development applications have been submitted and approved over the life of the Centre that have shaped the built character and composition of uses in the Centre.

At the time of preparing this Centre Plan, the total commercial floorspace developed in the Centre was estimated to amount to 15,956m<sup>2</sup> nett lettable area, comprised of 9,055m<sup>2</sup> retail and the remainder for other commercial uses.

Table 1 details the current distribution of floorspace and the purpose for which it is used for within each quadrant.

<b>Floorspace m<sup>2</sup></b>	<b>Quadrant A</b>	<b>Quadrant B</b>	<b>Quadrant C</b>	<b>Quadrant D</b>	<b>Total Floorspace</b>
Retail	<del>5,100</del> <b><u>4,974</u></b>	2,900	0	<del>1,581</del> <b><u>1,181</u></b>	<del>9,581</del> <b><u>9,055</u></b>
Non-Retail	389	4,659	1,100	<del>353</del> <b><u>753</u></b>	<del>6,504</del> <b><u>6,901</u></b>
Total Floorspace	<del>5,489</del> <b><u>5,363</u></b>	7,559	1,100	1,934	<del>16,082</del> <b><u>15,956</u></b>

## 3.0 Movement Network

### 3.1 Public Transport

The Amherst Neighbourhood Centre is serviced by a bus route that links Maddington and Murdoch rail stations.

During peak times on weekdays, buses stop at the Centre at a frequency of seven minutes. Service frequency is 30 minutes during the day on weekdays. During weekday evenings and weekends, the service frequency is 60 minutes.

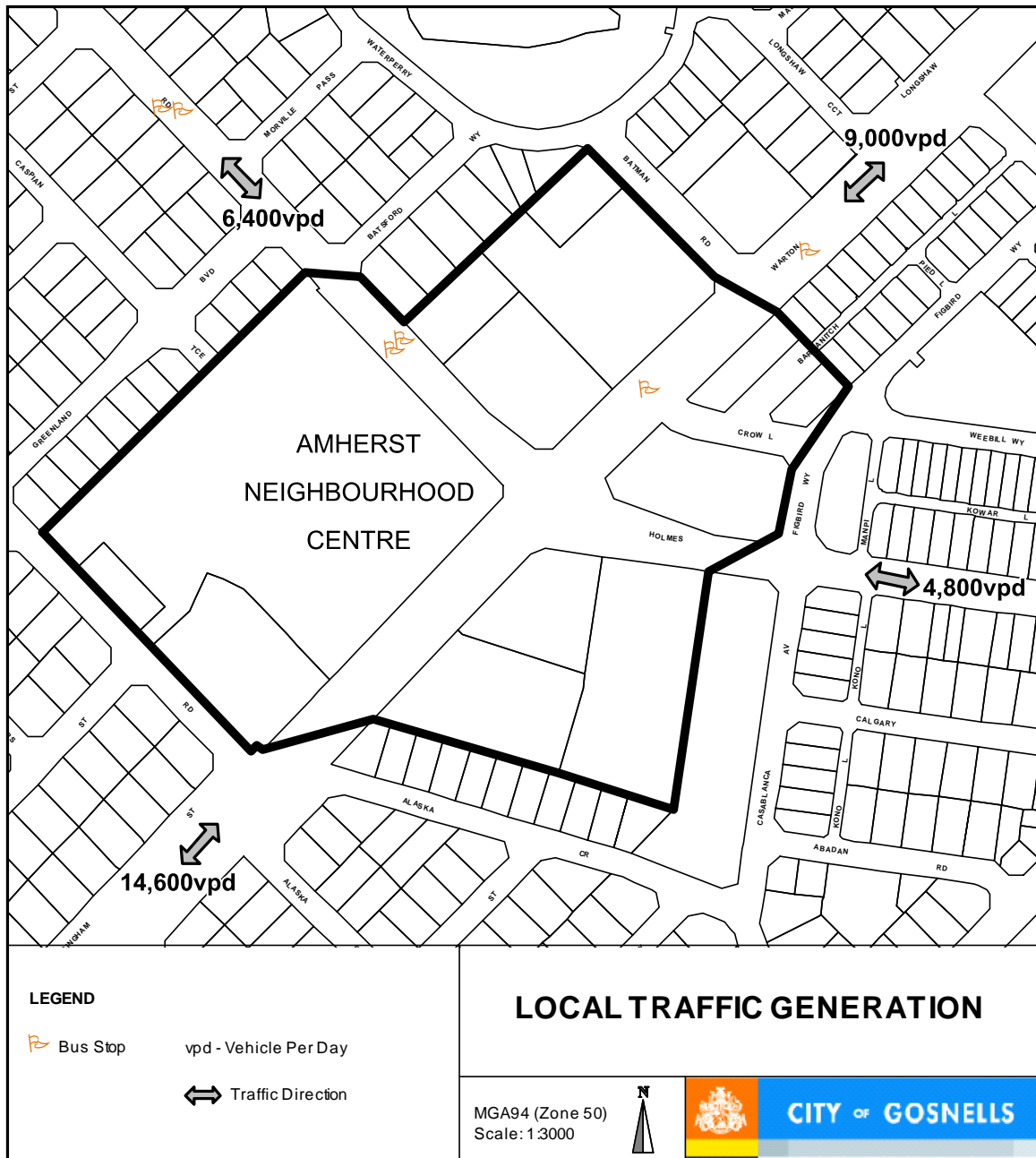
### 3.2 Walking and Cycling

Pedestrian Path and Cycleway Plan below indicates the current and planned footpaths and cycling facilities within and immediately leading to and from the Amherst Neighbourhood Centre.



### 3.3 Traffic Assessment

The Local Traffic Generation Plan below indicates the current volumes of vehicular traffic that pass the Amherst Neighbourhood Centre.



Traffic volumes on all roads leading to and from the Centre will increase over time as urbanisation continues in the locality.

### 3.4 Freight Servicing

Each quadrant of the Amherst Neighbourhood Centre has its own service vehicle loading areas.

Provision of appropriate servicing arrangements needs to be made as part of any future development or redevelopment of the Centre.

### 3.5 Car Parking

The aerial plan included in the previous section 2.2.4 shows car parking areas for individual quadrants. The parking available in each quadrant is exclusively allocated to service the business activities within individual quadrants.

Table 2 indicates the parking available for each quadrant.

<b>Quadrants</b>	<b>No. Parking Spaces</b>
Quadrant A	<del>329</del> <b><u>347</u></b>
Quadrant B	254
Quadrant C	78
Quadrant D	202
Total	<del>863</del> <b><u>881</u></b>

The Town Planning Scheme details the number of parking spaces required for the operation of a business activity within the Centre. The amount of parking required depends on the type of business activity proposed and is generally based on the area of floorspace where goods are displayed to the public.

Retail activities typically require more parking than non-retail activities. The typical parking requirement for a shop (retail activity) is 1 parking space for every 15m<sup>2</sup> of public display floor area.

The City has undertaken a parking survey to determine how many parking spaces are available at the Centre during the busiest trading periods. The survey is intended to support variations to the parking requirements in the Town Planning Scheme for the construction of additional floorspace at the Centre.

## PART B - OPERATIVE SECTION

### 4.0 Activity Centre Plan

Reference to the Amherst Neighbourhood Centre Plan is intended to mean this document in its entirety including text and maps.

Attached at Appendix A is a structure plan illustrating the various structural and land use components of the Centre and Table 3 of section 4.2.2 ii) which detail the proposed distribution of retail floorspace increase for each quadrant.

The structure plan and Table 3 at Appendix A should be read in conjunction with the following operative section:

### 4.1 Centre Objectives

The planning objectives for the Centre are to provide:

- i) a concentration of activities such as retail, office, commercial, entertainment, recreational and community facilities.
- ii) a community focal point, with vibrant and diverse uses and a high level of convenience.
- iii) an attractive setting for business and social interaction within a streetscape environment that marries an appropriate mix of uses with a high quality public domain.
- iv) opportunities for incorporating residential development.
- v) convenient access to activities within the Centre from a range of transport modes including walking, cycling, public transport, cars and commercial and service vehicles.

### 4.2 Land Use

#### 4.2.1 Preferred Uses

Subject to the provisions of TPS 6 and the requirements of any relevant Local Planning Policy, preferred uses within the Centre include:

- i) retail
- ii) office and commercial
- iii) residential (up to a density coding of R80)
- iv) serviced accommodation
- v) civic and community
- vi) eating and drinking places
- vii) arts and entertainment
- viii) leisure

Mixed use residential development is encouraged to add diversity to the population and encourage local residents to live, work and recreate in the Centre.

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**4.2.2 Floorspace Limits**

- i) A maximum of **Retail Floorspace Target** of 12,500m<sup>2</sup> of floorspace within the Centre may be developed and used for retail uses, provided that sufficient parking is or will be made available to cater for the needs of users of the Centre.
- ii) The amount of retail floorspace within the quadrants that comprise the Centre shall not exceed the ~~limits~~ **targets** prescribed in the following table.

Quadrants	Existing Retail Floorspace	Proposed Increase Retail Floorspace	Maximum Allowable Retail Floorspace
A	5,100	450	5,550
B	2,900	200	3,100
C	0	300	300
D	1,581	1,970	3,550
<b>Total</b>	<b>9,581</b>	<b>2,919</b>	<b>12,500</b>

<u>Quadrants</u>	<u>Existing Retail Floorspace</u>	<u>Unconstructed Retail Floorspace</u>	<u>Proposed Increase Retail Floorspace</u>	<u>Target Retail Floorspace</u>
<b><u>A</u></b>	<b><u>4,974</u></b>	<b><u>1,646</u></b>	<b><u>Nil</u></b>	<b><u>6,620</u></b>
<b><u>B</u></b>	<b><u>2,900</u></b>	<b><u>Nil</u></b>	<b><u>200</u></b>	<b><u>3,100</u></b>
<b><u>C</u></b>	<b><u>0</u></b>	<b><u>Nil</u></b>	<b><u>300</u></b>	<b><u>300</u></b>
<b><u>D</u></b>	<b><u>1,181</u></b>	<b><u>400</u></b>	<b><u>899</u></b>	<b><u>2,480</u></b>
<b><u>Total</u></b>	<b><u>9,055</u></b>	<b><u>2,046</u></b>	<b><u>1,399</u></b>	<b><u>12,500</u></b>

A retail use, for the purpose of the Centre Plan, is any activity that falls within the TPS 6 definition of a Shop, Fast Food Outlet, Lunch Bar, Home Store, Liquor Store, Market, Restricted Premises (excluding wholesale) or Restaurant, **and is consistent with the definition Shop Retail as defined in SPP 4.2 which makes specific reference those activities listed in Planning Land Use Category 5 of the Commission's Perth Land Use and Employment Survey (also referred to as PLUC Codes).**

### 4.3 Vehicular Access and Car Parking

#### 4.3.1 Car Parking Standards

Car parking shall be provided in accordance with the requirements of TPS 6.

While TPS 6 sets a minimum parking requirement based on the amount of floorspace, the Scheme also allows Council to grant concessions to these requirements when a concession is applied for.

#### 4.3.2 Car Parking Provision Concessions

The table below summarises the results of the parking survey undertaken by the City. The number of parking spaces not being used (underutilised) were recorded during the busiest trading periods (peak). The percentage of parking underutilised has been used as the baseline to determine the conservative percentage parking concessions for each quadrant in the last column of the table.

Quadrant	Total Parking	Peak Parking %	Peak Parking No.	Parking Underutilised %	Parking Concession %
A	<del>329</del> <b>347</b>	<del>69</del> <b>65</b>	227	<del>34</del> <b>35</b>	<del>23</del> <b>26</b>
B	254	67	170	33	<b>25</b>
C	78	60	47	40	<b>30</b>
D	202	39	79	60	<b>45</b>

Peak trading times varies for each quadrant but generally were determined to be on Thursday night and Saturday morning. Peak trading represents the greatest demand on the existing parking at the Centre and provides the most conservative measure of underutilised parking to determine a concession.

The parking concession percentages in the last column of table 4 can be applied in two ways:

1. A concession can be granted to the existing parking provided at each quadrant as it is currently underutilised e.g. of the 347 parking spaces currently available in quadrant A, 90 (26%) are available for the construction of additional floorspace. This concession can only be granted once.
2. A concession can be granted to the parking requirements of proposals to construct additional floorspace at the Centre e.g. In quadrant D a proposal to construct 1,000m<sup>2</sup> of new retail floorspace would require 66.7 (1 space per 15m<sup>2</sup>) parking spaces to be provided. Of these 66.7 parking spaces only 36 would be required if a 45% concession was granted.

Applications for development or the use of land or premises in the Centre that seek a concession on the parking standards contained in TPS 6 will be assessed on the following principles:

- i) Council is satisfied that the circumstances of a development justify a concession for parking and that there will not be any resultant lowering of safety, convenience and amenity standards.
- ii) The means of access to and egress from the site are adequate and adequate provision has been made for the loading, unloading, manoeuvring and parking of vehicles.
- iii) Adequate provision is made for pedestrian walkways in parking areas to ensure their safe passage from parked vehicles to shopping areas.
- iv) Parking areas and pedestrian walkways should be provided with additional landscaping to beautify and improve the amenity of the Centre.

#### **4.3.3 Vehicular Accessways**

The number and width of vehicle access points to car parking areas shall be limited consistent with the maintenance of building frontage continuity and responsible traffic management.

#### **4.4 Pedestrian and Cyclist Access**

Development should encourage priority for pedestrians and cyclists by:

- i) Creating a safe environment, with a high degree of passive surveillance of pathways, public spaces and car parking areas designed into the Centre.
- ii) Providing footpaths and crossing points, using street parking to slow vehicles and incorporating other traffic calming measures.
- iii) Providing active streetscapes that link into the surrounding areas, with interesting building frontages, views and shade.
- iv) Ensuring the external and internal movement network of streets providing direct, permeable and logical access routes.

#### **4.5 Built Form and Street Interface**

Development within the Centre should incorporate the following built form principles:

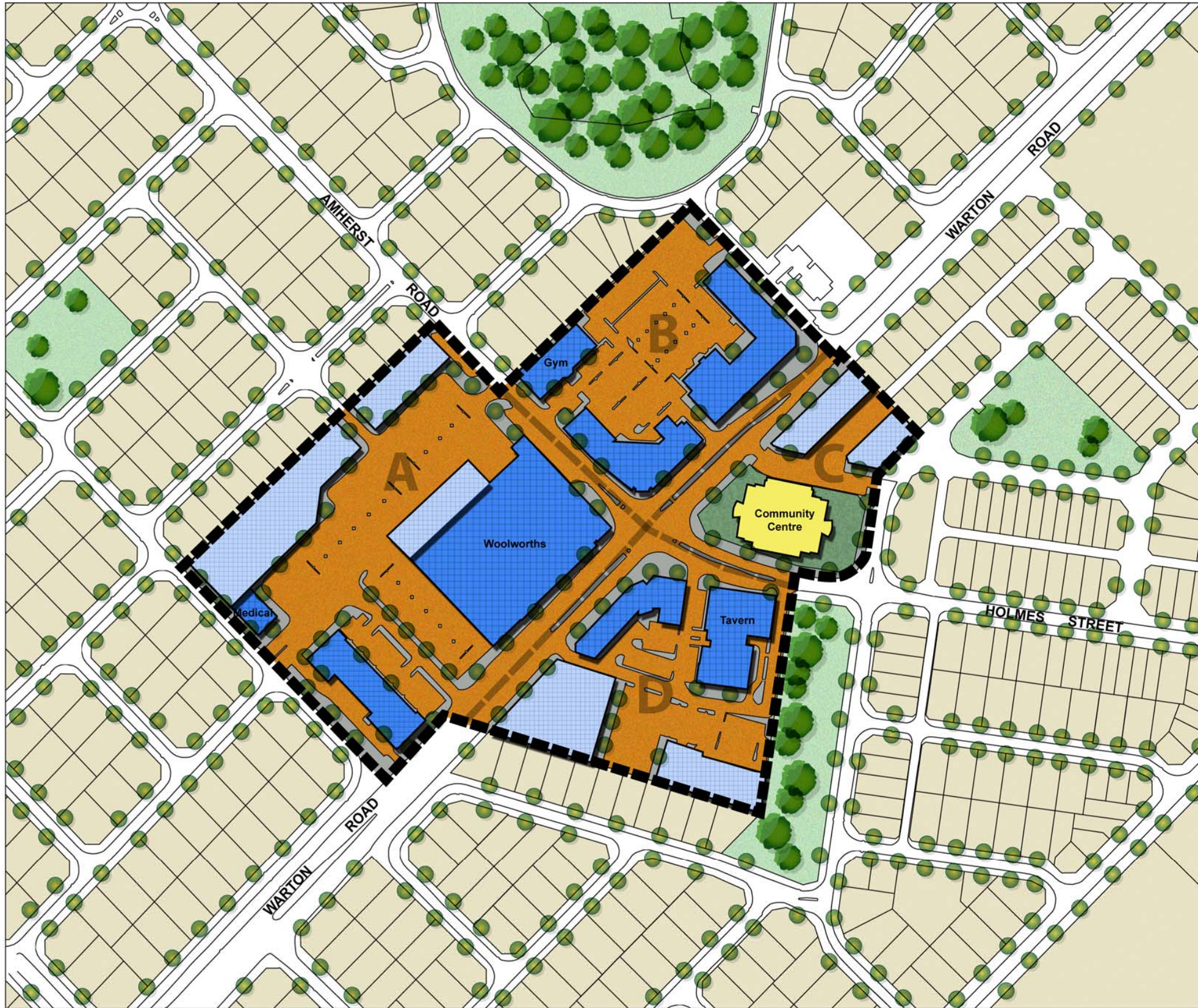
- i) Buildings should address abutting streets with a mix of tenancies in a manner consistent with contemporary 'main street' principles.
  - ii) Buildings should be located, configured and activated to frame and address street frontages, laneways and other public spaces.
  - iii) Building frontages should be activated in all cases and the preferred ground floor uses are retail or commercial.
  - iv) The frontage of any building should incorporate and maintain the required area of transparent facade with suitably glazed shopfronts, windows and doors.
  - v) The scale and massing of buildings should be designed to minimise any overshadowing of adjoining properties and public spaces to the satisfaction of the City.
  - vi) Residential dwellings should not be designed to be internally focussed and all designs should overlook public spaces and provide active frontages to streets.
-

- vii) Street elevations should be articulated to include defined street front entries which are clearly identifiable from the street and projections and indentations in the floor plan with balconies, windows and related awning and roof elements and changes in materials.
- viii) Durable materials which express a quality 'main street' retail character shall be selected over those which are more recognisably suburban and temporary in appearance.
- ix) High design standards will be encouraged in the fit-out, awning treatments, lighting and signage of individual premises.






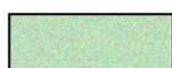


#### **4.6 Public Spaces**

- i) Pedestrian pavements shall be block paved and co-ordinated with existing paving, pedestrian crossing treatments and threshold statements in a unified theme.
  - ii) The interface between public and private spaces needs to be recognised and accommodated. These areas include the spaces between the community centre, commercial buildings and adjoining residential areas.
  - iii) Encourage the establishment of art in public places to help celebrate the unique character of the area.
  - iv) All landscaping shall be undertaken in accordance with an approved plan which complements treatments used in the public domain and is generally consistent with the desired future character of the Centre and any streetscape development plans which Council may adopt from time to time.
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**APPENDIX A - Structure Plan and Distribution of Floor Space**



LEGEND

-  Commercial/Retail
-  Vacant Commercial/Retail
-  Civic/Community
-  Carparking/vehicular movement
-  Residential
-  Public Open Space
-  Amherst Neighbourhood Structure Plan Boundary
-  Amherst Neighbourhood Structure Plan Precinct Boundary
- A** Amherst Neighbourhood Structure Plan Precinct

**Table 3 Amherst Neighbourhood - Retail Floorspace Allocation (sqm)**

Quadrants	Existing Retail Floorspace	Proposed Increase Retail Floorspace	Maximum Allowable Retail Floorspace
A	5100	450	5550
B	2900	200	3100
C	0	300	300
D	1581	1970	3550
Total	9581	2919	12500

**Table 3 Amherst Neighbourhood Centre - Retail Floorspace Allocation (sqm)**

Quadrants	Existing Retail Floorspace	Unconstructed Retail Floorspace	Proposed Increase Retail Floorspace	Target Retail Floorspace
A	4974	1646	0	6620
B	2900	0	200	3100
C	0	0	300	300
D	1181	400	899	2480
Total	9055	2046	1399	12500

AMHERST NEIGHBOURHOOD STRUCTURE PLAN  
AND RETAIL FLOORSPACE ALLOCATION

