



# AMHERST NEIGHBOURHOOD CENTRE

## CENTRE PLAN

## TABLE OF CONTENTS

<b>PART A - EXPLANATORY SECTION</b> .....	<b>1</b>
1.0 Introduction .....	1
1.1 Centre Plan Objective.....	1
1.2 Centre Plan Background.....	1
1.3 Statutory Role of the Centre Plan.....	1
2.0 Centre Context .....	2
2.1 Regional Context .....	2
2.2 Local Context.....	3
2.2.1 Town Planning Scheme No.6 .....	5
2.2.2 Outline Development Plans .....	5
2.2.3 City of Gosnells Activity Centres Planning Strategy .....	7
2.2.4 Development of the Amherst Neighbourhood Centre.....	7
2.2.5 Commercial Floorspace in the Amherst Neighbourhood Centre .....	9
3.0 Movement Network.....	9
3.1 Public Transport.....	9
3.2 Walking and Cycling .....	9
3.3 Traffic Assessment .....	10
3.3 Traffic Assessment .....	11
3.4 Freight Servicing.....	12
3.5 Car Parking.....	12
<b>PART B - OPERATIVE SECTION</b> .....	<b>13</b>
4.0 Activity Centre Plan .....	13
4.1 Centre Objectives .....	13
4.2 Land Use .....	13
4.2.1 Preferred Uses.....	13
4.2.2 Floorspace Limits.....	14
4.3 Vehicular Access and Car Parking .....	15
4.3.1 Car Parking Standards.....	15
4.3.2 Car Parking Provision Concessions .....	15
4.3.3 Vehicular Accessways .....	16
4.4 Pedestrian and Cyclist Access .....	16
4.5 Built Form and Street Interface.....	16
4.6 Public Spaces .....	17
<b><u>APPENDICES</u></b>	
APPENDIX A - Structure Plan and Distribution of Floor Space .....	18

## **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

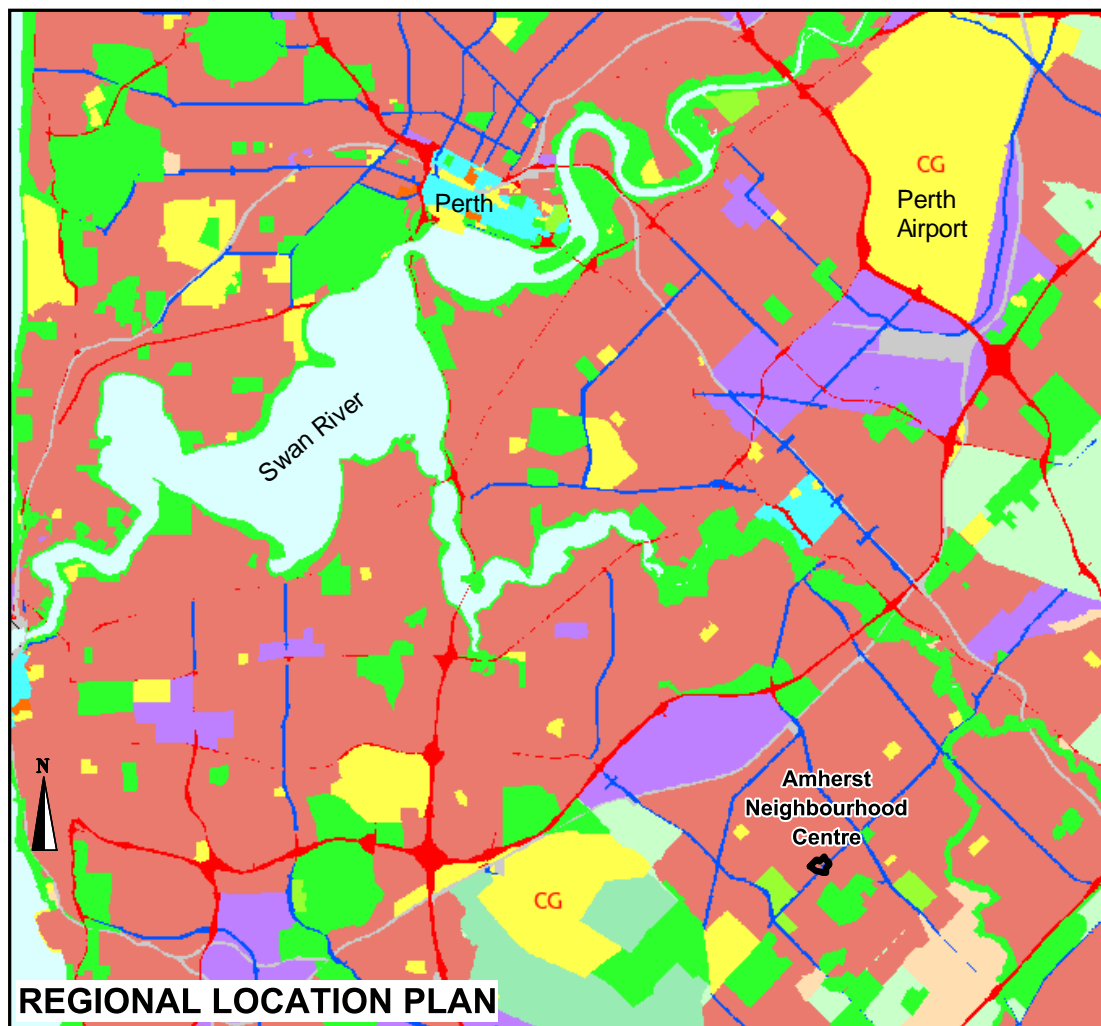
### 2.1 Regional Context

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.

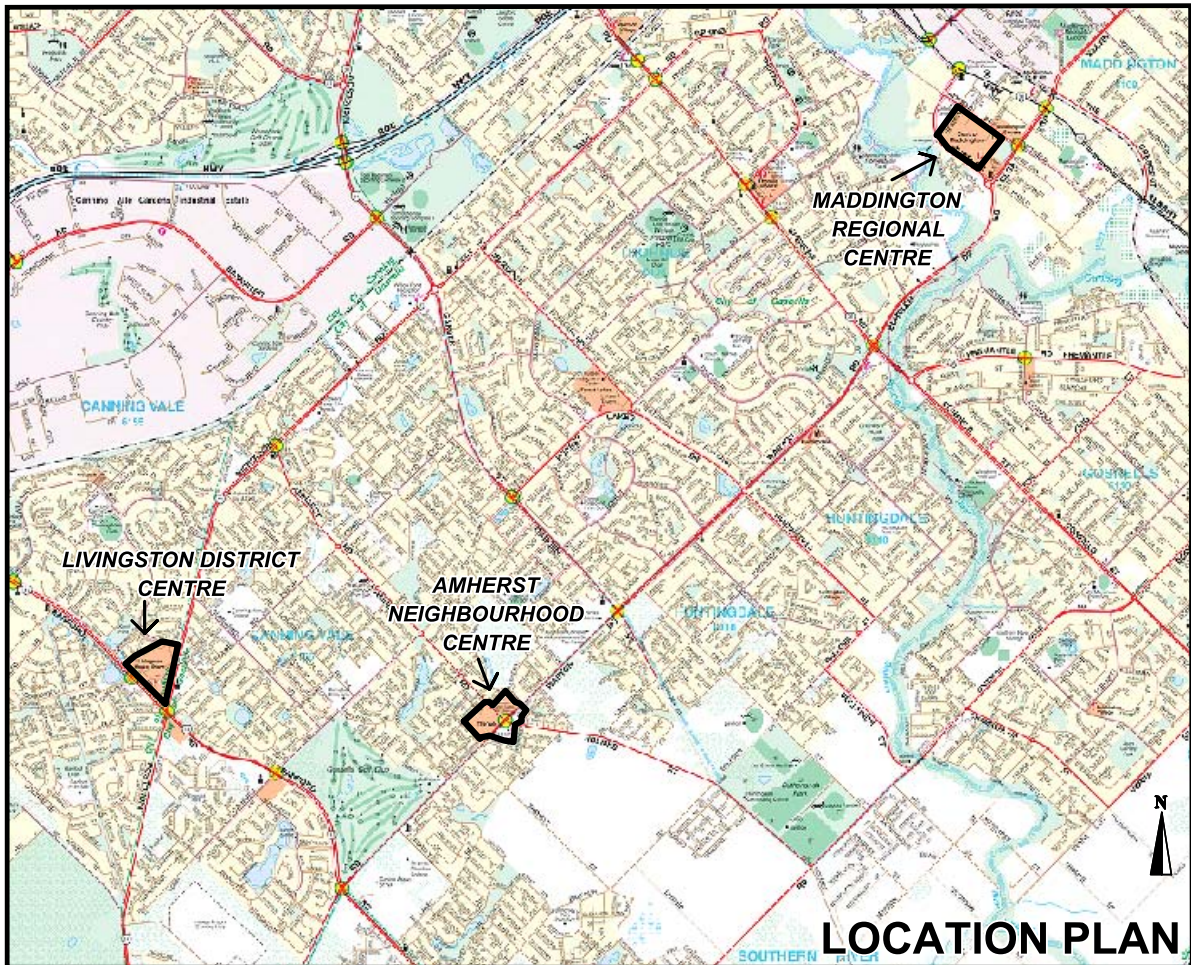
The Regional Location Plan below shows the Amherst Neighbourhood Centre in relation to the Perth central business district.



## 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.

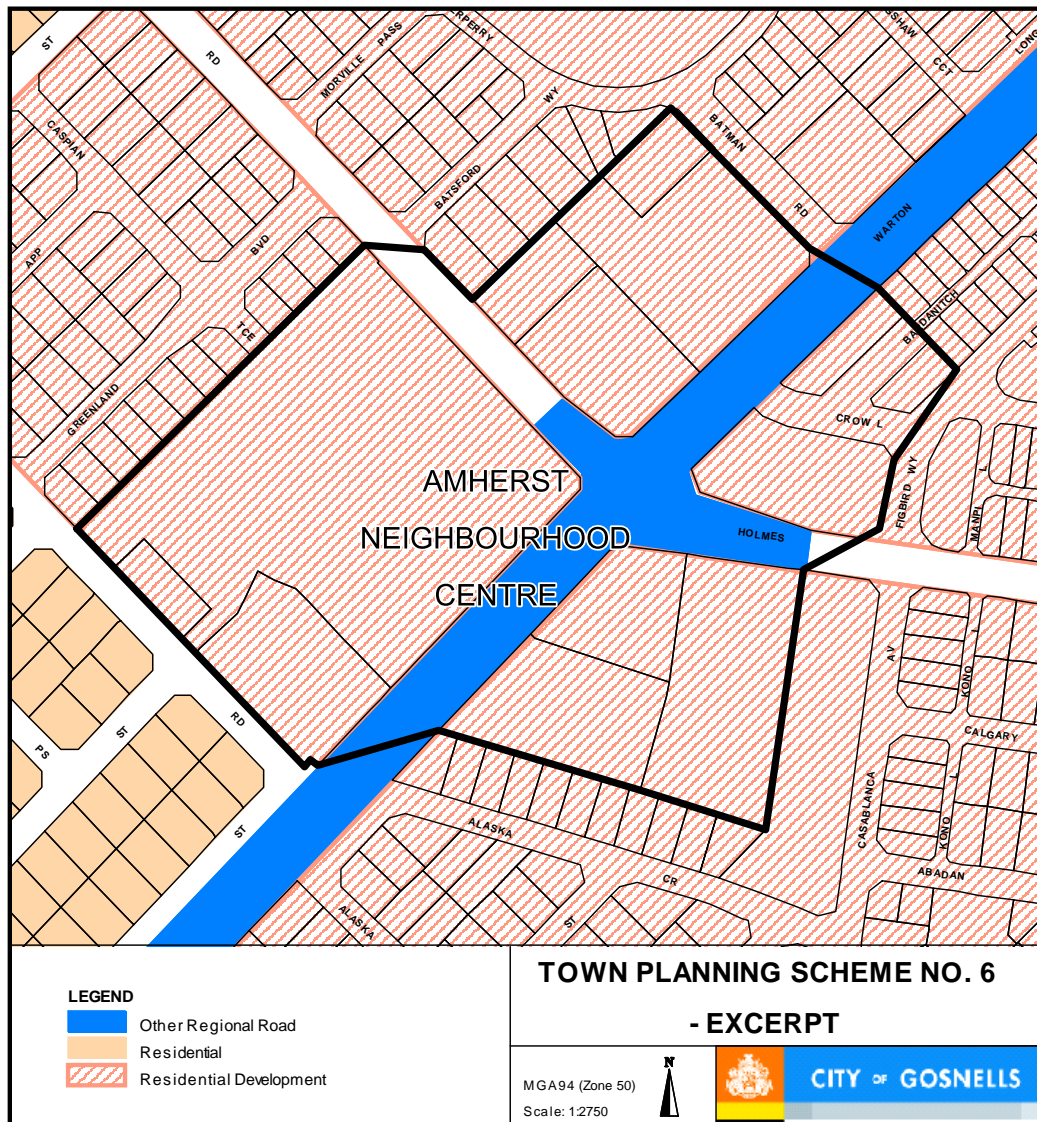
The Quadrant Plan below shows the quadrant A, B, C, D of the Amherst Neighbourhood Centre.



**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:

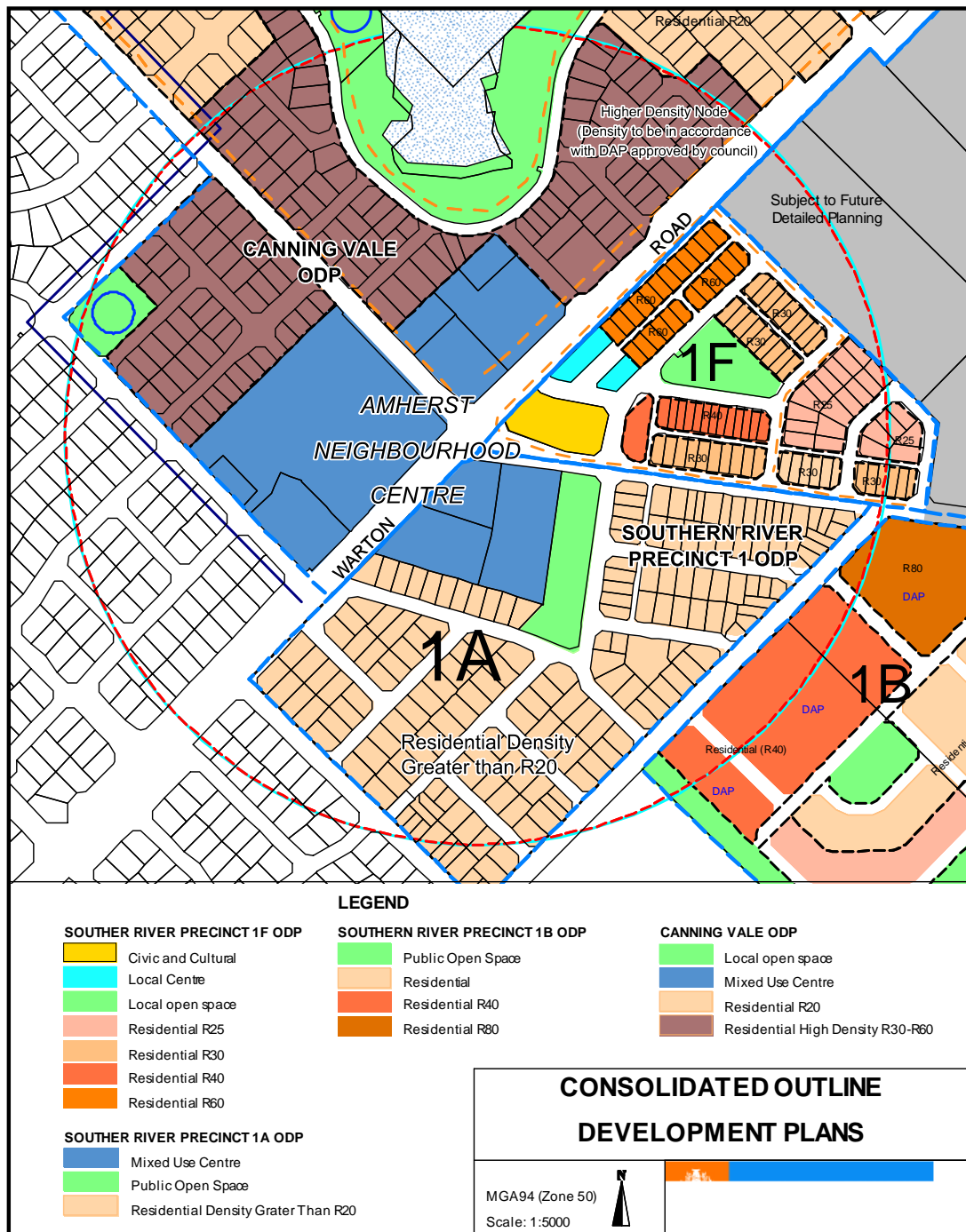
- Canning Vale ODP (Quadrant A and B)
- Southern River Precinct 1A ODP (Quadrant D)
- Southern River Precinct 1F ODP (Quadrant C).

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~~ 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

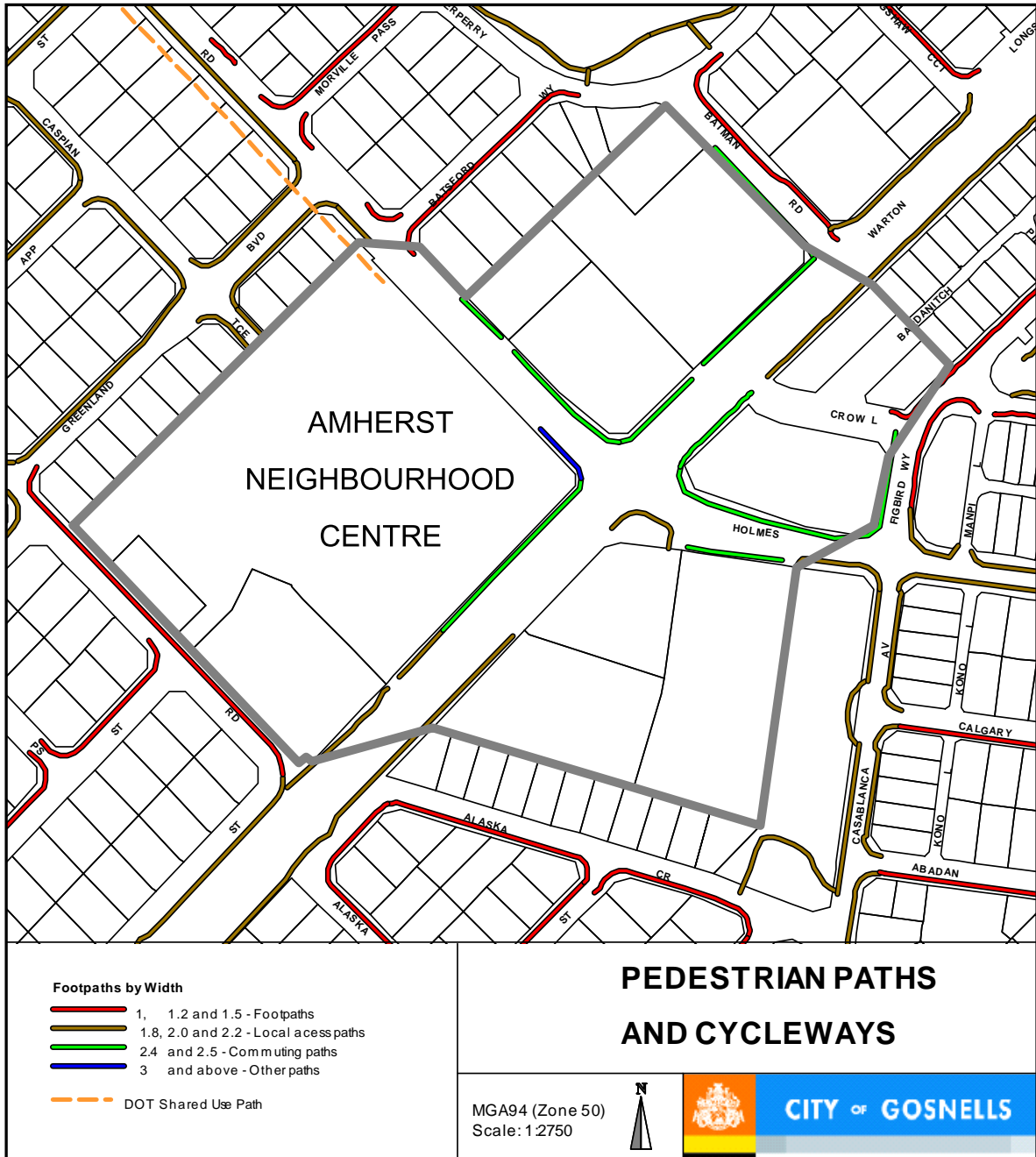
### 3.1 Public Transport

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

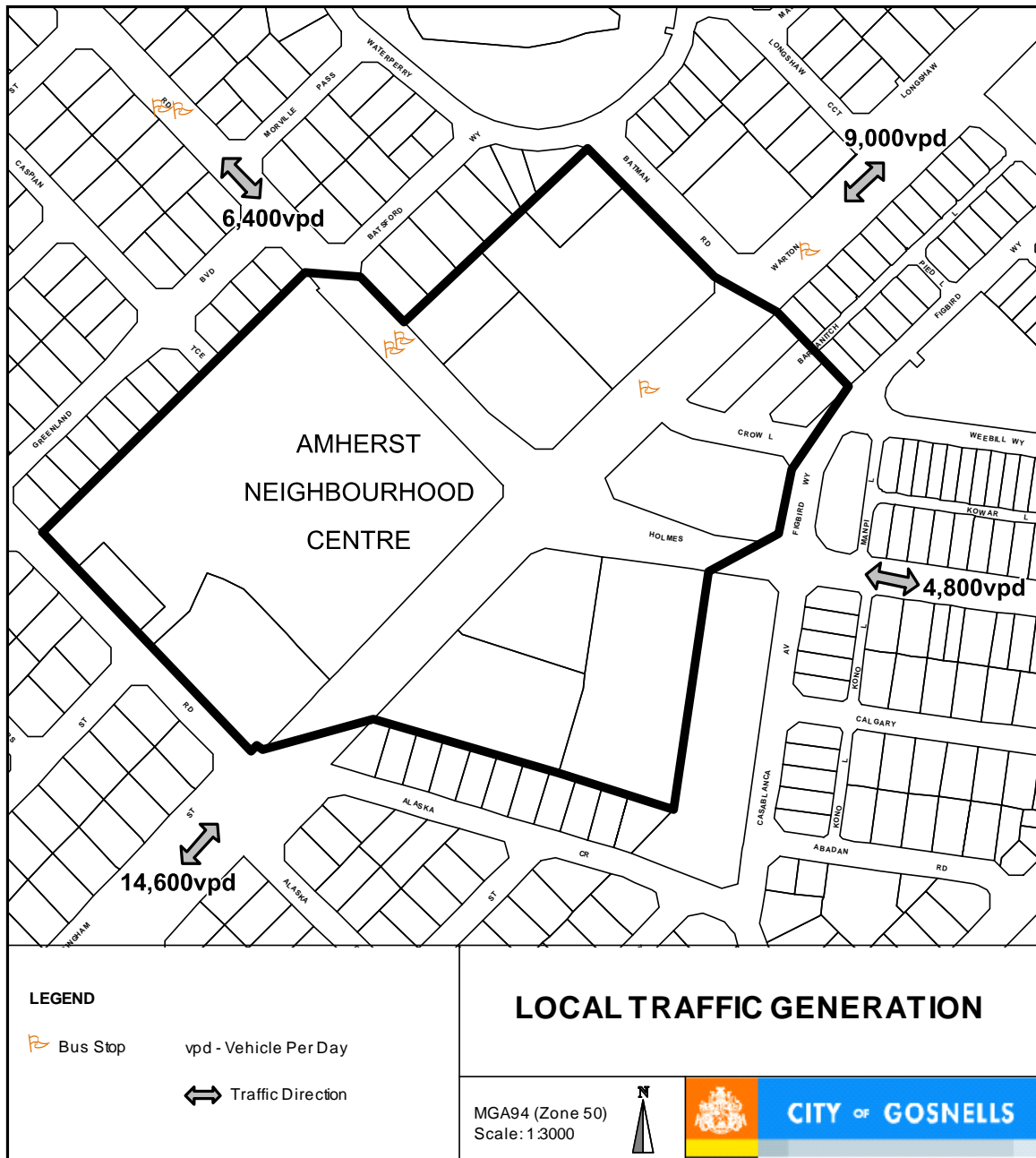
Pedestrian Path and Cycleway Plan below indicates the current and planned footpaths and cycling facilities within and immediately leading to and from the Amherst Neighbourhood Centre.





### 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.

---

**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.
-

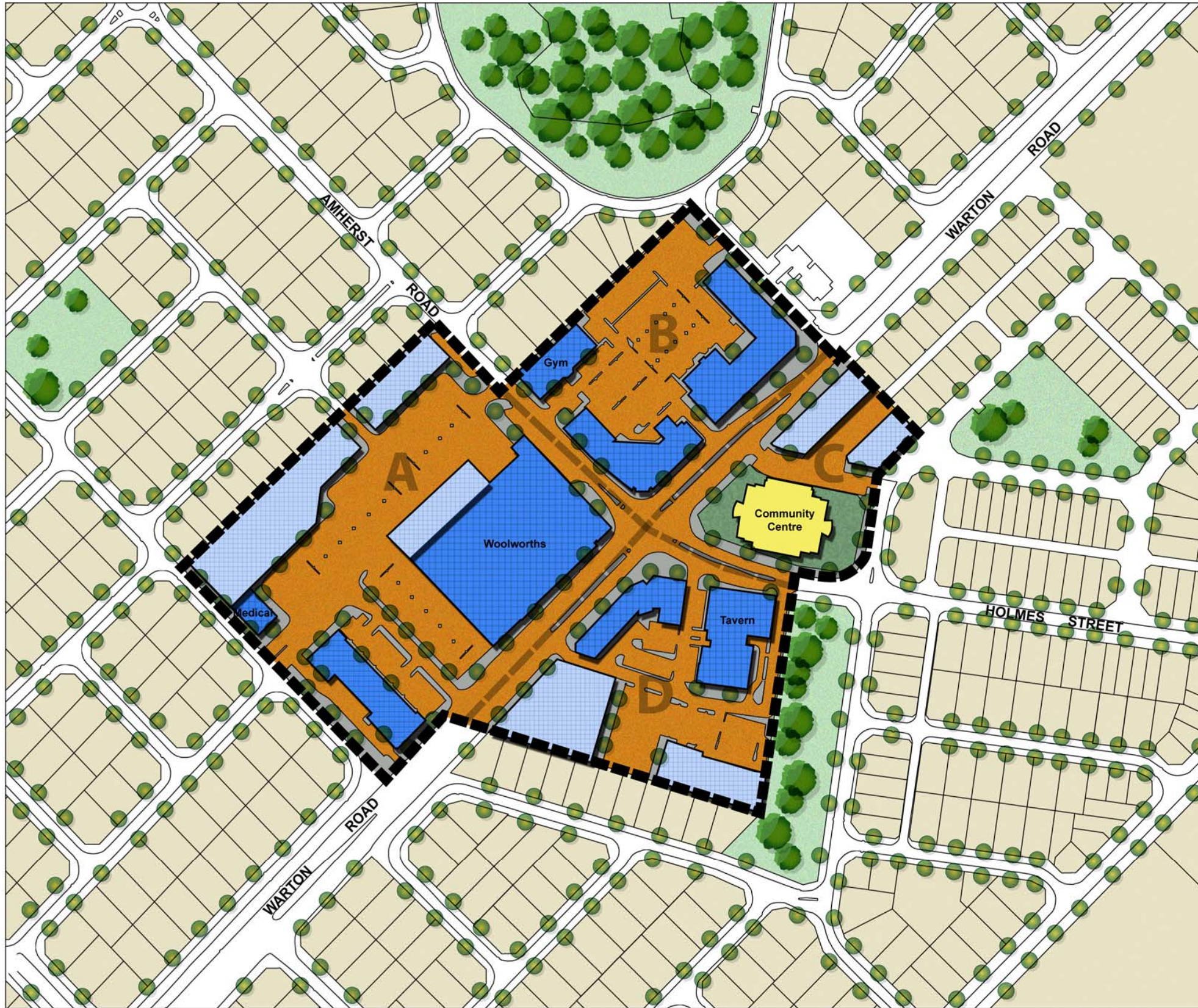
- vii) Street elevations should be articulated to include defined street front entries which are clearly identifiable from the street and projections and indentations in the floor plan with balconies, windows and related awning and roof elements and changes in materials.
- viii) Durable materials which 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.
-

**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

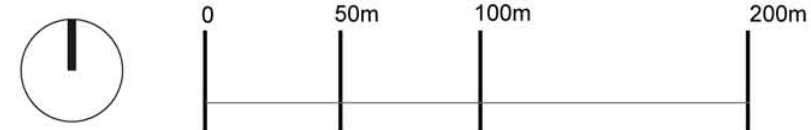
**Table 3 Amherst Neighbourhood - Retail Floorspace Allocation (sqm)**

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





THIS PAGE HAS BEEN LEFT BLANK INTENTIONALLY