

DAYTON CENTRAL

DAYTON COMMERCIAL CENTRE STRUCTURE PLAN NO.3

PREPARED FOR

REWARD INVESTMENTS PTY LTD

WILD TOWN INVESTMENTS PTY LTD

LORD STREET (WA) PTY LTD

NOVEMBER 2021



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

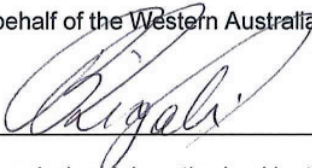
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Project Code	PA1574
Report Number	Modified Structure Plan v1- updated November 2021

ENDORSEMENT PAGE

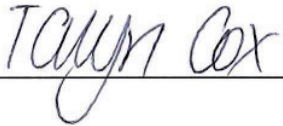
This structure plan is prepared under the provisions of the City of Swan Local Planning Scheme No. 17.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON: 17 May 2019

Signed for and on behalf of the Western Australian Planning Commission:



an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:



Witness

20 May 2019

Date

17 May 2029

Date of Expiry

TABLE OF AMENDMENTS

Amendment No.	Summary of the Amendment	Amendment type	Date approved by WAPC
1	<p>Amend shop-retail floorspace to 5000m²</p> <p>Change classification of centre from 'Local Centre' to 'Neighbourhood Centre'</p> <p>Update landuse permissibility for the General Commercial zone</p> <p>Include Motor Vehicle Repair as an additional use</p> <p>Include dual lane roundabout intersection and 20m wide public access road connecting to Drumpellier Drive</p> <p>Various minor text modifications</p> <p>Modifications to Structure Plan and report figures to reflect modifications to site layout and associated considerations</p>	Structure Plan modification	21 December 2021

EXECUTIVE SUMMARY

The Dayton Commercial Centre is approximately 8.2ha in area and located in the rapidly growing Swan Urban Growth Corridor where approximately 1,500 dwellings are currently developed and occupied. Whilst this number continues to grow with many large subdivisions approved and under construction, the immediate locality of Dayton is yet to deliver any commercial amenity. As is consistently the case when commercial land uses are identified on strategic plans, the detailed planning typically occurs when the land is viable to develop.

The Structure Plan area is centrally located within Dayton, and is bound by Cranleigh Street to the south, Isoodon Street to the east, Drumpellier Drive and the public transit reserve to the west and the extension of Harrow Street to the north (currently unnamed and unconstructed). Following the State Government's decision to construct the Morley-Ellenbrook railway line on the western side of Drumpellier Drive, the public transit reserve is now superfluous to need and the land will be rezoned under the Metropolitan Region Scheme (MRS) and the land disposed of in due course.

This Structure Plan is intended to provide the detailed framework to deliver commercial amenity to the community in a timely and contemporary manner, co-ordinated with the significant infrastructure planned by both the State and local government, making the centre highly accessible either via walking and cycling or via existing and proposed roads.

The Dayton Commercial Centre has been identified for commercial development in numerous strategic planning documents for over 10 years. The Swan Urban Growth Corridor Sub-Regional Structure (2009) identified the Dayton Commercial Centre as 'mixed use', it was then identified in greater detail within the WSEDSP as 'service commercial' including uses including childcare, fast food, showroom and office.

The Dayton Commercial Centre is the last of the four (4) identified structure plan areas within the WSEDSP to be prepared, with Structure Plan 1, 2B and 4 being approved and/or modified and approved since 2013. Referred to as Local Structure Plan 3 (within the WSEDSP), the Dayton Commercial Centre is the smallest and most well defined, being surrounded by other approvals.

The technical supporting framework including the Development Contribution Plan, Local Water Management Strategy (LWMS), traffic impact assessment (TIA), and planning for utilities, are all being implemented to facilitate the extensive residential development of the area. The Dayton Commercial Centre Structure Plan 3 therefore mainly focusses on those areas where it is considered that there can be improvement in the urban structure and advantage to both the immediate community and the broader locality.

Since its identification for commercial development in 2009, there has been a significant change in consumer spending and consequently the way in which service commercial/mixed use activity centres operate and services the local community. In this regard, the City of Swan commissioned the preparation of its Local Commercial and Activity Centres Strategy (LCACS) which was adopted by the City at its meeting in September 2017. The background reports supporting the LCACS discuss the need to undertake best practice when developing activity centres, and describe the opportunity *"as a focus for commerce, community interaction, provision of key infrastructure and increasingly, as places to live, activity centres have an important role to play in meeting a wide range of community needs within specific, and often constrained, urban locations"*.

It is within this lens of best practice, contemporary urban planning, interwoven with commercial and retail trends and consumer needs; and integrated with the extensive planned improvements to the road and rail network, that Urbis has prepared the Dayton Commercial Centre Structure Plan 3. The Structure Plan is fundamentally consistent with the District Structure Plan; and will facilitate the development of car based commercial development including large format, bulky goods activities, with the addition of a retail node (neighbourhood centre).

It is the combination of the bulky goods with a small central and conveniently located neighbourhood activity node to enable convenient multi-purpose trips, that will provide a range of direct and demonstrable benefits to the community including; services, investment and employment to an area currently devoid of these opportunities.

It is considered that the Structure Plan is not only consistent with previous strategic planning, but it is also highly consistent with the vision for contemporary commercial development within the City including best practice and the latest trends in activity centre planning, as envisaged in the LCACS.

The Dayton Commercial Centre is strategically located in proximity to significant State government planned investment in the form of road and rail infrastructure; with the adjacent METRONET proposed Morley- Ellenbrook rail line.

The Structure Plan will guide the establishment of a range of large format commercial, convenience, and retail in the form of a neighbourhood centre, office and civic uses.

The framework of this document follows the *Planning and Development (Local Planning Scheme) Regulations 2015*, including the WAPC’s Structure Plan Framework (August 2015) and provides the necessary information that addresses the requirements of the City of Swan’s Local Planning Scheme No. 17 (LPS17) including technical reports, in addition to a retail sustainability assessment (RSA) to support the activity node and traffic investigations to support the connection to Drumpellier Drive.

STRUCTURE PLAN SUMMARY TABLE

Item	Data	Structure Plan Ref (section no.)
Total area covered by the structure plan	10.53ha	1.2.2
Area of each land use proposed: Commercial	10.53ha	2.2
Estimated commercial floorspace	5000m2 net lettable area	1.5
Estimated area and percentage of public open space given over to: Local parks	1100m2	2.4

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PART ONE - IMPLEMENTATION

1. IMPLEMENTATION OF STRUCTURE PLAN

1.1. STRUCTURE PLAN AREA

The Dayton Commercial Structure Plan 3 (the 'Structure Plan'), once endorsed, will become the guiding document in the consideration of future subdivision and development for the land contained within the inner edge of the line denoting the Structure Plan boundary on the Structure Plan Map as shown in Error! Reference source not found..

1.2. STRUCTURE PLAN CONTENT

This Structure Plan comprises:

- Part 1: Implementation Section
- Part 2: Explanatory Section
- Part 3: Technical Appendices

The Structure Plan should be read in conjunction with the City of Swan Local Planning Strategy , LPS17 and the West Swan (East) District Structure Plan, identifying the site as LSP3.

Part 1 of this Structure Plan is the implementation component of the Structure Plan which contains the Structure Plan Map and outlines the purpose and intent of the Structure Plan.

Part 2 of this Structure Plan is the explanatory section which contains the background information and explanation of the Structure Plan including design methodology, relevance and compliance with the planning framework. Part 2 also contains all supporting plans and figures.

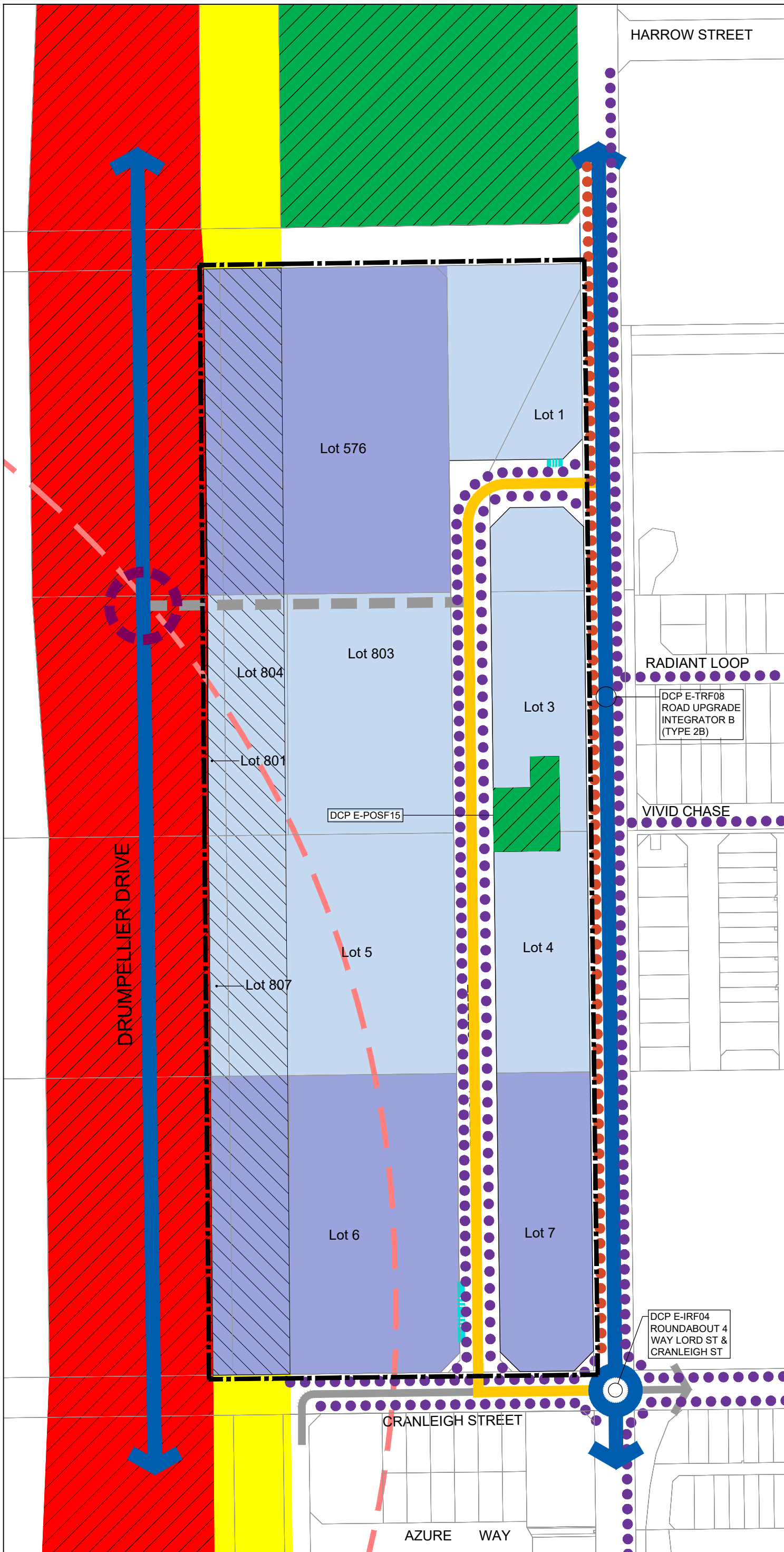
Part 3 of this Structure Plan includes the relevant technical reporting which has been undertaken in support of the Structure Plan.

1.3. OPERATION

This structure plan comes into effect the day on which it is approved by the WAPC and is valid for a period of 10 years from that date, or another period determined by the WAPC. An approved Structure Plan is a document to which planning decision-makers are to give due regard to when making decisions on the subdivision and development of land within the Structure Plan.

1.4. STAGING

The Structure Plan has been designed to allow for flexibility in the staging of development. The internal road network and access arrangements allow for any part of the Structure Plan area to be accessed for operation and construction purposes without impeding other sites within the Structure Plan area. At the subdivision or development stage, the City of Swan will require the widening of Repton Street to 24m or as otherwise approved.



LEGEND

- STRUCTURE PLAN BOUNDARY**
- ZONES**
 - SERVICE COMMERCIAL
 - GENERAL COMMERCIAL
- RESERVES**
 - PRIMARY DISTRIBUTOR ROAD
 - DISTRICT DISTRIBUTOR ROAD
 - NEIGHBOURHOOD CONNECTOR A
 - ACCESS ROAD
 - PUBLIC ACCESS ROAD (20M ROAD RESERVE)
 - MRS RESERVE - PUBLIC TRANSIT CORRIDOR
 - SUBJECT TO FUTURE MRS AMENDMENT - LAND NO LONGER REQUIRED AS PUBLIC TRANSIT CORRIDOR
 - PUBLIC OPEN SPACE AND DRAINAGE
- OTHER**
 - DRAINAGE BASIN
 - DRAINAGE (ROADSIDE SWALE)
 - DUAL-LANE ROUNDABOUT
 - FOOTPATH
 - SHARED PATH
 - POULTRY FARM BUFFER

NOTES

- LAND WITHIN THE STRUCTURE PLAN IS IMPACTED BY THE BUFFER TO THE POULTRY FARM LOCATED AT 60 CHELTENHAM STREET, WEST SWAN. IN ACCORDANCE WITH STATE PLANNING POLICY 4.1 NO SENSITIVE USES ARE TO BE LOCATED WITHIN THE BUFFER. SENSITIVE USE INCLUDES RESIDENTIAL DWELLINGS, MAJOR RECREATIONAL AREAS, HOSPITALS, SCHOOLS AND OTHER INSTITUTIONAL USES INVOLVING



DAYTON COMMERCIAL STRUCTURE PLAN

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CLIENT
Lord Street Pty Ltd

1:2,000 @ A3
0 10 20 30 40 50m

PROJECT NO. PA1334
DRAWING NO. STP-01
DATE 16.11.2021
REVISION E

1.5. RETAIL FLOORSPACE

Land uses permissible within the 'General Commercial' zone are to be generally consistent with the 'General Commercial' zone of Local Planning Scheme No.17. The land uses permissible, include 'Shop' which is a 'P' use. The combined net lettable area limit for shop-retail within 'General Commercial' is 5000m².

1.6. SUBDIVISION AND DEVELOPMENT REQUIREMENTS

1.6.1. Land Use Permissibility and Development

Land use permissibility for the 'General Commercial' zone is to be in accordance with Local Planning Scheme No.17.

'Motor Vehicle Repair' is an additional use, subject to advertising, where such a use is located at the periphery of the centre where amenity will not be compromised and preferably adjacent to Drumpellier Drive.

Land use within the 'Service Commercial' zone is consistent with the prescribed land use permissibility of the City of Swan West Swan (East) District Structure Plan (DSP) 'Service Commercial' designation, as set out in **Table 1**:

Table 1 - Dayton Commercial Centre

Land use	Structure Plan 3 Dayton - Commercial Centre
Aged or Dependent Persons Dwelling	X
Amusement Parlour	X
Betting Agency	D
Carpark	D
Caretakers Dwellings	X
Childcare	A
Cinema/Theatre	X
Club Premises	A
Community Purpose	D
Convenience Store	D
Consulting Rooms	D
Educational Establishment	D
Exhibition Centre	D
Fast Food Outlet	D
Food & Beverage Production	D
Funeral Parlour	X
Garden Centre	D
Grouped Dwelling	X

Land use	Structure Plan 3 Dayton - Commercial Centre
Hotel	X
Industry - Cottage	D
Industry - Light	X
Industry - Service	P
Lunch Bar	P
Marine Filling Station	A
Market	X
Medical Centre	D
Motel	X
Motor Vehicle Repair	D
Motor Vehicle Wash	P
Motor Vehicle, Boat or Caravan Sales	P
Night Club	A
Office	D
Place of Assembly	X
Radio & TV Installation	X
Reception Centre	X
Recreation - Private	D
Recreation – Public	D
Restaurant	D
Restricted Premises	X
Service Station	A
Shop	X
Single Bedroom Dwelling	X
Showroom	P
Storage	P
Tavern	D
Telecommunications Infrastructure	X

Land use	Structure Plan 3 Dayton - Commercial Centre
Tourist Facilities	X
Trade Display	P
Transport Depot	X
Veterinary Centre	P
Warehouse	P

1.6.2. Local Development Plan

A Local Development Plan is to be prepared and approved for the Structure Plan area in the manner and form set out in the *Planning and Development (Local Planning Scheme) Regulations 2015* prior to the approval of development or subdivision of the land. The Local Development Plan is to set out specific and detailed guidance relating to:

- Built form controls including setbacks, indicative servicing/storage areas and any other building design feature considered relevant, particularly within the Neighbourhood Centre, located centrally to the Structure Plan area;
- Location, areas and primary function/roles of the private open space and landscaped areas;
- Indicative landscape treatments within the public realm;
- Interface treatments with the adjoining the public transit reserve;
- Any other information considered relevant by the City of Swan to address the requirements of the Structure Plan.

1.6.3. Noise-Sensitive Development

Noise-sensitive development will require a Detailed Noise Assessment to be prepared, and customised noise mitigation measures implemented at development application stage on land where the noise limit is likely to be exceeded, in accordance with the requirements of State Planning Policy No.5.4.

1.6.4. Additional Information

The following additional information is required to be undertaken at future planning stages:

Table 2 - Additional Information

Additional Information	Purpose	Approval Stage	Consultation Required
Landscape and Public Open Space Management Plan	To detail the landscaping type, waterwise strategies, and ongoing maintenance arrangements of landscaping and public open space areas.	Lodged prior to development application or building permit stage (whichever comes first), managed as a condition of subdivision approval.	City of Swan
Traffic Management Plan	To provide technical specifications relating to the subdivision and development of the	Lodged prior to building permit stage as a condition of	City of Swan

Additional Information	Purpose	Approval Stage	Consultation Required
	land, and construction management arrangements.	subdivision/development approval.	
Geotechnical Report	Detailing the specific design and construction recommendations and requirements.	Lodged prior to development application, at subdivision or building permit stage (whichever comes first), managed as a condition of subdivision approval.	City of Swan
Local Development Plans	To provide detail regarding built form, access and orientation.	If required, to be lodged prior to development application or building permit stage (whichever comes first), managed as a condition of subdivision approval.	City of Swan
Acoustic Report	To demonstrate compliance with SPP5.4.	Development Application for noise-sensitive development as defined in SPP5.4	City of Swan
Bushfire Management Plan	To demonstrate Emergency Evacuation Plan and Risk Management Plan, prepared in accordance with State Planning Policy 3.7.	Development Application stage for vulnerable and high-risk land uses.	City of Swan
Local Commercial and Activity Centres Strategy (LCACS)	Upgrade Dayton Central to Neighbourhood Activity Centre	Upon next review of LCACS	City of Swan
Update to the City of Swan - DCA 2 - Dayton (West Swan East) Land for Public Open Space and Community Facilities Network	Modify E-POSF15 from 7806m2 to 1100m2	Upon next review of the DCA 2 - Dayton (West Swan East)	City of Swan

PART TWO - EXPLANATORY REPORT

1. PLANNING BACKGROUND

The Dayton Commercial Centre has been identified for commercial development in numerous strategic planning documents for over 10 years. The Swan Urban Growth Corridor Sub-Regional Structure (2009) identified the Dayton Commercial Centre as *'mixed use'*, it was then identified in greater detail within the WSEDSP, as *'service commercial'* including uses including childcare, fast food, showroom and office.

Since its identification for commercial development in 2009, there has been a significant change in consumer spending and consequently the way in which service commercial/mixed use activity centres operate and service the local community. In this regard, the City of Swan adopted its Local Commercial and Activity Centres Strategy (LCACS) in September 2017. The background reports supporting the LCACS discuss the need to undertake best practice when developing activity centres, and describe the opportunity *"as a focus for commerce, community interaction, provision of key infrastructure and increasingly, as places to live, activity centres have an important role to play in meeting a wide range of community needs within specific, and often constrained, urban locations"*.

In addition to the range of activities proposed, the Dayton Commercial Centre is strategically located in proximity to significant State government planned investment in the form of road and rail infrastructure such as Drumpellier Drive and adjacent METRONET Morley-Ellenbrook rail line.

It is within this lens of best practice, contemporary urban planning, interwoven with commercial and retail trends and consumer needs; and integrated with the extensive planned improvements to the road and rail network that Urbis has prepared the Dayton Commercial Centre Structure Plan.

The Structure Plan is fundamentally consistent with the WSEDSP and will facilitate the development of car based commercial development; including large format, bulky goods activities, with the addition of a convenience retail node (Local Centre). It is the combination of the bulky goods with a small central and conveniently located activity node to enable convenient multi-purpose trips, that will provide a range of direct and demonstrable benefits to the community including services, investment and employment to an area currently devoid of these opportunities.

In this way, the Structure Plan is not only consistent with previous strategic planning, but it is also highly consistent with the vision for contemporary commercial development within the City including best practice and the latest trends in activity centre planning, as envisaged in the LCACS.

The planning and design process has been guided by technical investigation, including;

- Retail sustainability assessment (RSA) to support the Local Centre
- Traffic investigations
- Geotechnical, civil engineering, drainage and water management to support the utilities planning
- Environmental assessment, bushfire reporting and acoustic assessment

The synthesis of these investigations has directly informed the design workshop where the Concept Plan and subsequent Structure Plan were developed; and summaries of these investigations can be found later in this report along with full technical reports within the appendices.

1.1. INTRODUCTION AND PURPOSE

The Dayton Commercial Centre is the last of the four (4) identified structure plan areas within the WSEDSP to be prepared, with Structure Plan 1, 2B and 4 being approved and/or modified and approved since 2013. Referred to as LSP3, the Dayton Commercial Centre is the smallest and most well defined, being surrounded by approvals.

The technical supporting framework including Development Contribution Plan, Local Water Management Strategy, traffic impact assessment and planning for utilities are all being implemented to facilitate the extensive established residential development. The Dayton Commercial Centre Structure Plan 3 (the 'Structure Plan') therefore, mainly focusses on those areas where it is considered that there can be improvement in the urban structure and advantage to both the immediate community and the broader locality.

Ultimately, the purpose of the Structure Plan is to provide a framework that will facilitate the subdivision and development of the Structure Plan area in line with State and local planning frameworks. The Structure Plan will guide the establishment of a range of large format commercial, convenience, retail, office and civic uses.

The framework of this document follows the Planning and Development (Local Planning Scheme) Regulations 2015, including the Western Australian Planning Commissions Structure Plan Framework (August 2015) and provides the necessary information that addresses the requirements of the City of Swan's Local Planning Scheme No. 17 (LPS17).

1.2. LAND DESCRIPTION

The Dayton Commercial Centre is ideally located in proximity to existing and future regional and local road linkages, the future rail network and an extensive network of activity in the form of schools and active open space. There is, therefore, the ability for the Dayton Commercial Centre to service the immediate and surrounding locality, and importantly provide for uses that can capitalise on the extensive investment from government that is occurring. This specific site and locational context are described in more detail below.

1.2.1. Location

The Structure Plan is centrally located within the rapidly growing areas of Dayton. The Structure Plan area is bounded by Cranleigh Street to the south, Isoodon Street to the east, Drumpellier Drive and the public transit reserve to the west and the extension of Harrow Street to the north (currently unnamed and unconstructed(Error! Reference source not found.)).

1.2.2. Area and Land Use

The Structure Plan area is 8.2ha, and is located approximately 18km north-east of the Perth CBD, in Perth's north-east growth corridor (Error! Reference source not found.).

Other nearby features include:

- The Midland strategic metropolitan centre located approximately 10km south east
- The Ellenbrook secondary centre located approximately 9km to the north
- The Whiteman Park recreation and conservation reserve is located approximately 2.5km north-west of subject site
- The Swan Valley agricultural and tourist region located approximately 4km to the east

The Structure Plan area is located in the rapidly growing Swan Urban Growth Corridor where approximately 1,500 dwellings are currently developed and occupied. Whilst this number continues to grow, with many large subdivisions approved and under construction, Dayton is yet to deliver any commercial amenity.

The Structure Plan area is relatively flat with a slight incline to a high point across the centre (Error! Reference source not found.).

1.2.3. Legal Description and Ownership

The Structure Plan area is comprised of the following lots (Refer Error! Reference source not found. and Error! Reference source not found.):

Table 3 - Lot Ownership Details

Lot Description	Owner	Volume	Folio
Lot 576 on Plan 3698	WAPC	1386	83
Lot 3 on Diagram 98666	Reward Investments Pty Ltd	2183	972
Lot 4 on DP24776	Lord Street (WA) Pty Ltd	2209	885
Lot 803 on DP76697	Wildtown Enterprises Pty Ltd	2849	601
Lot 6 on DP27532	M and SD Pavlovic	2504	938

Lot Description	Owner	Volume	Folio
Lot 5 on DP24776	Wildtown Enterprises Pty Ltd	2209	886
Lot 800 on P409471	Lord Street (WA) Pty Ltd	2939	148
Lot 7 on DP27532	Lord Street (WA) Pty Ltd	2504	939
Lot 1 on Diagram 46986	Reward Investments Pty Ltd	1386	82
Lot 801 on DP62560	Western Australian Planning Commission (WAPC)	2736	767
Lot 804 on DP76697	WAPC	2849	602
Lot 807 on DP73645	WAPC		
Lot 810 on P072844	WAPC	2883	883

Figure 2 - Aerial Plan

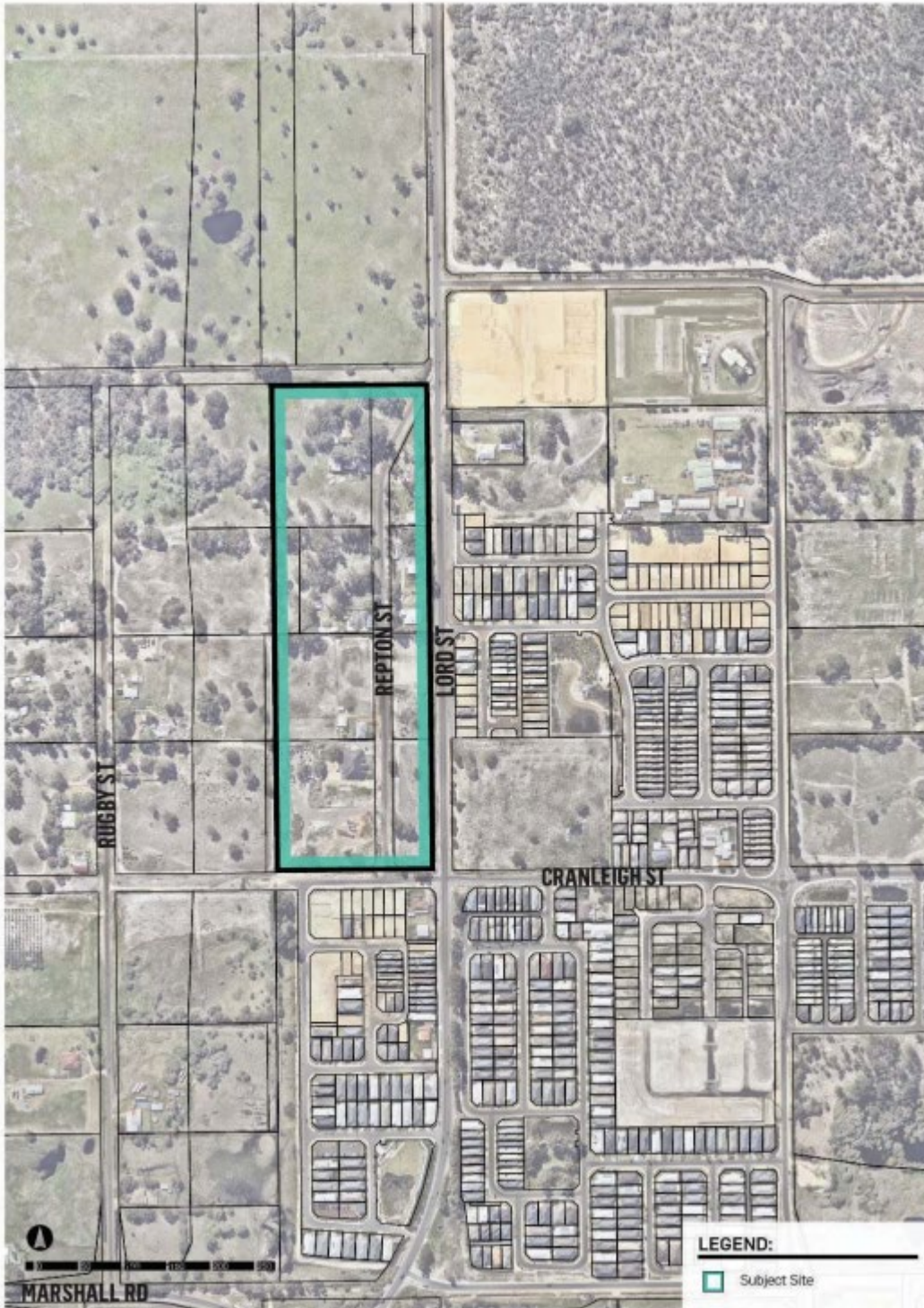


Figure 3 - Land Ownership Plan



1.3. PLANNING FRAMEWORK

The following section provides an overview of the relevant planning framework as it relates to the Structure Plan.

1.3.1. Zonings and Reservations

1.3.1.1. Metropolitan Region Scheme

The subject site is predominately zoned 'Urban', but with a slither of land fronting Drumpellier Drive reserved 'Public Purposes – Special Use'. This reservation aligns with the 'Public Transit Corridor' which is no longer required for this purpose and the land is surplus to requirements. This land is under consideration as part of the next Metropolitan Region Scheme north-east corridor Omnibus Amendment. **Figure 4** illustrates the existing and proposed MRS reservations and zoning relative to the structure plan boundary.

All other aspects of this amendment remain consistent with the objectives of the 'Urban' zone under the MRS.

1.3.1.2. City of Swan Local Planning Scheme No. 17

The Structure Plan area is currently zoned 'Special Use' under the City of Swan Local Planning Scheme No. 17 (LPS17 (Error! Reference source not found.)).

Relevant objectives of a Special Use Zone are to:

- (a) *Provide for specific uses or combination of uses in circumstances where the uses have particular locational and developmental requirements for which a generic zoning is unsuitable*
- (b) *Facilitate the development of strategically important facilities that cannot be satisfactorily provided for within any of the generic zones, and to ensure compatibility with adjacent development*

Special Use Zone 11 (SU11) relates to the land generally bound by Harrow Street (unconstructed) to the north, Drumpellier Drive to the west, Reid Highway to the south and the 'Urban' extent of the Metropolitan Region Scheme boundary to the east. The Structure Plan area falls within this extent. SU11 requires land to be included within a Structure Plan prior to being developed.

Some of the relevant objectives of SU11 include:

- Ensure development achieves optimal integration into the surrounding development
- Provide retail and commercial centres, business parks and service areas to satisfy the need of such services and provide employment opportunities locally
- Employ strategies and designs that optimise accessibility through public transport and main arterial roads

SU11 requires the preparation of a District Structure Plan and Structure Plan, supported by technical investigations such as:

- Acid sulfate soils
- Local water management strategy
- Wetland management plan
- Cultural management plan
- Odour impact
- Quantity risk assessment plans.

The above technical studies have been prepared and endorsed as part of the WSEDSP.

Further environmental, drainage and traffic technical investigations have been undertaken as part of the preparation of the Structure Plan and will satisfy the requirements of the Scheme. These are described further in **Section 2 and 5**.

Figure 4 - MRS Zoning Plan

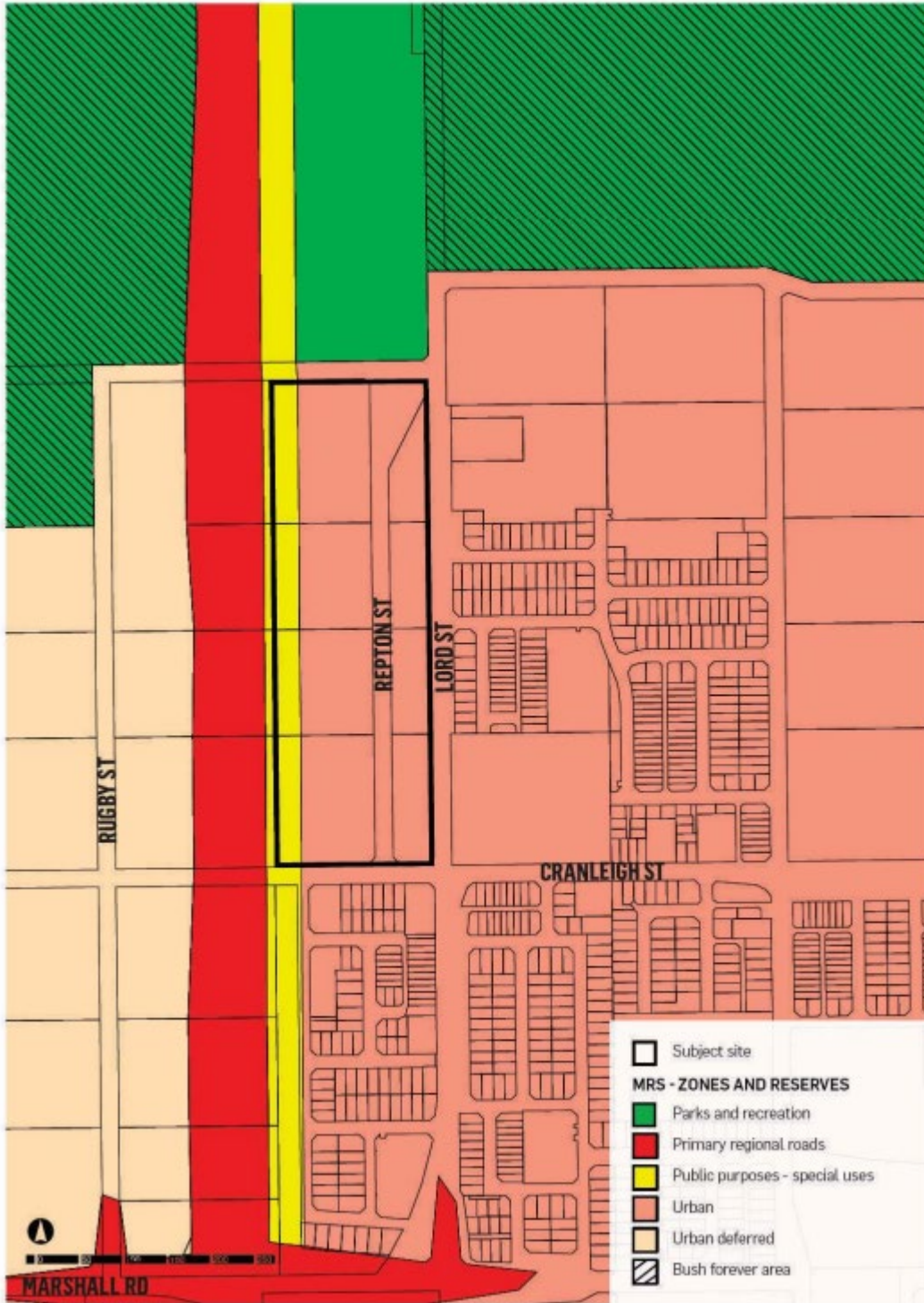
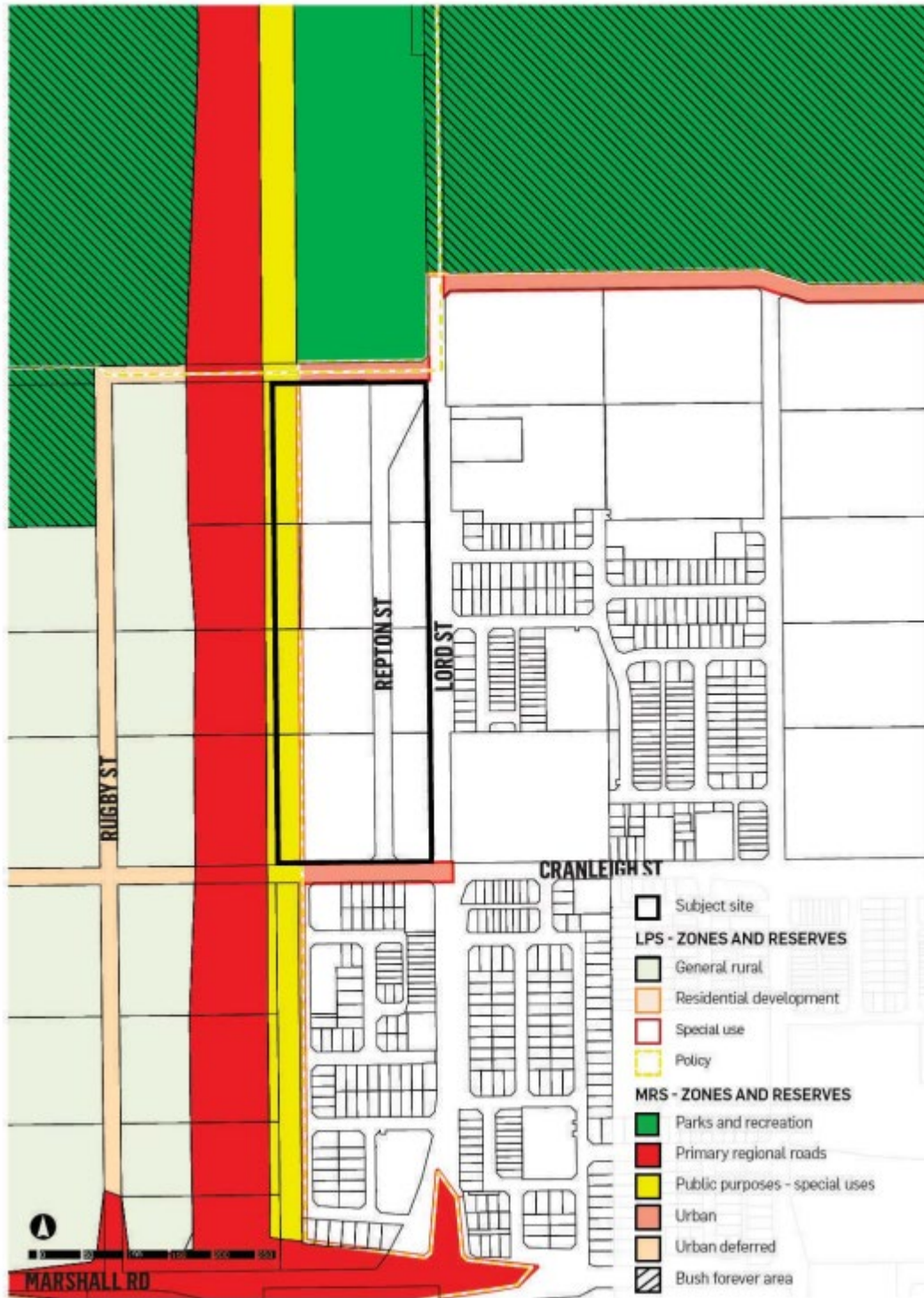


Figure 5 - Existing LPS17 Zoning Plan



1.3.2. Regional and Sub-regional Structure Plans

1.3.2.1. Swan Urban Growth Corridor Sub-Regional Structure Plan 2009

The Swan Urban Growth Corridor Sub-Regional Structure Plan was prepared to cater for urban development and population growth in the City of Swan's urban growth corridor. The area encompasses the future urban cells of Albion, West Swan and Caversham and was expected to eventually accommodate approximately 33,000 residents (at that time).

The structure plan identifies the subject land as 'Mixed Business' and the site is located on an identified activity corridor. The Mixed Business zone is identified as providing "*some employment for the region, with land uses catering to light industry and service businesses. Uses will focus on the needs of the local population rather than providing district or regional showroom type uses*". The subject site is located to take advantage of the '*excellent visibility to passing trade while also providing a buffer between the highway and adjacent residential areas*".

The Sub-Regional Structure Plan identifies catchment areas for neighbourhood and employment centres, and an 800m walkable catchment around the subject Structure Plan area.

1.3.2.2. West Swan East District Structure Plan (WSEDSP)

Within the District Structure Plan, the land is designated as 'Service Commercial' and 'Neighbourhood Centre'. The purpose of the 'Service Commercial' designation is to cater for additional employment needs and to accommodate a range of mixed business, service commercial and light industrial type uses for the benefit of the surrounding residential area. Within the Service Commercial zone, land use permissibility is identified in **Section** Error! Reference source not found. Zoning and Land use of this report.

Whilst the WSEDSP identifies the land as 'Service Commercial', a DSP modification has been progressed concurrently with this Structure Plan, to ensure consistency between the two documents (Error! Reference source not found.).

1.3.2.3. Draft North-East Sub-Regional Planning Framework 2015

This framework seeks to achieve consolidation of urban form to meet long-term housing and employment, education, transport and service needs of the 2,010 km² area.

Some of the key principles the framework establishes are:

- Maximise the use of existing infrastructure, including transport, community/social and service infrastructure where there is a concentration of urban and employment opportunities
- Increase the number of people living close to where they work with the identification of suitable sites for employment within the sub-region, with a concentration on strategic employment
- Protect employment land from other competing land uses
- Integrate land use and public transport to contribute to maintaining air quality

The Structure Plan proposes development consistent with the above principles and assists the overall strategic direction of the area in line with both draft Perth and Peel @ 3.5 Million and the draft North-East Sub-Regional Planning Framework, in providing for integrated employment land.

1.4. PLANNING STRATEGIES

1.4.1. Draft Perth and Peel @ 3.5

The draft Perth and Peel @ 3.5 Million framework is guided by Directions 2031 and Beyond, which seeks to deliver a more compact Perth and Peel as it grows towards 3.5 million people. This includes an emphasis on the outer areas of Perth and Peel with a series of sub-regional frameworks that sit within the document. The Structure Plan area falls within the North-East Sub-Regional Planning Framework area.

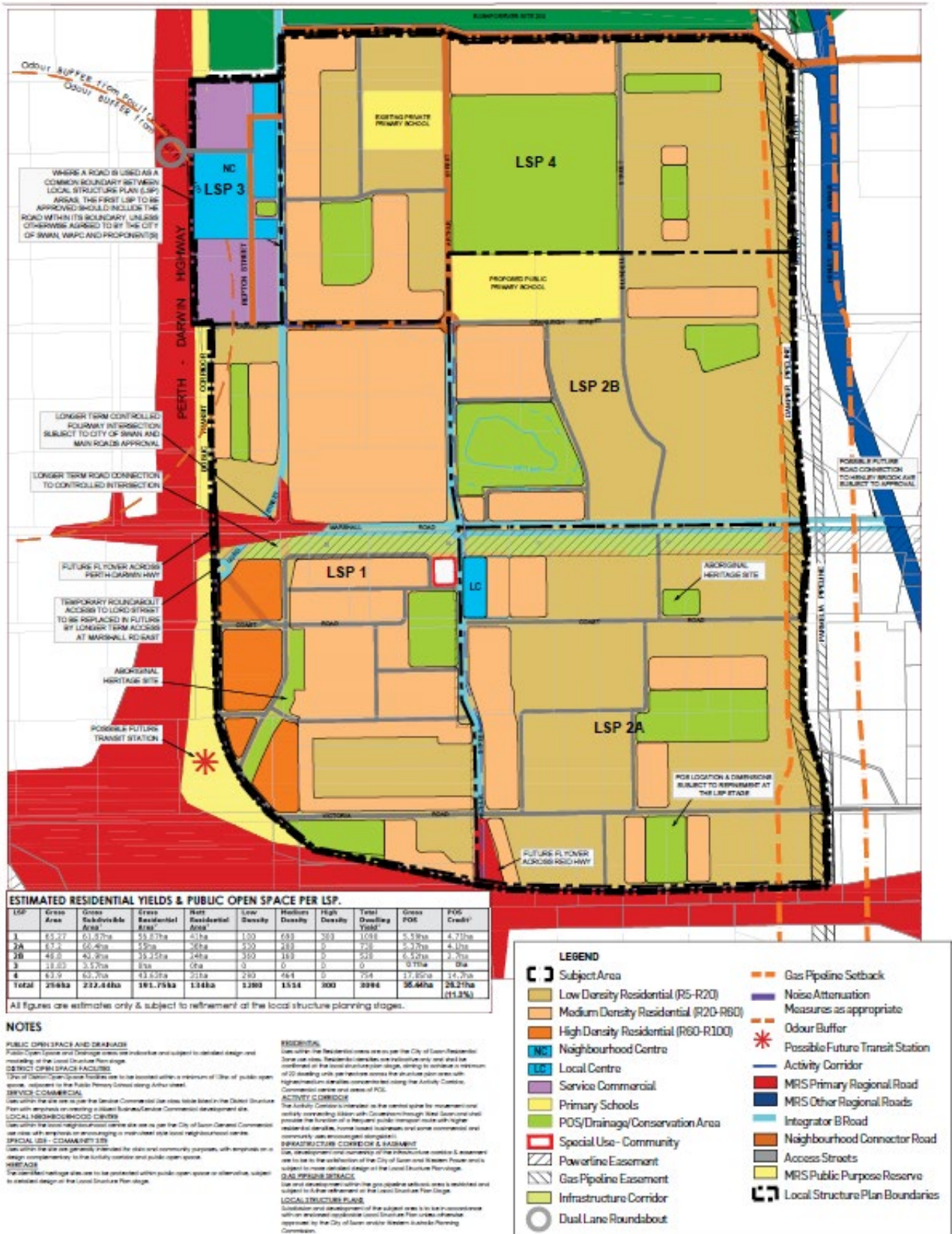
1.5. PLANNING POLICIES

1.5.1. State Planning Policy 3.6 Development Contributions for Infrastructure

State Planning Policy 3.6 Development Contributions for Infrastructure (SPP3.6) provides the principles and considerations that need to be considered in the development of land with regards to infrastructure. The draft SPP3.6 is a revision of the previous SPP3.6 and provides more clarity and consistency across all local governments and how this is interpreted.

The Structure Plan area falls within the City of Swan Development Contribution Area 2 (DCA2) – Dayton (West Swan East). A range of common infrastructure items have been included in addition to some specific items relevant to the Structure Plan area, including upgrades to both Isoodon Street and Cranleigh Street, and construction of a roundabout at that intersection.

Figure 6 - District Structure Plan Modification



1.5.2. State Planning Policy 3.7 Planning in Bushfire Prone Areas

State Planning Policy No.3.7 – Planning for Bushfire Prone Areas (SPP 3.7) outlines how land use planning should address development in and around bushfire prone areas. The site is subject to bushfire risk due to the unmanaged adjoining public transit corridor to the west and undeveloped land to the north of the Structure Plan area. A Bush Fire Management Plan (BMP) has been prepared to ensure that development is consistent with SPP 3.7 and associated guidelines.

A summary of the BMP is included at **Section 2.4** of this report and a copy of the full technical report is provided at **Appendix C**.

1.5.3. State Planning Policy 4.2 Activity Centres for Perth and Peel

The main purpose of State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2) is to specify the broad planning requirements such as distribution, function, broad land use and urban design in developing a new activity centre within Perth and Peel.

A key change in the current Draft SPP4.2 is the change in approach to measuring retail needs, with a 'Needs Assessment' and 'Impact Test' replacing the function of a 'Retail Sustainability Assessment'. In this respect, the Draft SPP4.2 would only require an 'Impact Test' to be prepared for any new Neighbourhood Centre development where the new additional floorspace exceeds 5,000sq.m NLA.

As 1,500sq.m of shop-retail NLA is currently permitted under the Structure Plan, the net difference in retail NLA resulting from this amendment is less than this threshold, and an impact test is not required. Instead, a Needs Assessment considering and assessing the demand for retail has been completed, with findings reported at Section 4.1 of this report.

1.5.4. Draft State Planning Policy 5.4 Road and Rail Noise

SPP 5.4: Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP 5.4) only applies to residential or other noise sensitive premises. **Section 2.6** of this report addresses the Acoustic Assessment undertaken by Herring Storer Acoustics (**Appendix D**). The Structure Plan area contains a Child Care Centre, which under SPP 5.4 is considered to be a noise sensitive use.

1.5.5. City of Swan Local Commercial and Activity Centres Strategy

The City of Swan Local Commercial and Activity Centres Strategy (LCACS) was adopted in September 2017.

The LCACS identifies the need for a future Neighbourhood Centre within the Dayton area, and acknowledges the intent for this Neighbourhood Centre to be anchored by a supermarket, and the ability to accommodate up to 6,000sq.m NLA without requiring a retail sustainability assessment.

It is acknowledged that a minor change to the LCACS may be required as a result of the proposed relocation of the Neighbourhood Activity Centre. Whilst it is not proposed to amend the LCACS at this time, it is recommended the LCACS is updated as such during its next review which is due in 2022. The schedule of amendments thereby include this as an item to be included in the Structure Plan Implementation Table (Table 6 of the existing Structure Plan).

1.5.6. Summary of Strategic Planning Context

Dayton Central has been identified for commercial development in numerous strategic planning documents for over 12 years. The Swan Urban Growth Corridor Sub-Regional Structure (2009) identified the Centre as 'mixed use'. It was then identified in greater detail within the WSEDSP, as 'Service Commercial' including childcare, fast food, showroom and office uses.

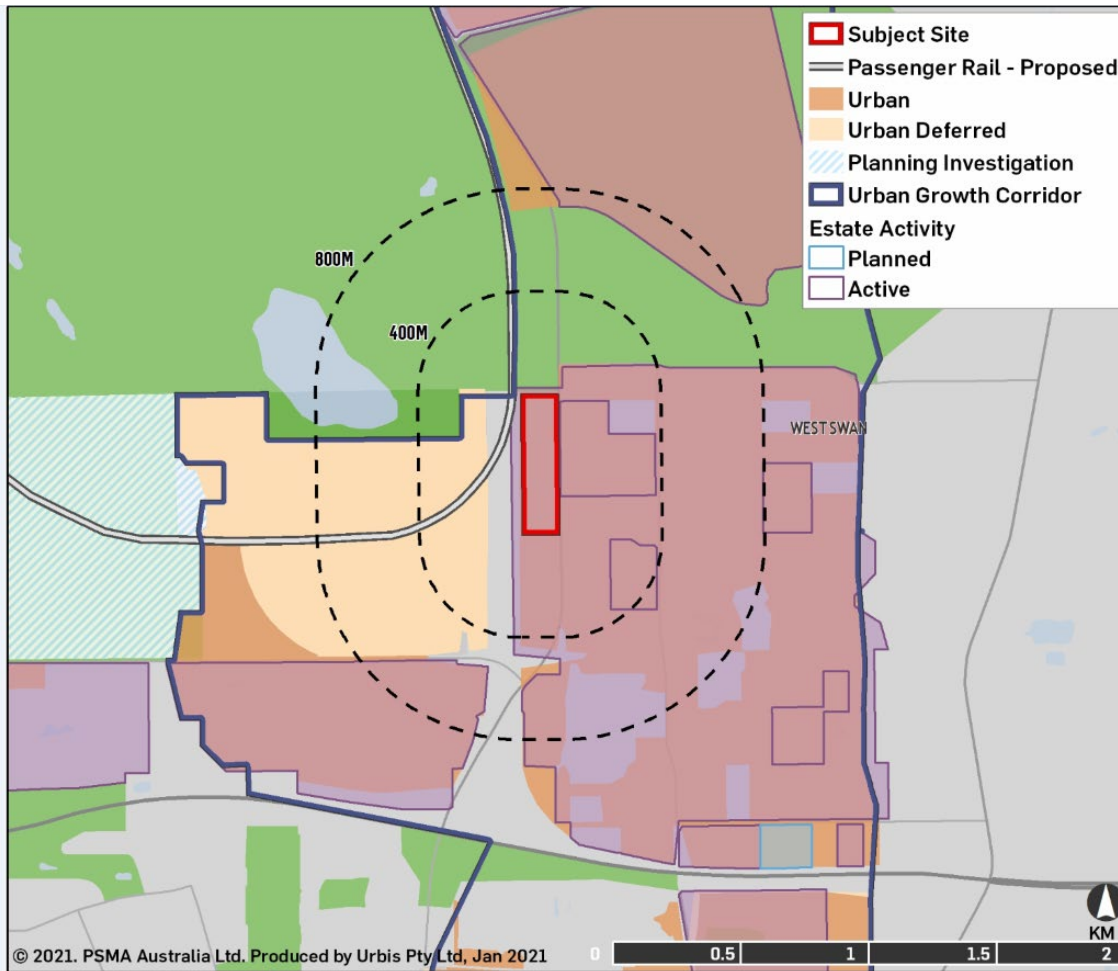
Since its identification for commercial development in 2009, there has been a significant change in consumer spending and consequently the way in which service commercial/mixed use activity centres operate and service the local community. The LCACS discusses the need for activity centres to be developed as 'a focus for commerce, community interaction, provision of key infrastructure and increasingly, as places to live, activity centres have an important role to play in meeting a wide range of community needs within specific, and often constrained, urban locations'.

It is within this lens of best practice, contemporary urban planning, interwoven with commercial and retail trends and consumer needs; and integrated with the extensive planned improvements to the road and rail network in the locality, that the Structure Plan has been prepared.

1.5.7. Context and Locational Attributes of Neighbourhood Centre

Dayton Central is well-positioned to meet the growing need for retail and convenience uses to the community. As is illustrated in **Figure 7**, over half of Dayton is located within the 800m radius to the centre.

Figure 7 - Walkable Catchment

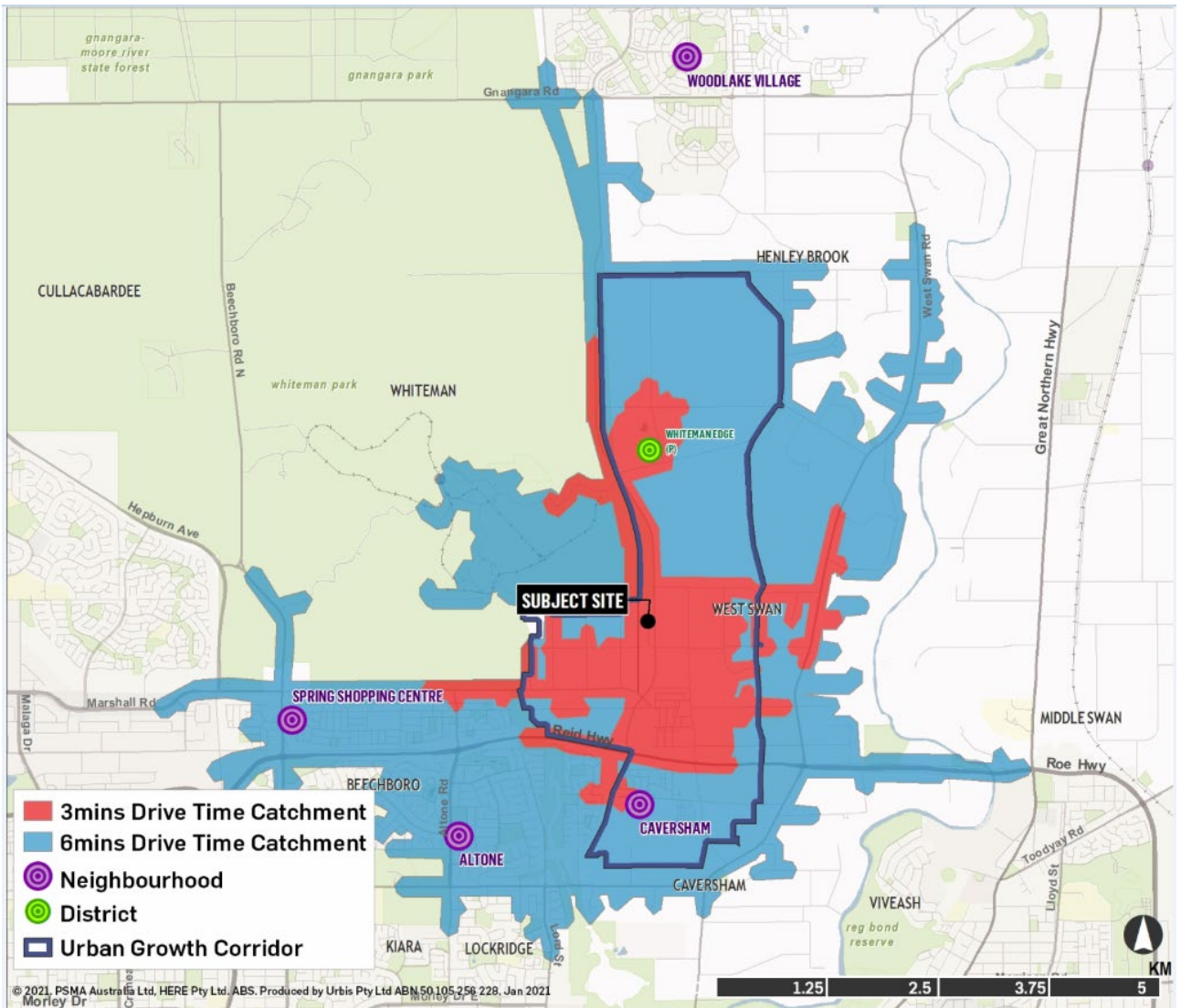


Dayton Central is located in the north west of the broader Dayton locality, in an off-centre location to Dayton, but a more central location to the district, including both Dayton and Bennett Springs. The site remains highly accessible from both a vehicle and pedestrian perspective to the broader Dayton locality.

Dayton Central has been specifically designed with its locational attributes in mind with the interface with the residential development to the east meaning that the community amenities such as café, medical centre, pharmacy and open space are located between Isoodon and Repton Street, and the car based activities being located towards Drumpellier Drive including the supermarket 'click and collect' and service areas.

Dayton Central is highly accessible by car to the residents of Dayton with the majority of the area being accessible via a 3 minute drive, as illustrated in **Figure 8**. Dayton Central will also be accessible to the residents in Bennett Springs and the southern portion of the Brabham estate. The centre may also cater to rural residential areas to the east of the Dayton suburb.

Figure 8 - Dayton Central Car Accessibility Assessment



2. SITE CONDITIONS AND CONSTRAINTS

2.1. BIODIVERSITY AND NATURAL AREA ASSETS

Strategen has prepared an Environmental Assessment Report (EAR) (**Appendix A**) to identify key environmental constraints and opportunities; and identify associated management mechanisms to facilitate development of the Structure Plan area.

The Structure Plan area has been cleared and mainly consists of paddocks and resides in a transitioning landscape from rural activities to urban/residential development. There is an existing Poultry Farm located at (Lot 600) No. 60 Cheltenham Street, Bennett Springs which is approximately 450m west of the project area. As depicted in **Figure 1**, a generic 500m buffer affects the south-western boundary of the Structure Plan area (mainly part of Lots 5 and 6).

A preliminary fauna (Black Cockatoo) assessment was undertaken to assess whether the planted trees within Lot 576 and 803 on Repton Street meet the criteria for Black Cockatoo habitat in accordance with DSEWPaC (now DEE) Guidelines (2012). Approximately 11 potentially significant trees (with DBH >500 mm) were recorded in Lot 803, of which 6 are recorded as being within that portion of Lot 803 reserved for 'Public Purpose', and one in Lot 7. The trees species included *Eucalyptus marginate* (Jarrah) and *Corymbia calophylla* (Marri). No trees with hollows were observed during the site inspection.

Based on the current information regarding the remnant trees and their quality of Black Cockatoo habitat, it is unlikely that the clearing of the trees within the site would be classed as a significant impact in accordance with the Significant Impact Guidelines 1.1- MNES and therefore unlikely to warrant referral under the Environment Protection and Biodiversity Conservation Act 1999.

Even though there is minimal understory vegetation coverage within the project area, during the preliminary site inspection the presence of Quenda (a Priority 4 species) within the area was observed. The Quenda has also been recorded at Bush Forever site 304 which is located 190m west of the project area.

2.2. LANDFORM AND SOILS

Galt Geotechnics has undertaken a geotechnical study for the Structure Plan area. The report is included as **Appendix B**.

The Structure Plan area is underlain by a thin layer of Bassendean Sand overlying fine grained soils of the Guildford formation in the northern half, and Bassendean Sand in the southern half. Subsoil conditions are broadly consistent across the site, consisting of fine to medium grained sand varying from loose to dense. Groundwater was identified within 1m of the surface in the northern half of the site and 1.2m in the middle of the site, to 0.5m in the north-western part of the site.

2.2.1. Acid Sulfate Soils

Regional Acid Sulfate Soil (ASS) Swan Coastal Plain risk mapping (DER 2014) identifies the project area as a 'moderate to low' (Class 2) risk of ASS occurring within 3 m of natural soil surface. In areas mapped as 'moderate to low risk of ASS occurring within 3m of natural soil surface', ASS investigations are likely to be triggered. When earthworks (including infrastructure and drainage services) are proposed, an ASS desktop investigation may be required to confirm whether further ASS investigations are warranted.

2.3. GROUNDWATER AND SURFACE WATER

The existing natural surface grades towards the north eastern corner and southern boundary of the structure plan area, providing overland flow paths toward Isoodon Street and Cranleigh Street respectively.

Groundwater flows from north to south, with MGL for the site ranging between 20.5m AHD within the northern portion, decreasing to 18.5 AHD along the southern boundary. Depth to groundwater mapping indicates depths to MGL from <1.5m in lots 4, 5, 6 and 7 to 0.5-1.5m in Lots 1, 2, 576 and 803. This is consistent with Galt's findings. The depth to groundwater across the structure plan area ranges between approximately 2 m and 4.8 meters below natural ground level.

The superficial and confined Leederville groundwater aquifers are currently fully allocated in the project area. Groundwater abstraction for POS irrigation and construction activities (i.e. dust suppression) is therefore not available, unless the development can access other groundwater licences within the same sub-area through water trading or transfer. Alternative water sources may need to be investigated.

A LWMS (JDA 2009) was prepared to an appropriate level of detail to support individual Structure Plans for the West Swan East area. It is on this provision that a separate LWMS for the Structure Plan area has not been developed.

The Geomorphic Wetlands Swan Coastal Plain dataset (DPaW 2017) currently maps a Multiple Use Wetland (MUW) over Lots 3 and part Lots 4, 1 and 803. These wetlands usually have few remaining ecological attributes and functions. The MUW has been highly altered through refilling and development, including with residential dwellings and sheds. There are no wetlands of conservation significance or other surface water features within or in close proximity to the project area.

2.4. BUSHFIRE HAZARD

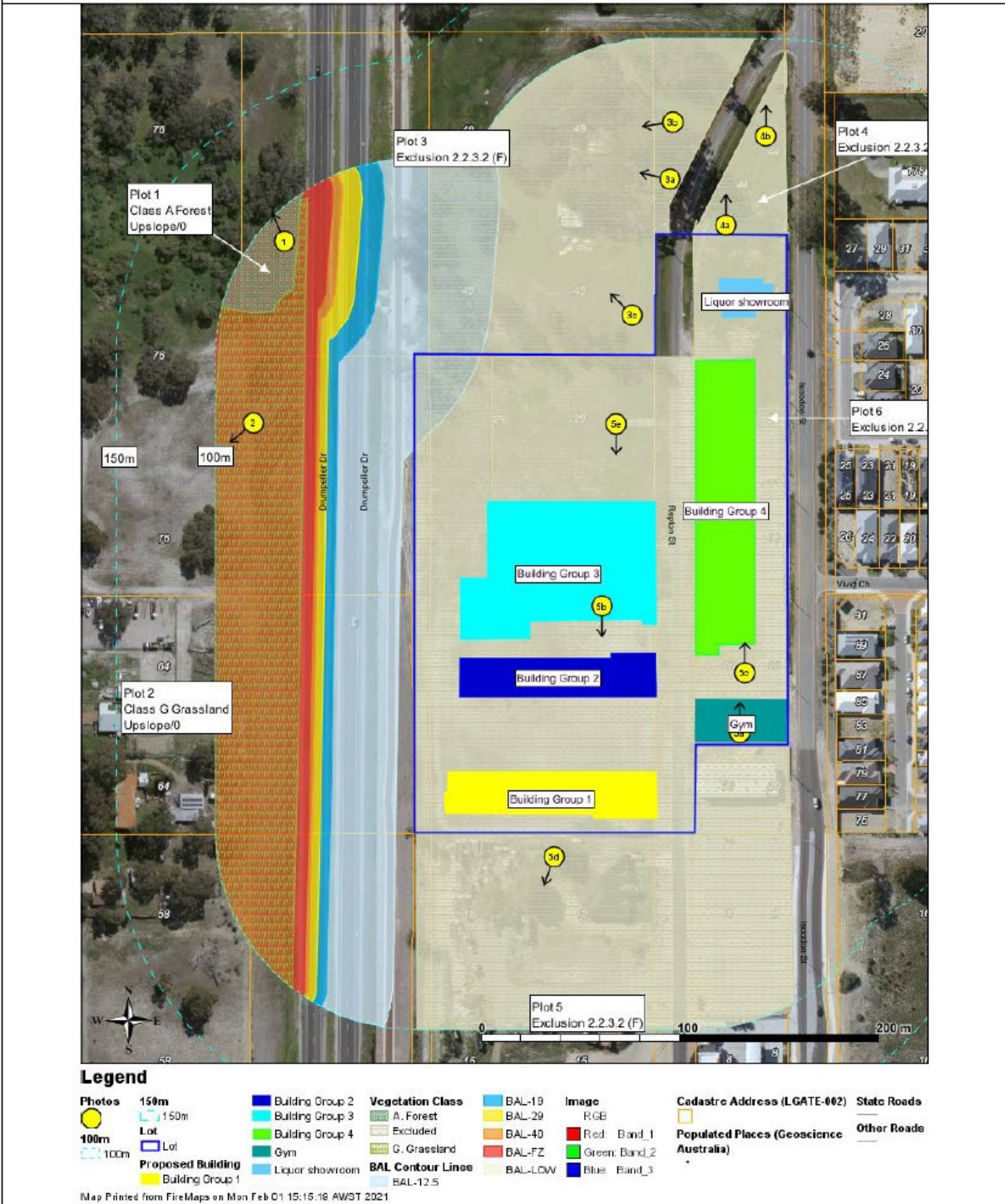
Strategen has prepared a Bushfire Management Plan (BMP) for the Structure Plan area (refer **Appendix C**).

The assessed bushfire risk is considered to be manageable and will be achieved by the identified stakeholders implementing and maintaining the bushfire risk management measures that are presented in the Plan. It has been determined that a maximum radiant heat level of 29KW/m² or lower is achievable.

As illustrated in **Figure 9**, there is only a small area that is impacted by BAL12.5 and any required attenuation may be undertaken at the development stage.

Figure 9 - Bushfire Attack Level

Figure 5A: BAL Contour Map (overview)



2.5. HERITAGE

The Department of Planning, Lands and Heritage (DPLH) Aboriginal Heritage Inquiry System was searched for Registered and Other Heritage sites within the Structure Plan area. Part of the Structure Plan area intersects one registered site, Bennett Brook Camp Area (ID: 3840) (**Figure 10**). This is an artefacts/scatter, ceremonial, historical, man-made structure mythological, skeletal material / burial, camp and hunting place.

Any potential impact on the site will need to be managed in accordance with the Aboriginal Heritage Act. There are no listed Aboriginal or European heritage values on the site.

Figure 10 - Aboriginal Heritage Assets



2.6. ACOUSTICS

Herring Storer Acoustics has prepared an Acoustic Report (refer **Appendix D**) which concludes that the noise levels received at the Child Care Centre would exceed the criteria as outlined in SPP5.4. Therefore, an acoustic assessment with regards to SPP 5.4 will need to be undertaken as part of a future Development Application for the Child Care Centre.

For the Structure Plan area there are no other requirements under SPP 5.4.

2.7. CONTAMINATED SITES

The DWER Contaminated Sites Database (DWER 2017) did not identify any registered contaminated site within or adjacent to the project area and an assessment of current and historical aerial photographs did not identify any potentially contaminating activities as being present on the site.

2.8. CONTEXT AND OTHER LAND USE CONSTRAINTS AND OPPORTUNITIES

2.8.1. Population and Demographics

Dayton currently comprises approximately 2,834 residents (2019). The demographic profile of these residents is provided as follows:

- An average age of 29 which is slightly lower than WA's average (36y/o)
- A high proportion of young adults (25 to 34 y/o) – 31%. In comparison, the rest of WA has 15%
- A high proportion of children (0 to 14 y/o) at 24% of the population, which is slightly higher than the rest of WA (19.2%)
- Couple family with children is the most common family composition (52.7%) which is higher than WA's average
- An average household size of 2.8 persons which is consistent with WA averages
- A higher proportion of young pre-school aged children and 35-45-year-old adults
- There is a significant Indian population living within Dayton. 13.7% of residents identified as having Indian heritage whilst 14% of the residents were born in India. This is significant in comparison to the rest of WA, where only 2% of the population were born in India and 2% have Indian ancestry. As a result, a significant number of households speak a non-English language at home (45%).
- High mobility with 50% of households registering two motor vehicles
- Family income levels reflect the WA average; however personal income is roughly \$200 below the WA average per week
- Majority of dwellings are separate houses which comprise 72% of all housing structures within Dayton

Generally, the Dayton locality comprises a young, family oriented demographic, which is quite diverse culturally with a high proportion of particularly those born having Indian heritage. The area's demographics have been analysed in more detail in the Retail Needs Assessment (RNA) contained within **Appendix F**.

2.8.2. Regional and Local Context

As is the case with commercial land uses, the detailed planning typically occurs when the land is viable to develop. The Structure Plan area is comprised of a combination of large rural-residential lots with existing dwellings and outbuildings, vacant land, some remnant vegetation and trees, with some areas being used to store trucks, old vehicles and sea containers. Multiple greenfield residential subdivisions are, however, being developed to the south, east and north of the Structure Plan area.

To the west of the Structure Plan area is the public transit reserve that was reserved for the development of the Ellenbrook Bus Rapid Transport. This is discussed in more detail later in the report.

Immediately west beyond this Reserve is the Primary Regional Road Reserve which has been developed for Drumpellier Drive.

Given the Structure Plan area's location in Perth's north-east urban growth corridor, various major infrastructure projects are underway including:

- **Northlink WA** – This \$1.12 billion road project provides a freeway connection from Tonkin Highway near Perth Airport to Ellenbrook and beyond to Muchea. This project increases accessibility to the Dayton area by improving access from the Perth Airport and central Perth. Northlink WA replaces the previously proposed Perth to Darwin National Highway, which was to originally align along the former
- **Drumpellier Drive & METRONET** – Drumpellier Drive to the west of the Structure Plan area is a dual carriageway constructed parallel to the west of Isoodon Street. This will ensure a more efficient transport network for the rapidly growing north east area. Re-commitment has been made for the Morley to Ellenbrook rail line as part of the Labor State Government's METRONET plan. \$20 million of funding has been committed by the Federal Government for Planning and investigation with a further \$700 million committed by the Federal Government. The alignment of the rail line will run abutting Drumpellier Drive.
- **Education infrastructure** – Three primary schools and a high school are planned for the locality in the WSEDSP. It is anticipated that the first primary school will be operational between 2020 and 2025, with additional schools to be provided according to demand. This provides an increased demand of residential development in the area and the services such as retail and service commercial that support those developments.
- **Surrounding activity centre development** – The Whiteman Edge Town Centre provides over 20,000m² of retail floorspace and complimenting commercial and potentially residential land uses.

The Ellenbrook secondary centre has seen significant expansion, with its retail floorspace now over 50,000m², complemented by a range of bulky goods, as well as education and community services.

The Midland strategic metropolitan centre has also seen significant recent expansion, including new regional health facilities, and forthcoming tertiary education and expanded retail developments.

The Morley strategic metropolitan centre is also set to undergo significant expansion in the near future, with approvals issued in 2016 for significant additional retail floorspace, residential and short term accommodation facilities.

Dayton District Open Space - The Dayton District Open Space services the sporting requirements of the growing urban growth corridor; including parts of Caversham, Henley Brook, Dayton, Brabham, West Swan West and Whiteman Park and comprises approximately 15ha land area, located within 450m of the Structure Plan area.

In line with the Department of Sport and Recreation classification for public open space, the District Open Space is to provide recreation, sport and nature spaces to service the surrounding district. Recreation spaces provide a setting for informal play and physical activity, relaxation and social interaction. Sport spaces provide a setting for formal and structured sporting activities – such as organised team competitions, training and spectatorship. Nature spaces provide a setting where people can enjoy nearby nature and protect local biodiversity and natural area values.

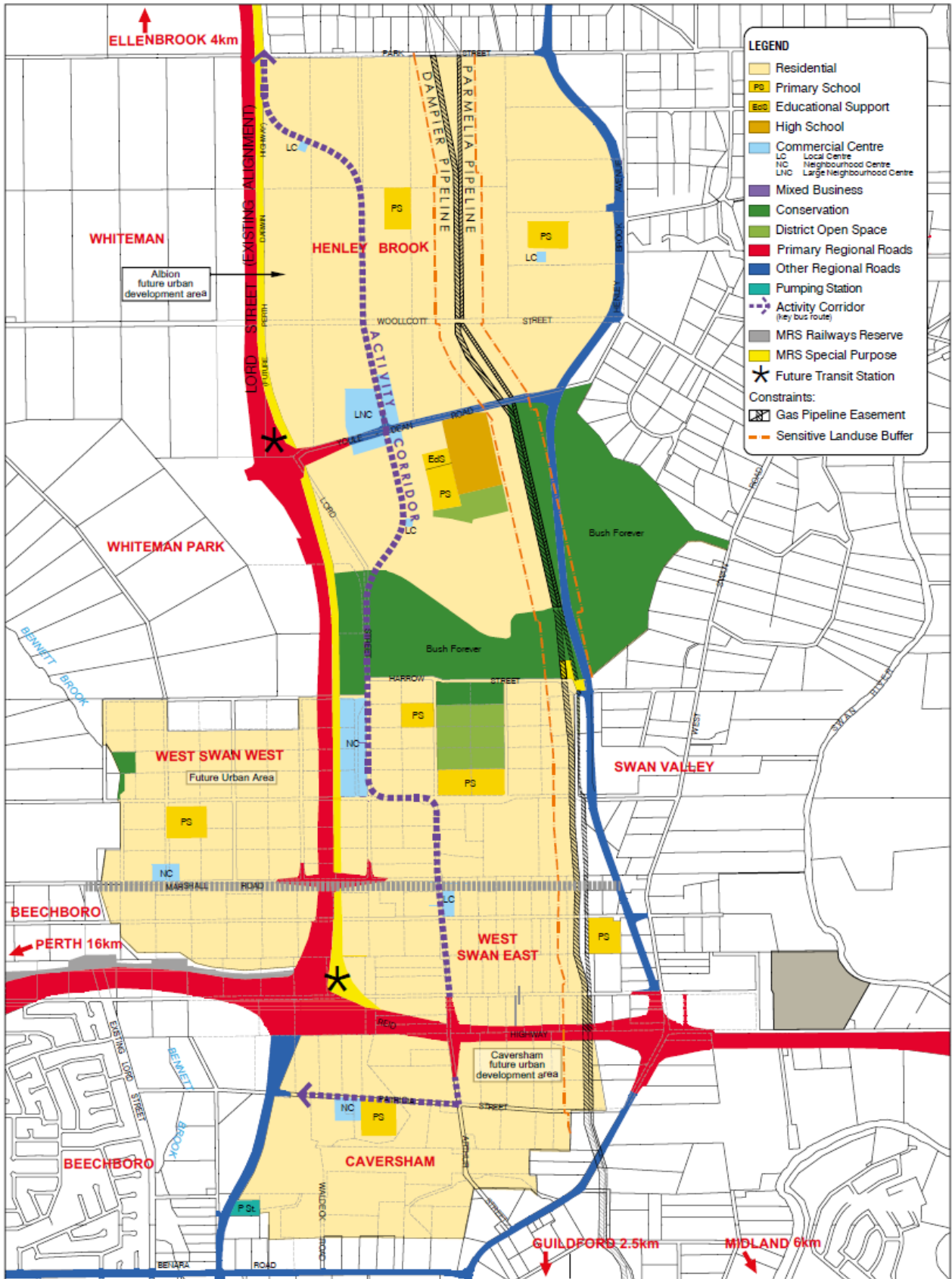
The District Open Space will include:

- 2 x senior AFL/cricket ovals
- 2 x senior soccer fields
- 2 x synthetic hockey pitches
- 12 x hardcourts (netball, tennis, basketball)
- 2 x Cricket practice net enclosures
- Sports floodlighting to training standards
- Age-inclusive play space
- Outdoor 'youth' and community space
- Car parking
- Parkland landscaping and amenity
- 2 x community sporting pavilions

The facility comprises a Neighbourhood Park and the District Open Space. The Neighbourhood Park provides two soccer ovals, play space, parkland amenity and supporting site infrastructure. The District Open Space forms the balance of the site including the delivery of a community sport pavilion. The timing and delivery of the second pavilion will be determined by a needs analysis.

The Context Plan is included at **11**. The Context Plan clearly illustrates that the Structure Plan area is well positioned within the context of a fast-growing residential corridor and is strategically located centrally within the Activity Corridor. The Dayton Commercial Centre will service the immediate and surrounding locality, and importantly provide benefits to the community afforded by the extensive investment from government that is occurring.

Figure 11 - Context Plan



Source: WSEDSP

3. DESIGN PHILOSOPHY AND DEVELOPMENT REQUIREMENTS

The following provides an outline of the revised design philosophy and development requirements for the Dayton Central neighbourhood centre.

3.1. DESIGN PRINCIPLES

The Structure Plan has been designed to maximise the local amenity and convenience-based activities towards Isoodon Street and the car-based activities towards Drumpellier Drive (refer **Figure 12**).

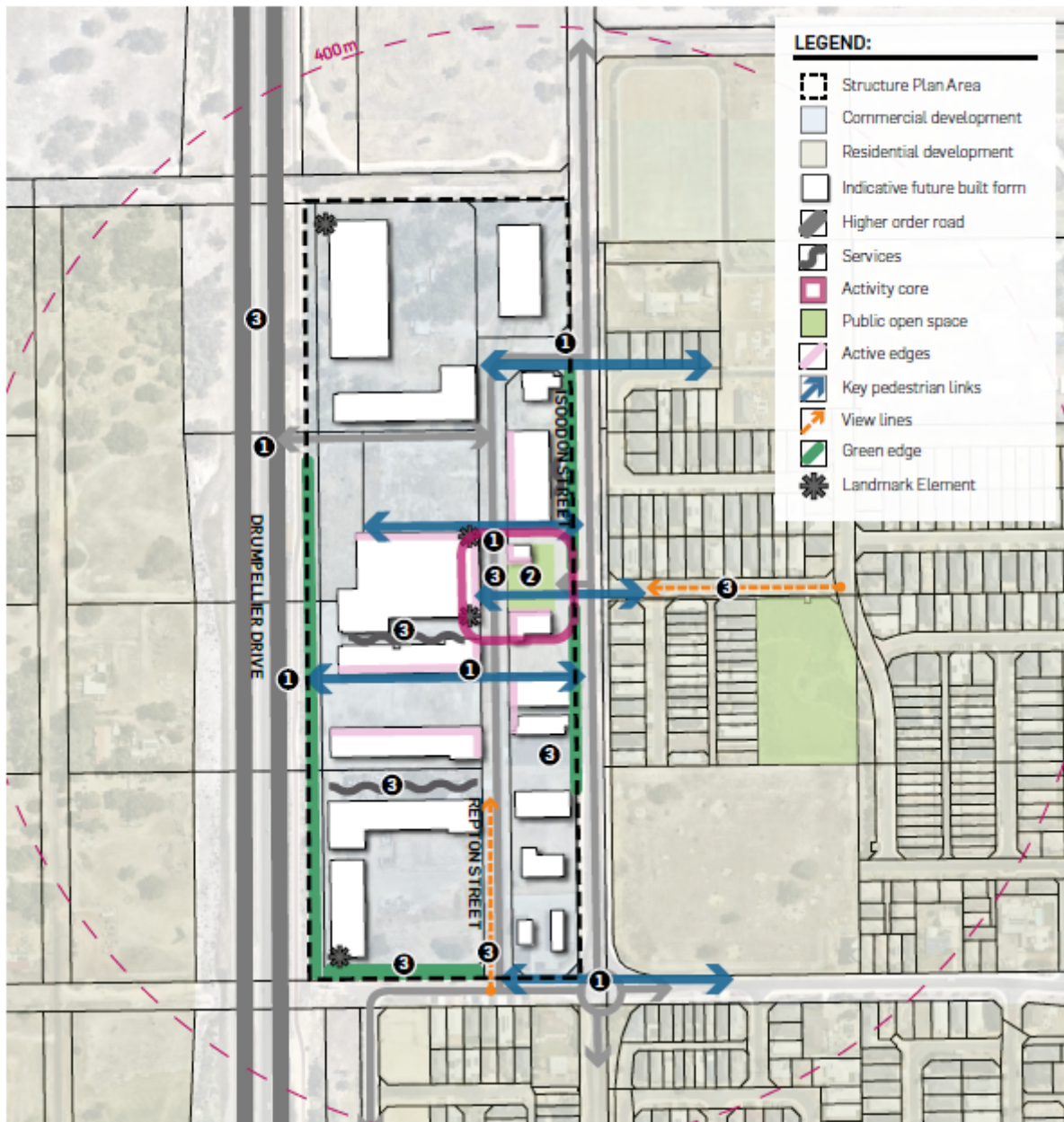
The three key design principles include;

1. Connected and Legible
2. Community and Amenity
3. Activation and Safety

The design will ensure that;

- This Centre can be used by the public for a range of gatherings and activities.
- The Centre is centrally located within the development, acting as a focal point and key gathering space.
- The provision of a high quality, accessible and centrally located community space was integral to the design ethos of the proposal.

Figure 12 - Design Principles



DESIGN PRINCIPLES:

1 CONNECTED AND LEGIBLE

- Access to growing residential development to the south and east
- Focus activity along Repton Street to create a legible corridor for vehicles and pedestrians
- Connect activities across the site via pedestrian links
- Aid wayfinding through land mark locations and developments at key sites
- Connect the site to the shared path along Drumpellier Drive

2 COMMUNITY AND AMENITY

- Co-locate land uses within the activity core
- Service the wider residential area through variety of land uses
- Utilise public open space and landscaping to soften visual impact

3 ACTIVATION AND SAFETY

- Celebrate high exposure sites on Drumpellier Drive and other view corridors
- Activate Repton Street with co-located uses
- Extend the employment base for the local community
- Locate high activation uses and community uses away from high impact roads
- Internalise servicing and separate vehicle movements from pedestrians
- Provide green edges to surrounding roads as a buffer and to add amenity to the street
- Variety of commercial uses to provide 18 hour activation

3.2. VISION

The vision and design principles that have guided this Concept Plan include building frontages landscape buffers, view lines and public open space. Due to its location adjacent to Drumpellier Drive, the site presents an ideal location for a commercial centre, with both strong transport linkages and high levels of visual exposure. Given its context and land use, the Centre will primarily be a car oriented environment for large format bulky goods.

However, it is important to ensure the Neighbourhood Centre is accessible to the surrounding community by walking and cycling and presents as a pedestrian friendly environment. This Centre is located central to the site and collects all of the uses that contribute to lingering, and a more community based experience. Error! Reference source not found..

To assist in creating this commercially viable and pedestrian friendly environment, the focus has been on providing strong pedestrian connections to the surrounding neighbourhood, including a large plaza and open space surrounding the Neighbourhood Centre. These spaces provide opportunities for community gathering and a 'one-stop shop' where parents can visit the gym, purchase a few convenience items, visit the chemist, and relax and have a coffee.

Shaded and landscaped open spaces will provide an opportunity for passive activities that have good visual surveillance from the surrounding streets and uses. Pedestrian links have been provided to encourage movement between the uses and refocus from cars into a pedestrian based experience.

Other core considerations include establishing view corridors and site aesthetics to ensure a pleasant visual experience.

Opportunities for buildings with landmark elements have also been identified to help with wayfinding.

3.3. BUILT AND URBAN FORM DELIVERY

The urban form for the site has been established around the principle of a Neighbourhood Centre. Whilst the site predominantly features uses that are reached by vehicles, a central area and urban space has been established offering a pedestrian centric design. This core clusters land-uses that encourage longer term visitation and provide essential services to the immediate community.

Pedestrian activity - A strong pedestrian link into the site has been established linking this urban space to the nearby local open spaces and the large district recreation space and schools. The site is intersected by a strong central spine enabling movement between the northern and southern uses. This spine is split in the middle by a pedestrian focused roadway treatment designed to slow vehicles.

Central Open Space - The site offers central open space that connects to the adjacent neighbourhood. This central open space is a mix of green urban space incorporating drainage and blending the natural surrounds into the Neighbourhood Centre. Adjacent land-uses are encouraged to spill into this space and provide activation and passive surveillance opportunities.

Clustering activity - The main cluster of the supermarket, café and ancillary uses including chemist and medical centre has been oriented to activate the new central street and takes advantage of solar orientation to create spaces that are protected from prevailing winds offering a sheltered experience. These buildings feature landmark element visible from the northern vehicular entry and from the eastern pedestrian entry. Clear entry points into the Neighbourhood Centre will be defined through the use of awnings and entry treatment. The buildings along Isoodon Street have been oriented to provide active edges to the street and ensure maximum visibility and convenience from a commercial standpoint.

Service access - Service access separates heavy vehicles from customer access. A new dual lane roundabout and 20m public access road services the site, adjacent to the planned supermarket, a full movement access point to the site from the Isoodon Street has been identified, in addition to a full movement connection at the south of the site off Cranleigh Street.

Staging - The site has been designed to enable a staged approach of delivery with key elements able to be introduced collectively or independently. Each lot has been established to enable independent access via a designated entry point without impeding on the existing road network.

Southern interface - Buildings have been oriented to ensure expanses of blank walls have been minimised and opportunities for landscape buffering have been presented. Loading bays and unsightly areas have been located at the rear of the buildings to minimise visual and audible impact on the adjacent properties.

Northern interface - The northern edge of the site contains a range of bulky good uses. These buildings have been oriented to ensure maximum commercial exposure to passing traffic and internal circulation and to minimise views to loading bays and blank walls.

3.4. CONCEPT PLAN AND STRUCTURE PLAN PROCESS

During the design process, the project group, made up of urban designers, planners, traffic engineering and retail economics consultants, participated in a workshop to establish the key parameters for a draft concept plan to be prepared. The workshop was first informed by technical inputs from consultants in bush fire planning, environmental, traffic, geotechnical, civil engineering, economics, planning, acoustics and preliminary advice from strategic planning at the City of Swan.

Some of the key influences on the direction of the design were:

- Relationship and linkage to surrounding land uses, particularly the future district open space
- Location of open space, civic and community uses to ensure the activity node comprises of synergies between uses, accessibility by bike and walking to the surrounding residential community
- Likely land uses and tenancy mix
- Amount of retail and commercial floor space able to be supported
- Commercial exposure for certain uses
- Internal movement system

Utilising the sketch concepts and information generated from the workshop, Urban Designers then created a preferred concept design. This preferred concept was then circulated to all project consultants for comment and amendment. The preferred concept was then updated before being tested in a review session with the client and used as a basis for the preparation of the Structure Plan.

3.5. LANDSCAPE MASTER PLAN

The landscape has been designed to enhance the walkability throughout the Neighbourhood Centre. In particular east west from the existing residential area into Dayton Central. As a result the landscape includes;

- A range of tree species and canopy covers for pedestrian and vehicle shade.
- Use of shrubs and groundcovers to 'soften' and screen landscapes.
- Strong greening emphasis along the Repton Street Verge. This aims to enhance pedestrian experience and contribute towards a pleasant main street.
- Landscaping treatments within open spaces and along key pedestrian areas acts to connect eastern side of development.
- Through the use of a range of ground covers and tree typologies, the physical separation of Repton Street is softened.

This allows for improved connectivity and pedestrian experience.

3.5.1. Landscape Design

To assist in creating a sustainable and quality public realm which contributes to the amenity and community focus of the centre, a Landscape Master Plan has been incorporated into the Concept Plan (Error! Reference source not found.) and is prepared to accompany the Structure Plan.

The approach to landscaping has been strongly based on the overall philosophy of creating an integrated and multi-function space that is self-sustaining, minimises ongoing maintenance and contributes to wayfinding and activation within the precinct. The Landscape Plan has a particular focus on the community based central core including Public Open Space that interacts with many community based uses.

On the ground, the landscaping will directly respond to the site's natural assets, and will also focus on ensuring high pedestrian connectivity throughout the development to enable passive recreation opportunities particularly in conjunction with the childcare and gym.

This pedestrian movement will be supported by street tree planting of drought tolerant species with a focus of shade provision and visual amenity. The street hierarchy within the development will be supported by the selection of street tree species, adding informal wayfinding and planting verges with drought tolerant native shrubs and groundcovers (refer **Figure 13**).

All landscape areas will be hydrozoned and designed to minimise water use through the appropriate selection of species and soil enhancements.

The industry accepted standard Developer funded and managed landscape and irrigation maintenance period is typically two summers as outlined in Liveable Neighbourhoods. Following this period, the landscape and irrigation maintenance will be handed over to the City of Swan to manage, unless otherwise negotiated.

4. STRUCTURE PLAN

Dayton Central is located on Drumpellier Drive, providing district level access, along with local access via Isoodon Street and the local road network. The approval of a dual lane roundabout intersection from Drumpellier Drive, which is scheduled to commence construction in mid 2021, and associated 20m public access road, means that Dayton Central will have ready access for passing traffic from the time the development commences, supporting the occupancy of tenancies from inception to create a thriving activity node to service the community.

Dayton Central is largely owned by a single landowner, which is negotiating to extend its landholdings to include the majority of the land within the structure plan area. The proponent intends to retain ownership of its development in Dayton Central and has existing contracts in place with major tenants. The proponent is therefore well placed to ensure the immediate commencement of development to start delivering services and amenity to the community in the short term. Subject to timely approvals, a full line supermarket will be operating on the site by mid 2022, with construction due to commence early 2022, concurrently with the delivery of a number of other commercial uses.

Dayton Central will develop as both a car based commercial development comprising large format, bulky goods activities, with the addition of a Neighbourhood Centre function to enable convenient multi- purpose trips, that will provide a range of direct and demonstrable benefits to the community including; services, investment and employment to an area currently devoid of these opportunities. This vision is consistent with the contemporary trends in activity centre planning, as envisaged by the LCACS.

Dayton Central is strategically located in proximity to the Morley-Ellenbrook rail line currently under construction. The nearest station will be Whiteman, located approximately 1km to the north, connected via bus routes.

4.1. ZONING AND LANDUSE

The Neighbourhood Centre component, or 'core' of the Dayton Commercial Centre is zoned 'General Commercial' and will contain the supermarket, specialty retail, town square and other commercial and community based services and facilities. The balance of the centre is zoned 'Service Commercial' under the Structure Plan and will contain a variety of car based showroom/warehouse and other commercial uses.

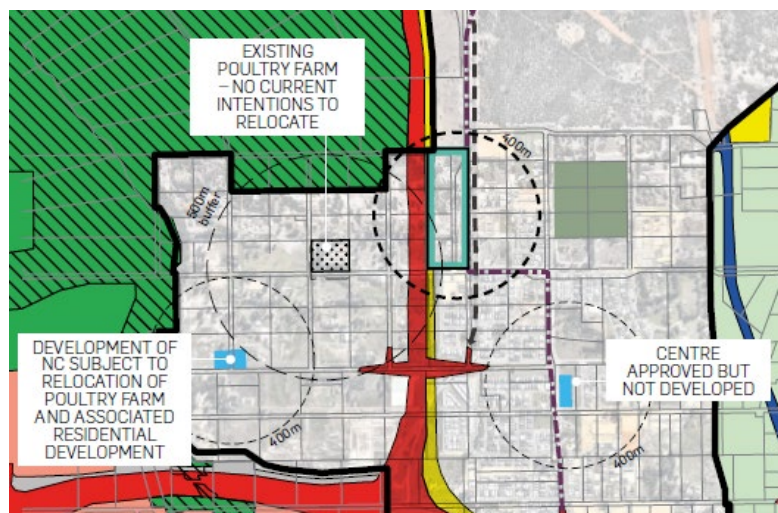
4.2. LOCAL CENTRE AND ACTIVITY NODE

Urbis' Property and Retail Economics (PER) has prepared a Retail Needs Assessment for the Local Centre proposed within the Dayton Commercial Precinct, contained within **Appendix F**. The RNA has undertaken an assessment of the economic need, demand and impact of the proposed Neighbourhood Centre within the designated Dayton Commercial Centre. The analysis and findings outlined in the RSA indicate that the proposed Neighbourhood Centre would have a net community benefit.

The Neighbourhood Centre will serve a secondary and complementary function to the overall range of land-uses within the Dayton Commercial Centre. In particular, the Neighbourhood Centre, with a limit of 5000m² of retail floor space will provide the opportunity for visitors to the Dayton Commercial Centre to undertake grocery shopping. This provides an added level of convenience for residents of the catchment area and other visitors.

Given its central location, the illustration below demonstrates how the Dayton Commercial Centre (highlighted with a green border) sits in context with the 400m walkable catchment to the surrounding residential neighbourhood. Currently the closest retail centre is in Caversham, some 3km to the south of the Structure Plan area (represented by the blue square south of the Reid Highway).

Figure 13 - Commercial Context (extract from WSEDSP)

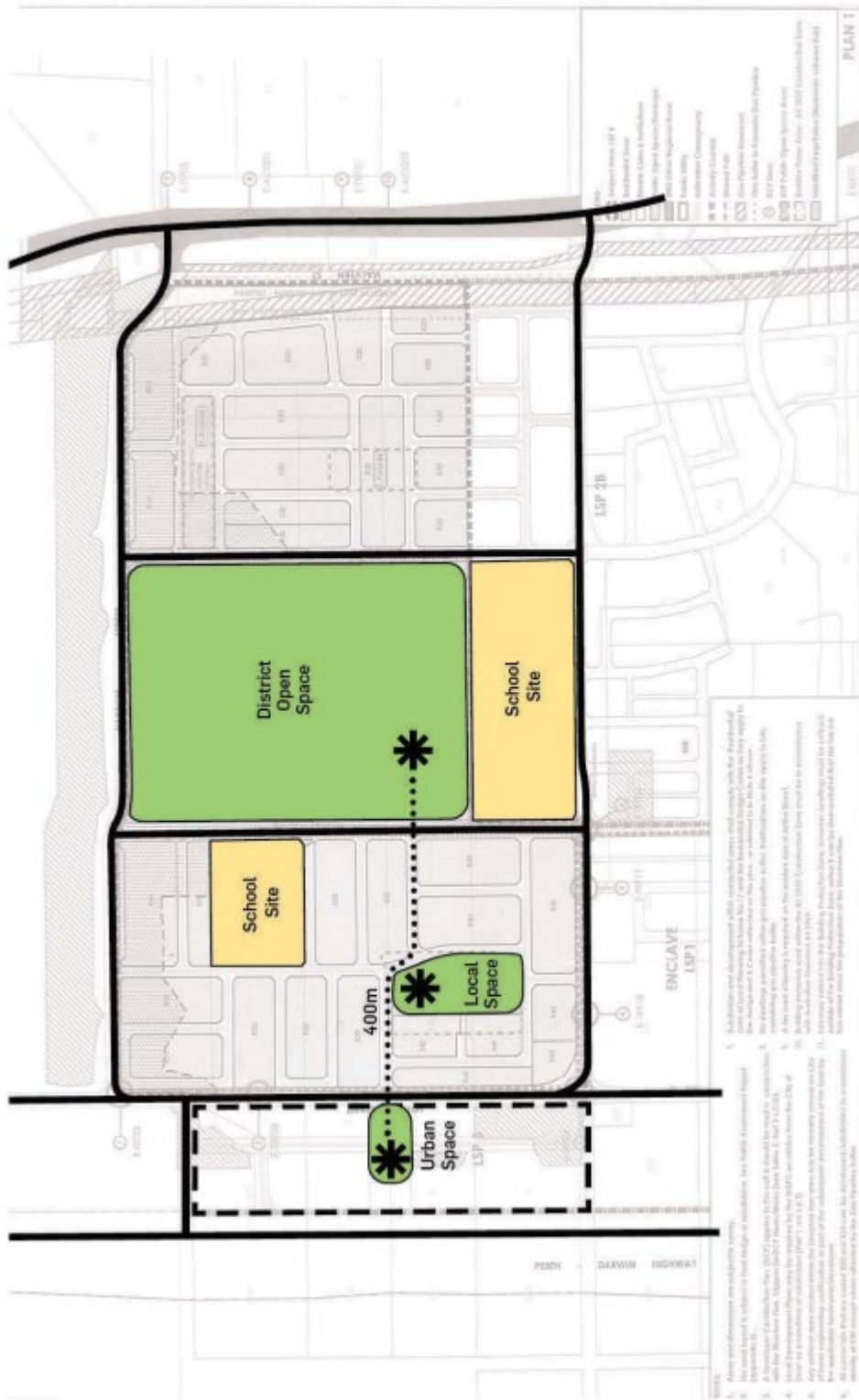


4.3. PUBLIC OPEN SPACE

The Structure Plan will not be incorporating residential uses and therefore will not be required to contribute 10% of the area to public open space (POS). Despite this, 1100m² of public open space has been provided to incorporate drainage and parks and greenery, in accordance with the Development Contribution Plan for the area. This has been provided in a rectangular shape to ensure useability as a civic space and landscaped areas that will provide for passive recreational use within the Local Centre of the Structure Plan.

The open space will link with adjacent local open space and district open space to the west of the subject land. Error! Reference source not found.4 demonstrates the context of the subject site in relation to the local and district open space areas. This will enable residents using the district open space to walk or cycle to the local open space and then access the open space and retail/commercial uses within the Neighbourhood Centre. The distance between the district open space and the public open space is approximately 450m which is a comfortable walking/cycling distance. It is envisaged that this connection will become an important recreational linkage for the local community.

Figure 14 - Public Open Space Connections



5. MOVEMENT NETWORK

A Transport Impact Assessment has been prepared by Uloth & Associates to accompany the Structure Plan for the Neighbourhood Centre (refer **Appendix E**) and key aspects are summarised within this section.

5.1. CHANGES TO SURROUNDING TRANSPORT NETWORK

Following the change of State Government in the 2017 WA elections, it was decided to construct a railway line to Ellenbrook as part of the State Government's METRONET plan. The final alignment of the future railway line has been decided to be constructed along the western side of Drumpellier Drive and deviate westwards north of Marshall Road instead of utilising the Public Purpose Reservation on the eastern side of the PRR Reservation for a transitway reserve, adjacent to the subject site.

The transitway reserve is now redundant and is expected to be rezoned under a future amendment to the MRS.

5.2. PROPOSED ROAD NETWORK

The City of Swan plans for upgrading Isoodon Street to Integrator B standard show a continuous 2.5m median along Isoodon Street from Cranleigh Street to Harrow Street, meaning no right turn access to properties and side streets along this length.

With access along Isoodon Street restricted to left in / left out only, Repton Street will perform a vital role for local access to properties along both sides of the commercial precinct.

The northern quarter of Repton Street will be realigned to connect to Isoodon Street at right angles to allow construction of a full movement T-intersection on Isoodon Street to serve Repton Street's function as a north south spine road through the proposed commercial precinct. Appropriate road widening will be required on the western side of Isoodon Street to accommodate a right turn lane in the planned central median island on Isoodon Street at this intersection.

In addition, a dual lane roundabout connecting to a new 20m wide public access road will connect Drumpellier Drive to Repton Street, and subsequently to Isoodon Street.

5.2.1. Road Hierarchy

The hierarchy of roads in and around the structure plan area is illustrated in Error! Reference source not found.5 using the road hierarchy defined in Liveable Neighbourhoods (WAPC, 2009).

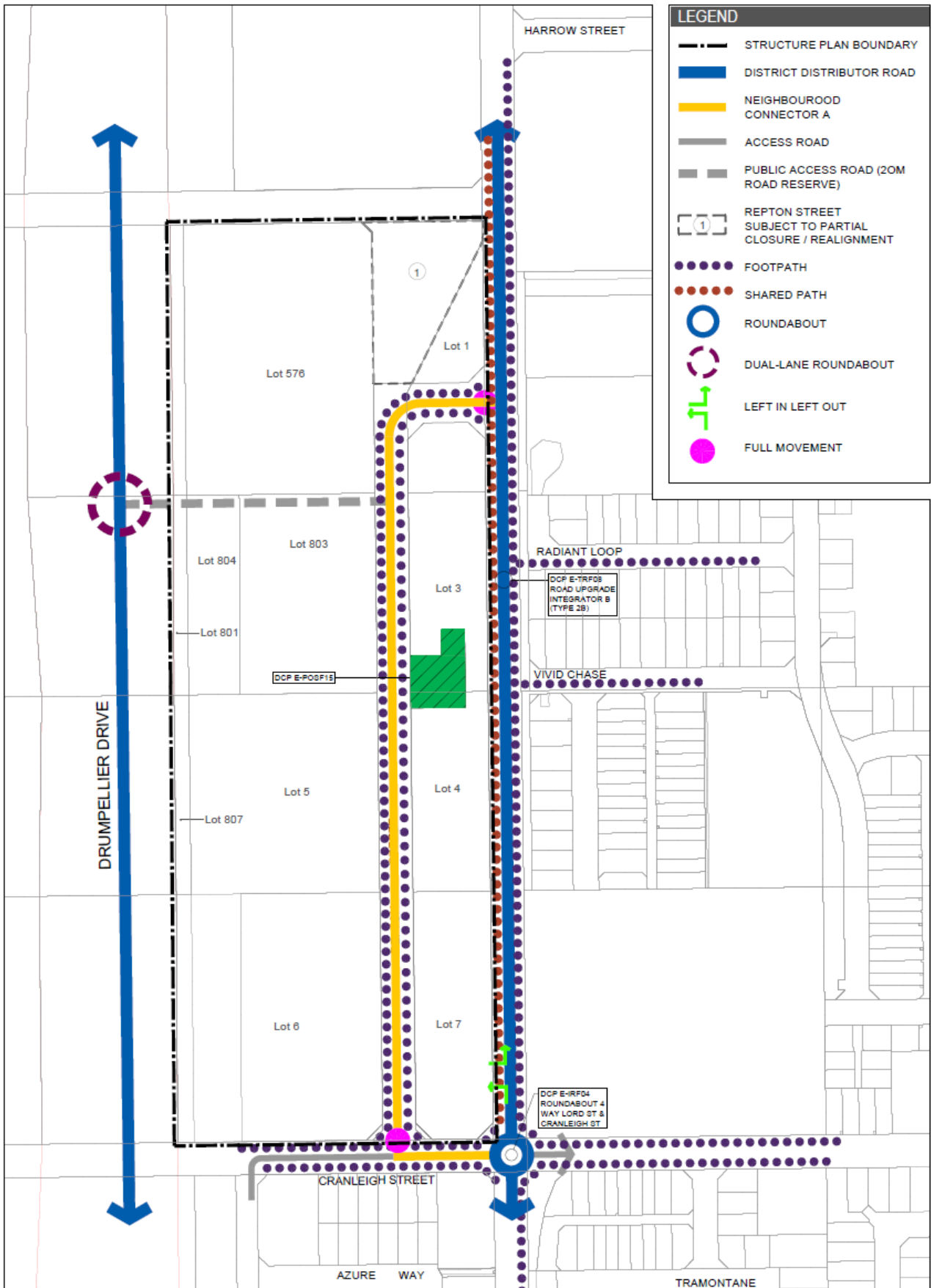
5.3. PUBLIC TRANSPORT

Under the previous planning for the Ellenbrook Bus Rapid Transit Way there was proposed to be a number of local feeder bus services through the Dayton and Brabham areas, including a local bus route along the Isoodon Street adjacent to the subject site and connecting to bus stations at Dayton and Brabham. It is anticipated that a similar local feeder bus service will be provided along Isoodon Street adjacent to this site to access the future railway stations when the rail alignment and station locations are finalised. This will provide the appropriate public transport access for the proposed commercial precinct as well.

5.4. PEDESTRIAN AND CYCLIST FACILITIES

Footpaths and shared paths will be constructed along Drumpellier Drive, Isoodon Street, Repton Street and the 20m wide access road in accordance with plans approved by City of Swan and MRWA.

Figure 15 - Movement Network



6. WATER MANAGEMENT

McDowell Affleck has prepared a Stormwater Management Plan for the Structure Plan area which comprises **Appendix G**. As previously noted, the Structure Plan area falls within the LWMS prepared in 2009 by JDA Consultant Hydrologists for the WSEDSP area. The Stormwater Management Plan has reviewed the pre-development and post-development conditions of the site; and provides the recommended storage volumes and approximate minimum site levels to satisfy sewer and drainage requirements for the Structure Plan area, in accordance with the storage requirements set out in the West Swan East LWMS.

Given the shallow depths to groundwater, particularly in the northern portion of the site, it is expected that filling may be required to achieve adequate clearance to groundwater.

Sands at the site are suitable for on-site disposal of stormwater by infiltration using soakwells assuming that the site preparation requirements have been carried out and that the base of soakwells are within permeable soil and at least 0.2m above the maximum groundwater table. Further, each lot is required to store stormwater runoff from the 100 year ARI event on site and infiltrate the runoff within the lot. Storage for stormwater runoff from roads will be provided in the form of bottomless manholes within the road reserves, with a connection required to the City of Swan stormwater drainage network along Cranleigh Street to discharge predevelopment outflows from the site.

Final design levels will be a balance between achieving the desired presentation of the precinct, ensuring adequate access, minimising requirements for retaining walls, and ensuring minimum levels are achieved for drainage and gravity sewer to service the site properly.

7. SERVICING AND INFRASTRUCTURE

McDowell Affleck has prepared an engineering servicing assessment (**Appendix H**) to identify the infrastructure and service items that are necessary to implement the Structure Plan or as prerequisites for subsequent stages of development.

7.1. STORMWATER DISPOSAL

As noted above, sands at the site are suitable for on-site disposal of stormwater by infiltration using soakwells assuming the site preparation requirements have been carried out and the bases of soakwells are within permeable soil and at least 0.2m above the maximum groundwater level.

7.2. STORMWATER DRAINAGE

In accordance with the LWMS, each commercial lot is required to store stormwater runoff from the 100 year ARI event on-site, and infiltrate the runoff within the lot. Underground storage solutions will be required to store and infiltrate stormwater from the proposed lots. Due to the high groundwater conditions across the site the use of soakwells to provide underground storage may be problematic. Novaplas 'Drainwell' cells or similar products with lower depth requirements may be required to provide the underground storage for each lot. Stormwater drainage will be consistent with the approved LWMS for the DSP.

7.3. SEWER RETICULATION

Sewer mapping indicates existing mains along Vivid Chase to the east of the site and Repton Street near the southern boundary. The existing main along Vivid Chase will need to be extended approximately 27m across Isoodon Street to the eastern site boundary with a further 642m of sewer required to service the proposed lots. Lots can otherwise be serviced by the existing sewer main along Repton Street with an extension for 28m and an additional 19m of sewer to service the proposed lots. Lots will be able to be serviced by gravity sewer.

7.4. WATER RETICULATION

An existing water main is located along Cranleigh Street, to the south of the site. Water Corporation has advised that the connection is suitable for the required mains. A 580m water main will need to be constructed along Repton Street to service the site with reticulated water.

7.5. POWER

The site is serviced by the Western Power Beechboro substation southwest of the site with high voltage lines along Repton Street and Cranleigh Street and low voltage power distribution lines along Repton Street and Isoodon Street. To service the development, the existing network may need to be upgraded with a possible ground mounted transformer to supply power.

7.6. GAS

ATCO distribution mains mapping indicates a high pressure line along Repton Street terminating near the intersection of Repton Street and Cranleigh Street, which will need to be extended approximately 525m along Repton Street to service the proposed commercial precinct.

7.7. EARTHWORKS

It is anticipated that retaining walls may be required to manage the difference between site levels and the natural surface along the western and northern site boundaries. Low height retaining walls maybe required between some of the commercial lots to manage the difference in finished levels. Finished levels are identified in the engineering servicing assessment and final levels will be completed at the design stage.

The site is geotechnically capable of supporting the proposed development with a Class A classification. Finished surface levels should be at least 0.5m above historical maximum groundwater level, with use of soakwells recommended. Site preparation guidelines have been provided within the Geotech report (**Appendix B**).

7.8. COMMUNICATIONS

The NBN network indicates 'designed/constructed' cables and ducts along Cranleigh Street to the south of the site, which will be extended along Repton Street. Telstra conduits currently terminate along the frontage of Lot 576. The existing Telstra network will need to be upgraded to service the development.




In conclusion, the engineering investigations have not identified any significant factors that would preclude the development.

8. RETAIL NEEDS AND BENEFITS

Urbis' Property and Retail Economics (PER) team has prepared an Economic Benefit Snapshot (EBS), and Retail Needs Assessment (RNA) to support the development and demonstrate the benefits of Dayton Commercial Centre as a 'Neighbourhood Centre'.

The identified economic benefits of the development span from construction through to continued employment generation through providing a substantial volume of employment floorspace, with the following key findings detailed in Table 8 below.

Table 4 - Area of Benefit Findings

AREA OF BENEFIT	FINDINGS
Investment in Construction 	<p>\$31.5M total investment in construction over three stages.</p> <p>\$21.5M added in the WA economy over the construction phase (directly and indirectly)</p> <p>The construction of the development is likely to result in \$61.2m of additional output being contributed to the economy per annum over the 24 month construction phase, directly and indirectly, and \$10.7m of value being added to the economy per annum over the course of the development.</p> <p>Construction of the entire development will support a total of 58 full time equivalent (FTE) jobs per annum over the construction period, directly and indirectly, over the 24 month construction phase, with a total of 116 construction job years being supported over the course of development.</p>
Construction Jobs 	<p>116 Total FTE construction job years supported over the course of the entire development (Directly & Indirectly)</p> <p>Construction of the entire development will support a total of 58 full time equivalent (FTE) jobs per annum over the construction period, directly and indirectly, over the 24 month construction phase, with a total of 116 construction job years being supported over the course of development.</p>
Ongoing Jobs 	<p>13,675sq.m of Employment Floorspace.</p> <p>325 Onsite ongoing jobs directly supported by the operation of the development</p> <p>The development will generate 13,675 sq.m (NLA) of employment floorspace, which can support 325 ongoing jobs , at standard workspace ratios for relevant industries. These jobs will directly generate \$76.8m of economic output within the WA economy, directly, per annum. Additionally, these jobs will support an additional 87 jobs indirectly across WA, from supply chain effects.</p>

Broader Community Benefits	<p>Activation of High Exposure Site The site is ideally located to be visible to commuters along Drumpellier Drive, and convenience retail is an ideal activating use.</p> <p>Increased Consumer Choice: The proposed retail centre will provide brand new retail outlets and formats which align closely to retail spending trends and needs.</p> <p>Increased Employment Diversity: This development will support a more diverse workforce in the area, with a variety of uses being developed at the centre.</p>
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Further to these identified benefits, the RNA also demonstrates a genuine current and forecast need for supermarket floorspace within Perth’s north-east urban growth corridor, which is attributed to the factors identified in **Table 9** below.

Table 5 - Retail Needs Assessment Key Findings

Retail Needs Driver	Summary
Population Growth	As a result of increased residential densities and housing stimulus measures, this growth corridor is expected to experience a greater level of population at build out and faster growth than what was previously anticipated. The population of the catchment is expected to increase at a rapid pace through to 2040 (≈23,300 new residents).
Increasing Retail Spend	Annual retail expenditure generated by residents in the trade area is forecast to increase from \$255 million in 2020 to \$727 million in 2040 (\$2020).
Retail Supply	There has been limited expansion of retail floorspace in the trade area over recent years despite increasing population. On top of this, a significantly smaller and delayed stage one development of the Brabham District Centre (3,700 sq.m of shop retail by 2022 compared to 10,125 sq.m by 2019) and the non development of the approved Arthur Street Activity Centre has resulted in lower forecast retail provision than previously anticipated.
Supermarket Need	Given the reduction in anticipated supermarket floorspace in the Brabham District Centre and increased population growth expectations, there is expected to be an undersupply of supermarket floorspace in the trade area.
Dayton Central	The analysis demonstrates that the Dayton Central site has numerous attributes which support its function as a neighbourhood centre, including: exposure and dual lane roundabout access from Drumpellier Drive; accessibility to service Dayton and Bennett Springs growth areas; and minimal interface issues with surrounding areas.

The RNA concludes that the exchange of the activity centre hierarchy between the Dayton Central and Arthur Street would better support the provision of retail and commercial amenities for the growing population.

9. CONCLUSION AND IMPLEMENTATION

9.1. CONCLUSION

The Dayton Commercial Centre Structure Plan 3 is the last of the four (4) identified structure plan areas within the WSEDSP to be prepared; with Structure Plan 1, 2B and 4 being approved and/or modified and approved since 2013. Given the number of approvals that have already occurred in the locality, the supporting framework including Development Contribution Plan, Local Water Management Strategy, traffic impact assessment, and planning for utilities are being implemented to facilitate the extensive established residential development.

This Structure Plan has clearly identified the significant benefits of both proposals to the community and are supported by appropriate traffic and retail modelling assessment.

9.2. IMPLEMENTATION

Prior to the subdivision or development within the Structure Plan area the tasks and documents, as outlined within Error! Reference source not found. are required to be completed (where applicable).

DISCLAIMER

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A

ENVIRONMENTAL ASSESSMENT REPORT

APPENDIX B

GEO TECHNICAL STUDY

APPENDIX C

BUSHFIRE MANAGEMENT PLAN

APPENDIX D

ACOUSTIC REPORT

APPENDIX E TRANSPORT IMPACT ASSESSMENT

APPENDIX F

**RETAIL NEEDS ASSESSMENT AND
ECONOMIC BENEFIT SNAPSHOT**

APPENDIX G

STORMWATER MANAGEMENT PLAN

APPENDIX H

ENGINEERING SERVICES REPORT

APPENDIX I

CONSULTATION REGISTER

APPENDIX J LANDSCAPE MASTERPLAN



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