

# BRABHAM DISTRICT CENTRE PRECINCT STRUCTURE PLAN

## Part One - Implementation Report

APRIL 2025

## **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:

**10 APRIL 2018**

In accordance with Schedule 2, Part 4, Clause 28 (2) and refer to Part 1, 2. (b) of the *Planning  
and Development (Local Planning Schemes) Regulations 2015*.

Date of Expiry:

**10 APRIL 2034**

<b>Title:</b>	Brabham District Centre Precinct Structure Plan Part One - Implementation Report
<b>Prepared for:</b>	Peet Brabham Pty Ltd & DevelopmentWA
<b>CLE Reference:</b>	3074Rep344C
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<b>Status:</b>	Final
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## TABLE OF AMENDMENTS

Amendment No.	Summary of The Amendment	Amendment Type	Date approved by WAPC
1	Reconfigure the Shopping Centre Precinct by introducing a larger residential component. Facilitate a new layout for the Mixed Use / Community Precinct.	Standard	01 November 2022
2	Introduce 4.80ha of land south of Youle-Dean Road and designate the land for Commercial and Residential purposes	Standard	22 September 2025



## EXECUTIVE SUMMARY

The Brabham District Centre Precinct Structure Plan will facilitate the development of a district centre for the growing residential community in Brabham and surrounding suburbs including Dayton, West Swan, and Henley Brook.

Located on either side of Youle-Dean Road and west of Everglades Avenue, the centre has been contemplated and provided for in a range of higher-level planning documents, including SPP4.2 – Activity Centres for Perth and Peel (SPP4.2), the Albion District Structure Plan (DSP), the Albion (Brabham) Local Structure Plan 1C (LSP 1C) and the Third Stage Brabham Local Structure Plan (LSP 3). The City of Swan Local Planning Scheme No. 17 (LPS 17) also outlines the objective for Special Use zone 10, the applicable zone for the structure plan area, to provide for retail and commercial facilities to service the needs of the Albion (now Brabham) area.

This structure plan is made pursuant to LPS 17, including the deemed provisions for local planning schemes of the Planning and Development (Local Planning Schemes) Regulations 2015 (the deemed provisions).

The planning for this activity centre was initially led by Stockland, as the primary landowner of the Albion (Brabham) Local Structure Plan 1C, in consultation with the WAPC, the Department of Planning, Lands and Heritage ('DPLH') and the City of Swan ('City'). More recently, planning has been further progressed by Peet and DevelopmentWA with the centre forming part of LSP 3 on the southern side of Youle-Dean Road.

The activity centre is planned to provide:

- A shopping centre that will ultimately grow to accommodate supermarkets and a discount department store, with associated specialty stores and mini-majors, providing approximately 20,000sqm of retail floorspace to support its function as a

District Centre, as set out in *State Planning Policy 4.2: Activity Centres for Perth and Peel*.

- Two pedestrian-focused main streets, with highly active edges, accommodating retail, commercial, and potential residential uses (at upper levels).
- A district community centre.
- Car-based retail and commercial uses along major roads.
- A variety of residential sites, both for short-term and long-term development.
- Consolidated car parking areas.
- Highly legible, well-designed pedestrian linkages to connect all parts of the activity centre.
- Suitable provisions to allow for the transition from the activity centre to surrounding residential areas.

This structure plan, as required by the relevant clauses of the deemed provisions and relevant provisions of LSP 1C and LSP 3, provides the primary land use, built form and strategic planning controls for the Brabham District Centre, and is to be given due regard in the consideration of development and subdivision applications by the relevant determining authority.

The District Centre will be developed over a number of stages, the first of which is complete. Further development will proceed according to market demand.

The DSP and LSP's have already planned for the delivery of relevant services, infrastructure and roads that will support the activity centre.

The structure plan will facilitate the provision of a district centre to service the rapidly emerging surrounding residential community, in a manner and form consistent with higher level planning documents.

Table 1: Land Use Summary

Item	Data (ha)	Section Number
Structure Plan area	17.75ha	Plan 1, s. 1 Structure Plan Map
Area of each land use proposed:	Residential: 5.33ha Commercial: 10.02ha Community Centre: 0.50ha Roads: 1.90ha	Part 2, s.2.1 and 2.2
Estimated lot yield	157ha	Part 2, s.2.2.2
Estimated dwelling yield	157ha	Part 2, s.2.2.2
Estimated dwelling density	16.7ha (gross Urban-zoned)	Part 2, s.2.2.2
Estimated population	426 (2,000+ within walkable catchment)	Part 2, s.2.2.2
Number of secondary schools	Nil	Refer to Albion DSP
Number of primary schools	Nil	Refer to Brabham LSPs
Estimated commercial floorspace	30,000sqm NLA (20,000sqm shop-retail NLA)	Part 2, s.2.1 Part 2, s.2.4
Open space	Nil	Part 2, s.2.4

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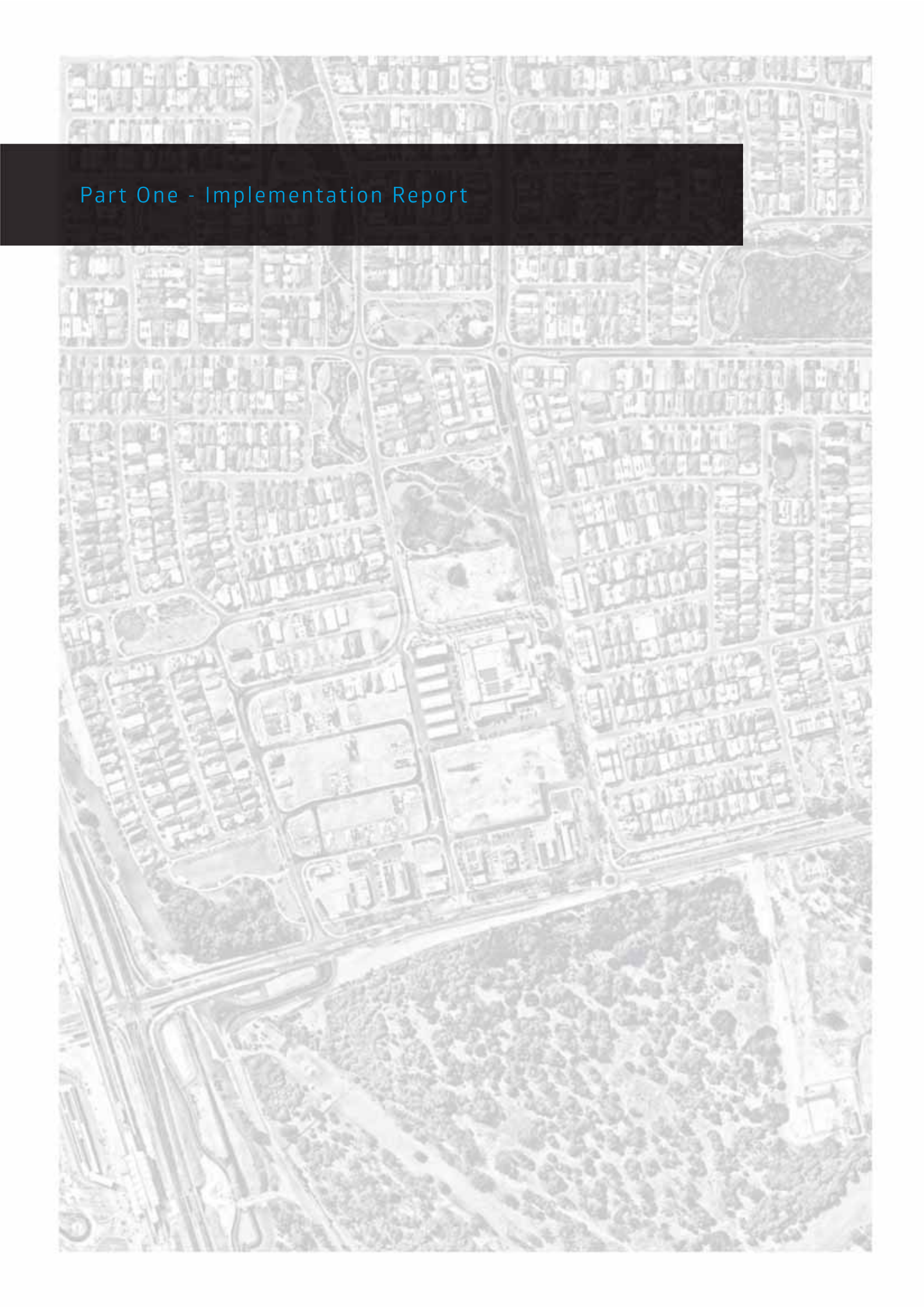
<b>1.0</b>	<b>STRUCTURE PLAN AREA</b>
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<b>Plan A</b>	Brabham District Centre Precinct Structure Plan Map
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## Part One - Implementation Report

## 1.0 STRUCTURE PLAN AREA

The structure plan applies to all areas within the boundary identified on the structure plan map.

## 2.0 STRUCTURE PLAN CONTENT

This structure plan consists of:

- Part One – Implementation (as amended) (this section)
- Part Two – Explanatory Section
- Appendices – Technical reports supporting the structure plan, and planning reports supporting the amendments to the structure plan

Part One of the structure plan comprises the structure plan map and planning provisions. Part Two and all Appendices are references provided to guide the interpretation and implementation of Part One.

## 3.0 STRUCTURE PLAN OPERATION

This structure plan comes into effect on the day it is approved by the WAPC, the date of which is outlined on the endorsement page. As per the deemed provisions from the date of endorsement this structure plan is to have effect for a period of 10 years from the date of amendment approval, unless otherwise determined by the WAPC.

Unless otherwise specified, the words and expressions used in this structure plan shall have the respective meanings given to them in LPS 17.

Nothing in this structure plan is to be interpreted as limiting clause 5.5 of LPS 17 which allows for variations to site and development standards and requirements.

Nothing in this structure plan is to be interpreted as limiting clause 43 of the deemed provisions that outlines that a decision-maker for an application for development approval or subdivision approval in an area that is covered by a structure plan is to have due regard to, but is not bound by, the structure plan.

## 4.0 STAGING

Development in the structure plan area can be progressed in the near term, as services and some adjoining roads are already under development or in place due to the ongoing development of the Whiteman Edge residential estate by Stockland.

The following infrastructure items are required prior to the occupation of development in the structure plan area:

- Construction of Youle-Dean Road between Lord Street and Everglades Avenue.
- Construction of Everglades Avenue between Station Street and Woollcott Avenue.
- Construction of Marvel Entrance between Youle-Dean Road and Station Street.

- Appropriate provision of all essential services.
- Construction of Mayfield Drive between Woolcott Avenue and Youle-Dean Road (to enable stage 2 of development in the Shopping Centre Precinct only).

The configuration of the above roads is to be in line with the applicable Transport Impact Assessment.

The staging of the retail and residential components will take place in line with market demand, with further discussion of potential staging of development outlined in part two of this structure plan.

Development in the Mixed Use/Community Precinct can only commence upon agreement being made between the landowner and the City of Swan on a district community centre site within that precinct, or elsewhere in the activity centre or locality.

## 5.0 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

### 5.1 District Centre Objectives

Development in the structure plan area shall align with the following objectives:

- The Brabham activity centre is to offer the local community a high-quality, retail-focused mixed use district centre development.
- All parts of the activity centre are to be connected via a pedestrian spine from Station Street at the activity centre's southern boundary to Jungle Park at the activity centre's northern boundary.
- Two main streets are to be provided, one between Everglades Avenue and Mayfield Drive and a second along Marvel Entrance between Youle-Dean Road and Station Street. The main streets will be the focus of activity in the centre either side of Youle-Dean Road and will be treated with high quality landscaping and activated frontages. In particular, the Marvel Entrance main street will provide a critical role in connectivity the community and District Centre with the Whiteman Park Metronet Station by providing a clear and legible connection to the station's pedestrian underpass.
- The centre should accommodate safe and pleasant pedestrian and cyclist internal movement, and connections to surrounding areas.
- Community and other non-retail, commercial land uses are to be accommodated in the centre to ensure there is a diversity of land uses.
- Non-residential development is to be designed with consideration of potential amenity and visual impacts to residential development within and beyond the activity centre boundary.
- Surrounding and internal roads, intersections and crossovers are to be designed to allow for the safe and efficient movement of vehicles to and from the centre.

Subdivision and development of land within the structure plan area should be generally in accordance with the structure plan and the corresponding zone or reserve under TPS 3.



## 5.2 Precincts

As outlined on the structure plan map, the structure plan area is divided into precincts. In addition to the overall activity centre objectives, development in each of the precincts should respond to the precinct vision statement and objectives in **Table 2**.

Table 2: Precinct Vision and Objectives Table

	Mixed Use / Community	Service Commercial	Shopping Centre	Residential
<b>Vision Statement</b>	<p>This precinct will accommodate the northern portion of the main street, with a mixture of commercial buildings fronting the main street.</p> <p>A community centre will be located fronting Jungle Park.</p>	<p>This precinct will predominantly accommodate a mix of car-based retail uses and car parking, drawing such uses away from the main street environment to ensure it is not negatively impacted by these incompatible uses.</p> <p>The built form will offer appropriate presentation to Youle-Dean Road and Everglades Avenue.</p> <p>Some non-retail commercial uses may also be accommodated in this precinct.</p>	<p>This precinct will accommodate a mix of retail and commercial land uses in a shopping centre environment, with active uses concentrated toward the main street.</p> <p>The precinct will include some large format retail uses (including supermarket/s, a discount department store, and mini majors), and a consolidated area for car parking in the southern portion of the precinct.</p>	<p>This precinct will accommodate medium-density residential development provided in accordance with the yield and density targets in SPP 4.2.</p>
<b>Objectives</b>	<p>Provide for a mix of uses, including commercial.</p> <p>Provide a district community centre site.</p> <p>Provide a safe and pleasant connection from the Shopping Centre Precinct to Jungle Park.</p> <p>Provide for development that activates the main street.</p> <p>Provide an amenable interface to surrounding development.</p>	<p>Provide for car-based uses away from the main street.</p> <p>Provide development that is attractive to Youle-Dean Road and Everglades Avenue.</p> <p>Provide for development that is also accessible for pedestrians, and linked to the Shopping Centre Precinct.</p>	<p>Provide a convenient district shopping centre environment for the surrounding community.</p> <p>Provide for development that activates the main street.</p> <p>Provide safe and pleasant pedestrian connections.</p> <p>Provide an amenable interface to surrounding development.</p>	<p>Provide for a mix of residential housing types.</p> <p>Provide an amenable interface to the Service Commercial and Shopping Centre Precincts.</p>

### 5.3 Land Use Permissibility

The structure plan precincts have land use permissibility as per **Table 3**. Where precincts are allocated a zone as defined in LPS 17, that precinct shall have the same land use permissibility as that zone unless a variation to that land use permissibility is outlined in **Table 3**.

Table 3: Land Use Permissibility Table

Control	Mixed Use / Community	Service Commercial	Shopping Centre	Residential
<b>Land use permissibility as per LPS 17 zone</b>	General Commercial	General Commercial	General Commercial	Residential
<b>Variations to land use permissibility of the identified zone</b>	Aged or Dependent Persons Dwelling – P Amusement Parlour – P Civic Use – P Grouped Dwelling – P Home Business – P Home Occupation – P Home Office – P Market – P Multiple Dwelling – D Place of Worship – D Recreation – Private – P Single Bedroom Dwelling – P	Amusement Parlour – P Convenience Store – P Market – P Motor Vehicle Repair – A Place of Worship – D Recreation – Private – P Service Station – A	Aged or Dependent Persons Dwelling – D Amusement Parlour – P Convenience Store – P Grouped Dwelling – D Home Business – P Home Occupation – P Home Office – P Market – P Motor Vehicle Repair – A Multiple Dwelling – D Place of Worship – D Recreation – Private – P Service Station – A Single Bedroom Dwelling – D Single House – D Tavern – A	Grouped Dwelling – P Multiple Dwelling – D Single Bedroom Dwelling – P
<b>Limitations on Use</b>	Residential land uses are not permitted on the ground level when directly fronting the main street.		Residential land uses are not permitted on the ground level when directly fronting the main street.	



<b>Other Requirements</b>	Community-related land uses shall comprise the predominant use of the Community Centre Site as identified on the structure plan map. The final cadastral boundaries are to be determined in consultation with the City.			
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## 5.4 Built Form Controls

The development standards outlined in **Table 4** apply to development in each of the precincts.

Table 4: Built Form Controls Table

Control	Mixed Use / Community	Service Commercial	Shopping Centre	Residential
<b>R-Code</b>	R60 - 80	n/a	R60 - 80	R60 - 80
<b>Residential Development</b>	<p>Residential density and development standards shall be in accordance with the allocated R-code. The allocation of specific residential densities shall be in accordance with the following criteria:</p> <p>(a) A base residential density coding of R60;</p> <p>(b) An R80 coding for lots that:</p> <ul style="list-style-type: none"> <li>- Are within, abut or are in very close proximity to the Shopping Centre Precinct; and</li> <li>- Are larger than 800sqm in area, excluding balance of title lots.</li> </ul> <p>Lot-specific residential densities, within the defined range, are to be assigned via a Residential Density Code Plan approved at the subdivision stage pursuant to <b>Table 5</b> of this report.</p>			
<b>Maximum Overall Building Height</b>	<p>Architectural features and minor projections may extend above the maximum height at the discretion of the responsible authority.</p> <p>Maximum overall building height may be increased at the discretion of the responsible authority where it can be demonstrated any variation is consistent with the objectives of the structure plan and would not unduly adversely affect surrounding properties.</p>	<p>Architectural features and minor projections may extend above the maximum height at the discretion of the responsible authority.</p> <p>Maximum overall building height for development within a High Speed Frontage to not exceed 12m.</p> <p>Maximum overall building height may be increased at the discretion of the responsible authority where it can be demonstrated any variation is required to achieve a four storey built form outcome and would not unduly adversely affect surrounding properties.</p>	<p>Architectural features and minor projections may extend above the maximum height at the discretion of the responsible authority.</p> <p>Maximum overall building height may be increased at the discretion of the responsible authority where it can be demonstrated any variation is consistent with the objectives of the structure plan and would not unduly adversely affect surrounding properties.</p>	

<b>Frontages</b>	<p>Frontage types have been allocated for street frontages on the structure plan map. These frontage types, each with their own development standards, are to ensure that activity and built form is scaled and designed to respond to the relevant street context and foster the desired experience for users of the street.</p> <ul style="list-style-type: none"> <li>Development to street boundaries shall be in accordance with the standards for the allocated frontage type.</li> <li>The standards are to be interpreted as minimums and therefore frontages can be developed at a higher activation level. For example, an allocated semi-active frontage may be developed as an active frontage. The frontage types, in order from highest to lowest activation are: Active; Semi-Active; Attractive; High-Speed.</li> <li>Where a site is developed for solely residential purposes, then the applicable R-code provisions apply to the street interface of that development.</li> </ul>
<b>Active Frontages</b>	<p>This frontage type is concentrated around the main streets, where a high level of activation and clear visual engagement with pedestrians is promoted. Built form along the active frontage shall be in accordance with the following:</p> <ul style="list-style-type: none"> <li>Default nil building street setback. Building setbacks may be supported where desirable to provide alfresco dining or similar activities that promote interaction between the internal use and public realm.</li> <li>Minimum ground floor to ceiling height of 3.6 metres. Minimum façade height of 5.2 metres to create a sense of enclosure for the pedestrian environment.</li> <li>Maximum building height of two storeys at the street interface. Additional storeys may be supported where setback further to create a clear separation of building forms and to not detract from pedestrian scaled street environment, solar access and view lines.</li> <li>Building façades to maximise building articulation, including 70% glazing (with at least 50% of glazed area unobscured) at ground floor and entrances directly accessible and visible from the street or public realm.</li> <li>Narrow, continuous building frontages to maximise tenancy opportunities and mix of uses.</li> <li>Awnings provided along at least 80% of each building frontage. Awnings to have minimum 3m under clearance and be wide enough to provide shelter to pedestrians without impeding surveillance.</li> </ul>
<b>Semi-Active Frontages</b>	<p>This frontage type relates to areas intended to reflect an urban character but do not necessarily accommodate highly active functions. Built form along the semiactive frontage shall be in accordance with the following:</p> <ul style="list-style-type: none"> <li>Default nil building street setback. Building setbacks may be supported to allow activities, landscaping and similar uses that create interest and surveillance between the building and public realm.</li> <li>Minimum and maximum building heights as per active frontages.</li> <li>Building façades to maximise building articulation, including 50% glazing at ground floor and windows and entrances accessible or visible from the street or public realm.</li> <li>Building frontages to be continuous where possible. Exceptions include where desirable to provide for access, parking or other public spaces and facilities.</li> <li>Awnings provided in accordance with active frontages where practicable to provide shelter to pedestrians.</li> </ul>

<b>Attractive Frontages</b>	<p>This frontage type is intended to ensure good design outcomes for areas where design limitations associated with 'big box' retail and commercial environments and service areas may occur, such as loading areas and inactive walls. Built form along the attractive frontage shall be generally in accordance with the following, as applicable:</p> <p><b><u>Attractive Frontages, excluding the Marvel Entrance Main Street:</u></b></p> <ul style="list-style-type: none"> <li>• Nil building street/reserve setback is permitted. Vehicle access and parking may be sited between the street and built form where adequately screened from view, or landscaped, so as to complement the amenities of adjacent streets and surrounding development.</li> <li>• Maximum building heights as per high-speed frontages.</li> <li>• Building façades to incorporate variations in depth, height, colour, texture and/or materials as well as openings (windows and doors) where practicable to create interest and surveillance and avoid visual monotony and blank walls to the public realm.</li> <li>• Awnings to be provided along building frontages where practical to provide shelter to pedestrians.</li> </ul> <p><b><u>Marvel Entrance Main Street Attractive Frontage:</u></b></p> <ul style="list-style-type: none"> <li>• Default nil building street setback. Building setbacks may be supported where desirable to provide alfresco dining or similar activities that promote interaction between the internal use and public realm.</li> <li>• Maximum building height of two-storeys at the street interface. Additional storeys may be supported where setback further so as not to detract from the pedestrian scaled street environment.</li> <li>• Building façades to maximise building articulation and surveillance, including 50% glazing. As an alternative, facades adjacent to the main street shall satisfy one or more of the following to ensure an appropriate level activation and visual interest:             <ul style="list-style-type: none"> <li>i) Be finished with a variety of colours, materials and finishes; and or</li> <li>ii) Incorporate public art that celebrates the heritage and history of the area; and/or</li> <li>iii) Incorporate landscaping within planter boxes and/or vertical gardens.</li> </ul> </li> <li>• Awnings to be provided along building frontages where practical to provide shelter to pedestrians, provided along at least 80% of each building frontage. Awnings to have minimum 3m under.</li> </ul>
<b>High-Speed Frontages</b>	<p>This frontage type reflects built form that is primarily experienced from passing vehicles travelling at speed, and not located in core pedestrian areas. This frontage will typically not consist of continuous built form. High-speed frontages should be designed generally in accordance with the following:</p> <ul style="list-style-type: none"> <li>• Building setbacks up to 10 metres are permitted for the purposes of providing landscaping, vehicle access, circulation and queuing areas. Vehicle access, queuing and parking areas shall otherwise be sleeved behind buildings and designed so as not to visually dominate street frontages or other public spaces.</li> <li>• Maximum building heights to achieve visibility from passing trade on integrator roads while maintaining a human scale, solar access, and view lines that do not detract from the amenities of surrounding development.</li> <li>• Building façades, including entries, glazing and signage, to incorporate building articulation and be oriented toward and clearly visible from the street where practicable to create interest and surveillance and avoid blank walls and inactivity to the public realm.</li> <li>• Awnings to be provided along each building frontage where practicable to provide shelter to pedestrians. Building entries to be connected via a legible footpath to the road.</li> </ul>

<b>Building Emphasis Locations</b>	<p>Entryways to the centre and other key wayfinding locations as indicated on the structure plan map are to be highly visible and easily recognisable from street level and from a distance. Built form should generally incorporate the following to emphasise the 'landmark' role of these locations:</p> <ul style="list-style-type: none"> <li>· Second storeys and/or prominent parapet heights and/or more pronounced facades at key points.</li> <li>· Distinct architectural features, materials and textures such as detailed panels, vertical and horizontal lines, and glazing.</li> <li>· Facades, glazing and entrances that address both street frontages and/or the public realm.</li> </ul>
<b>Architectural Design</b>	Architectural design across all precincts shall ensure variations in building plane, as well as materials, colours and textures.
<b>Vehicle Access Points</b>	<p>Major vehicle access points should be in the general location and function as outlined on the structure plan map.</p> <p>All major site access arrangements are subject to a Transport Impact Assessment at the development application stage.</p>
<b>Pedestrian Paths</b>	<p>All road verges (except laneways) shall be provided with a pedestrian path with a minimum width of 2 metres.</p> <p>Pedestrian paths in road verges shall connect with major building entries.</p> <p>Dual use paths shall be designed to give priority to pedestrians and cyclists at vehicle access points to the activity centre.</p>
<b>Pedestrian Linkages</b>	<p>Pedestrian linkages through the structure plan area are to be provided generally where indicated on the structure plan map. Routes identified on the structure plan map should be considered indicative, and demonstrate one possible way of providing for a pedestrian connection through the activity centre.</p> <p>Designated pedestrian linkages are to provide direct connections through the structure plan area, and should be designed generally in accordance with the following:</p> <ul style="list-style-type: none"> <li>· Be continuously sheltered and/or tree-lined.</li> <li>· Be of a typical minimum width of 3 metres.</li> <li>· Be of a grade and treatment so that it is able to be utilised by all sectors of the community.</li> <li>· Provide wayfinding signage at appropriate points to direct users of the activity centre.</li> <li>· Be well lit and provide seating at appropriate intervals.</li> <li>· Where the linkage passes through a building (for example a shopping centre), appropriate arrangements are to be put in place to allow for pedestrian passage at reasonable hours.</li> </ul>
<b>Open Space</b>	For multiple dwelling residential development, the minimum open space (% of site) is 20%.
<b>Landscaping</b>	All landscaped areas, including car parking areas, pedestrian links, and the main street, should demonstrate the implementation of high water efficiency design, including through the use of waterwise plans and trees as identified by the Water Corporation Plants Directory.

<b>Car Parking</b>	<ul style="list-style-type: none"> <li>Car parking for all non-residential land uses shall be provided at a rate of 4 car spaces per 100sq.m of NLA, with the exception of Office and Showroom which shall be provided at a rate of 2 car spaces per 100sq.m of NLA. Car parking for the activity centre is to be supplied in the form of off-street reciprocal and shared parking facilities and on-street or other public parking wherever possible.</li> <li>On-street parking opportunities shall be concentrated along the two designated main streets and within both sides of the Everglades Avenue road reserve as well as other convenient locations appropriate to different users and modes.</li> <li>Bays are to be designed to AS2890.1 and AS2890.6.</li> <li>Car parking for all residential uses is to be provided as per the Residential Design Codes.</li> <li>Small car bays (to the specifications of AS2890.1) are permitted off-street to a maximum of 25% of the non-residential off-street car-parking provided.</li> <li>At-grade car parking shall include a minimum 2 metre landscaping strip in the verge or in the lot along all street boundaries.</li> <li>At-grade car parking shall be provided with one tree for every 6 car parking bays.</li> <li>Non-residential car parking requirements are encouraged to be provided and/or shared across different sites within the activity centre boundary, subject to appropriate agreements being put in place.</li> </ul>
<b>Bicycle Parking and End of Trip Facilities</b>	<ul style="list-style-type: none"> <li>Residential development: in accordance with the R-codes.</li> <li>Non-residential development less than 500sq.m NLA: Minimum 2 bicycle parking rack spaces for occupants or visitors.</li> <li>Non-residential development 500sq.m or greater.</li> <li>For building occupants: <ul style="list-style-type: none"> <li>Secure bicycle storage bays at a rate of 1 bay per 500sq.m NLA.</li> <li>End of trip facilities are required where 10 or more secure bicycle bays are required, with a minimum of 1 locker per bay, and a minimum of 2 showers (1 male, 1 female) for each bloc of 10 bays, to a maximum of 10 total showers.</li> <li>End of trip facilities are to be secure and conveniently located.</li> </ul> </li> <li>For visitors: <ul style="list-style-type: none"> <li>Bicycle parking rack spaces are to be provided at a rate of 1 per 750sq.m NLA and shall be located near building entrances.</li> </ul> </li> </ul>
<b>Screening of Services</b>	<ul style="list-style-type: none"> <li>External fixtures (e.g. utilities, plant, equipment, infrastructure) are to be a similar colour to the building to which they are affixed and adequately screened so as not to be visually obtrusive when viewed from the road reserve or public realm.</li> <li>Service areas, including refuse and storage areas and loading docks, shall not front or face the street or public spaces unless these areas are fully integrated with the design of the centre so as to be 'sleeved' behind other externally-oriented buildings, and/or adequately screened from view of the public realm; and segregated to allow service vehicles to enter the public road in forward gear and avoid conflict with users of customer parking areas and pedestrian movement linkages.</li> </ul>
<b>Signage</b>	<ul style="list-style-type: none"> <li>A single pylon/monolith sign of no more than 16m in height shall be permitted for the purpose of providing a consolidated business sign for the centre visible from the road reserve.</li> <li>All other signs shall not exceed 12m in height or be located so as to detract from the primacy of the consolidated centre sign. Signage shall be compatible in scale and siting so as not to detract from the amenities of the road frontages and nearby development.</li> <li>Except where stated in this structure plan, signage is to be designed in accordance with the City's local planning policy for advertising signs within commercial zones (POL-C-070) or equivalent.</li> </ul>

<b>Main Street</b>	<p>The structure plan provides for two distinct main streets at either end of the Centre. The main streets are to be provided in the following locations:</p> <ol style="list-style-type: none"> <li>1. Along Nuytsia Avenue between Mayfield Drive and Everglades Avenue; and</li> <li>2. Along Marvel Entrance between Youle-Dean Road and Station Street.</li> </ol> <p>The main streets shall:</p> <ul style="list-style-type: none"> <li>· Have a minimum width of 20 metres, and a maximum width of 25 metres.</li> <li>· Be appropriately designed and treated to slow vehicle speeds and prioritise pedestrian movement.</li> <li>· Be limited to the provision of crossovers generally in accordance with the Structure Plan map.</li> <li>· Be designed and landscaped to the satisfaction of the City of Swan.</li> <li>· Be designed and landscaped to a high standard that is reflective of its position as a main feature and gathering place for the surrounding community, and broader catchment.</li> </ul> <p>The main street may be retained under private ownership providing that legal instruments are put in place to allow for City and public access at all times, with allowances for temporary, short-term closures for events.</p>
<b>District Community Centre</b>	<ul style="list-style-type: none"> <li>· A district community centre site is to be provided in the Mixed Use / Community Precinct.</li> <li>· The district community centre site shall have a minimum area of 0.5 hectares in accordance with the Development Contribution Plan for DCA 1 – Brabham (Albion).</li> <li>· The final boundaries of the district community centre site are to be determined in consultation with the City.</li> <li>· The district community centre site shall interact with and be oriented to the adjacent pedestrian linkage and Jungle Park.</li> <li>· Vehicle Access to the district community centre site can be provided via the eastern edge of the main street and/or via a connection from Mayfield Drive.</li> </ul>

## 6.0 LOCAL DEVELOPMENT PLANS

A Local Development Plan may be required pursuant to a condition of subdivision approval prior to the development of any single houses or grouped dwellings within the structure plan area. Local Development Plan/s required pursuant to this provision should:

- Provide for R-code variations that reflect the desired urban character of the locality.
- Ensure that dwellings (where applicable) address the pedestrian linkage(s) that connects the main street to Jungle Park, enabling casual surveillance of the pedestrian linkage.
- Ensure that the potential visual and amenity impact of garages, bin storage, and other service facilities is minimised.
- Ensure that dwellings are appropriately protected from potential amenity impacts of non-residential development.
- Seek to minimise crossovers.

## 7.0 OTHER REQUIREMENTS

Land within the Precinct Structure Plan boundary is within Development Contribution Area 1 (DCA 1) as identified in the scheme map and schedule 13 of LPS 17, and the Development Contribution Plan for DCA 1 - Brabham (Albion) (as amended) should be read in conjunction with this Precinct Structure Plan.

A landowner shall be liable to make a cost contribution at the time and in the circumstances contemplated in Part 5A.2 of LPS 17 (as amended), and this will be imposed as a condition of subdivision or development approval, generally whichever is granted first.

## 8.0 ADDITIONAL INFORMATION

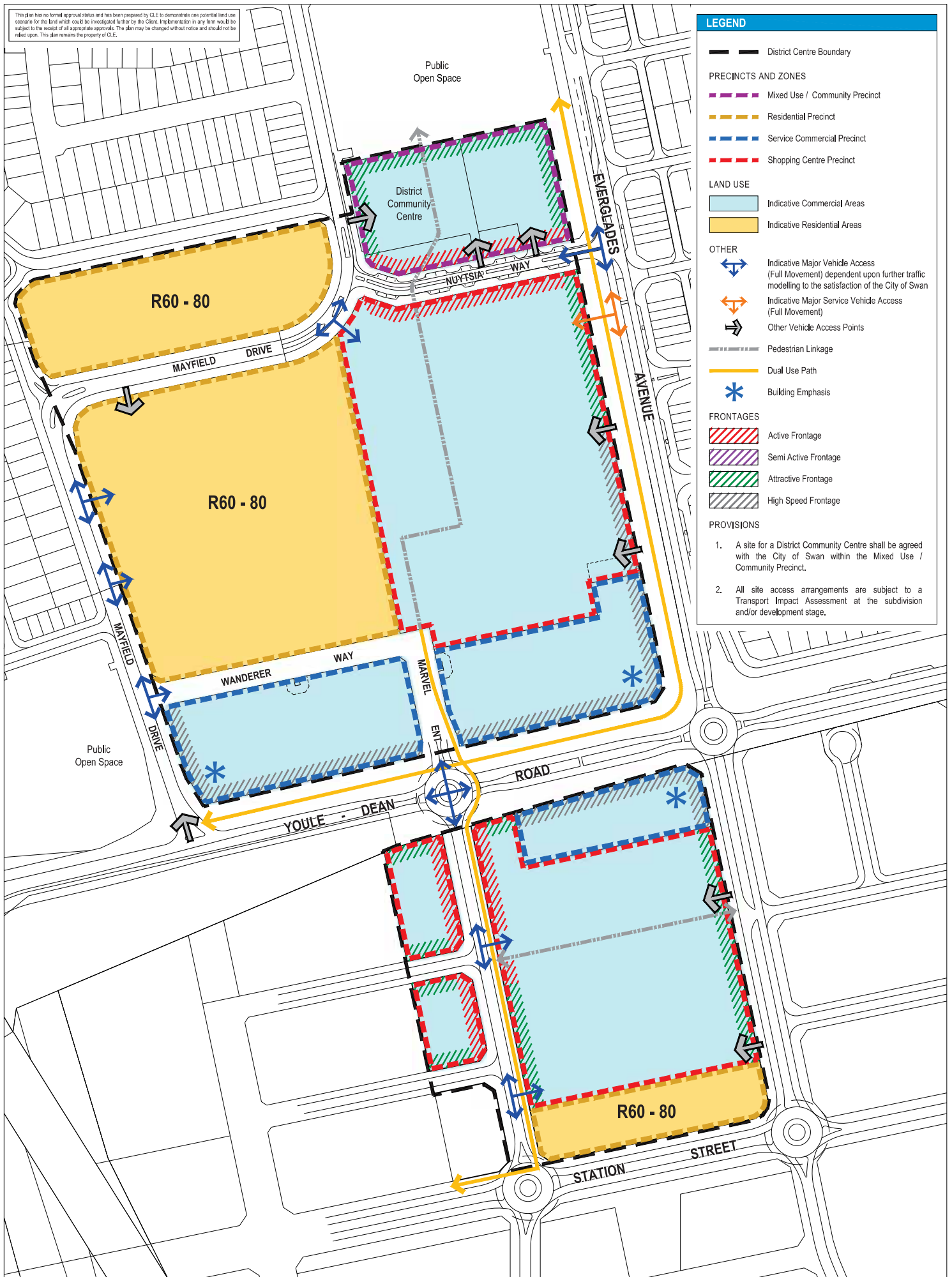
**Table 5** outlines additional information required to ensure the fulfillment of the requirements of the structure plan. The below is in addition to the lodgement requirements of LPS 17.

Table 5: Additional Information Requirements

Additional Information	Approval Stage	Consultation Required
Residential Density Code Plan allocating specific densities in accordance with the criteria in Table 4 of this report.	At subdivision and/or development application stage, at which time the Plan becomes part of this structure plan.	City of Swan
Landscape concept masterplan, including details of the main street, any pedestrian linkages, and any landscaped edges.	Prior to development approval of stage 1A in the Shopping Centre Precinct, and each subsequent stage of development.	City of Swan
Environmental Noise Assessment demonstrating capacity for non-residential development to comply with noise regulations, including taking into account future residential development in the structure plan area.	Prior to non-residential development approval in the Shopping Centre Precinct and Mixed Use / Community Precinct.	City of Swan
Signage strategy outlining the location and nature of signage.	At relevant development application stages in consultation with the City of Swan.	City of Swan
Safe Walk/Cycle to School Assessment, in accordance with WAPC Transport Impact Assessment Guidelines to inform the design of roads and safe crossing facilities.	At subdivision and/or development application stage.	City of Swan



This plan has no formal approval status and has been prepared by CLE to demonstrate one potential land use scenario for the land which could be investigated further by the Client. Implementation in any form would be subject to the receipt of all appropriate approvals. The plan may be changed without notice and should not be relied upon. This plan remains the property of CLE.







# BRABHAM DISTRICT CENTRE PRECINCT STRUCTURE PLAN

## Amendment No. 2

### Part Two - Explanatory Report [Addendum]

JULY 2024

<b>Title:</b>	Brabham District Centre Precinct Structure Plan Part Two - Explanatory Report - Addendum
<b>Prepared for:</b>	Peet Pty Ltd
<b>CLE Reference:</b>	3074Rep355B
<b>Date:</b>	1 July 2024
<b>Status:</b>	Final
<b>Prepared by:</b>	Town Planner - CLE Town Planning + Design Retail Consultant – Pracsys Traffic Engineer - PJA Bushfire Consultant – Emerge Associates

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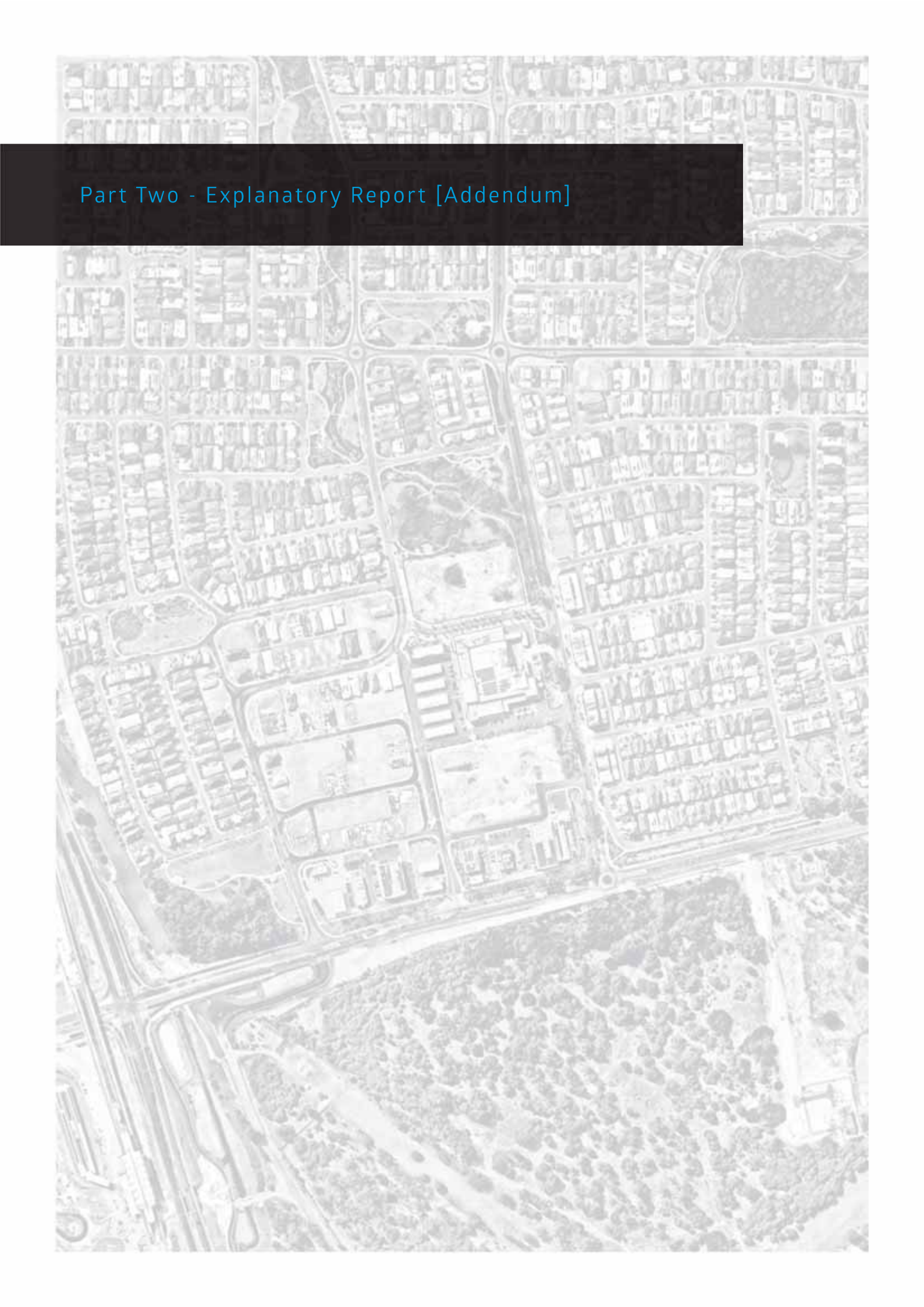
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- Appendix 1**      Retail Market Analysis (Pracsys)
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An aerial photograph of a suburban residential area, showing a grid of streets, numerous houses, and some green spaces. A black rectangular text box is positioned in the upper left quadrant of the image.

## Part Two - Explanatory Report [Addendum]



## 1.0 BACKGROUND

### 1.1 Amendment Purpose and Scope

The purpose of Amendment No. 2 to the Brabham District Centre Precinct Structure Plan (Structure Plan) is to modify the area of the District Centre to encompass part of Lot 822 Youle-Dean Road (Lot 822). The amendment will facilitate the planned expansion of the District Centre to accommodate land south of Youle-Dean Road, as envisaged by the overarching Albion District Structure Plan (DSP) following progression of the planning framework for the area.

The area subject to Amendment No. 2 is consistent with the Third Stage Brabham Structure Plan (LSP 3) that has been progressed by Peet Brabham Pty Ltd and DevelopmentWA over approximately 99ha of land that forms part of Lot 822. The amendment proposes to designate approximately 3.64ha of land for commercial purposes, in addition to approximately 0.57ha of land for residential purposes on the southern boundary of the Structure Plan. The inclusion of the residential land more appropriately delineates the District Centre and provides flexibility for the implementation of future residential development.

The amendment only seeks to incorporate a total of 4.80ha of land south of Youle-Dean Road into the Structure Plan to ensure appropriate built form controls are in place to guide the planned expansion of the District Centre in a consolidated manner. The area subject to this amendment aligns with the area designated 'Special Use – District Centre' within LSP 3, which requires further structure planning over the site to provide a framework for future subdivision and development. *State Planning Policy 4.2: Activity Centres* (SPP 4.2) also requires a Precinct Structure Plan to be prepared to coordinate development of District Centres.

The proposed modifications relate to the Structure Plan map, textual modifications to the Part 1 – Implementation Report and this supporting Part 2 – Addendum, which should be read in conjunction with the existing Part 2 – Explanatory Report.

Progression of Amendment No. 2 will support the planned expansion of the District Centre to facilitate subdivision and development of land south of Youle-Dean Road for predominantly commercial purposes. This will meet the needs of the emerging Brabham community and ensure future residents both within LSP 3 and the broader area are provided convenient access to a range of goods and services.

### 1.2 Existing Structure Plan Framework

The Structure Plan was originally approved by the Western Australian Planning Commission (WAPC) in April 2018. It follows identification of the land within the Albion DSP and Brabham Local Structure Plan 1C (LSP 1C) as a District Centre and fulfilled the requirements of the planning framework for more detailed site-specific planning.

In 2022, Amendment No.1 to the Structure Plan was progressed, which proposed the following:

- Reducing the land designated within the 'Shopping Centre' Precinct in the north-western corner of the Structure Plan; and
- Increasing the size of the Residential R60-R80 Precinct in the north-western corner of the Structure Plan to facilitate additional residential development.

Amendment No. 1 was approved by the WAPC on 1 November 2022. The Structure Plan as currently approved provides a framework for:

- Approximately 30,000sqm of commercial net lettable area (NLA), of which approximately 20,000sqm would be Shop-Retail NLA;
- Opportunities for potential multi-story development outcomes within the Centre in the longer term, subject to market demand;
- Areas designated Residential R60-R80 to accommodate high density residential development outcomes in proximity to the Centre;
- A range of frontage types including Active, Semi-active, Attractive and High Speed, depending on the nature and location of the street frontage, and envisaged built form outcomes;
- Key vehicular and pedestrian access points and routes; and
- A District Community Centre north of Nuytsia Way approximately 5000sqm in size, as required by the City of Swan (City).

Set out below is the approved Structure Plan Map (**Figure 1**) and Concept Masterplan (**Figure 2**).

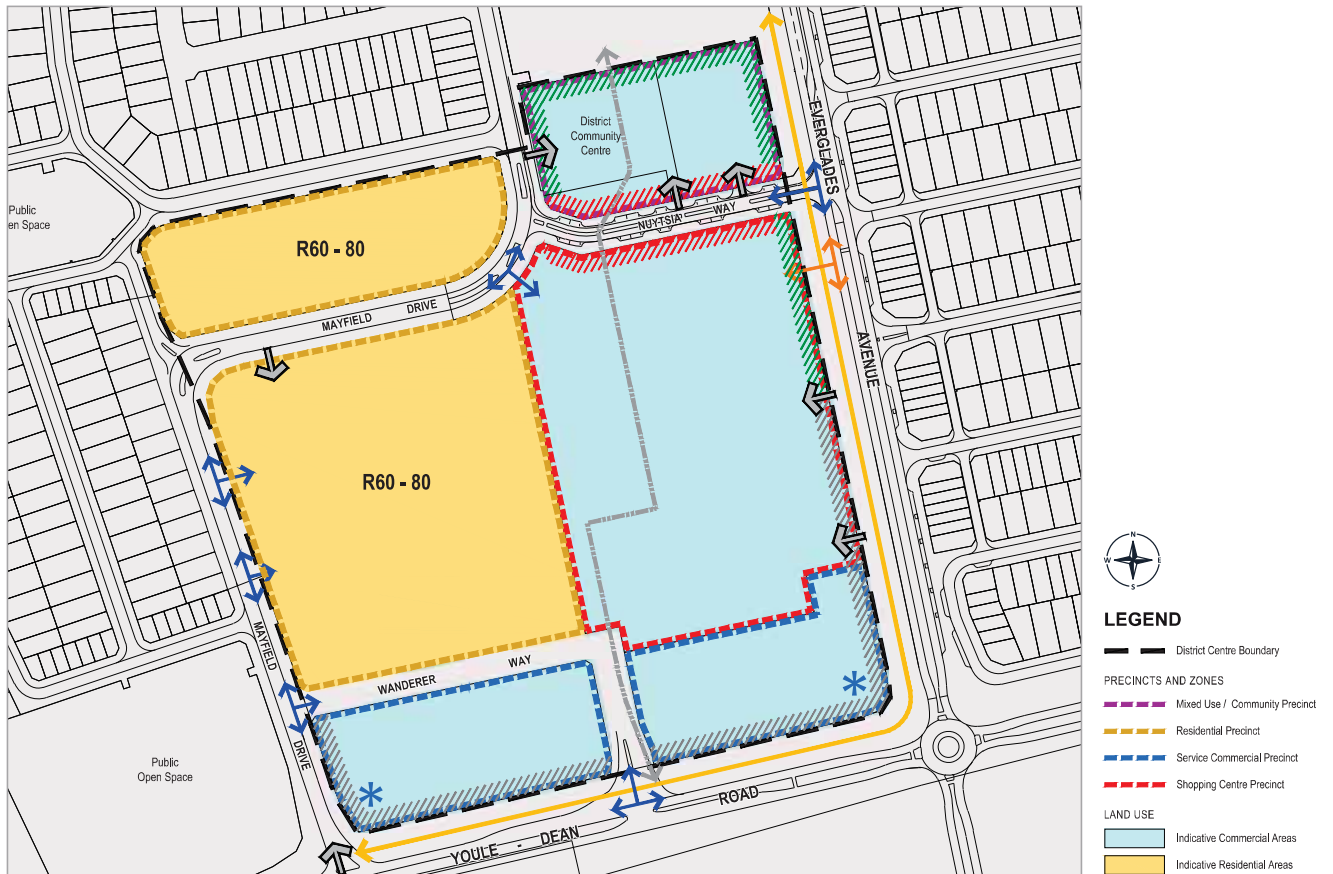


Figure 1: Approved Structure Plan Map



Figure 2: Concept Masterplan



### 1.3 Current Site Conditions

Development of the Structure Plan has progressed significantly since it was originally approved in 2018, including the following:

- The road network and development sites have been created for the current Structure Plan area.
- Residential development in the north-western corner has progressed, including lots that have been created, titled and dwellings constructed.
- The main shopping centre is operational and anchored by a Coles supermarket, with several supporting specialty retail tenancies, including a pharmacy, café and hairdresser.
- All land adjacent to the northern boundary of Youle-Dean Road has been developed with highway commercial uses, such as fast-food retailers, gym and consulting facilities.

More broadly, the surrounding communities within Brabham, Dayton, Bennett Springs East and Henley Brook continue to be urbanised, all of which fall within the estimated trade area of the District Centre. This continued addition of residents to the area is driving demand for goods and services and additional commercial offerings.

In addition, in recent years planning for Metronet confirmed a train station would be located at Whiteman Park, adjacent to Drumpellier Drive and Youle-Dean Road. The train station is currently under construction and is anticipated to be operational in late 2024. Once operational, residents and visitors will be provided a 25-minute train journey to and from the Perth CBD. The station will be located on the western side of Drumpellier Drive with direct connectivity provided to the land south of Youle-Dean Road via a pedestrian underpass. This will provide convenient pedestrian access directly to the District Centre expansion via Station Street (main east-west Neighbourhood Connector within LSP 3), which will offer a far more pleasant pedestrian experience than what would be afforded via Drumpellier Drive and Youle-Dean Road.

The introduction of the train station and pedestrian connection via LSP 3, which was not contemplated under the Albion DSP, has driven reconsideration of the centres layout to maximise connectivity between the District Centre and train station and the complementary services that can be offered. In addition, the population in the corridor is expected to increase significantly from previous estimates, which informed the original planning for the District Centre. These matters are discussed in further detail below.

## 2.0 Proposed Amendment

### 2.1 Development Concept

A Concept Masterplan has been prepared to demonstrate how the amendment area can be integrated with the existing District Centre, which is illustrated in **Figure 3** below. The masterplan builds on the previous plan prepared to support Amendment No. 1 and demonstrates only one way in which the amendment area could be developed, with the final layout and design to be determined at the development application stage.



Figure 3: Updated Concept Masterplan

## 2.2 Precincts, Land Use and Development Frontage

The site's context and the supporting Concept Masterplan have informed the precinct designations applied to the land subject to Amendment No. 2, which align with the Structure Plan's existing precincts. The following designations are proposed:

- **Shopping Centre Precinct:** Applies to most of the amendment area and encompasses land along the new north-south main street and land adjacent to Everglades Avenue to accommodate shop/retail and similar commercial land uses.
- **Service Commercial Precinct:** Applicable to most of the land adjacent to Youle-Dean Road to accommodate highway commercial and other compatible uses, complementary to the existing development on the northern side of Youle-Dean Road.
- **Residential Precinct:** Applicable to the southern portion of the amendment area adjacent to Station Street, this precinct will facilitate future high density residential development adjacent to the shopping precinct.

In addition, the Structure Plan provides for various frontage types to inform the future built form outcomes, which again are consistent with the established Structure Plan provisions and align with existing development outcomes. The frontages are generally provided as follows:

- **Active Frontage** applicable to the Main Street to support active land uses and pedestrian activity, providing a legible pedestrian connection to the northern portion of the Centre.
- **Attractive Frontage** applicable to Everglades Avenue and the secondary frontages of lots on the western side of the Main Street, to support transitional built form outcomes and manage service areas.
- **High Speed Frontage** applicable to development adjacent to Youle-Dean Road to support development outcomes compatible with a higher order road frontage and existing development on the northern side of Youle-Dean Road.

The exception to this is the south-eastern portion of the Main Street, which is proposed as an Attractive Frontage, however with a modified set of built form guiding principles. This portion of the Main Street remains subject to a default nil building setback and minimum 50% glazing. However, the provisions allow for the consideration of alternative design outcomes for the façade to acknowledge the area's transitional location adjacent to future residential development, and its peripheral location along the Main Street.

This will encourage the most active pedestrian-oriented land uses to be located along the northern portion of the Main Street and around the centrally located east-west pedestrian connection. As a result, it may be appropriate for future development to the south to incorporate a range of alternative design elements that support activation beyond simply shop/retail frontages or glazed walls. The provisions include the opportunity to incorporate alternative design solutions, such as landscaping and/or wall art, or through the considered use of colours and materials that provide appropriate levels of activation and visual interest along the Main Street to complement the shop/retail uses.

The land use designations and frontages are set out on the **Plan A** Structure Plan map.



## 3.0 Planning Assessment

The following section outlines the key planning framework considerations applicable to the proposed amendment, as set out above.

### 3.1 Albion District Structure Plan

The Structure Plan provides for a logical extension of the District Centre south of Youle-Dean Road to provide commercial land use opportunities generally consistent with the Albion DSP.

The Albion DSP has always identified part of the District Centre to extend south of Youle-Dean Road, to provide a level of integration with the community to the south and leverage off direct frontage to Youle-Dean Road as a key access route into Brabham. This was proposed within the Albion DSP as a ribbon of Commercial zoned land along the southern boundary of Youle-Dean Road, as illustrated in the extract below (**Figure 4**).

The indicative layout turns its back on the residential land, presents challenges with managing the interface to the surrounding area and limits opportunities to suitably integrate or transition commercial land uses with residential development. This also offers limited opportunity to support the delivery of any active shop/retail uses, given Youle-Dean Road is designated as a higher order 'Other Regional Road' under the Metropolitan Region Scheme (MRS) and provides lower levels of pedestrian amenity.

The Structure Plan amendment instead proposes a more uniform configuration that provides flexibility for future tenants/businesses to deliver more pedestrian focused areas and supports the ability to deliver higher amenity outcomes. The proposed configuration also better manages the transition of the Centre to the surrounding residential development.



**Figure 4:** Albion District Structure Plan Extract

### 3.2 Whiteman Park Metronet Station

The proposed amendment significantly improves the sites connectivity to the Metronet Whiteman Park Train Station and pedestrian underpass, which was not envisaged as part of the Albion DSP.

This is an important change in infrastructure provision for the area and has influenced the final location and configuration of the Centre south of Youle-Dean Road, which has been informed by the following considerations:

- Provision of a more logical size and configuration for the Centre that improves proximity of employment generating land uses to the train station and pedestrian underpass.
- Maximising access and exposure to the pedestrian underpass at Drumpellier Drive with clearly identifiable and legible pedestrian linkages in a high amenity environment, supported by the proposed street network and landscaping considerations set out under LSP 3.
- A legible and easily identifiable north-south main street that provides a clear connection to the balance of the District Centre north of Youle-Dean Road, improving its integration with the train station and pedestrian underpass, as well as wayfinding for pedestrians.
- Delivering a consolidated and connected District Centre that supports a quality pedestrian experience to encourage both visitation and active modes of travel.
- Provision under LSP 3 for an area of public open space adjacent to the main street to support a visual connection to the train station underpass, while also providing amenity for users and encouraging visitors to linger for extended periods.

As an amendment to an existing Centre, it is not possible to facilitate the delivery of a completely integrated Transit Oriented Development (TOD) with the train station. However, as set out above the amendment has carefully responded to the introduction of the train station in this location to ensure TOD principles are incorporated into the Structure Plan, which can be delivered through future development proposals while maintaining a connected Centre precinct.

### 3.3 State Planning Policy 4.2: Activity Centres

The site is identified as a District Centre under SPP 4.2. As discussed in the 'Retail Market Analysis' section below, the amendment does not propose to increase the indicative amount of retail NLA that could be accommodated within the Structure Plan. However, more importantly SPP 4.2 no longer relies on floorspace as a key consideration but instead provides a set of locational criteria to guide the planning of activity centres, and includes the following:

- Indicative land area of two to four large blocks and 30,000sqm-120,000sqm (excluding exclusive residential area); and
- Should be co-located with a train station where possible.

The amendment will result in the Centre being approximately three blocks in size and having an overall land area of 10.52ha, which includes land set aside for a Community Centre and highway commercial uses along Youle-Dean Road. This will support the ongoing provision of services that focus on serving the daily and weekly needs of residents, consistent with the main role and attributes of a District Centre.

District Centre's are also intended to be co-located with a train station where possible. As discussed above, the location of the Centre was previously planned under the Albion DSP prior to the Whiteman Park Train Station being confirmed, and therefore it is not possible to deliver a holistically integrated TOD. However, the planned expansion will improve pedestrian access via the underpass at Drumpellier Drive, which offers an improved pedestrian experience in comparison to Youle-Dean Road. The design and legibility of the Centre also ensures pedestrians utilising the underpass have a strong and clear connection through to the northern portion of the Centre to support the delivery of a consolidated activity node.

The proposed amendment is intended to provide complementary commercial offerings that meet the daily and weekly needs of residents, and does not seek to support uses more akin to a Secondary Centre. The proposed amendment therefore provides a Centre that remains consistent with the size, role and function of a District Centre as set out in SPP 4.2.

### 3.4 Local Commercial Activity Centres Strategy and Local Planning Strategy

The City's Local Commercial Activity Centres Strategy (LCACS), which was adopted as a local planning policy in 2017, provides further guidance to support the criteria of SPP 4.2. The Strategy reaffirms that whilst floorspace provides an indication of the role of a particular centre, it is the type and range of facilities and services offered that provide a more accurate indication. In considering the hierarchy of an activity centre, consideration should instead be weighted towards whether the application changes a centres functional role. As demonstrated throughout this report the amendment does not propose to change the role or functional hierarchy of the Brabham District Centre.

The amendment is also aligned with the City's future planning vision for activity centres set out in the LCACS, which acknowledges the need to adapt to evolving trends that influence the development of centres. Relevant to this amendment is the introduction of the Whiteman Park Train Station and a planned population of 15,000-20,000 residents, significantly above the 5,500 residents originally envisaged under the Brabham DSP. This is further supported by the City's Local Planning Strategy, which notes that the functional nature of the Brabham District Centre needed to be re-examined from its previous status as a large Neighborhood Centre to a District Centre, which has since been reflected in SPP 4.2.

*“City of Swan activity centres are acknowledged for how they accommodate a mix of uses including retail, business, entertainment, community, health, education and housing. The high-quality design and vibrancy of activity at centres across the City is a source of pride for residents and a focus of investment for business.*

*Planning for activity centres in the City of Swan acknowledges the valuable contribution centres make to the local economy and the City's communities, and the need to adapt to the ever-evolving trends which influence the development of centres.”*

### 3.5 Retail Market Analysis

Pracsys prepared a Retail Market Analysis to assess the suitability of the planned expansion, which is included as **Appendix 1**. The report considers the local demographics and expected market growth within the trade area, being a 5km radius, to understand the expected increase in demand for goods and services in the trade area.

Key findings of the market analysis include the following:

- The trade area has a younger family-oriented age profile than greater Perth, which may indicate increased expenditure on childcare and certain convenience retail goods and services;
- The trade area is estimated to contain approximately 12,187 dwellings in 2023 with dwelling growth forecasts suggesting the trade area is expected to increase 17,577 dwellings by 2033 and 20,922 dwellings by 2038.
- Based on projected household growth shop/retail expenditure is estimated to increase from \$441 million in 2023 to \$640 million in 2033, reflecting a growth rate of 45%.
- Future development of the amendment area will contribute a net output of \$12 million to the economy and approximately 262 full-time equivalent jobs in the operation phase.
- The amendment will have positive community benefits by increasing the number of future residents that have walkable access to a range of goods and services and encouraging longer and more frequent visits to the Centre to support activation and the viability of small businesses, in addition to creating a sense of place.

The amendment is therefore aligned with the objectives of SPP 4.2 relevant to District Centres and will provide a significant net economic and community benefit, additional employment opportunities, reduced travel time to access goods and services and healthy competitive competition through increased consumer choice and equitable consumer access.

## 4.0 Traffic

The amendment is supported by a traffic Technical Note prepared by PJA, which is included as **Appendix 2**. The technical note builds upon the comprehensive Traffic Impact Assessment (TIA) that was prepared as part of LSP 3. The amendment provides an additional level of detail on the possible floor space distribution and land use mix, which has subsequently informed the Technical Note and additional targeted transport modelling.

In comparison to the LSP 3 outputs, the modelling estimates a decrease of approximately 194 vehicles per hour (vph) in the AM peak period and a negligible increase of approximately 38vph in the PM peak period on the surrounding road network. It is important to note that estimated vehicle volumes will be further informed at later stages of the planning process, when future land uses are known. Whilst there will be a high volume of traffic on the surrounding roads, this is consistent with the site's classification as a District Centre under SPP 4.2, the Centre being in proximity to the Whiteman Park Train Station access, and Youle-Dean Road and Drumpellier Drive being responsible for carrying a high volume of traffic consistent with their designation as 'regional roads' under the MRS.

In summary, the Technical Note reaffirms the conclusions of LSP 3 that the surrounding road network will operate at a suitable level of service.

## 5.0 Bushfire

The area subject to the Structure Plan amendment is mapped as bushfire prone by the Department of Fire and Emergency Services. A Bushfire Management Plan (BMP) was prepared holistically in support of LSP 3, which incorporates the Structure Plan amendment area, and considered both existing and post-development site conditions to demonstrate compliance with *State Planning Policy 3.7: Planning in Bushfire Prone Areas*. The BMP is included as **Appendix 3**.

The BMP identifies a portion of the amendment area pre-development as BAL-40 and BAL-FZ, due to the current unmanaged nature of land immediately west of the Structure Plan. This land is subject to future urbanisation and represents a temporary hazard that can be managed through development staging or clearing of land within the balance of Lot 822.

The BMP has adequately demonstrated that a proposal for the subject land can satisfy the applicable bushfire protection criteria set out under SPP 3.7, with any specific management obligations to manage temporary hazards to be considered through later stages of the planning process.

## 6.0 Conclusion

The proposed amendment will facilitate the planned expansion of the Brabham District Centre and support the provision of additional commercial and residential land that presents as a logical extension to the existing Centre, with improved integration with the Whiteman Park Train Station. The amendment responds to changes in the Brabham area over time since the Albion DSP was first approved in 2009. In particular, the anticipated increase in the area's population from an estimated 5,500 residents to as many as 20,000, as well as the previously unaccounted for Whiteman Park Train Station.

The proposed amendment will increase the size of the District Centre to 10.52ha and approximately three large blocks and will support additional goods and services of a convenience nature to meet the daily and weekly needs of the catchment area. The proposal is identified under SPP 4.2 as a District Centre, with this amendment resulting in no change to the Centre's functional hierarchy.

The amendment also ensures the portion of the District Centre south of Youle-Dean Road is better integrated with surrounding residential development and will maximise access to goods and services for future residents and will ultimately provide a significant net community benefit for Brabham and the broader locality.



# APPENDIX 1

APPENDIX 1

Retail Market Analysis, Pracsys (April 2024)

## APPENDIX 2

APPENDIX 2

Traffic Technical Note, PJA (May 2024)

## APPENDIX 3

APPENDIX 3

Bushfire Management Plan, Emerge Associates (Feb 2024)

