

PROPOSED MIXED USE COMMERCIAL DEVELOPMENT

Lots 7 (22), 8 (24) and 9 (26) Monkhouse Way & Lots 5 (4) and 6 (2) Banks
Avenue

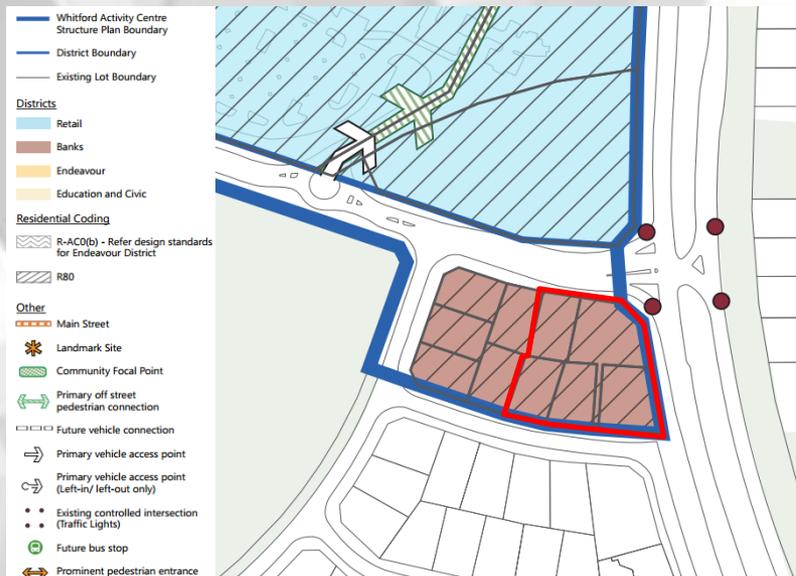


Whitford Activity Centre Structure Plan (WACSP) Context

- Located within the 'Banks District' at the south western corner of Marmion and Banks Avenue. Directly north of the site is the recently redeveloped Westfield Whitford City Shopping Centre.
- The 'Banks District' is intended to be a transitional zone from the retail core to the adjoining residential area and encourages mixed use development and R80 residential developments.
- The residential lots to the south of Monkhouse Way are anticipated to undergo redevelopment in the future as a result of its R20/60 split coding (i.e. encouraged redevelopment).

CHARACTER STATEMENT

The Banks District will be characterised by transition in both activity and built form. A range of uses including residential and offices will be encouraged. Banks Avenue will become more urban in character with buildings up to 3-storeys fronting it. Adjacent development will potentially have shared access to rear parking areas. On-street parking will be provided on both sides of Banks Avenue. Care will be taken to retain the amenity of residential properties to the south.



Structure Plan context of the subject site.



Aerial context of the subject site.

Overview of Proposal

- Gateway development site for the Whitford Activity Centre Structure Plan area.
- 11 commercial tenancies with a total of 3,707m² NLA situated over two (2) levels.
- Amalgamation of five (5) existing residential lots, which achieves a more holistic development as opposed to singular redevelopments.



Perspective of the proposed development from the Marmion and Banks Avenue intersection.

Overview of Proposal

- Six (6) medical centres, two (2) offices, a café, a childcare centre and a gym.
- Satisfies the relevant development requirements.
- Delivers on the objectives of the Whitford Activity Centre Structure Plan.
- The main medical, childcare and gym are national based practices and are contractually committed to the development proposal.



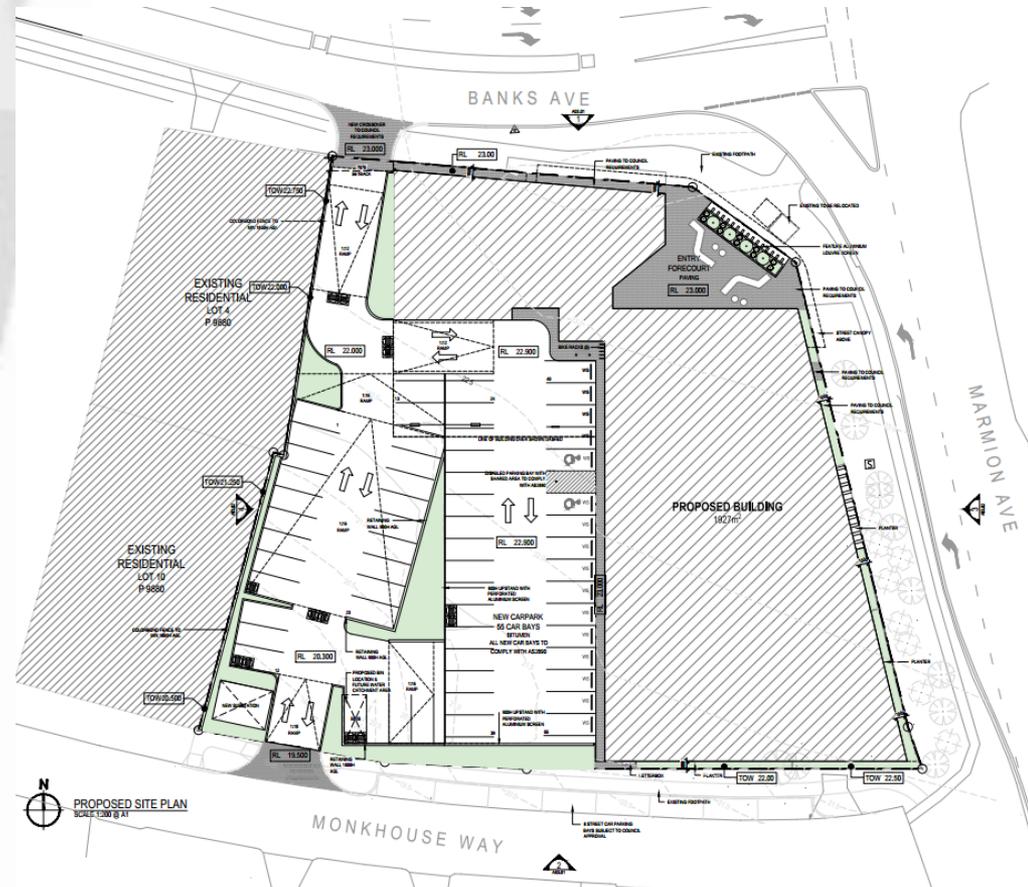
Perspective of the proposed development from Monkhouse Way.

Responsible Authority Report (RAR)

- Whitford Activity Centre Structure Plan (WACSP) Compliance
 - All uses can be contemplated in the Banks District of the Structure Plan.
 - Delivers on the objectives of the Banks District.
- Public Consultation
 - The proposal was advertised for a period of 14 days during which 6 objections were received.
 - The concerns of the public have been appropriately addressed by the City's responses to the submissions.
- Design Review Panel (DRP) Comments
 - Comments were considered by the project team with several modifications made to the design including:
 1. Increase in the floor to floor ceiling heights;
 2. Pram parking area provided on site; and
 3. Providing end of journey facilities.
 - The City was satisfied that the DRP comments have been appropriately addressed and the proposed modifications were supported.

Development Standards

- Generally compliant with the relevant development standards outlined in following:
 1. Whitford Activity Centre Structure Plan – General Development Standards.
 2. Whitford Activity Centre Structure Plan – Banks District Development Standards.
 3. Childcare Centres Policy.
- Proposed variations that have been adequately justified:
 1. Floor to floor ceiling height.
 2. Parking shortfall.
 3. Bicycle parking shortfall.



Site plan of the proposed development.

Deferral Recommendation – City of Joondalup



AGEM
PROPERTY GROUP

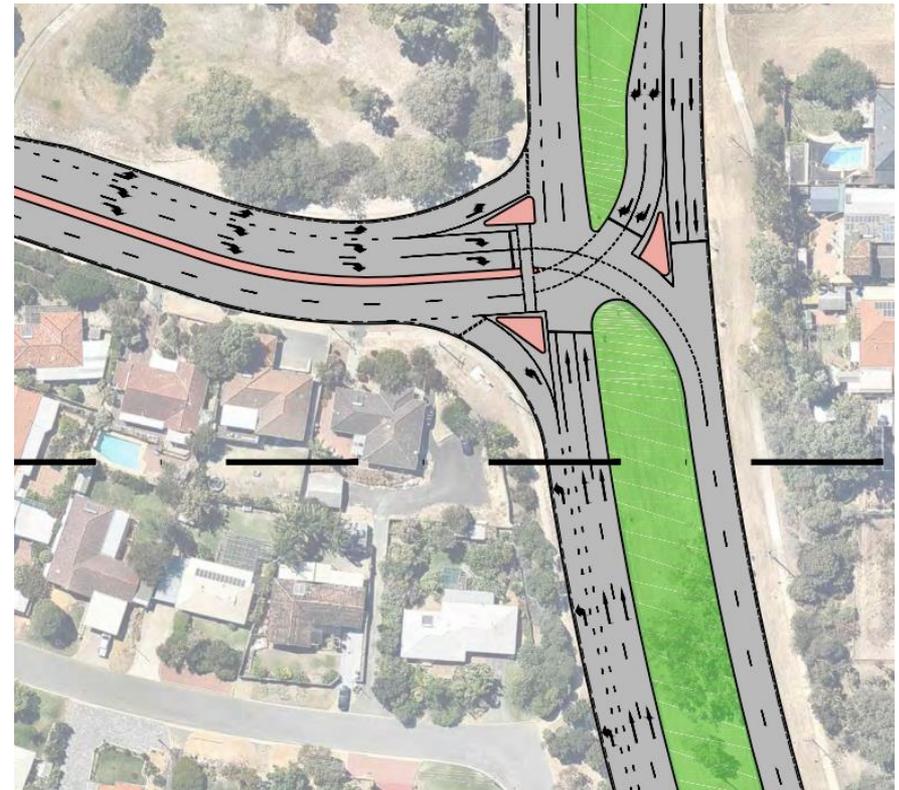


1. **Defer** a decision on DAP Application reference DAP/17/01267 and accompanying plans in Attachment 2 for a period of six (6) weeks for the following reasons:
 - a) Safe and adequate vehicle access to the development from Banks Avenue is dependent on the modifications to the intersection at Banks Avenue and Marmion Avenue, which is located within a Primary Regional Road reservation. The application and proposed modification to the intersection has been referred to Main Roads Western Australia (MRWA) for comment and recommendation, however MRWA formal position is currently unknown. Deferral will allow for transport related comments and recommendations to be provided by MRWA so that a determination can be made with this necessary information.
 - b) The development cannot be supported without vehicle access from Banks Avenue. Providing sole vehicle access from Monkhouse Way would negatively impact the existing road network and the amenity of the residential properties on Monkhouse Way.

Deferral Recommendation – City of Joondalup:

- Waiting for MRWA comments should not delay the proposal’s determination for the following reasons:
 - The approved WACSP included a detailed traffic study. This study explored and identified an existing problem with the Banks Ave/Marmion Ave intersection and recommended modifications (i.e. removal of the merge lane and instalment of a Give Way sign).

Intersection	Details of Upgrade
Whitfords Avenue/ Dampier Avenue/ Access 2 (Figure 45)	Additional dedicated approach for buses on eastern arm to allow all-movements exit from Whitfords Avenue Bus Station, stand-up lane for left turns east to south
Banks Avenue/ Access 10 (Figure 47)	<ul style="list-style-type: none"> • 2 lane circulatory carriageway • 4 lanes east to Marmion Avenue/Banks Avenue intersection • 30m through/left turn lane on western approach
Whitfords Avenue/ Marmion Avenue (Figure 46)	<ul style="list-style-type: none"> • 6 lane cross-section, Marmion Avenue • Additional bus lanes on east and west approaches • 140m double right turn lanes on northern approach • 160m double right turn lanes on eastern approach • 120m double left turn on eastern approach • 140m double left turn lane on western approach • 130m right turn lane on western approach • 200m left turn lane on southern approach • Additional 190m right turn lane on southern approach
Banks Avenue/ Solander Road (Figure 47)	<ul style="list-style-type: none"> • 4 lane cross-section, Banks Avenue
Marmion Avenue/ Banks Avenue (Figure 47)	<ul style="list-style-type: none"> • 6 lane cross-section, Marmion Avenue, northern arm • 4 lanes west to Banks Avenue/Access 10 intersection • Additional 30m right turn lane on northern approach • 200m left turn lane on southern approach



Extract from Part 2 – WACSP proposed intersection upgrades.

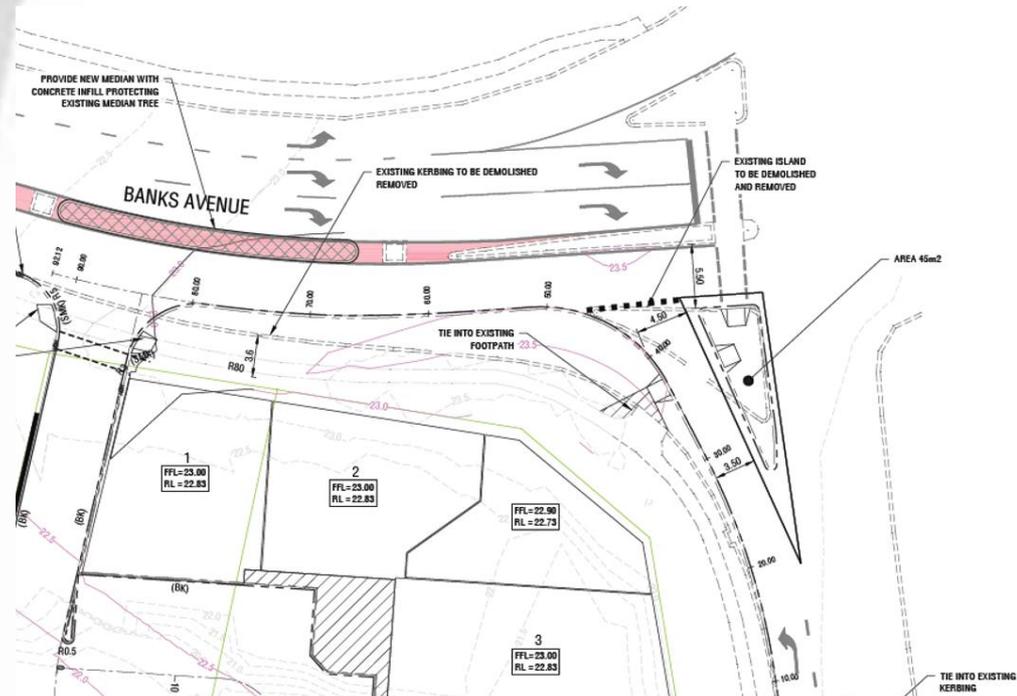
Extract from Appendix A of the WACSP Traffic Report – Proposed Marmion and Banks Ave intersection Upgrade.

Deferral Recommendation – City of Joondalup:

- The current intersection results in dangerous access and egress to the properties south of Banks Avenue. The planning system is fortunate that the development proposal amalgamates landholdings and proposes a holistic development, as opposed to singular redevelopments.
- Statutorily, MRWA comments regarding the proposed development are not required, as no access/egress is required from Marmion Avenue and no regional road reservations are impacted by the proposal. Again, the WACSP process and the detailed traffic study already concludes what the problems and solutions are with this intersection.
- Therefore, all that is needed are detailed engineering designs for these modifications to be done within the existing road reserves (i.e. a suitably worded condition of approval).
- In addition to the previous traffic study, KCTT have undertaken further detailed traffic engineering analysis.



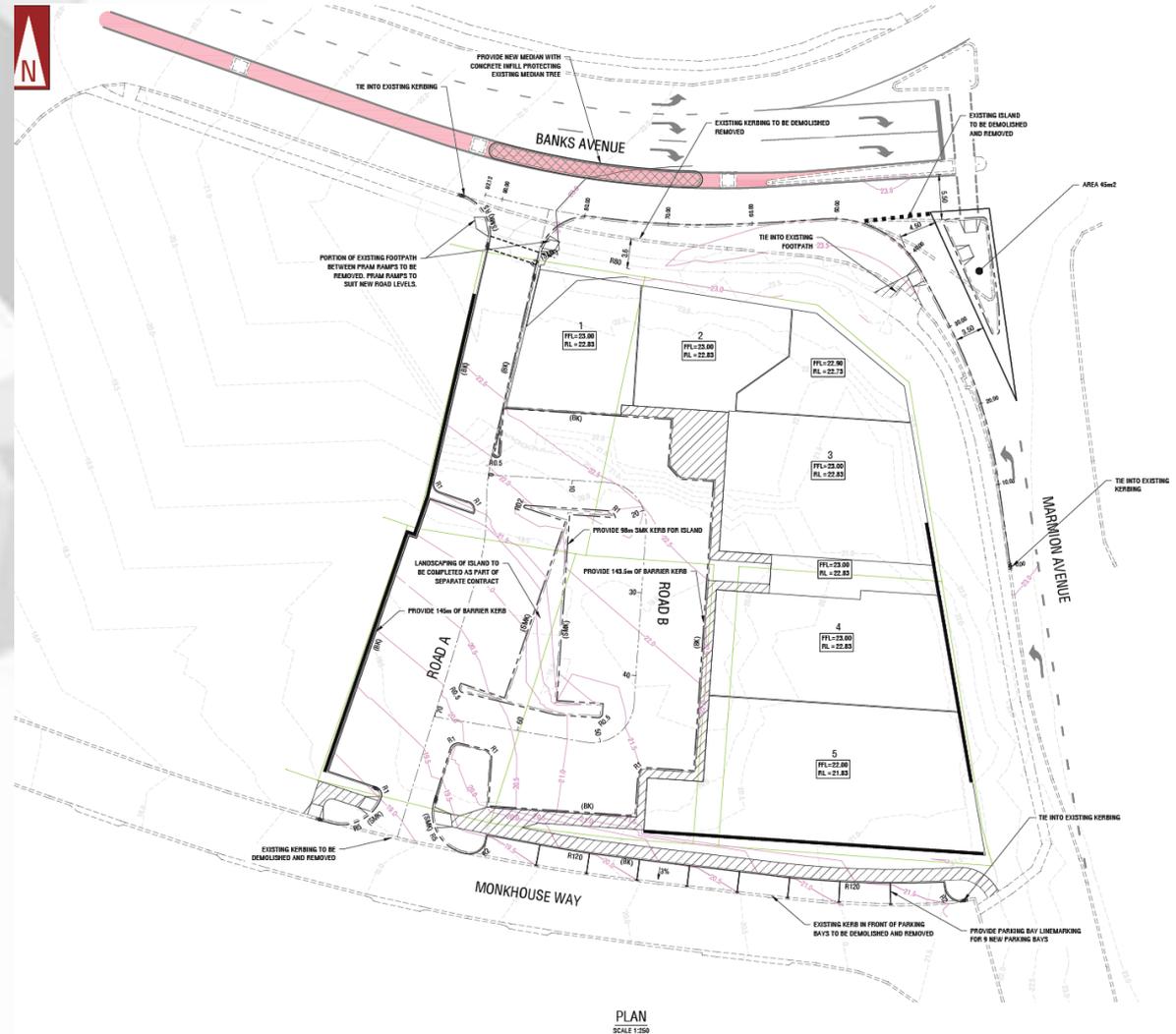
Aerial of the existing Marmion/Banks Ave intersection.



KCTT's proposed intersection modification.

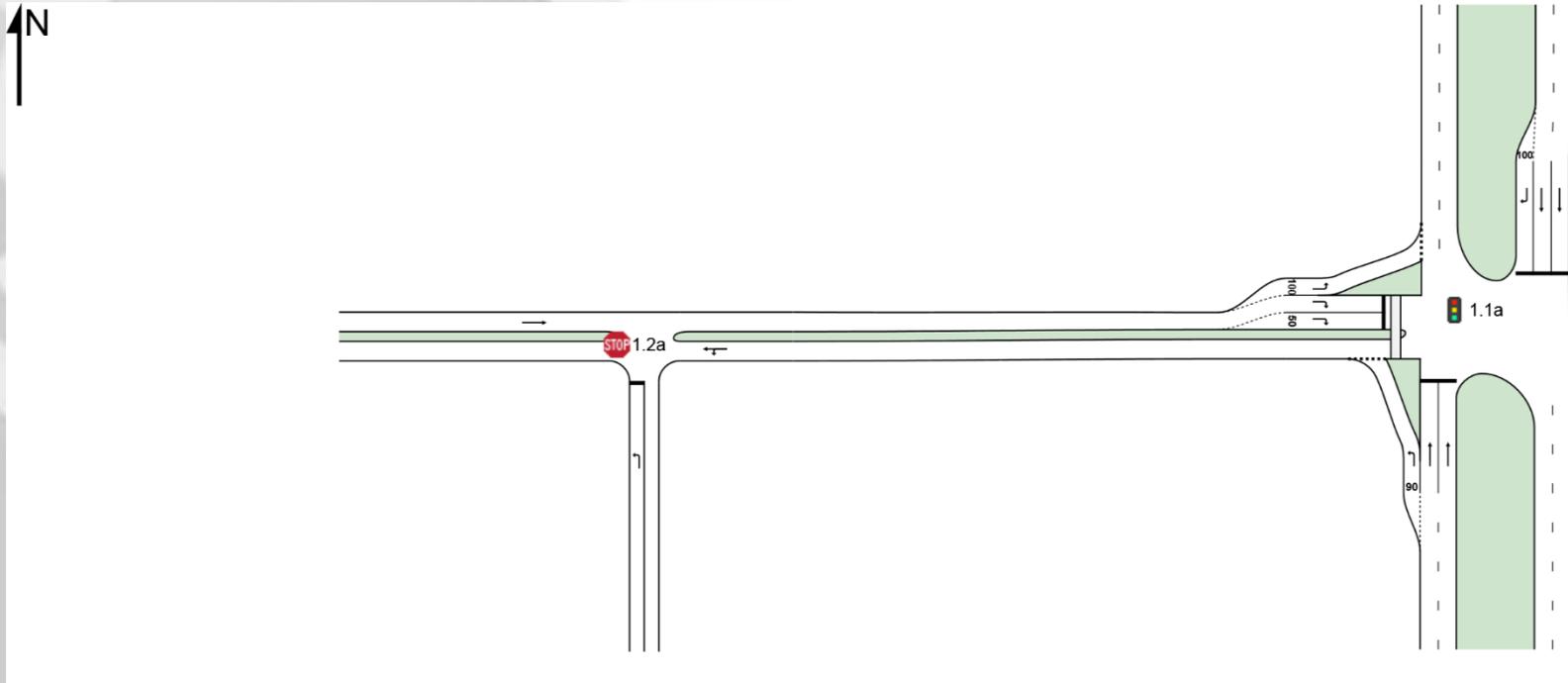
Proposed Intersection Modification Draft

- Best available option for consideration.
- Improves safety for pedestrians and vehicle traffic.
- Will not result in queuing of traffic on Marmion Avenue.



Proposed intersection modification.

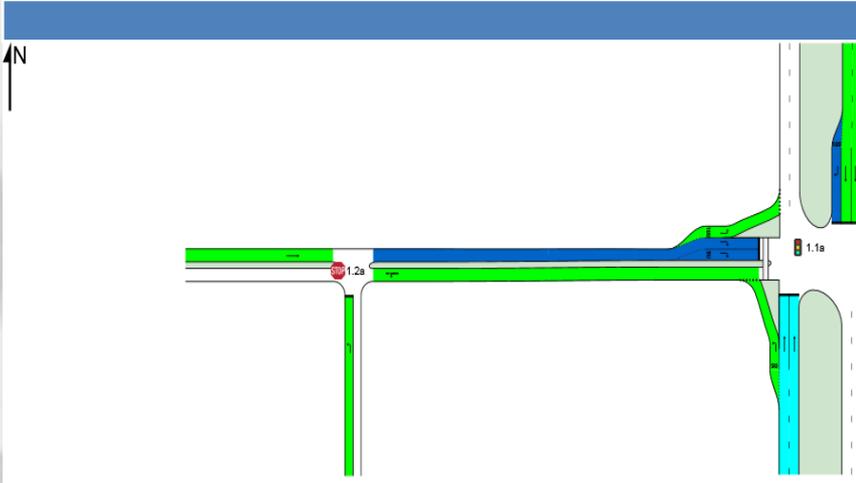
Proposed Intersection Modification - KCTT



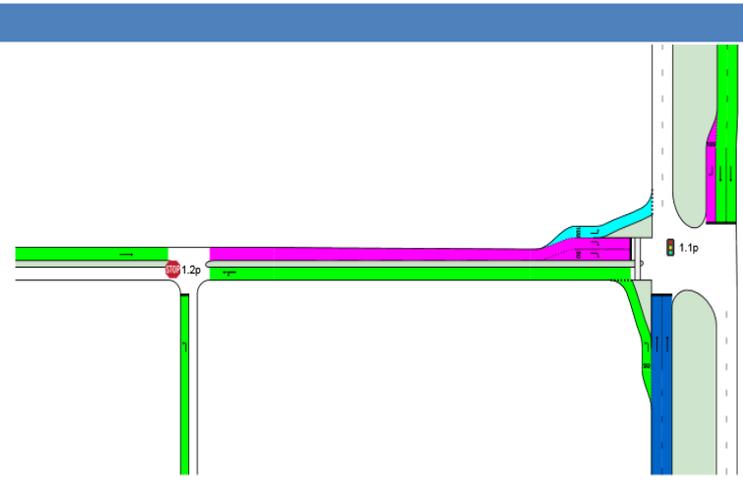
Note - SIDRA graphic is not an accurate representation of the intersection geometry. It is a simplified tool and its main purpose is to roughly illustrate main intersection elements. The graphic might show median breaks where there are none in reality, oversized splitter islands and central islands for roundabouts etc. The graphic representation does not influence the calculations nor any other output.*

SIDRA Network Level of Service - KCTT

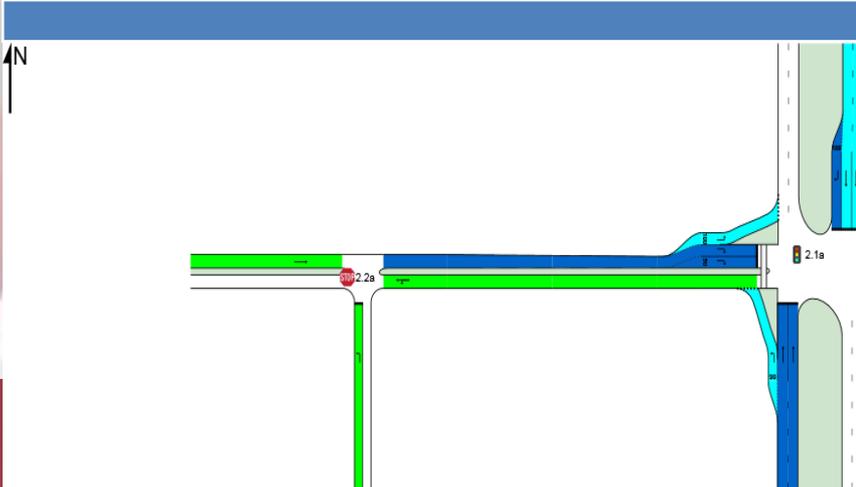
N1.1a Network 2018 AM LOS



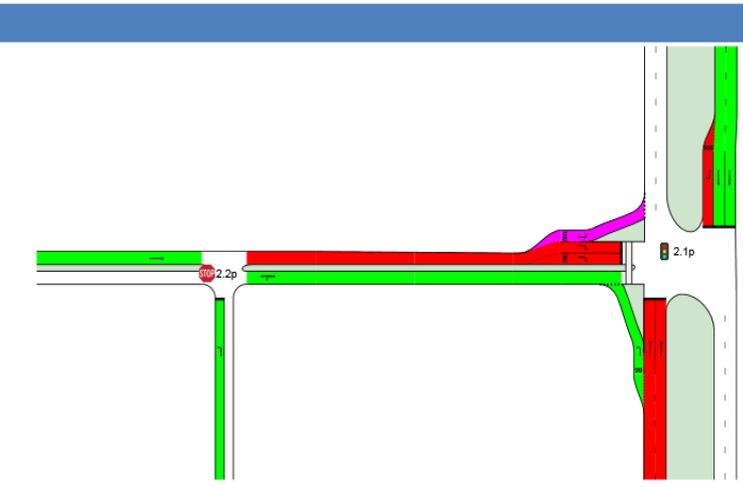
N1.1p Network 2018 PM LOS



N2.1a Network 2028 AM LOS



N2.1p Network 2028 PM LOS



Colour code based on Level of Service

LOS A

LOS B

LOS C

LOS D

LOS E

LOS F

SIDRA - Lane Summary results - KCTT

2.1p EC Banks Avenue – Marmion Avenue – 2028 PM – Existing Configuration - development traffic included

Lane Use and Performance

	Demand Flows		Cap.	Deg. Satn	Lane Util.	Average Delay	Level of Service	95% Back of Queue		Lane Config	Lane Length	Cap. Adj.	Prob. Block.
	Total	HV						Veh	Dist				
	veh/h	%	veh/h	v/c	%	sec			m		m	%	%
South: Marmion Avenue													
Lane 1	487	6.0	1790	0.272	100	7.7	LOS A	0.0	0.0	Short	90	0.0	NA
Lane 2	967	6.2	874	1.107	100	165.9	LOS F	132.5	976.4	Full	250	0.0	100.0
Lane 3	1313	6.2	1186	1.107	100	157.7	LOS F	174.8	1288.2	Full	250	0.0	100.0
Approach	2767	6.2		1.107		134.1	LOS F	174.8	1288.2				
North: Marmion Avenue													
Lane 1	541	6.4	1440	0.375	100	10.1	LOS B	13.2	97.6	Full	350	0.0	0.0
Lane 2	541	6.4	1440	0.375	100	10.1	LOS B	13.2	97.6	Full	350	0.0	0.0
Lane 3	177	6.0	168	1.053	100	154.8	LOS F	19.7	144.8	Short	100	0.0	NA
Approach	1258	6.3		1.053		30.4	LOS C	19.7	144.8				
West: Banks Avenue													
Lane 1	171	3.0	610	0.279	100	46.0	LOS D	9.1	65.5	Short	100	0.0	NA
Lane 2	280	3.0	253	1.105	100	189.5	LOS F	36.0	258.5	Full	105	0.0	89.7
Lane 3	280	3.0	253	1.105	100	189.5	LOS F	36.0	258.5	Short	60	0.0	NA
Approach	731	3.0		1.105		156.0	LOS F	36.0	258.5				
Intersection	4756	5.7		1.107		110.1	LOS F	174.8	1288.2				

Draft Conditions

Conditions for discussion:

- Condition 3 reads

'The lots included within the application site shall be amalgamated prior to commencement of development.'

- To not unnecessarily delay commencement of development as a result of potential timely Landgate administration processes, we consider the following wording as more suitable, which still ensures that amalgamation is completed prior to occupation of the development:

'The lots included within the application site shall be granted approval for amalgamation prior to commencement of development and amalgamation concluded prior to occupancy certification.'

Summary:

- The proposal is compliant with the various relevant planning references. The City's RAR speaks positively about the proposal.
- The proposal presents an excellent holistic development outcome for this gateway site and appropriately balances commercial development requirements whilst respecting existing residential amenity.
- There is no need to wait for MRWA comments, as the WACSP process has already examined traffic issues and all that is necessary is detailed engineering intersection modification design.
- Further detailed traffic impact analysis by KCTT has concluded that there are no on-site or off site traffic concerns from the proposed intersection modification.
- The proposal is suitable for approval without further deferral, which is a costly delay to the project.

Thank you.
Questions?

