



## **Metro North-West Joint Development Assessment Panel Agenda**

**Meeting Date and Time:** Wednesday 17 October 2012, 2:30pm  
**Meeting Number:** 15  
**Meeting Venue:** City of Joondalup  
90 Boas Avenue, Joondalup

### **Attendance**

#### **DAP Members**

Ms Karen Hyde (Presiding Member)  
Mr Paul Drechsler (Deputy Presiding Member)  
Mr Fred Zuideveld (Specialist Member)  
Mayor Tracey Roberts (Local Government member, City of Wanneroo) – Item 8.1  
Cr Stuart Mackenzie (Local Government member, City of Wanneroo) – Item 8.1  
Cr Liam Gobbert (Local Government member, City of Joondalup) – Item 8.2, 8.3, 9.1  
Cr Mike Norman (Local Government member, City of Joondalup) – Item 8.2, 8.3, 9.1

#### **Officers in attendance**

Mr Ron Couacaud (Department of Planning)  
Mr Ben Hesketh (City of Wanneroo)  
Ms Renae Mather (City of Joondalup)  
Mr John Byrne (City of Joondalup)  
Mr John Humphries (City of Joondalup)  
Ms Emma Bracknell (City of Joondalup)

#### **Applicants, Submitters and Members of the Public**

Mr Mark Szabo (Burgess Design Group) – Item 8.1  
Mr Tim Dawkins (Urbis) – Item 8.3  
Mr Giles Harden Jones (Applicant) – Item 9.1

#### **Local Government Minute Secretary**

Mrs Deborah Gouges

### **1. Declaration of Opening**

The Presiding Member declares the meeting open and acknowledges the past and present traditional owners and custodians of the land on which the meeting is being held.

### **2. Apologies**

Cr Laura Gray (City of Wanneroo)

### **3. Members on Leave of Absence**

Nil



#### **4. Noting of Minutes**

Note the minutes of the Metro North West JDAP meeting no.14 held on the 29 August 2012.

#### **5. Disclosure of Interests**

Nil

#### **6. Declarations of Due Consideration**

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

#### **7. Deputations and Presentations**

Nil

#### **8. Form 1 - Responsible Authority Reports – DAP Applications**

- |            |                        |                                                                              |
|------------|------------------------|------------------------------------------------------------------------------|
| <b>8.1</b> | Application Details:   | Hardware Store - Bunnings Warehouse                                          |
|            | Property Location:     | Lot 8003 (22) Lower Keys Drive Clarkson                                      |
|            | Applicant:             | Burgess Design Group                                                         |
|            | Owner:                 | Bunnings Properties Pty Ltd                                                  |
|            | Responsible authority: | City of Wanneroo                                                             |
|            | Report date:           | 15 October 2012                                                              |
|            | DoP File No:           | DP/12/01001                                                                  |
| <br>       |                        |                                                                              |
| <b>8.2</b> | Application Details:   | Proposed Liquor Store and Signage Additions                                  |
|            | Property Location:     | Lot 12 (493) Beach Road, Duncraig                                            |
|            | Applicant:             | MGA Town Planners                                                            |
|            | Owner:                 | ALH Group Property Holdings Pty Ltd                                          |
|            | Responsible authority: | City of Joondalup                                                            |
|            | Report date:           | 17 October 2012                                                              |
|            | DoP File No:           | DP/12/00977                                                                  |
| <br>       |                        |                                                                              |
| <b>8.3</b> | Application Details:   | Proposed six storey student accommodation building at Edith Cowan University |
|            | Property Location:     | Lot 9000 (69) Lakeside Drive, Joondalup                                      |
|            | Applicant:             | Campus Living Villages Pty Ltd c/-Urbis                                      |
|            | Owner:                 | Edith Cowan University                                                       |
|            | Responsible authority: | City of Joondalup                                                            |
|            | Report date:           | 17 October 2012                                                              |
|            | DoP File No:           | DP/12/00979                                                                  |

#### **9. Form 2 – Responsible Authority Reports - Amending or cancelling DAP development approval**

- |            |                      |                                                                       |
|------------|----------------------|-----------------------------------------------------------------------|
| <b>9.1</b> | Application Details: | Proposed modifications to approved land uses and car parking strategy |
|            | Property Location:   | Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine           |
|            | Applicant:           | Harden Jones Architects                                               |



Owner:	Currambine District Centre One Pty Ltd Currambine District Centre Two Pty Ltd
Responsible authority:	City of Joondalup
Report date:	5 October 2012
DoP File No:	DP/11/02687

**10. Appeals to the State Administrative Tribunal**

Nil

**11. Meeting Closure**



## Minutes of the Metro North-West Joint Development Assessment Panel

**Meeting Date and Time:** Wednesday 29 August 2012, 2.00pm  
**Meeting Number:** 14  
**Meeting Venue:** City of Joondalup  
Conference Room 1  
90 Boas Avenue  
Joondalup

### Attendance

#### DAP Members

Ms Karen Hyde (Presiding Member)  
Mr Rory O'Brien (Alternate Deputy Presiding Member)  
Mr Terence Tyzack (Alternate Specialist Member)  
Cr Mike Norman (Local Government Member, City of Joondalup)  
Cr Liam Gobbert (Local Government Member, City of Joondalup)

#### Officers in attendance

Mr Stephen Ferguson (Department of Planning)  
Mr Jason Gordon (Department of Planning)  
Mr Garry Hunt (City of Joondalup)  
Ms Dale Page (City of Joondalup)  
Mr Brad Sillence (City of Joondalup)  
Ms Melinda Bell (City of Joondalup)  
Mr Glenn Shaw (City of Joondalup)  
Ms Christine Mahncke (City of Joondalup)  
Mr John Byrne (City of Joondalup)  
Mr Mark McCrory (City of Joondalup)  
Mr Brian Gray (City of Joondalup)  
Mr Graeme Catchpole (City of Joondalup)  
Ms Renae Mather (City of Joondalup)  
Ms Emma Bracknell (City of Joondalup)  
Mr John Humphreys (City of Joondalup)  
Ms Janine Sparling (City of Joondalup)  
Ms Jo Kempton (City of Joondalup)  
Ms Chantal Corthals (City of Joondalup)

#### Local Government Minute Secretary

Mrs Deborah Gouges (City of Joondalup)





## **Applicants, Submitters and Members of the Public**

Mr Paul Lampropoulos (Arise Developments – Item 8.1)  
Mr Adam Lisle (Arise Developments – Item 8.1)  
Mr Matthew Toohey (Bunnings – Item 8.1)  
Mr David Caddy (TPG – Item 8.1)  
Mr Chris Harman (TPG – Item 8.1)  
Mr Behnam Bordbar (Transcore – Item 8.1)  
Mr Geoff Loxton (Property Development Solutions – Item 8.1)  
Mr Paul McQueen (Lavan Legal – Item 8.1)  
Mr Jonathan Riley (Riley Consulting – Item 8.1)  
Mr Sean Fairfoul (Greg Rowe and Associates – Item 10.1)  
Mr John Young (Masters – Item 10.1)  
Mr Robert Hain (Masters – Item 10.1)  
Mr Tony Shaw (Shawmac – Item 10.1)

Six (6) members of the public and one (1) member of the press were present at the meeting.

### **1. Declaration of Opening**

The Presiding Member, Ms Karen Hyde declared the meeting open at 2.07pm on Wednesday, 29 August 2012 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

The Presiding Member advised the proceedings of the meeting are in accordance with the DAP Standing Orders 2012 under the *Planning and Development (Development Assessment Panels) Regulations 2011*.

The Presiding Member announced, in accordance with Section 5.16 of the Standing Orders 2012 (No Record of Meeting), 'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of a DAP meeting unless the Presiding Member has given permission to do so', and that she had granted permission for the electronic recording of the meeting for the purposes of recording the minutes only.

### **2. Apologies**

Nil

### **3. Members on Leave of absence**

Mr Paul Drechsler (Deputy Presiding Member)  
Mr Fred Zuideveld (Specialist Member)

### **4. Noting of minutes**

Minutes of the North-West Meeting No.13 held on 13 August 2012 be noted by DAP members.

*Karen Hyde*



## 5. Disclosure of interests

Panel member, Cr Liam Gobbert, declared a proximity interest in items 8.1 and 10.1 as his parents own property across the road from the two developments.

In accordance with section 4.5.1 and 4.5.2 of the Standing Orders 2012, members of the Metro North-West Joint Development Assessment Panel agree that the member listed above, who disclosed a proximity interest, is permitted to participate in discussion and voting on the items.

## 6. Declaration of Due Consideration

All members declared that they had duly considered the documents

## 7. Deputations and presentations

7.1. Presenters Mr Paul McQueen (Laval Legal) and Mr Behnam Bordbar (Transcore).

Mr McQueen addressed the DAP for item 8.1 and responded to questions raised by DAP Members.

7.2. Presenters Mr Sean Fairfoul (Greg Rowe and Associates), Mr John Young (Masters) and Mr Tony Shaw (Shawmac).

Mr Fairfoul, Mr Young and Mr Shaw addressed the DAP for item 10.1 and responded to questions raised by DAP Members.

Both presenters were afforded an opportunity of a right of reply.

## 8. Form 1 - Responsible Authority Reports – DAP Application

8.1	Application Details:	Proposed Hardwares Store, Showrooms, Offices and Take Away Food Outlets
	Property Location:	Lot 807 (16) Honeybush Drive, Joondalup
	Applicant:	Arise Developments
	Owner:	Landcorp
	Responsible authority:	City of Joondalup
	Report date:	29 August 2012
	DoP File No:	DP 12/0568

### PRIMARY MOTION

Moved by: Cr Gobbert

Seconded by: Mr Tyzack

That the Metro North-West Joint Development Assessment Panel resolves to **APPROVE** DAP Application reference DP 12/00582 and accompanying plans (refer Attachment 2) in accordance with Clause 6.9 of the City of Joondalup District Planning Scheme No. 2, subject to the following conditions:

*Karen Hyde*





### Conditions

1. This decision constitutes planning approval only and is valid for a period of two (2) years from the date of this decision letter. If the subject development is not substantially commenced within the two (2) year period, the approval shall lapse and be of no further effect.
2. A Construction Management Plan being submitted and approved prior to the commencement of construction. The management plan shall detail how it is proposed to manage:
  - all forward works for the site;
  - the delivery of materials and equipment to the site;
  - the storage of materials and equipment on the site;
  - the parking arrangements for the contractors and subcontractors;
  - the management of dust during the construction process; and
  - other matters likely to impact on the surrounding properties;
3. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to the commencement of construction.
4. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of construction. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
  - be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
  - provide all details relating to paving, treatment of verges and tree planting in the car park;
  - show spot levels and/or contours of the site;
  - indicate any natural vegetation to be retained and the proposed manner in which this will be managed;
  - be based on water sensitive urban design principles to the satisfaction of the City;
  - be based on Designing out Crime principles to the satisfaction of the City; and
  - show all irrigation design details.
5. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
6. The car parking shade trees as indicated on the approved plans shall be installed prior to the development first being occupied. The trees shall be located within tree wells and protected from damage by vehicles and maintained to the satisfaction of the City.

*Karen Hyde*



7. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of construction.
8. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be shown on the Building Permit submission and be approved by the City prior to the commencement of construction.
9. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
10. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking – Bicycles (AS2890.3-1993) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided to, and approved by the City prior to the commencement of construction.
11. The retaining walls shall be treated with non-sacrificial anti-graffiti coating.
12. No obscure or reflective glazing is permitted to ground floor facades.
13. All signage shall be the subject of a separate Development Application.
14. All awnings shall have a minimum clearance of 2.75 metres above the level of the footpath.
15. Both crossovers onto Sundew Rise (to the at-grade and undercroft carparks) shall be restricted to left in and left out movements only. Detailed engineering drawings demonstrating how this will be achieved are to be submitted to the City for its approval prior to the commencement of construction.
16. Should the site be subdivided, a suitable easement shall be put in place between the landowners and the City of Joondalup to ensure reciprocal rights of parking and access between the new lots, at all times. This easement shall be registered on the certificate(s) of title prior to the occupation of the development or subdivision clearance being obtained.
17. The entry/exit arrangement for large vehicle movements on Honeybush Drive shall be reversed so as to remove the need for these



vehicles to cross Honeybush Drive to access the roundabout. Details of this arrangement, including plans shall be submitted to the City for approval prior to the commencement of construction.

#### Advice Notes

1. Further to condition 1, where an approval has so lapsed, no development shall be carried out without the further approval of the City having first being sought and obtained.
2. The applicant/builder is advised that there is an obligation to design and construct the premises in compliance with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*.
3. The applicant is advised that any proposed food premise will need to comply with the requirements of the *Food Act 2008* and the Australia New Zealand Food Standards Code. Prior to obtaining building certification for kitchen fit outs, applicant is encouraged to obtain feedback by contacting the City's Health Services on 9400 4933.
4. All Bin Storage Areas are to be designed and equipped to the satisfaction of the City. Each bin area shall be provided with a hose cock and have a concrete floor graded to a 100mm industrial floor waste gully connected to sewer.
5. The development shall comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971* including all internal W.C.'s shall be provided with mechanical exhaust ventilation and flumed to the external air.
6. Any mechanical ventilation for the development shall comply with Australian Standard 1668.2, Australian Standard 3666 and the *Health (Air Handling and Water Systems) Regulations 1994*.

#### AMENDING MOTION

**Moved by: Cr Norman**

**Seconded by: Mr O'Brien**

That an additional Advice Note be added as follows:

7. In relation to condition 10 above, the applicant and developer are strongly encouraged to consider the need for the provision of suitable amounts of shaded, secure, bicycle parking areas and end-of-trip facilities on Lot 807 (16) Honeybush Drive, Joondalup.

**REASON:** To encourage staff to use travel-smart behaviour to this location.

**The motion was put and CARRIED UNANIMOUSLY.**

*Karen Hyde*





## AMENDING MOTION

Moved by: Cr Norman

Seconded by: Mr Tyzack

That an additional condition be added as follows:

18. Landscaping of a sufficient height and density to screen the service yard walls located adjacent to the Honeybush Drive and Sundew Rise property boundaries shall be indicated on the landscaping plans required by condition 4 of this approval. This landscaping shall be established in accordance with the approved landscaping plans prior to the development first being occupied and thereafter maintained to the satisfaction of the City.

**REASON:** To provide screening to the service yard walls.

The motion was put and **CARRIED UNANIMOUSLY.**

## PRIMARY MOTION (AS AMENDED)

Moved by: Cr Gobbert

Seconded by: Mr Tyzack

That the Metro North-West Joint Development Assessment Panel resolves to **APPROVE** DAP Application reference DP 12/00582 and accompanying plans (refer Attachment 2) in accordance with Clause 6.9 of the City of Joondalup District Planning Scheme No. 2, subject to the following conditions:

### Conditions

1. This decision constitutes planning approval only and is valid for a period of two (2) years from the date of this decision letter. If the subject development is not substantially commenced within the two (2) year period, the approval shall lapse and be of no further effect.
2. A Construction Management Plan being submitted and approved prior to the commencement of construction. The management plan shall detail how it is proposed to manage:
  - all forward works for the site;
  - the delivery of materials and equipment to the site;
  - the storage of materials and equipment on the site;
  - the parking arrangements for the contractors and subcontractors;
  - the management of dust during the construction process; and
  - other matters likely to impact on the surrounding properties.
3. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to the commencement of construction.

*Karen Hyde*



4. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of construction. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
  - be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
  - provide all details relating to paving, treatment of verges and tree planting in the car park;
  - show spot levels and/or contours of the site;
  - indicate any natural vegetation to be retained and the proposed manner in which this will be managed;
  - be based on water sensitive urban design principles to the satisfaction of the City;
  - be based on Designing out Crime principles to the satisfaction of the City; and
  - show all irrigation design details.
5. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
6. The car parking shade trees as indicated on the approved plans shall be installed prior to the development first being occupied. The trees shall be located within tree wells and protected from damage by vehicles and maintained to the satisfaction of the City.
7. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of construction.
8. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be shown on the Building Permit submission and be approved by the City prior to the commencement of construction.
9. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.





10. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking – Bicycles (AS2890.3-1993) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided to, and approved by the City prior to the commencement of construction.
11. The retaining walls shall be treated with non-sacrificial anti-graffiti coating.
12. No obscure or reflective glazing is permitted to ground floor facades.
13. All signage shall be the subject of a separate Development Application.
14. All awnings shall have a minimum clearance of 2.75 metres above the level of the footpath.
15. Both crossovers onto Sundew Rise (to the at-grade and undercroft carparks) shall be restricted to left in and left out movements only. Detailed engineering drawings demonstrating how this will be achieved are to be submitted to the City for its approval prior to the commencement of construction.
16. Should the site be subdivided, a suitable easement shall be put in place between the landowners and the City of Joondalup to ensure reciprocal rights of parking and access between the new lots, at all times. This easement shall be registered on the certificate(s) of title prior to the occupation of the development or subdivision clearance being obtained.
17. The entry/exit arrangement for large vehicle movements on Honeybush Drive shall be reversed so as to remove the need for these vehicles to cross Honeybush Drive to access the roundabout. Details of this arrangement, including plans shall be submitted to the City for approval prior to the commencement of construction.
18. Landscaping of a sufficient height and density to screen the service yard walls located adjacent to the Honeybush Drive and Sundew Rise property boundaries shall be indicated on the landscaping plans required by condition 4 of this approval. This landscaping shall be established in accordance with the approved landscaping plans prior to the development first being occupied and thereafter maintained to the satisfaction of the City.

#### Advice Notes

1. Further to condition 1, where an approval has so lapsed, no development shall be carried out without the further approval of the City having first being sought and obtained.
2. The applicant/builder is advised that there is an obligation to design and construct the premises in compliance with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*.





3. The applicant is advised that any proposed food premise will need to comply with the requirements of the *Food Act 2008* and the Australia New Zealand Food Standards Code. Prior to obtaining building certification for kitchen fit outs, applicant is encouraged to obtain feedback by contacting the City's Health Services on 9400 4933.
4. All Bin Storage Areas are to be designed and equipped to the satisfaction of the City. Each bin area shall be provided with a hose cock and have a concrete floor graded to a 100mm industrial floor waste gully connected to sewer.
5. The development shall comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971* including all internal W.C's shall be provided with mechanical exhaust ventilation and flumed to the external air.
6. Any mechanical ventilation for the development shall comply with Australian Standard 1668.2, Australian Standard 3666 and the *Health (Air Handling and Water Systems) Regulations 1994*.
7. In relation to condition 10 above, the applicant and developer are strongly encouraged to consider the need for the provision of suitable amounts of shaded, secure, bicycle parking areas and end-of-trip facilities on Lot 807 (16) Honeybush Drive, Joondalup.

**The motion was put and CARRIED UNANIMOUSLY.**

**9. Form 2 – Responsible Authority Reports - Amending or cancelling DAP development approval**

Nil

**10. Appeals to the State Administrative Tribunal**

10.1	Application Details:	Proposed Hardware Store and Showrooms
	Property Location:	Lot 806 (No. 11) Injune Way, Joondalup
	Applicant:	Greg Rowe and Associates
	Owner:	Landcorp
	Responsible authority:	City of Joondalup
	Report date:	20 August 2012
	DoP File No:	DP/12/00506

**PRIMARY MOTION**

**Moved by: Cr Norman**

**Seconded by: Mr O'Brien**

That the Metro North-West Joint Development Assessment Panel resolves to:

Pursuant to section 31 of the *State Administrative Tribunal Act 2004*, reconsider its deemed refusal of application No. DAP12/00506 (DR 264 of 2012) and

*Karen Hyde*



**APPROVES** the application in accordance with clause 6.9 of the City of Joondalup District Planning Scheme No. 2 and the application details and accompanying plans [refer Attachment 3], subject to the condition(s) set out below:

Conditions

1. This decision constitutes planning approval only and is valid for a period of two (2) years from the date of this decision letter. If the subject development is not substantially commenced within the two (2) year period, the approval shall lapse and be of no further effect.
2. A Construction Management Plan being submitted and approved prior to the commencement of construction. The management plan shall detail how it is proposed to manage:
  - all forward works for the site;
  - the delivery of materials and equipment to the site;
  - the storage of materials and equipment on the site;
  - the parking arrangements for the contractors and subcontractors;
  - the management of dust during the construction process; and
  - other matters likely to impact on the surrounding properties.
3. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to the commencement of construction.
4. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of construction. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
  - be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
  - provide all details relating to paving, treatment of verges and tree planting in the car park;
  - show spot levels and/or contours of the site;
  - indicate any natural vegetation to be retained and the proposed manner in which this will be managed;
  - be based on water sensitive urban design principles to the satisfaction of the City;
  - be based on Designing out Crime principles to the satisfaction of the City; and
  - show all irrigation design details.
5. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.





6. Landscaping of a sufficient height and density to screen the rear service yard walls shall be indicated on the landscaping plans required by condition 4 of this approval. This landscaping shall be established in accordance with the approved landscaping plans prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
7. The car parking shade trees as indicated on the approved plans shall be installed prior to the development first being occupied. The trees shall be located within tree wells and protected from damage by vehicles and maintained to the satisfaction of the City.
8. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of construction.
9. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be shown on the Building Permit submission and be approved by the City prior to the commencement of construction.
10. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
11. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car Parking – Bicycles (AS2890.3-1993) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided to, and approved by, the City prior to the commencement of construction.
12. The retaining walls shall be treated with non-sacrificial anti-graffiti coating.
13. No obscure or reflective glazing is permitted to ground floor facades.
14. All signage not provided on the approved signage strategy plans shall be the subject of a separate Development Application.
15. All awnings shall have a minimum clearance of 2.75 metres above the level of the footpath.



16. A right turning pocket shall be provided within the existing paved median on Sundew Rise to provide access to the easternmost crossover to the site on Sundew Rise. Detailed engineering drawings are to be submitted to the City for approval prior to the commencement of construction of the vehicle parking and accesses.
17. A seagull island or similar traffic treatment shall be provided within the easternmost crossover on Sundew rise to ensure right turn movements out of the site are prevented at this point. Detailed engineering drawings are to be submitted to the City for approval prior to the commencement of construction of the vehicle parking and accesses.
18. The crossover to the service yard to the western crossover on Sundew Rise shall be restricted to left in and left out movements only. Detailed engineering drawings indicating how these movements are to be controlled are to be submitted to the City for its approval prior to the commencement of construction.

#### Advice Notes

1. Further to condition 1, where an approval has so lapsed, no development shall be carried out without the further approval of the City having first being sought and obtained.
2. Bin stores to be provided with a hose cock, graded concrete floor and a floor waste connected to sewer in accordance with the City's *Health Local Law 1999*.
3. Areas to be used for the sale of food are to comply with the *Food Act 2008*.

#### AMENDING MOTION

Moved by: Cr Norman

Seconded by: Mr Tyzack

That an additional Advice Note be added as follows:

4. In relation to condition 11 above, the applicant and developer are strongly encouraged to consider the need for the provision of suitable amounts of shaded, secure, bicycle parking areas and end-of-trip facilities on Lot 806 (11) Injune Way, Joondalup.

**REASON:** To encourage staff to use travel-smart behaviour to this location.

**The motion was put and CARRIED UNANIMOUSLY.**

#### PRIMARY MOTION (AS AMENDED)

Moved by: Cr Norman

Seconded by: Mr O'Brien

That the Metro North-West Joint Development Assessment Panel resolves to:





Pursuant to section 31 of the *State Administrative Tribunal Act 2004*, reconsider its deemed refusal of application No. DAP12/00506 (DR 264 of 2012) and **APPROVES** the application in accordance with clause 6.9 of the City of Joondalup District Planning Scheme No. 2 and the application details and accompanying plans [refer Attachment 3], subject to the condition(s) set out below:

#### Conditions

1. This decision constitutes planning approval only and is valid for a period of two (2) years from the date of this decision letter. If the subject development is not substantially commenced within the two (2) year period, the approval shall lapse and be of no further effect.
2. A Construction Management Plan being submitted and approved prior to the commencement of construction. The management plan shall detail how it is proposed to manage:
  - all forward works for the site;
  - the delivery of materials and equipment to the site;
  - the storage of materials and equipment on the site;
  - the parking arrangements for the contractors and subcontractors;
  - the management of dust during the construction process; and
  - other matters likely to impact on the surrounding properties.
3. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to the commencement of construction.
4. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of construction. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
  - be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
  - provide all details relating to paving, treatment of verges and tree planting in the car park;
  - show spot levels and/or contours of the site;
  - indicate any natural vegetation to be retained and the proposed manner in which this will be managed;
  - be based on water sensitive urban design principles to the satisfaction of the City;
  - be based on Designing out Crime principles to the satisfaction of the City; and
  - show all irrigation design details.
5. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade



practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.

6. Landscaping of a sufficient height and density to screen the rear service yard walls shall be indicated on the landscaping plans required by condition 4 of this approval. This landscaping shall be established in accordance with the approved landscaping plans prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
7. The car parking shade trees as indicated on the approved plans shall be installed prior to the development first being occupied. The trees shall be located within tree wells and protected from damage by vehicles and maintained to the satisfaction of the City.
8. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of construction.
9. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be shown on the Building Permit submission and be approved by the City prior to the commencement of construction.
10. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
11. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car Parking – Bicycles (AS2890.3-1993) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided to, and approved by, the City prior to the commencement of construction.
12. The retaining walls shall be treated with non-sacrificial anti-graffiti coating.
13. No obscure or reflective glazing is permitted to ground floor facades.
14. All signage not provided on the approved signage strategy plans shall be the subject of a separate Development Application.

*Karen Hyde*





15. All awnings shall have a minimum clearance of 2.75 metres above the level of the footpath.
16. A right turning pocket shall be provided within the existing paved median on Sundew Rise to provide access to the easternmost crossover to the site on Sundew Rise. Detailed engineering drawings are to be submitted to the City for approval prior to the commencement of construction of the vehicle parking and accesses.
17. A seagull island or similar traffic treatment shall be provided within the easternmost crossover on Sundew rise to ensure right turn movements out of the site are prevented at this point. Detailed engineering drawings are to be submitted to the City for approval prior to the commencement of construction of the vehicle parking and accesses.
18. The crossover to the service yard to the western crossover on Sundew Rise shall be restricted to left in and left out movements only. Detailed engineering drawings indicating how these movements are to be controlled are to be submitted to the City for its approval prior to the commencement of construction.

#### Advice Notes

1. Further to condition 1, where an approval has so lapsed, no development shall be carried out without the further approval of the City having first being sought and obtained.
2. Bin stores to be provided with a hose cock, graded concrete floor and a floor waste connected to sewer in accordance with the City's *Health Local Law 1999*.
3. Areas to be used for the sale of food are to comply with the *Food Act 2008*.
4. In relation to condition 11 above, the applicant and developer are strongly encouraged to consider the need for the provision of suitable amounts of shaded, secure, bicycle parking areas and end-of-trip facilities on Lot 806 (11) Injune Way, Joondalup.

**The motion was put and CARRIED UNANIMOUSLY.**

#### 11. Meeting Close

There being no further business, the Presiding Member declared the meeting closed at 3.07pm.



## Form 1 - Responsible Authority Report

(Regulation 12)

<b>Application Details:</b>	Hardware Store (Bunnings Warehouse)
<b>Property Location:</b>	Lot 8003 (22) Lower Keys Drive CLARKSON
<b>DAP Name:</b>	Metro North-West Joint Development Assessment Panel (JDAP)
<b>Applicant:</b>	Burgess Design Group
<b>Owner:</b>	Bunnings Properties Pty Ltd
<b>LG Reference:</b>	DA2012/762
<b>Responsible Authority:</b>	City of Wanneroo
<b>Authorising Officer:</b>	Mark Dickson A/ Director Planning and Sustainability
<b>Application No and File No:</b>	DA2012/762 and DEV12/1008
<b>Report Date:</b>	15 October 2012
<b>Application Receipt Date:</b>	24 July 2012
<b>Application Process Days:</b>	77 days
<b>Attachment(s):</b>	1 – Location Plan 2 – Aerial Plan 3 – Development Plans 4 – Agreed Structure Plan No. 29 – Zoning Plan 5 – Department of Planning Referral Response

### Recommendation:

That the Metropolitan North-West Joint Development Assessment Panel resolves to:

**Approve** DAP Application LG reference DA2012/762 and accompanying plans (TP01, dated 16/03/2012; TP02, dated 16/03/2012 and TP04, dated 16/03/2012) in accordance with the provisions of the City of Wanneroo District Planning Scheme No. 2, subject to the following conditions being met to the satisfaction of the Manager Planning Implementation:

- a) The approved premises may be used for the display and sale of goods and products primarily of a hardware nature used for house, garden and industrial trade purposes being primarily tools, implements, fittings, trade supply items, paints, equipment, appliances, construction materials, furnishings, garden improvement products, plants, outdoor furniture and the like, and may include the incidental sale of food.

A change of use from the above will require the approval of the City of Wanneroo.

- b) The proposed crossover at Lower Keys Drive shall be relocated so as to achieve a separation distance of 40.4 metres from the Neerabup Road reserve.



- c) Upgrades to Neerabup Road that are required to facilitate the proposed full access crossover are to be carried out at the full cost of the applicant and to the specification and satisfaction of the City of Wanneroo.
- d) The proposed full access crossover at Neerabup Road shall be restricted to left-in left-out movements once that road is upgraded to dual carriageway. Any modifications required to give effect to this condition shall be carried out at the full cost of the applicant and to the specification and satisfaction of the City of Wanneroo.
- e) The proposed 'pylon sign' indicated in red on the approved plans shall be reduced in size so as to comply with the City of Wanneroo Signs Local Planning Policy or alternative dimensions acceptable to the Manager Planning Implementation.
- f) The area designated for 'team member parking' on the approved plan shall not be used for that purpose, unless it can be demonstrated that appropriate separation can be achieved between parked vehicles and heavy vehicle traffic, to the satisfaction of the Manager Land Development.
- g) Motorcycle/scooter/bicycle parking facilities must be provided to meet Australian Standard 2890. Details of the location of bicycle parking facilities and associated end of journey facilities for employees are to be provided to the satisfaction of the City of Wanneroo.
- h) A minimum of 478 parking bays shall be provided as part of the development.
- i) The car parking bays, driveways and points of ingress and egress are to be designed in accordance with the requirements of the Australian Standard for Offstreet car parking (AS 2890). Such areas are to be constructed, drained and marked prior to the practical completion of the subject development, and thereafter maintained.
- j) Car parking areas are to be provided with appropriate speed humps and pedestrian crossings in accordance with AS 2890.1: 2004 (Section 2.3.3) and AustRoads Guidelines.
- k) All proposed crossovers are to be constructed in concrete to the City's commercial specifications.
- l) Disabled parking bays shall be provided in accordance with the National Construction Code and designed in accordance with AS2890.6 - 2009.
- m) The parking areas and associated access indicated on the approved plans shall not be used for the purpose of storage or obstructed in any way at any time, without the prior approval of the City.
- n) Service areas, bin storage areas and services such as air conditioners, compressors and other machinery shall be located away from the public areas and screened from view from the streets and public areas by an enclosure in the style, materials and colours of the adjacent development.

- o) A suitably screened bulk bin area is to be provided prior to the development first being occupied and designed in accordance with the City's standards. This includes a concrete floor graded to a 100mm industrial floor waste gully connected to sewer, provision of a hose cock, screen walls and gates.
- p) All site works shall be contained on site and not encroach onto any adjoining road reserve or public open space without the prior approval of the City of Wanneroo.
- q) The developer and its contractors shall be responsible for dust and sand drift control on site in accordance with Department of Environmental Protection Guidelines. Disturbed areas shall be stabilised on completion and thereafter maintained.
- r) Detailed landscaping plans for the development site (incorporating vegetation species, pavement areas and reticulation details) are to be lodged with the City of Wanneroo prior to the commencement of development. Landscaping and reticulation shall be established in accordance with the approved plan prior to the occupancy of the development and shall thereafter be maintained.
- s) At-grade parking areas are to be provided with one shade tree for every four 4 bays prior to the development first being occupied and thereafter maintained.
- t) A minimum of 8% of the subject development shall be set aside and maintained as landscaping.
- u) An on-site stormwater drainage system with the capacity to contain a 1:100 year storm event of 24 hours duration is to be provided prior to the development first being occupied and thereafter maintained.
- v) A Waste Management Plan for the site, detailing how waste is to be managed shall be provided prior to the commencement of development.
- w) A non-sacrificial anti graffiti coating shall be applied to the external walls of the building. In the event of any graffiti being applied to these areas, steps are to be taken to remove it as soon as possible to the City's satisfaction.
- x) Where the angle of natural repose of the land cannot be maintained, retaining walls must be provided in accordance with plans that have been certified by a practising structural engineer for approval by the City.

#### **Advice Notes**

- a) This is a planning approval only. Responsibility to comply with building, engineering and health requirements remains with the developer and all plans submitted for further approval or licences must be consistent with the planning approval.
- b) Application must be made for, and a licence to erect a sign obtained, from the City prior to any sign being erected.
- c) Car bay grades are generally not to exceed 6% and disabled bays are to have a maximum grade of 2.5%.

- d) The proposed basement car parking shall be designed to comply with Australian Standard 1668.2 - 2002.

**Background:**

Property Address:	Lot: 8003 DP: 55213 22 Lower Keys Drive CLARKSON
Zoning	MRS: Urban
	TPS: Urban Development
Use Class:	Hardware Store
Lot Size:	3.8442 hectares
Existing Land Use:	Vacant
Value of Development:	\$19,500,000

The subject site is located approximately 230 metres south-east of the Ocean Keys Activity Centre, Clarkson and is bounded by Neerabup Road to the south, Lower Keys Drive to the west, Caloundra Road to the north and Maroochydoore Way to the east (refer **Attachments 1 and 2**).

The key attributes of the subject site are summarised as follows:

- The subject site comprises approximately 3.02 hectares of Lot 8003 Lower Keys Drive, Clarkson, with 8235sqm of excess land on the eastern side of the lot being set aside for future development.
- The subject site is zoned 'Urban Development' under the City of Wanneroo District Planning Scheme No. 2 (DPS 2), which requires an Agreed Structure Plan to be in place to guide subdivision and development.
- The Agreed Structure Plan that encompasses the subject site is the Clarkson South-East Agreed Structure Plan No. 29 (ASP 29) and the subject site is zoned 'Business' under that structure plan. The provisions, standards and requirements applicable to the 'Business' zone under ASP 29 are the same as those the applicable to the 'Business' zone under DPS 2.
- The City's draft Local Planning Policy 3.2: Activity Centres (draft LPP 3.2), as advertised, applies to development applications within 'Business' zoned lands and is therefore applicable to the subject site.
- A multi-tenancy 'showroom' and 'warehouse' development occupying Lot 8003 in its entirety was approved by the City under its DPS 2 on 25 May 2011 (DA2010/891) and the Western Australian Planning Commission (WAPC) under the Metropolitan Region Scheme (MRS) on 18 July 2011 (ref 30-50264-2), although this was never acted upon.

**Details: outline of development application**

The subject development application is for a 'hardware store' (Bunnings Warehouse) as depicted in the plans included as **Attachment 3**, which comprises the following elements:

- 9.5 metre high pre-cast concrete panel 'main building' finished in Bunnings corporate colours and signage, with 10,184sqm of floorspace;
- Glazed main entry area, comprising 291sqm;

- Outdoor nursery and bagged goods area on western side of the development site comprising 3,058sqm, with shade sail and canopy covers respectively; and
- Building materials and landscape yard on eastern side of the development site comprising 4,417sqm; and
- A total of 478 parking bays, comprising 125 above ground and 353 below ground car bays. The design also provides space within the south-east corner of the site to accommodate five vehicles with trailers.

A 'hardware store' is a 'discretionary' (D) use within the 'Business' zone, which is a use class that is not permitted, unless the Council grants its approval after following the procedures laid down by subclause 6.6.2 of DPS 2.

### **Legislation & policy:**

#### Legislation

- Metropolitan Region Scheme (MRS)
- City of Wanneroo District Planning Scheme No. 2 (DPS 2)
- Clarkson South-East Agreed Structure Plan No. 29 (ASP 29)

#### State Government Policies

State Planning Policy 4.2: Activity Centres for Perth and Peel (SPP 4.2)

#### **Local Policies**

Draft Local Planning Policy 3.2: Activity Centres (draft LPP 3.2)  
Signs Local Planning Policy (Signs LPP)

### **Consultation:**

#### Public Consultation

The proposal was advertised by way of letters to property owners on the northern side of Caloundra Road on 4 September 2012, inviting comment on the proposal before 25 September 2012 in accordance with Clause 6.7.1 of DPS 2. The proposal was advertised to those landowners due to the fact that the proposal did not provide an indicative north-south road connection between Caloundra Road and Neerabup Road that is shown on the ASP 29 Zoning Plan (refer **Attachment 4**). This issue is discussed in greater detail in the 'planning assessment' section of this report. At the close of the advertising period, no submissions were received in relation to the proposal from Coloundra Road property owners.

#### Consultation with other Agencies

Neerabup Road is reserved as an 'other regional road' (Category 1) under the MRS and the proposal was therefore required to be referred to the Department of Planning (DoP) for comment, as per the provisions of WAPC Instrument of Delegation DEL 2011/02 – Powers of Local Government. In its correspondence dated 26 September 2012 (refer **Attachment 5**), the DoP advised that it has no objection to the proposal on regional transport planning grounds, subject to access onto Neerabup Road being

restricted to left turn in / left turn out movements once that road is upgraded to dual carriageway.

The DoP has also made the following recommendations in relation to parking on site:

- Support the supply of a number of parking spaces considerably below the TPS requirement;
- Identify and locate the number of bicycles that can be accommodated (for both visitors and workers); and
- Show how many vehicles with trailers can be accommodated;

Administration is supportive of the above recommendations and has recommended a condition of approval requiring the satisfactory provision of end of trip bicycle facilities being submitted to, and approved by the Manager Planning Implementation. Administration notes that up to five vehicles with trailers, assuming a total length of 11 metres, could be accommodated within the area designated on the site plan, which is considered to be sufficient.

### **Planning Assessment:**

An assessment of the subject application has been carried out against the provisions of the City's DPS 2, ASP 29, Signs LPP and draft LPP 3.2 and is considered to generally accord with the requirements of those documents. Notwithstanding this, the following variations and issues have been noted and warrant further discussion:

#### Landscaping

Clauses 4.7.4 and 4.17.2 of DPS 2 require the first 3 metres of a lot abutting a street boundary to be set aside as landscaping. The proposal generally achieves this requirement, although it is noted that a 2 metre landscaping strip has been proposed along Neerabup Road. Administration considers the variation to be minor as it would not have any discernable impact on the visual amenity of the development or general area as viewed from Neerabup Road. A larger landscaping strip has been provided along the Lower Keys Drive frontage to compensate for this and the variation is therefore supported.

Clause 4.17.1 of DPS 2 requires a minimum of 8% of a development site to be set aside, developed and maintained as landscaping, resulting in 2,416sqm of landscaping being required for the subject development. The consultant's report prepared for the application indicates that 2,581sqm of landscaping has been provided for, although this is not listed on either the site plan or landscape concept plan provided with the application. Clause 4.17.5 of DPS 2 requires the provision of one shade tree per four parking bays provided on site. Administration notes that the majority of parking provided for the subject development is below ground and therefore satisfied that the provision of shade trees for the development will be based only on the amount of ground level bays provided, equating to 31 shade trees. Administration has recommended conditions of approval to give effect to these requirements.

#### Local Planning Policy 3.2: Activity Centres

The City's draft LPP 3.2 was recently advertised for public comment and Administration is currently in the process of reviewing the document in light of

submissions received so as to enable its final adoption by Council. The policy aims at facilitating quality urban design outcomes and will provide a framework for implementing the principles and objectives of State Planning Policy 4.2: Activity Centres for Perth and Peel. While draft LPP 3.2 is yet to become operational, due regard has been given to the objectives of the document.

The subject application is considered to generally accord with the objectives of draft LPP 3.2, although it is acknowledged that several of the 'fine grain' and 'main street' built form standards contained within the policy are either not applicable to, or difficult to implement within, 'bulky goods' type uses such as a 'hardware store', which are generally located on the periphery of a centre due to their large car parking demands, as is the case with the subject proposal. Given that draft LPP 3.2 in its current form will be subject to further modification prior to being presented to Council for final adoption, it is not considered reasonable for these standards to be rigidly applied to the subject proposal in this instance.

By locating the majority of car parking for the development below ground, where it is screened from the public realm, the subject proposal is considered to represent a significant departure from, and improvement upon, traditional 'bulky goods' developments that are characterised by large expanses of at-grade carparking. While the building component of the proposal is not considered to incorporate any architectural elements or activation of note, it has been designed for its intended purpose and would not be out of place in its proposed location surrounded by similar tilt-up concrete style 'office', 'warehouse' and 'showroom' developments.

Administration considers the design of the proposed development to be acceptable, given the nature of surrounding development and the site's location on the periphery of the Clarkson Secondary Centre and is satisfied that the proposal can achieve an acceptable built form outcome through the preparation and implementation of the aforementioned landscape plan.

### Signage

The subject proposal includes a significant amount of advertising signage and has been assessed against the City's Signs Local Planning Policy (Signs LPP), which provides guidance on the design and placement of common forms of advertising signs within the City. The majority of signage proposed is considered to serve the purpose of providing information or direction to customers within the development rather than purely advertising, however significant departures to the provisions of the Signs LPP provisions relating to 'on wall signs' and 'pylon signs' have been noted.

The main building is proposed to be painted in Bunnings' corporate green and incorporates advertising logos and slogans. The City's Signs LPP states that 'on wall signs' are limited to one sign per tenancy, per street front and are not to exceed 25% in aggregate area on any one wall, to a maximum of 8sqm. The proposal incorporates signage to all four wall elevations, summarised as follows:

- *Front (south) elevation:* Two signs less than 25% of wall in aggregate and measuring approximately 228 square metres in total.
- *Side (west) elevation:* Two signs less than 25% of wall in aggregate and measuring approximately 43 square metres in total.

- Side (east) elevation: Two signs more than 25% of wall in aggregate and measuring approximately 238 square metres in total.
- *Rear (north) elevation*: Two signs less than 25% of wall in aggregate and measuring approximately 233 square metres in total.

All four elevations of the development therefore propose significant variations to the 'on wall sign' provisions of the Signs LPP, specifically the 8 square metre maximum area. Given the scale of the proposed building, the area of signage proposed is not considered to be superfluous and the imposition of the 8 square metre maximum 'on wall sign' area under the Signs LPP is not considered to be appropriate in this instance.

The proposed main pylon sign at the intersection of Lower Keys Drive and Neerabup Road measures 9.5 metres (high) x 4 metres (wide), in lieu of the 6 metres (high) x 2.5 metres (wide) maximum stipulated under the Signs LPP. Given the prominence of the 'on wall signs' proposed and the proximity of this sign to the southern and eastern lot boundaries, the height of this sign is considered superfluous and Administration has recommended a condition of approval requiring the dimensions of this sign to be reduced so as to accord with the provisions of the Signs LPP or dimensions satisfactory to the Manager Planning Implementation.

The Signs LPP states that variations to the abovementioned standards may be considered within the context of a signage strategy. Administration considers the detail provided by the applicant to contain the relevant detail that is expected of a signage strategy and notes that signage strategies are generally unnecessary in single tenancy scenarios, as is the case with the subject proposal, where a coordinated approach to signage on site can be easily achieved. The City is therefore satisfied that the abovementioned variations can be considered without the need for the preparation of a signage strategy.

### Parking

The car parking requirement for a 'hardware store' under Table 2 of DPS 2 is 1 bay per 30sqm of net lettable area (NLA). The proposal incorporates a total floor space of 17,952sqm, which would require a parking provision of 598 car bays. The proposal provides for 478 car bays, equating to a shortfall of 120 bays across the site. The applicant has provided a report prepared by a traffic consultant which provides the following justification for the parking shortfall:

- Parking demand for the development has been calculated at 462 bays, based on the highest parking demand recorded amongst six other Bunnings stores during a Saturday peak period;
- Delivery vehicle access has been provided at a location that is separated from customer traffic, improving the function of the parking areas; and
- The proposal has good access to the existing pedestrian, bicycle and public transport network.

Administration and the DoP, as outlined in its correspondence included as **Attachment 5**, have accepted the outcomes of the transport report and consider the parking provision on site to be appropriate. The parking variation sought by the applicant is therefore supported by Administration.

### Access Arrangements

Access to the site is proposed via all three street frontages, with one full access crossover at Lower Keys Drive, one full access crossover and one goods inward crossover on Caloundra Road and one full access crossover on Neerabup Road.

The proposed full access intersection at Neerabup Road as indicated is shown as being redesigned so as to only allow for left-in, left-out movements once this road is upgraded to a dual carriageway, the timing of which is currently unknown but would likely occur in conjunction with the future extension of the Mitchell Freeway. The DoP has advised that it has no objection to a temporary full access crossover being provided at Neerabup Road, noting that there is a need for multiple crossovers to facilitate good internal circulation of vehicles. The DoP also noted that neither the safety or function of Neerabup Road would be compromised by the access due to the inclusion of a slip lane into this access from both west and eastbound traffic. Administration initially raised concerns with the applicant regarding this crossover being full access, however, it has since accepted the proposed arrangement and imposed a condition of approval requiring access to revert to left-in left-out movements once Neerabup Road is upgraded to dual carriageway at the developer's expense.

The crossover proposed onto Lower Keys Drive is approximately 35 metres north of the intersection of Neerabup Road, in lieu of the 55 metres stipulated under the City's Technical Standard Drawing for such scenarios. The City's Development Engineers subsequently requested that this crossover be relocated further north so as to achieve the 55 metre separation distance. The Applicant's traffic consultant reviewed this matter and concluded that the crossover could be located 40.4 metres from the Neerabup Road reserve and 53 metres from the 'give way' sign at Neerabup Road, however a 55 metre separation could not be achieved due to the presence of a light pole in the Lower Keys Drive road reserve and the need to achieve suitable gradients to the undercroft car park of the development access via that crossover. Administration has reviewed this matter and concluded that a 40.4 metre separation distance is acceptable. A condition of approval has been recommended that requires the design to reflect this increased separation distance.

The ASP 29 Zoning Plan depicts a north-south road connection through Lot 8003 (refer **Attachment 4**), linking Neerabup Road and Caloundra Road, which has not been accommodated through the subject application. Administration considers this road connection to be indicative only and the transport report provided by the applicant demonstrates that the surrounding road network is able to function without this connection being provided. The DoP has advised that the removal of this connection does not contradict the WAPC's Regional Roads (Vehicular Access) Policy D.C 5.1 and therefore does not object to this aspect of the proposal. This aspect of the proposal is therefore supported.

### **Conclusion:**

The development application submitted for a 'hardware store' (Bunnings Warehouse) at Lot 8003 (22) Lower Keys Drive, Clarkson has been assessed against the provisions of the City's DPS 2, ASP 29, Signs LPP and Draft LPP 3.2. The variations proposed by the application are generally considered acceptable and it is therefore recommended that the application be approved subject to conditions.



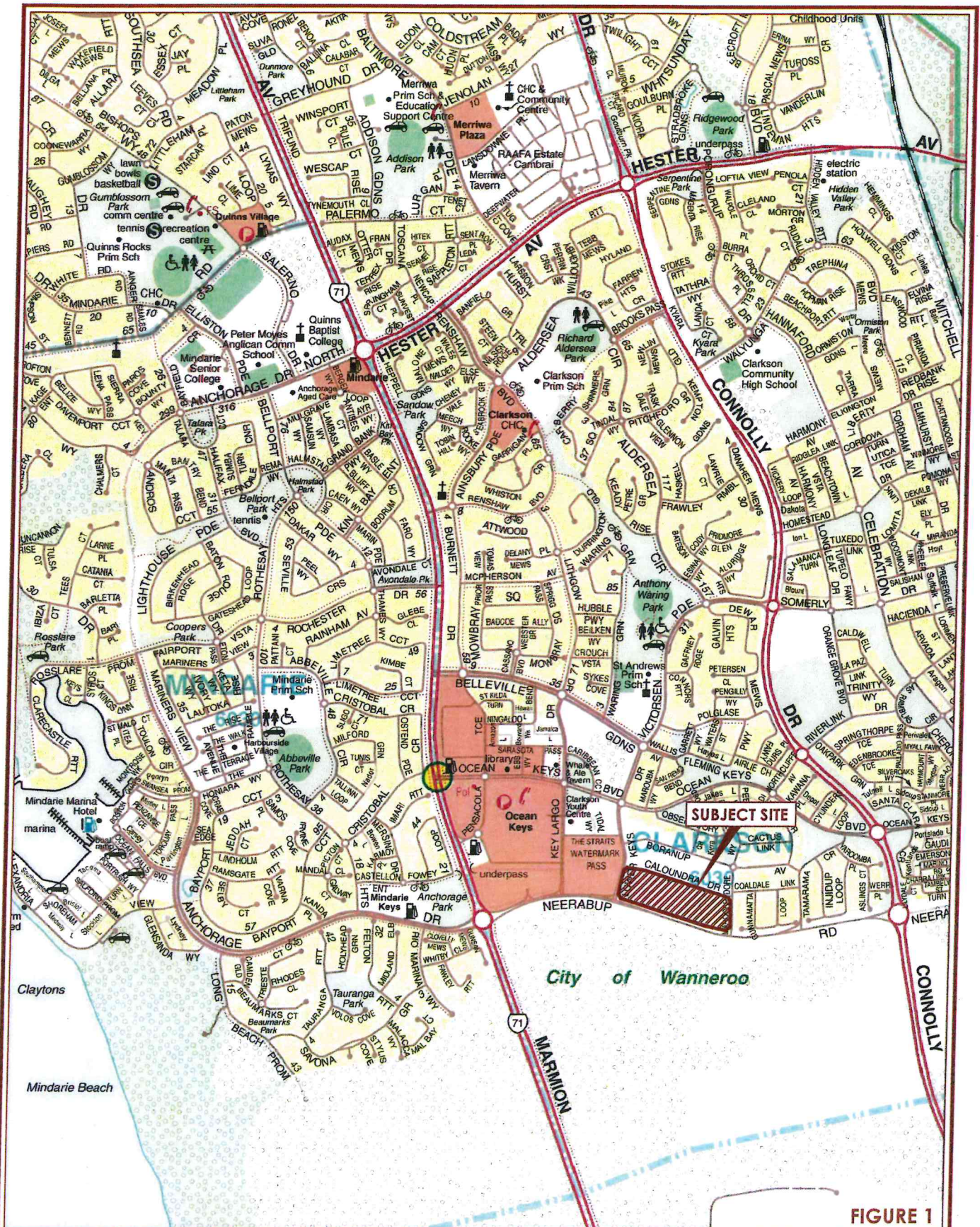


FIGURE 1



NORTH

SCALE 1:NTS (A4)

**burgess design group**  
TOWN PLANNING + URBAN DESIGN

PO Box 8779, Perth Business Centre 6849  
www.burgessdesigngroup.com.au

P (08) 9328 6411  
F (08) 9328 4062

Planner: MS  
Client: BUNNINGS  
Date: 03.07.12  
Plan No: BUN CLA 1-02.1

**LOCATION PLAN**  
**Lot 8003 Lower Keys Drive**  
**CLARKSON**  
**CITY OF WANNEROO**





FIGURE 2

**AERIAL SITE PLAN**  
**Lot 8003 Lower Keys Drive**  
**CLARKSON**  
**CITY OF WANNEROO**



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 TOWN PLANNING + URBAN DESIGN

PO Box 8779, Perth Business Centre 6849  
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 T (08) 9328 6411  
 F (08) 9328 4062

Plan No: BUN CLA 1-02.2 Client: BUNNINGS  
 Date: 03.07.12 Planner: MS



**NORTH**  
 0 10 20 30 40 50m  
 SCALE 1:1,500 (A3)



**CONDITION C:**  
ROAD UPGRADES TO BE  
CARRIED OUT AT FULL  
COST OF APPLICANT AND  
CITY'S SPECIFICATIONS.

CONDITION E:  
Pylon sign to comply  
with signs local planning  
policy or dimensions acceptable  
to the manager planning implementation


[illegible]

Area Analysis		Proposed
Main Warehouse		10,184.47
Main Entry		291.85
Warehouse Area		10,476.32
Outdoor Nursery		1,396.98
Bagged Goods Canopy (Nursery)		1,661.31
Nursery Area		3,058.29
Timber Trade Sales		2,662.63
Building Materials & Landscape Yard		1,754.73
Timber Trade Area		4,417.36
<b>Total Retail Area</b>		<b>17,951.97</b>
Goods Inward Yard (Including Canopy if applic.)		0.00
<b>Total Area</b>		<b>17,951.97</b>
Standard Carparks - Ground Floor		121
Disabled Carparks - Ground Floor		4
Standard Carparks - Undercroft		346
Disabled Carparks - Undercroft		7
Trailer Bays		0
<b>Total Site Carparks</b>		<b>478</b>
Trolley Bays		7
Land Size	Bunnings (m²)	30,194.33
	Balance Excess Land (m²)	8,235.33
<b>Total Land</b>	<b>(m²)</b>	<b>38,429.66</b>

**BUNNINGS** Bunnings Group Limited  
10 - 12 Cato Street, Hamilton East, VIC 3122  
Locked Mail 2004, Hawthorn VIC 3122  
Phone (03) 8631 9777  
Fax (03) 8631 8637  
Website [www.bunnings.com.au](http://www.bunnings.com.au)

<b>CAPEX APPROVED</b>	
DRAWING NO:	CAPEX NO:
DATE ISSUED:	
<b>ISSUED FOR CAPEX FEASIBILITY</b>	
DATE ISSUED :	DRAWING NO:
PROJECT NAME <b>CLARKSON</b>	SERIES SIZE <b>10,000</b>
PROJECT ADDRESS <b>NEERABUP ROAD CLARKSON WA 6030</b>	
STORE NUMBER	STORE TYPE <b>LARGE</b>

DRAWING PHASE: <b>TOWN PLANNING</b>
DRAWING TITLE: <b>SITE PLAN</b>
PLOT DATE: <b>10-Jul-12 5:19 PM</b>
CHECKED BY:

DRAWN: B.R.	PROJECT NORTH: 	DRAWING NO:	REVISION:	FILE LOCATION:
SCALE: AS SHOWN		TP01	-	
DATE: 16.03.12				

1850-1860

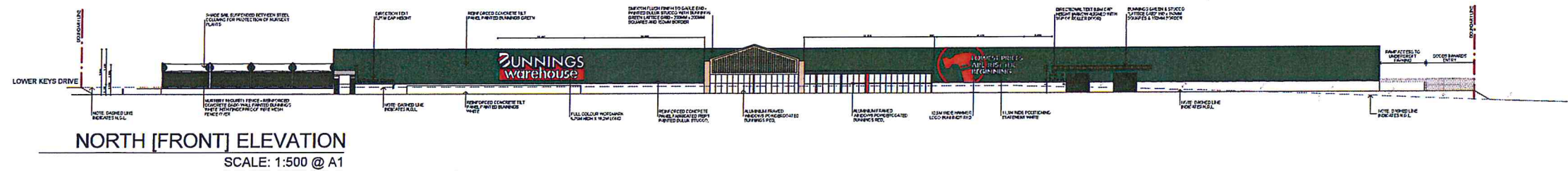




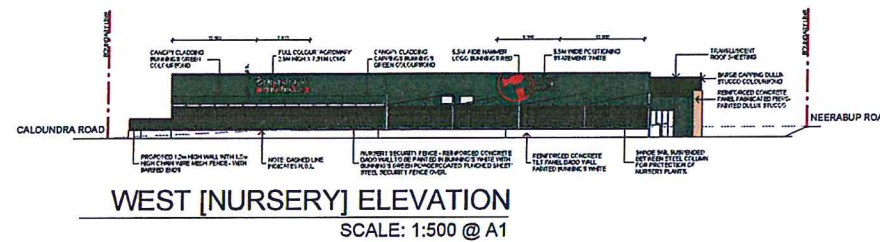


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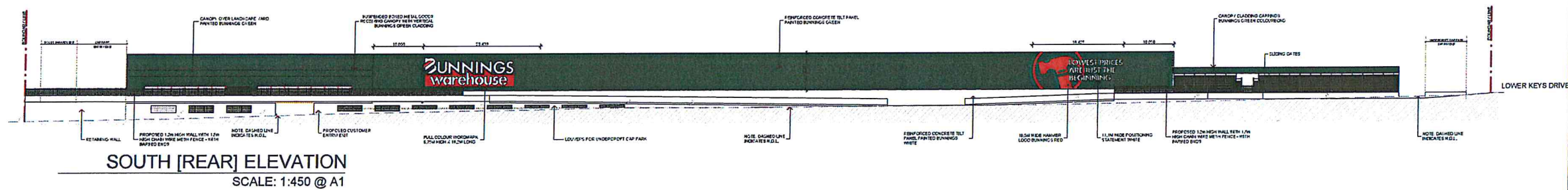
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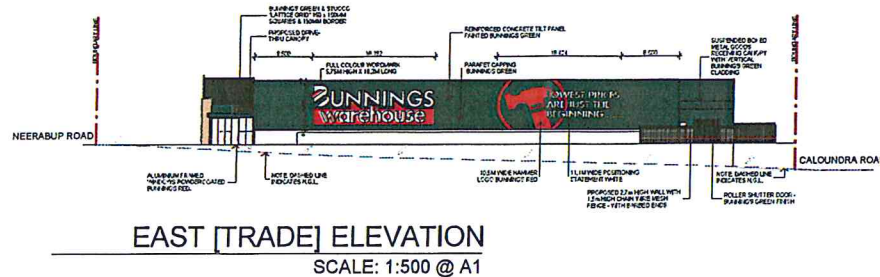
NORTH [FRONT] ELEVATION  
SCALE: 1:500 @ A1



WEST [NURSERY] ELEVATION  
SCALE: 1:500 @ A1



SOUTH [REAR] ELEVATION  
SCALE: 1:450 @ A1



EAST [TRADE] ELEVATION  
SCALE: 1:500 @ A1

ALL DIMENSIONS ARE TO BE CONFIRMED ON SITE  
PRIOR TO MANUFACTURE AND CONSTRUCTION

## STORE TYPE LARGE FOR COUNCIL APPROVAL

10.07.12 - ISSUED FOR COUNCIL APPROVAL B.R.

DATE: REV: AMENDMENT: DWN



CAPEX APPROVED  
DRAWING NO: CAPEX NO:  
DATE ISSUED:

ISSUED FOR CAPEX FEASIBILITY  
DATE ISSUED: DRAWING NO:

PROJECT NAME: CLARKSON  
SERIES SIZE: 10,000

PROJECT ADDRESS: NEERABUP ROAD  
CLARKSON WA 6030

STORE NUMBER: STORE TYPE: LARGE

DRAWING PHASE: TOWN PLANNING

DRAWING TITLE: ELEVATIONS

PLOT DATE: 10-Jul-12 5:20 PM

CHECKED BY:

DRAWN: B.R.	PROJECT NORTH: N	DRAWING NO: TP04	REVISION: -
SCALE: AS SHOWN			
DATE: 16.03.12			

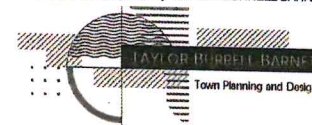
FILE LOCATION: Z:\Bunnings\Drawings\Town Planning\Drawings\TP04\_01.dwg



THIS PLAN IS CURRENT AT THE REVISED DATE & SUBJECT TO APPROVAL, SURVEY & ENGINEERING DETAIL. THIS PLAN IS THE PROPERTY OF CHAPPELL LAMBERT EVERETT.

# CLARKSON Agreed Local Structure Plan No.29 (Incorporating Amendments 1 - 5) Plan 1: Zoning Plan

Structure Plan prepared by TAYLOR BURRELL BARNETT: Amended by CHAPPELL LAMBERT EVERETT:



CHAPPELL  
LAMBERT  
EVERETT

TOWN PLANNING - URBAN DESIGN  
LEVEL 2-36 HOWLAND STREET SUBURGO WA 6008 PO BOX 756 SUBURGO WA 6008  
phone : (08) 9382 1232 fax : (08) 9382 1127 email : info@clle.com.au  
08.04.09 Not to Scale 226-102A





Government of Western Australia  
Department of Planning

City of Wanneroo  
Locked Bag 1  
Wanneroo WA 6949

Your ref DEV12/1008 Our ref DP/10/00710/3 Enquiries : Jane Maynard. (08) 6551 9259
------------------------------------------------------------------------------------------

26 September 2012

Attention: Ben Hesketh

Dear Sir

***Re: Proposed Hardware Store (Bunnings Warehouse) – Lot 8003 (No. 22)  
Lower Keys Drive Clarkson.***

I refer to your letter dated 30 August 2012 regarding the above application. In accordance with the Western Australian Planning Commission's (WAPC) Notice of Delegation dated 23 December 2011, the following comments are provided with respect to the above proposal.

In assessing the effects of the proposal on traffic flows and safety the Department has had regard to the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1.

**Subject lot**

Subject Lot No. 8003 Lower Keys Drive abuts Neerabup Road, Clarkson, which is a Category 1 'Other Regional Road,' (ORR) in the Metropolitan Region Scheme, and is a restricted access road, per (Attachment A. Intra GIS map with MRS Road Reserves). Lot 8003 is not affected by road widening requirements.

**Clarkson south-east structure plan No. 29.**

It is noted that the subject lot is located within the Clarkson South-East Structure Plan area, per (Attachment B – LSP No. 29 – Clarkson South-East Zoning Plan, 2012), which was informed by the Ocean Park Estate Masterplan, 1996; (Attachment C – Ocean Park Estate Clarkson – Masterplan 1996), in an area that lies immediately north of the Tamala Park Structure Plan, per (Attachment D – Tamala Park Structure Plan area).

The proposed development is located in the 'business' zone in the zoning plan of the Clarkson south-east structure plan, adopted by the WAPC on 22 March 2012, per (Attachment B).

The structure plan states that the business zone is:

*intended to accommodate warehouses, showrooms, trade and professional services and small scale complementary and incidental retailing uses, as well as providing for retail and commercial businesses which require large areas such as bulky goods and category / theme based retail outlets that provide for the needs of the community, but which due to their nature are generally not appropriate to or cannot be accommodated in a commercial area.*

It is noted that the proposed development differs from the 1996 Ocean Park Estate Master Plan in terms of the bulk, configuration, and local street network.

The more recent (2012), Clarkson south-east structure plan shows a different road network to that of the masterplan, but both impact the proposed development. Structure plan 29 (adopted by the WAPC 22 March 2012) includes a local road running north-south between Neerabup Road and Caloundra Road, which cuts through the proposed development. No north-south road is included in the proposed development. The report has acknowledged this on page 6 of the development application report, stating;

*Investigations of the history of the structure plan indicate that this road was not included in the originally adopted structure plan nor has it been included through a formal amendment process. It appears that the road has simply been included on the plan based on information associated with a previous subdivision approval over the subject site, a subdivision approval that was never enacted.*

In principle, the Department does not support development proposals which are inconsistent with adopted structure plans, and while a more permeable and fine grained street network is generally preferable for providing improved walkability, the omission of the road in the proposed development in this instance does not contradict the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to improve traffic flow by minimising the number of junctions onto regional roads, therefore the Department has no objection to the exclusion of the north-south road on transport planning grounds.

It is also understood that the City of Wanneroo supports the proposal (without the need for an amendment to ASP 29) on the basis that the north-south road was not included in previous versions of the zoning plan and appears to have been included as an indicative road only, subject to the proposal being able to demonstrate that the nearby intersections are able to cope with projected traffic numbers in the absence of that road connection.

#### Access

The proposed development includes four crossovers as follows;

#	Street	Description
1	Lower Keys Drive	Customer entry/exit: All ways intersection
2	Caloundra Road	Goods entry: All ways intersection
3	Caloundra Road	Customer entry/exit: All ways intersection
4	Neerabup Road	Customer entry/exit: Left in left out, with slip lane (once road upgraded to dual carriageway).



The proposed access onto Neerabup Road is to be made 'left in, left out' once Neerabup Road is upgraded to a dual carriage way. The Department supports this decision and considers it adequate.

In principle, the Department does not support the creation of crossovers onto Category 1 ORRs, however given the magnitude and nature of the development, there is a need for multiple crossovers to facilitate good internal circulation of vehicles. Furthermore, as the proposal has included the provision for a slip lane, with left in left out only access, the Department considers that the proposed crossover would not compromise the safety or function of the ORR. The Department has no objection to the proposed crossover onto Neerabup Road for the reasons mentioned above.

### **Transport Impact Assessment**

The following comments are provided in relation to the *Proposed Bunnings Store, Neerabup Road Clarkson Transport Assessment* prepared by Transcore (Document revision no. r01a, dated 10 July 2012), which was included as part of the Development application report prepared by Burgess Design Group (issue no.1. Revision no. 3. July 2012).

#### *Trip Generation*

Section 5 of the report; *Traffic Assessment*, states that the transport assessment uses information about future traffic flows obtained from the transport assessment undertaken for the Tamala Park LSP, which used MRWA 2031 traffic forecasts for background traffic flows, and states that the development is expected to generate approximately 500 vehicles per day (vpd) in weekday peak hour traffic, and 600 during the Saturday mid-day peak hour.

The Department has no objection to the methodology adopted to determine the traffic generation rates.

#### *Traffic flows*

AM and PM peak hour traffic counts are usually requested in Transport Impact Assessments, however given the nature of the development, and likely times of peak activity generated from the development, the use of Friday PM peak time, and Saturday lunch time peak are considered appropriate. These peak hour traffic counts have been made at the Neerabup Road / Lower Keys Drive intersection on the Friday and the Saturday, and the Neerabup / Maroochydore Way intersection on the Friday, with Saturday traffic counts for this intersection being estimated only.

Vehicles per day (vpd) traffic data has been provided for the surrounding road network on page 4 of the report, but no peak hour data has been provided. It is recommended that this information be provided to the satisfaction of the City of Wanneroo's Engineering department.

### *Parking*

The following comments relate to sections of the report which are concerned with parking. These are;

page 7	5.1.5.2 Draft Planning Policy 3.2 City of Wanneroo
page 9	5.2 WAPC SPP 4.2 Activity Centres for Perth and Peel
page 12	6.5 Parking & vehicle access
Appendix 2	Section 6 Parking (page 16)

### **Parking supply**

In summary, the number of parking bays to be supplied and the likely demand are reasonable. These are based on data from comparable sites. In particular it is agreed that the Town Planning Scheme's parking requirements are excessive and the developer's proposal to supply less parking based on the survey of similar sites is reasonable.

### **Parking for vehicles with trailers**

The availability and location of parking for vehicles with trailers is not adequately addressed in the report or the attached plans. The number of cars with trailers that can be accommodated, turning circles, space consumed and interference with the flow of traffic are all matters that have not been addressed.

### **Bicycle Parking & end of trip facilities**

The report states on page 17 that "suitable bicycle parking facilities will be provided," and though it can reasonably be assumed that bicycle rails will be provided, it does not state how many bicycles will be accommodated, how they will be accommodated, and where the bicycle rails will be located on the plans. These details should be provided.

The City of Wanneroo Town Planning Scheme states that bicycle parking and end of trip facilities in commercial developments and other employment centres may be required (in accordance with the *Austrroads Guide to Engineering Practice Part 14: Bicycles*, published in 1999), however the scheme does not specify what circumstances would warrant the provision of bicycle parking and end of trip facilities.

No figures have been provided on the number of staff who will be employed at the site, or how many will be on duty at any one time, however the Austrroads guidelines suggest that for a shop, provision for one bicycle for should be provided for every 300m<sup>2</sup> of Gross Floor Area (GFA), for staff, and for customers, 1 per 500m<sup>2</sup> over 1,000 m<sup>2</sup>. While it is agreed that customers of the Bunnings warehouse will mostly arrive by private vehicle, due to the bulky nature of the goods sold, there is no reason why this would apply to staff.

It is suggested that other adequate facilities be provided for staff also. Austrroads (2011), *Cycling Aspects of Austrroads Guides*, and the *Guide to Traffic Management – Part 11: Parking* (2008), describes 'adequate facilities' as including; 'showers, lockers to store clothing and cycling equipment, and convenient and secure bicycle parking facilities. Information on the location of parking infrastructure can be found in Appendix F. Bicycle parking requirements.



**Parking recommendations:**

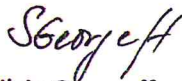
1. Support the supply of a number of parking spaces considerably below the TPS requirements;
2. Identify & locate the number bicycles that can be accommodated; (for both visitors and workers).
3. Show how many vehicles with trailers can be can be accommodated.

In view of the above, the Department is prepared to support the proposed access arrangement onto Neerabup Road subject to the access being restricted to left turn-in/left turn-out movements only when Neerabup Road I upgraded to dual carriageway. It is recommended that the access location and provision for deceleration lanes onto Neerabup Road, should be designed in accordance with current Austroads guidelines and agreed by the city of Wanneroo's Engineering Department.

The Department has no objection to the proposal on regional transport planning grounds, subject to the above recommendations.

Regards,

Yours sincerely

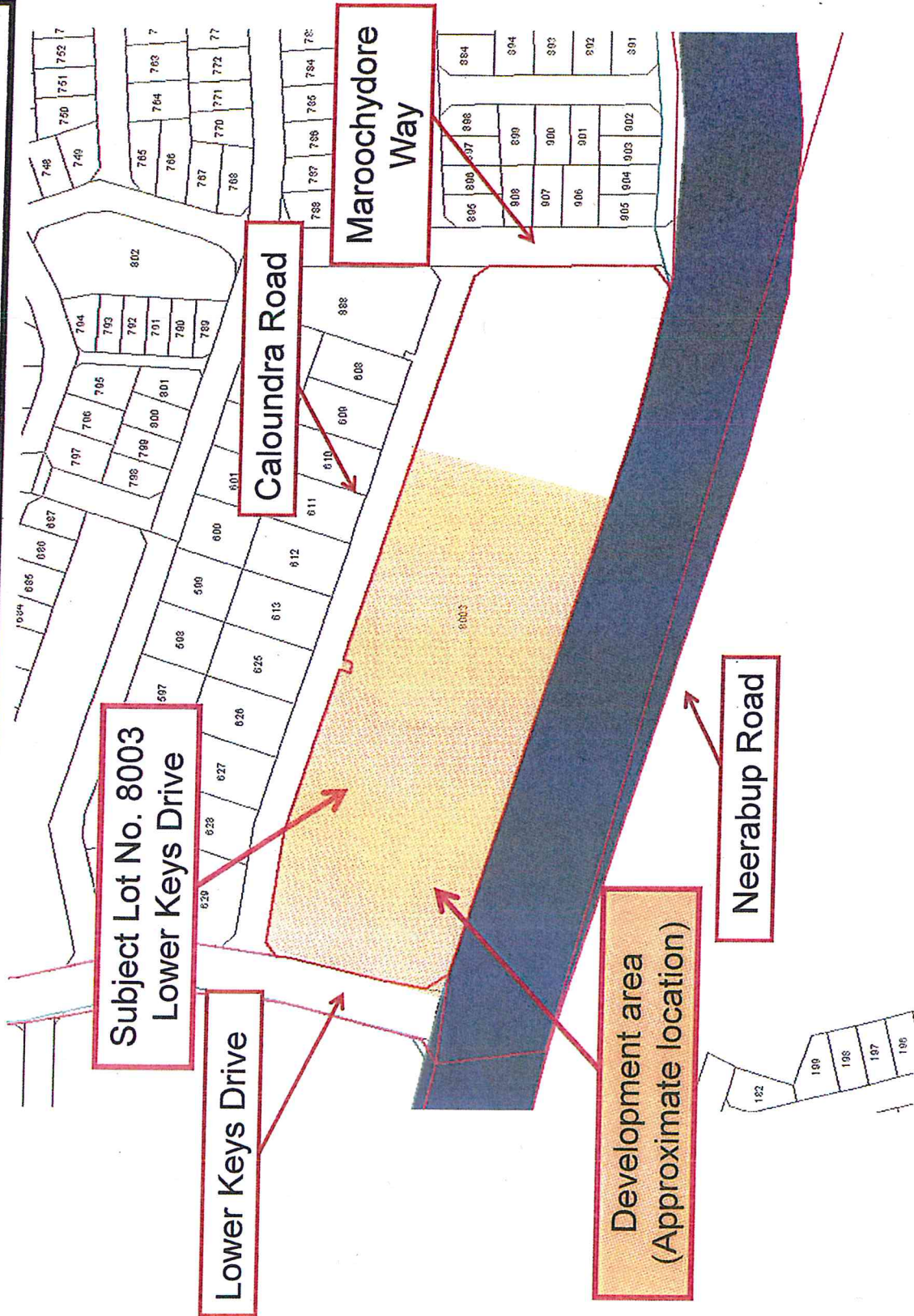


Silvia Georgeff

A / Planning Manager

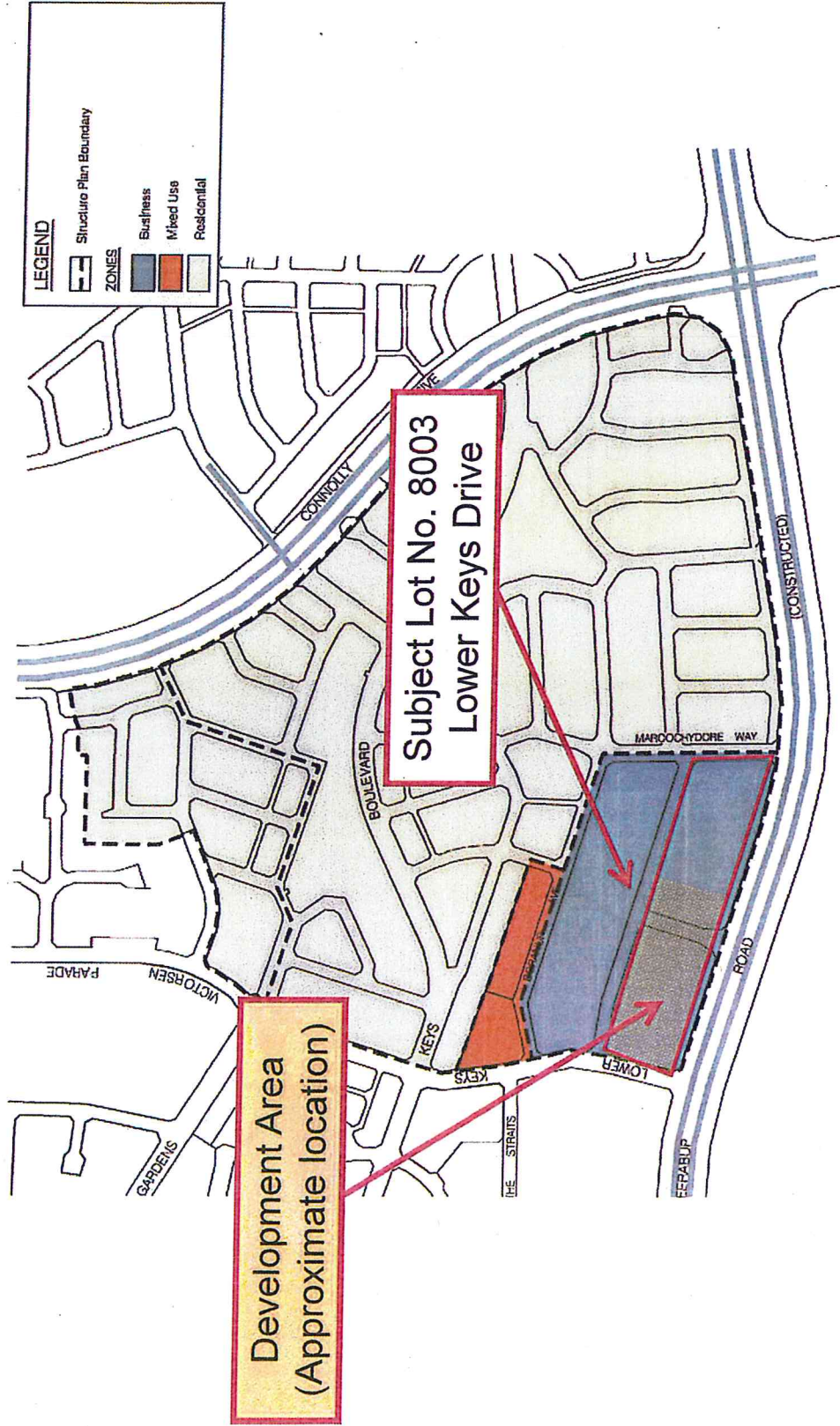
Infrastructure & Land Use Coordination - Transport & Movement branch

**Attachment A. Intra GIS map with MRS Road Reserves**





# Attachment B. LSP No. 29 - Clarkson South-East Zoning Plan - 2012





## Form 1 - Responsible Authority Report (Regulation 12)

<b>Application Details:</b>	PROPOSED LIQUOR STORE AND SIGNAGE ADDITIONS
<b>Property Location:</b>	Lot 12 (493) Beach Road, Duncraig
<b>DAP Name:</b>	Metro North West JDAP
<b>Applicant:</b>	MGA Town Planners
<b>Owner:</b>	ALH Group Property Holdings Pty Ltd
<b>LG Reference:</b>	DA12/0676
<b>Responsible Authority:</b>	City of Joondalup
<b>Authorising Officer:</b>	Dale Page Director Planning and Community Development
<b>Application No and File No:</b>	DAP 11/1358
<b>Report Date:</b>	17 October 2012
<b>Application Receipt Date:</b>	21 June 2012
<b>Application Process Days:</b>	84 working days
<b>Attachment(s):</b>	1. Location plan 2. Development plans 3. City of Joondalup Environmentally Sustainable Design Checklist

### Recommendation:

That the Metro North West JDAP resolves to:

**Refuse** DAP Application reference DP12/00977 and accompanying plans (refer Attachment 2) in accordance with Clause 6.9 of the City of Joondalup District Planning Scheme No. 2, for the following reasons:

1. The proposed development does not meet the requirements of the City of Joondalup District Planning Scheme No.2 in relation to the amount of onsite car parking required, being 190 bays in lieu of 228 bays. It is considered that the number of on-site car parking bays is not sufficient to cater for the demand of the existing and proposed development.
2. The location of majority of on-site car parking at the rear of the site is not appropriate given the nature of the proposed land use, and will result in customers utilising parking on adjoining commercial sites closer to the building entrance. Reduction in car parking availability on the adjoining sites will result in adverse impacts on the amenity of these properties.

### Background:

Property Address:	Lot 12 (493) Beach Road, Duncraig
Zoning	MRS: Urban
	TPS: Commercial
Use Class:	Liquor Store – Permitted 'P' use
Strategy Policy:	N/A
Development Scheme:	City of Joondalup District Planning Scheme No. 2 (DPS2)
Lot Size:	Lot 12 (493) Beach Road, Duncraig – 10,339m <sup>2</sup>

Existing Land Use:	Tavern and Liquor Store (drive through)
Value of Development:	\$3,400,000.00

Development approval is sought for extensions to the Carine Tavern at 493 Beach Road, Duncraig. These extensions consist of a new liquor store and signage. The proposed additions will be incorporated into the Carine Tavern, with a number of existing structures including the drive through liquor store, cool room and function rooms to be removed in order to facilitate the new development.

The subject site is part of the wider Carine Glades shopping complex with the surrounding land to the west and north also zoned Commercial under DPS2. In addition to this the subject site abuts residential properties to the east and Beach Road immediately south of the subject site (see Attachment 1). The proposed liquor store is a permitted 'P' use within the Commercial zone as per DPS2.

#### **Details:**

The proposed development includes:

- Demolition of function rooms, cool rooms, drive through liquor store and associated administrative buildings;
- Reconfiguration of the existing car park, with the addition of 29 parking bays at the rear of the site. A total of 190 bays are to be provided on site;
- Rebuilding the liquor store, with an additional 1,222m<sup>2</sup> proposed in the south eastern portion of the site; and
- Signage for the liquor store.

#### **Legislation & policy:**

##### Legislation

City of Joondalup District Planning Scheme No. 2

#### *3.7 The Commercial Zone*

##### *3.7.1 The Commercial Zone is intended to accommodate existing or proposed shopping and business centres where it is impractical to provide an Agreed Structure Plan in accordance with Part 9 of the Scheme.*

*The objectives of the Commercial Zone are to:*

- *make provision for existing or proposed retail and commercial areas that are not covered by an Agreed Structure Plan;*
- *provide for a wide range of uses within existing commercial areas, including retailing, entertainment, professional offices, business services and residential.*

##### *3.7.2 All land contained in the Commercial Zone shall specify a maximum retail net lettable area (NLA) which relates to retail floor area. The maximum NLA shall be included in Schedule 3 of this Scheme and shall bind the development of the land to no more than that area specified.*

- 3.7.3 *Notwithstanding the provisions of clause 3.7.2, the floorspace figures contained within Schedule 3 shall be adhered to except as otherwise varied by an Agreed Structure Plan for the centre locality as adopted by the Council and the Western Australian Planning Commission.*

#### 4.8 *Car Parking Standards*

- 4.8.2 *The number of on-site car parking bays to be provided for specified development shall be in accordance with Table 2. Where development is not specified in Table 2 the Council shall determine the parking standard. The Council may also determine that a general car parking standard shall apply irrespective of the development proposed in cases where it considers this to be appropriate.*

#### 6.8 *Matters to be considered by Council*

- 6.8.1 *The Council when considering an application for Planning Approval shall have due regard to the following:*

- (a) interests of orderly and proper planning and the preservation of the amenity of the relevant locality;*
- (b) any relevant submissions by the applicant;*
- (c) any agreed Structure Plan prepared under the provisions of Part 9 of the Scheme;*
- (d) any planning policy of the Council adopted under the provisions of clause 8.11*
- (e) any other matter which under the provisions of the Scheme the Council is required to have due regard;*
- (f) any policy of the Commission or its predecessors or successors or any planning policy adopted by the Government of the State of Western Australia;*
- (g) any relevant proposed new town planning scheme of the Council or amendment or proposed Metropolitan Region Scheme Amendment insofar as they can be regarded as seriously entertained planning proposals;*
- (h) the comments or wishes of any public or municipal authority received as part of the submission process;*
- (i) the comments or wishes of any objectors to or supporters of the application;*
- (j) any previous decision made by the Council in circumstances which are sufficiently similar for the previous decision to be relevant as a precedent, provided that the Council shall not be bound by such precedent; and*
- (k) any other matter which in the opinion of the Council is relevant.*

#### City of Joondalup Local Planning Policies

- **Environmentally Sustainable Buildings in the City of Joondalup**

Encouraging the integration of environmentally sustainable design principles rather than mandating them, the policy requires applicants to complete the City's Environmentally Sustainable Checklist demonstrating that the



development has been designed and assessed against a national recognised rating tool. A copy of the applicant's checklist is provided as Attachment 3.

- **Signs Policy**

The policy outlines governing principles and guides the placement of signs in the City of Joondalup. The policy seeks to protect the quality of streetscapes and the amenity of adjoining and nearby properties by limiting the visual impact of signs whilst still supporting business activities in the City of Joondalup. The policy is intended to be read in conjunction with DPS2 and the City's Signs Local Law.

#### State Government Policies

- Nil

#### **Consultation:**

The proposed development was advertised for a period of 21 days. A total of 30 adjoining and nearby commercial owners were advised in writing. Consultation ended on 4 September 2012.

A total of five responses were received during the consultation period, all of which were objections. The objections as well as the City's response to the concerns raised are discussed in the planning assessment section of this report.

#### **Planning assessment:**

This application is for extensions to the existing liquor store at the Carine Glades Tavern. The proposed addition is bounded by Carine Glades shopping centre to the west, a car park to the north, Beach Road to the south and residential properties to the east. The area proposed for the liquor store development currently contains a range of buildings that includes administrative buildings, cool room, drive through liquor store, loading docks and assorted storage areas.

Development of this land is guided by the DPS2; specifically the requirements of the Commercial zone. The objectives of the Commercial zone are to:

- Make provision for existing or proposed retail and commercial areas that are not covered by an Agreed Structure Plan; and
- Provide for a wide range of uses within existing commercial areas, including retailing, entertainment, professional offices, business services and residential.

#### Land Use

The proposed land use "Liquor Store" is a permitted land use under DPS2 and is complementary to the existing Tavern and Shopping Centre.

#### Assessment against DPS2

The proposal has been assessed against Part 4 of DPS2 – General development Requirements. An overview of the aspects considered in undertaking an assessment

is included in the table below. Further detailed responses are canvassed in the sections following.

Provision	Lot 12 (493) Beach Road	Complies
4.7.1 Building setback for non residential buildings <ul style="list-style-type: none"> <li>• 9m street boundary</li> <li>• 3m side boundary</li> <li>• 6m rear boundary</li> </ul>	Setbacks as proposed for additions <ul style="list-style-type: none"> <li>• 22.3m from street boundary</li> <li>• 42.0m from western (side) boundary</li> <li>• 3.0m from eastern (side) boundary</li> <li>• 52.6m from rear boundary</li> </ul>	Yes Yes Yes Yes
4.8.2 The number of on-site car bays in accordance with Table 2	<b>190 bays provided with 228 bays required. See car parking section below for details.</b>	<b>No</b>
4.12.1 A minimum of 8% of the development site shall be designed, developed, maintained as landscaping	14.33% of the site is provided as landscaping.	Yes
4.12.2 When a proposed development includes a car parking area abutting a street, an area no less than 3.0 metres wide within the lot along the street boundaries shall be designed, developed and maintained as landscaping	An existing landscaping strip of 2.9m is provided along Beach Road. Proposed development does not propose to alter this landscaping strip.	N/A
4.12.3 Landscaping shall be carried out on all those areas of a development site which are not approved for buildings, accessways, storage purposes or car parking with the exception that shade trees shall be planted and maintained by the owners in car parking areas at the rate of one tree for every four (4) car parking bays to the Council's satisfaction.	Landscaping provided in accordance with DPS2.  Shade trees provided for reconfigured car parking at rear of site. The rate of shade trees to new parking bays is compliant.	Yes

### Car Parking

Car parking is calculated based on the individual land uses proposed in accordance with Table 2 in DPS2. The car parking standard applied for the Liquor Store is the same standard applied for a Shopping Centre less than 10,000m<sup>2</sup> of net lettable area (NLA). In 2005 and 2006 Council approved extensions to the existing Tavern when it was considered that a standard of 1 bay per 4 patrons accommodated was appropriate. As a result of the liquor store additions 123m<sup>2</sup> of the Tavern function area will be lost, which the applicant equates to a reduction of 61 patrons.

Taking this into account, the following table sets out the car parking requirements for the site:

Land Use	Car parking Requirement of DPS2
<b>Carine Tavern 1 per 4 patrons</b>	Patronage reduced 569 = 143 bays
<b>Liquor store addition 7 bays per 100m<sup>2</sup> of NLA</b>	1,222m <sup>2</sup> of NLA = 86 bays
<b>Overall bays required</b>	228
<b>Overall bays provided</b>	190

As set out in the table above, the proposed development results in a shortfall of 38 bays across the site, equating to 17% overall.

The applicant has provided the following justification in support of the car parking provision:

- 1. The peak trading time for the Dan Murphy's outlet will be afternoon/early evening, generally home bound work trips as well as Saturday mornings. The heavier trading times for the Tavern are slightly later at around evening meal times (i.e. 7 00pm). There is accordingly an element of reciprocal parking on site.*
- 2. The Tavern adjoins Carine Glades Shopping Centre which provides parking adjacent to the western boundary of the Tavern site. There is likely to be an element of shared parking, particularly as peak trading times of the Shopping Centre and Tavern generally do not overlap.*
- 3. Company research shows that most shoppers at Dan Murphy's stores are male and tend to spend limited time in store. The consequence of this is that parking turnover is high reducing the need for volume of parking bays.*

In response to comments relating to peak trading time of the Liquor Store, and the potential for an element of reciprocal parking to be provided on site, it is important to note that the operating hours of the proposed liquor store are 9am until 9pm Monday – Saturday and 10 am until 7pm on Sunday. Peak trading times for the tavern are indicated to be afternoons and early evenings catering to passing home bound traffic, as well as for Saturday mornings.

It is understood that peak operating times of the Tavern and Liquor Store will overlap with parking issues on site likely to be most apparent in the early evening between approximately 5pm and 7pm. It is therefore fair to assume that minimal reciprocity between the Tavern and the Liquor Store will occur. Furthermore a large number of customers to the liquor store would likely utilise the parking of adjoining commercial properties rather than the parking provide on the subject site due to the bulk of the parking being provided away from the only entrance to the bulk liquor store.

It is noted that no formal reciprocal parking arrangements exist between the subject and adjoining site. The shopping centre and surrounding commercial sites currently have a high bay utilisation, operating with car parking provision less than the number of bays required under DPS2 and therefore not having the capacity to absorb large

amounts of additional car parking. It is also noted that the land uses on the adjoining sites, which include an IGA, fresh food store and other retail stores experience similar peak trading periods as a Liquor Store. As such the greatest demand for parking is generated during the same time resulting in significant demand for parking during peak periods.

Whilst it is acknowledged that there will be some visitors who will undertake multi-purpose visits to either the adjoining shopping centre and the bulk liquor store, or liquor store and tavern it is considered that the volume of these may not be significant enough to offset the shortfall, particularly in relation to the number of bays provided in close proximity to the store entrance.

As part of the liquor store additions 29 new car bays are proposed at the rear of the site, with the majority of car bays (84%) provided at the rear. The customer entrance to the liquor store and one of the main entrances to the Tavern are from the street boundary. Given the location of the liquor store entrance in relation to the on-site car parking and the fact that the store is a bulk liquor outlet, it is considered that the bays to the rear of the site will be underutilised, as customers utilise parking closest to the entrance in the first instance. Additionally as parking on adjoining commercial sites is in closer proximity to the liquor store entrance parking spill over will likely cause parking issues for the adjoining commercial sites.

To encourage customers to use the car parking at the rear, the applicant has suggested providing a walkway along the eastern side of the building. This raised concerns regarding the lack of shelter and passive surveillance from the liquor store, street and adjoining residential properties. In addition, the noise from customers using this accessway could inconvenience the adjoining residential properties whose outdoor living areas are adjacent to the common boundary.

A walkway, internal to the building additions is not able to be provided, however the applicant would consider an enclosed lockable walkway external to the proposed additions. The City's concerns in regards to passive surveillance and the possible detrimental impact of noise on the adjoining residential properties would still exist in this scenario. Additionally, the enclosed lockable walkway would require discretion to be exercised on behalf of the City for a reduced side setback, as the current additions are setback at the minimum 3 metres as per Clause 4.7 of DPS2. As such, the applicant has advised that they would like the application determined based on the plans date stamped 12 September 2012.

The applicant provided justification that the parking shortfall is appropriate on the basis that the turnover of parking spaces occurs at a high frequency. This assumption was made on the basis of company research indicating the majority of shoppers spend a limited amount of time in store. Details of company research, regarding the turnover of parking spaces was not provided as part of the applicant's submission.

It is noted that the City has previously supported a ratio of 5 bays per 100m<sup>2</sup> NLA at the Currumbine Central Shopping Centre to align with SPP 4.2. If that standard were to be applied in this instance a total of 204.1 (205) car parking bays would be required, resulting in only a 14.1 (15) bay shortfall. However this would still not alleviate the concerns that relate to the location of the majority of on-site parking and its proximity to the entrance of the centre.



## Landscaping

The applicants landscaping plan of the site indicates all areas proposed to be landscaped. The landscaping requirements of DPS2 require a portion no smaller than 8% of the site to be landscaped. A total of 1,493m<sup>2</sup> of the site or 14% of the site is proposed to be landscaped under this proposal, exceeding the requirements of DPS2.

## Consultation

The City undertook consultation for a 21 day period with the adjoining commercial property owners, sending out 30 letters advising of the proposed additions. During this consultation period a total of 5 responses were received, all of which were objections.

The key issues arising from this consultation included:

- The impact of reduced parking on site and potential for customers of the liquor store to 'spill over' into adjoining properties using parking spaces provided for the use of adjoining commercial properties i.e. shopping centre.

*City response: Adjoining commercial properties parking is closer to the entry of the proposed liquor store than the bulk of parking provided for this site and this concern is shared. No reciprocal parking arrangements are in place on this site with the adjoining commercial properties.*

- Location of the parking provided on site, the majority of parking that is provided is at the rear of the site and would involve customers walking a significant distance in order to park on site.

*City response: The City has discussed the potential of providing an internal walkway to the rear car park from the liquor store addition, providing more direct access for pedestrian from parking at the rear. The applicant was not willing to provide an internal walkway preferring an enclosed, lockable walkway external to the building.*

- Difficulty of large delivery vehicles in accessing the site, navigating through the car park, presenting a hazard to shoppers.

*City response: Delivery vehicle access for the development is considered appropriate however the semi trailer swept path on Beach Road for left turn access is required to be lane compliant as part of the turning manoeuvre and therefore not intrude into the median side lane.*

## Signage

Signage proposed as part of the proposed liquor store was for wall signage addressing the street boundary (Beach Road) only. This aspect of the liquor store addition was assessed against the City's Signage policy. The City's Signage policy allows for a maximum of 25% of the facade of a building in commercially zoned areas to be occupied by advertising.

The facade of the store is 270.53m<sup>2</sup> with 24.08m<sup>2</sup> of signage proposed which equates to 9% of the facade. In addition to this signage cannot project beyond the top of walls and not obscure architectural details. These aspects are also considered to meet the requirements of the City's policy signage.

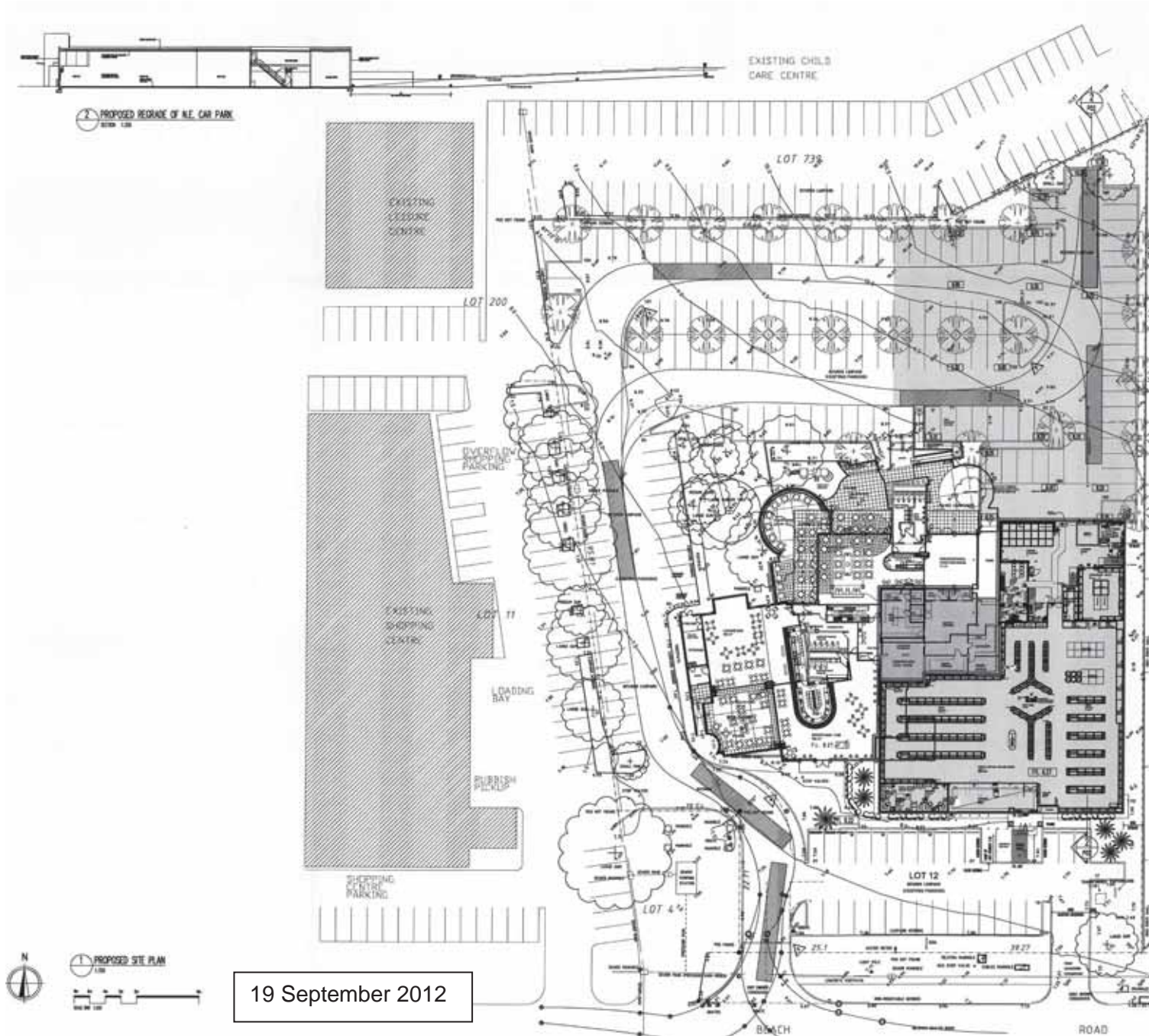
**Conclusion:**

The proposed liquor store addition is generally compliant with DPS2 requirements and the City's Signage policy. However in regards to car parking, a shortfall of 38 parking bays or 17% is proposed. The car parking shortfall coupled with the location of the proposed car parking is considered to result in numerous parking conflicts between the subject site and the adjoining commercial properties, resulting in adverse impacts on the amenity of surrounding and nearby landowners.

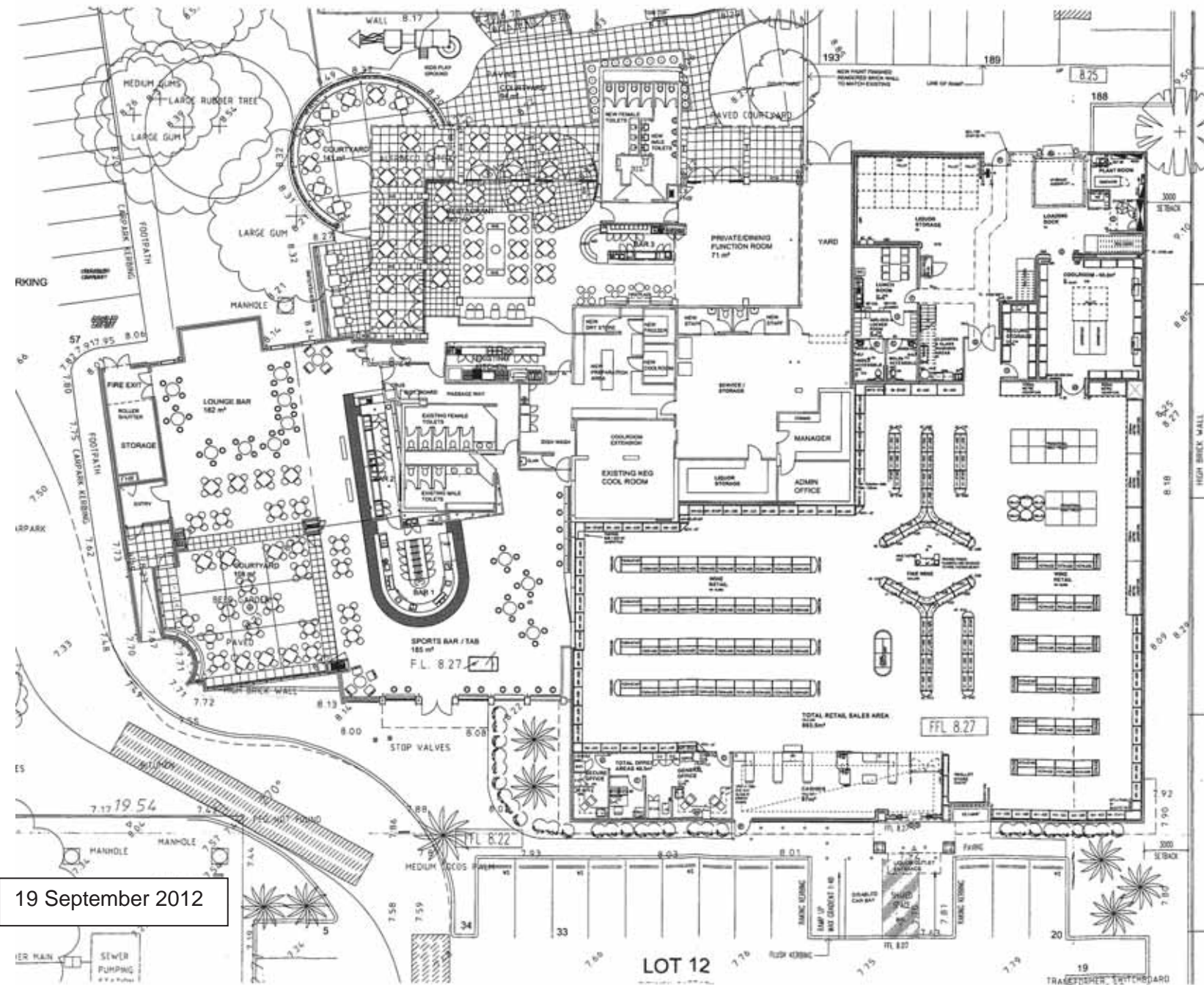
It is therefore recommended that the application be refused.

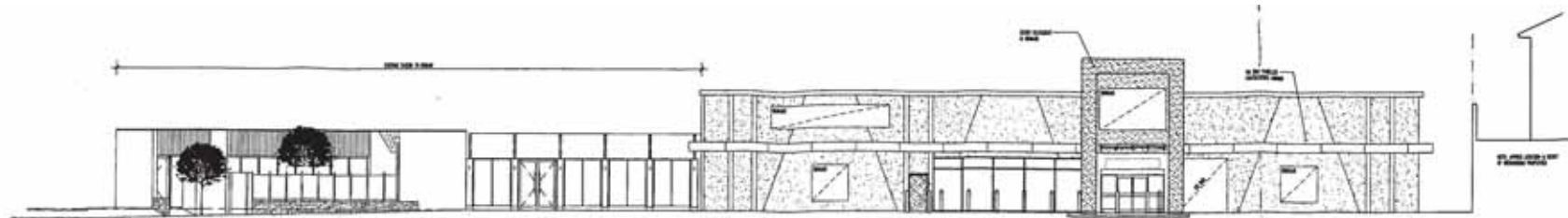








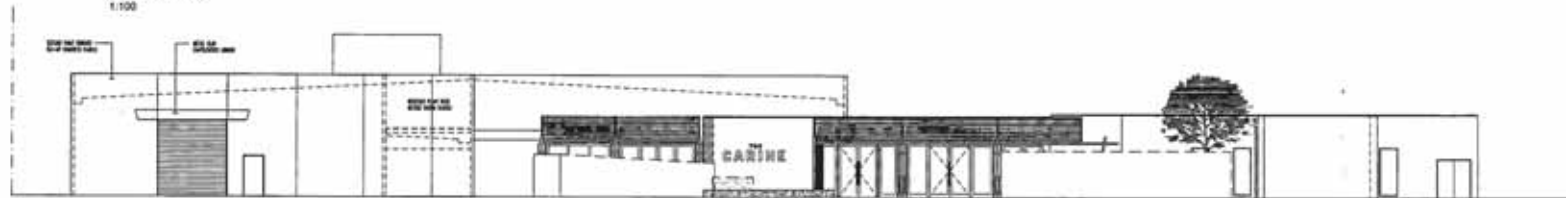




SOUTH ELEVATION  
1:100



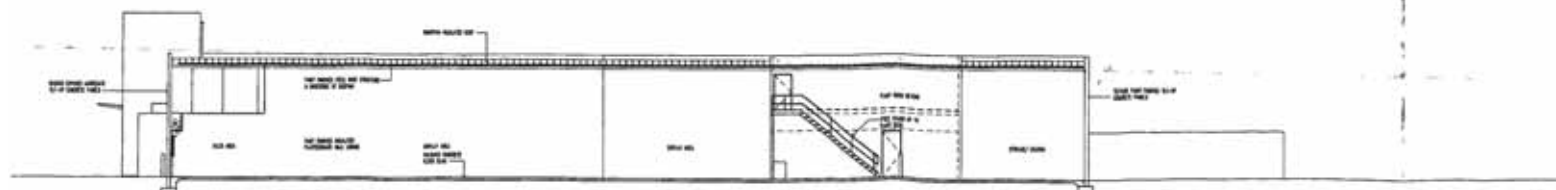
WEST ELEVATION  
1:100



NORTH ELEVATION  
1:100



EAST ELEVATION  
1:100



SECTION X-X  
1:100

19 September 2012

info@joondalup.wa.gov.au



## Environmentally Sustainable Design – Checklist

Under the City's planning policy, *Environmentally Sustainable Design in the City of Joondalup*, the City encourages the integration of environmentally sustainable design principles into the construction of all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

Environmentally sustainable design is an approach that considers each building project from a 'whole-of-life' perspective, from the initial planning to eventual decommissioning. There are five fundamental principles of environmentally sustainable design, including: siting and structure design efficiency; energy efficiency; water efficiency; materials efficiency; and indoor air quality enhancement.

For detailed information on each of the items below, please refer to the *Your Home Technical Manual* at: [www.yourhome.gov.au](http://www.yourhome.gov.au), and *Energy Smart Homes* at: [www.clean.energy.wa.gov.au](http://www.clean.energy.wa.gov.au).

This checklist must be submitted with the planning application for all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

The City will seek to prioritise the assessment of your planning application and the associated building application if you can demonstrate that the development has been designed and assessed against a national recognised rating tool.

Please tick the boxes below that are applicable to your development.

### Siting and structure design efficiency

Environmentally sustainable design seeks to affect siting and structure design efficiency through site selection, and passive solar design.

Does your development retain:

- ☒ existing vegetation; and/or *some retained others removed as needed.*
- ☒ natural landforms and topography

Does your development include:

- ☒ northerly orientation of daytime living/working areas with large windows, and minimal windows to the east and west *Loading/service areas to the north*
- ☒ passive shading of glass *South facing*
- ☒ sufficient thermal mass in building materials for storing heat *tilt up concrete.*
- ☒ insulation and draught sealing
- ☒ floor plan zoning based on water and heating needs and the supply of hot water; and/or
- ☒ advanced glazing solutions *No unless warranted by mechanical services design to be done following approval*



### Energy efficiency

Environmentally sustainable design aims to reduce energy use through energy efficiency measures that can include the use of renewable energy and low energy technologies.

Do you intend to incorporate into your development:

- ☒ renewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
- ☒ low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
- ☒ natural and/or fan forced ventilation *will be fans in temperature control systems.*

### Water efficiency

Environmentally sustainable design aims to reduce water use through effective water conservation measures and water recycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient technologies.

Does your development include:

- ☒ water reuse system(s) (e.g. greywater reuse system); and/or
- ☒ rainwater tank(s)

Do you intend to incorporate into your development:

- ☒ water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc) *very little water use.*

### Materials efficiency

Environmentally sustainable design aims to use materials efficiently in the construction of a building. Consideration is given to the lifecycle of materials and the processes adopted to extract, process and transport them to the site. Wherever possible, materials should be locally sourced and reused on-site.

Does your development make use of:

- ☒ recycled materials (e.g. recycled timber, recycled metal, etc)
- ☒ rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
- ☒ recyclable materials (e.g. timber, glass, cork, etc)
- ☒ natural/living materials such as roof gardens and "green" or planted walls

### Indoor air quality enhancement

Environmentally sustainable design aims to enhance the quality of air in buildings, by reducing volatile organic compounds (VOCs) and other air impurities such as microbial contaminants.

Do you intend to incorporate into your development:

- ☒ low-VOC products (e.g. paints, adhesives, carpet, etc)

### 'Green' Rating

Has your proposed development been designed and assessed against a nationally recognised "green" rating tool?

- ☒ Yes
- ☒ No *only as required by BCA*

If yes, please indicate which tool was used and what rating your building will achieve:

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If yes, please attach appropriate documentation to demonstrate this assessment.



If you have not incorporated or do not intend to incorporate any of the principles of environmentally sustainable design into your development, can you tell us why:

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Is there anything else you wish to tell us about how you will be incorporating the principles of environmentally sustainable design into your development:

*Please note that this form relates only to the proposed building and not the existing development.*

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When you have checked off your checklist, sign below to verify you have included all the information necessary to determine your application.

Thank you for completing this checklist to ensure your application is processed as quickly as possible.

Applicant's Full Name: MGA Town Planners Contact Number: 9321 3011

Applicant's Signature:  Date Submitted: 22.6.12

Accepting Officer's Signature: \_\_\_\_\_

Checklist Issued: March 2011



**Form 1 - Responsible Authority Report**  
(Regulation 12)

<b>Application Details:</b>	Proposed six storey student accommodation building at Edith Cowan University
<b>Property Location:</b>	Lot 9000 (69) Lakeside Drive, Joondalup
<b>DAP Name:</b>	Metro North West JDAP
<b>Applicant:</b>	Campus Living Villages Pty Ltd c/-Urbis
<b>Owner:</b>	Edith Cowan University
<b>LG Reference:</b>	DA12/0943
<b>Responsible Authority:</b>	City of Joondalup
<b>Authorising Officer:</b>	Dale Page Director Planning and Community Development
<b>Application No and File No:</b>	DP12/00979
<b>Report Date:</b>	17 October 2012
<b>Application Receipt Date:</b>	17 August 2012
<b>Application Process Days:</b>	42 working days
<b>Attachment(s):</b>	1. Location plan 2. Development plans and elevations 3. Building perspectives 4. Environmentally Sustainable Design Checklist 5. Map of submitters

**Recommendation:**

That the Metro North-West JDAP resolves to:

1. **Approve** DAP Application reference DP12/00979 and accompanying floor plans received on 17 August, 2012, amended site plans and ground floor plans received on 3 October, 2012, and amended elevations received on 9 October, 2012 (refer Attachment 2) in accordance with Clause 6.9 of the City of Joondalup District Planning Scheme No. 2, subject to the following conditions:

**Conditions**

- a) This decision constitutes planning approval only and is valid for a period of two (2) years from the date of this decision letter. If the subject development is not substantially commenced within the two (2) year period, the approval shall lapse and be of no further effect.
- b) A Construction Management Plan being submitted to and approved by the City prior to the commencement of construction. The management plan shall detail how it is proposed to manage:
  - All forward works for the site;
  - The delivery of materials and equipment to the site;
  - The storage of materials and equipment on the site;
  - The parking arrangements for the contractors and subcontractors; and
  - Other matters likely to impact on the surrounding properties and users of the campus.

- c) A Refuse Management Plan indicating the method of rubbish collection is to be submitted to, and approved by the City, prior to the commencement of construction.
- d) Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of construction. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site, and shall:
- Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
  - Provide all details relating to paving;
  - Show spot levels and/or contours of the site;
  - Indicate any natural vegetation to be retained and the proposed manner in which this will be managed;
  - Be based on water sensitive urban design principles to the satisfaction of the City;
  - Be based on Designing out Crime principles to the satisfaction of the City; and
  - Show all irrigation design details.
- e) Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
- f) An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. Plans showing the proposed stormwater drainage system are to be submitted to the City for approval, prior to the commencement of construction.
- g) The parking bays, driveways and access points to be designed in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004 as amended) and Off-street Parking for People with Disabilities (AS/NZS2890.6 2009 as amended). Such areas are to be constructed, drained and marked prior to the development first being occupied, and thereafter maintained, to the satisfaction of the City.
- h) Any bicycle parking facilities provided should be designed in accordance with the Australian Standard for Off-street Car parking – Bicycles (AS2890.3-1993). If the development is to include bicycle parking, details of bicycle parking area(s) shall be provided to, and approved by the City prior to the commencement of construction.
- i) The car parking area shall be provided with one shade tree for every four (4) bays prior to the development first being occupied. The trees shall be located within tree wells protected from damage by vehicles and maintained to the satisfaction of the City.
- j) Retaining walls shall be of a clean finish and made good to the satisfaction of the City.



- k) Access into the development shall be designed in accordance with the Australian Standards for Disabled Access (AS1428.1 – 2009).

#### **Advice Notes**

- a) Further to condition a), where an approval has so lapsed, no development shall be carried out without the further approval of the City having first being sought and obtained.
- b) In relation to condition h) above, the applicant and developer are strongly encouraged to consider the need for the provision of suitable amounts of shaded, secure, bicycle parking areas and end-of-trip facilities on the site.
- c) The applicant shall liaise with the Public Transport Authority in relation to the relocation of the bus-stop in accordance with page 1 of the approved plan, prior to commencing any works relating to the access point and car park.
- d) It is advised that the applicant consider providing a pedestrian access way to the bus stop from the west as part of the relocation works.
- e) The proposed development is not considered to be a Lodging House under the *Health Act 1911* but a Residential Flat and therefore must meet the requirements of a Class 2 building under the Building Code of Australia (BCA).
- f) The proposed laundry facilities do not meet the requirements of the BCA for a Class 2 building. For Class 2 buildings laundry facilities are required to comprise of at least one washtub, space for a washing machine and either 7.5m of clothes line or a clothes drying appliance to be provided for each sole-occupancy unit. Alternatively, these facilities may be provided by a separate laundry for each 4 sole-occupancy units comprising at least one washtub, one washing machine and either 7.5m of clothes line for each sole-occupancy unit or one drying appliance for each 4 sole-occupancy units.
- g) The City's *Health Local Laws 1999* require dwelling houses to be provided with bathroom, laundry, kitchen and toilet facilities in accordance with the Building Code of Australia (BCA).
- h) The proposed swimming pool area is considered to be an Aquatic Facility under the *Health (Aquatic Facility) Regulations 2007*. The design of the proposed swimming pool must be submitted to and approved by the WA Department of Health prior to construction.

**Background:**

Property Address:	Lot 9000 (69) Lakeside Drive, Joondalup
Zoning	MRS: Central City Area
	TPS: Centre
Use Class:	Educational Establishment – ‘P’ use
Strategy Policy:	N/A
Development Scheme:	City of Joondalup District Planning Scheme No.2
Lot Size:	8.006ha
Existing Land Use:	Educational Establishment (Edith Cowan University) including student accommodation
Value of Development:	\$11,000,000

Edith Cowan University is located within the southern portion of the Joondalup Central City area. The subject development is located on the eastern edge of the main ECU Campus and is bound by Lakeside Drive to the east and Chancellor Pass to the south (Attachment 1 refers).

The site is zoned Central City Area under the Metropolitan Region Scheme, and Centre under the City’s District Planning Scheme No.2 (DPS2). It is subject to the provisions of the Joondalup City Centre Development Plan and Manual (JCCDPM), and the draft Joondalup City Centre Structure Plan (JCCSP).

The site is part of the University’s student housing precinct. The precinct currently contains five double storey student accommodation buildings which house a total of 148 students. These buildings were constructed in the mid-1990’s and early 2000’s. The existing accommodation is mostly comprised of five-bedroom apartments which each include shared bathroom, lounge and kitchen facilities.

The location of the proposed development is currently vacant. The area is generally flat with a 10% slope from the highest point at the west down to the east towards a wide, heavily vegetated verge to Lakeside Drive.

Council at its meeting on 17 April, 2012 adopted the revised draft JCCSP for the purposes of public consultation. This plan is considered to be a ‘seriously entertained planning document’ and has been given due regard in the assessment of this application. Under the draft JCCSP the site is located within the ‘City Fringe’ precinct.

**Details: outline of development application**

The proposed development is for a new six storey student accommodation building. Details of the proposed development are provided below and development plans and building perspectives are provided in Attachment 2 and 3 of this report.

The application includes:

- A six storey development which can accommodate 125 students comprised of 82 studio apartments, 1 x three bedroom apartment, and 10 x four bedroom apartments;
- Shared recreation facilities;
- Bicycle parking and end of trip facilities, being 14 bicycle spaces, two change rooms and public showers; and
- 10 additional car bays, including one disabled access bay.

### Building design and sustainability

Whilst a formal green star rating tool has not been used in this instance, the proposed development has been designed to incorporate environmentally sensitive design initiatives. The north-south orientation of the development ensures that the minimum number of units face south while all other units will be provided with sun-shading devices.

Other environmentally sensitive design initiatives include:

- Energy and water efficient fixtures and fittings;
- Rainwater harvesting and effective water management systems;
- Natural lighting and ventilation; and
- Efficient lighting control systems.

The City's Environmentally Sustainable Design Checklist has also been completed and is included as Attachment 4 to this report.

### Landscaping

A landscaping plan was not provided as part of the application and has been requested by the applicant to be placed as a condition of approval to be provided to the City for approval prior to construction commencing.

As part of this landscaping plan significant native vegetation will be required to be retained where practical. The applicant states that the intent for the area between the building and the Lakeside Drive boundary is for it to be a native bush setting, with enhancements to the existing vegetation with low trees and appropriate shrubs to be utilised.

### **Legislation & policy:**

#### Legislation

- Planning and Development Act 2005;
- Metropolitan Region Scheme; and
- City of Joondalup District Planning Scheme No. 2.
  - Joondalup City Centre Development Plan and Manual (JCCDPM); and
  - Draft Joondalup City Centre Structure Plan (JCCSP).

#### State Government Policies

Nil.

#### **Local Policies**

- Environmentally Sustainable Buildings in the City of Joondalup

This policy encourages the integration of environmentally sustainable design principles rather than mandating them, and requires applicants to complete the City's Environmentally Sustainable Checklist to demonstrate that the development has been designed and assessed against a national recognised rating tool (Attachment 4 refers).

### **Consultation:**

#### Public Consultation



Public consultation was undertaken by the City via letter to nine adjoining landowners for a period of 21 days, ending on 13 September. A total of four objections were received. A map showing the location of those properties which comments were submitted comments is provided in Attachment 5.

The main concerns regarding the development included loss of privacy, overshadowing, increased noise and traffic, and loss of amenity in regards to the height of the development.

The applicant provided the following justification in relation to the above mentioned concerns:

- Loss of privacy – The closest residential property is over 50 metres away, which is 6 times greater than that required under the Residential Design Codes;
- Overshadowing – The overshadowing diagrams, provided on page 5 of Attachment 2, show that at no point during the year will the development overshadow the neighbouring residential properties;
- Increased noise and traffic – As the proposed development will not impact on the number of students enrolled at the University no additional traffic will result; and
- Loss of amenity in regards to the height of the development – The development has been designed to minimise the impact of the building bulk on the nearby street and private residence. This has been achieved through creative design and building materials, landscaping and appropriate setbacks to Joondalup Drive and Chancellor Pass.

#### Consultation with other Agencies or Consultants

Nil.

#### **Planning assessment:**

The proposal is for a six storey student accommodation building located on the eastern edge of the main ECU site. The development has been assessed against the requirements of DPS2. The following table outlines the development's compliance with these standards:

Provision	Comment	Complies
<b>Building Setbacks</b>		
4.7.1 Buildings shall be setback as follows:	Development is proposed to be setback as follows:	
9.0 metres from a street boundary	Street (Chancellor Pass) - southern boundary 28.5m setback	Yes
3.0 metres from a side boundary	Side - western boundary <200m setback	Yes
6.0 metres from a rear boundary	Rear - northern boundary <200m setback	Yes
<b>Where a lot has a</b>	<b>Side (Joondalup Drive) -</b>	<b>No</b>

boundary with more than one street, Council shall designate one street as the frontage and the other street boundaries as side boundaries, if it is satisfied that there will be no adverse effect on traffic safety or the amenity of the area.	eastern Boundary Min. nil setback Max. 8.7m setback	
<p>Car parking</p> <p>4.8.2 The number of on-site car parking bays shall be in accordance with Table 2 of DPS2.</p>	<p>The car parking for the development is calculated at a standard of one car bay per three students, being the car parking standard for education establishment.</p> <p>As the development does not propose an increase in student numbers no additional car parking is required.</p>	N/A as the proposed development will cater for existing students, not cause any changes in student numbers.
<p>Landscaping</p> <p>4.12.1 A minimum of 8% of an area of a development site shall be designed and maintained as landscaping.</p> <p>Landscaping shall be carried out on all those areas of a development site which are not approved for buildings, accessways, storage purposes or car parking with the exception that shade trees shall be planted and maintained by the owners in car parking areas at the rate of one tree for every four (4) car parking bays, to the Council's satisfaction.</p>	<p>Whilst an exact figure was unable to be calculated based on the information provided, it is considered that the landscaping for the site exceeds 8% (0.64 hectares of the site).</p> <p>Recommended condition of approval.</p>	Yes – should condition of approval be imposed, and adhered to.
Storage and Rubbish Accumulation		

4.14.1 All storage, including rubbish, shall be confined within a building, or a suitable enclosed area screened from view from its immediate surrounds.	Refuse storage is to be stored in proposed bin store area which will be not visible from the street.	Yes
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The proposed development is also subject to the provisions of the JCCDPM in relation to building height. Under the JCCDPM institutional uses should be a maximum of two storeys, however Council may approve a building in excess of two storeys for buildings of considerable landmark quality.

The development has also been assessed against the requirements of the draft JCCSP as it is considered a 'seriously entertained planning document'. The following table outlines the development's compliance with these standards:

JCCDPM	Draft JCCSP	Proposed
<b>4.3 Building Height</b>  <b>Institutional Uses – maximum two storeys. Council may approve a building in excess of two storeys for buildings of considerable landmark quality.</b>	<b>4.2(a) Building Height</b>  <b>With the exception of incidental structures such as sheds and outbuildings, a building must comply with the requirements of the Building Height Plan.</b>  <b>Under the Building Height Plan the southern 50m of the site falls within the area permitted a 2 storey minimum – 5 storey maximum. The remainder of the site falls within the area permitted a 2 storey minimum – 8 storey maximum.</b>	<b>Six storey development. Southern 13.6m of development falls within the area permitted a 2 storey minimum – 5 storey maximum. The remainder of the development falls within the area permitted a 2 storey minimum – 8 storey maximum under the draft JCCSP.</b>

The following table outlines additional provisions of the Draft JCCSP not set out in the current JCCDPM:

Provision	Comment	Complies
<b>2.2.2 Bicycle parking</b>  Bicycle parking must be designed and constructed in accordance with Australian Standards	Bicycle parking is proposed as part of the development being 14 spaces, 2 change rooms and public showers are also proposed.	Yes – Condition of approval recommended reinforcing requirements to meet Australian Standards.



<p><b>2.2.4 Entrances</b></p> <p>A minimum of one entrance to a building must be clearly visible and directly accessible from a street or a pedestrian mall.</p>	<p>North (main) entrance to the development is visible from internal pedestrian walkways.</p> <p>Western entrance located internally to the site and not visible from the street.</p> <p>Southern entrance has limited visibility from pedestrian walkways.</p>	<p>No</p>
<p><b>2.2.6 Servicing</b></p> <p>A storage area must be provided which is not visible from any street.</p> <p>Facilities must be provided on the land for the loading and unloading of service vehicles.</p>	<p>Refuse storage is being contained internally to the site and will not be visible from the street.</p> <p>The existing internal vehicle network provides land for the loading and unloading of service vehicles.</p>	<p>Yes</p>
<p><b>2.2.7 Material and Finish</b></p> <p>All external finishes of a building to be constructed of high quality material.</p> <p>A window in an external wall of a building which faces north, east or west must be protected from direct summer sun.</p>	<p>The development incorporates a number of materials, including:</p> <ul style="list-style-type: none"> <li>• Glass;</li> <li>• Brickwork; and</li> <li>• Steel.</li> </ul> <p>External treatments and varied use of material will provide visual interest to the building.</p> <p>External sunshades to be provided.</p>	<p>Yes</p>
<p><b>4.2(b) Building Setbacks to the street</b></p> <p>A building must have a maximum setback of 3 metres to the street.</p> <p>Every part of a building above the fifth storey,</p>	<p>Street (Chancellor Pass) - southern boundary 28.5m setback (including sixth floor)</p> <p>Side (Joondalup Drive) - eastern Boundary</p>	<p>No</p>

other than a roof, balcony or outdoor living area must have a minimum setback of 6m from the street alignment.	Min. nil setback Max. 8.7m setback (including sixth floor)	
4.2(c) Side setbacks  There is no minimum or maximum side setback requirements	Side - western boundary Greater than 200m setback	Yes
4.2(d) Ground Floor Facade  Not less than 50% of the area of the facade of the ground floor is to be glass windows or doors and must be a minimum of 75% of the width of the ground floor facade.  The sill of a ground floor window must not be higher than 500mm above the finished floor level.	21.86% of the area of the ground floor facade is to be glazed.  36.6% of the width of the ground floor facade is to be glazed.  Sill Heights East Elevation • 9 windows at 1m • 3 windows at 0.6m West Elevation • All windows at 0.6m North Elevation • Nil sill height South Elevation • 1 window at 0.4m • 1 window at 0.6m	No
4.2(e) Pedestrian Shelter  A pedestrian shelter must be provided to the entrance of a building	Pedestrian shelters are provided to all entrances.	Yes
4.2(f) Floor Levels  The ground floor of a building to be at or near the level of the finished pedestrian paving. Any level differences to be addressed within the building.	Proposed ground floor level – 46.25m  No levels of pathway into development provided.	Refer to condition of approval requiring compliance with Australian Standards.
4.2(i) Minimum Car parking standards		
4.2 Car parking to be	See DPS2 assessment	N/A as proposed

provided in accordance with Table 2 of DPS2.	above.	development is not correlated to changes in student numbers.
4.2(k) Landscaping  Where a building is setback from the street, the front setback area is to be landscaped.	A landscaping plan was not provided as part of the application and has been requested by the applicant to be placed as a condition of approval to be provided prior to construction.	To be conditioned as part of approval.

The aspects of the development which do not comply with the scheme, the JCCDPM and/or the JCCSP provisions as indicated above are discussed below.

#### Setback of development

The requirements of the draft structure plan, for a nil setback to street boundaries, aims to reinforce the urban character and improve pedestrian amenity and activity at street level. The 23 metre wide verge along the eastern property boundary, between the development and Joondalup Drive, fosters little to no pedestrian movements due to the topography of the land, which slopes 5m from the property boundary to the verge. Further to this the verge is heavily vegetated and contains no pedestrian access ways or links to any external attractors. As such it is deemed unnecessary that the development interface with the boundary be setback in accordance with these requirements as there is no public realm for it to interact with.

The 27 metre setback of the development to the southern property boundary, Chancellor Pass, is required by the applicant to provide adequate room for a future student accommodation development to the south of the development. It is stated by the applicant that this development will provide an appropriate interface with the street. The setback of the development to this boundary is also important in ensuring that at no time during the year the overshadowing that results from the development extends beyond Joondalup Drive or Chancellor Pass on to neighbouring residential properties.

#### Setback of sixth storey

The draft JCCSP requires every part of a building above the fifth storey, other than a roof, balcony or outdoor living area to have a minimum setback of six metres from the street alignment. These requirements have been prepared in the context of an urban environment where the bulk and scale of the building is attempted to be reduced to create a human scale street and allow for sunlight and ventilation to lower storeys and pedestrian access ways. However, as the proposed development is not located within a heavily developed urban area these requirements are deemed unnecessary as adequate sunlight and ventilation can be maintained even with the reduced setback.

The scale of the development has been designed to complement the existing range of institutional buildings within the locality which are of a similar architectural design. The north-south orientation of the development allows for maximum solar efficiency of the development.

#### Building Height



The proposed student accommodation is to be six storeys in height. Under the JCCDPM a maximum of two storeys is permitted with discretion to approve higher buildings of considerable landmark quality.

Under the draft JCCSP the first 50 metres of the site from the Chancellor Pass boundary northwards is permitted to have a minimum height of two storeys with a maximum of five storeys. The remainder of the site is required to have a minimum height of two storeys with a maximum of eight storeys. The southern portion of the development, which is setback a minimum of 27 metres from Chancellor Pass does not comply with the requirements of the draft JCCSP, being a maximum of six storeys in lieu of five.

The height of the development is deemed appropriate as it integrates with the locality and appropriately reflects the built form of other developments as part of the ECU campus. The building has been orientated perpendicular to Chancellor Pass so that its greatest length and greatest amount of building bulk are the building's eastern and western elevations. The orientation of the building limits the perception of building mass visible to the neighbouring residential properties to the south. In addition, due to the greater than 40 metre setback of the development to these properties, the development will not result in any overshadowing or overlooking onto these residential properties.

#### Visibility of entrances

The draft JCCSP requires a minimum of one entrance to a building to be clearly visible and directly accessible from a street or a pedestrian mall. The entrances of the proposed development are located to ensure maximum connectivity with internal pedestrian access ways and other developments on site. As there are no external attractors to the east of the site pedestrians utilise these internal networks to travel throughout the site.

Furthermore the development has been designed to minimise crime by ensuring surveillance of the entrances to the development can occur from within the development and upon the approach to the development. The access to the main (northern) entrance is clearly visible from the internal pedestrian access way which approaches the development. Whilst the rear (southern) entrance to the development is not visible from a street or access way the applicant states that sufficient surveillance is provided from the open staircase which faces south and through the glazed entry door which provides a clear view from the corridor to the outside area. In addition external and internal CCTV cameras are to be provided which will monitor the area.

#### Ground floor Glazing

Given the extensive width of the adjacent road reserve, and as the development is for residential purposes the required glazing and sill heights of the draft JCCSP are deemed inappropriate as it would not allow for adequate privacy to the residences of the development and would not achieve the intent of the draft JCCSP even if it were to be provided. Vegetation along the eastern, northern and southern side of the proposed development will provide adequate screening to the first floor so that the proposed development will not present a blank facade to external traffic. The northern facade, which does not open into accommodation units, complies with the requirements of this clause.

#### **Conclusion:**

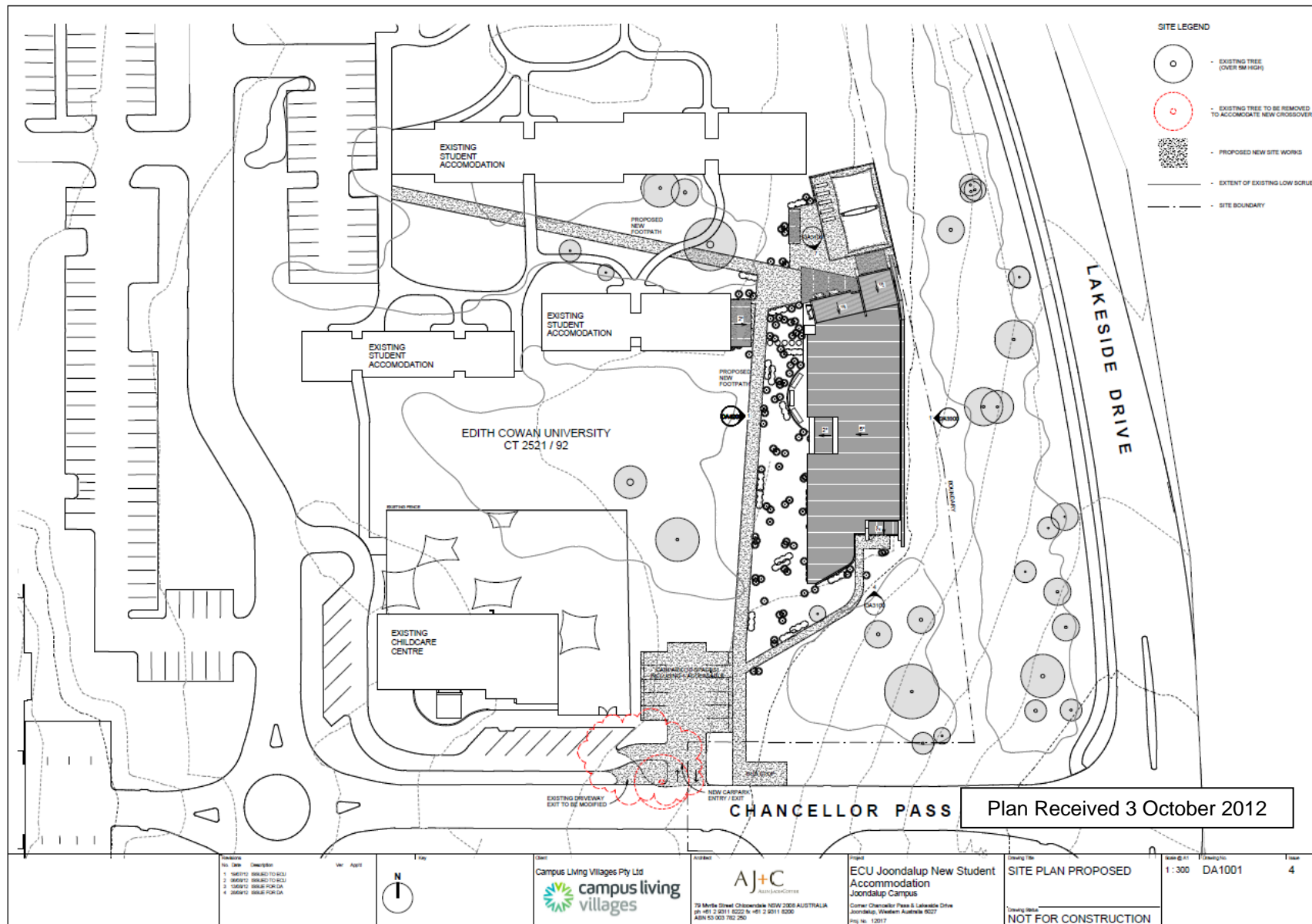
The proposed development complies with the requirements of DPS2, JCCDPM and the draft JCCSP with the exception of the matters discussed in this report. It is considered that the proposed development is of a high quality design and will be a positive addition to the campus and the Joondalup City Centre.

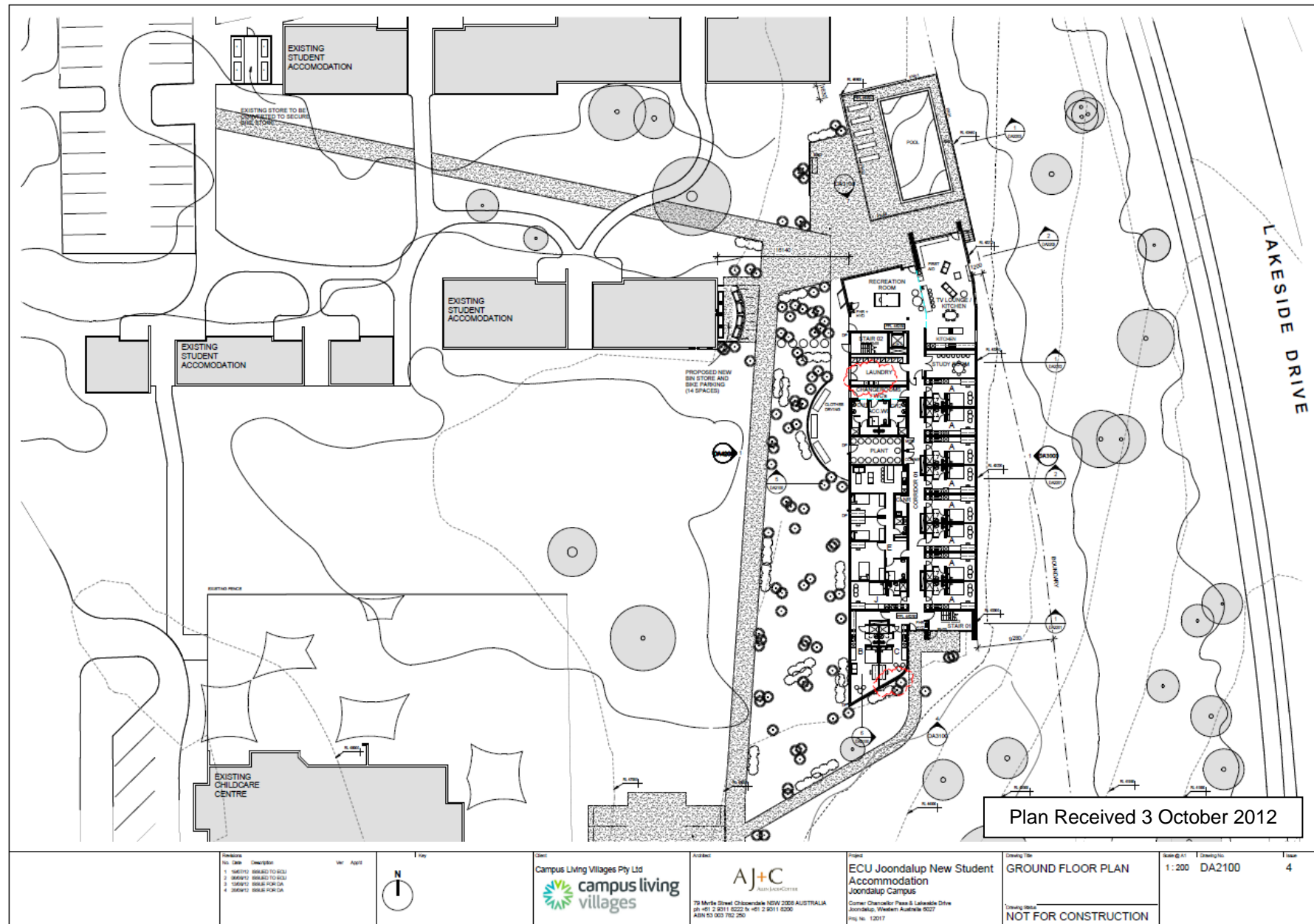
It is recommended that the application be approved subject to conditions.





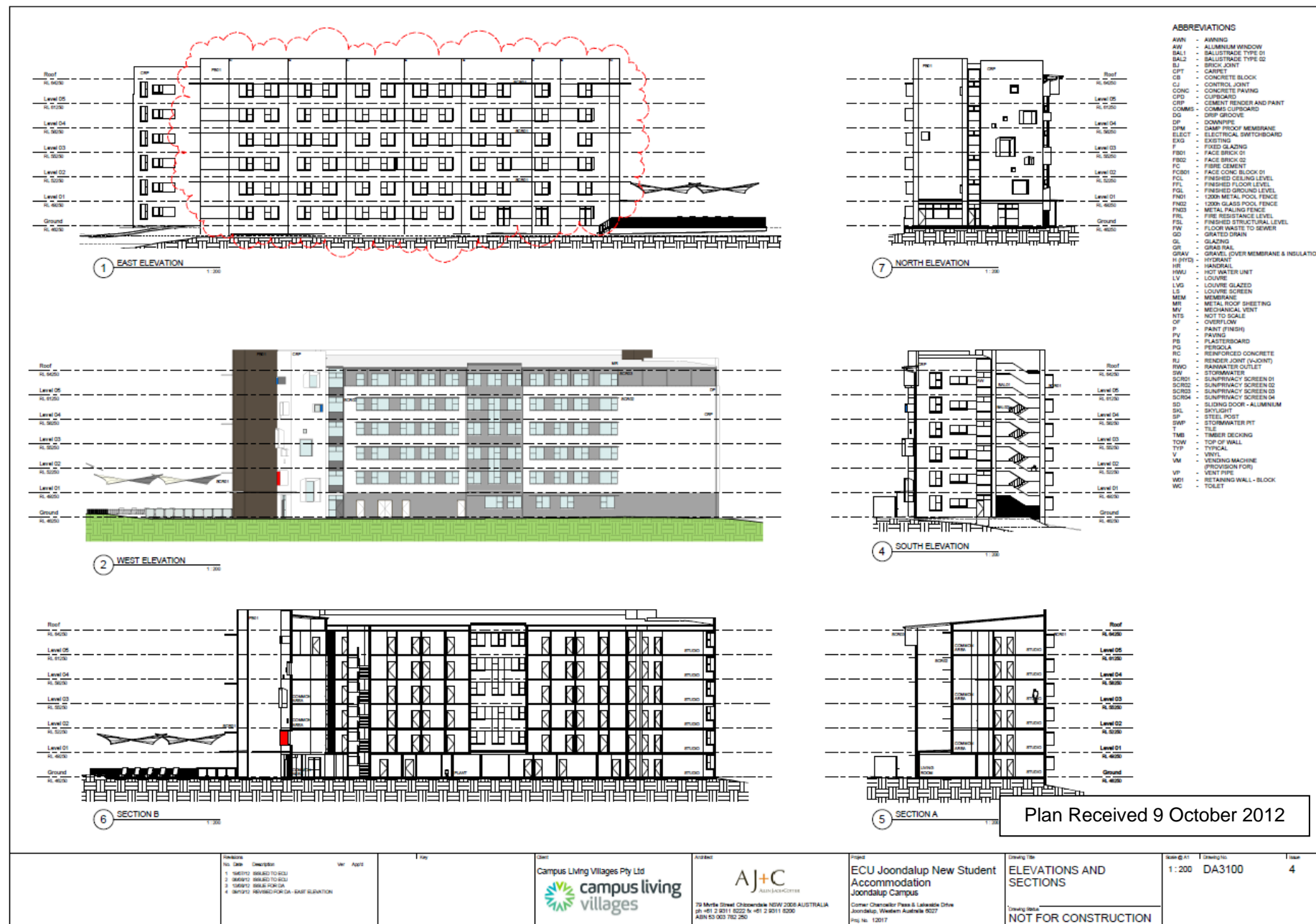






























## Environmentally Sustainable Design – Checklist

Under the City's planning policy, *Environmentally Sustainable Design in the City of Joondalup*, the City encourages the integration of environmentally sustainable design principles into the construction of all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

Environmentally sustainable design is an approach that considers each building project from a 'whole-of-life' perspective, from the initial planning to eventual decommissioning. There are five fundamental principles of environmentally sustainable design, including: siting and structure design efficiency; energy efficiency; water efficiency; materials efficiency; and indoor air quality enhancement.

For detailed information on each of the items below, please refer to the *Your Home Technical Manual* at: [www.yourhome.gov.au](http://www.yourhome.gov.au), and *Energy Smart Homes* at: [www.clean.energy.wa.gov.au](http://www.clean.energy.wa.gov.au).

This checklist must be submitted with the planning application for all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

The City will seek to prioritise the assessment of your planning application and the associated building application if you can demonstrate that the development has been designed and assessed against a national recognised rating tool.

Please tick the boxes below that are applicable to your development.

### Siting and structure design efficiency

Environmentally sustainable design seeks to affect siting and structure design efficiency through site selection, and passive solar design.

Does your development retain:

- ☒ existing vegetation; and/or
- ☒ natural landforms and topography

Does your development include:

- ☒ northerly orientation of daytime living/working areas with large windows, and minimal windows to the east and west
- ☒ passive shading of glass
- ☒ sufficient thermal mass in building materials for storing heat
- TBC @ BP ☒ insulation and draught sealing
- ☒ floor plan zoning based on water and heating needs and the supply of hot water; and/or
- TBC @ BP ☒ advanced glazing solutions



### Energy efficiency

Environmentally sustainable design aims to reduce energy use through energy efficiency measures that can include the use of renewable energy and low energy technologies.

Do you intend to incorporate into your development:

- ☒ renewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
- ☒ low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
- ☒ natural and/or fan forced ventilation

### Water efficiency

Environmentally sustainable design aims to reduce water use through effective water conservation measures and water recycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient technologies.

Does your development include:

- ☒ water reuse system(s) (e.g. greywater reuse system); and/or
- ☒ rainwater tank(s)

Do you intend to incorporate into your development:

- ☒ water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc)

### Materials efficiency

Environmentally sustainable design aims to use materials efficiently in the construction of a building. Consideration is given to the lifecycle of materials and the processes adopted to extract, process and transport them to the site. Wherever possible, materials should be locally sourced and reused on-site.

Does your development make use of:

- ☒ recycled materials (e.g. recycled timber, recycled metal, etc)
- ☒ rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
- ☒ recyclable materials (e.g. timber, glass, cork, etc)
- ☒ natural/living materials such as roof gardens and "green" or planted walls

### Indoor air quality enhancement

Environmentally sustainable design aims to enhance the quality of air in buildings, by reducing volatile organic compounds (VOCs) and other air impurities such as microbial contaminants.

Do you intend to incorporate into your development:

- ☒ low-VOC products (e.g. paints, adhesives, carpet, etc)

### 'Green' Rating

Has your proposed development been designed and assessed against a nationally recognised "green" rating tool?

- ☐ Yes
- ☒ No

If yes, please indicate which tool was used and what rating your building will achieve:

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If yes, please attach appropriate documentation to demonstrate this assessment.

If you have not incorporated or do not intend to incorporate any of the principles of environmentally sustainable design into your development, can you tell us why:

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Is there anything else you wish to tell us about how you will be incorporating the principles of environmentally sustainable design into your development:

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When you have checked off your checklist, sign below to verify you have included all the information necessary to determine your application.

Thank you for completing this checklist to ensure your application is processed as quickly as possible.

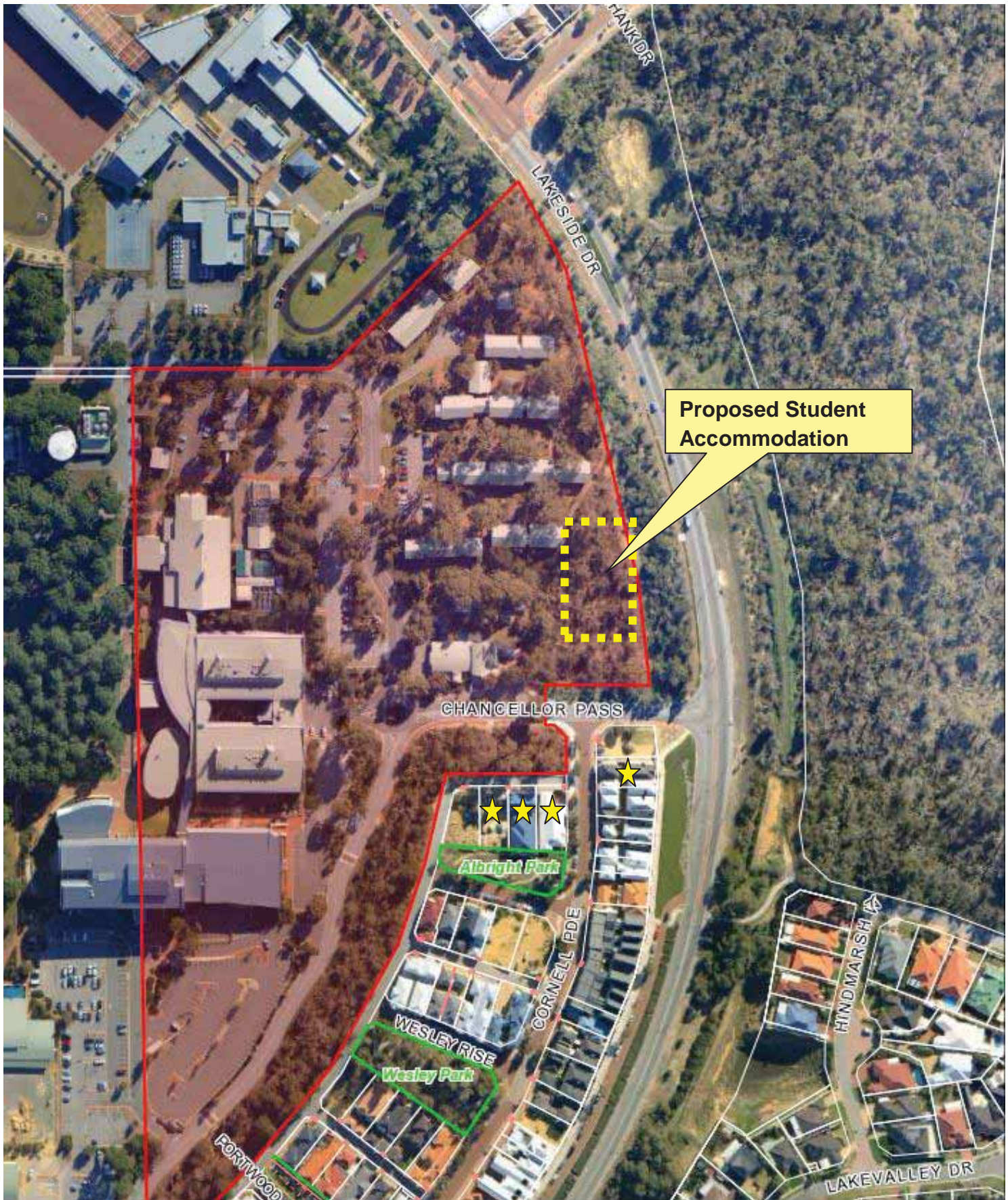
Applicant's Full Name: CAMPUS LIVING VILLAGES C/-URBIS Contact Number: 9346 0500

Applicant's Signature:  Date Submitted: 16 AUGUST 2012

Accepting Officer's Signature: \_\_\_\_\_

Checklist Issued: March 2011





★ = Submissions received.





## Form 2 - Responsible Authority Report

(Regulation 17)

<b>Application Details:</b>	PROPOSED MODIFICATIONS TO APPROVED LAND USES AND CAR PARKING STRATEGY
<b>Property Location:</b>	Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine
<b>DAP Name:</b>	Metro North West JDAP
<b>Applicant:</b>	Harden Jones Architects
<b>Owner:</b>	Currumbine District Centre One Pty Ltd Currumbine District Centre Two Pty Ltd
<b>LG Reference:</b>	DA11/1358 and DA12/1085
<b>Responsible Authority:</b>	City of Joondalup
<b>Authorising Officer:</b>	Dale Page Director Planning and Community Development
<b>Application No and File No:</b>	DP11/02687
<b>Report Date:</b>	5 October 2012
<b>Application Receipt Date:</b>	21 August 2012
<b>Application Process Days:</b>	36 working days
<b>Attachment(s):</b>	1. Location Plan 2. Parking Management Strategy Plan

### Recommendation:

That the Metro North West JDAP resolves to:

1. **Accept** that the DAP Application reference DP/11/02687 as detailed on the DAP Form 2 dated 21 August 2012 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Approve** the DAP Application reference DP11/02687 as detailed on the DAP Form 2 date 21 August 2012 and accompanying plans received on 21 August 2012 (refer Attachment No. 2) in accordance with the provisions of clause 6.9 of the City of Joondalup District Planning Scheme No. 2 and the Metropolitan Region Scheme, for the proposed minor amendment to the approved commercial development at Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine, subject to:

### Amended Conditions

- i) An amended car parking strategy plan being provided to the City of Joondalup for approval prior to the commencement of construction, indicating a minimum of 55 bays being provided on Lot 5001 (86) Delamere Avenue, for the exclusive use of staff and patrons of Lot 5002 (74) Delamere Avenue.
- ii) A notification under section 70A of the Transfer of Land Act is to be prepared at the applicant's cost and in a form acceptable to the City and lodged with the Registrar of Titles for endorsement on the certificates of

title for lot 5002 (74) Delamere Avenue and lot 5001 (86) Delamere Avenue prior to the commencement of any development or works. The notification is to give notice that the approved plans make provision for 55 car parking bays to be provided on lot 5001 (86) Delamere Avenue for the exclusive use of patrons of, and visitors to, and employees of the occupiers of, lot 5002 (74) Delamere Avenue and that if, for any reason, including the sale or redevelopment of lot 5001, the car parking bays to be provided on lot 5001 become unavailable then the use of lot 5002 may be contrary to a condition of the development approval and may constitute an offence under the City of Joondalup District Planning Scheme No. 2.

- iii) The 55 car parking bays shown on the amended plans required under condition (i), and located on Lot 5001 (86) Delamere Avenue, as being provided for parking, exclusively by:
  - (a) patrons of, and visitors to, the development on Lot 5002 (74) Delamere Avenue; and
  - (b) employees of the occupiers of Lot 5002 (74) Delamere Avenue,
 are to be available, at all times for those purposes.
- iv) The development on Lot 5002 (74) Delamere Avenue is not be used or occupied if the car parking bays referred to in condition (iii) are not available at all times for the purposes referred to in condition (iii).
- v) Condition (iv) shall apply at all times, except in the event that the development on Lot 5001 (86) Delamere Avenue is undergoing construction. This exemption shall apply for a maximum period of 24 months from the date of issue of a certificate of classification, or certificate of construction compliance (as applicable) for the development on Lot 5002 (74) Delamere Avenue.

#### Advice Notes

- i) All other conditions and requirements detailed on the previous approval dated 7 March 2012 shall remain unless altered by this application.

#### Background:

Insert Property Address:	Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine
Insert Zoning	MRS: Urban
	TPS: Business
Insert Use Class:	Restaurant – 'P' use Take Away Food Outlet – 'P' use
Insert Strategy Policy:	N/A
Insert Development Scheme:	City of Joondalup District Planning Scheme No. 2 (DPS2) Currambine District Centre Structure Plan (CDCSP)
Insert Lot Size:	Lot 5002 (74) Delamere Avenue – 4,627m <sup>2</sup> Lot 5001 (86) Delamere Avenue – 7,659m <sup>2</sup>
Insert Existing Land Use:	Vacant

Value of Development:	\$11,000,000.00
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The subject sites are located to the east of the existing Currambine Central shopping centre and cinema complex and south of the City's Civic and Cultural zoned site at Lot 1574 (52) Delamere Avenue, Currambine (Attachment 1 refers).

The sites are zoned "Urban" under the Metropolitan Region Scheme, and fall within the "Business" zone under the City's District Planning Scheme No. 2 (DPS2). The proposed uses the subject of this amendment are permitted "P" uses within the Business zone.

The sites are also subject to the requirements of the Currambine District Centre Structure Plan (CDCSP). The Currambine District Centre is bound by Marmion Avenue to the west, Shenton Avenue to the south, and Delamere Avenue to the north and east.

At the meeting of the Metro North West Joint Development Assessment Panel (JDAP) held on the 7 March 2012, approval was granted for a commercial development across both sites consisting of showrooms, offices, restaurants, medical centre, take away food outlet and shop.

#### **Details:**

This application seeks an amendment to the previously approved commercial development. Modifications include:

##### Lot 5002 (74) Delamere Avenue

- Change of use to tenancy E from Take Away Food Outlet to Restaurant; and
- Reconfiguration of allocated car bays that were indicated on a plan specifically included as part of the original approval.

##### Lot 5001 (86) Delamere Avenue

- Change of use to tenancy H from Restaurant to three take away food outlets; and
- Reconfiguration of allocated car bays that were indicated on a plan specifically included as part of the original approval.

The modified parking management strategy plan is provided as Attachment 2 to this report.

#### **Legislation & policy:**

##### Legislation

- City of Joondalup District Planning Scheme No. 2

#### **4.8 Car Parking Standards**

*4.8.2 The number of on-site car parking bays to be provided for specified development shall be in accordance with Table 2. Where development is not specified in Table 2 the Council shall determine the parking standard. The Council may also determine that a general car parking*



*standard shall apply irrespective of the development proposed in cases where it considers this to be appropriate.*

## **6.8 Matters to be considered by Council**

**6.8.1** *The Council when considering an application for Planning Approval shall have due regard to the following:*

- (a) interests of orderly and proper planning and the preservation of the amenity of the relevant locality;*
- (b) any relevant submissions by the applicant;*
- (c) any agreed Structure Plan prepared under the provisions of Part 9 of the Scheme;*
- (d) any planning policy of the Council adopted under the provisions of clause 8.11*
- (e) any other matter which under the provisions of the Scheme the Council is required to have due regard;*
- (f) any policy of the Commission or its predecessors or successors or any planning policy adopted by the Government of the State of Western Australia;*
- (g) any relevant proposed new town planning scheme of the Council or amendment or proposed Metropolitan Region Scheme Amendment insofar as they can be regarded as seriously entertained planning proposals;*
- (h) the comments or wishes of any public or municipal authority received as part of the submission process;*
- (i) the comments or wishes of any objectors to or supporters of the application;*
- (j) any previous decision made by the Council in circumstances which are sufficiently similar for the previous decision to be relevant as a precedent, provided that the Council shall not be bound by such precedent; and*
- (k) any other matter which in the opinion of the Council is relevant.*

### State Government Policies

Nil

### Local Policies

- Environmentally Sustainable Buildings in the City of Joondalup

Contained within DAP11/1358. As application is for a change of use only, policy will not apply in this instance.

### **Consultation:**

#### Public Consultation

The proposed modifications were not required to be advertised as all land uses are permitted 'P' uses within DPS2 and no changes are proposed to the building design.

It is noted that consultation was undertaken previously for the approved commercial development. A summary of concerns raised is contained within the report for DAP11/1358.

#### Consultation with other Agencies or Consultants

The application was not required to be referred to any other agency or consultant.

#### **Planning assessment:**

The application is for amendments to land uses and car parking to a previously approved commercial development over two lots bounded by Currumbine Central Shopping Centre to the west, the Currumbine Community Centre and public open space to the north, a vacant lot to the south and Delamere Avenue and existing residential properties to the east. The changes are:

- Change of use to tenancy E from Take Away Food Outlet to Restaurant;
- Change of use to tenancy H from Restaurant to three take away food outlets; and
- Reconfiguration of allocated car bays that were indicated on a plan specifically included as part of the original approval.

The modified parking management strategy plan has been included as a part of this amendment as that plan was referenced within approved conditions of approval. Those conditions have been amended accordingly to reflect this change.

#### Land Use

The proposed amended land uses within this application of “restaurant” and “take away food outlets” are both permitted land uses under the City’s DPS2 and are considered to be compatible with the approved uses at the sites and with the existing and proposed surrounding uses, including the Currumbine residential area.

The uses are also considered to satisfy the objectives of the Business zone of both DPS2 and the CDCSP.

#### Car Parking

Car parking for the approved development was calculated based on the individual land uses proposed in accordance with Table 2 in DPS2. A combined car parking shortfall of 0.3% across the sites was approved with 303 bays provided in lieu of the required 304 bays.

A shortfall of 30.14% or the equivalent of 41 bays was approved for Lot 5002 (74) Delamere Avenue, however it was considered that that car parking shortfall could be adequately addressed through the surplus of car parking available at Lot 5001 (86) Delamere Avenue. As a result, the applicant provided a parking management strategy which indicated that staff parking bays for those employed to work on Lot 5002 could, for the most part, be provided within the undercroft of Lot 5001.

The amendments to the approved uses of the tenancies results in the following car parking calculation in accordance with Table 2 of DPS2:

<b>No 74 (Lot 5002) Delamere Avenue</b>	
<b>Proposed Use</b>	<b>Required by DPS2</b>
Restaurant (Greater of 1 per 5m <sup>2</sup> of dining room or one per four guests)	312m <sup>2</sup> dining area (Tenancy A) = 62.4 (63) bays 84 guests (Tenancy E) = 21 bays
Showroom/Office (One bay per 30m <sup>2</sup> of NLA)	1655m <sup>2</sup> NLA = 55.16 (56) bays

Medical Centre (Five bays per practitioner)	2 practitioners = 10 bays
Total Bays Required	150 bays
Total Bays Provided	95 bays
<b>No 86 (Lot 5001) Delamere Avenue</b>	
<b>Proposed Use</b>	<b>Required by DPS2</b>
Shop (7 bays per 100m <sup>2</sup> NLA)	200m <sup>2</sup> NLA = 14 bays
Take Away Food Outlets (7 per 100m <sup>2</sup> NLA for non seating serving areas)	66m <sup>2</sup> (Tenancy H1) = 4.62 bays 66m <sup>2</sup> (Tenancy H2) = 4.62 bays 66m <sup>2</sup> (Tenancy H3) = 4.62 bays 13.86 (14) bays
Showroom/Office (One bay per 30m <sup>2</sup> of NLA)	3040m <sup>2</sup> = 101.3 (102) bays
Total Bays Required	130 bays
Total Bays Provided	208 bays
<b>Overall Bays Required</b>	<b>280 bays</b>
<b>Overall Bays Provided</b>	<b>303 bays</b>

As a result, a shortfall of 58% or the equivalent of 55 car bays shortfall is proposed to Lot 5002 (74) Delamere Avenue. However it is considered that a car parking surplus of 78 bays to Lot 5001 (86) Delamere Avenue will adequately address the proposed car parking shortfall.

An amended car parking strategy has been included as a part of this submission (attachment 2 refers).

The amended strategy proposes twenty six staff bays to be provided within the undercroft of Lot 5002 for staff members of that lot, retaining 69 bays for customer parking. It is recommended that the condition for all staff parking bays to be marked and permanently set aside again be applied to ensure that parking is sufficiently managed. The remainder of parking required by Lot 5002, will need to be provided on the adjoining Lot 5001.

The change of use from take away food outlet to restaurant (Asian-Thai) on Lot 5002 (74) Delamere Avenue is considered appropriate in this instance based on expected restaurant capacity and the reciprocity which will exist across both Lot 5002 on its individual car parking provision and in addition to the car parking provision that will exist cumulatively across both sites.

In addition to an available surplus of bays on Lot 5001 (86) Delamere Avenue, the restaurant (Asian-Thai) to Lot 5002 (74) Delamere will run at maximum capacity during the dinner trade. The remainder of the uses approved to Lot 5002, will generally operate during business hours, with the restaurant (Dome) to the north of the site proposing to operate until 7pm only. Given the above, it is envisioned that almost all car bays will be available to accommodate evening dining patrons.

It is considered that this business which would operate after business hours would enhance the existing development, in particular during the evening whilst negating



anti-social concerns raised by objectors during the advertising period for the commercial development.

The change of use to the previously approved tenancy H from restaurant to three take away food outlets is considered appropriate, with the requirement for parking decreasing from 52 car bays to 21 bays.

Pedestrian links between the two sites were incorporated into the approval of the overall commercial development, with those measures determined to be satisfactory in ensuring that pedestrian crossings between the two sites will be undertaken in a safe manner for both pedestrians and vehicle traffic.

Previously a shortfall of 41 bays existed for Lot 5002 (74) Delamere Avenue. All 41 of these bays were required to be provided on Lot 5001 (86) Delamere Avenue. Whilst this proposal removes the one bay shortfall that existed over the two sites due to a reduction in the required parking for Lot 5001, it results in an increased shortfall for Lot 5002 of 55 car bays.

The applicant is proposing to provide 48 out of this 55 bay shortfall on the adjoining Lot 5001, however it is considered that it is more appropriate to require all 55 bays to be provided.

It is recommended that a condition of approval requiring a section 70a notification to be placed on the titles be amended as appropriate and retained, giving notice to the owners and prospective purchasers for the provision of 55 car bays on Lot 5001 (86) Delamere Avenue, ensuring that the reciprocity between the two sites will be maintained in perpetuity.

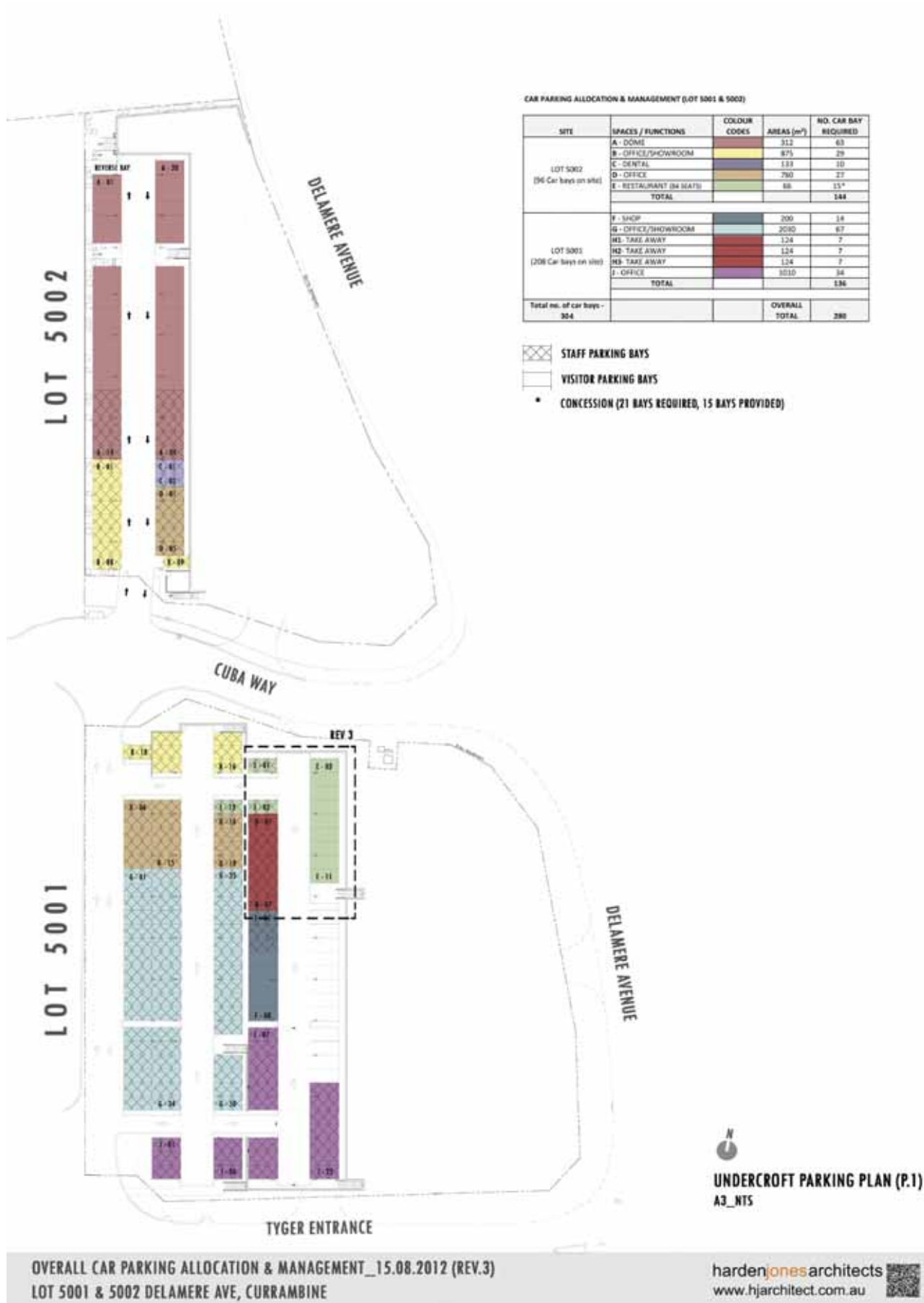
### **Conclusion:**

The proposed amendments to the approved commercial development are considered appropriate in this instance. Whilst the amendment will result in an increase to the car parking shortfall that already exists on Lot 5002 (74) Delamere Avenue, it is considered that the reciprocity between all land uses and the available car parking surplus at Lot 5001 (86) Delamere Avenue justifies the increase in shortfall. It is noted that across the two sites the surplus has increased from one bay to 16 car bays as a result of this proposal.

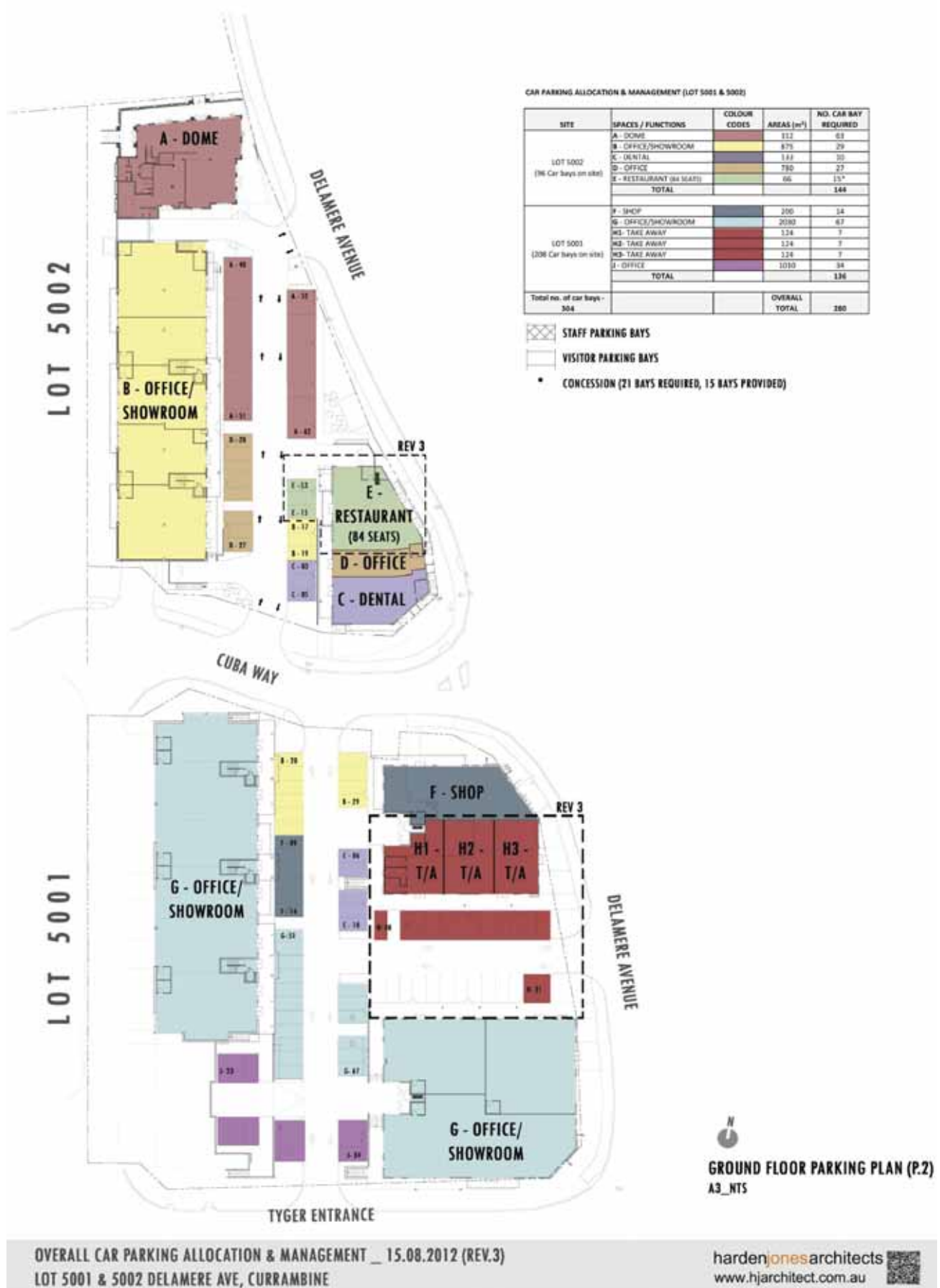
It is therefore recommended that the application be approved, subject to amended conditions.













CAR PARKING ALLOCATION &amp; MANAGEMENT (LOT 5001 &amp; 5002)

SITE	SPACES / FUNCTIONS	COLOUR CODES	AREAS (m <sup>2</sup> )	NO. CAR BAY REQUIRED
LOT 5002 (196 Car bays on site)	A - DOME		312	63
	B - OFFICE/SHOWROOM		875	29
	C - DENTAL		133	10
	D - OFFICE		780	27
	E - RESTAURANT (86 SEATS)		86	15*
TOTAL				144
LOT 5001 (106 Car bays on site)	F - SHOP		200	14
	G - OFFICE/SHOWROOM		2030	67
	H1 - TAKE AWAY		124	7
	H2 - TAKE AWAY		124	7
	H3 - TAKE AWAY		124	7
	I - OFFICE		1030	34
TOTAL				136
Total no. of car bays - 304			OVERALL TOTAL	280



**FIRST FLOOR PARKING PLAN (P.3)**  
A3\_NTS

OVERALL CAR PARKING ALLOCATION & MANAGEMENT\_15.08.2012 (REV.3)  
LOT 5001 & 5002 DELAMERE AVE, CURRAMBINE

harden|onesarchitects  
www.hjarchitect.com.au



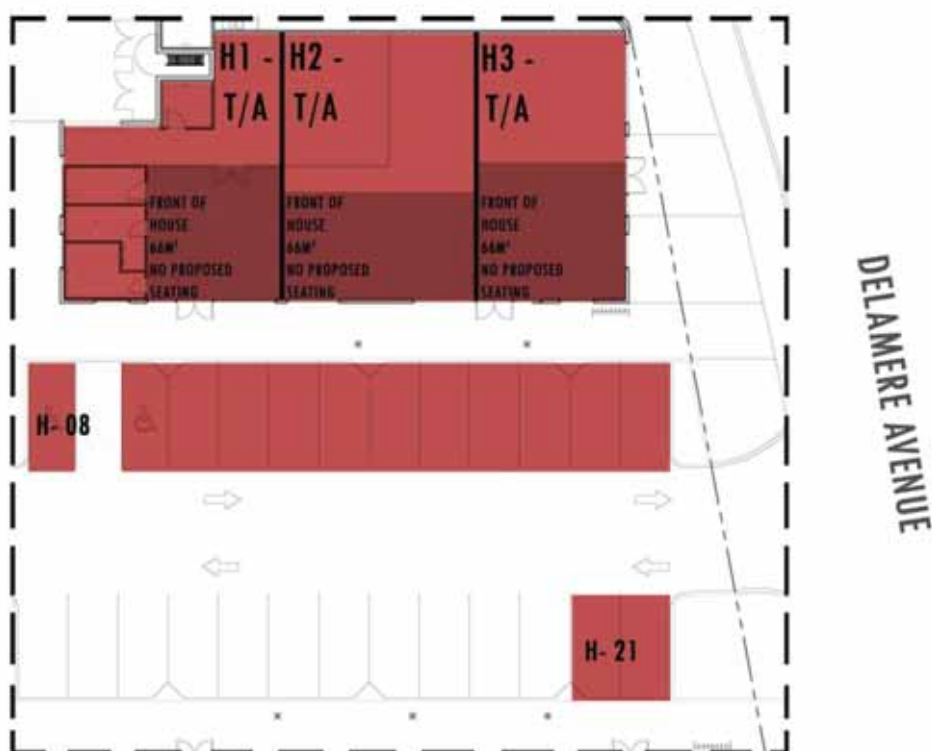
CAR PARKING ALLOCATION &amp; MANAGEMENT (LOT 5001 &amp; 5002)

SITE	SPACES / FUNCTIONS	COLOUR CODES	AREAS (m <sup>2</sup> )	NO. CAR BAY REQUIRED
LOT 5002 (96 Car bays on site)	A - DOOR		812	63
	B - OFFICE/SHOWROOM		875	29
	C - DENTAL		113	10
	D - OFFICE		780	27
	E - RESTAURANT (84 SEATS)		66	15*
	TOTAL			144
LOT 5001 (208 Car bays on site)	F - SHOP		300	14
	G - OFFICE/SHOWROOM		2030	67
	H1 - TAKE AWAY		124	7
	H2 - TAKE AWAY		124	7
	H3 - TAKE AWAY		124	7
	I - OFFICE		1010	34
	TOTAL			136
Total no. of car bays -			OVERALL TOTAL	280
304				

STAFF PARKING BAYS

VISITOR PARKING BAYS

\* CONCESSION (21 BAYS REQUIRED, 15 BAYS PROVIDED)



H1,H2,H3 DETAIL PLAN (P.2)  
A3\_NTS

OVERALL CAR PARKING ALLOCATION & MANAGEMENT \_ 15.08.2012 (REV.4)  
LOT 5001 & 5002 DELAMERE AVE, CURRAMBINE

hardenjonesarchitects  
www.hjarchitect.com.au

