



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: Wednesday 3 December 2014; 3pm
Meeting Number: MNWJDAP/72
Meeting Venue: City of Joondalup
90 Boas Avenue Joondalup

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Clayton Higham (Alternate Deputy Presiding Member)
Mr Patrick Dick (Alternate Specialist Member)
Cr Russell Driver (Local Government Member, City of Wanneroo)
Cr Frank Cvitan (Local Government Member, City of Wanneroo)
Cr John Chester (Local Government Member, City of Joondalup)
Cr Mike Norman (Local Government Member, City of Joondalup)

Officers in attendance

Mr Jeremy Thompson (City of Wanneroo)
Mr John Byrne (City of Joondalup)
Ms Bronwyn Jenkins (City of Joondalup)

Local Government Minute Secretary

Mr John Byrne (City of Joondalup)

Applicants and Submitters

Mr Dan Lees (TPG)
Mr David Caddy (TPG)
Mr Sean Morrison (Urbis)
Mr Kris Nolan (Urbis)
Mr Ray Haeren (Urbis)
Mr Brad Osborne (Spectre Group)
Mr Roy Gruenpeter (Spectre Group)
Mr Stewart White (Spectre Group)

Members of the Public

Nil

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

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

3. Members on Leave of Absence

Panel member, Ms Karen Hyde has been granted leave of absence by the Minister for the period of 24 December 2014 to 16 January 2015 inclusive.

4. Noting of Minutes

Note the Minutes of the Metro North-West JDAP meeting no.71 held on 13 November 2014.

5. 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.

6. Disclosure of Interests

Panel member, Mr Fred Zuideveld, declared an Impartiality Interest in item 8.1. Madeley Development Alliance Pty Ltd is a subsidiary of Niche Living. Niche Living is a client of Zuideveld Marchant Hur of which Mr Zuideveld is a director. Mr Zuideveld has also worked on a feasibility study for this site and the architect for the development is known to him.

In accordance with section 6.3.1 of the Standing Orders 2012, the Presiding Member determined that the member listed above, who had disclosed a Pecuniary Interest, was not permitted to participate in the discussion or voting on the items.

7. Deputations and Presentations

- 7.1** Mr David Caddy (TPG) presenting against the application at Item 8.2. The presentation will discuss the net lettable area of retail floorspace.
- 7.2** Mr Rainer Repke presenting for the application at Item 8.2. The presentation will address the need for a crossover bridge to the proposed development.
- 7.3** Mr Ray Haeren / Mr Kris Nolan (Urbis) presenting for the application at Item 8.2. The presentation will seek clarification/refinement on a number of conditions.



8.1	Property Location:	Lot 100 (360) Wanneroo Road, Madeley
	Application Details:	16 Single Dwellings, 90 Grouped Dwellings and associated common property
	Applicant:	TPG
	Owner:	Madeley Development Alliance Pty Ltd
	Responsible authority:	City of Wanneroo
	DoP File No:	DAP/14/00606

8.2	Property Location:	Lot 501 (470) Whitfords Avenue, Hillarys
	Application Details:	Extensions and upgrade to existing shopping centre
	Applicant:	Urbis Pty Ltd on behalf of Scentre Group
	Owner:	Westfield Management Ltd, Reco Whitford Pty Ltd and RE1 Ltd
	Responsible authority:	City of Joondalup
	DoP File No:	DAP/14/00580

Nil

As invited by the State Administrative Tribunal under Section 31 of the *State Administrative Act 2004*, the Metro North-West JDAP will reconsider a Proposed Mixed Use Development at Lots 2 & 157 (46-48) Scarborough Beach Road, Scarborough on the 4 December 2014.

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Minutes of the Metro North-West Joint Development Assessment Panel

Meeting Date and Time: Thursday 13 November 2014; 3.30pm
Meeting Number: MNWJDAP/71
Meeting Venue: City of Wanneroo - Paperbark Room
23 Dundobar Road Wanneroo
and via teleconference

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Paul Drechsler (Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr Russell Driver (Local Government Member, City of Wanneroo)
Cr Frank Cvitan (Local Government Member, City of Wanneroo)

Officers in attendance

Mr Jay Naidoo (City of Wanneroo)

Local Government Minute Secretary

Mrs Sue Wesley (City of Wanneroo)

Applicant and Submitters

Mr Nathan Stewart (Rowe Group)

Members of the Public

Nil

1. Declaration of Opening

The Presiding Member, Karen Hyde declared the meeting open at 3.27pm on 13 November 2014 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

The Presiding Member announced the meeting would be run in accordance with the *Development Assessment Panel Standing Orders 2012* under the *Planning and Development (Development Assessment Panels) Regulations 2011*.

2. Apologies

Nil

Ms Karen Hyde



3. Members on Leave of absence

Nil

4. Noting of minutes

Minutes of the Metro North-West JDAP meeting No.70 held on 6 November 2014 were not available for noting at the time of meeting.

5. Disclosure of interests

Nil

6. Declaration of Due Consideration

All members declared that they had duly considered the documents.

7. Deputations and presentations

7.1 Mr Nathan Stewart (Rowe Group) addressed the DAP for the application at Item 9.1a and b.

8. Form 1 - Responsible Authority Reports – DAP Application

Nil

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

9.1a	Property Location:	Lot 2810 (150) Camborne Parkway, Butler
	Application Details:	Amendment to DA2013/987 – Change of Use from 'Restaurant' to tavern
	Applicant:	Rowe Group
	Owner:	Fabcot Pty Ltd
	Responsible authority:	City of Wanneroo
	DoP File No:	DP/13/00607

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Ms Hyde

Seconded by: Cr Cvitan

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

1. Accept that the DAP Application reference DP/13/00607 as detailed on the DAP Form 2 dated 12 August 2014 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 DP/13/00607 as detailed on the DAP Form 2 dated 12 August 2014 and accompanying plan TP04 Version H in

Ms Karen Hyde

Karen Hyde



accordance with the provisions of the District Planning Scheme No. 2 of the City of Wanneroo, for the proposed amendment for a Change of Use from Restaurant to Tavern at Lot 2810 (150) Camborne Parkway, Butler, subject to:

Amended Conditions

2. Revised plans of the development shall be lodged with, and to the satisfaction of, the City for its approval prior to the commencement of development, which addresses the following matters:
 - a. Modifications to the tavern on the corner of Butler Boulevard and Camborne Parkway to ensure the building is designed as a landmark site and incorporates awnings along both the Butler Boulevard and Camborne Parkway elevations;
 - b. Removal of supporting structures from all road reserves.

Advice Notes

- i All other conditions and requirements detailed on the previous approval dated 15 July 2014 shall remain unless altered by this application.

AMENDING MOTION

Moved by: Mr Zuideveld

Seconded by: Mr Drechsler

That in the Amended Conditions of Item 9.1a, in particular 2.b.the words 'Removal of supporting structures from all road reserves' be replaced with 'No supporting structures shall be permitted in road reserves'.

REASON: To provide certainty and clarity to the applicant regarding development requirements.

The Amending Motion was put and CARRIED UNANIMOUSLY.

PRIMARY MOTION (AS AMENDED)

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

1. Accept that the DAP Application reference DP/13/00607 as detailed on the DAP Form 2 dated 12 August 2014 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 DP/13/00607 as detailed on the DAP Form 2 dated 12 August 2014 and accompanying plan TP04 Version H in accordance with the provisions of the District Planning Scheme No. 2 of the City of Wanneroo, for the proposed amendment for a Change of Use from Restaurant to Tavern at Lot 2810 (150) Camborne Parkway, Butler, subject to:

Ms Karen Hyde

Karen Hyde



Amended Conditions

2. Revised plans of the development shall be lodged with, and to the satisfaction of, the City for its approval prior to the commencement of development, which addresses the following matters:
 - a. Modifications to the tavern on the corner of Butler Boulevard and Camborne Parkway to ensure the building is designed as a landmark site and incorporates awnings along both the Butler Boulevard and Camborne Parkway elevations;
 - b. No supporting structures shall be permitted in road reserves.

Advice Notes

- ii All other conditions and requirements detailed on the previous approval dated 15 July 2014 shall remain unless altered by this application.

The Primary Motion (as amended) was put and CARRIED UNANIMOUSLY.

9.1b	Property Location:	Lot 2810 (150) Camborne Parkway, Butler
	Application Details:	Change of Use from Restaurant to Tavern
	Applicant:	Rowe Group
	Owner:	Fabcot Pty Ltd
	Responsible authority:	Western Australian Planning Commission
	DoP File No:	DP/13/00607

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Ms Hyde

Seconded by: Mr Zuideveld

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

1. Accept that the DAP Application reference DP/13/00607 as detailed on the DAP Form 2 dated 12 August 2014 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 DP/13/00607 as detailed on the DAP Form 2 dated 12 August 2014 and accompanying plan TP04 - Ground Floor Plan (Rev H) in accordance with the provisions of Clause 30(1) of the Metropolitan Region Scheme, for the proposed minor amendment to the approved Shopping Centre development at Lot 2810 (150) Camborne Parkway, Butler.

Advice Notes

- i All other conditions and requirements detailed on the previous approval dated 25 July 2014 shall remain unless altered by this application.

The Report Recommendation/Primary Motion was put and CARRIED UNANIMOUSLY.

Ms Karen Hyde

Karen Hyde



10. Appeals to the State Administrative Tribunal

Nil

11. Meeting Close

The Presiding Member reminded the meeting that in accordance with Standing Order 7.3 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

There being no further business, the presiding member declared the meeting closed at 3.37pm.

Ms Karen Hyde

Karen Hyde



Form 1 - Responsible Authority Report

(Regulation 12)

Application Details:	16 Single Dwellings, 90 Grouped Dwellings and associated common property
Property Location:	Lot 100 (360) Wanneroo Road, Madeley
DAP Name:	Metro North-West Joint Development Assessment Panel
Applicant:	TPG
Owner:	Madeley Development Alliance Pty Ltd
LG Reference:	DA2014/1485
Responsible Authority:	City of Wanneroo
Authorising Officer:	Pas Bracone Manager, Planning Implementation
Application No and File No:	DAP Ref DAP/14/00606
Report Date:	15 October 2014
Application Receipt Date:	19 August 2014
Application Process Days:	58 Days
Attachment(s):	Attachment 1 – Site Plans (3 pages) Attachment 2 – Floor plans for all unit types (14 pages) Attachment 3 – Elevations for all unit types (21 pages) Attachment 4 – Fence elevation for dual frontage lots

Recommendation:

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

Approve DAP Application reference DAP/14/00606 and accompanying plans (**Attachment 1, 2 and 3**) 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.

1. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.
2. A refuse management plan shall be lodged and approved with the City prior to the commencement of construction and shall detail how waste is to be managed on-site including access, egress and manoeuvring of the City's Waste Vehicles and relevant bin pad locations. Thereafter, refuse shall be managed in accordance with the approved refuse management plan



3. Detailed landscaping and reticulation plans for the subject site and adjacent road verges shall be lodged for approval by the City prior to the commencement of construction to the satisfaction of the Manager, Land Development. Planting and installation of landscaping and reticulation shall be provided in accordance with approved landscaping and reticulation plans prior to occupancy of the development and thereafter maintained to the satisfaction of the City.
4. Visitor parking areas shall be designed and constructed in accordance with the Australian Standards for On-street and Off-street Carparking (AS2890), and shall be drained, sealed, marked and permanently set aside as such, and thereafter maintained to the satisfaction of the City.
5. The driveways and crossovers shall be designed and constructed to the residential specifications before occupation of the dwellings.
6. The parking areas and associated access (private roads) 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 written approval of the City.
7. Lighting shall be installed along all common access ways, pedestrian pathways and in all common service areas prior to the development first being occupied.
8. An on-site stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours) shall be provided. Plans illustrating the system proposed shall be submitted for approval when application is made for a building licence and the system shall be installed during the construction of the development.
9. The proposed common property access way (private roads) being constructed and drained at the landowner/applicant's cost to allow the movement of the City of Wanneroo refuse trucks to the specifications and satisfaction of the City of Wanneroo.
10. The applicant shall lodge an Easement for the purpose of collecting refuse pursuant to Section 195 of the *Land Administration Act 1997*, being to the benefit of the City of Wanneroo for access onto the common property, as shown on the approved plans. The Deed shall be lodged prior to the occupation of the approved development and shall be to the specification and satisfaction of the City of Wanneroo.
11. The development is to be undertaken in accordance with the recommendations of the Lloyd George Acoustics Transportation Noise Assessment as lodged with the application dated 5 August 2014.
12. Permeable fencing as included in Attachment 4 to this report is to be provided on the following lots;
 - The Northern boundary of Lot 12;
 - The Western boundary of Lot 13; and
 - The Northern boundary of Lot 72 – 76.



13. The common area 'landscaping' located to the south of Lot 34, 'landscaping' located south of Lot 71/35 and the 'electrical SMSB location' south of lot 35 shall be within the common property area and the plans to be modified as such.
14. Redundant driveways/crossovers shall be removed and the verge and its vegetation shall be reinstated at the full expense of the applicant/landowner.
15. The ground levels located on the boundary of the land reserved for the Wanneroo Road/Whitfords Avenue/Gnangara Road and proposed Lots 12-34 shall be required to conform to the ultimate ground levels planned for the abovementioned intersection and future Gnangara Road alignment.
16. Prior to the commencement of construction of the development, a construction management plan shall be submitted and approved by the City detailing how the construction of the development will be managed in order to limit the impact on the users of the surrounding area. The plan will need to ensure that:
 - adequate space is provided within the subject site for the parking of construction vehicles and for the storage of building materials so as to minimise the need to utilise the surrounding road network;
 - adequate provision is made for the parking of workers vehicles;
 - pedestrian and vehicular access around the site is maintained;
 - bus stops/shelters or other infrastructure on public land is temporarily relocated as may be necessary;
 - the delivery of goods and materials does not adversely impact on the amenity of the surrounding properties; and
 - the hours of construction are limited to ensure that there is no adverse impact on the amenity of the surrounding properties.

Thereafter, construction shall be undertaken in accordance with the approved construction management plan

Advice Notes:

1. This is a planning approval only and is issued under the City of Wanneroo's District Planning Scheme No. 2 and the Metropolitan Region Scheme. It is the proponent's responsibility to comply with all other applicable legislation and obtain all required approvals, licences and permits prior to commencement of this development.
2. This planning approval does not take into account any restrictive covenants. It is the proponent's responsibility to ensure that the development will not result in a conflict of contractual obligation.
3. This approval should not be construed that the City will support a survey strata or green title subdivision application for the development. A subdivision application for Survey Strata without common property or green title subdivision will need to meet the minimum and average site areas for the dwelling types, as prescribed in the Residential Design Codes.



4. In regards to Condition 10, the common property cannot be legally accessed by the City of Wanneroo as no easement exists over the property. As a result, a *Deed of Easement* is required to ensure refuse bin collection can be completed by the City of Wanneroo.
5. In regards to Condition 11, development is to include noise walls as identified in the Transportation Noise Assessment as well as façade treatment packages A, B and C for required lots.
6. In regards to Condition 12, permeable fencing is only required on lots 12 and 13 to ensure active surveillance of the common property area and is not required for the entirety of the boundary.
7. In regards to Condition 13, the plan identifies these as separate lots. The purpose of the condition is to provide clarity that these areas are common property and not individual lots.

Background:

Insert Property Address:	360 Wanneroo Road, Madeley
Insert Zoning	MRS: Urban
	DPS 2: Urban Development, Other Regional Road, Primary Regional Road
	ASP 8: Residential R40 & R50
Insert Use Class:	Grouped Dwelling and Single House
Insert Strategy Policy:	N/A
Insert Development Scheme:	District Planning Scheme No 2
Insert Lot Size:	4.044ha
Insert Existing Land Use:	Retail Nursery
Value of Development:	\$21,920,000

The property has existing use rights as a 'retail nursery', a use approved on the 23 September 1988. The site is currently zoned 'Residential' under Agreed Structure Plan No. 8 (ASP 8).

The site is bounded by Wanneroo Road (Primary Regional Road) to the west and Windsor Road (Local Road) to the north. The site has the northern and eastern portions reserved for the future Gngangara Road realignment. To the south of the subject site is a mixture of existing residential development, and proposed residential lots.

The applicant has lodged two subdivision applications with the Western Australian Planning Commission (WAPC). One application for the survey strata of the 90 Grouped Dwellings and associated common property (WAPC ref 890-14), and one for a green title application for the creation of 16 freehold lots, the continuation of local roads and one lot for drainage (WAPC ref 150404). The City has recommended support, subject to conditions, for both WAPC ref 890-14 and 150404 on 27 October 2014 and 29 August 2014 respectively. Both applications have been deferred by the Department of Planning (DoP).

The subject proposal was presented to the Joint Development Assessment Panel (JDAP) on 15 November 2014. At this meeting the JDAP resolved to;



"Defer the DAP application reference DAP/14/00606 and accompanying plans (Attachment 1, 2 and 3) for a period of two weeks to:

- *Allow the application to be referred to Main Roads Western Australia (MRWA) as recommended by the Department of Planning in their referral advice received under Instrument of Delegation DEL 2011/02.*
- *Allow the City to consider its position regarding the recommendation of the Department of Planning in their referral advice received under Instrument of Delegation DEL 2011/02, for common property "private roads" to be widened to a minimum reservation of 12m."*

Both the above items have been addressed in the body of the report.

Details: outline of development application

The development application is for 90 Grouped Dwellings and 16 Single Houses. The key components of the development are:

Grouped Dwellings

- 28 single storey dwellings;
- 62 double storey dwellings;

Single Houses

- 16 double storey dwellings;
- Internal common access ways are proposed to the lots with vehicular access to be gained from Laila Turn (both the existing road as well as the road created through WAPC 150404) and Greylock Meander;
- 14 visitor parking bays located internally to the site and 8 on street parking bays (proposed in WAPC 150404);
- Internal footpath networks; and
- Common landscaping areas.

Legislation & Policy:

Legislation

Metropolitan Region Scheme (MRS)

City of Wanneroo District Planning Scheme No.2 (DPS 2)

Agreed Structure Plan No. 8 – East Wanneroo Cell 6

State Government Policies

State Planning Policy 3.1 – Residential Design Codes (R-Codes)

State Planning Policy 5.4 – Road and Rail Transport noise and freight considerations in land use planning

Local Policies

Local Planning Policy 2.1 – Residential Development (LPP 2.1)

Local Planning Policy 2.4 – Establishing Building Pad Levels, Excavation, Fill and Retaining Associated with Residential Development (LPP 2.4)

Consultation:

Public Consultation



Under Clause 6.7 of DPS 2, public notification of an application for planning approval involving a 'D' use may be undertaken if the City considers it appropriate. In this instance consultation was not considered necessary as the proposed discretionary use of 'Grouped Dwellings' is considered an appropriate use in the Residential zone. In addition to this, the proposal does not incorporate any significant variations to the statutory development provisions contained within DPS 2, the R-Codes, ASP 8, LPP 2.1 or LPP 2.4 that warrant public consultation.

Planning Assessment:

An assessment of the subject application has been carried out against the provisions of the DPS 2, ASP 8, the R-Codes, LPP 2.1 and LPP 2.4. The development generally accords with the provisions of these documents. Variations and other associated issues are discussed below.

Permeable Fencing for Dual Frontage Lots

The proposal incorporates five lots (Lots 72 – 76 inclusive) which have dual frontages to Private Road Three and Private Road Four. In order to ensure there is an attractive streetscape to both frontages, the proponent has proposed semi permeable fencing which consists of solid fencing to 0.75m high with visually permeable fencing and landscaping above. This will benefit the lots to the north that would otherwise face a solid 1.8m fence that would be detrimental to the general amenity and character of the street.

Attachment 4 includes a diagrammatical representation of the fencing which will be conditioned as part of this approval.

Surveillance of Common Property Areas

The proposal incorporates visitor parking bays 1 and 2 (located in the north western corner of the site) is within a space that is concealed from the common access. The inclusion of the fencing style as discussed in 'Permeable Fencing for Dual Frontage Lots' and depicted in **Attachment 4** is also to be incorporated onto the northern side of Lot 12 and the western side of Lot 13. This is to provide passive surveillance from the residential lots onto visitor parking bays 1 and 2.

The inclusion of visually permeable fencing, and appropriately located major openings, will ensure the proposal will meet the 'Deemed to Comply' provisions of Clause 5.2.3 of the R-Codes as well as the provisions of Crime Prevention Through Environmental Design by providing adequate surveillance of common property areas.

Attachment 4 includes a diagrammatical representation of the fencing which will be conditioned as part of this approval.

Waste Management

The internal road layout is not conducive to the City's Waste Management Services for the following reasons;

1. The common property is not accessible by the City as it is under private ownership;



2. The materials used for the construction of the common property may not be sufficient for the City's waste vehicles; and
3. The private roads may not cater for the City's waste vehicles' turning movements.

Notwithstanding the above issues, it is considered appropriate that these matters be dealt with through conditions imposed on any planning approval issued. Such conditions should require the following;

- A condition requiring an easement over the common property area to allow the City's refuse trucks to legally enter onto the private property;
- A condition requiring the proposed common property access way being constructed and drained at the landowner/applicant's cost to allow the movement of the City's refuse trucks; and
- A condition for a refuse management plan which will demonstrate how the City's refuse trucks can safely manoeuvre through the development.

The refuse management plan is required to be lodged and approved prior to the commencement of construction on site to ensure that waste vehicle manoeuvring, access, egress and collection points can be adequately identified, addressed and managed before construction of the development is underway. The timing of this condition is important because should the condition only require approval 'prior to occupancy' the common property may have been constructed by the time the management plan is approved, and it would then be difficult to retrospectively modify the development if any of the abovementioned matters are unacceptable to the City.

Through the imposition of conditions the issues relating to the collection of waste in the development will be alleviated.

Noise Walls

The proposal is located abutting Wanneroo Road to the west. In accordance with State Planning Policy 5.4 – Road and Rail Transport Noise and Freight Considerations in Land Use Planning, a Transportation Noise Assessment was prepared by Lloyd George Acoustic. The report was submitted with the development application and identified the need for the following;

- A 2.0m high barrier wall along the Wanneroo Road boundary;
- A 1.8m high barrier wall along the future Gnangara Road boundary; and
- Façade treatments are required to ensure the amenity of the residents is not impacted upon.

It is recommended that a condition be placed on the planning approval requiring the development to be undertaken in accordance with the Transportation Noise Assessment and that all recommendations, including the noise walls and façade treatments, are implemented prior to occupation.

Other Regional Road Reservation

The site contains an Other Regional Road in the north east portion of the site. Subject to the Instrument of Delegation – Powers of Local Government (MRS), the proposal is required to be referred to the Department of Planning (DoP) due to the lot being impacted by the Other Regional Road Reserve. Thus, comment from the DoP is required prior to determination of the application.



On 7 October 2014 the proposal was formally referred to the DoP, however, no response had been received by the City at the time of submitting the report to the JDAP. On the 14 October 2014 a submission was received from the DoP which stated;

"The Department is unable to support the proposal unless the following recommendations are met;

- *Proposal to be referred to MRWA for comment;*
- *Common Property 'private roads' to be widened to a minimum reservation of 12m;*
- *Recommendations detailed in the transport noise assessment (Lloyd George Acoustics, Aug 2014) to be implemented in full"*

As well as the matter being referred to MRWA (as discussed below) correspondence was sent on 16 October 2014 to clarify the position of the DOP. In a revised submission on 20 October 2014, DoP indicated that, with regard to the regional transport grounds, it had no objection to the proposal. Notwithstanding the DoP in principal does not support the internal road layout however this was to be taken as advice only. The width of the common property and the City's position on the matter is discussed further in the body of the report. On this basis under the Instrument of Delegation the matter can be determined with the City of Wanneroo as the responsible authority.

Primary Regional Road Reservation

The site contains a Primary Regional Road in the west and north west portion of the site. In accordance with the JDAP resolution of 15 October 2014 and the recommendation of the DoP, the matter was referred to MRWA on 17 October 2014. On 6 November 2014 correspondence was received from MRWA indicating support to the proposal subject to the following conditions;

1. No earthworks shall encroach onto the Wanneroo Road reserve.
2. No storm water drainage shall be discharged onto the Wanneroo Road reserve.
3. Redundant driveways/crossovers shall be removed and the verge and its vegetation shall be reinstated at the full expense of the applicant/landowner.
4. The ground levels located on the boundary of the land reserved for the Wanneroo Road/Whitfords Avenue/Gnangara Road and proposed Lots 12-34 shall be required to conform to the ultimate ground levels planned for the abovementioned intersection and future Gnangara Road alignment.
5. The applicant/landowner shall be required to be implement the recommendations of the Acoustic Assessment development by Lloyd George Acoustics (ref: 14052796-01) in full to the satisfaction of Main Roads Western Australia and the City of Wanneroo.

The City has no objection to these conditions as they have either already required through the proposed approval (conditions 1, 2 and 5) or can be included in the revised approval (conditions 3 & 4). On this basis under the Instrument of Delegation the matter can be determined with the City of Wanneroo as the responsible authority.

Private Access reservation of 7.2m



In the initial response from the DoP, objections were raised on the proposed widths of the access ways within the development being 7.2m in lieu of 12m. While the DoP has subsequently revised its position, the City of Wanneroo believes the 7.2m reservations are appropriate for the following reasons;

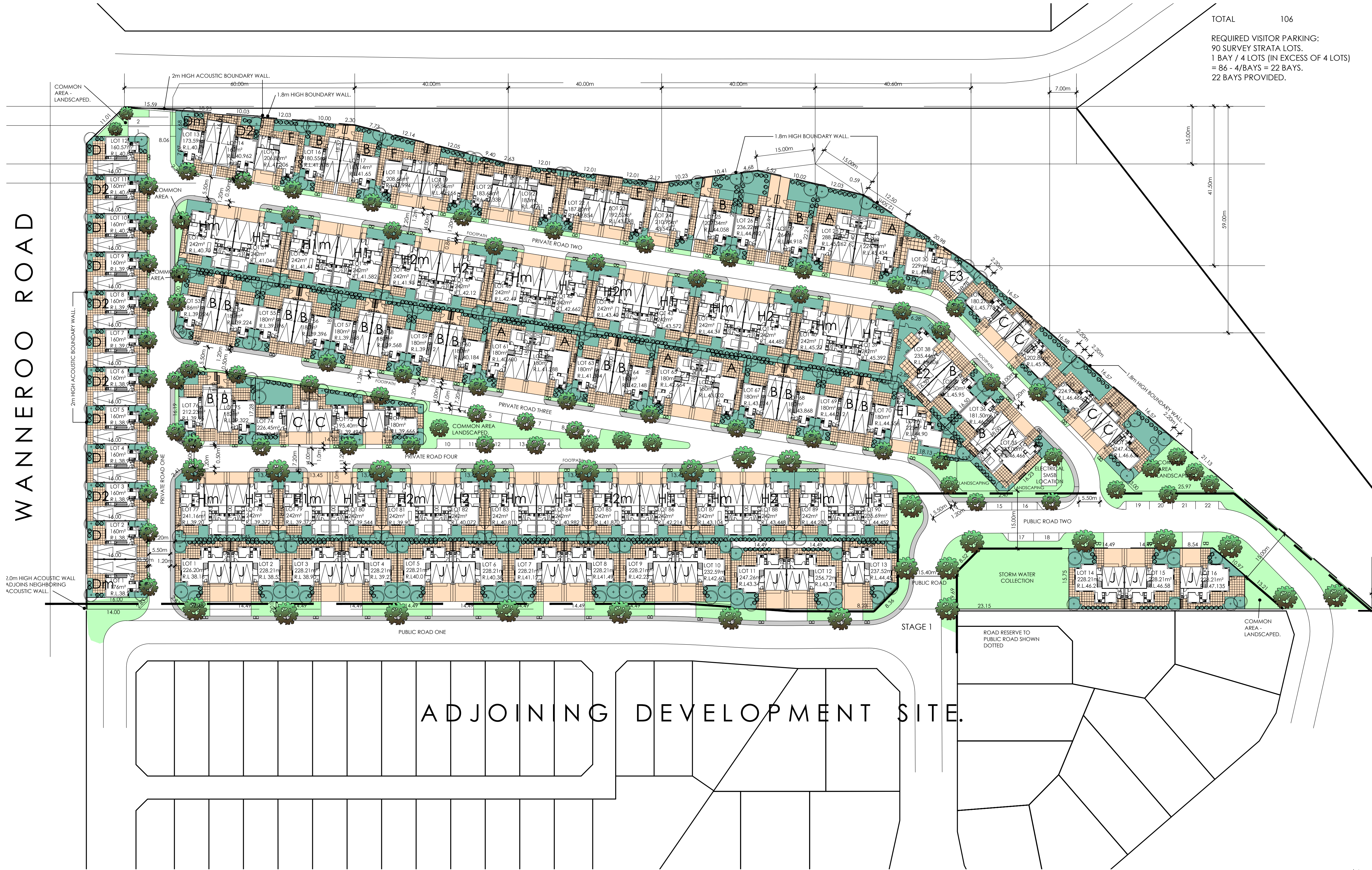
1. The reference to non-compliance with Development Control Policy 2.6 Residential Road Planning (DC 2.6) represents a new interpretation of DC 2.6 that the City has not applied previously in consideration of development applications. Additionally, the City is not aware of any previous survey-strata approvals determined by the WAPC where a minimum common property width of 12m has been stipulated on the basis of DC 2.6 requirements. In the City's experience, the 11.5m – 15m wide road reservation requirement has only been applied previously by the WAPC in relation to public road reservations.
2. The proposed amendment to State Planning Policy 3.1 (The R-Codes) is currently being advertised and has not been adopted. Should the matter be revised through the advertising period there could be significant impacts on the imposition of these requirements.
3. The JDAP has previously approved a proposal at 362 (Lot 702) Gnangara Road, Landsdale for 100 grouped dwellings on 5 August 2014. In this recent matter, the WAPC subsequently approved two subdivision applications consistent with the JDAP approval with common property access ways generally between 6.5m – 8m wide. This application is similar to the current application.

On the basis of the above, the City considers the width of the common property access to be adequate, subject to a refuse management plan, as discussed in the body of the report.

Conclusion:

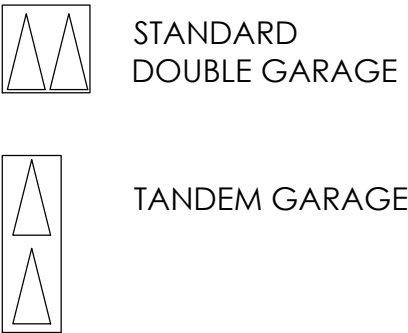
The development application submitted for 90 Grouped Dwellings and 16 Single Houses at Lot 100 (360) Wanneroo Road, Madeley has been assessed against the provisions of DPS 2, ASP 8, the R-Codes, LPP 2.1 and LPP 2.4. The City is of the view that the development is acceptable and all variations proposed will not have an adverse impact on the amenity of the surrounding area and the future land owners.

WANNEROO ROAD



DWELLING TYPE	N°OF	DWELLING	ZONE	ACCOMMODATION
TYPE A	7	12x18 =216m²	R40	4x2 DOUBLE STOREY
TYPE B	21	10x18=180m²	R40	3x2 DOUBLE STOREY - TANDEM GARAGE
TYPE B1	2	180m² min.	R40	
TYPE C	2	180m² min.	R40	3x2 DOUBLE STOREY
TYPE C1	5	180m² min.	R40	3x2 DOUBLE STOREY
TYPE J	16	14.49x15.75=228m²	R40	4x2 DOUBLE STOREY PUBLIC ROAD ACCESS GREEN TITLE
TYPE D	14	10x16=160m²	R50	3x2 DOUBLE STOREY TANDEM GARAGE
TYPE E(E1,E2,E3)	3	180m² min.	R40	3x2 DOUBLE STOREY
TYPE F	8	180m²min.	R40	3x2 DOUBLE STOREY
TYPE H	28	242m²min.	R40	3x2 SINGLE STOREY

TOTAL 106
REQUIRED VISITOR PARKING:
90 SURVEY STRATA LOTS.
1 BAY / 4 LOTS (IN EXCESS OF 4 LOTS)
= 86 - 4/BAYS = 22 BAYS.
22 BAYS PROVIDED.



E	FOOTPATHS ADDED, SETBACKS CLARIFIED.	19.09.14	NC
D	HOUSE TYPES AMENDED.	19.08.14	NC
C	ISSUED FOR DEVELOPMENT APPROVAL	11.08.14	NC
B	ISSUED FOR REVIEW	15.11.13	NC
A	ISSUED FOR REVIEW	14.11.13	NC
No	AMENDMENT	DATE	CHKD

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MADELEY SUBDIVISION

SUBDIVISION PLAN & SITE SURVEY PLAN		
DRAWN	CL	REDUCTION
CHECKED	NC	0 2 4
APPROVED	NC	
SCALE	A1 @ 1500.	DRAWING No.
DATE	NOV 2013	A1.1
THIS IS A CAD DRAWING DO NOT AMEND MANUALLY		

WANNEROO ROAD



D	FOOTPATHS ADDED	19.09.14	NC
C	ISSUED FOR DEVELOPMENT APPROVAL	11.08.14	NC
B	ISSUED FOR REVIEW	15.11.13	NC
A	ISSUED FOR REVIEW	14.11.13	NC
NO	AMENDMENT	DATE	CHKD

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MADELEY SUBDIVISION

SUBDIVISION PLAN & SITE SURVEY PLAN
RUBBISH TRUCK & BIN LOCATIONS.

DRAWN	CL	REDUCTION	
CHECKED	NC	0 2 4	
APPROVED	NC		
SCALE	A1 @ 1500.	DRAWING No.	
DATE	NOV 2013	A1.2	D

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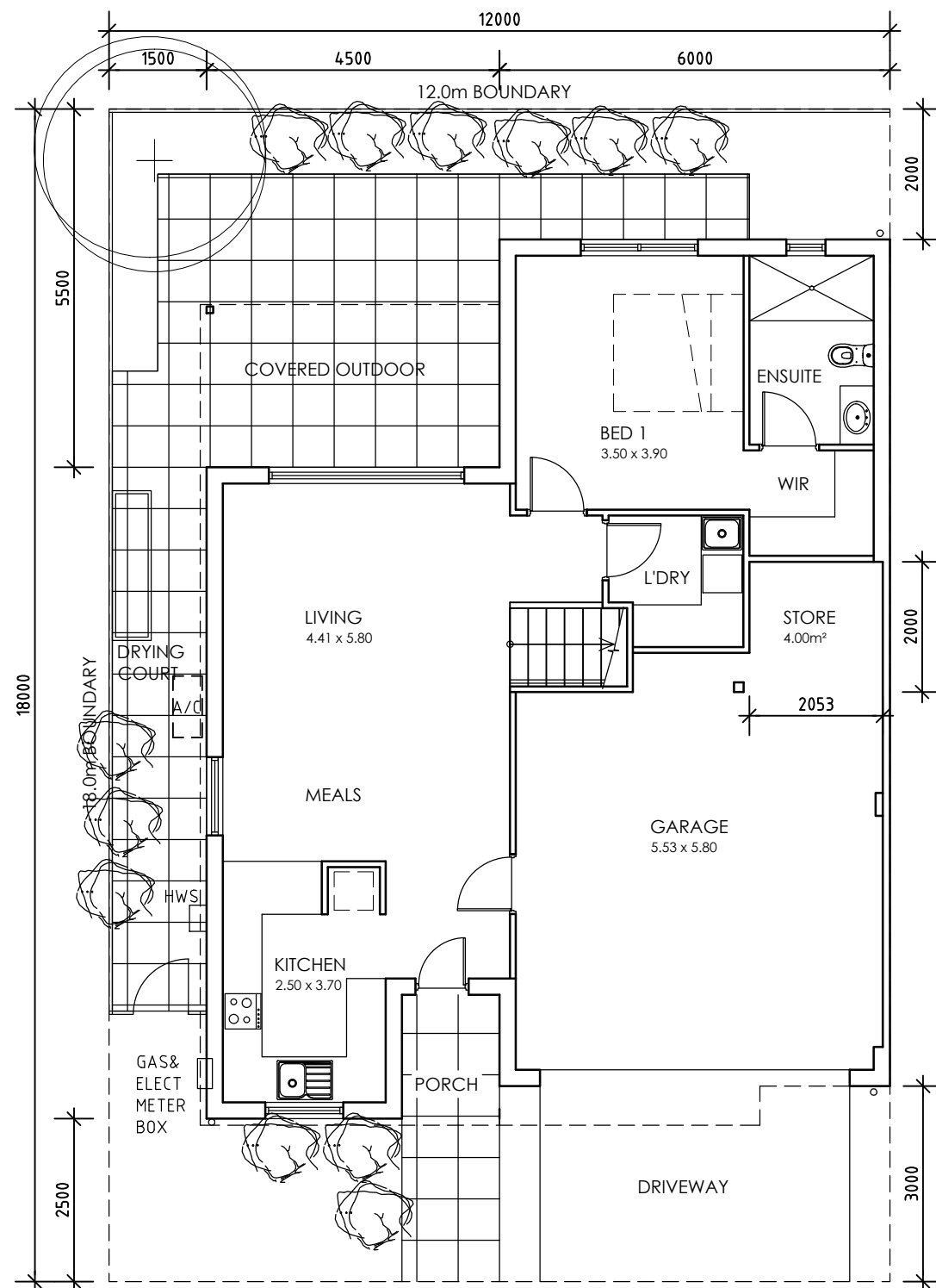
D	FOOTPATHS ADDED.	19.09.14	NC
C	ISSUED FOR DEVELOPMENT APPROVAL	11.08.14	NC
B	ISSUED FOR REVIEW	15.11.13	NC
A	ISSUED FOR REVIEW	14.11.13	NC
NO	AMENDMENT	DATE	CHKD

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SUBDIVISION PLAN.
OVERSHADOWING DIAGRAM.

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GROUND FLOOR PLAN.

TYPE 'A' DWELLING

R40 - 216m² - LOT (12m x 18m)

4 x BED + 2 x BATH - DOUBLE STOREY

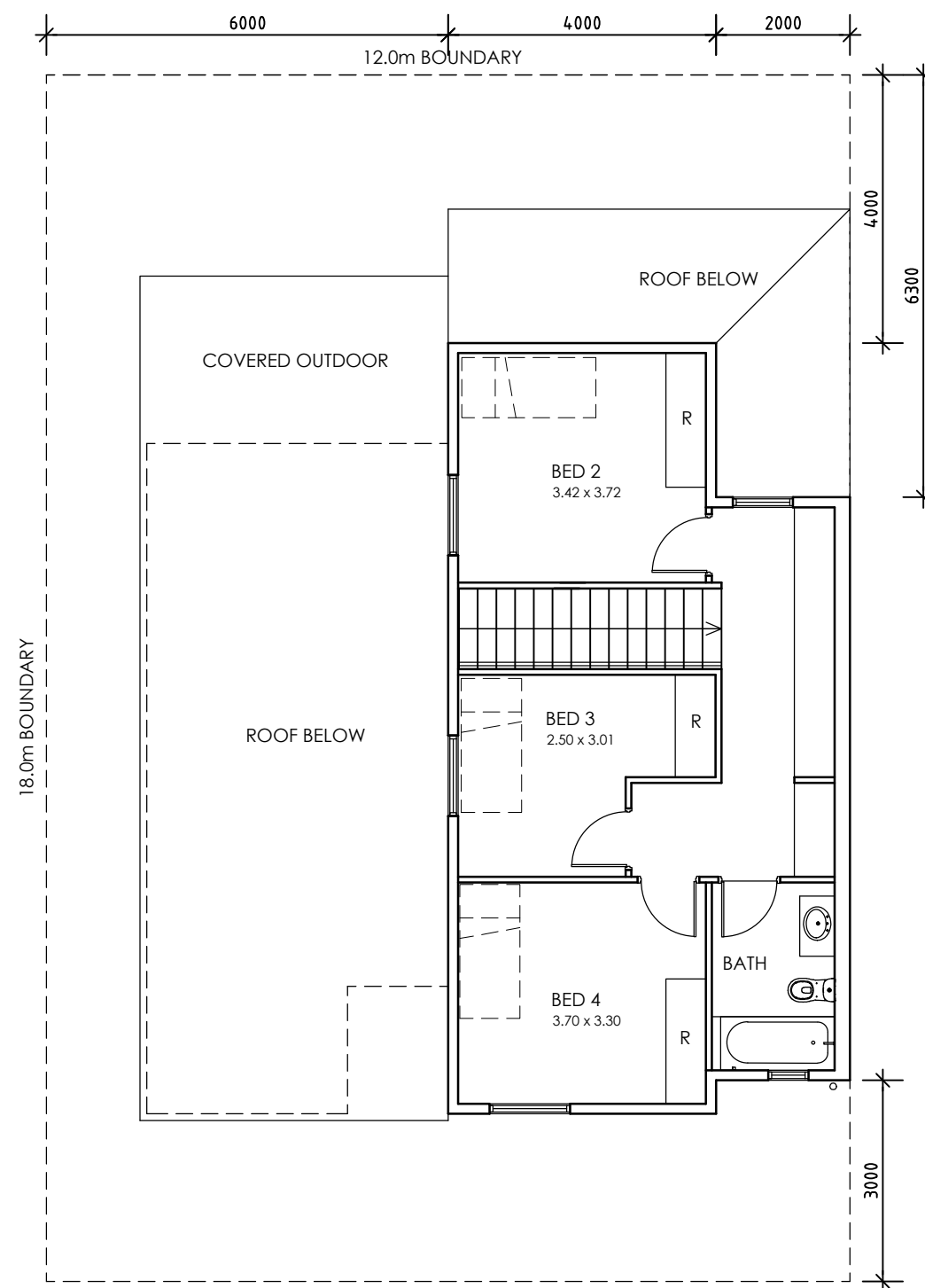
FLOOR AREA : GROUND FLOOR 79m²+ GARAGE: 40m² (inc. STORE:4m²)

FIRST FLOOR 63m²

TOTAL AREA: 182m²

OPEN SPACE : 45% - FOOT PRINT: 119m²

PRIVATE OPEN SPACE: 6.00 x 5.50: 33m²



UPPER FLOOR PLAN.

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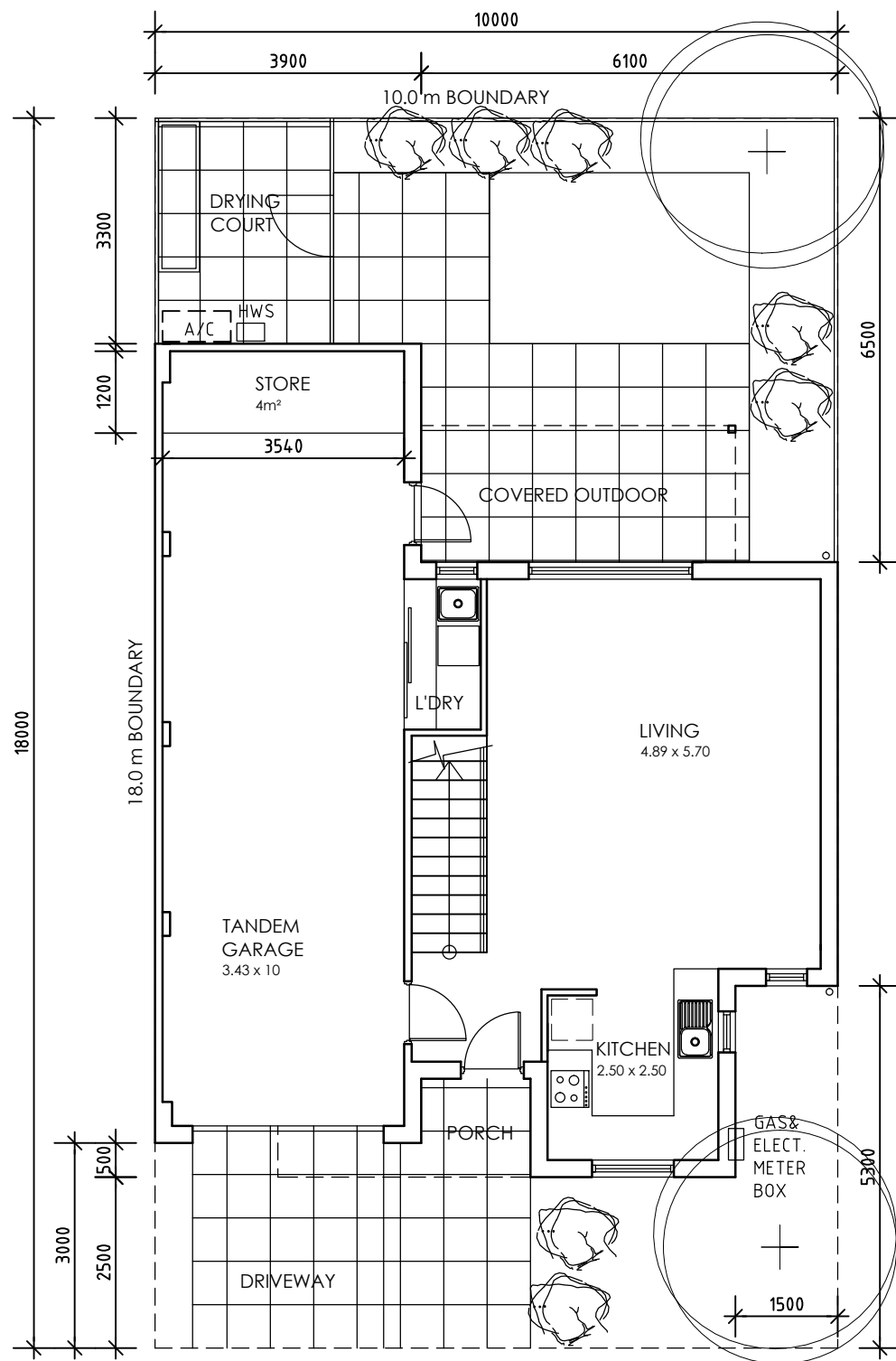
TYPE 'A' DWELLING - R40.

4 x 2 - DOUBLE STOREY.

DRAWN		CL			REDUCTION
CHECKED		NC			
APPROVED		NC			
SCALE				DRAWING No.	
A3 @ 1:100.					
DATE				A2.0	
MAY 2014				D	

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TYPE A 12X18 2 STOREY.DWG
12:06:5023/09/14



GROUND FLOOR PLAN.

TYPE 'B' DWELLING

R40 - 180m² - LOT AVERAGE (10 x 18 m)

3 x BED + 2 x BATH - DOUBLE STOREY

FLOOR AREA : GROUND FLOOR 50.28m²+ GARAGE: 43m² (inc. STORE 4m²)

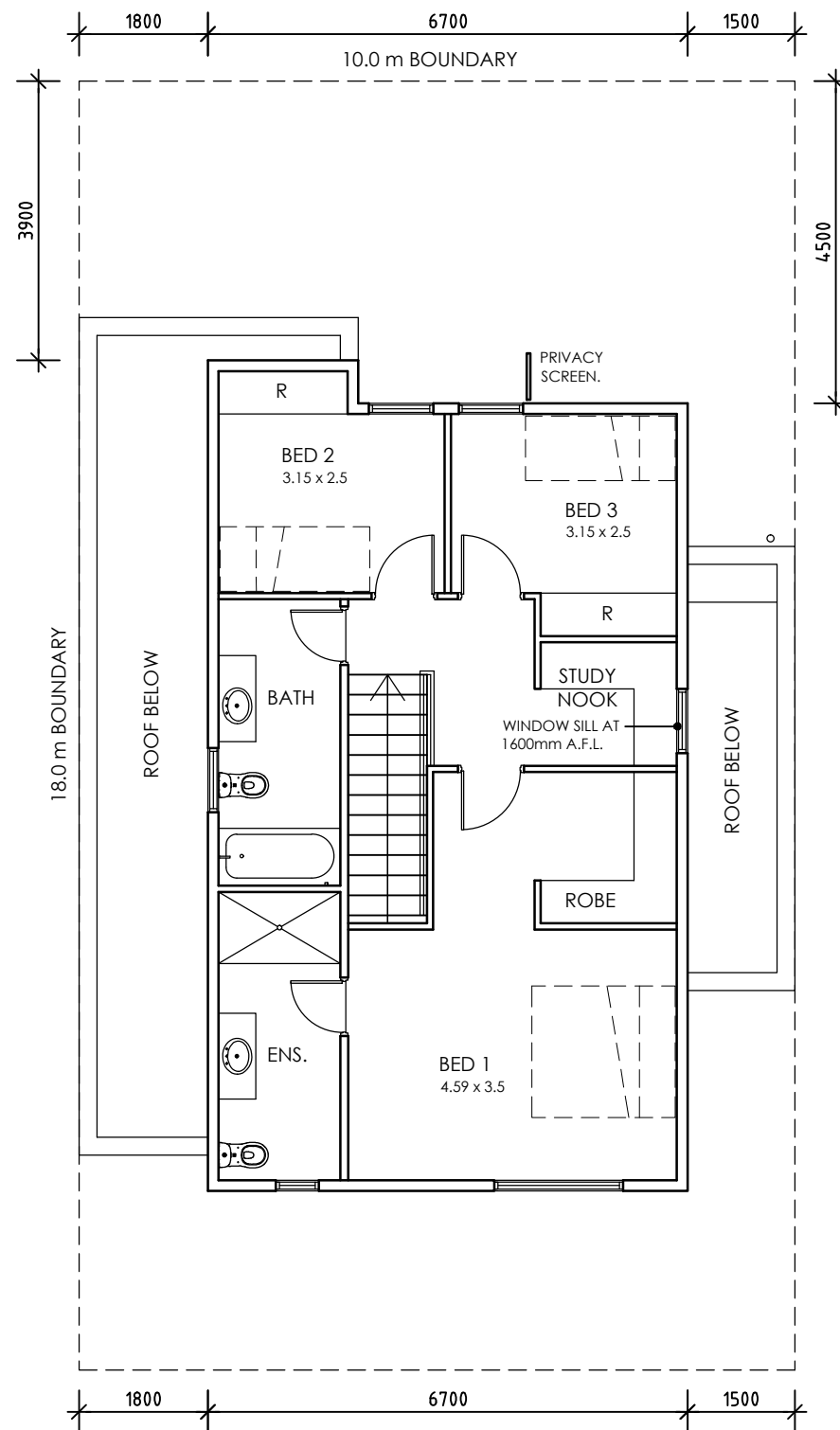
FIRST FLOOR 74.96m²

TOTAL AREA 168.24m²

FOOT PRINT 93.28m²

OPEN SPACE 48% -
PRIVATE OPEN SPACE

6.1 x 6.5: 39.65m²



UPPER FLOOR PLAN.

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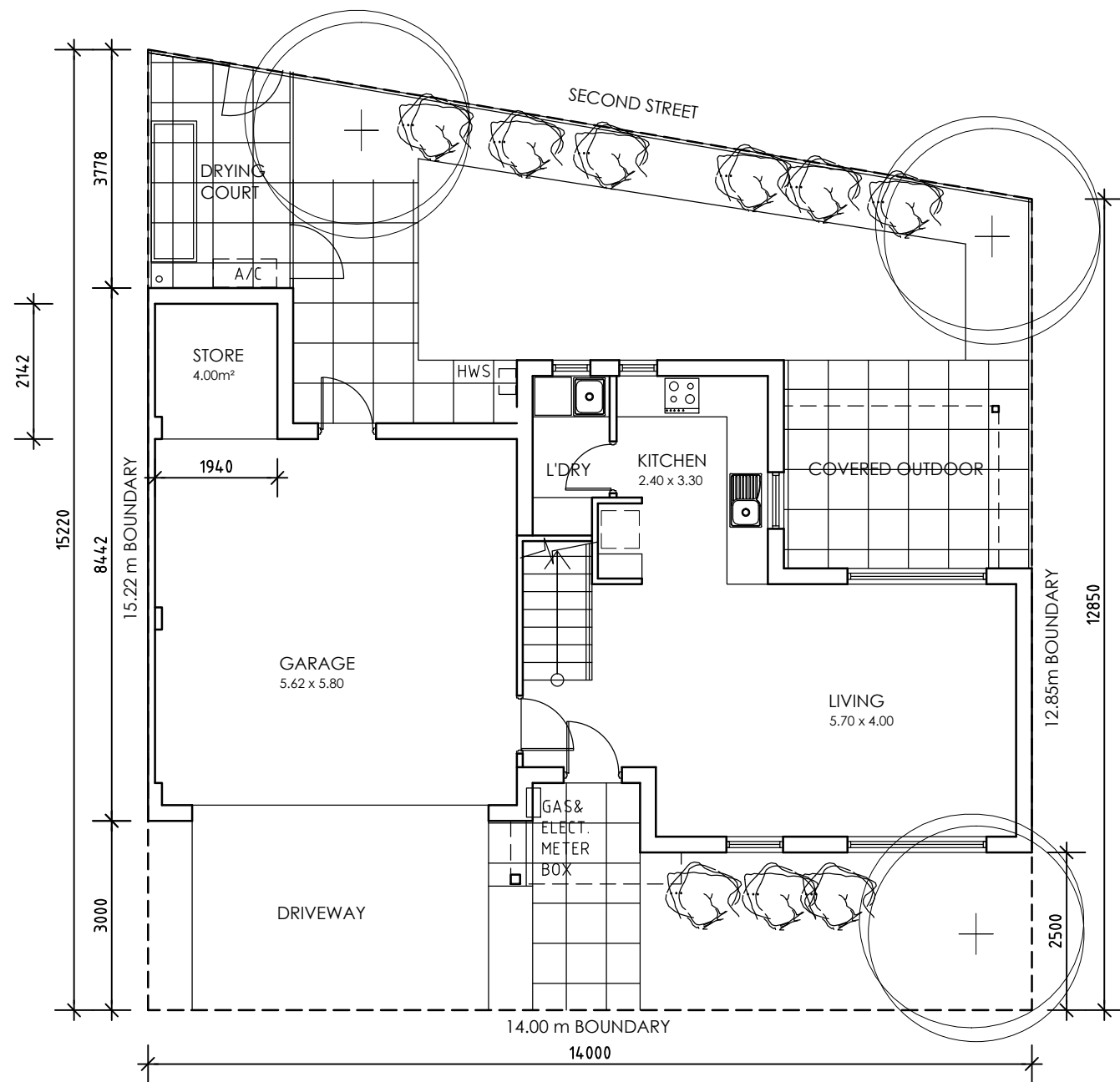
MADELEY SUBDIVISION

TYPE 'B' DWELLING - R40.
3 x 2 - DOUBLE STOREY.

DRAWN	CL	REDUCTION
CHECKED	NC	0 1 2
APPROVED	NC	
SCALE	A3 @ 1:100.	DRAWING No.
DATE	MAY 2014	A2.1 D

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DO NOT AMEND MANUALLY

TYPE B 10X18 2 STOREY.DWG
12:07:5823/09/14



GROUND FLOOR PLAN.

TYPE 'C' DWELLING

R40 - 180m² - LOT AVERAGE

3 x BED + 2 x BATH - DOUBLE STOREY

FLOOR AREA :

GROUND FLOOR 48.86m²+ GARAGE: 41.74m²(inc. STORE 4m²)

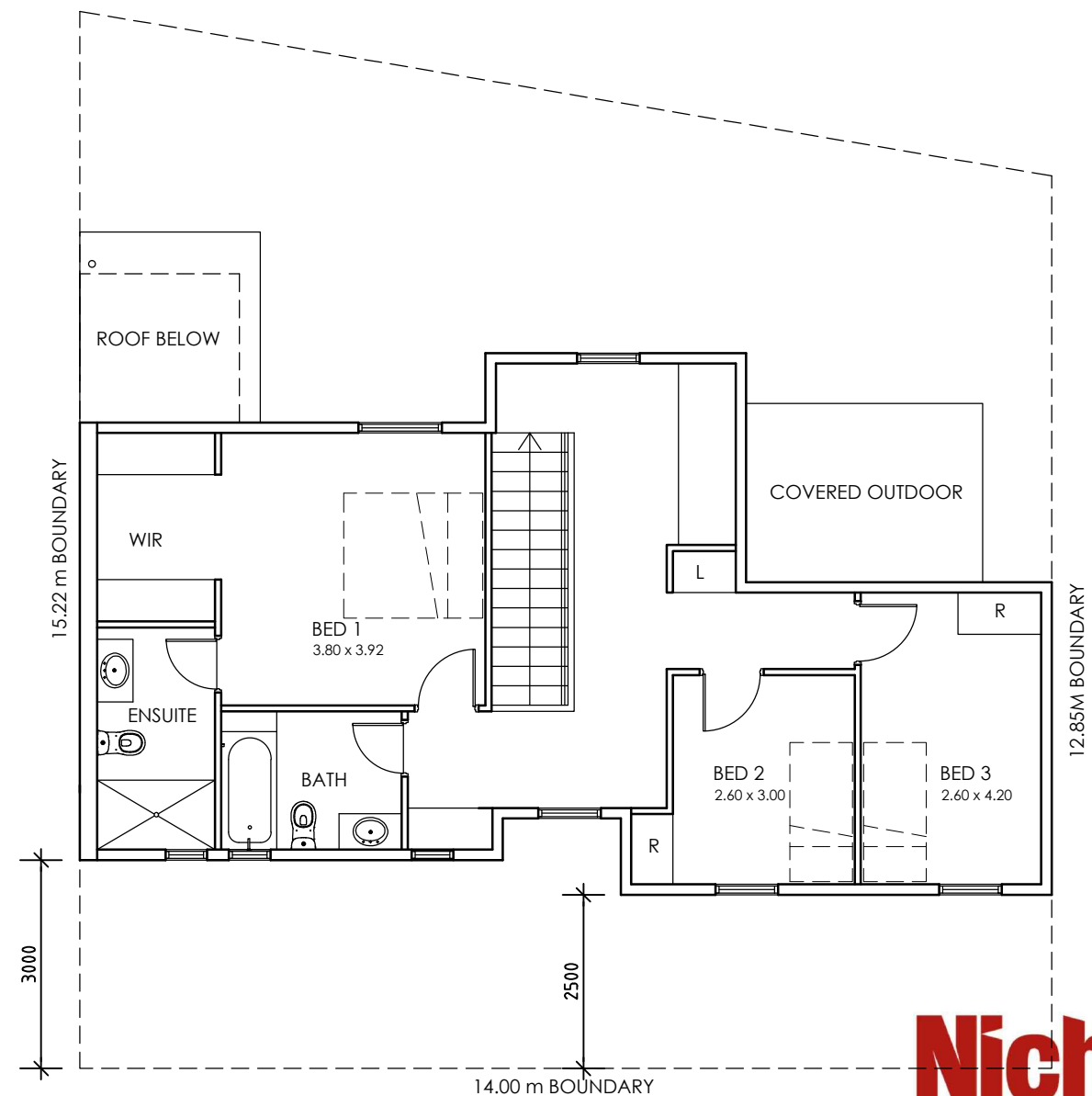
FIRST FLOOR 83.90m²

TOTAL AREA :174.43m²

OPEN SPACE :53.97%

FOOT PRINT: 90.30m²

PRIVATE OPEN SPACE : 4.40 x 6.59



UPPER FLOOR PLAN.

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MADELEY SUBDIVISION

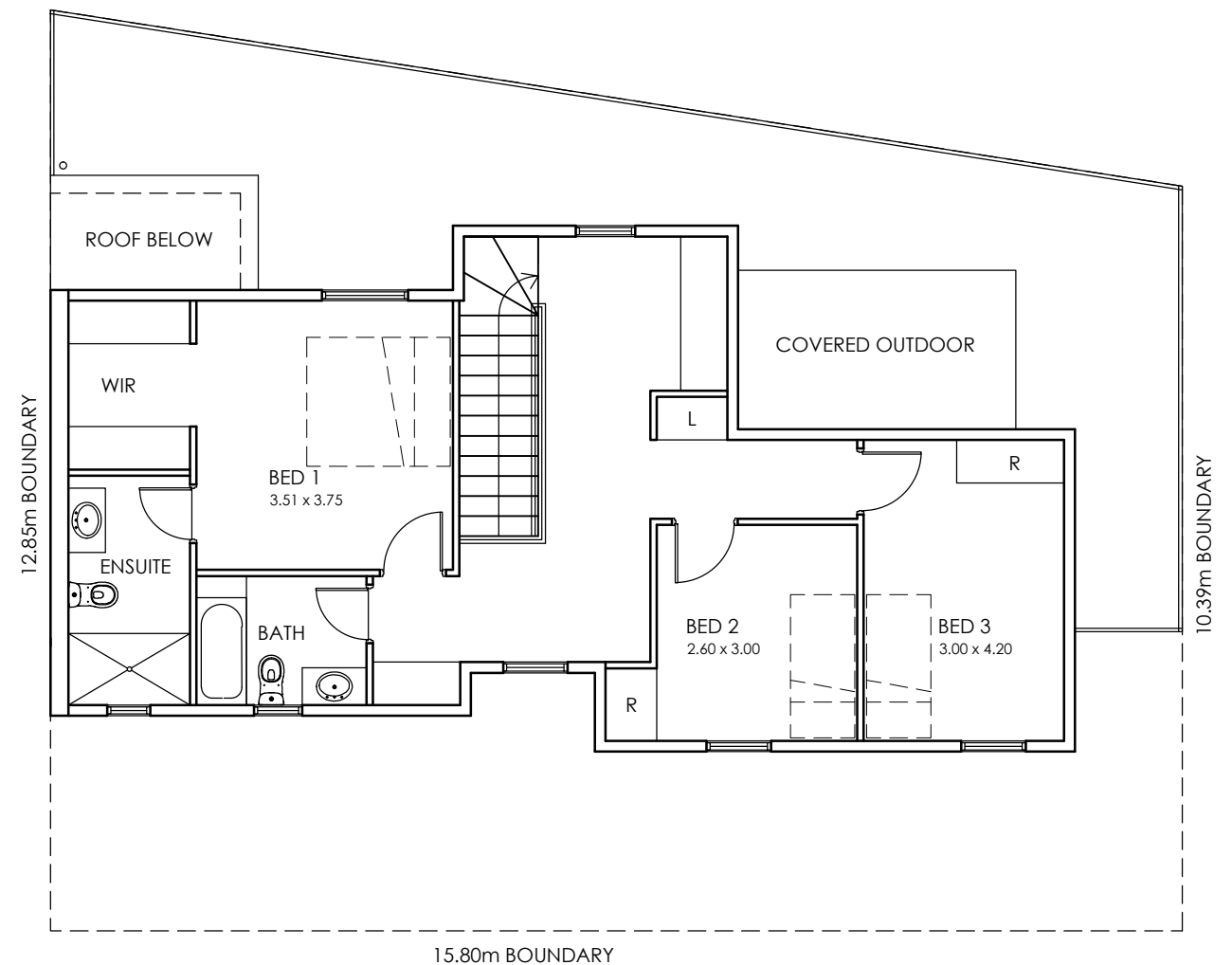
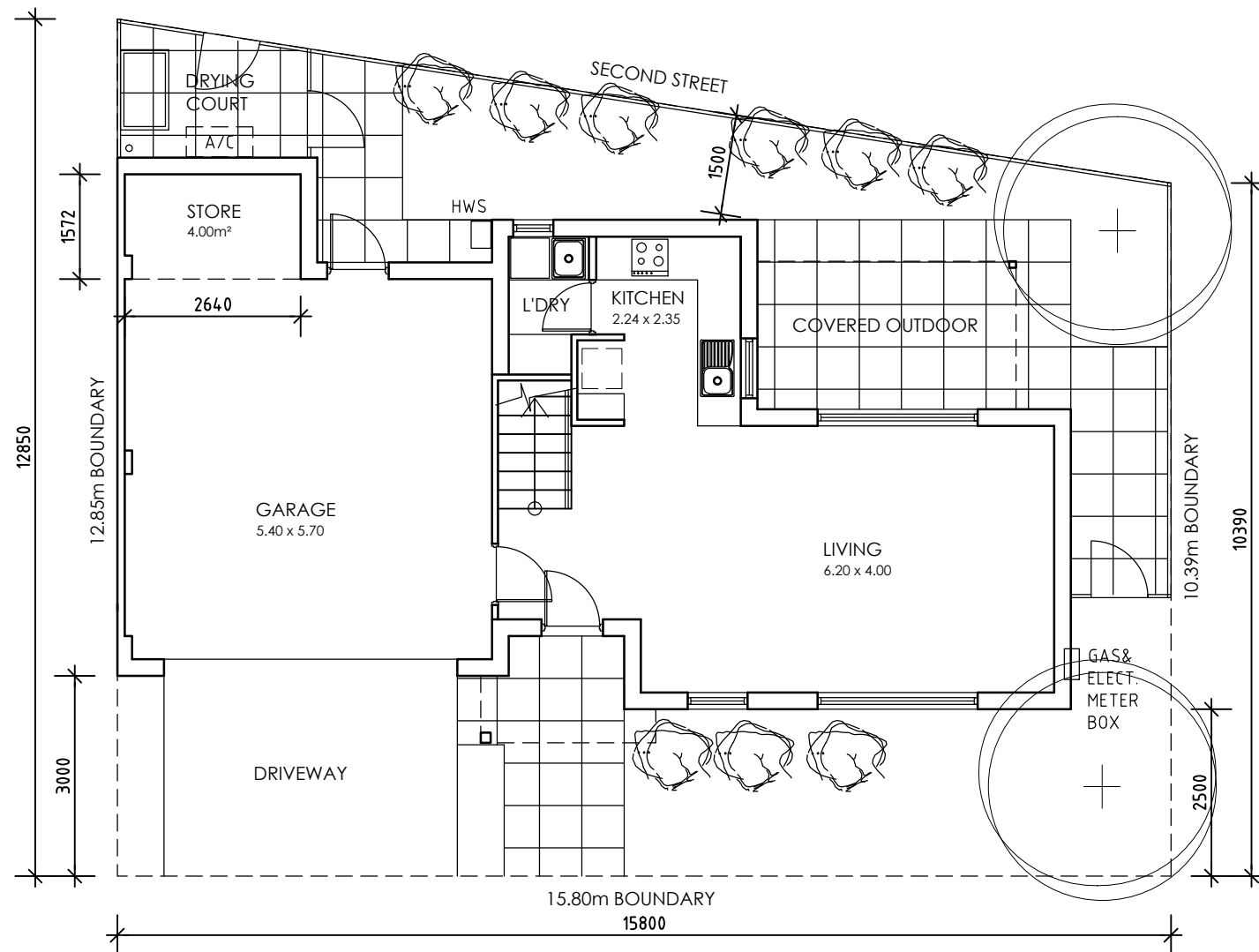
TYPE 'C' DWELLING - R40.

3 x 2 - DOUBLE STOREY.

DRAWN	CL	REDUCTION 0 1 2
CHECKED	NC	
APPROVED	NC	
SCALE	A3 @ 1:100.	DRAWING No.
DATE	MAY 2014	A2.2 D

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TYPE C 15-80X12-85 2 STOREY.DWG
12:10:5223/09/14



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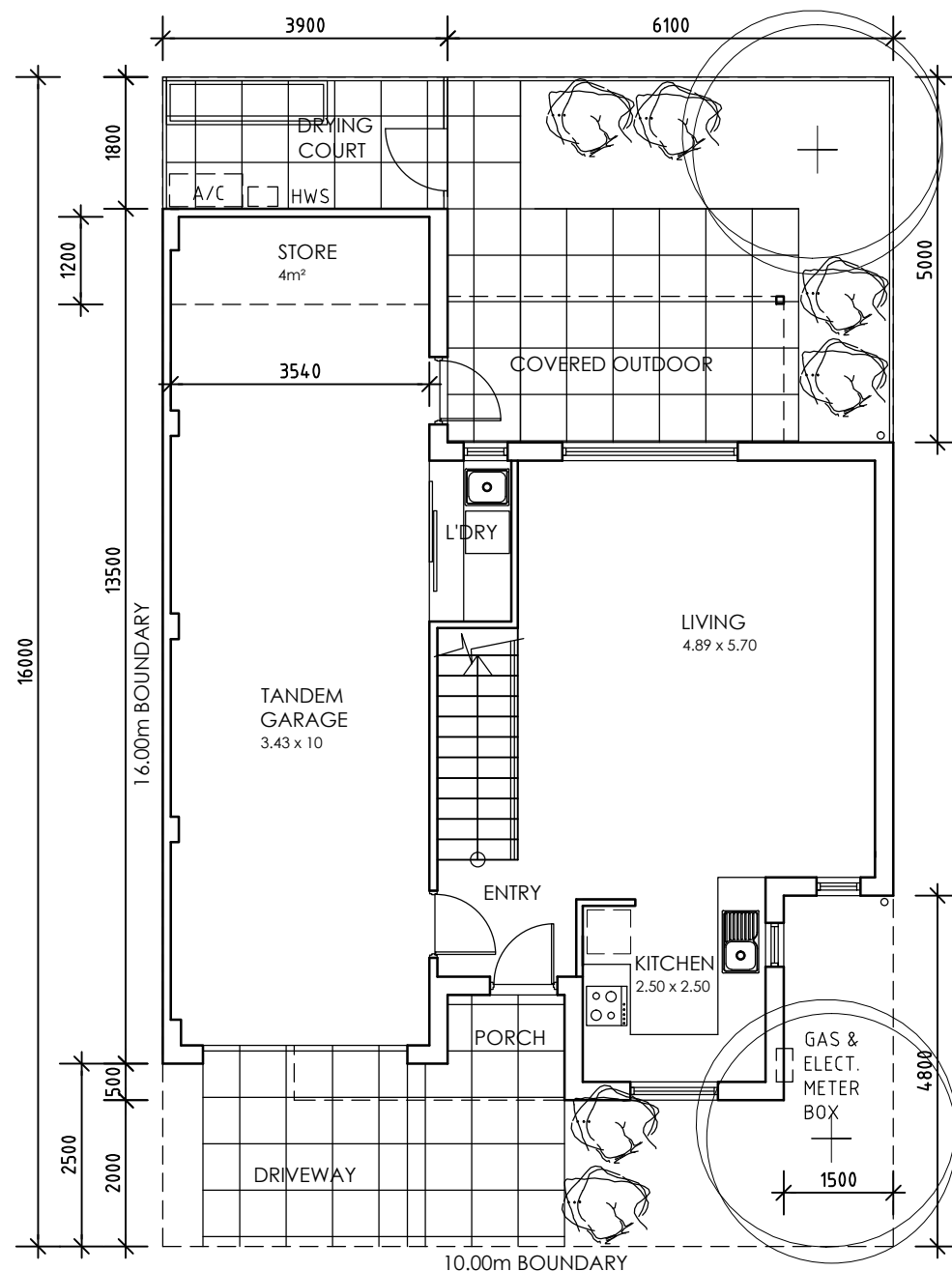
MADELEY SUBDIVISION

TYPE 'C1' DWELLING - R40.
3 x 2 - DOUBLE STOREY.

DRAWN		CL		REDUCTION 
CHECKED		NC		
APPROVED		NC		
SCALE		A3 @ 1:100.		DRAWING No. A2.3 B
DATE		MAY 2014		

THIS IS A CADD DRAWING
DO NOT AMEND MANUALLY

TYPE C1 15-80X12-85 2 STOREY.DWG
12:11:49 23/09/14



GROUND FLOOR PLAN.

TYPE 'D' DWELLING

R50 - 160m² - LOT AVERAGE (10x16 m)

3 x BED + 2 x BATH - DOUBLE STOREY

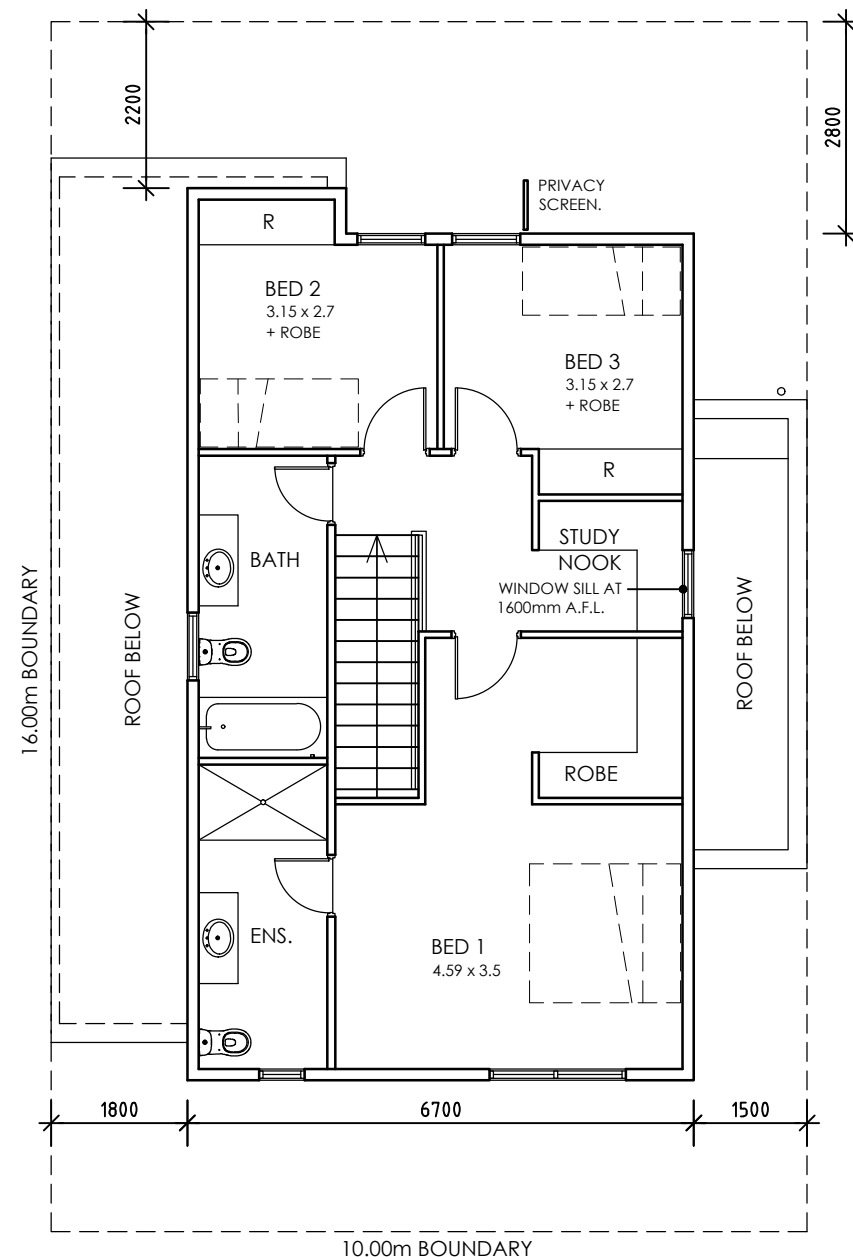
FLOOR AREA : GROUND FLOOR 50.30m²+ GARAGE: 43m² (inc. STORE 4m²)

FIRST FLOOR 76.30m²

TOTAL AREA 169.6m²

OPEN SPACE 41.23% - FOOT PRINT 94.10m²

PRIVATE OPEN SPACE 6.1 x 5.0 30.50m²



UPPER FLOOR PLAN.

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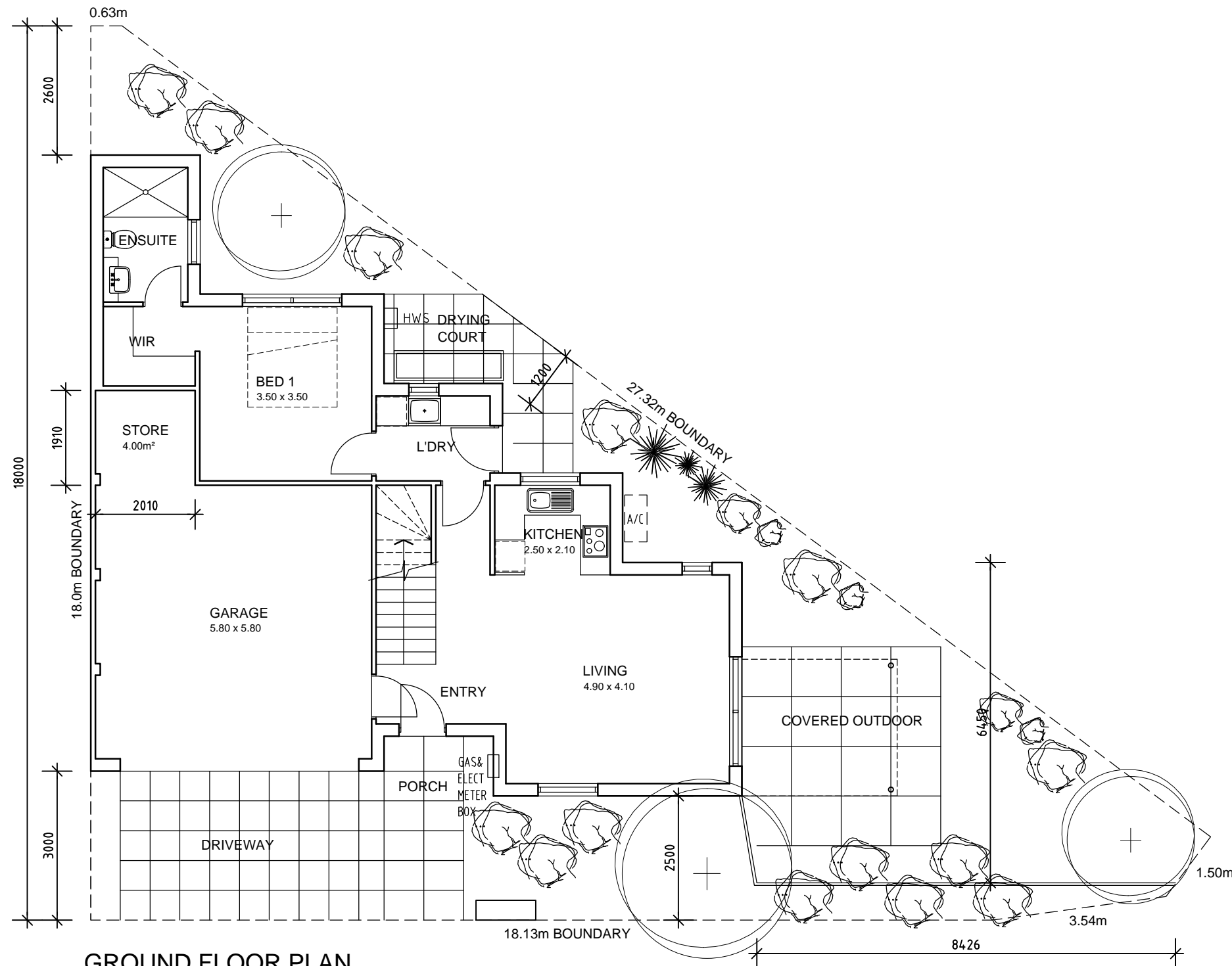
TYPE 'D' DWELLING - R50.

3 x 2 - DOUBLE STOREY.

DRAWN		CL		<div>REDUCTION</div> <div><div></div><div></div><div></div></div> <div>012</div>
CHECKED		NC		
APPROVED		NC		
SCALE			A3 @ 1:100.	<div>DRAWING No.</div> <div>A2.4</div> <div>D</div>
DATE			MAY 2014	

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TYPE D 10X16-2 STOREY.DWG
12:12:323/09/14



GROUND FLOOR PLAN.

TYPE 'E1' DWELLING

R40 - 225m² - LOT (12m x 18 m)

3 x BED + 2 x BATH - DOUBLE STOREY

FLOOR AREA : GROUND FLOOR 70.45m²+ GARAGE: 36.5m² (inc. STORE:4m²)

FIRST FLOOR 44.1m²

TOTAL AREA: 151.0m²

OPEN SPACE : 52% - FOOT PRINT: 106.9m²

PRIVATE OPEN SPACE: 6.00 x 5.50: 33m²

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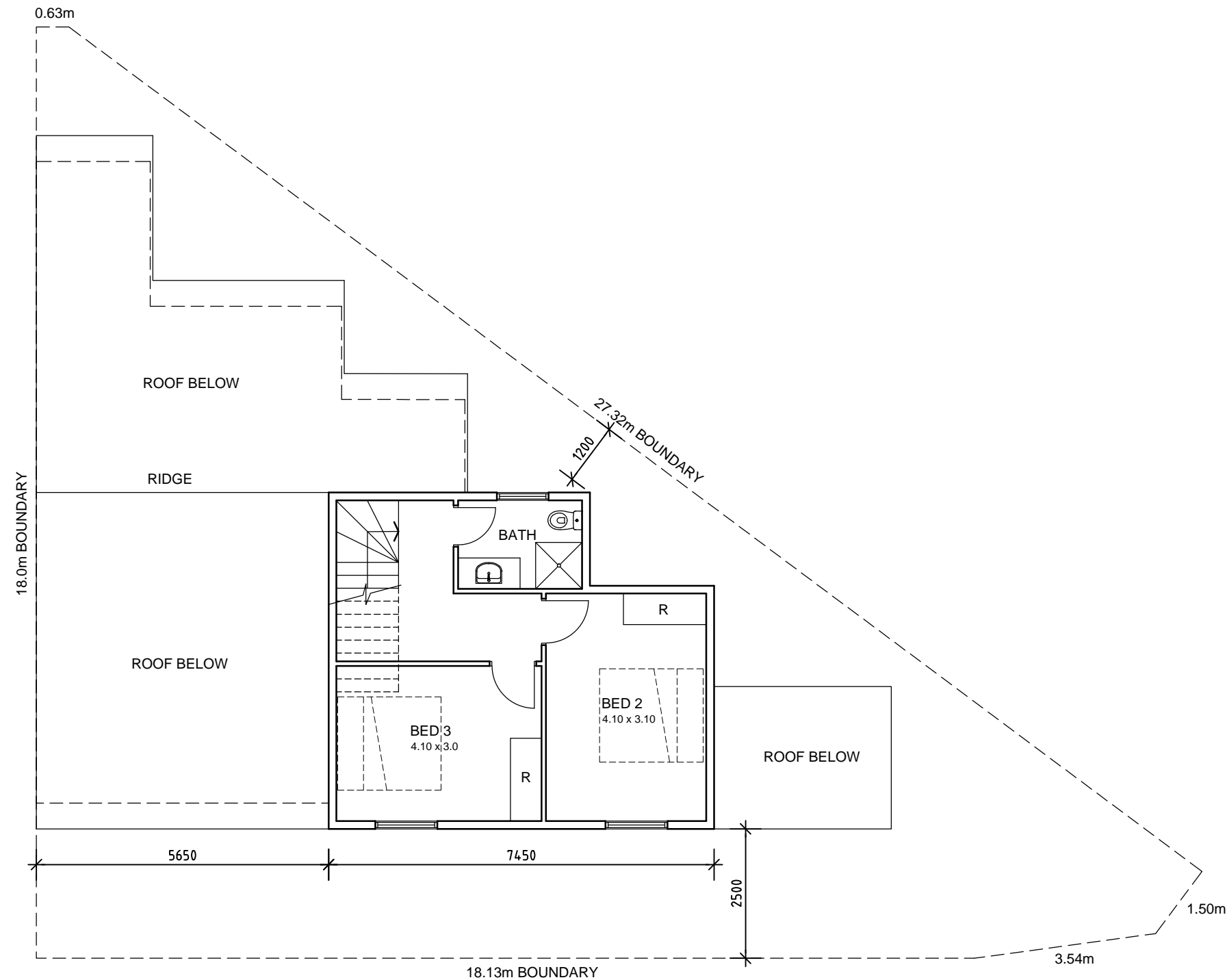
TYPE 'E1' DWELLING - R40.

3 x 2 - DOUBLE STOREY.

DRAWN	CL	REDUCTION
CHECKED	NC	
APPROVED	NC	
SCALE	A3 @ 1:100.	DRAWING No.
DATE	MAY 2014	A2.50 D

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TYPE E1.DWG 12:13:4423/09/14



UPPER FLOOR PLAN.




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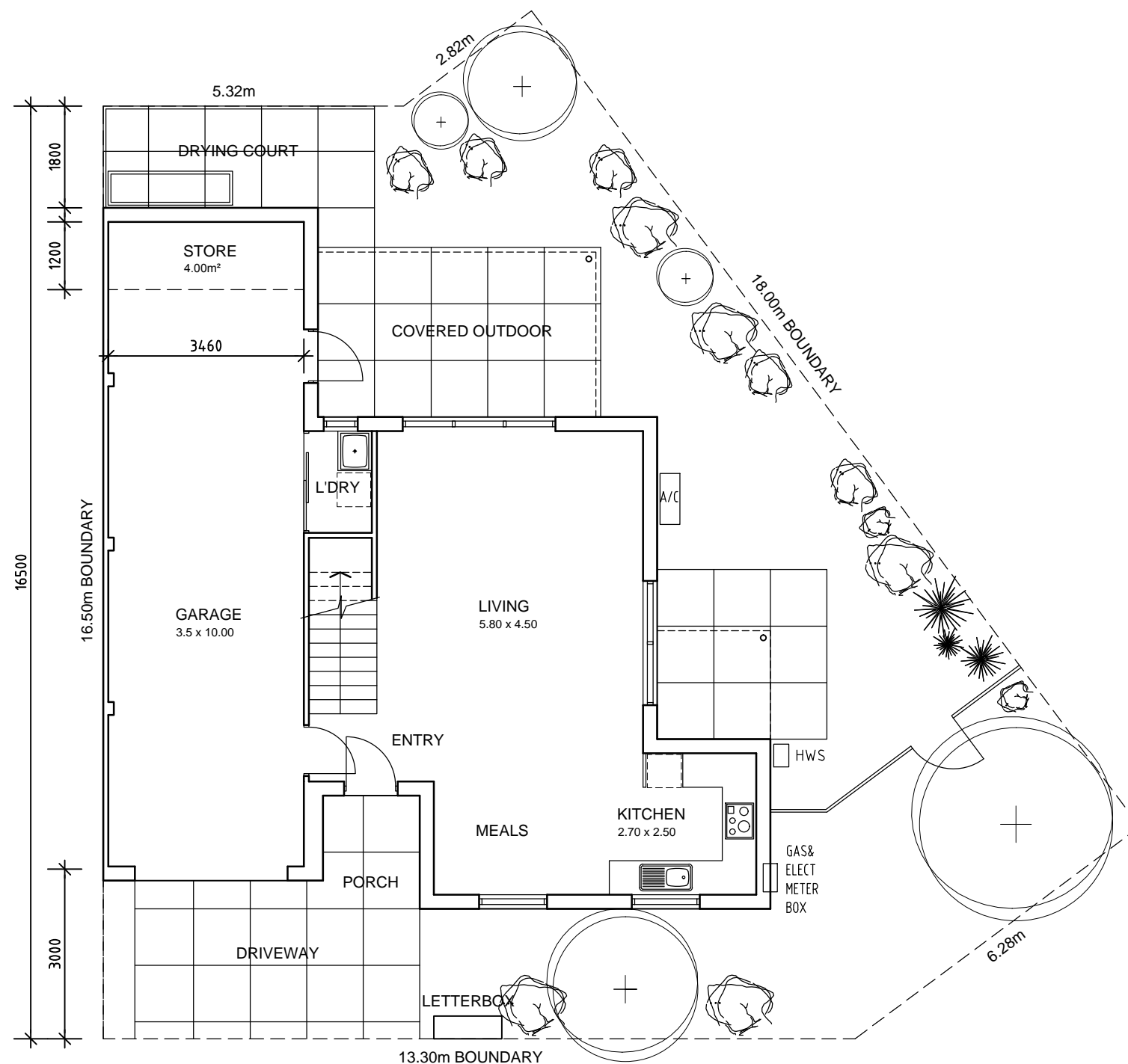
MADELEY SUBDIVISION

TYPE 'E1' DWELLING - R40.
3 x 2 - DOUBLE STOREY.

DRAWN		CL		<div>REDUCTION</div> <div></div>
CHECKED		NC		
APPROVED		NC		
SCALE				<div>DRAWING No.</div> <div>A2.51</div> <div>D</div>
A3 @ 1:100.				
DATE				
MAY 2014				

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TYPE E1.DWG 12:13:4423/09/14



GROUND FLOOR PLAN.

TYPE 'E2' DWELLING

R40 - 235m² - LOT (12m x 18 m)

3 x BED + 2 x BATH - DOUBLE STOREY

FLOOR AREA : GROUND FLOOR 56.7m²+ GARAGE: 43.3m² (inc. STORE:4m²)
 FIRST FLOOR 79.9m²
 TOTAL AREA: 179.9m²
 FOOT PRINT: 99.9m²

OPEN SPACE : 57% -

PRIVATE OPEN SPACE: 6.00 x 5.50: 33m²

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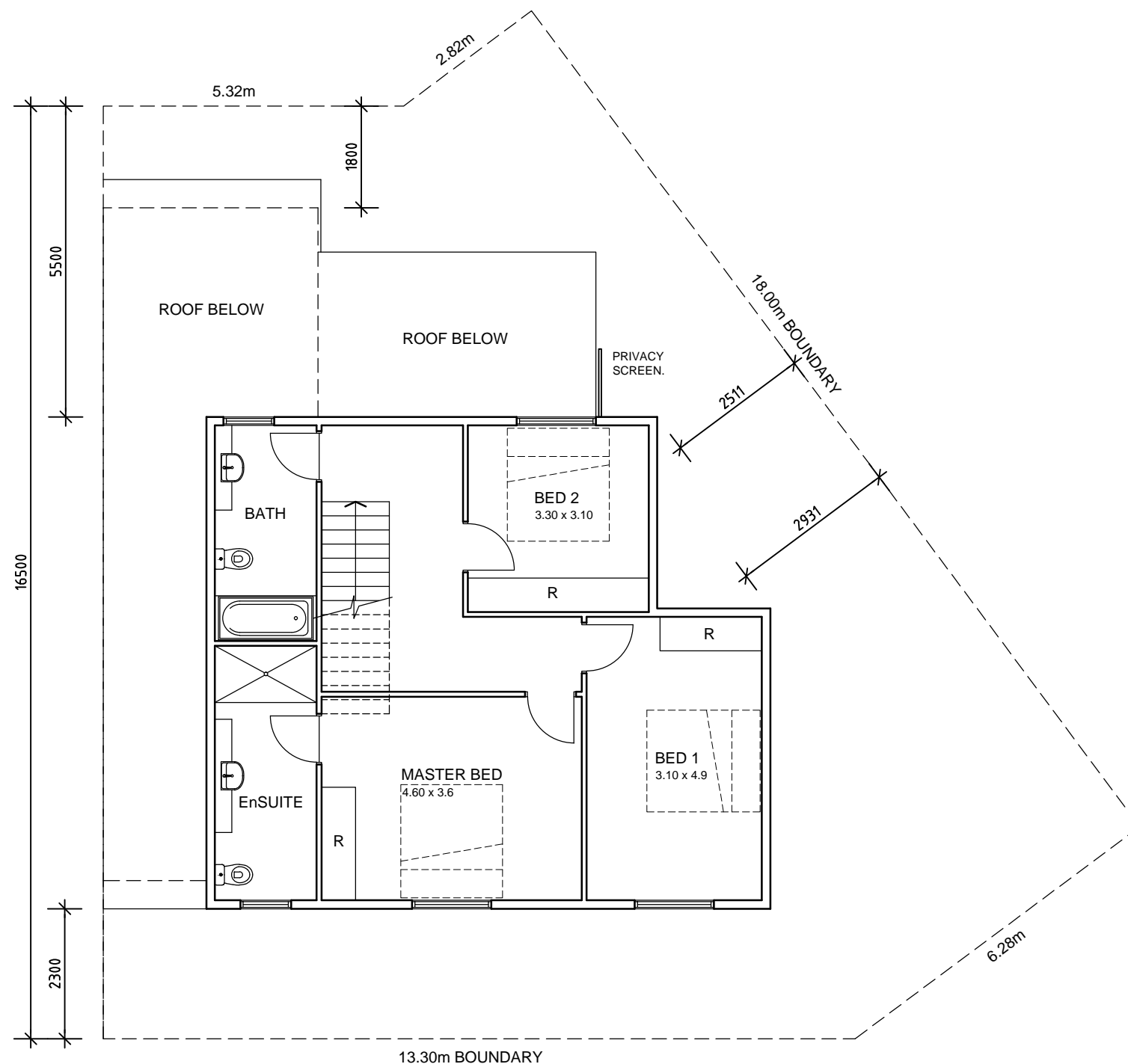
TYPE 'E2' DWELLING - R40.

3 x 2 - DOUBLE STOREY.

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CHECKED		NC		
APPROVED		NC		
SCALE		A3 @ 1:100.		<div>DRAWING No.</div> <div>A2.60</div> <div>D</div>
DATE		MAY 2014		

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TYPE E2.DWG 12:14:4823/09/14



UPPER FLOOR PLAN.



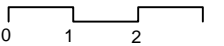
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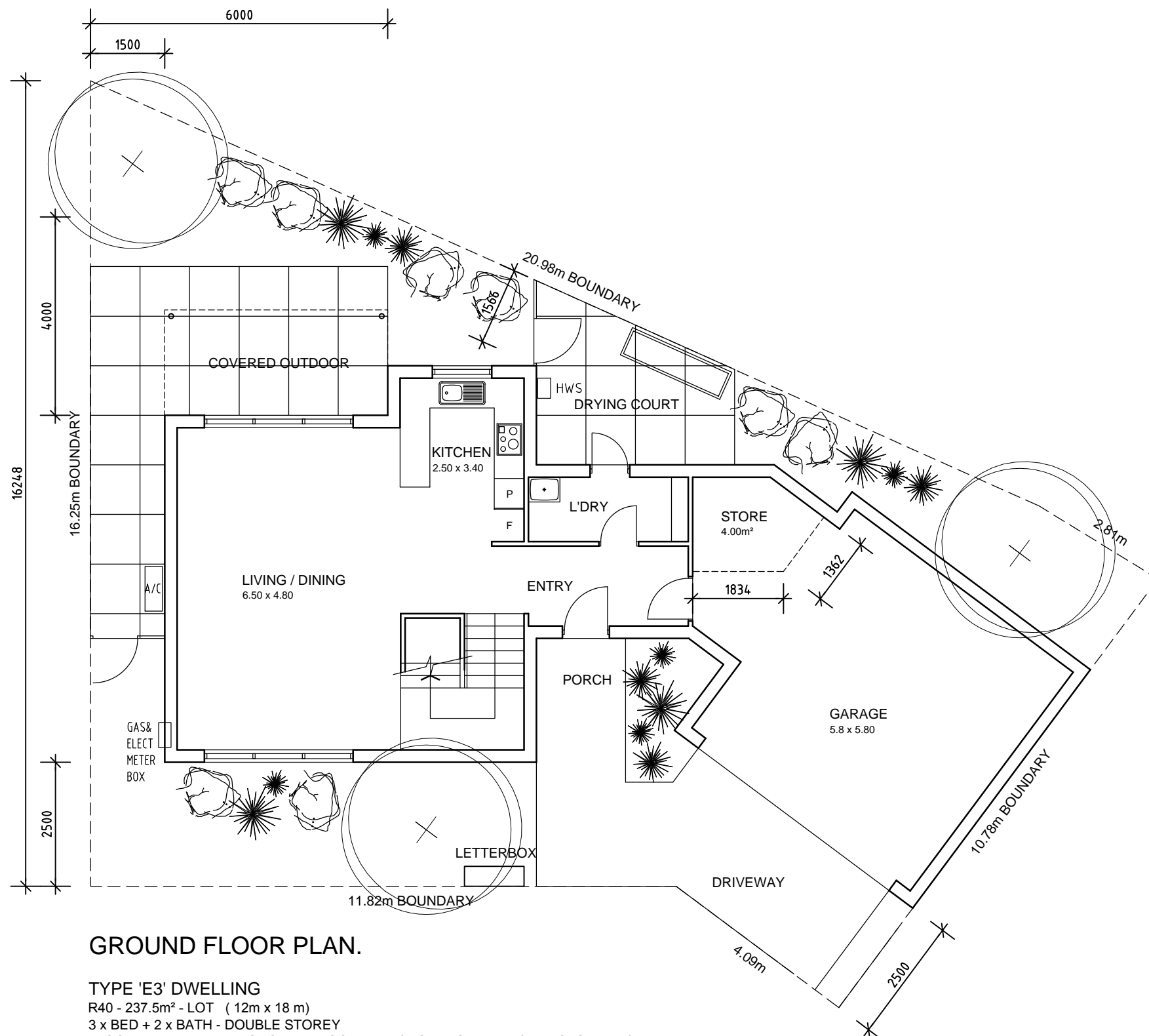
MADELEY SUBDIVISION

TYPE 'E2' DWELLING - R40.
3 x 2 - DOUBLE STOREY.

DRAWN	CL		REDUCTION 
CHECKED	NC		
APPROVED	NC		
SCALE	A3 @ 1:100.	DRAWING No.	A2.61 C
DATE	MAY 2014		

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TYPE E2.DWG 12:14:4823/09/14



GROUND FLOOR PLAN.

TYPE 'E3' DWELLING

R40 - 237.5m² - LOT (12m x 18 m)
3 x BED + 2 x BATH - DOUBLE STOREY
FLOOR AREA : GROUND FLOOR 66.5m²+ GARAGE: 43.5m² (inc. STORE:4m²)
FIRST FLOOR 65m²
TOTAL AREA: 175.0m²
OPEN SPACE : 53% - FOOT PRINT: 110.0m²
PRIVATE OPEN SPACE: 6.00 x 5.50: 33m²

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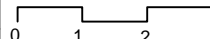
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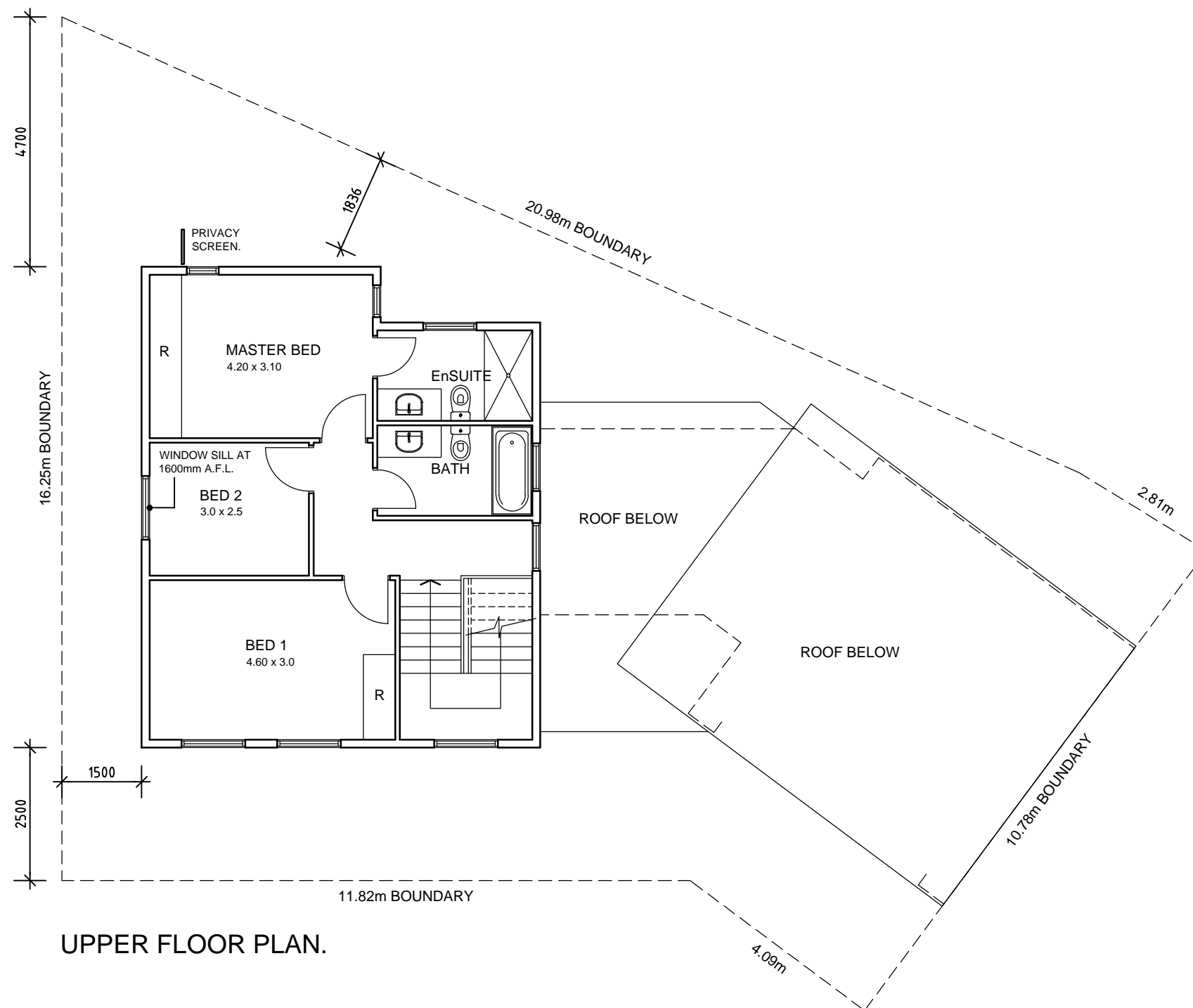
MADELEY SUBDIVISION

TYPE 'E3' DWELLING - R40.
3 x 2 - DOUBLE STOREY.

DRAWN	CL		REDUCTION	
CHECKED	NC			
APPROVED	NC			
SCALE	A3 @ 1:100.	DRAWING No.		
DATE	MAY 2014	A2.70 D		

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TYPE E3.DWG 12:20:2423/09/14



UPPER FLOOR PLAN.

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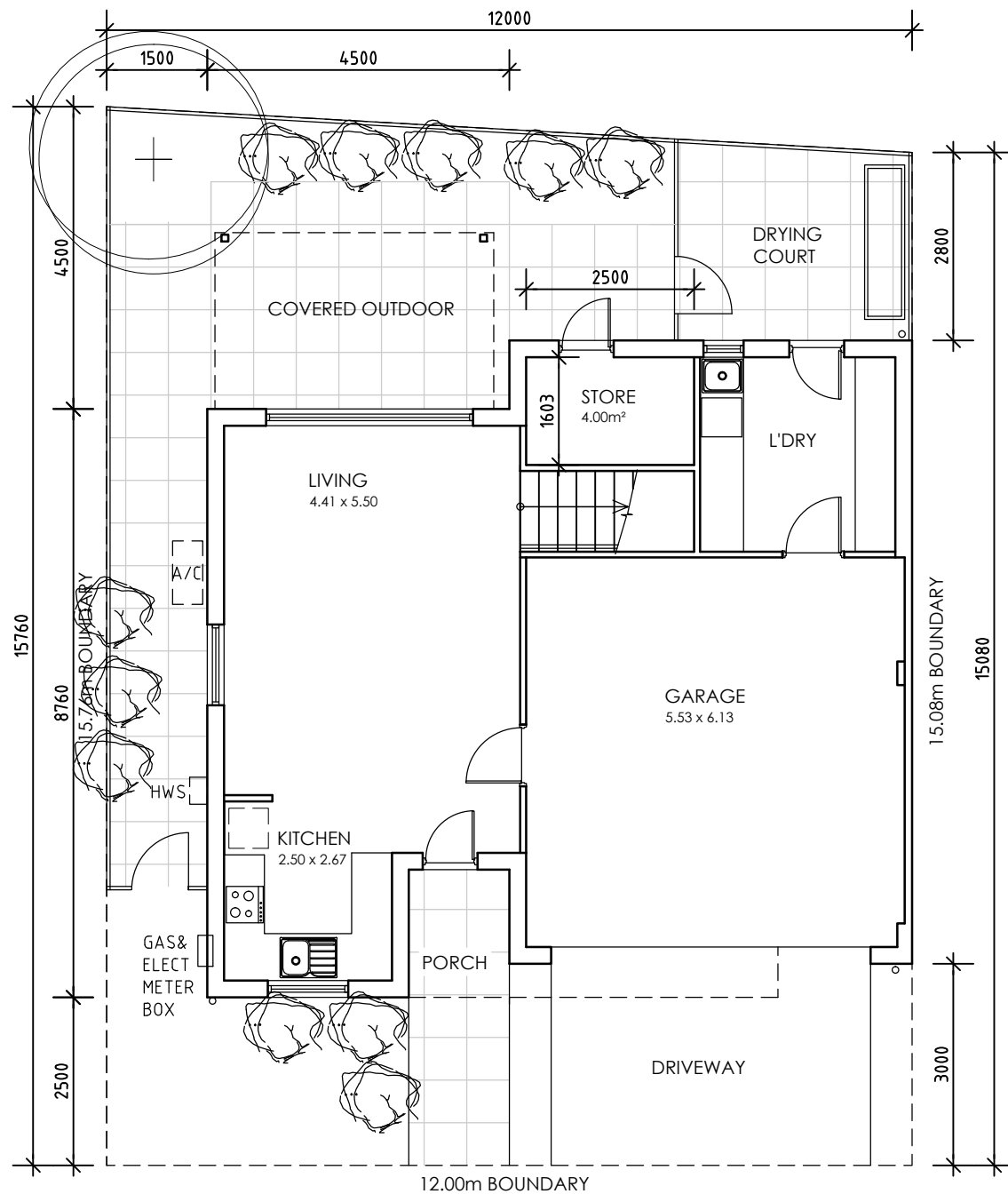
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MADELEY SUBDIVISION

TYPE 'E3' DWELLING - R40.
 3 x 2 - DOUBLE STOREY.

DRAWN		CL		REDUCTION
CHECKED		NC		
APPROVED		NC		
SCALE			DRAWING No.	
A3 @ 1:100.			A2.71 D	
DATE				
MAY 2014				



GROUND FLOOR PLAN.

TYPE 'F' DWELLING

R40 - 185m² - LOT (12m WIDE)

3 x BED + 2 x BATH - DOUBLE STOREY

FLOOR AREA : GROUND FLOOR 52.5m²+ GARAGE: 39.7m² (inc. STORE:4m²)

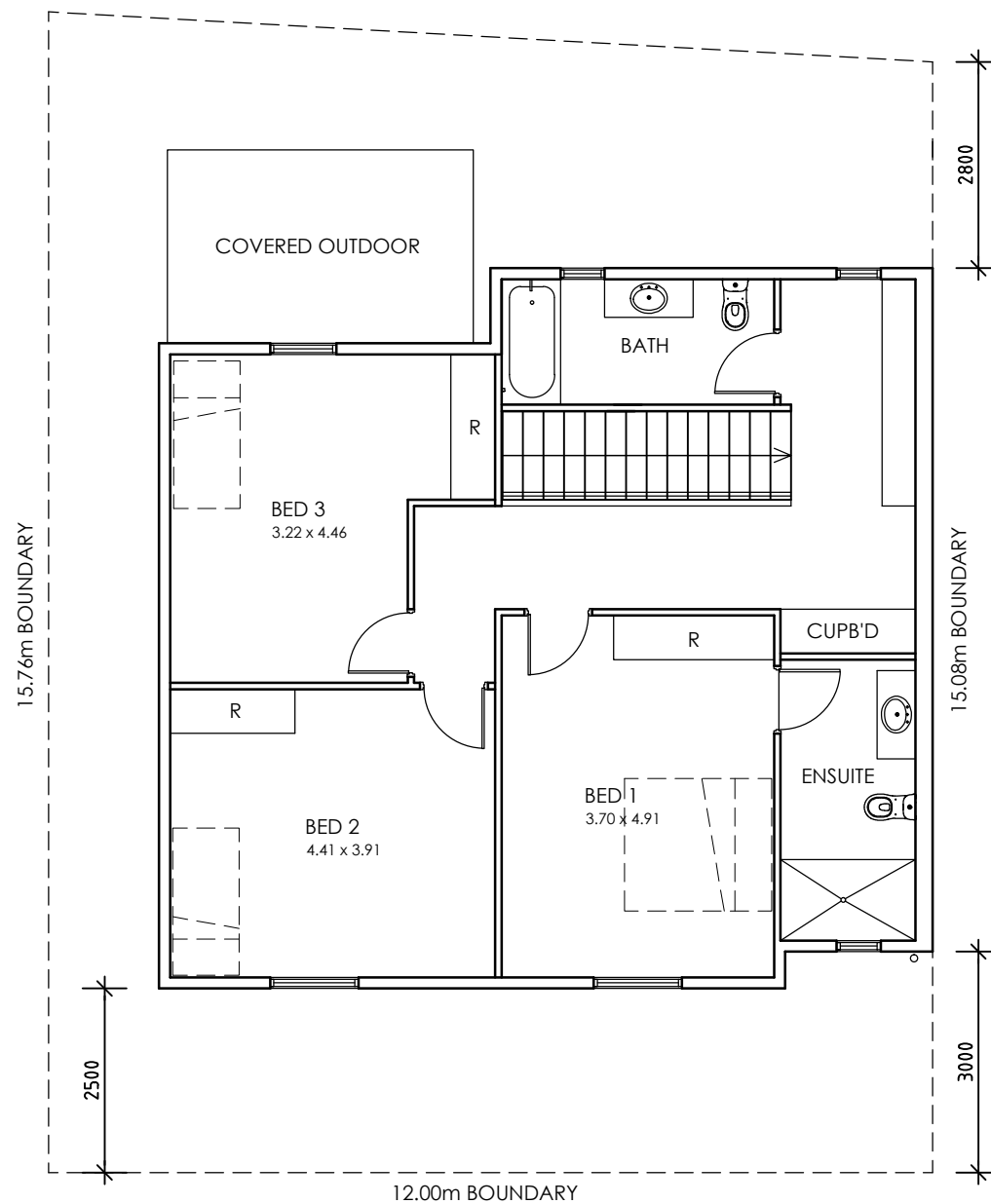
FIRST FLOOR 97.10m²

TOTAL AREA: 189.3m²

FOOT PRINT: 92.25m²

OPEN SPACE : 50% -

PRIVATE OPEN SPACE: 6.00 x 4.50: 27m²



UPPER FLOOR PLAN.

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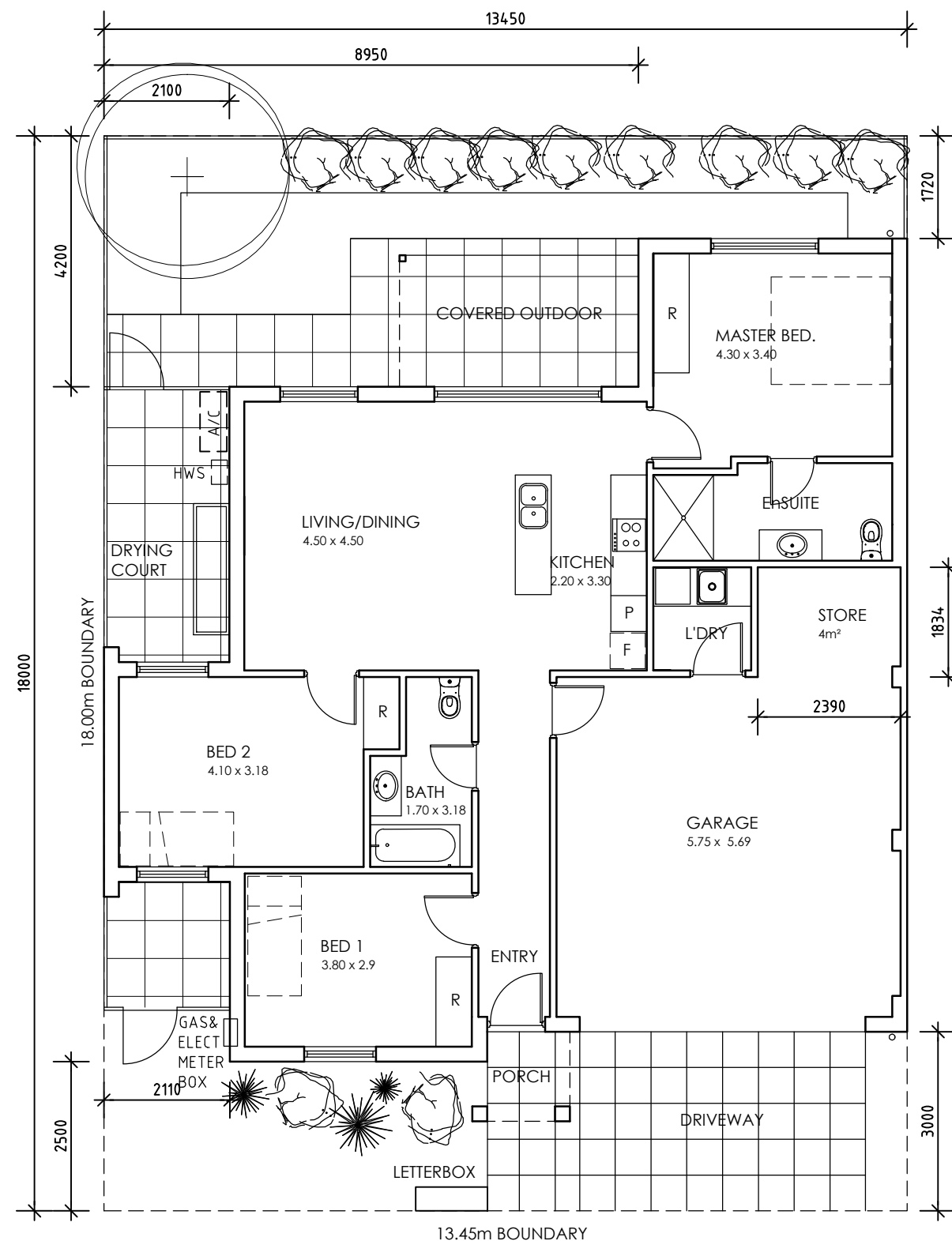
TYPE 'F' DWELLING - R40.

3 x 2 - DOUBLE STOREY.

DRAWN	CL	REDUCTION
CHECKED	NC	
APPROVED	NC	
SCALE	A3 @ 1:100.	DRAWING No.
DATE	MAY 2014	A2.8 D

THIS IS A CADD DRAWING
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TYPE F 12X15-08 2 STOREY.DWG
12:21:17 23/09/14



GROUND FLOOR PLAN.

TYPE 'H' DWELLING

R40 - 242.10m² - LOT AVERAGE

3 x BED + 2 x BATH - SINGLE STOREY

FLOOR AREA : GROUND FLOOR 104m² INC. GARAGE & STORE :39.5m²

TOTAL AREA :143.5m²

FOOT PRINT: 143.5m²

OPEN SPACE :41%

PRIVATE OPEN SPACE : 8.95 x 4.20

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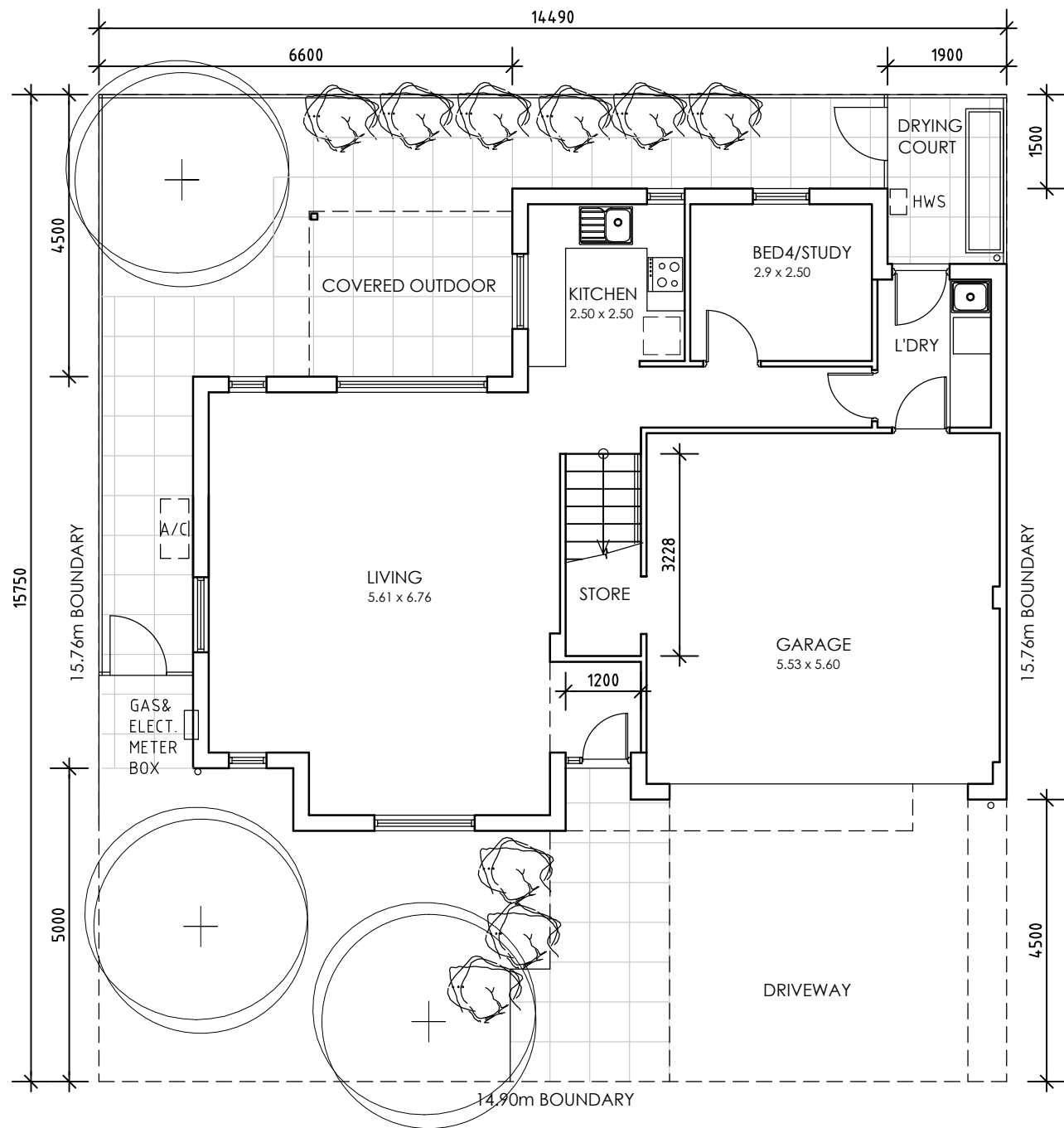
MADELEY SUBDIVISION

TYPE 'H' DWELLING - R40.

3 x 2 - SINGLE STOREY.

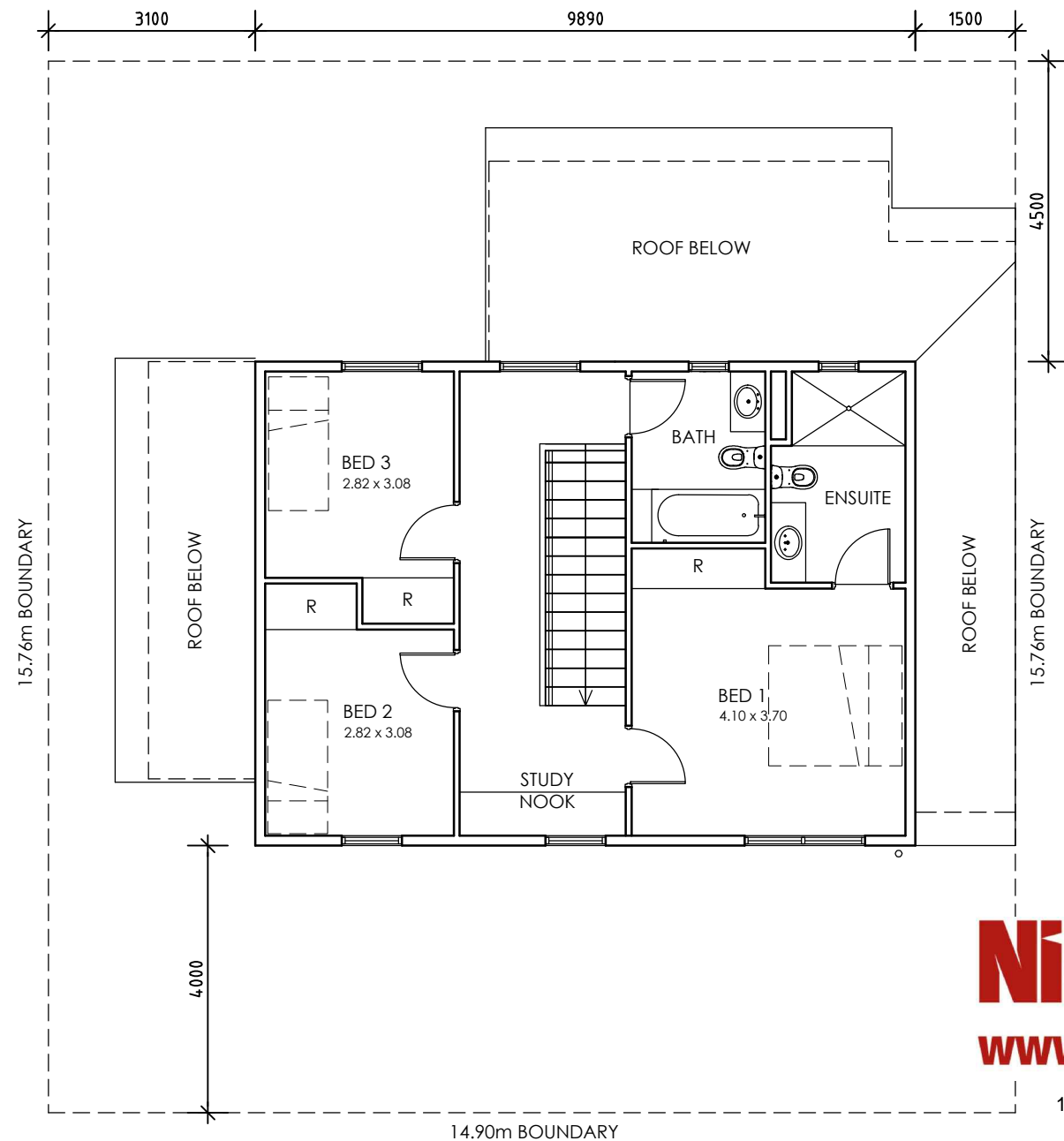
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APPROVED	NC	
SCALE	A3 @ 1:100.	DRAWING No.
DATE	MAY 2014	A2.9 D

THIS IS A CADD DRAWING TYPE H 13-45X18 1 STOREY DBLGAR.DWG
DO NOT AMEND MANUALLY 12:01:38 23/09/14



GROUND FLOOR PLAN.

TYPE 'J' DWELLING
 R40 - GREEN TITLED SITE - FRONTING PUBLIC ROAD 228m² - LOT (14.49mx 15.75m)
 4 x BED + 2 x BATH - DOUBLE STOREY
 FLOOR AREA : GROUND FLOOR 72.0m² + GARAGE: 37.8m² (inc. STORE:4m²)
 FIRST FLOOR 71.70m²
 TOTAL AREA: 181.60m²
 OPEN SPACE : 51% - FOOT PRINT: 110.0m²
 PRIVATE OPEN SPACE: 6.60 x 4.50: 29.7m²



UPPER FLOOR PLAN.

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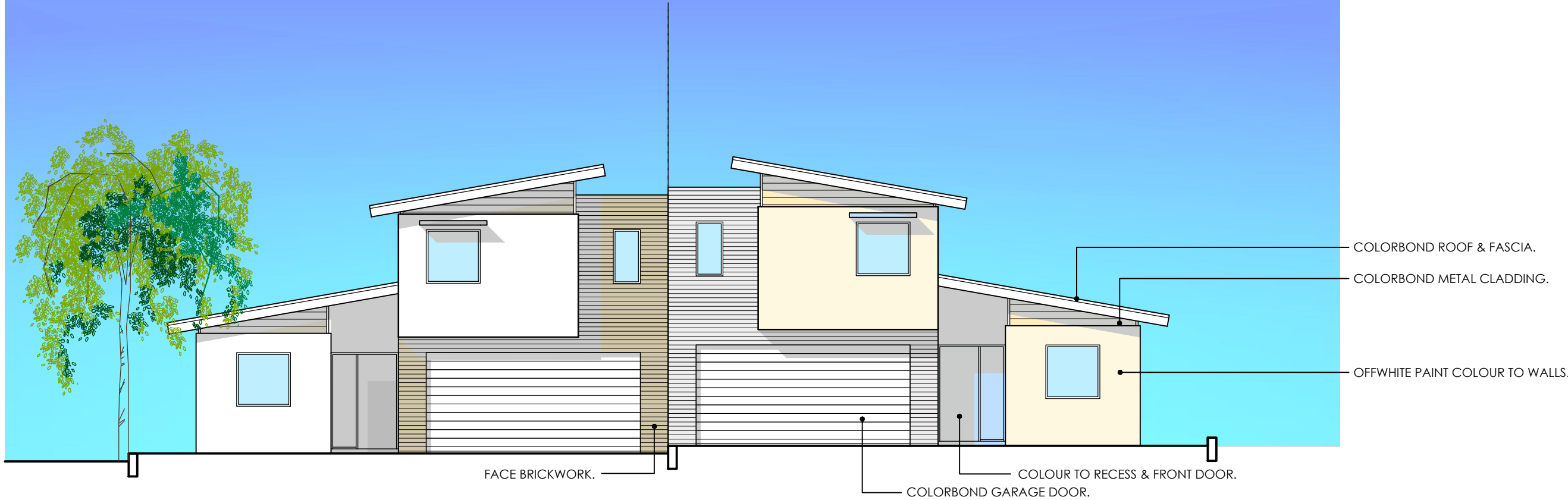
MADELEY SUBDIVISION

TYPE 'J' DWELLING - R40.
 3 x 2 - DOUBLE STOREY.

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APPROVED	NC	
SCALE	A3 @ 1:100.	DRAWING No.
DATE	MAY 2014	A2.10 D

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TYPE J 14-49X15-75 2 STOREY.DWG
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FRONT ELEVATION.

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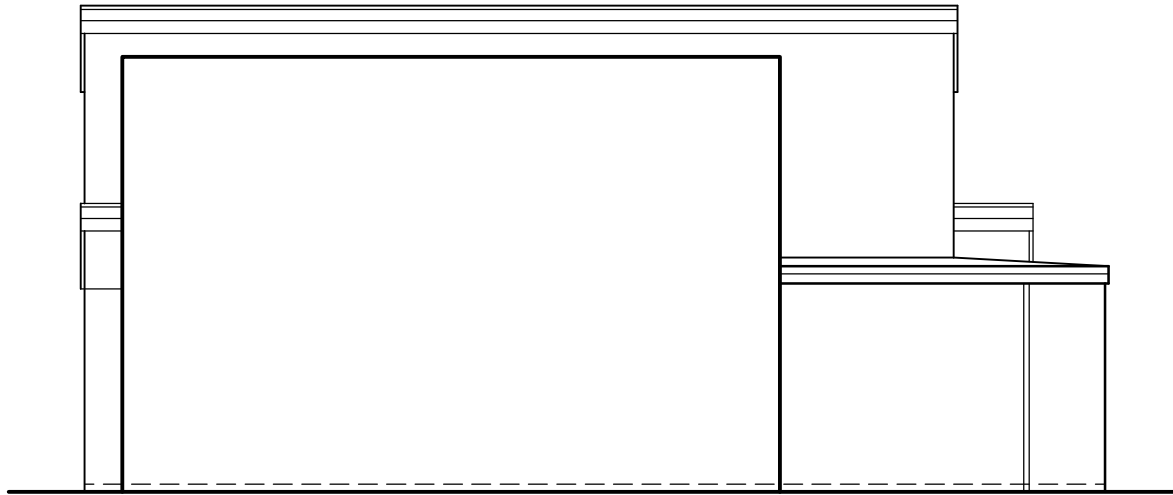
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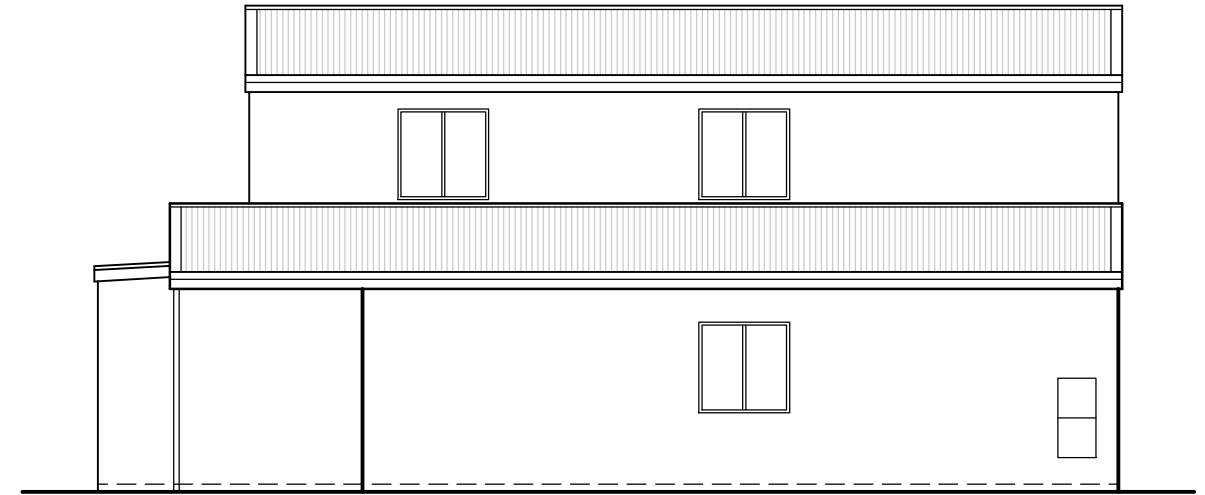
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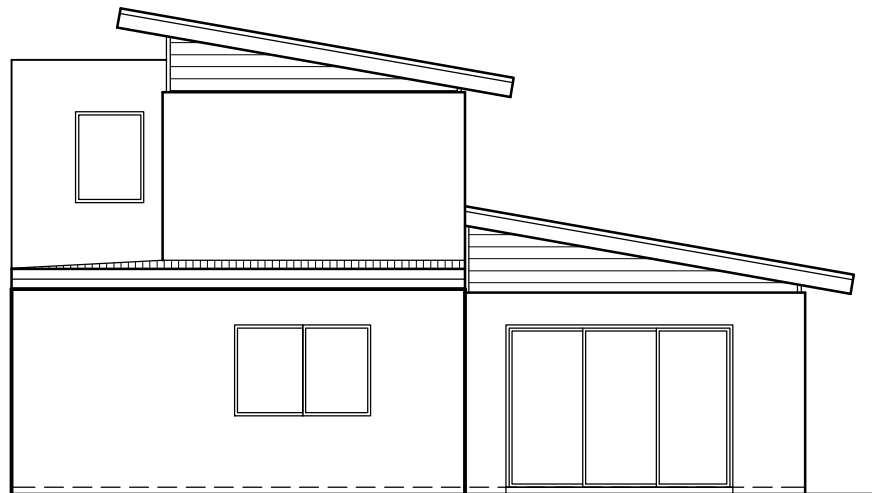
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DATE	MAY 2014	A2.0-1 C	



SIDE ELEVATION.



SIDE ELEVATION.



REAR ELEVATION.

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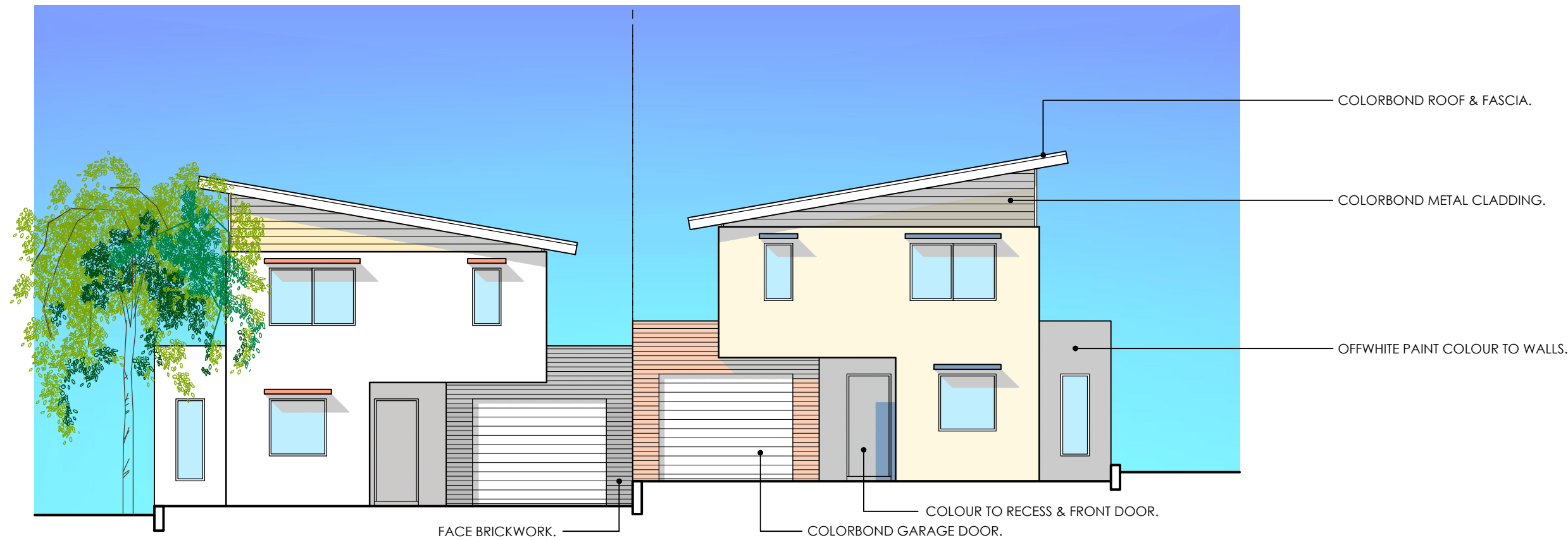
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 EXTERNAL ELEVATION.

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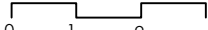
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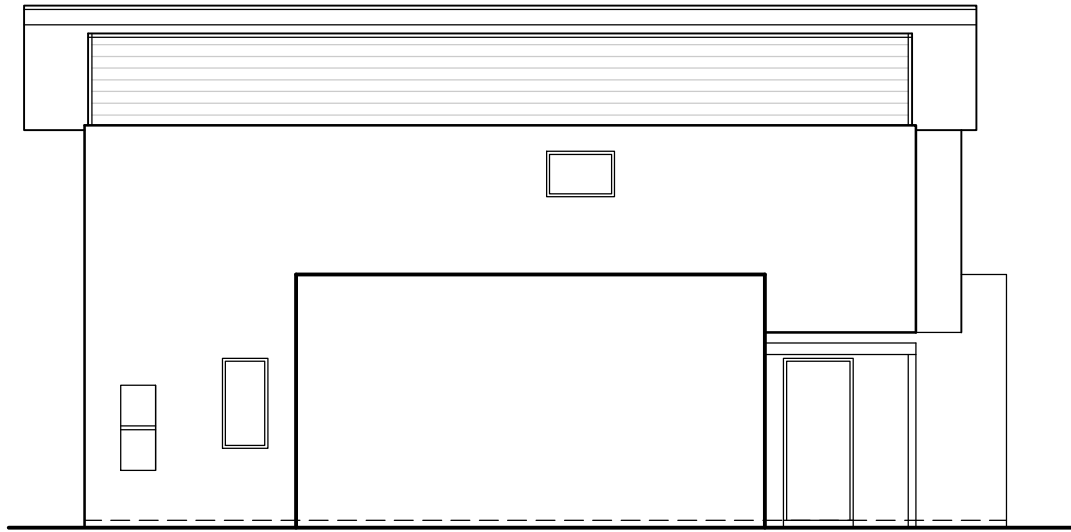
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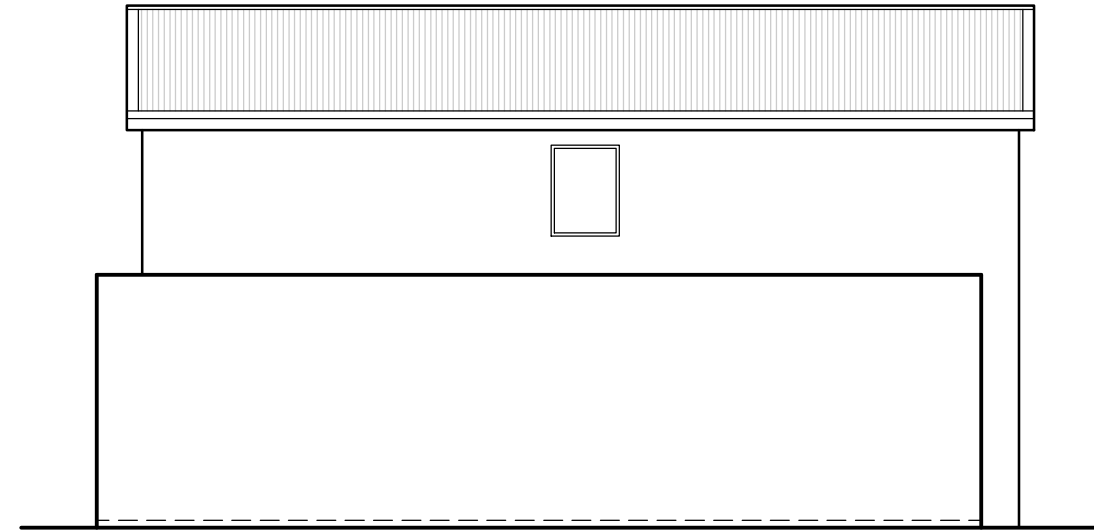
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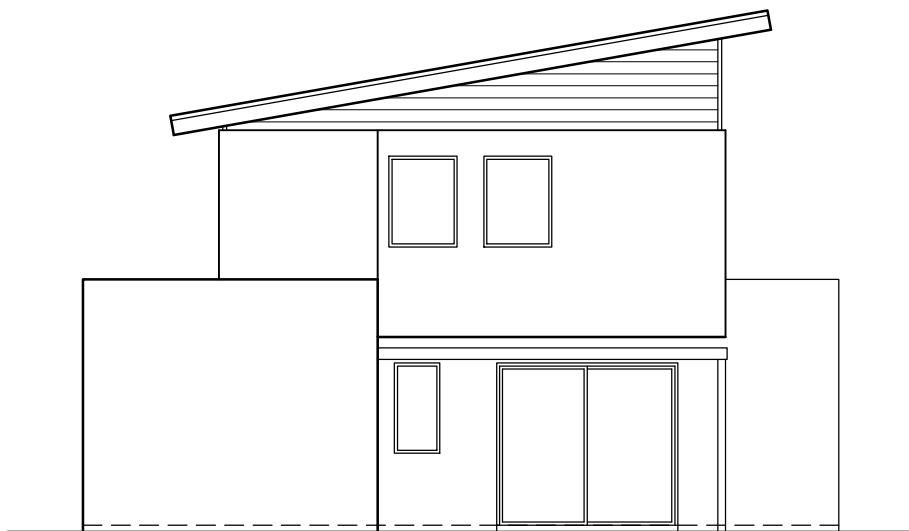
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DATE		MAY 2014	



SIDE ELEVATION.



SIDE ELEVATION.



REAR ELEVATION.

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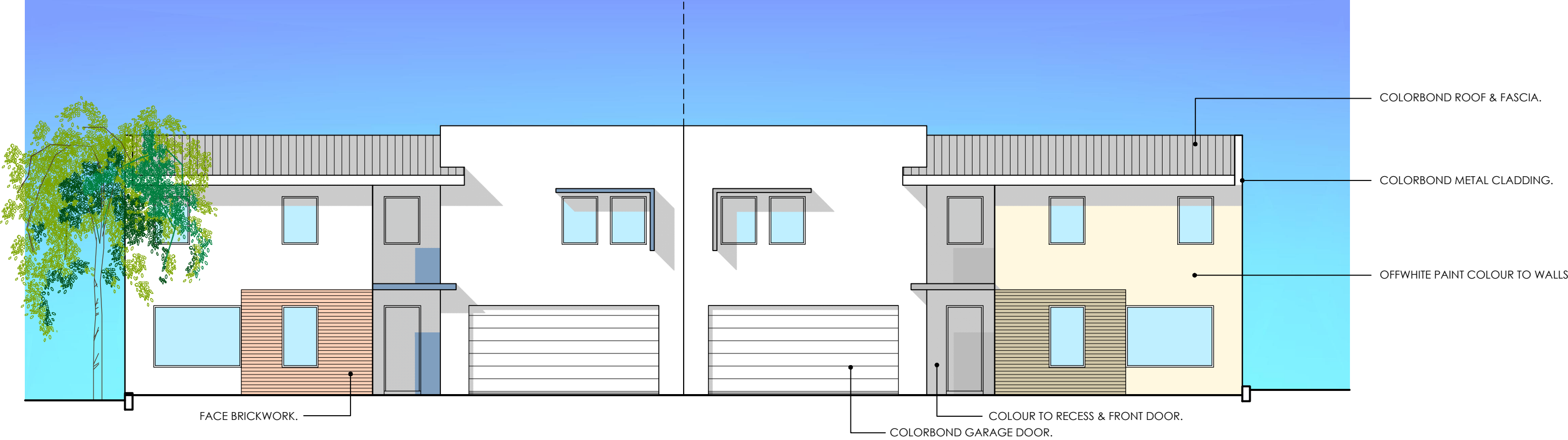
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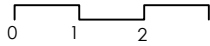
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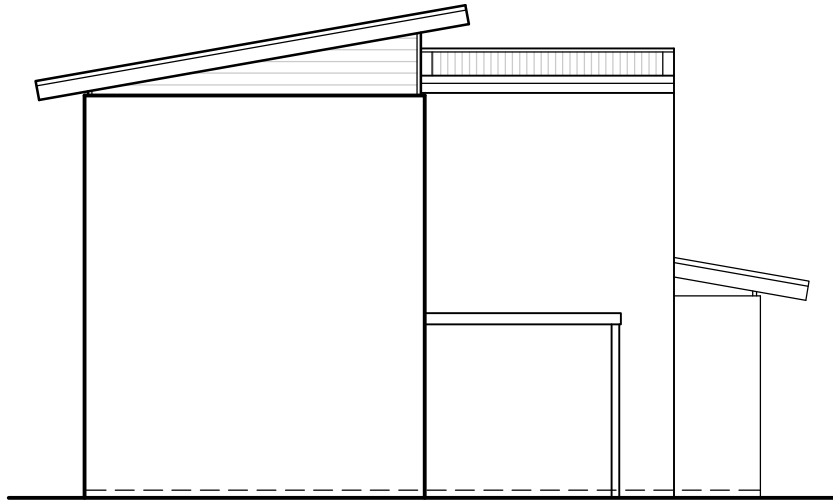
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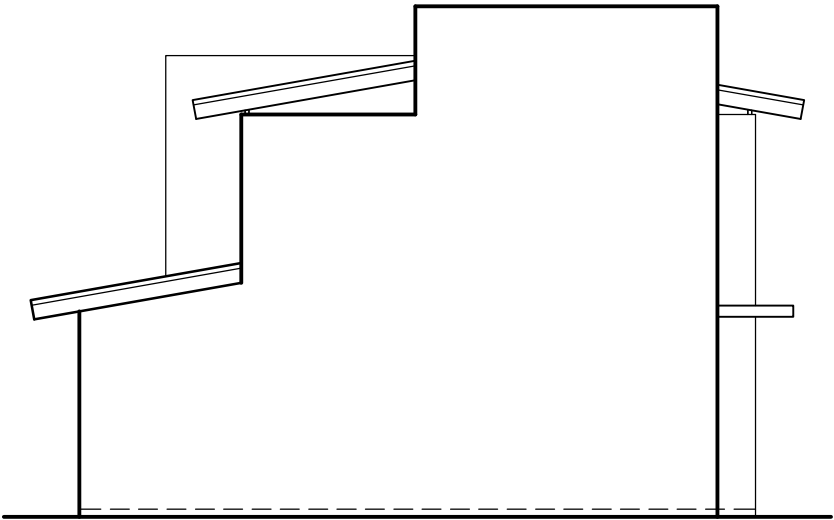
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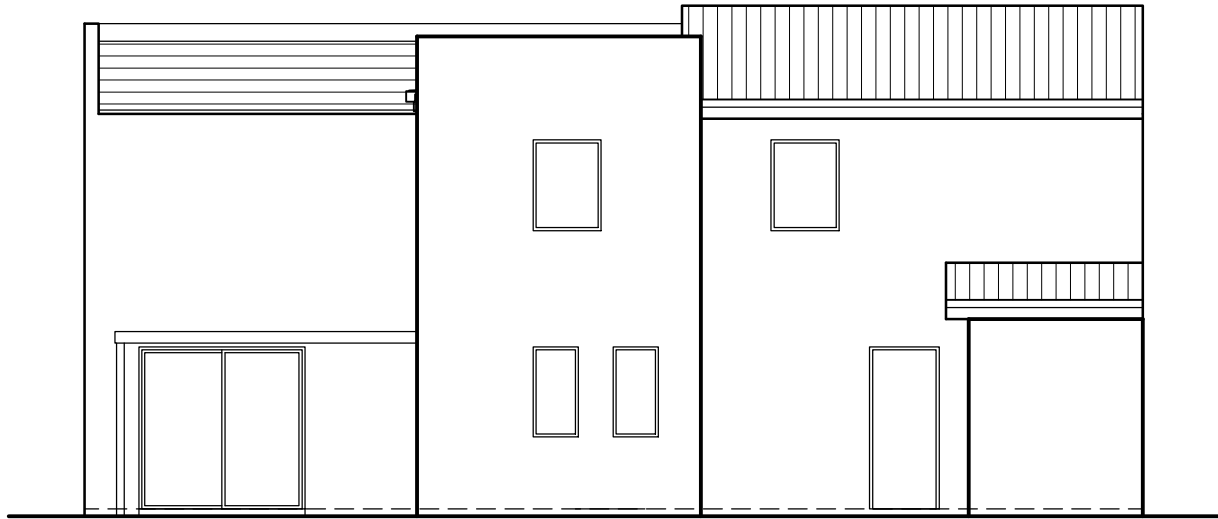
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SIDE ELEVATION.



SIDE ELEVATION.



REAR ELEVATION.

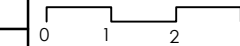
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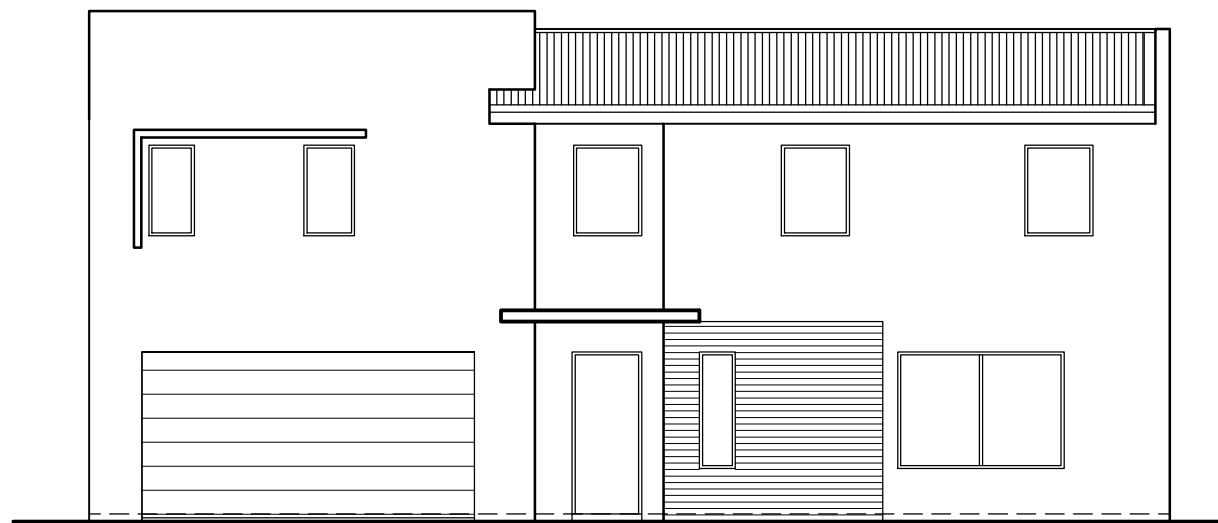
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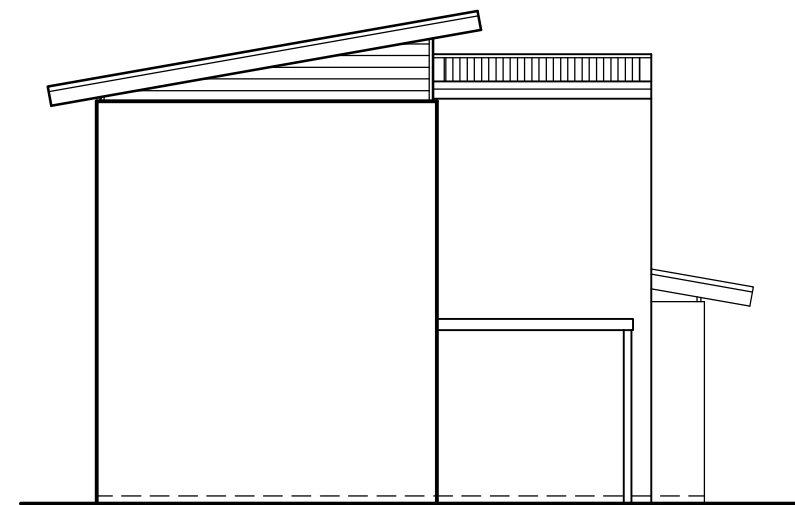
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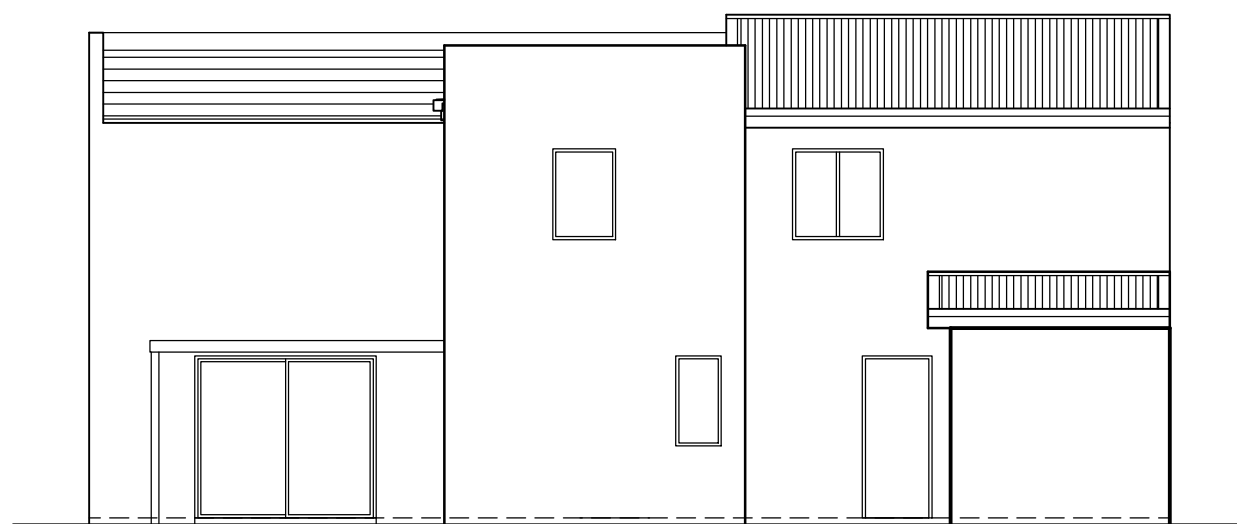
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DATE				
MAY 2014				



REAR ELEVATION.



SIDE ELEVATION.



SIDE ELEVATION.

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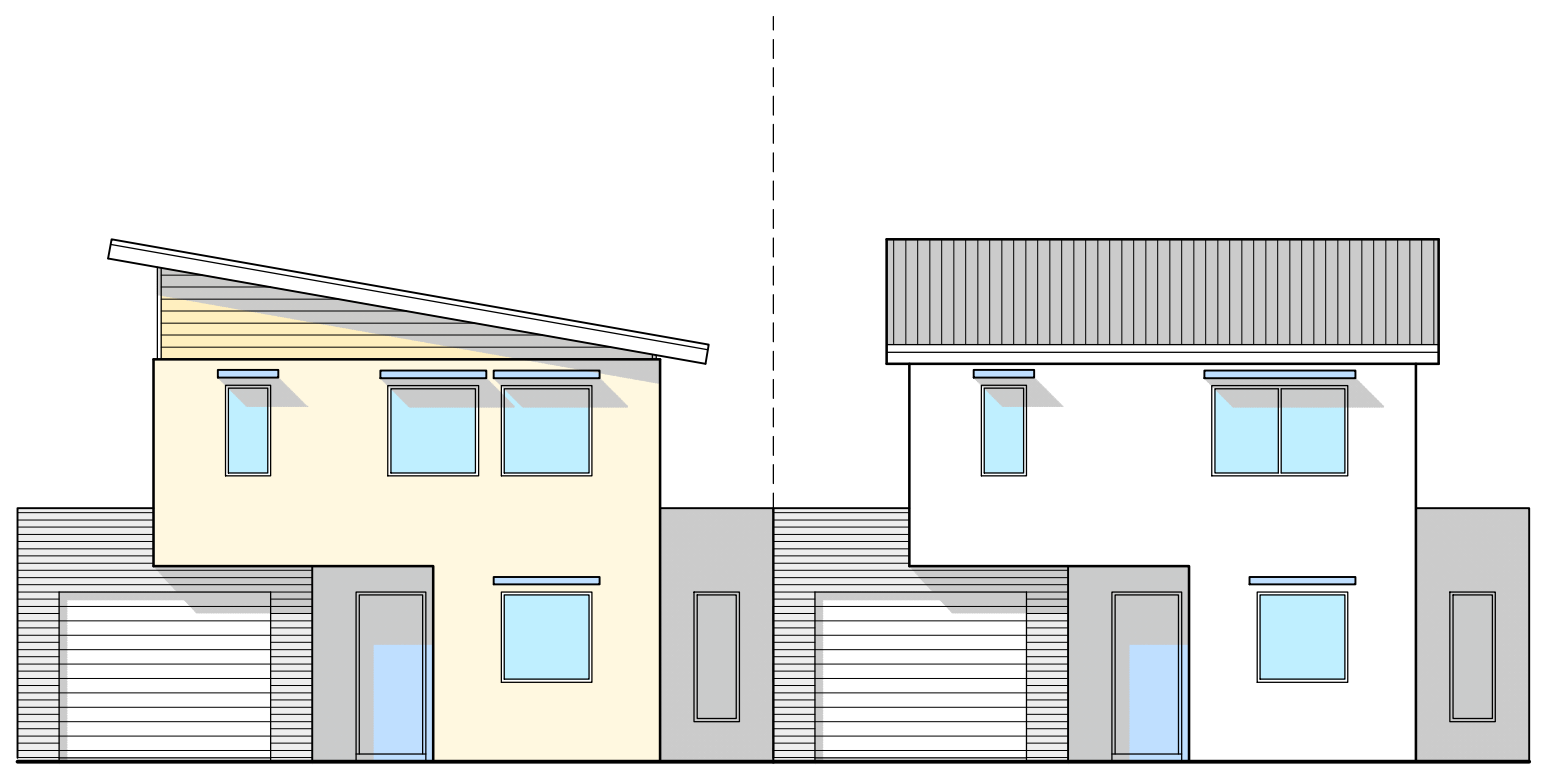
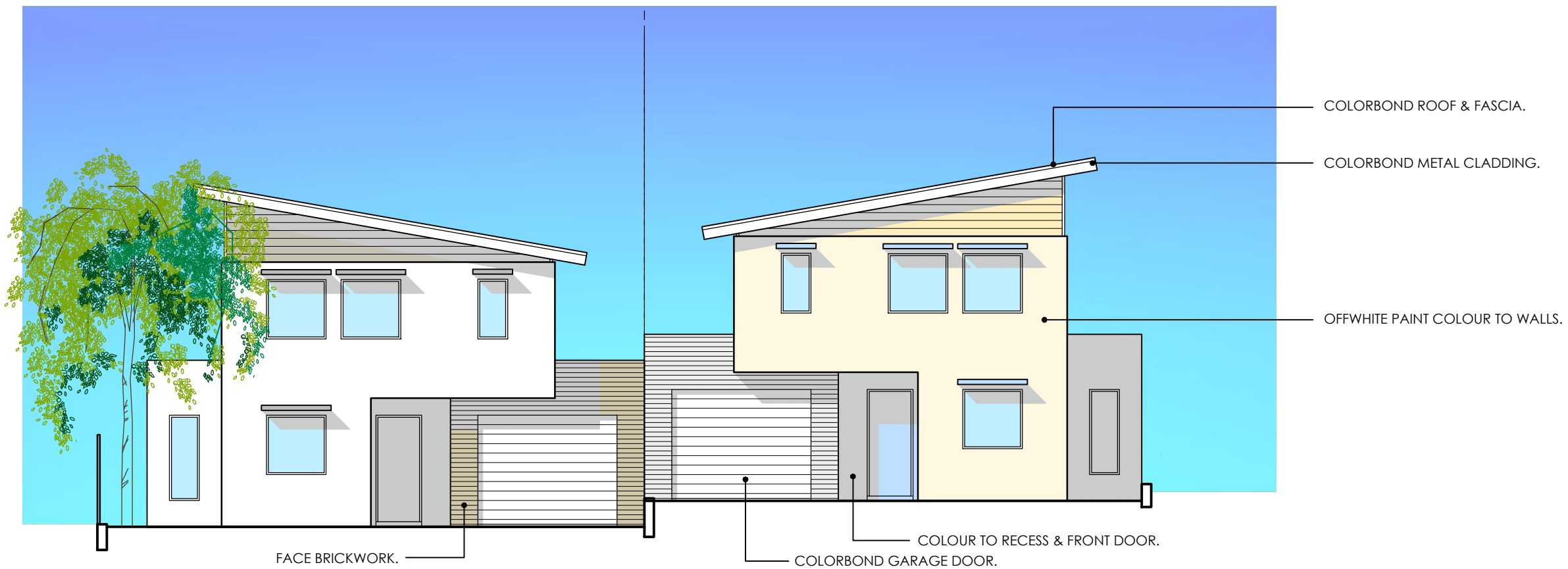
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TYPE 'C1' DWELLING - R40.
EXTERNAL ELEVATIONS.

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DATE	MAY 2014	A2.3-1 A

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TYPE C1 15-80X12-85 2 STOREY.DWG
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TYPE 'D1'

TYPE 'D2'

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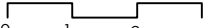
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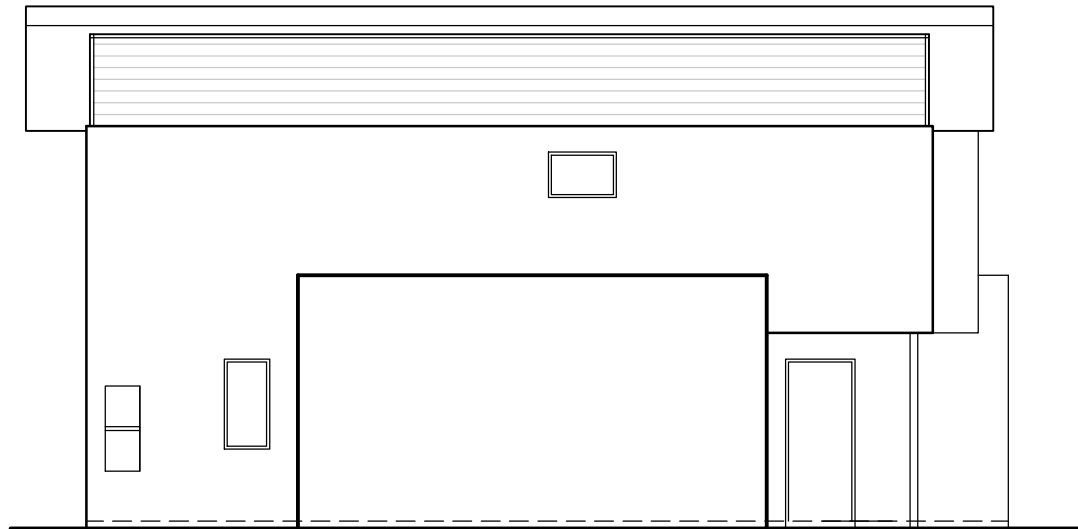
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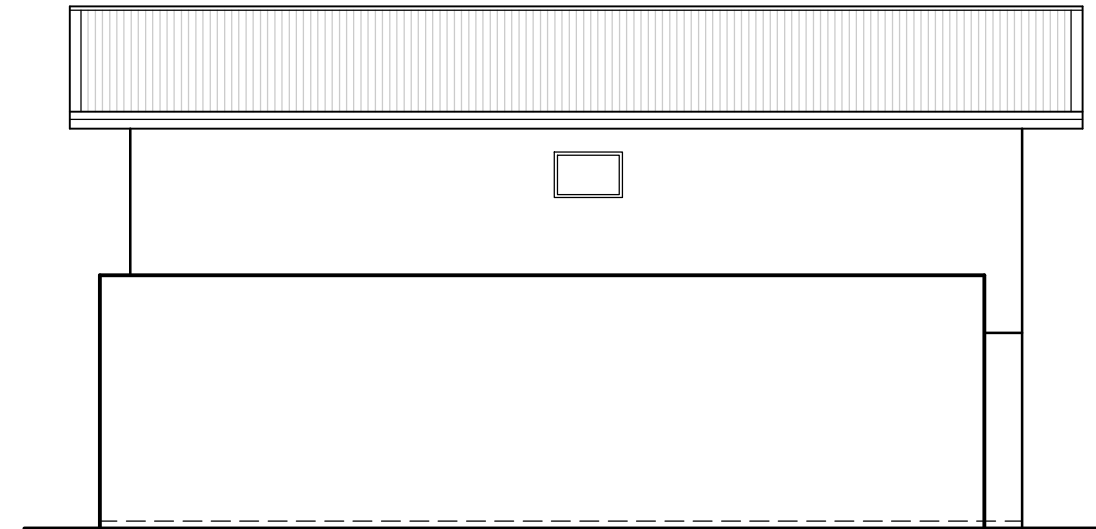
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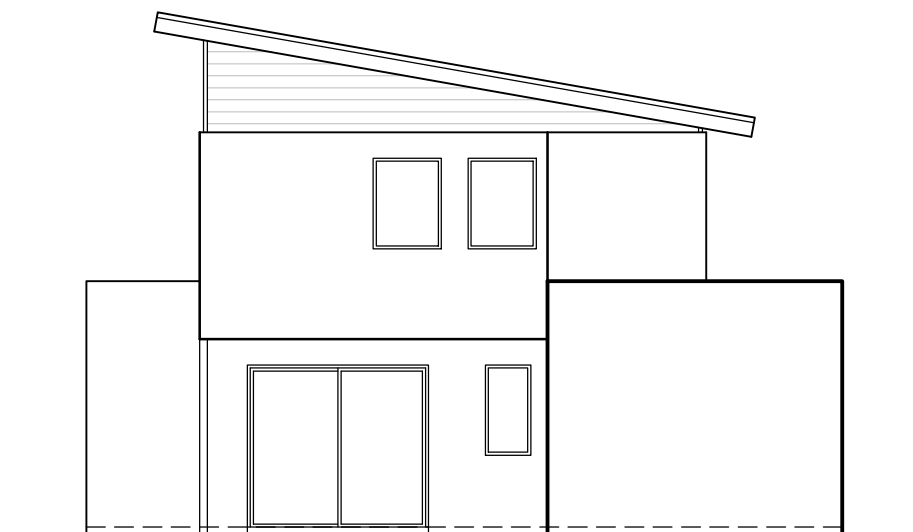
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DATE				
MAY 2014				



TYPE D1 - SIDE ELEVATION.



TYPE D1 - SIDE ELEVATION.



TYPE D1 - REAR ELEVATION.

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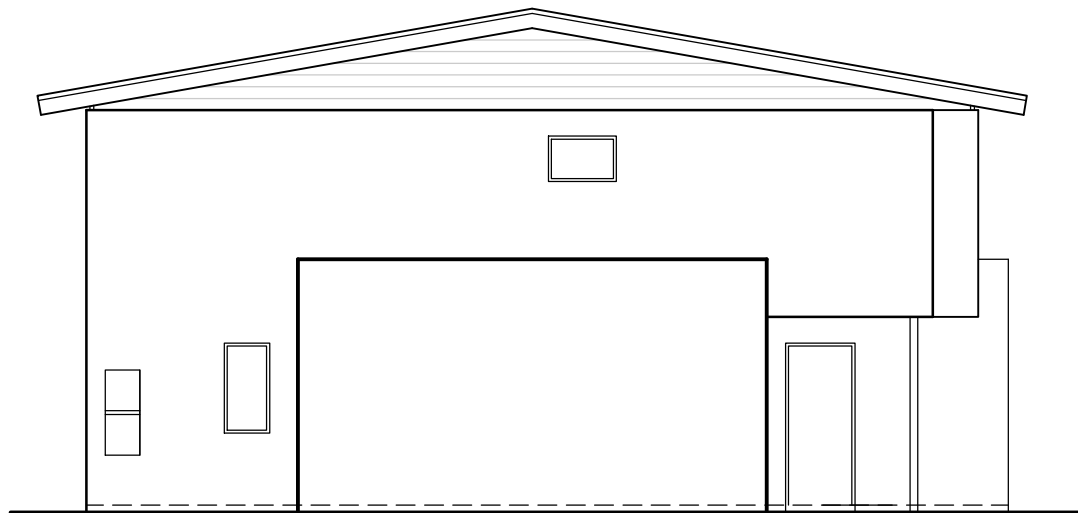
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TYPE D1 - EXTERNAL ELEVATIONS.

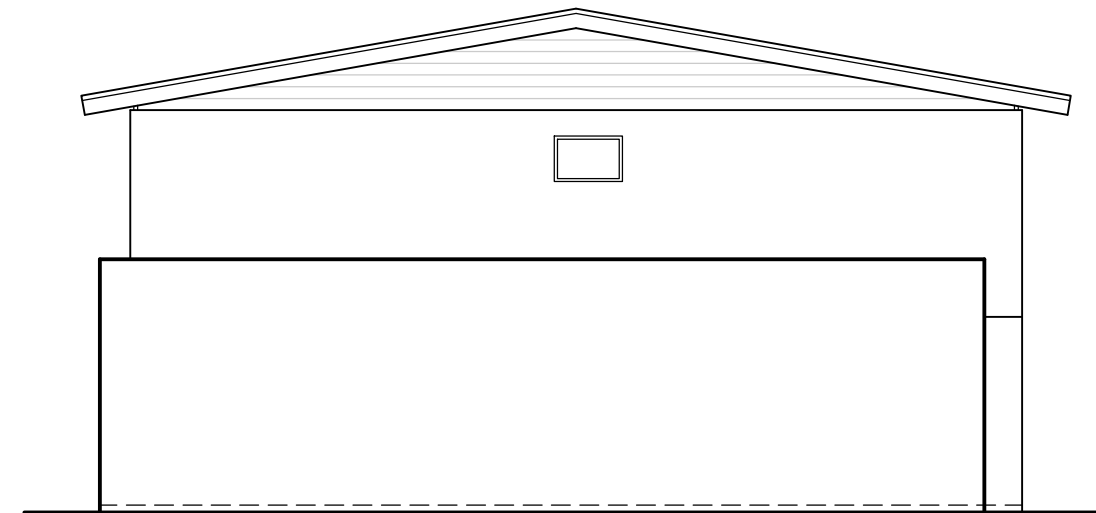
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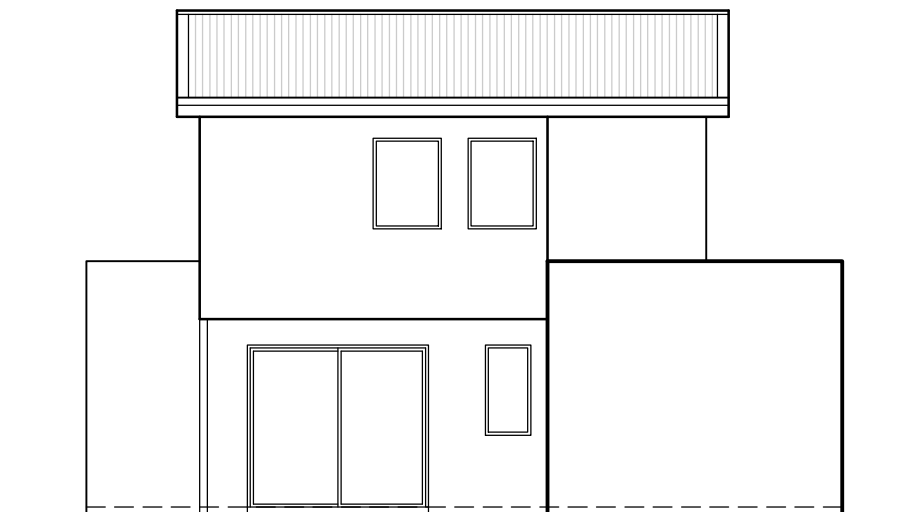
TYPE D 10X16-2 STOREY.DWG
12:12:3223/09/14



TYPE D2 - SIDE ELEVATION.



TYPE D2 - SIDE ELEVATION.



TYPE D2 - REAR ELEVATION.

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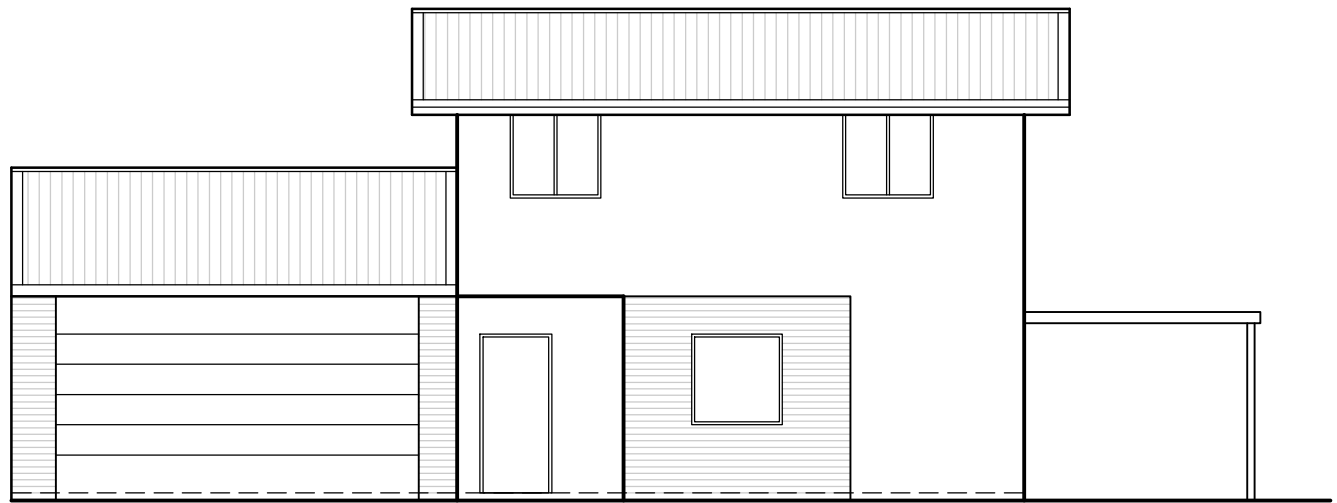
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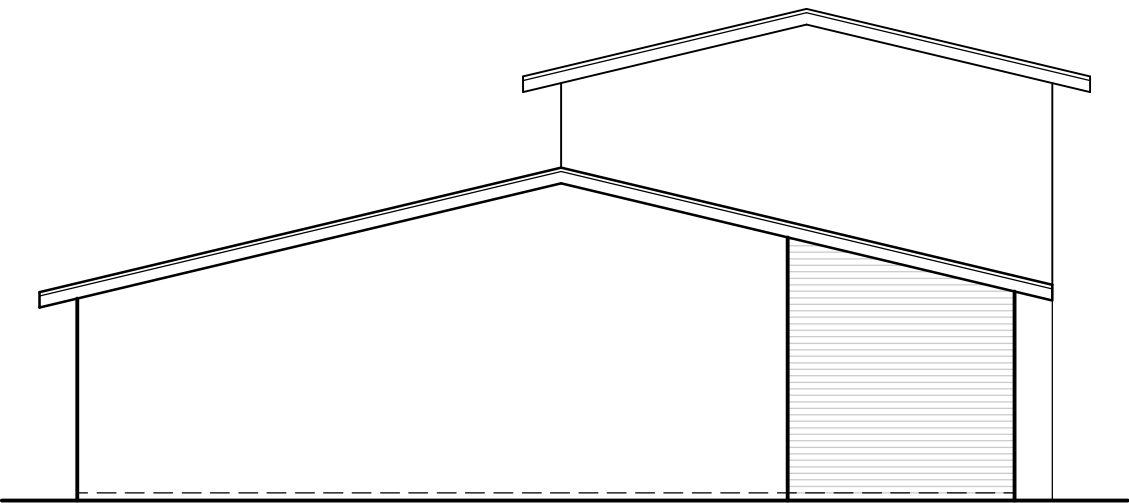
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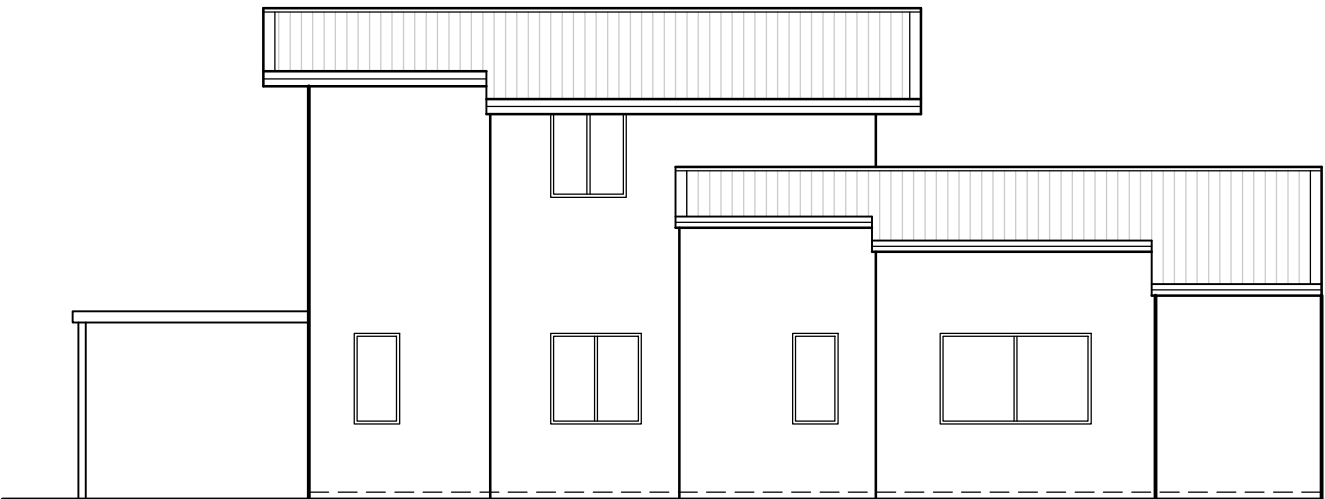
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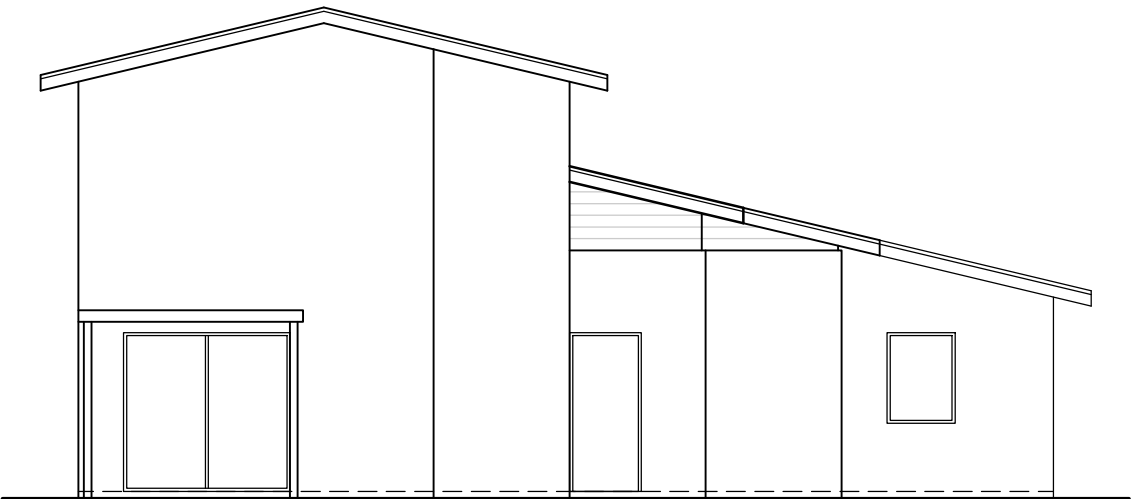
FRONT ELEVATION.



SIDE ELEVATION.



REAR ELEVATION.



SIDE ELEVATION.

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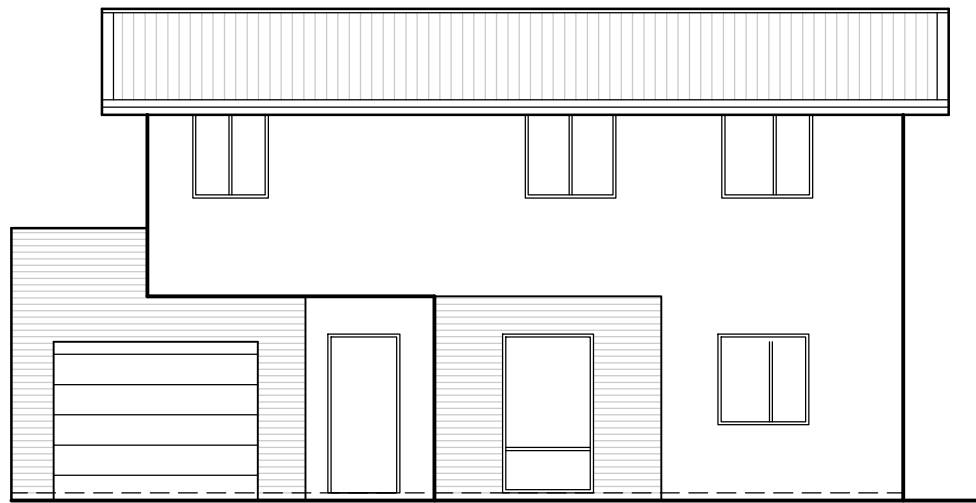
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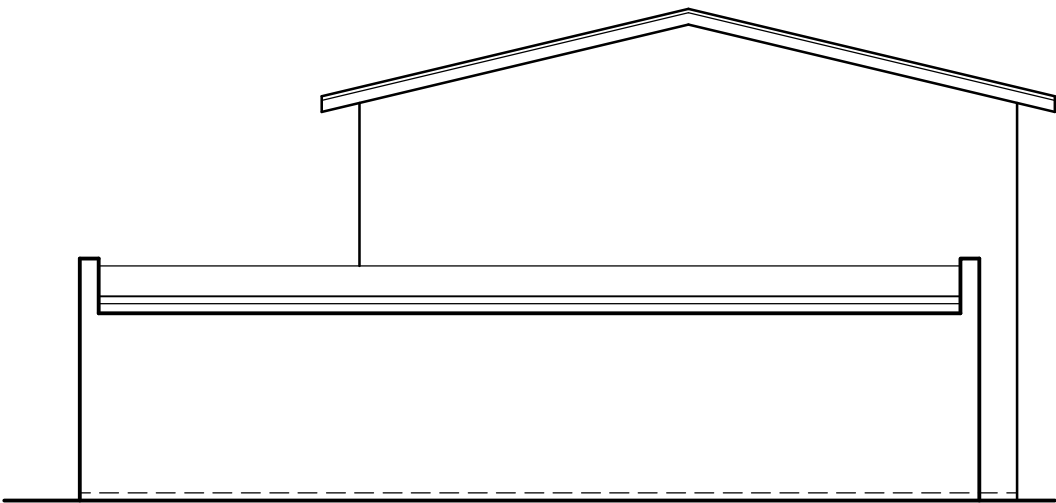
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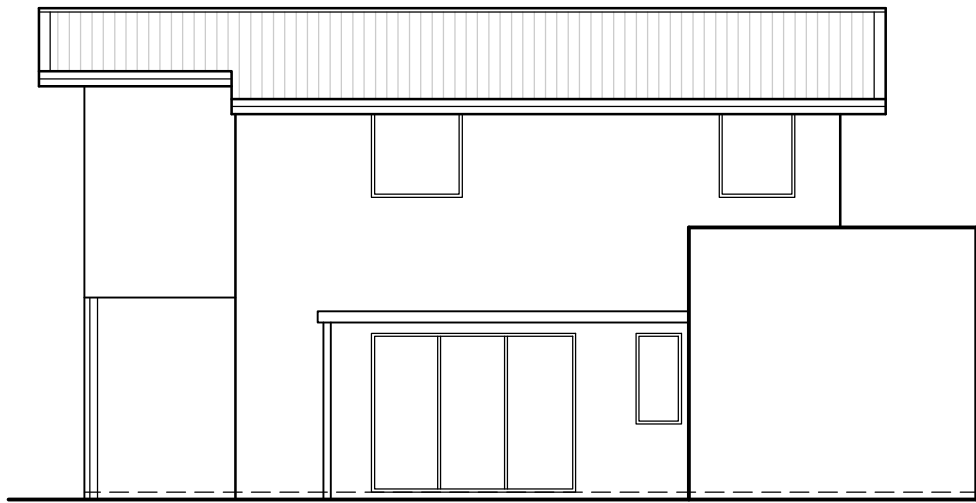
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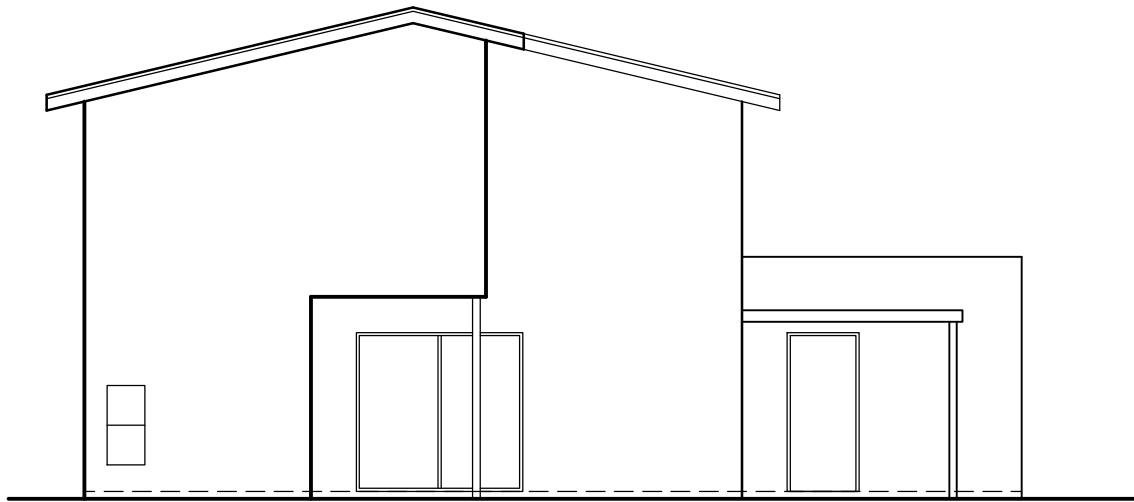
FRONT ELEVATION.



SIDE ELEVATION.



REAR ELEVATION.



SIDE ELEVATION.

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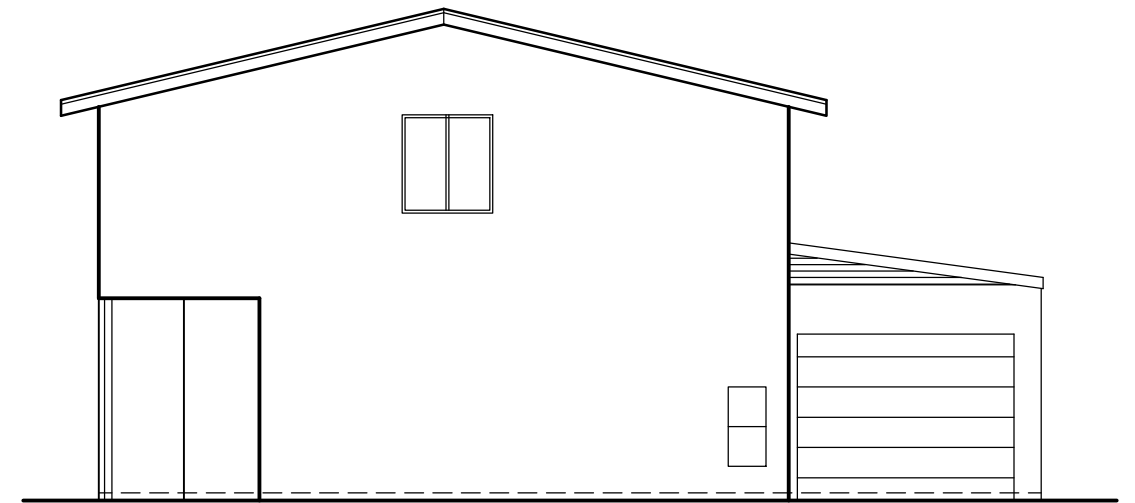
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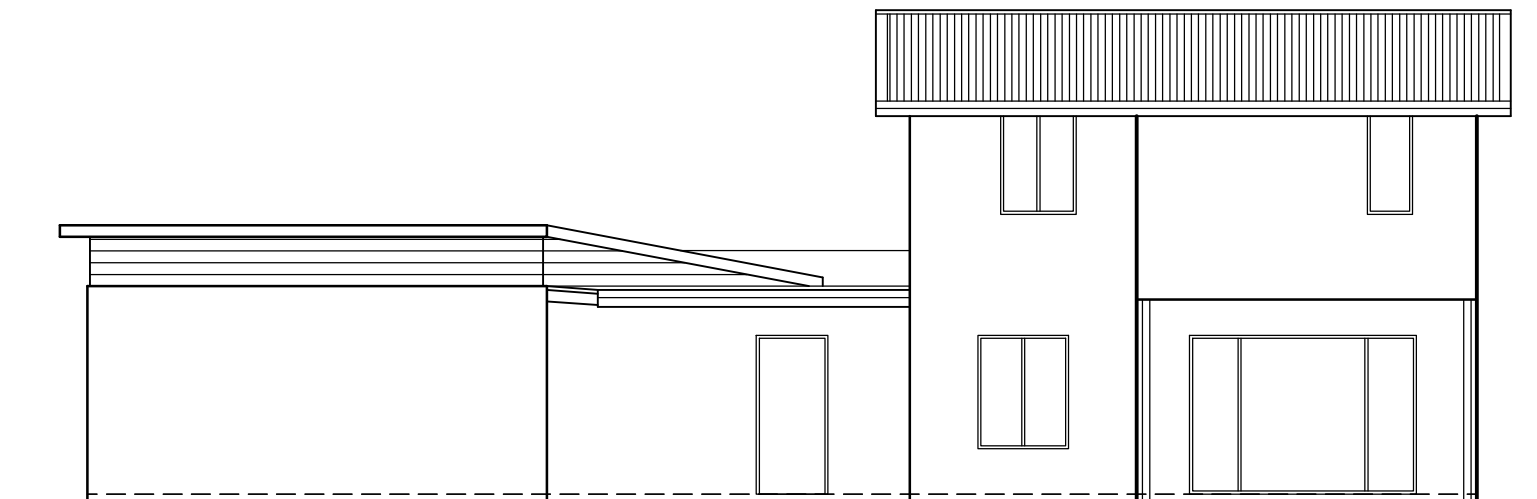
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MAY 2014			



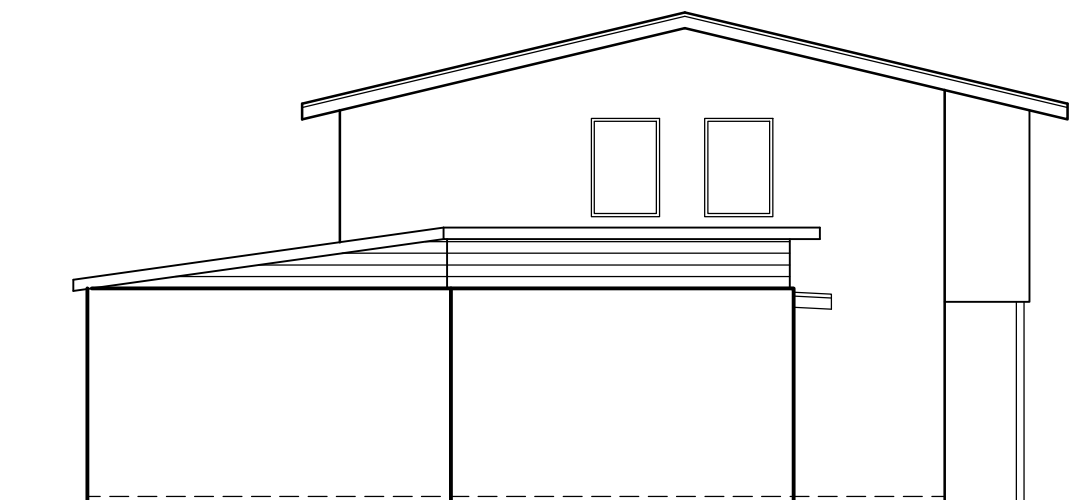
FRONT ELEVATION.



SIDE ELEVATION.



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SIDE ELEVATION.

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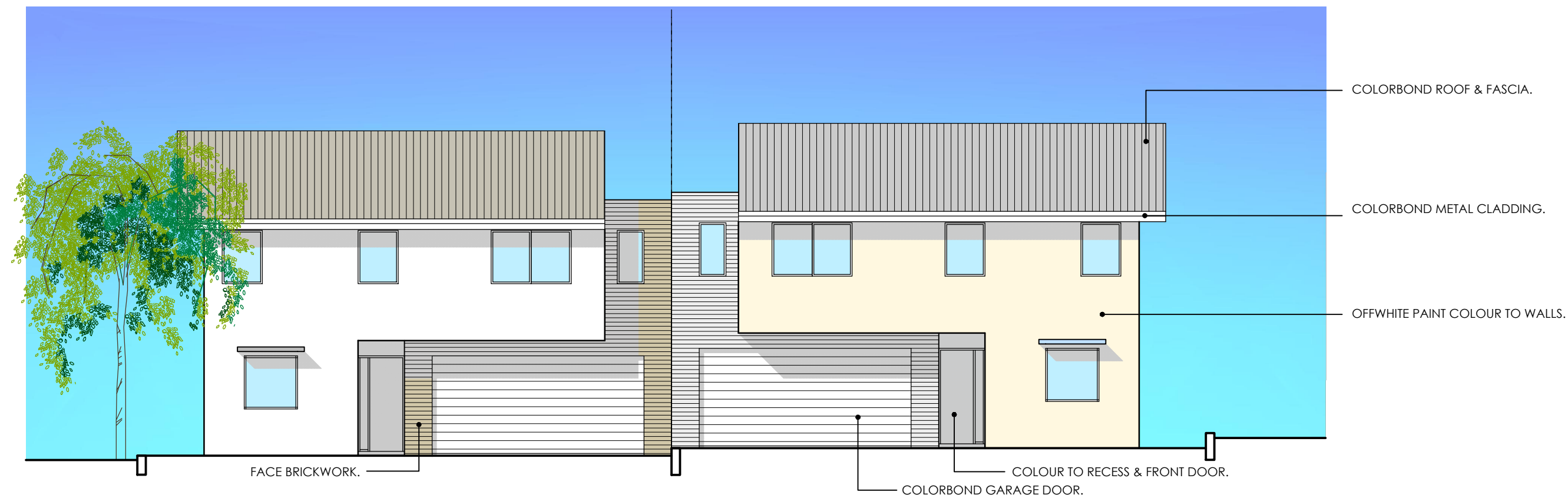
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TYPE E3.DWG 12:20:2423/09/14



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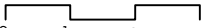
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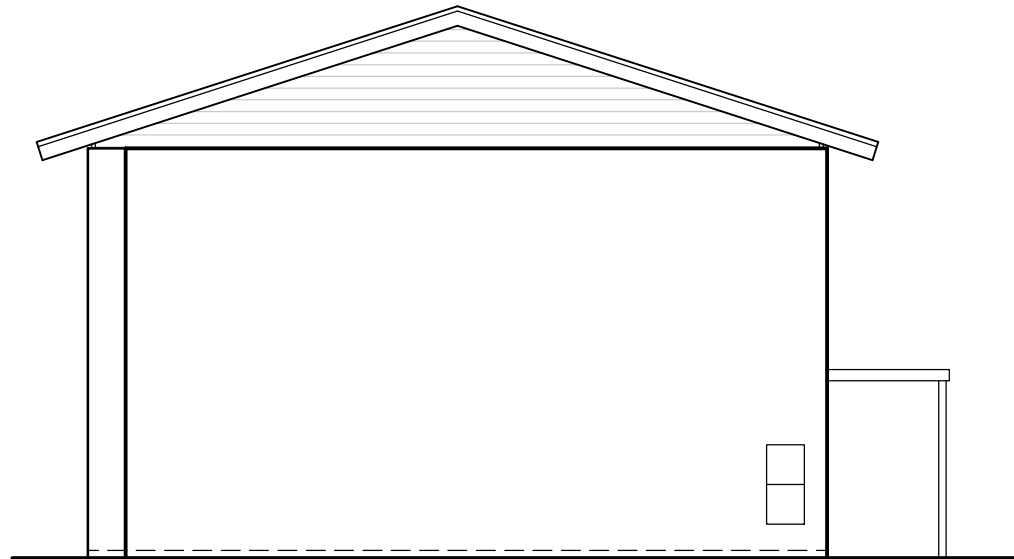
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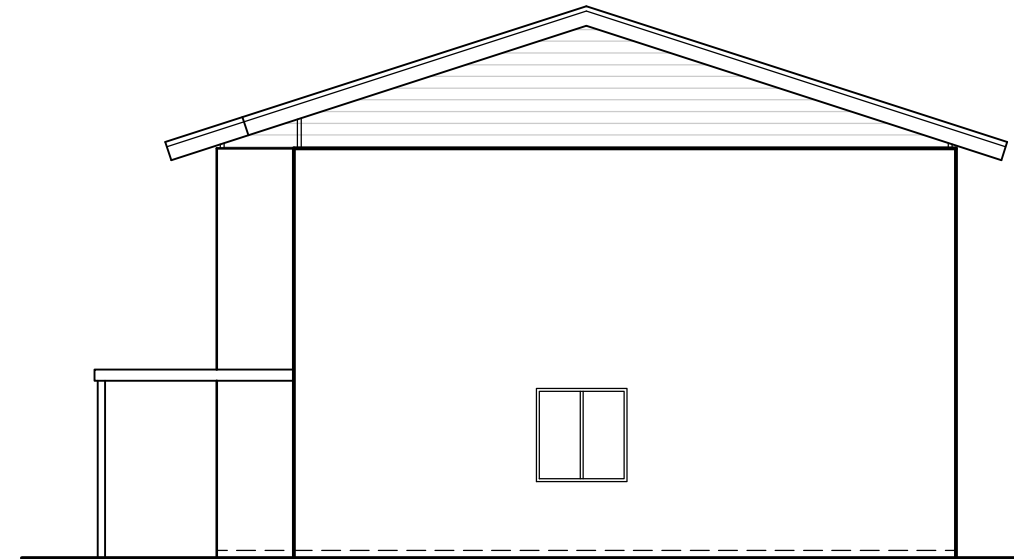
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MAY 2014			A2.8-1 C	

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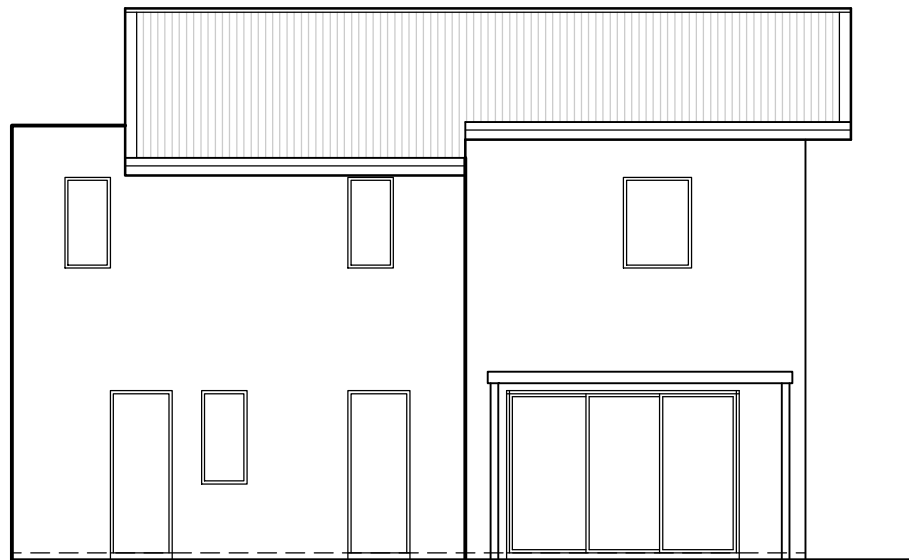
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SIDE ELEVATION.



SIDE ELEVATION.



REAR ELEVATION.

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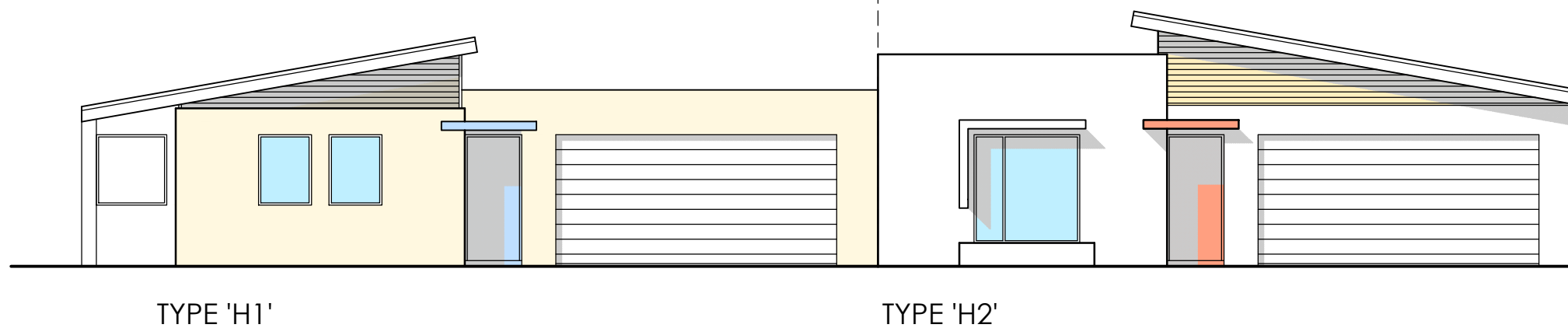
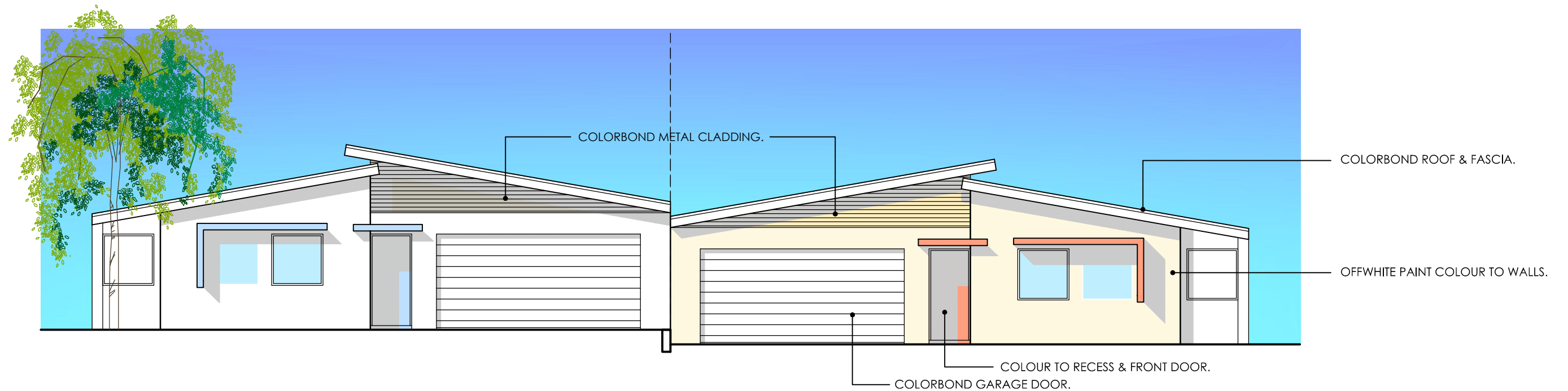
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TYPE 'F' DWELLING - R40.
EXTERNAL ELEVATION.

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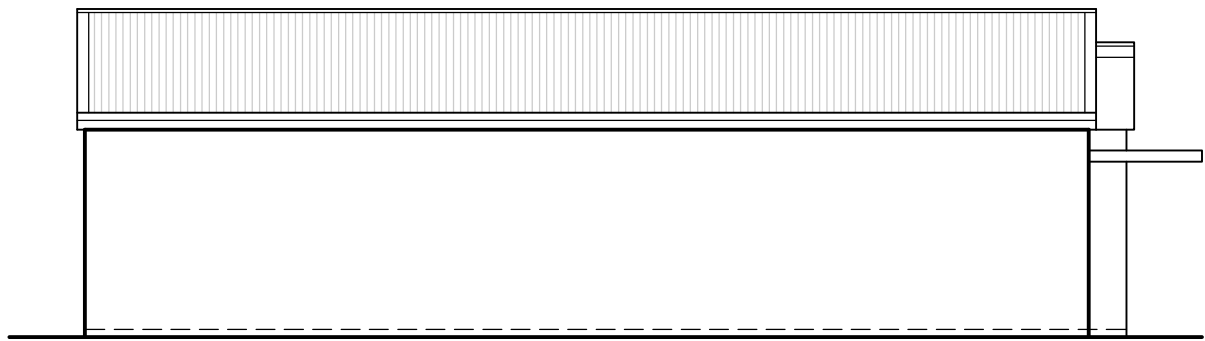
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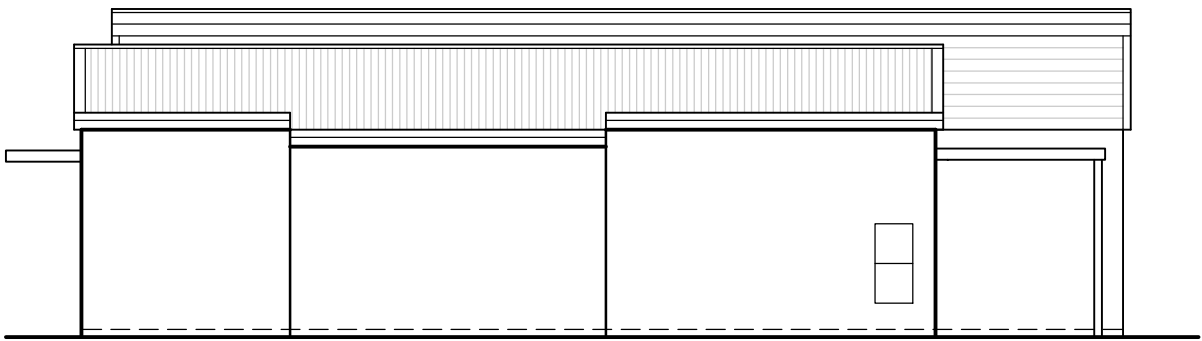
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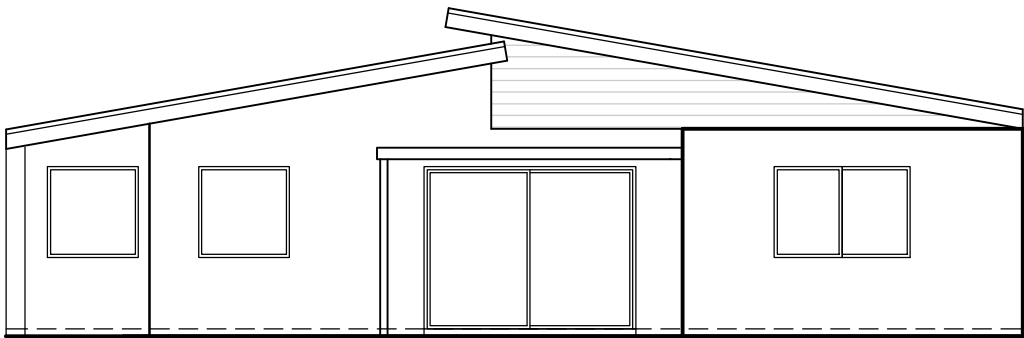
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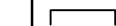
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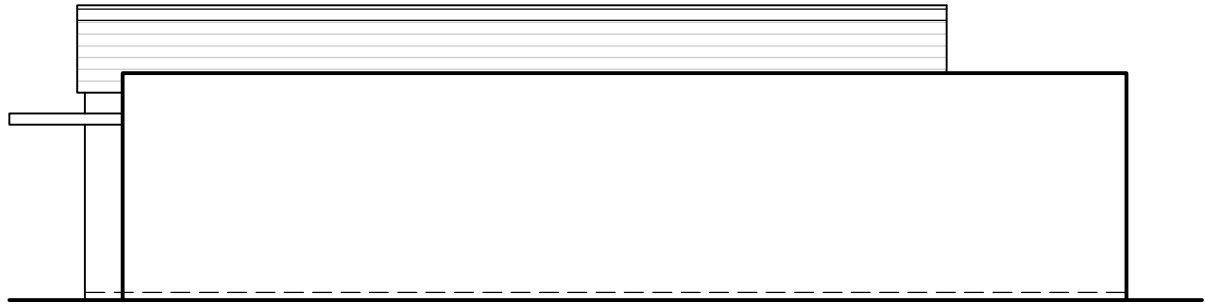
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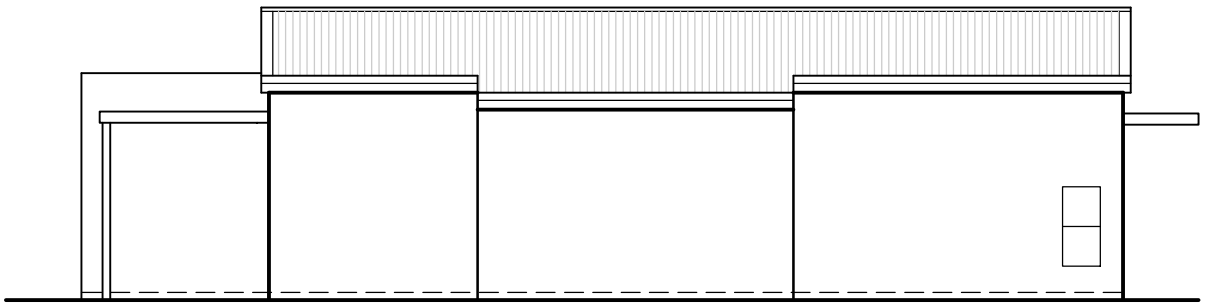
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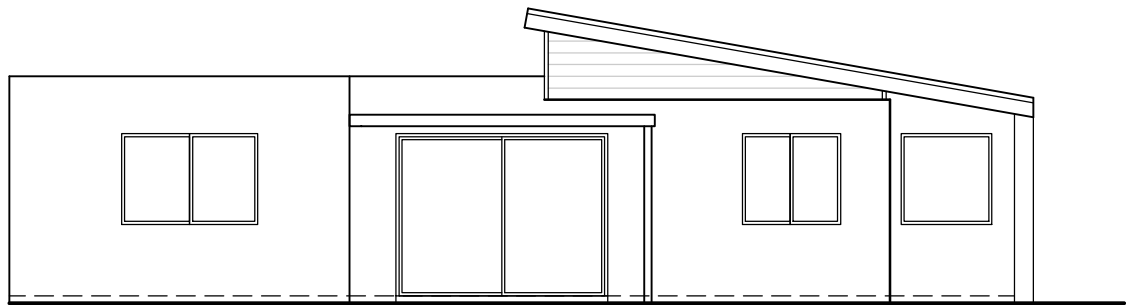
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TYPE H1 SIDE ELEVATION.



TYPE H1 REAR ELEVATION.

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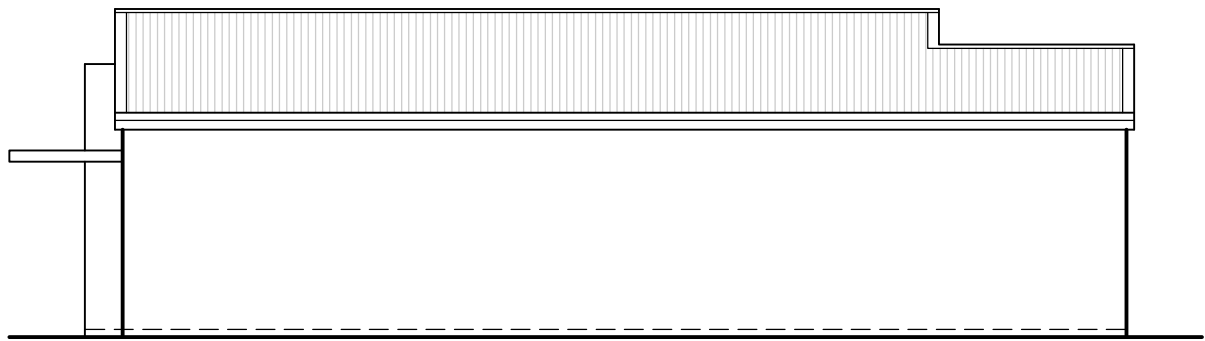
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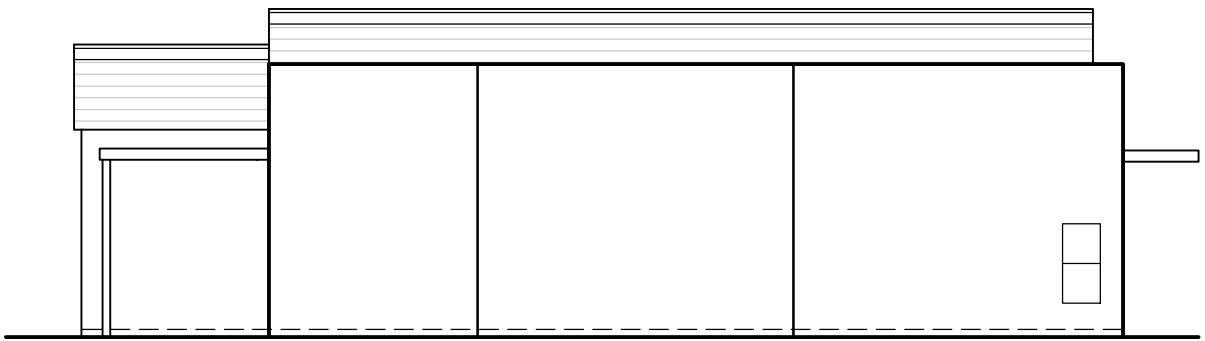
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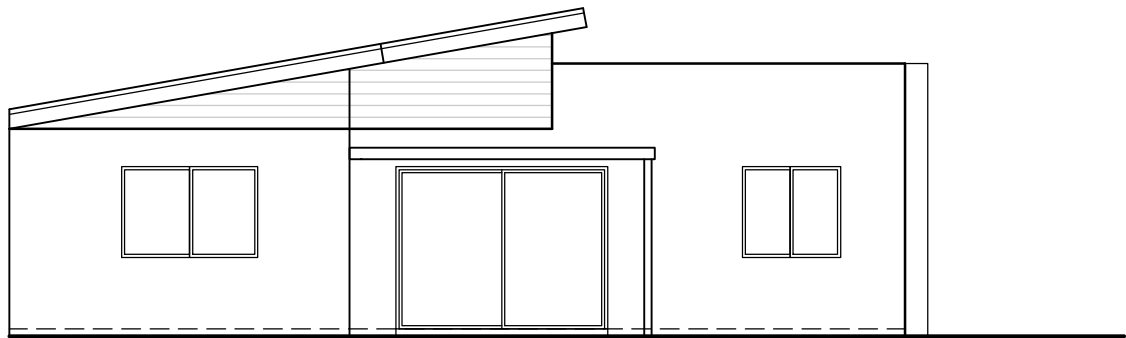
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TYPE H2 SIDE ELEVATION.



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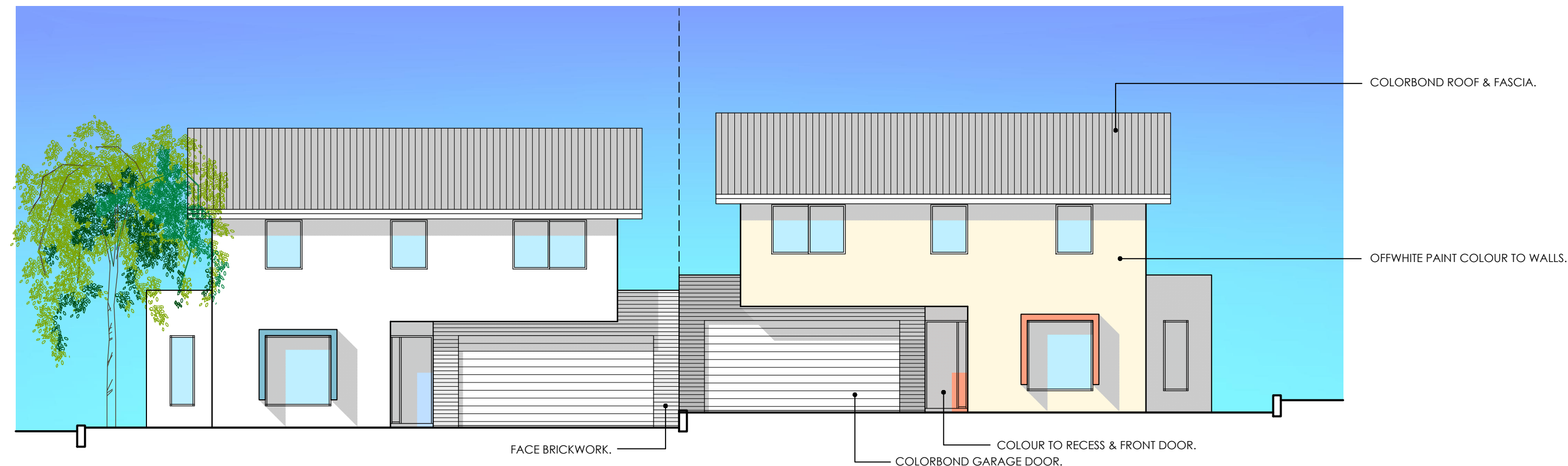
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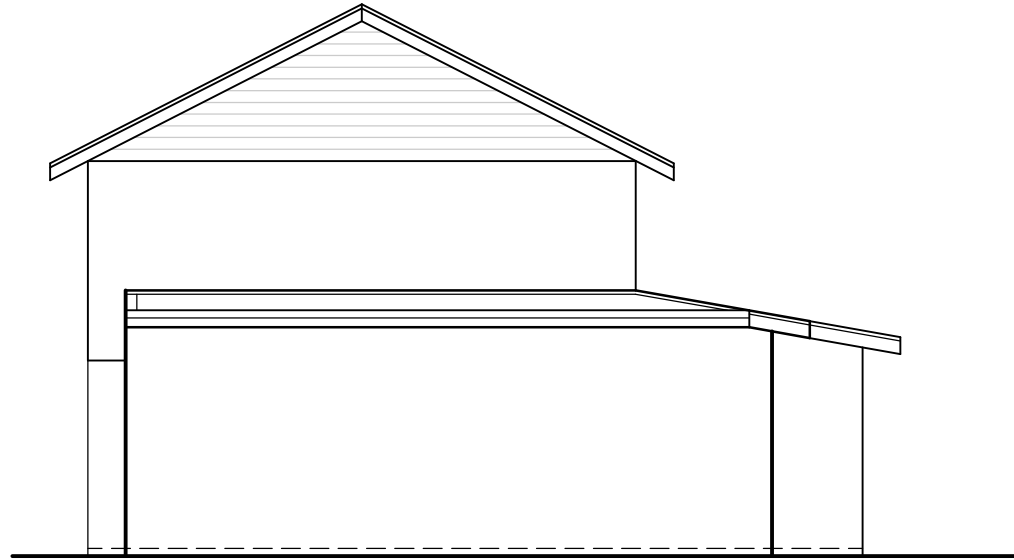
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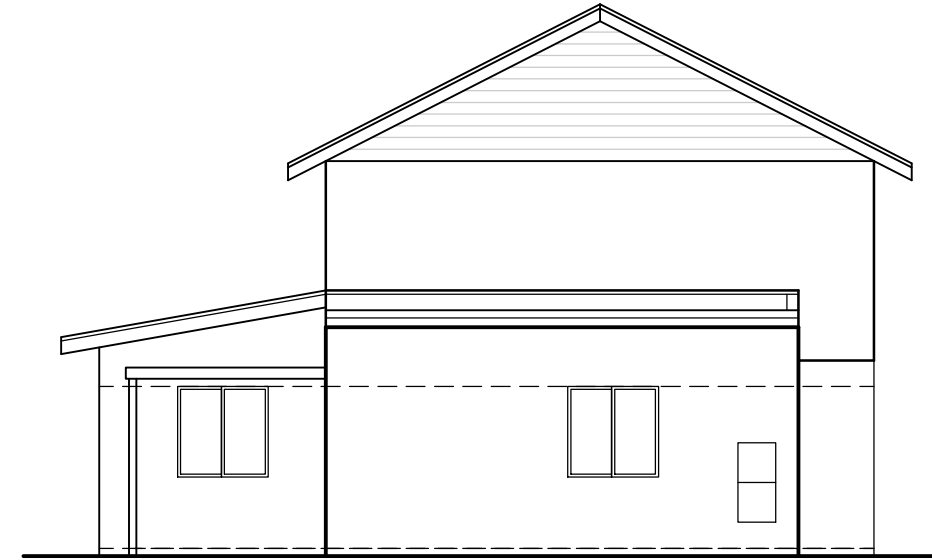
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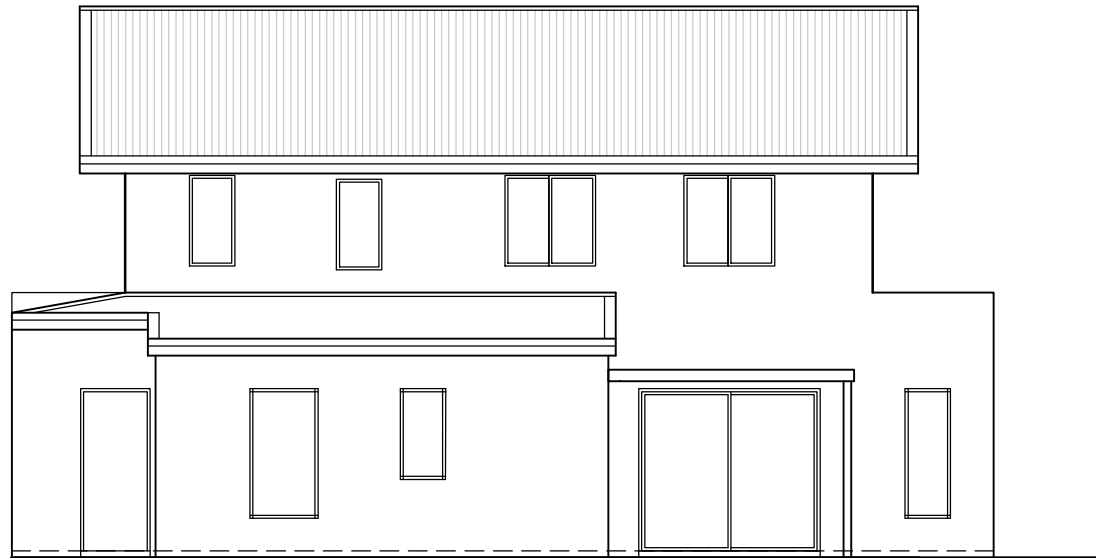
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SIDE ELEVATION.



REAR ELEVATION.

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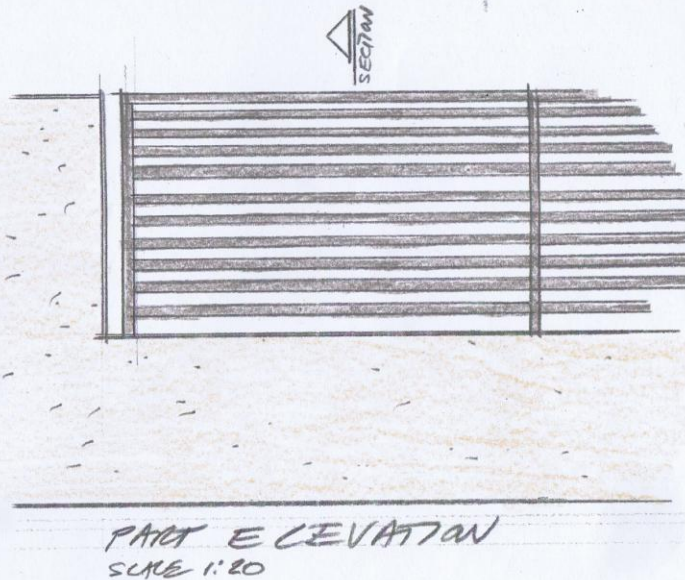
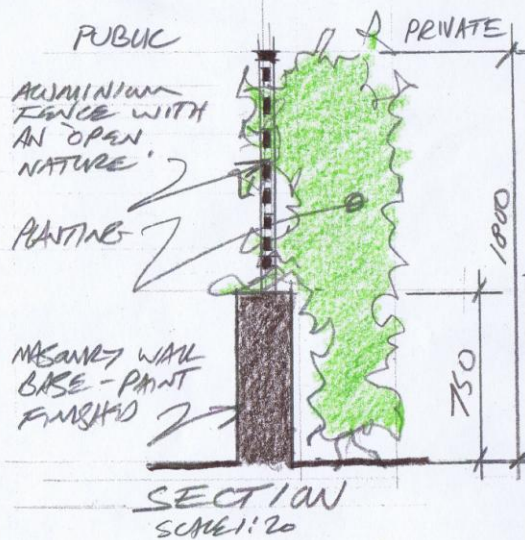
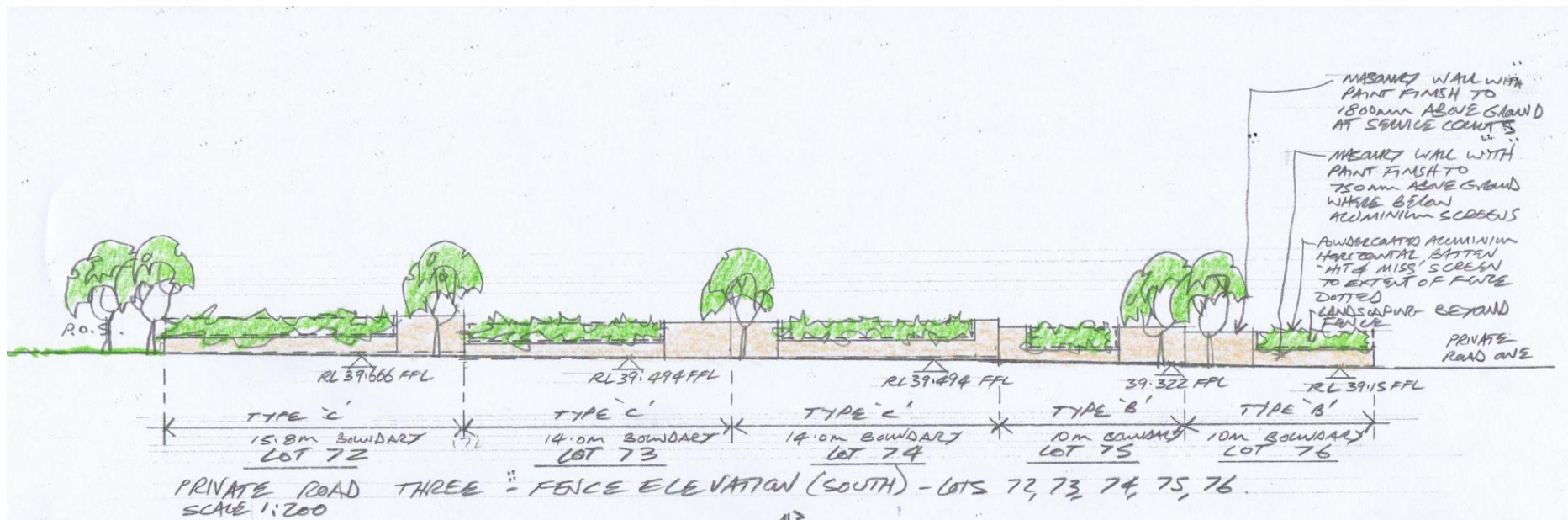
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NOTE - A SIMILAR FENCE/WALL IS PROPOSED FOR THE WESTERN WALL OF LOT 13.

MADELEY SUB-DIVISION
 STREET FENCE ELEVATIONS
 LOTS 72-76
 24.9.2014



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 501 (470) Whitfords Avenue, Hillarys
Application Details:	Extensions and upgrade to existing shopping centre
DAP Name:	Metro North-West JDAP
Applicant:	Urbis Pty Ltd on behalf of Scentre Group
Owner:	Westfield Management Ltd, Reco Whitford Pty Ltd and RE1 Ltd
LG Reference:	DA14/0874
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DAP/14/00580
Report Date:	26 November 2014
Application Receipt Date:	14 July 2014
Application Process Days:	90 Days
Attachment(s):	1: Location and zoning plan 2: Development plans and building perspectives 3: Proposed landscaping concept plans 4: Environmentally sustainable design checklist 5: Summary of submissions 6: Summary of feedback from service authorities 7: Assessment against development requirements of DPS2

Officer Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP application reference DAP/14/00580 and accompanying plans date stamped DA-01 (Revision A), DA-A01 (Revision A), DA-A02 (Revision A), DA-B01 (Revision A), DA-B02 (Revision B), DA-B03 (Revision B), DA-C01 (Revision A), DA-C02 (Revision A), DA-C03 (Revision A), DA-C04 (Revision A) 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 years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. The applicant shall coordinate with Main Roads WA to produce a Transport Impact Assessment to determine the design of the Whitfords Avenue and Marmion Avenue intersection to the specification of Main Roads WA and satisfaction of the City prior to the commencement of development. This design shall align with the ultimate intersection design as planned. All

costs associated with the preparation of the Traffic Impact Assessment shall be at the expense of the applicant.

3. The following Marmion Avenue and Whitfords Avenue intersection turning movements shall be upgraded at the expense of the applicant, to the specification of Main Roads WA and satisfaction of the City, prior to the development first being occupied:
 - Southbound right turn
 - Westbound left turn
 - Eastbound left turn
 - Northbound left turn

These upgrades shall be inclusive of design, review, approval, construction and signal costs, and shall be carried out to the specification of Main Roads WA and the satisfaction of the City.

4. A full schedule of materials, colours and finishes for all external facades shall be submitted to, and approved by the City, prior to the commencement of development. The schedule shall provide for further articulation of the acoustic wall facing Whitfords Avenue, to create greater visual interest as viewed from the street, and details of future signage types and location.

Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard to the satisfaction of the City.

5. A Construction Management Plan shall be submitted to, and approved by the City, prior to the commencement of development. The 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 sand and dust during the construction process;
 - other matters likely to impact on the surrounding properties.

Construction shall be undertaken in accordance with the Construction Management Plan.

6. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
 - Provide full details of the green wall installations, including the loading dock screening devices and acoustic wall;
 - 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.
7. 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 a high standard to the satisfaction of the City.
 8. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to the City prior to the commencement of development, and approved by the City prior to the development first being occupied.
 9. An on-site 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. Details of the proposed stormwater drainage system is required to be submitted to, and approved by the City, prior to the commencement of development.
 10. All development shall be contained within the property boundaries.
 11. 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. Details of the location of such plant shall be submitted to, and approved by the City, prior to the commencement of development.
 12. The parking bays, driveways and access points shall be designed in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004) and Off-street Parking for People with Disabilities (AS/NZS2890.6 2009). 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. Details shall be provided to, and approved by the City, prior to commencement of development.
 13. Bicycle parking facilities provided shall be designed in accordance with the Australian Standard for Off-street Car parking – Bicycles (AS2890.3-1993). Details of bicycle parking area(s) shall be provided to, and approved by the City, prior to the commencement of development.
 14. The proposed advertised billboard shall not include fluorescent, reflective or retro reflective colours, and any illumination shall be low level and must not flash, pulsate or chase. Signage is to be established and thereafter maintained to a high standard to the satisfaction of the City.
 15. Written approval from the City is required prior to the temporary closure of the area comprising 107 car parking bays in the north-east promenade area

within Zone A. A traffic management plan shall be provided to, and approved by the City prior to the closure.

16. Zone C shall be occupied by 'Shop' or 'Department Store' land uses, as defined under the *City of Joondalup District Planning Scheme No.2*.

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. Further to condition 2 and 3, Main Roads WA propose that they will manage and deliver the works associated with the upgrade, with costs to be determined by an estimate for the proposed works prepared for Main Roads WA. Costs apportioned to the applicant are to be paid directly to Main Roads WA prior to the award of the road works contract.
3. Further to condition 15, traffic management plans must address the relocation of the taxi pick up and drop off area. It is also expected that traffic management for events include the provision of directional signage and traffic wardens in order to indicate the location of alternative parking areas and discourage verge parking.
4. The applicant is advised that noise emissions from the development shall comply with the provisions of the *Environmental Protection (Noise) Regulations 1997*.

Background:

Property Address:	Lot 501 (470) Whitfords Avenue, Hillarys
Zoning	MRS: Urban
	TPS: Commercial
Use Class:	'Shop' and 'Department Store'
Strategy Policy:	Not applicable
Development Scheme:	<i>City of Joondalup District Planning Scheme No.2</i>
Lot Size:	19.78ha
Existing Land Use:	'Shop', 'Service Station', 'Recreation Centre', 'Drive Through Food Outlet', 'Tattoo Studio', 'Office', 'Medical Centre', 'Restaurant', 'Tavern'
Value of Development:	\$18 million

The subject site is the Westfield Whitford City Shopping Centre located at Lot 501 (470) Whitfords Avenue, Hillarys. It is bound by Marmion Avenue and a City owned site containing the Whitford Library and Senior Citizen's Centre to the east, Whitfords Avenue to the north, Banks Avenue to the south and Endeavour Road to the west (Attachment 1 refers).

The shopping centre originally opened in 1978 and was comprised of a department store, discount department store, supermarket and other retail stores totalling 22,307m² net lettable area (NLA). Since the opening of the shopping centre, a number of major expansion proposals have been determined, including:

- A number of approvals for an additional 17,140m² of NLA between 1985-1990, including the food hall and other retail stores. The department store ceased operating during this time.
- Approval of an additional 13,070m² of NLA in 1991, including a second discount department store, other retail stores, rooftop and basement car parking.
- Approval by the Town Planning Appeal Tribunal in 1992 for a six cinema development.
- Refusal by the City and WAPC in 1997 for additions to increase the total retail floor space of the shopping centre to 72,150m² NLA, comprising a two level department store, speciality shops, non-retail uses, a mall over the existing mall, the relocation of a supermarket and removal of the service station. The City's and the WAPC's decision to refuse this application was upheld by the Town Planning Appeal Tribunal in 1998.
- Approval for extensions to the shopping centre in 2001 (following earlier approval in 1999 and 2000) for an outdoor piazza, relocation of a supermarket and additional retail stores, bringing the total retail NLA to 48,537m².

More recently, a development application was refused by the Metro North-West Joint Development Assessment Panel (JDAP) at its meeting on 17 October 2013 for the redevelopment of, and expansions to, the existing shopping centre. This application proposed an additional 31,461m² of retail NLA, inclusive of a two level department store, new supermarket and retail space, which would result in a proposed total retail NLA of 81,451m². The reasons for refusing the application under DPS2 were:

- 'Exceptional circumstances' did not exist that would warrant approval of major development prior to the endorsement of an activity centre structure plan.
- The delivery of a single large-scale retail expansion to the shopping centre did not reflect the objectives of *State Planning Policy 4.2 – Activity Centres for Perth and Peel* (SPP 4.2).
- The need for an activity centre structure plan prior to major development to ensure a coordinated approach to matters such as retail floor space, land use diversity, infrastructure upgrade, traffic and housing density.
- The development was not in the interest of orderly and proper planning given the amount of retail floor space proposed, the traffic generated, impact on mix of land uses, and bulk and scale of the development from Banks Avenue.

Additional reasons for refusing the application under the *Metropolitan Region Scheme* were also made, as recommended in a separate report prepared by the Department of Planning.

The decision to refuse this development application is currently under review by the State Administrative Tribunal (SAT).

There has been no major development approved on the site since the 2001 expansion, however a number of development applications for minor additions and modifications to the shopping centre have been approved, such as a 20 stall outdoor market to be located at the upper western entry to the shopping centre adjacent to the entrance closest to Woolworths, internal works and kiosk additions. The current total NLA for the shopping centre is 68,369.2m² and total retail NLA is 50,188.6m².

In addition to the shopping complex, three free-standing drive-through food outlets and a two storey office complex have been developed on the western portion of the site. While these developments need to be considered for the purposes of calculating the car parking requirement across the site, they are not directly impacted by this proposal and therefore the detailed background to their development has not been included.

The site is currently comprised of:

- Big W and Target discount department stores;
- Woolworths and Coles supermarkets;
- Cinema complex;
- Mini-majors including Lincraft, JB Hi-Fi, Best & Less, Rebel Sport, City Beach and Dick Smith;
- 250 speciality stores and fast food outlets, including a food hall;
- Tavern;
- State Swim Centre;
- Service station; and
- Endeavour Business Centre office complex.

The existing development plan is provided in Attachment 2.

Access easement

A private road extending from Banks Avenue into the shopping centre, at the eastern edge of the centre is the subject of an easement created in 1979 between the City and the owners of the shopping centre site. This easement provides unlimited rights of access for the shopping centre and the adjoining City owned site which is the location of the Whitfords Library and Whitford Senior Citizen's Centre. Westfield is responsible for the maintenance of the road.

No development is proposed within the vicinity of the area affected by the easement.

Whitford Activity Centre Structure Plan

At its meeting held on 19 November 2013, Council resolved to refuse the adoption of a Whitford Activity Centre Structure Plan, and not to proceed with the related Scheme Amendment No. 68 which proposed to zone the area to be covered by the structure plan to 'Centre' and remove the existing 'R20' residential density code. The decision to refuse this structure plan is currently under review through the SAT and the scheme amendment has been forwarded to the WAPC for consideration with no determination made to date. As the structure plan was refused, it is not considered a 'seriously entertained planning proposal' and therefore has not been given regard to in the assessment of this application.

Local Commercial Strategy and Local Planning Strategy

The Local Commercial Strategy provides the City with a framework for decision making in regard to the development of new structure plans, amendments to existing structure plans and future rezoning and development applications within commercial centres in line with SPP 4.2.

The Local Commercial Strategy was endorsed by Council at its December 2013 meeting. The recommendations were subsequently incorporated into the City's Local Planning Strategy, which was adopted by Council in July 2014.

In regard to the Whitfords Activity Centre, the threshold retail floor space is 75,000m².

Omnibus Amendment (Amendment No 65)

Amendment No. 65 is inclusive of 40 separate amendments which propose to correct minor deficiencies and anomalies in DPS2 prior to the full scheme review which is currently being undertaken. The amendments of relevance to this development application seek to:

- Delete the land use 'Department Store', which will then fall under the definition of 'Shop'.
- Amend the car parking standard for Shopping Centres greater than 50,000m² to 2,400 bays for the first 50,000m² NLA plus four bays per 100m² NLA thereafter.

The amendment was adopted by Council at its June 2013 meeting and has been forwarded to the WAPC for consideration with no determination made to date. The amendment is considered a 'seriously entertained planning proposal' and has been given due regard to in the assessment of the application.

Joondalup Design Reference Panel

The purpose of the Joondalup Design Reference Panel (JDRP) is to provide advice on the design of development with a particular focus on the impact of buildings on the streetscape and the environmentally sustainable design features. Council at its meeting held on 24 June 2014 adopted amendments to the Terms of Reference for the JDRP which extended the requirement for applications determined by the JDAP to be referred to the JDRP where it relates to new commercial development and in this instance, major additions to existing development that impact on the streetscape.

The application was referred to the JDRP on 29 July 2014, and advice received is discussed further in the planning assessment section of this report.

Details: outline of development application

The development is for the extensions to and upgrades of the existing shopping centre. The proposal will result in a 4,573.1m² net increase of retail NLA (bringing the total retail NLA to 54,761.7m²). The development plans and landscaping concept plans are provided as Attachment 2 and 3, with development being focused in three zones of the shopping centre:

Zone A

The north-east portion of the shopping centre fronting Whitfords Avenue is proposed to be enhanced through a new promenade, created through landscaping and improved building facades. Aspects of the development within this area include:

- An increase in the width of the existing path, ranging from six metres to 15 metres or more, to enable a better transition of the area from a path to a forecourt/promenade.
- New seating, high quality pavement and water features. Sculptural seating and custom street furniture is also proposed.
- Improved dedicated and sheltered taxi area and new bicycle parking areas.
- Extending awnings, and a timber batten pergola with feature timber cladding, steel features and climbing vegetation.
- Enhancements to the existing facades through feature timber/steel fins for design integration with the pergola, and some paint changes to the existing facade.
- Landscaping will incorporate mature trees along the new facade, car parking area and verge, and the new centre entry statement.

There is no change to retail floor space as part of the works to Zone A. However, the establishment of the promenade will result in a loss of 31 car bays.

The promenade will enable small-scale events and is anticipated over time to transition to accommodate more outward-facing operators, with a casual dining emphasis. This transition is dependent on existing leases and incoming tenants, and would be subject to separate applications.

In order to facilitate events within the new promenade area, the applicant has indicated that a maximum of 107 car bays would be closed off at any one time on a temporary basis. This is discussed further in the planning assessment section of this report.

Zone B

The existing outdoor piazza is proposed to be replaced with a new retail 'box', which is intended to incorporate the re-located Coles supermarket tenancy, with an associated loading dock and external facade modifications also proposed. The following works are proposed in Zone B:

- An additional 2,205.1m² of retail NLA.
- Minor extension to the existing deck footprint and re-organisation of some internal tenancies in order to accommodate the re-located Coles supermarket tenancy.
- The addition of a new escalator to facilitate pedestrian access into the shopping centre from the basement car park as well as Whitfords Avenue in conjunction with new pedestrian priority crossings.
- Secure end of trip facilities for staff including a minimum of 25 bicycle storage racks, lockers and male and female showers.
- A proposed new advertised billboard sign affixed to the Whitfords Avenue facade of the new retail 'box' addition.
- Landscaping along the Whitfords Avenue frontage including the use of green walls.
- A new loading dock, with acoustic walls adjacent to Whitfords Avenue.

The applicant states that the outdoor piazza has not performed as intended due to the separation from the ground plane, the microclimate and the poor integration with the internal mall. An enhanced outdoor space is now proposed to be included in Zone A.

The new single level elevation to Whitfords Avenue will be articulated with timber/metal fins, billboard signage and green wall climbers on mesh. The proposed advertised billboard signage addition is the only signage included in this application, and is discussed further in the planning assessment section of this report.

The proposed ground level loading dock has been designed to avoid ramping and an elevated loading area and is inclusive of two acoustic sound walls along the Whitfords Avenue boundary to ensure sound emitted from the dock and associated reversing paths is contained within the development and meets noise regulation requirements. The acoustic walls are discussed further in the planning assessment section of this report.

Zone C

The southern side of the shopping centre is proposed to expand from the existing Coles tenancy to the south-east. The expanded area is intended to accommodate a variety of retail options including a new major tenancy ('Department Store'), a variety of mini majors and/or other specialty retail shops. Modifications to this side of the shopping centre include:

- An additional 2,368m² of retail NLA.
- The existing basement being expanded to accommodate additional car parking, and improved vertical circulation via the installation of a new lift and escalators.
- The relocation, expansion and enclosure of the existing loading dock area.
- Updates to the existing southern shopping centre facade to match the proposed retail 'box' extension. The facade is to be clad and articulated through the use of textured concrete, feature timber/steel fins and timber battens, consistent with the other parts of the centre improvement.
- A new pedestrian priority pathway will be provided in the modified car park from the centre entrance to the lot boundary, to align with nearby pedestrian access ways.

It has been requested that approval be granted for both 'Department Store' and 'Shop' land use classes within the zone, as the ultimate land use will be dependent on future tenant negotiations. This is discussed further in the planning assessment section of this report.

Car parking

Across the three zones there will be a net reduction of 112 car bays, specifically:

- The establishment of the south-east promenade at Zone A will result in a loss of 31 car bays.
- The required reconfiguration of the existing basement car park at Zone B for the loading dock will result in the loss of 90 car bays.
- There is to be an increase of nine car bays at Zone C.

This will result in a total of 3,629 bays across the site.

Legislation & policy:

Legislation

Metropolitan Region Scheme (MRS)

The subject site is zoned 'Urban' under the MRS.

It should be noted that Whitfords Avenue, which adjoins the site immediately to the north is reserved for the purposes of 'Other Regional Road'. Marmion Avenue, which adjoins the site to the east, is reserved for the purposes of 'Primary Regional Road' under the MRS.

City of Joondalup District Planning Scheme No.2 (DPS2)

Under DPS2, the subject site is currently located within the 'Commercial' zone. The objectives and development requirements for this zone are set out under clause 3.7 and Part 4 of DPS2.

Clause 3.7.2 of DPS2 identifies Whitfords as an activity centre that requires an activity centre structure plan to be adopted prior to approval of 'major development'. Under DPS2, 'major development' for the purposes of an activity centre has the same meaning as that given to it by SPP 4.2. In this instance it would include the addition of retail NLA more than 5,000m². This development is for an additional 4,573.1m² of retail NLA only, and therefore is able to be considered without the requirement for an activity centre structure plan under DPS2.

Local Policies

Council Policy - Environmentally Sustainable Design

This policy applies to the construction of major residential, commercial and mixed use buildings. The purpose of the policy is to encourage development to incorporate environmentally sustainable principles into the building design. The policy also requires applicants to complete the City's Environmentally Sustainable Design Checklist.

The checklist for the proposed development is provided as Attachment 4.

Council Policy – Signs

This policy provides guidance on the extent and location of various forms of signage that are not exempt from planning approval under DPS2. The policy aims to protect the quality of the streetscape and the amenity of adjoining and nearby residents by minimising the visual impact of signs and encourage well-designed signs that enhance visual quality and safety of the City of Joondalup.

Consultation:

Public Consultation

The development proposal was advertised for a period of 21 days, from 7 August to 28 August 2014. Consultation was undertaken in the following manner:

- A letter outlining the nature of the development application was sent to land owners and occupiers of all properties within 400 metres of the proposed

Whitford Activity Centre Structure Plan boundary. These are the same properties that were consulted with regarding the 2013 development application;

- Five signs were erected on-site at all major entrances;
- Notices were placed in the Joondalup Weekender for three consecutive weeks;
- Details of the application including electronic copies of the development plans were posted on the City's website; and
- Development plans and submission documentation were made available at the City's administration building, Whitfords library and the customer service centres.

A total of 75 submissions were received in the form of individual submissions and proforma letters.

The submissions comprised:

- 46 objections;
- 20 submissions stating no objections; and
- Nine submissions of support.

A summary of submissions by theme is provided as Attachment 5.

The submissions raised the following key points:

- Parking at the centre is already stretched to its limit during busy peak periods and the reduction in car bays will force shoppers to park somewhere else i.e. nearby residential properties.
- The increased traffic will cause additional congestion in and out of the shopping centre and on the surrounding road network.
- Increased congestion will increase discomfort when crossing Whitfords Avenue and other roads as a pedestrian due to a lack of upgrade to adjoining intersections and pedestrian pathways.
- The increase in associated noise levels due to additional deliveries and customers.
- The shopping centre is big enough.
- The incremental development of the site through a series of development of less than 5,000m², will build the centre up to a 'bulk and scale' beyond that of a secondary centre.
- There is concern that the additions will give rise to crime and create disturbance in the peaceful residential community, further exacerbate already high levels of litter and that large signage additions adjacent to Whitfords Avenue will pose as a distraction to drivers.

These concerns are discussed further in the planning assessment section of this report.

Consultation with other Agencies or Consultants

The City received comments from Main Roads WA, Water Corporation and the Department of Planning's Infrastructure and Land Use Coordination section. A summary of feedback received from service authorities is provided as Attachment 6.

Both Main Roads WA and the Department of Planning, as the authorities responsible for the planning of sites adjoining Marmion Avenue and Whitfords Avenue

respectively, have indicated their support of the application on the condition that upgrades are made to specific turn movements at the Marmion Avenue and Whitfords Avenue intersection. The extent of the upgrade and allocation of costs requires coordination between the applicant, Main Roads WA and the City. This is discussed further in the planning assessment section of this report and is addressed through conditions of approval.

Planning assessment:

The proposal is for extensions to, and the upgrade of certain areas of the existing shopping centre, increasing the retail NLA for the centre by 4,5371m², to a total of 54,761.7m². As the additional retail NLA is not greater than 5,000m² an activity centre structure plan is not required prior to the JDAP being able to consider the application. Similarly given the amount of retail floor space proposed, the development is also not required to be separately assessed against the MRS by the Department of Planning.

Retail floor space

The proposed increase in retail floor space is consistent with indicative floor space under the City's Local Commercial Strategy and will remain well below the 75,000m² retail NLA threshold as outlined in the strategy as well as increasing employment self-sufficiency targets within the commercial centre.

During public consultation a number of comments were received expressing concern that there may be an intention to develop the site incrementally through a series of smaller development applications with an increase of less than 5,000m² retail NLA and that such progressive expansions will build the centre up to a 'bulk and scale' beyond that of a secondary centre. Applications for further additions to the shopping centre will be assessed on their planning merits, taking into consideration any previous approvals granted for the site and relevant policies and strategies.

The JDAP's refusal of the development application for major additions to the shopping centre that is currently under review through the SAT will need to give consideration to this development if approved.

Assessment against the 'Commercial' zone under DPS2

The proposed development meets the development requirements of the 'Commercial' zone under DPS2 with the exception of street setback and car parking requirements (Attachment 7 refers).

Land Use

The applicant seeks approval for the majority of the development to be used as 'Shop', however, has also requested the option for the expanded existing Coles box area (Zone C) to be used as 'Department Store' without any further change of use applications being required. This is to allow flexibility to negotiate for prospective tenants for a range of smaller specialty shops, or a single department store. Under DPS2 'Shop' is a permitted ("P") land use, and 'Department Store' is a discretionary ("D") land use.

A 'Department Store' is considered appropriate in secondary centres under SPP 4.2. Furthermore, under Amendment No 65, the land use 'Department Store' is proposed

to be deleted and incorporated into the definition of 'Shop'. As such it is not considered inappropriate for this portion of the development to be used for either land use without the need for further approvals. It is noted that any other land uses would require further approval.

Street Setback

A building setback of nine metres is required to the Whitfords Avenue and Banks Avenue street boundaries. While the majority of the development meets and exceeds this requirement, a portion of the acoustic wall required for the loading dock to Whitfords Avenue is proposed at a nil setback. This reduced setback applies to a portion of the wall 60 metres in length, and 3.2 metres in height, which is proposed to provide noise protection for the turning circle area of the loading dock. The second portion of the acoustic wall is set back closer to the loading dock, and is in excess of nine metres from the Whitfords Avenue street boundary.

The acoustic wall is required to be constructed in order to screen nearby residential properties at Castle Court and Cromer Grove from noise emitted from the reversing alarms of large delivery trucks over a 100 metre reverse path distance. This is discussed further in the 'noise' section below.

It is considered that with articulation of the acoustic wall and use of landscaping, the wall will provide screening of the loading dock and enhance the appearance of the development from Whitfords Avenue. A condition of approval is recommended requiring full details of the treatment to the acoustic wall, as well as the landscaping to be provided to screen the wall. It is recommended that these details be provided for approval prior to commencement of development, to ensure that the overall appearance from the streetscape is of a high standard.

Car Parking

The car parking requirement for the site based on the current car parking standards under DPS2 is 4,102 bays, with 3,629 bays proposed to be provided across the site. It is noted that the car parking requirements are inclusive not only of the shopping centre NLA but also three external take away fast food outlets, a two storey office complex and a service station.

The Traffic Impact Assessment (TIA) submitted with the application indicates that the car parking for the site is adequate, being benchmarked against other existing shopping centres around Australia.

As part of Amendment No 65 to DPS2, it is proposed that the shopping centre standard for a shopping centre with a NLA in excess of 50,000m² will decrease to align with retail car parking requirements outlined in SPP 4.2. Applying the car parking standard proposed under Amendment No 65, a total of 3,318 bays would be required, resulting in a surplus of 311 bays across the site.

On the basis of the above, it is considered that the car parking provided on-site is appropriate.

Closure of car parking in Zone A

As part of this application, approval is sought for the 107 bays adjacent to the proposed new promenade in Zone A to be closed on a temporary basis for events.

Should this car parking area be closed on a temporary basis, it is noted that under Amendment No 65 there would still remain sufficient car parking across the site, being a surplus of 204 bays.

Given that a surplus of car parking would remain across the site, it is not considered inappropriate for the closure of this area for events. A condition of approval is recommended requiring the landowner to seek written approval from the City prior to any closure and to outline traffic management methods, to ensure the closure is appropriate in each instance. This would also need to include alternative arrangements for the taxi pick-up/drop-off area.

The majority of objections received during public consultation were based on the loss of 112 car bays across the site and the effect this would have on the use of verge areas on surrounding side streets for illegal parking. It is noted that this problem is not only as a result of the shopping centre, but also contributed to by St Marks Anglican Community School and other showroom developments on the corner of Whitfords Avenue and Endeavour Road. Illegal verge parking is managed by the City on a case by case basis under the *Local Government Act 1995* and *City of Joondalup Parking Local Law 2013*.

A number of objections also focussed on the inconvenience of undercover bays and bays close to existing entrances being lost. As outlined above, it is considered that sufficient parking is provided on-site to meet the requirements of Amendment No 65 and the parking areas are generally considered convenient and accessible for customers.

As part of this development the pedestrian connection on the site to the pedestrian underpass on Whitfords Avenue will be strengthened by the improved shop frontages proposed as part of the centre improvement along the north east promenade. In addition pedestrian access through the new car parking areas will improve accessibility to the centre from these areas.

Environmentally Sustainable Design

The applicant has completed the City's Environmentally Sustainable Design Checklist (Attachment 4 refers) demonstrating the inclusion of environmentally sustainable design elements. The checklist indicates that the development has a northerly orientation; has been designed to make use of recycled/recyclable/natural materials; aims to reduce water use and incorporate water efficient technologies; and proposes to include low energy technologies and natural/fan forced ventilation. The development application also seeks to significantly increase soft landscaping whilst retaining existing vegetation across the site.

In addition, the development proposes the construction of end of trip facilities within Zone B including bicycle storage facilities, lockers and showers. This will enhance the range of facilities available to staff, and improve active transport options to access the shopping centre.

Signage

The application includes a 55m² billboard sign to be located on the new retail 'box' facade facing Whitfords Avenue. The sign is considered to be and has been assessed as a wall sign.

The proposed sign complies with the 'Commercial' zone signage requirements in that it does not occupy more than 25% of the northern shopping centre building façade, will not obscure any architectural detail, or extend above either end of the proposed wall.

The sign will only display goods or services related to the shopping centre which is intended to be utilised primarily for basic advertisements and provide additional visual interest to the facade. The sign will not present as a future possible hazard to vehicles or pedestrians as it will be static and not incorporate any flashing or chasing lights. A condition of approval has been included to ensure that this sign is to be established and thereafter maintained to a high standard to the satisfaction of the City.

It has been stated that other indicated signage in the development plans does not form part of this application. The recommended condition of approval relating to external finishes requires details of signage types and locations to be submitted to the City for approval.

Traffic

The Transport Impact Assessment (TIA) initially submitted as part of the application indicated that the increase to traffic volumes in surrounding intersections will be less than 5%, due to the small scale of the proposed shopping centre improvements. Subsequently the TIA concluded that the existing road network was sufficient to cater for this minor increase, and no modifications were proposed to the surrounding road network.

Due to the development being adjacent to a Primary Regional Road Reserve (Marmion Avenue), and Other Regional Road Reserve (Whitfords Avenue), the application was referred to Main Roads WA and Department of Planning's Infrastructure and Land Use Coordination for comment, in addition to the City's assessment. The City and agency assessments concluded that the intersection of Marmion Avenue and Whitfords Avenue is currently operating beyond capacity with a number of movements having significant deficiencies. This was contributed to by the demand generated by the existing shopping centre development, and any further increases would compromise the performance of this intersection. A number of concerns were also raised regarding the methodology used in the applicant's TIA.

In response to this, the TIA was amended, including an outline of three different scenarios for the upgrade of the Marmion Avenue and Whitfords Avenue intersection. On the basis of the information submitted, the City, Main Roads WA and Department of Planning consider that the traffic impact from the development on the surrounding road network could be addressed through upgrades to the intersection, however not in the form suggested by the applicant's TIA.

As such, Main Roads WA's support of the development was subject to a condition being included on any approval requiring the applicant to coordinate with Main Roads WA to develop a revised TIA and design of the intersection. Main Roads WA's support for the development was also subject to the applicant being responsible for the cost of upgrading the following turning movements of the intersection:

- Southbound right turn

- Westbound left turn
- Eastbound left turn
- Northbound left turn.

Given this, the City recommends that approval of the development be subject to the applicant producing a suitable Transport Impact Assessment that determines the design of the Whitfords Avenue and Marmion Avenue intersection, and the allocated turning movements of the intersection being upgraded, at the applicant's expense, prior to the development first being occupied.

In the interest of minimising disruption to the public through multiple construction projects at the same location, the revised TIA is required to be aligned with the ultimate intersection design currently envisaged by Main Roads WA, the Department of Planning and the City.

It is also recommended that the TIA include intersection analysis to address signal phasing and cycle times, including the intersection of Whitfords Avenue and Dampier Avenue. This will be required to be to the satisfaction of Main Roads WA.

Pedestrian connection

A number of submissions commented that crossing Whitfords Avenue, as a pedestrian, is already uncomfortable due to high frequency, high speed traffic, particularly for elderly community members. Submitters were concerned that although some changes to pedestrian access had been proposed, no upgrade to the intersections and pedestrian pathways along and across Whitfords Avenue were included.

The City takes note of the concerns about crossing Whitfords Avenue at grade. However, the existing pedestrian underpass connecting the centre from the northern edge of Whitfords Avenue, as well as the traffic signals at Marmion Avenue and Dampier Avenue, allow safe pedestrian crossing. This development application also proposes to further enhance the pedestrian access to the centre from Banks Avenue.

Loading docks and noise

A new loading dock to service the relocated Coles box is proposed to be located on the basement level of the shopping centre adjacent to Whitfords Avenue (Zone B). Significant changes are also proposed to the loading dock which currently services the existing Coles tenancy on the southern side of the site and adjoining Banks Avenue (Zone C).

The new loading dock at Zone B was designed to avoid ramping and an elevated loading area with deliveries reaching the new Coles box via lifts. In response to the City's concerns regarding the potential noise that would be generated by delivery trucks reversing in excess of 100 metres along the Whitfords Avenue frontage to access this loading dock, the applicant has proposed two, 3.2 metre high acoustic walls extending for a cumulative length of 110 metres.

The acoustic walls have been designed to act as sound barriers to nearby residential properties at Castle Court and Cromer Grove and the nil setback of the acoustic wall along the Whitfords Avenue street boundary, adjacent to vehicle turning circles and

staff car parking is considered to be appropriate. Both the acoustic walls and loading dock at Zone C are to be screened by a green wall installation.

The expansion of the existing Coles box at Zone C requires the expansion of an existing loading dock to accommodate differing requirements, and will potentially result in this loading dock being no longer utilised by refrigerated vehicles, with a transition from a supermarket to a fashion retail focus. Notwithstanding this anticipated tenancy transition, the loading dock is to be screened as per requirements within DPS2 with a four metre high masonry wall that is to be overlaid with a green wall installation.

The extension and enclosure of this loading dock not only provides a safer pedestrian entry experience to the centre's entry at Banks Avenue, but also solves the existing conflict between general car parking and truck loading access by providing early truck access and clear separated entries between truck and general vehicular access. Acoustic assessment of this new loading dock indicates that the required noise standards will be met for the surrounding residential area.

The inclusion of vertical green walls to both loading dock areas not only further articulate the screen walls but also improve the interaction with residential properties to the north and south of the shopping centre with the transition from an open to enclosed loading area.

A condition of approval is required to ensure that the acoustic wall and loading docks are articulated as indicated on the proposed plans and maintained so as to enhance visual interest in the development as viewed from Banks Avenue and Whitfords Avenue.

Joondalup Design Reference Panel

The Joondalup Design Reference Panel (JDRP) met on 29 July 2014 to discuss the proposal. It is noted that the development plans presented to the JDRP did not include the acoustic wall located on the northern side of the shopping centre, as this was a subsequent amendment following further detailed assessment of the application by the City.

Overall, the JDRP agreed that the proposal improves some of the dated elements of the shopping centre site. The key points raised by the panel, and the applicant's response are provided below:

- General discussion was had regarding the integration of existing retail facades. This included the potential increase in height of the additions in Zone C, and how the timber battens will be fixed to the building and associated maintenance.

Applicant's response:

The proposed extension to the existing Coles 'box' is to be the same height as the existing with the proposed extension to be constructed out of pre-cast panel similar to the existing. The extended Coles box will be increased from approx. 58m x 77m to 88 x 77m.

The existing Coles box' will be overlayed with new timber/metal fins spaced at every three precast panels. These fins that fixed onto the existing precast panels will be approx. 300-500mm deep (subject to design detail development) to create a macro pattern in breaking down the current monotonous and bland façade as well as creating visual layering depth. In between the timber/metal fins are timber battens (on supporting metal frame) that are fixed at a random pattern to the fins as per proposed elevation.

The outer face of the timber battens will be slightly recessed from the outer face of the timber/metal fins; however the battens will have a gap between it and the existing precast wall.

Overall, the timber battens will present as floating overlay to create a richer façade articulation and the new extension will bear the DNA of the existing whilst retaining its own identity.

- General discussion was had regarding the maintenance and longevity of the proposed green wall on the southern side of the shopping centre (Zone C). Concern was expressed that it would not get much light and water which could affect this side of the shopping centre.

Applicant's response:

The green walls success will come down to the species selection, which will be addressed as part of detailed landscape plans. There are a number of species that will perform well on the southern side of buildings where the hours of sunlight are low. We would be recommending that the green wall be irrigated with recycled water where possible. Also note; that less water will be required to the planting to the southern side of the building as evaporation rates will be less due to the area being in shade for longer periods.

- General discussion was had regarding the relocation and size of the new Coles supermarket development and queries about the exact location of the new service delivery loading dock (Zone B).

Applicant's response:

The proposed size of the main rectangular box of the proposed relocated Coles is approximately 54m x 76m (plus some minor area of the entry from the mall). The entry width is 24m wide.

The new service delivery dock for the proposed Coles Box in the existing Piazza space will be serviced by a new loading area from the modified existing car parking level below (Basement Level G) that facilitates level street access from Whitfords Ave. A loading dock that will be screened with masonry wall and green climbers will provide vertical lift loading to transfer the goods to the proposed Coles box above.

- Discussion was had on what type of signage will be used and whether digital signage had been considered for the advertised billboard sign in Zone B. Signage will need to be integrated with the overall design.

Applicant's response:

As discussed at the panel meeting (where digital signage was being promoted by panel members) a conservative approach has been taken in relation to the signage panel, given the complexities and referrals that are associated with digital signage. For the purposes of this application the proposed signage panel in Zone B is a fixed static sign (not digital). Signage detail will be subject to a separate application and should digital signage be sought in the future this will form a new development application.

- General discussion was had about the north-east promenade (Zone A). The panel commended the concept in terms of the addition creating a street based experience. However, consideration needs to be given to the functionality of the space, and that pedestrian circulation may be impeded by furniture. It was recommended that a place making expert be used, and that temporary furniture will create a more adaptable space. The location of the kids play element area in Zone A was queried and whether it was close to traffic.

Applicant's response:

This will be addressed in part as part of the detailed landscape plans which will be provided post DA, however in order to provide context and understanding the following comments are offered:

- *The circulation of the space has been carefully thought through. Clear zones have been created along the shopping front facades and areas associated with drop off zone, key entry points and marked foot crossings.*
- *All furniture placement has been designed to sit clear of the circulation zones and located to the 'in-between spaces'.*
- *The furniture placement addresses both the arrival and drop off zones as well as the shopfront façade active edge.*
- *The design and placement of furniture and raised seating / tree pods also provide a high level of permeability that will allow patrons to move through these spaces in an unimpeded manner.*
- *It would be possible to have some temporary furniture, though this would become a centre management issue. Furniture would need to be brought out during business hours and then locked away. Movable chairs and temporary furniture could work under the formal Bosque area.*
- *The circulation, arrangement and functionality of spaces was carefully thought about during the design process (refer to circulation and functionality diagrams). The overall space is divided into three distinctive character zones:*
 - *Arrival / forecourt entry. These spaces provide a sense of arrival and are demarcated by signature plantings, a slight change in pavement material and sculptural water elements signifying the key entry points to the centre.*
 - *Formal seating zones over decking. These areas occur to the central drop off zone and provide respite for patrons while waiting to be picked up or simply having a lunch break or rest from shopping. The space addresses both the shopfront façade and car park edge.*

- *Informal seating zones. There are a number of these zones along the promenade, providing a more informal character that addresses both the shop front façade and car park edge. Low raised planters provide a range of microclimatic seating opportunities for individuals and groups to relax and or mingle throughout the day.*

The kids play elements are designed to be sculptural elements only and not be akin to a full play zone for kids. Parents would supervise while sitting on integrated bench seating. The sculptural elements are well set back from the traffic movements which will be slow moving through the car park area and buffered by intermittent landscape planting along the road edge providing visual cues to drivers to slow down. If there is still a concern with the placement of the sculptural elements, the area could be mirrored to have more emphasis to the shopfront facade.

- The panel queried whether it was the intention to screen the facades with trees and whether it could result in signage being obscured once the trees have matured. The panel advised to be mindful of the types of tree species used especially once they mature in the next couple of years.

Applicant's response:

The tree species were a key element taken into consideration within the design. The micro climate and intimacy of the space was a key element of the species selection. Selected trees would be grown on in a nursery environment to a procurement specification where a minimum 3-4m clear stem would be specified. This will allow patrons to move freely under the trees while also being able to see any signage associated with shop front facades. Understory planting will be designed to be between 2-500mm keeping sight lines clear under trees through to the shopfront facades.

- The panel queried if the fire egress on the Whitfords Avenue facade (adjacent to the new Coles box) was worth retaining, and if it can be improved aesthetically as part of this development.

Applicant's response:

The removal of the structures was not considered warranted as they would still be able to perform a function, although the need to integrate with the design is accepted. Elements of the stair structures are proposed to be repainted with colours to integrate with the new development.

- The panel commented on how this proposal would align with the draft structure plan, should that be approved.

Applicant's response:

The application has been designed so as to largely maintain the existing footprint of the centre. This maintains the greatest flexibility in terms of future development and transition in accordance with a future approved structure plan. The previous structure plan's wider objectives of facilitating the development of Marmion Promenade and the Endeavour Road main street

are not compromised by the proposal. The centre will still readily be able to expand eastward in line with the structure plan's indicative concept plan.

City comment:

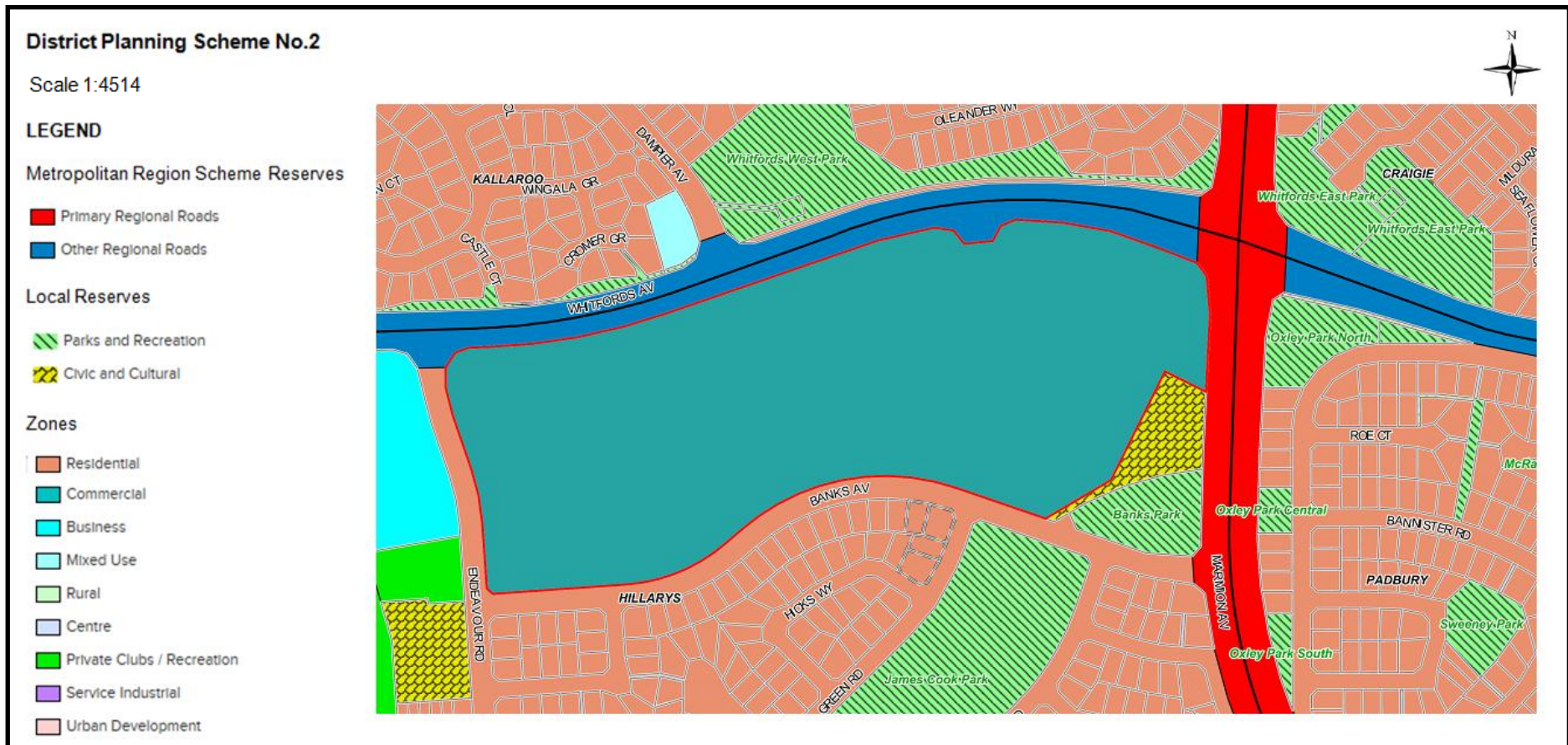
The City agrees that the development proposed will significantly improve key facades of the shopping centre. Matters raised by the JDRP in relation to landscaping, the design of public space, and final details of building finishes are proposed to be addressed through conditions of approval which will require further detailed design and plans to be submitted to the City for approval. The recommended conditions of approval will also require the external facade, and landscaping to be established and thereafter maintained to a high standard.

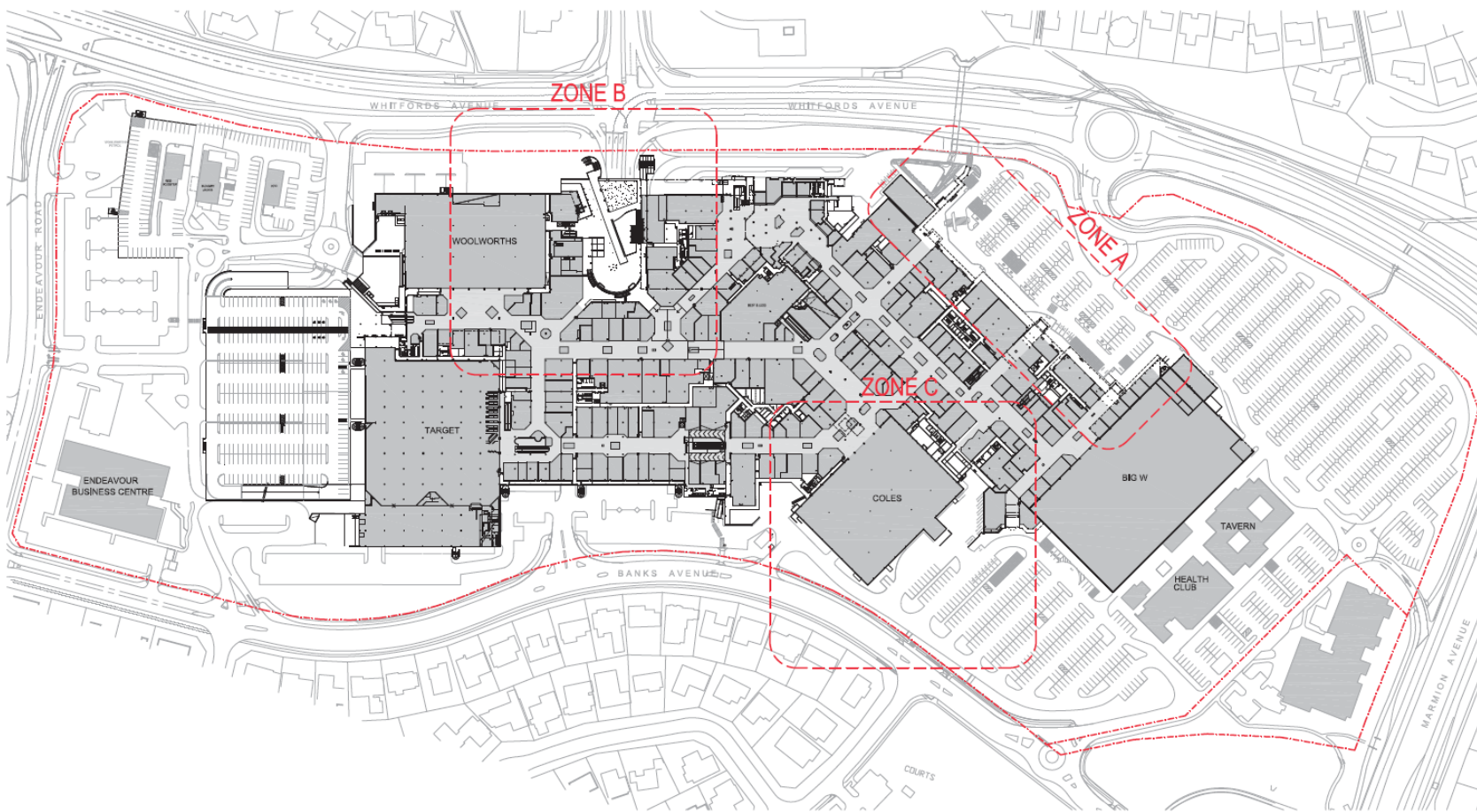
Conclusion:

The proposed additions to the shopping centre will significantly enhance the amenity of the centre by providing an updated and consistent design style in terms of architectural features, colour palette and landscaping which will reduce the existing hard built edge against the surrounding car parking areas. All works are proposed to be conducted within the existing shopping centre footprint and will significantly improve frontage to Whitfords Avenue and provide a new casual dining and more flexible events space, replacing the existing outdoor piazza area which has been identified as a problem area for the centre in terms of antisocial behaviour.

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







SUMMARY PLAN OVERALL ZONING - LEVEL 1 (EXISTING)

SUMMARY PLAN OVERALL ZONING - LEVEL 1 (EXISTING)
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

DEVELOPMENT APPLICATION

AECOM **Cardno**

Notes:
1. Refer to latest project documentation for existing plans, sections, elevations, RLs, survey and details

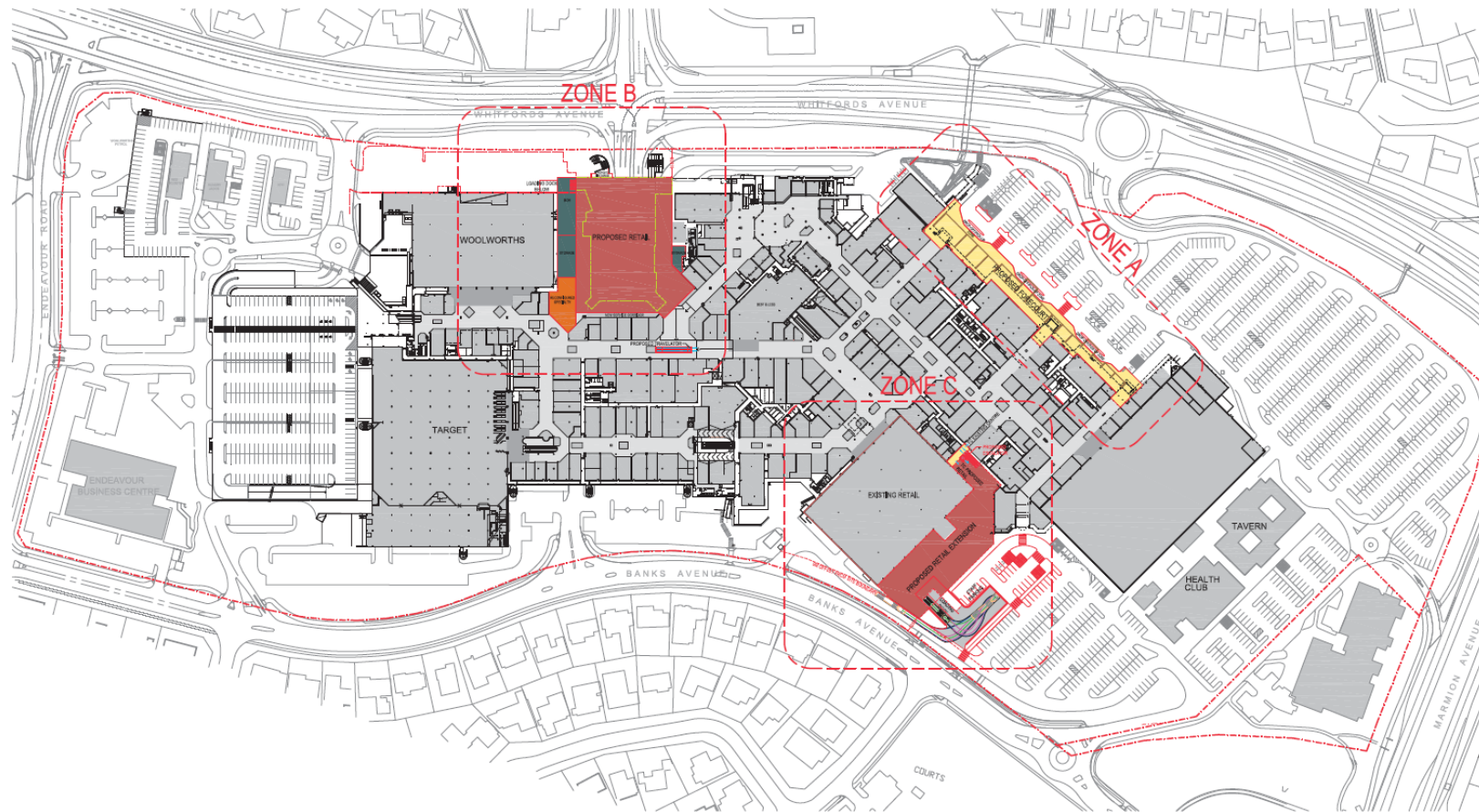
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SCENTRE GROUP

Water

Scale 1:1000@B1	Project No. 11310
	Date JULY 2014
Drawing no. EX-02	Revision A





SUMMARY PLAN OVERALL ZONING - LEVEL 1 (AFTER DEVELOPMENT)

SUMMARY PLAN OVERALL ZONING - LEVEL 1 (AFTER DEVELOPMENT)
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

AECOM  Cardno 

Notes:
* Refer to latest project documentation for existing plans, sections, elevations, RLs, survey and details

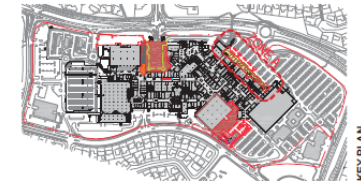
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Scale 1:1000@B1	Project No. 11310
Drawing no. DA-01	Date JULY 2014
	Revision A

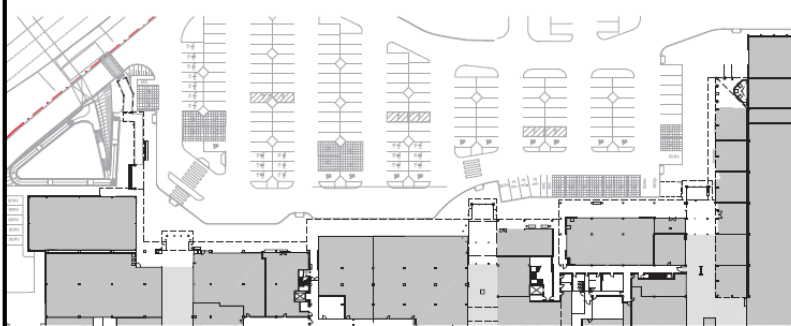


DEVELOPMENT APPLICATION

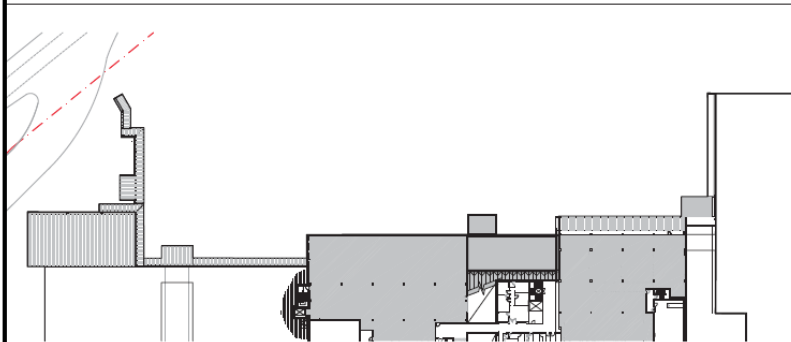


ZONE A

EXISTING

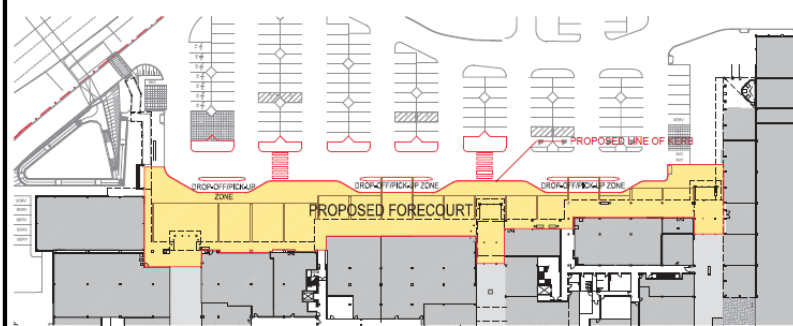


EXISTING RETAIL LEVEL 1 - RL 27.000

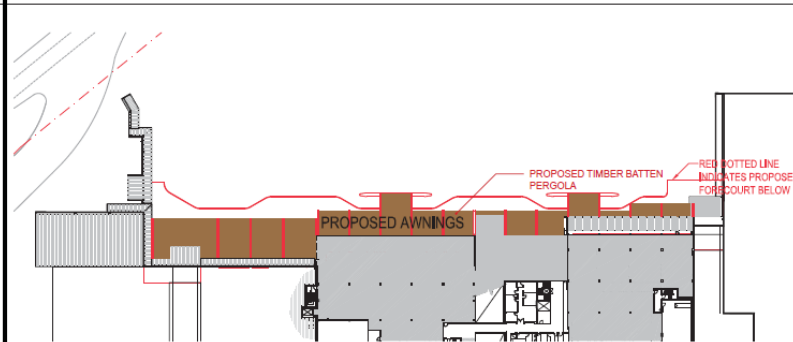


EXISTING RETAIL/ROOF LEVEL 2 - RL 32.500

PROPOSED



PROPOSED RETAIL LEVEL 1 - RL 27.000



PROPOSED RETAIL/ROOF LEVEL 2 - RL 32.500

ZONE A DETAILED PLANS CENTRE IMPROVEMENT DEVELOPMENT WESTFIELD WHITFORD CITY

AECOM Cardno

Notes:
- Refer to latest project documentation for existing plans, sections, elevations, RLs, survey and details



Scale 1:500@B1	Project No. 11310
Date JULY 2014	Revision
Drawing no. DA-A01	Revision A



DEVELOPMENT APPLICATION



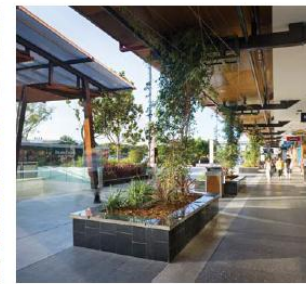
GREEN WALL - CLIMBING VEGETATION



TIMBER BATTEN SUN SCREENING



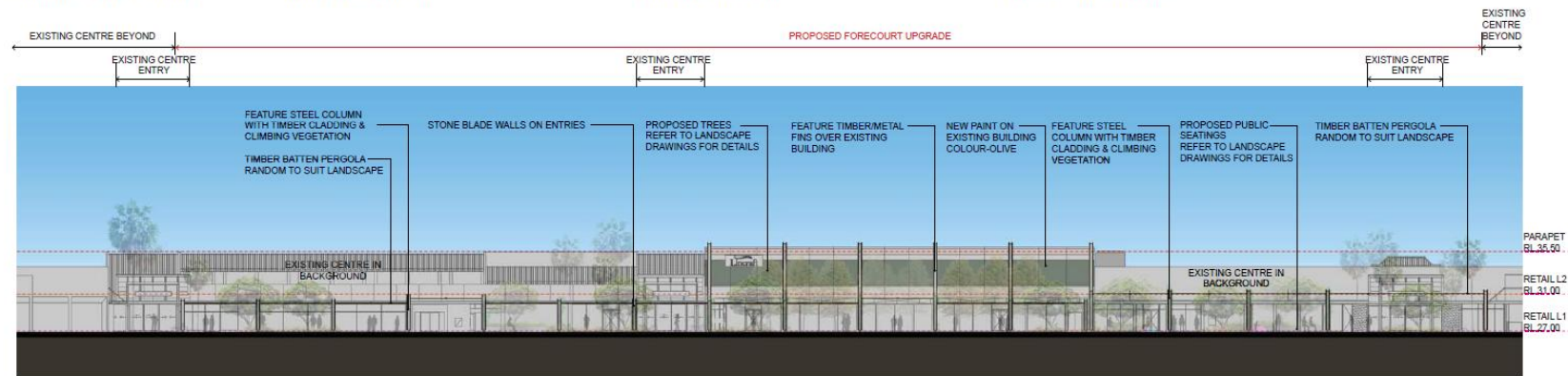
FEATURE TIMBER/METAL FINS



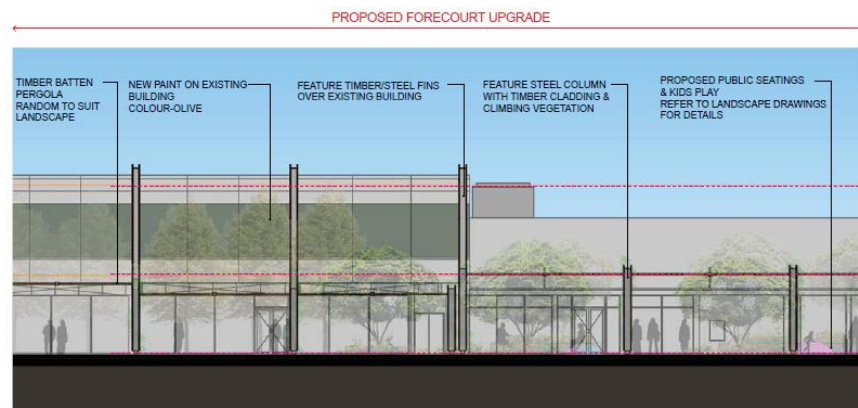
TIMBER PERGOLA WITH CLIMBERS



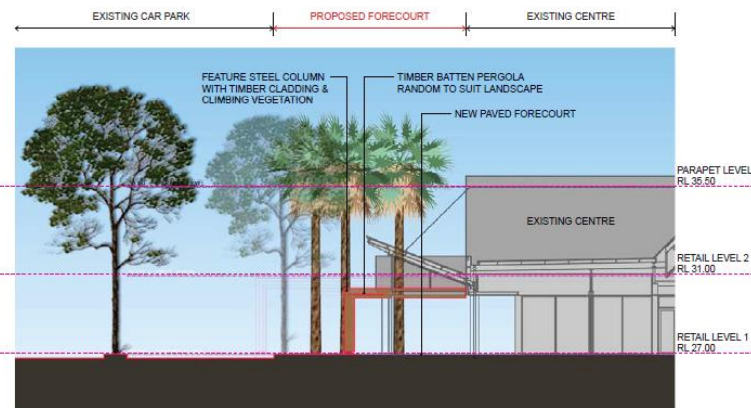
KEY PLAN



PROPOSED ELEVATION - NORTH-EAST PROMENADE
1:200@B1



PROPOSED ELEVATION - NORTH-EAST PROMENADE
1:100@B1



SECTION A-A - NORTH-EAST PROMENADE
1:100@B1

ZONE A ELEVATION/SECTION - NORTH EAST PROMENADE
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

AECOM Cardno

Notes:
* Refer to latest project documentation for existing plans, sections, elevations, RLs, survey and details.

GIC
SCENTRE GROUP

Scale 1:200@B1	Project No. 11310
	Date JULY 2014
Drawing no. DA-A02	Revision A

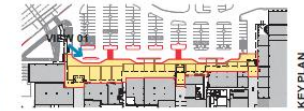
DEVELOPMENT APPLICATION



NORTH-EAST PROMENADE VIEW - PROPOSED



NORTH EAST PROMENADE VIEW - EXISTING



DEVELOPMENT APPLICATION

ZONE B PHOTO MONTAGE - NORTH-EAST PROMENADE
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

Notes:
* Refer to latest project documentation for existing plans, sections, elevations, P/Ls, survey and details.

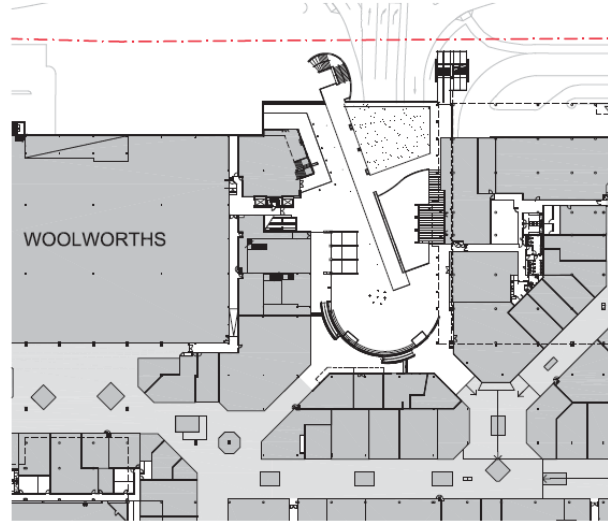
SCENTRE GROUP
Westfield

Scale NTS	Project No. 11310
	Date JULY 2014
Drawing no. DA-A06	Revision A

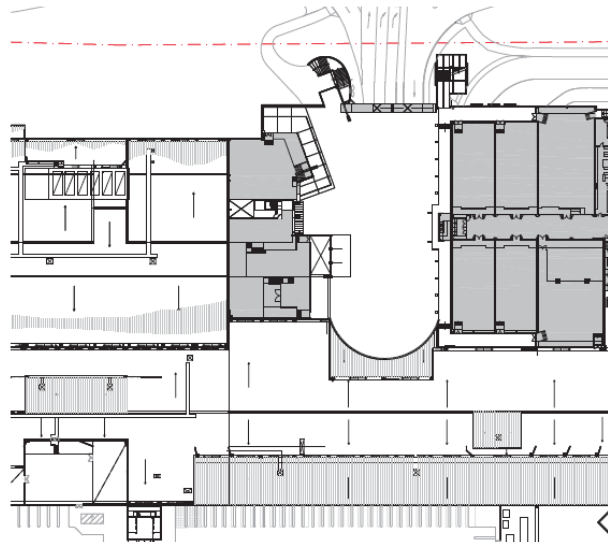


ZONE B

EXISTING

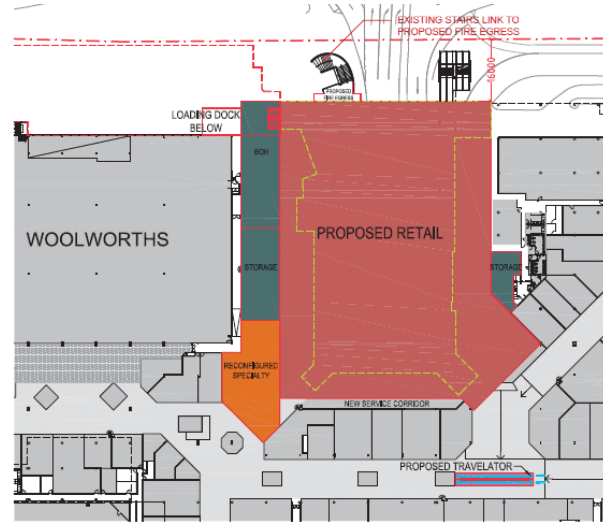


EXISTING RETAIL LEVEL 1 - RL 27.500

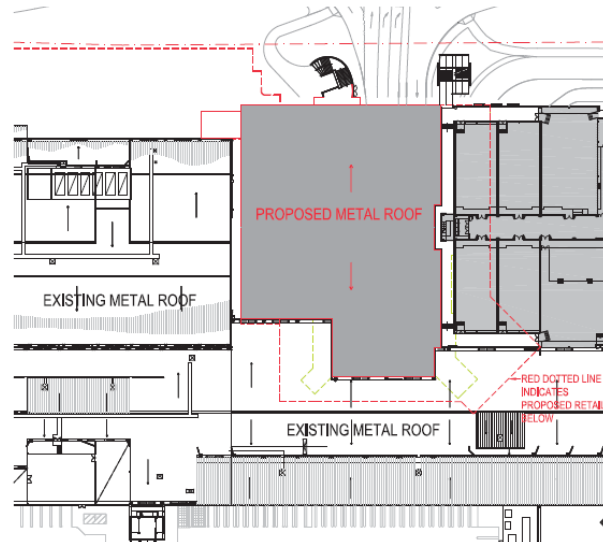


EXISTING LEVEL 2 ROOF - RL 32.500

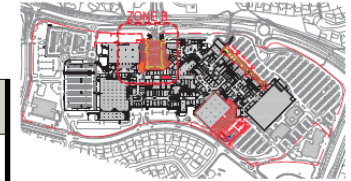
PROPOSED



PROPOSED LEVEL 1 RETAIL - RL 27.500



PROPOSED LEVEL 2 ROOF - RL 32.500



KEY PLAN

ZONE B PLANS CENTRE IMPROVEMENT DEVELOPMENT WESTFIELD WHITFORD CITY

AECOM  Gardno

Notes:
* Refer to latest project documentation for existing plans, sections, elevations, RLS, survey and details



SCENTRE GROUP

Water

Scale
1:500@B1

Project No.
11310

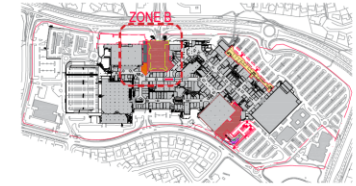
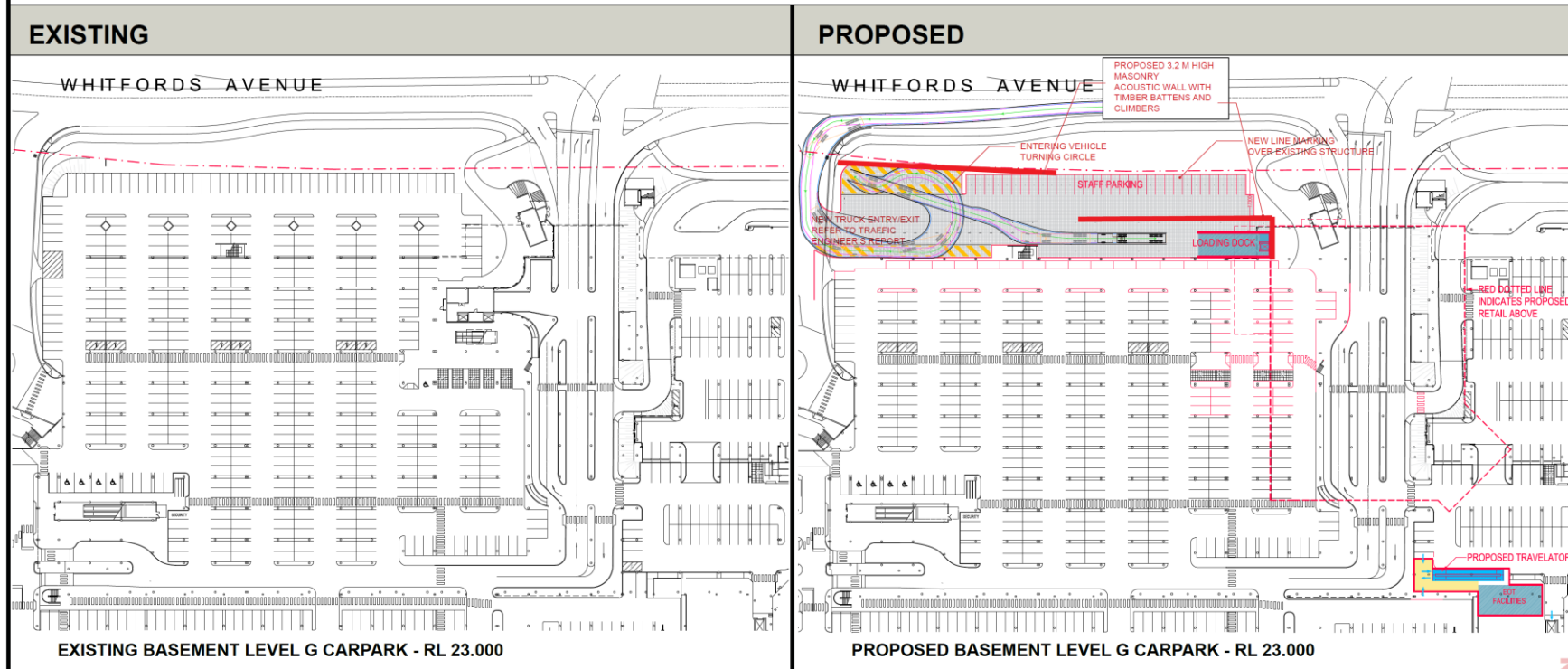
Date
JULY 2014

Revision
A



DEVELOPMENT APPLICATION

ZONE B



ZONE B PLANS
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

AECOM Cardno

Notes:
* Refer to latest project documentation for existing plans, sections, elevations, RL's, survey and details.



SCENTRE GROUP

Westfield

Scale 1:500@B1 Project No. 11310

Date 22 OCT. 2014

Drawing no. DA-B02 Revision B



DEVELOPMENT APPLICATION



GREEN WALL - CLIMBERS ON MESH SCREEN



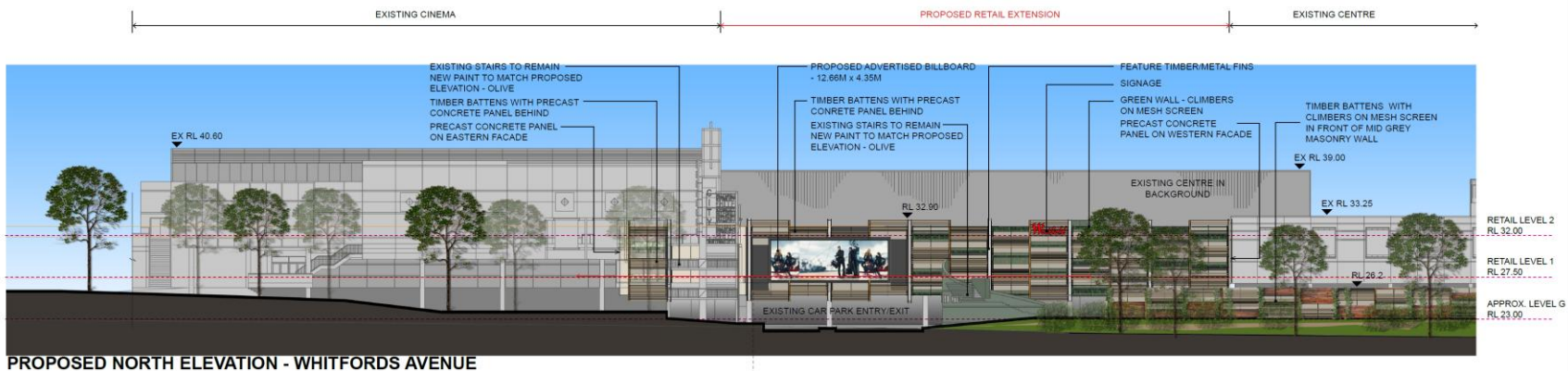
TIMBER BATTENS



FEATURE TIMBER/METAL FINS



PRECAST CONCRETE - SMOOTH FINISH



PROPOSED NORTH ELEVATION - WHITFORDS AVENUE



PROPOSED ELEVATION LOADING DOCK - ACOUSTIC WALL

DEVELOPMENT APPLICATION

ZONE B ELEVATION/SECTION - WHITFORDS AVENUE
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

AECOM Cardno

Notes:
* Refer to latest project documentation for existing plans, sections, elevations, RL's, survey and details.

GIC
SCENTRE GROUP

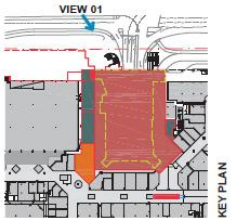
Scale 1:200@B1	Project No. 11310
	Date 22 OCT. 2014
Drawing no. DA-B03	Revision B



WHITFORDS AVENUE VIEW - PROPOSED



WHITFORDS AVENUE VIEW - EXISTING



ZONE B PHOTO MONTAGE - WHITFORDS AVENUE
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

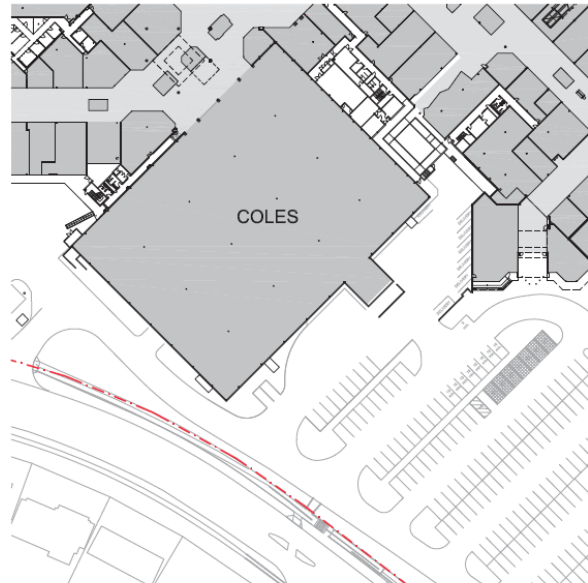
DEVELOPMENT APPLICATION

AECOM 	
<small>Notes: 1. Refer to latest project documentation for existing plans, sections, elevations, R/Ls, survey and details</small>	
	
SCENTRE GROUP	
	
Scale NTS	Project No. 11310
	Date JULY 2014
Drawing no. DA-B04	Revision A

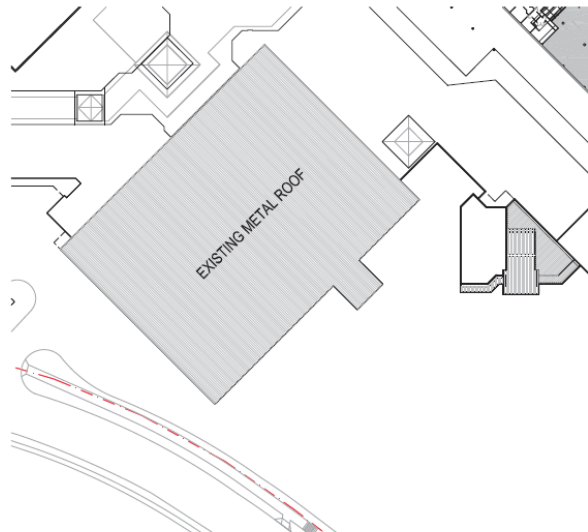


ZONE C

EXISTING

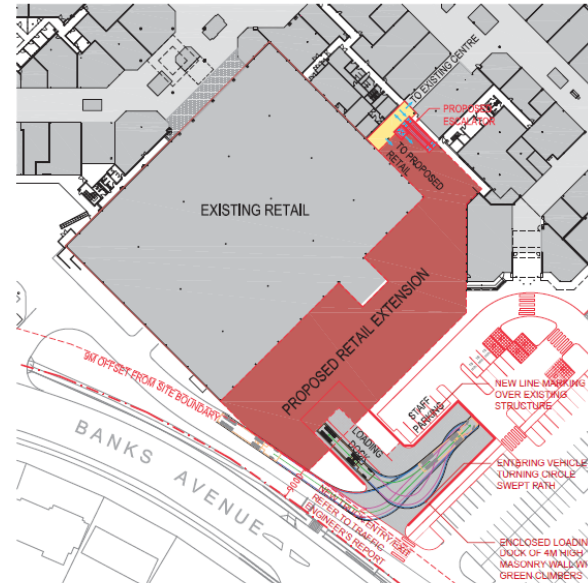


EXISTING LEVEL 1 RETAIL - RL 27.000

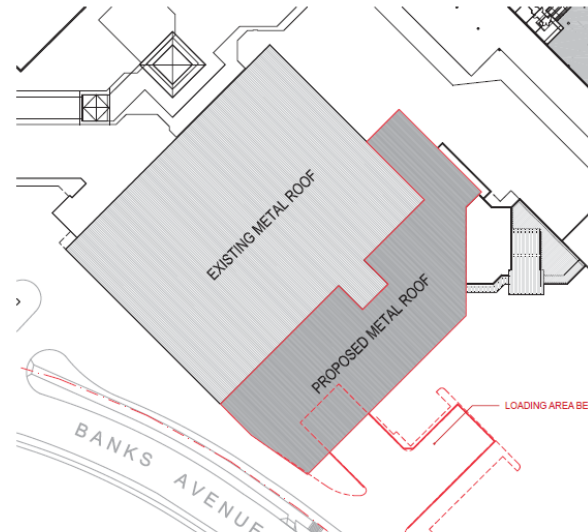


EXISTING LEVEL 2 ROOF - RL 32.500

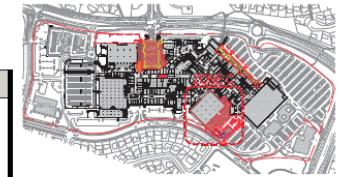
PROPOSED



PROPOSED RETAIL LEVEL 1 - RL 27.000



PROPOSED LEVEL 2 ROOF - RL 32.500



DEVELOPMENT APPLICATION

ZONE C PLANS
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

AECOM Cardno

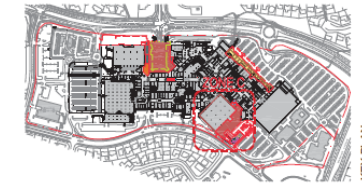
Notes:
1. Refer to latest project documentation for existing plans, sections, elevations, etc., survey and details.

GIC

SCENTRE GROUP

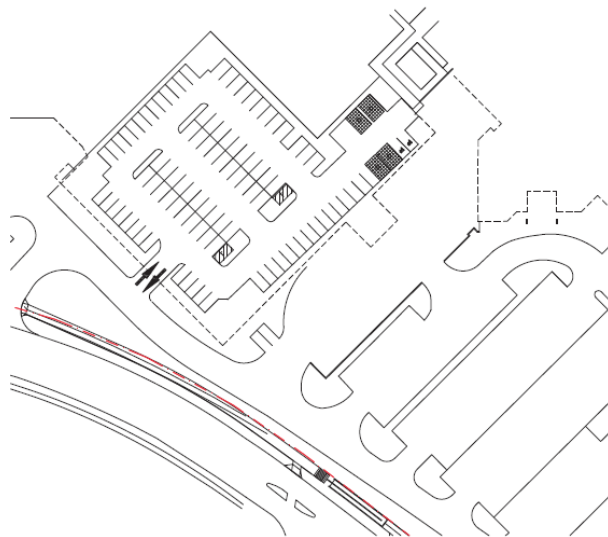
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	Date JULY 2014
Drawing no. DA-C01	Revision A





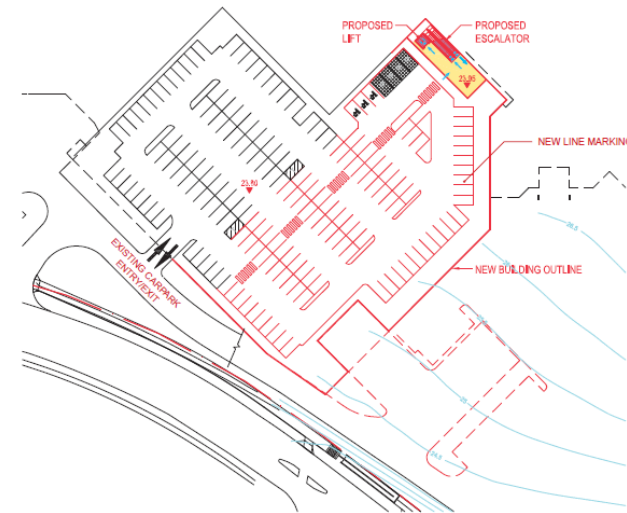
ZONE C

EXISTING



EXISTING BASEMENT LEVEL G CARPARK - RL 23.800

PROPOSED



PROPOSED BASEMENT LEVEL G CARPARK - RL 23.800

ZONE C PLANS
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

ADCOM GARDNER

Notes:
* Refer to latest project documentation for existing plans, sections, elevations, RL's, survey and details

GIC
SCENTRE GROUP

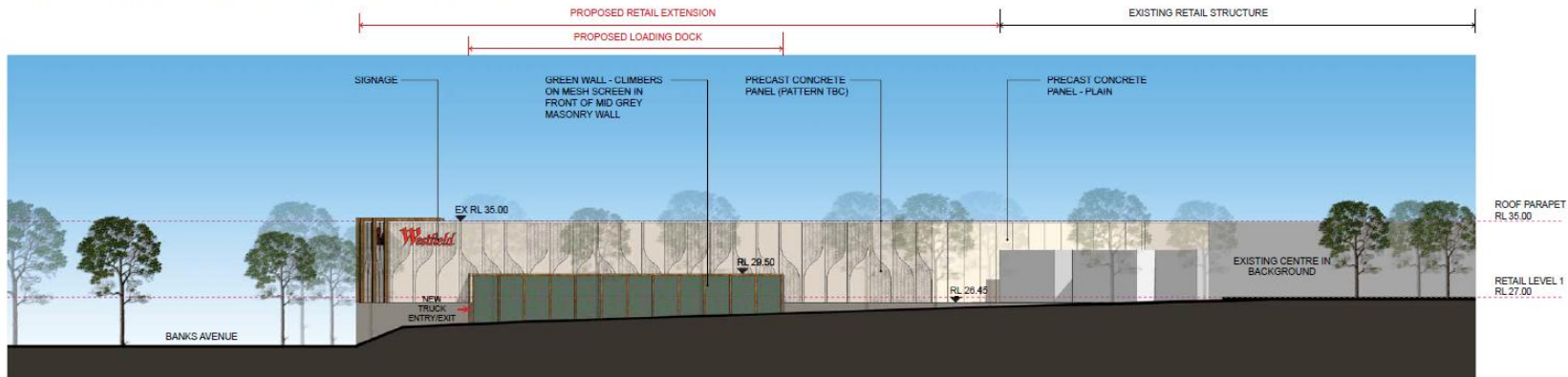
Scale 1:500@B1	Project No. 11310
Drawing no. DA-C02	Date JULY 2014
	Revision A



DEVELOPMENT APPLICATION



PROPOSED SOUTH-WEST ELEVATION - BANKS AVENUE



PROPOSED SOUTH-EAST ELEVATION - BANKS AVENUE

ZONE C PROPOSED ELEVATIONS: BANKS AVENUE
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

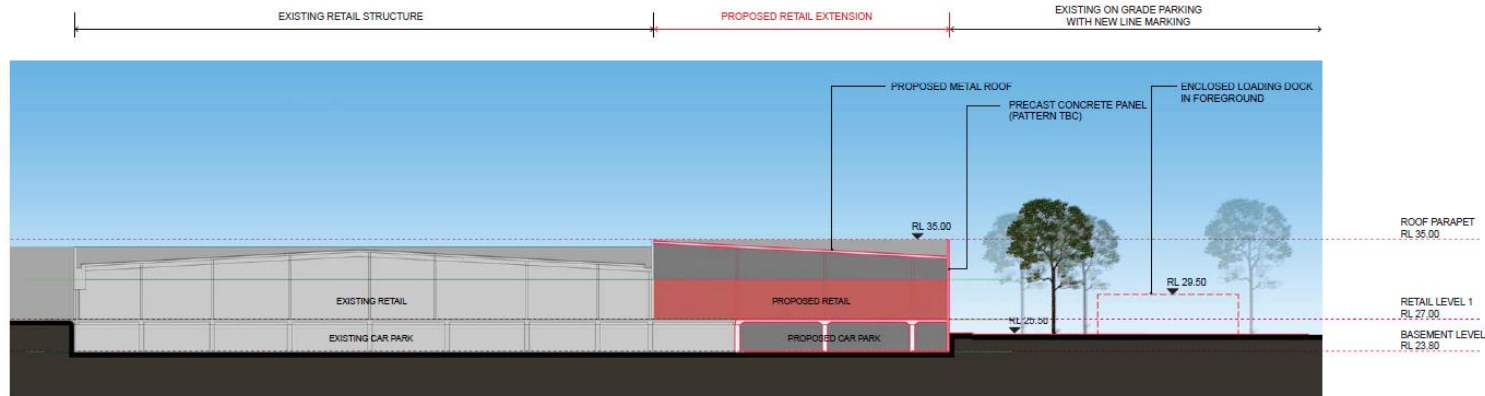
DEVELOPMENT APPLICATION

AECOM GARDNER

Notes:
1 Refer to latest project documentation for existing plans, sections, elevations, RLs, survey and details.

GIC
SCENTRE GROUP

Scale 1:200@B1	Project No. 11310
Drawing no. DA-C03	Date JULY 2014 Revision A



SECTION CC - BANKS AVENUE

DEVELOPMENT APPLICATION

ZONE C PROPOSED ELEVATIONS: BANKS AVENUE
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

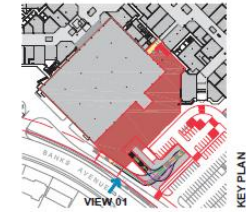
AECOM Cardno

Notes:
- Refer to latest project documentation for existing plans, sections, elevations, RLs, survey and details

GIC

SCENTRE GROUP

Scale 1:200@B1	Project No. 11310
Drawing no. DA-C04	Date JULY 2014
	Revision A



BANKS AVENUE VIEW - PROPOSED



BANKS AVENUE VIEW - EXISTING

ZONE C PHOTO MONTAGE - BANKS AVENUE
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

AECOM  

Notes:
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Scale NTS	Project No. 11310
	Date JULY 2014
Drawing no. DA-C06	Revision A



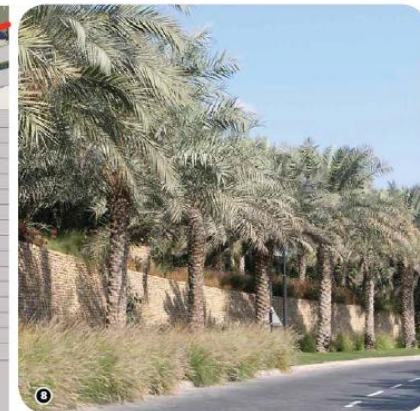
DEVELOPMENT APPLICATION

LANDSCAPE AREA CALCULATION PLAN -Westfield Whitford City

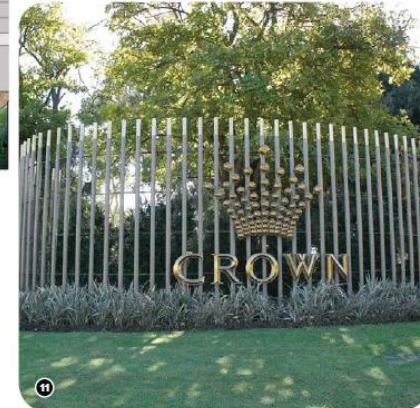
AECOM

1:1,000 at A1





Entry arrival using linear arrangement of Canary Island Palms reinforcing views and providing directional queues to Westfield's entries



Entry signage imbedded into landscape



Landscape treatment linear turf and hedging



levation A - Scale 1:250 @B1

DEVELOPMENT APPLICATION

ZONE A PROPOSED LANDSCAPE SITE CONCEPT
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

Notes:
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Scale 1:250@B1	Project No. 11310
	Date JULY 2014
Drawing no. DA-A03	Revision A

Proposed landscaping concept plans

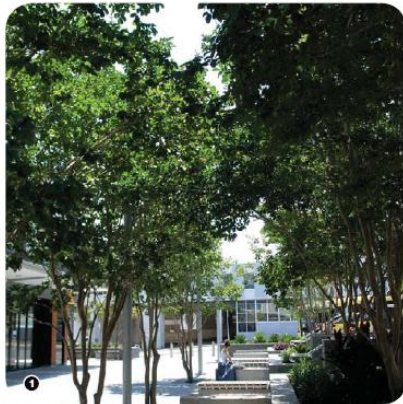
ATTACHMENT 3
Page 3 of 8



- 1 Formal tree bosque with seating under
- 2 Water feature to entry points
- 3 Sculptural kids play elements
- 4 450mm high raised planter beds with integrated seating and shading trees

- 5 Feature palms in random clumping to entry points - *Livistonia australis* Cabbage Palm
- 6 *Platanus orientalis* *Digitata* (Cutleaf Plane Tree) shade to car park areas minimum 400L
- 9 Lineal pavement with highlighted zones to entry points along the promenade

- 10 Existing covered walk way
- 12 Shade trees and planting at ground level to porte-cochere
- 13 Short term bike parking (bicycle rack)
- 14 Existing bus stop



Seating in proximity to landscaped areas



Water feature to entry points



Raised planter beds with shade trees



Shade trees and planting at ground level

ZONE A PROPOSED LANDSCAPE DETAIL CONCEPT 01
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

AECOM Cardno

Notes:
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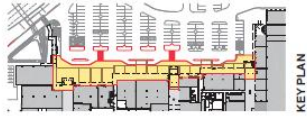
GIC
SCENTRE GROUP
Westfield

Scale	Project No. 11310
	Date JULY 2014
Drawing no. DA-A04	Revision A

DEVELOPMENT APPLICATION

Proposed landscaping concept plans

ATTACHMENT 3
Page 4 of 8



Elevation B - Scale 1:100 @ B1

- 2 Water feature element to entry points
- 3 Sculptural kids play elements
- 4 450mm high raised planter beds with integrated seating and shading trees
- 5 Feature palms in random clumpings to entry points - *Livistonia australis* Cabbage Palm
- 12 Shade trees and planting at ground level to car park edges
- 16 Arbour structure with climbing plants



Section C - Scale 1:50 @ B1



Feature palms in random clumpings to entry points - *Livistonia australis* Cabbage Palm



Shade trees and lush planting at ground level



Shade trees intertwined with arbour structure and seating areas along promenade

ZONE A PROPOSED LANDSCAPE DETAIL CONCEPT 02
 CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

AECOM Cardno

Notes:
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GIC
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Westfield | Commercial Real Estate

Scale	Project No. 11310
	Date JULY 2014
Drawing no. DA-A05	Revision A

DEVELOPMENT APPLICATION

Proposed landscaping concept plans

ATTACHMENT 3
Page 5 of 8

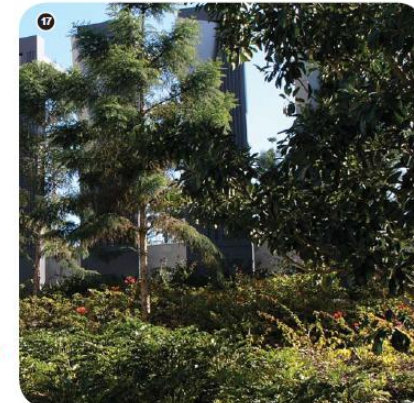


Plan Scale 1:250 @ B1

- | | | |
|---|--|---|
| 1 Feature palms in random clumpings to entry points - <i>Livistona australis</i> Cabbage Palm | 9 Linear pavement with highlighted zones to entry points | 18 Green wall to loading dock |
| 6 <i>Platanus orientalis</i> Digitata (Cutleaf Plane Tree) shade to car park areas minimum 400L | 17 Screen planting along Banks Avenue | 19 Pedestrian access through to Westfield |



Elevation Scale D - 1:200 @ B1



Screen planting / Visual buffer of trees and dense vegetation to Banks Avenue



Green wall to loading dock area adjacent to Banks Avenue



Green wall to loading dock area adjacent to Banks Avenue

ZONE C PROPOSED LANDSCAPE CONCEPT
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

AECOM Cardno

Notes:
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GIC
SCENTRE GROUP
 Westfield

Scale 1:250@B1	Project No. 11310
	Date JULY 2014
Drawing no. DA-C05	Revision A

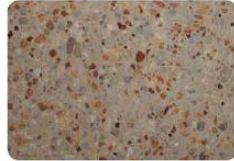
DEVELOPMENT APPLICATION

CHARACTER IMAGERY - MATERIALS

The proposed planting and materiality for Whitford City is to portray a gradation from robust to a fine detail of texture, grain and form as you move through the landscape and into the centre.

The following imagery is indicative of the desired character of the precinct and is subject to further design development to confirm appropriateness and availability of exact species and materials to be used.

PAVING



WARM PAVING TONES USING NATURAL AGGREGATES



BREAKING DOWN THE GRAIN INTO MORE DETAILED PAVING UNITS

WATER



ORGANIC, SCULPTURAL AND PLAYFUL

STRUCTURES / WALLING



FINER DETAIL TO RETAINING WALLS

LIGHTING



CONSIDERED LIGHTING TO SCULPTURAL WATER ELEMENTS



LINEAL PAVING TRANSITION



FINER GRAIN MATERIAL TRANSITION



INTIMATE PAVED DETAIL AREAS



SCULPTURAL / INTERACTIVE



SIMPLE MESH CLADDING AND CLIMBERS



UPLIGHTING OF PALMS AND TREES



SUBTLE INTIMATE LIGHTING TO THE EDGES

CHARACTER IMAGERY - PLANTING

TREES AND CLIMBERS



PHOENIX CANARIENSIS (CANARY ISLAND PALM). ARRIVAL ENTRY POINTS. 5-6M TRUNKS.



PLATANUS ORIENTALIS DIGITATA (CUTLEAF PLANE). TRANSITIONAL STRUCTURE / SHADE TREE IN CAR PARK AREA AND TO PERIMETER. 400



SAPIUM SEBIFERUM (CHINESE TALLOW TREE). FEATURE TREE TO BUILDING EDGES. 800L POTS.



RAPHIOLEPIS X DELACOURII (PINK INDIAN HAWTHORN). BUILDING EDGES. 45L POT.



GREVILLEA LANIGERA (MT. TAMBORITHA) 5L POT @ 6 /M2.



PHILODENDRON 'XANADU'. 5L POTS @ 6/M2.



RAPHIS EXCELSA PALM. 5L POTS @ 6/M2



WASHINGTONIA FILIFERA (COTTON PALM). TALL SLENDER PALM TO FEATURE AREAS. 5-8MTRUNKS.



CUPANIOPSIS ANACARDIOIDES (TUCKEROO) - SHADE TREE TO BUILDING EDGES. 800L POT.



FICUS PUMILA (CREEPING FIG). CLIMBER TO LOADING DOCK SCREENS AND BUILDING FACADES. 5L POT @ 300MM SPACING.



CORDYLINE RUBRA FOR SPLASHES OF BOLD COLOUR AMONGST DENSER GARDENS. 45L POT



HARDENBERGIA COMPTONIANA - PENDULOUS FLOWERING CLIMBER - 45L POT.



WESTRINGIA FRUTICOSA 'WYNABBIE GEM' (COASTAL ROSEMARY) 5L POTS @ 6/M2



LOMANDRA 'LIME DEVINE' (LOMANDRA) 5L POTS @ 6/M.

NOTE: PLANT SELECTION HAS BEEN MADE WITH REFERENCE TO THE CITY OF JOONDALUP 'INFORMATION SHEET ON APPROVED PLANT MATERIAL'

OVERALL LANDSCAPE MATERIALS AND PLANTING CHARACTER IMAGERIES
CENTRE IMPROVEMENT DEVELOPMENT
WESTFIELD WHITFORD CITY

AECOM GARDINER

Notes:
* Refer to latest project documentation for existing plans, sections, elevations, R/Ls, survey and details.

GIC

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Scale NTS	Project No. 11310
	Date JULY 2014
Drawing no. DA-02	Revision A



DEVELOPMENT APPLICATION



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, and *Energy Smart Homes* at: 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
- ☒ insulation and draught sealing

- N/A
- ☐ floor plan zoning based on water and heating needs and the supply of hot water; and/or
 - ☐ 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:

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:

N/A

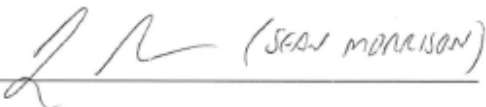
Is there anything else you wish to tell us about how you will be incorporating the principles of environmentally sustainable design into your development:

N/A

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: URBIS PTY LTD Contact Number: 93460500

Applicant's Signature:  (SEAN MORRISON) Date Submitted: 11/7/14

Accepting Officer's Signature: _____

Checklist Issued: March 2011

THEME: PARKING	
TALL OF SUBMISSIONS IN RELATION TO COMMENT	SUMMARY
21	Parking at Whitford City Shopping Centre is already stretched to its limit during busy peak periods. A reduction of 112 parking bays will only make the situation worse.
4	Why does the parking have to reduce when usage increases?
5	The reduction of 112 car bays will force shoppers to park somewhere else i.e. residential properties.
	Coles expansion and losing 112 car bays in the popular crowded car park will discourage shopping at Coles if we cannot find a place to park conveniently.
3	Clearly the expansion of Coles/general retail is intended to attract more customers- more car spaces are required, not less.
2	The promenade at the NE seems to do away with the car parking which is used to access the chemist and banks. This is inconvenient, especially for seniors.
3	Customers will park on surrounding roads increasing the possibility of accidents and create hazards.
3	Insufficient senior and ACROD car parking bays within close proximity to shopping centre entrances.
5	Parking is frustrating.
2	I would rather drive further, i.e. to Karrinyup or Joondalup, as I've never had a problem parking at either of these locations.
3	Concerned about the large reduction in undercover car parking bays.
1	The loss of bays will only further encourage shoppers to park on verges and within adjoining side streets. This reduced visibility with families and children often walking on footpaths makes this increasingly dangerous.

THEME: TRAFFIC	
TALL OF SUBMISSIONS IN RELATION TO COMMENT	SUMMARY
6	The proposed additions will increase traffic to Banks Avenue and Endeavour Road.
3	At the moment the site on all sides is congested the roads and parking are now inadequate- school pick up time is a dangerous situation due to the current shoppers.
3	Traffic congestion in and out of the shopping centre is already very busy and noisy especially with it being open 7 days a week.
3	Existing difficulties reversing/leaving residential driveways along Banks Avenue as this road is used by shoppers wishing to avoid busy Whitfords Avenue.
2	There is no real benefit to anyone for these three zone changes, traffic and congestion is already an issue for the suburb.
6	More traffic will increase associated noise levels.
2	The relocation of the Coles loading dock will require considerably more large trucks and delivery vehicles to enter from Whitfords Ave.
2	The existing Coles loading dock is considerably further away from residential dwellings and shielded by another building. Even the existing Woolworth loading dock on the upper level is facing away from residential dwellings, with the building itself shielding from the noise, and the need to manoeuvre for big trucks is significantly less than at the proposed new Coles loading dock.
1	Already very accident prone intersection of Whitfords Avenue, Dampier Ave and the main Shopping Centre entrance.
1	Monkhouse Way and the surrounding streets are supposed to be quiet streets, made up of "Loops" and cul-de-sacs. Instead local streets have been taken over to service Westfield shopping centre.
1	It is not comfortable to cross Whitfords Avenue as a pedestrian. Not really heavy traffic but cars do move fast and do not slow down. For elderly people dangerous.
1	Endeavour, Green, Nash & Solander Roads are being used as "quick getaway slip roads" onto Cook Avenue endangering children's and local resident lives using James Cook Park.

THEME: AMENITY	
TALL OF SUBMISSIONS IN RELATION TO COMMENT	SUMMARY
2	As a result of the shopping centre expansion there will be an increase in crime within the area which will create disturbance in the peaceful residential community. Environment and green footprint will be further damaged.
3	Increase to already high levels of litter (mainly fast food wrappers) left for surrounding residential land owners to pick up from community parks, verge and garden areas.
2	The new loading dock location will add to the noise level coming from the car park which emits unnecessary traffic noise and is audible from adjoining residential dwellings.
1	The new loading dock location will add to the noise level coming from the car park which acts like a loud speaker. To rely, as stated in the development proposal, on staff to be quiet at loading docks and encourage delivery drivers to use broadband technology when manoeuvring large vehicles, is unprofessional wishful thinking.
1	Having to walk across all of the parking lots in order to access the shopping centre is not nice.

THEME: BUILT FORM	
TALL OF SUBMISSIONS IN RELATION TO COMMENT	SUMMARY
7	The shopping centre is big enough now.
3	Concerns regarding the development application being for an area of less than 5,000m ² , and therefore not being considered major development for the purposes of SPP 4.2. There is a concern that there may be an intention to develop the site incrementally through a series of development of less than 5,000m ² and that these continuous, progressive incremental expansions will build this up to a 'Bulk & scale' beyond that of a Secondary centre.

THEME: OTHER	
TALL OF SUBMISSIONS IN RELATION TO COMMENT	SUMMARY
1	The additions to Westfield shopping centre is a poor planning idea.
1	Showers in the shopping centre. This is something I am sure is not needed or wanted. The cost of these and cleaners, the money could be spent on something more beneficial to the public.
1	Westfield are not interested in the impact on the streetscape and the amenities; only in their profits.
3	Concerns regarding the Woolworths/Coles duopoly
1	Other smaller local neighbourhood shopping centres (within 5km radius) are struggling for viability.
2	Objections based on the unresolved structure plan and associated SAT process.

THEME: GENERAL SUPPORT FOR THE DEVELOPMENT	
TALL OF SUBMISSIONS IN RELATION TO COMMENT	SUMMARY
1	Whitfords brings employment for young people in the near residential areas.
1	The shopping centre brings stability to the real estate market.
1	Whitfords brings new small business opportunities to the local community and improves the quality of the people in the community.
3	The centre needs some rejuvenation, in order to remain competitive as a retail destination
1	Very much in favour of any redevelopment at this site by Westfield - disappointed that the City of Joondalup was unable to come to agreement with Westfield on the 2013 proposal and would like to see this scaled back version approved in a timely manner, so that the shopping centre can maintain some form of competitiveness with other larger shopping precinct developments.
1	Prefer this proposal to the 2012 development application but concerned about the loss of car parking bays.
2	Believe the proposed development will be great for the area
2	In reference to car parking on site and the proposed increase in retail floor space - on the Westside and on the roof there are always a number of bays free. It gets a bit tight during lunch hour, but morning and afternoon

Summary of submissions

ATTACHMENT 5

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	parking is ok.
2	I believe that it will re-activate many areas of the Whitford City Shopping Centre, with minimal impact or expansion of the existing building envelope. The current Piazza is a dead space that is infrequently used and consistently attracts rubbish and loiterers.
1	The proposal to relocate and increase the formal dining aspect of the centre by creating a verandah and plaza area on the ground level fronting Whitfords Avenue will greatly enhance the amenity of the shopping centre as well as its attractiveness from the outside. Particularly in regards to the new landscaping additions and water features, the centre will not be so stark and uninviting from this location aspect.
1	The potential addition of a new department store is greatly welcomed.
1	The addition of new bicycle and end of trip facilities will encourage more people to choose to walk and ride to the centre for work.

AGENCY	SUBMISSION SUMMARY
Main Roads WA (MRWA)	<p>The Transport Impact Assessment (TIA) presented demonstrates that the existing intersection is operating beyond capacity and there are a number of movements which have significant deficiencies. MRWA is of the opinion that a number of these deficiencies are a direct result of demand generated by the existing shopping centre development and should be the responsibility of the shopping centre to mitigate where possible.</p> <p>MRWA is in the process of investigating the current operation of the Marmion Avenue / Whitfords Avenue intersection with the view to improving current safety performance and have commented that safety does not appear to have been given much consideration in the TIA to date.</p> <p>MRWA analysis has focussed performance for midweek am and pm peak periods, thus results may be somewhat different to the Cardno assessment. The principle differences between the Main Roads and Cardno concepts include:</p> <ul style="list-style-type: none"> • Left turn movements on the east and west approaches may need to be signalised and therefore require two lanes. Cardno have suggested longer lanes with give way retained. • South approach left turn movement is suggested by Cardno to be double the length (200m). • South approach right turn movement is proposed to be longer and double lanes by Cardno. <p>These differences are representative of the different peaks being assessed and input information used for the analyses rather than error.</p> <p>MRWA has commented on the need to coordinate efforts with the applicant in order to achieve a suitable outcome for all concerned and least impact on the public. It is also likely that a joint project is going to have a greater chance of receiving funding approval and thereby offer economic benefits to both parties.</p> <p>With the above issues and circumstances in mind, MRWA can support the application based with the inclusion of the following conditions:</p> <ol style="list-style-type: none"> 1. The applicant shall be responsible for all costs associated with the upgrade of the Marmion Avenue / Whitfords Avenue intersection for the following movements:

	<ul style="list-style-type: none"> a. Southbound right turn; b. Westbound left turn; c. Eastbound left turn; and d. Northbound left turn. <p>Including costs associated with modifications necessitated by the upgrades of these movements. These costs shall be determined by an estimate for the proposed works prepared for Main Roads.</p> <p>2. The applicant shall coordinate with Main Roads to determine an appropriate scope of works for the upgraded intersection of Marmion Avenue / Whitfords Avenue.</p> <p>Advice to applicant:</p> <p>3. Main Roads proposes that the works be managed and delivered by Main Roads and that the costs apportioned to the applicant are paid direct to Main Roads prior to the award of the road works contract.</p>
Department of Planning (DoP)	<p>The subject site is currently serviced by three existing vehicular access points from Whitfords Avenue, there are two access points located on Endeavour Road and five access points on Banks Avenue. This development application does not propose any changes to the access arrangements onto Whitfords Avenue. Therefore, this is in accordance with the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1.</p> <p>It is noted that for transport assessment purposes the exiting NLA used will be 68,369.2 m² and the proposed NLA with the development (4,573.1 m²) will equate to 72,942.3 m². DoP notes that these figures are based on the assumptions that '<i>the measurements are used for the purposes of assessment against SPP 4.2</i>' and that the figures already contain the existing and proposed retail NLA for Lot 501. The definition of NLA is assumed to be the same as GLFA (Gross Leasable Floor Area) as defined in the RTA Guide to Traffic Generating Developments. Therefore, DoP has no further comments on this aspect and is satisfied with the justification provided by the applicant.</p> <p>Based on the abovementioned floor area assumptions, the technical memo has recalculated the trip generation for the proposed expansion and DoP is satisfied with the adopted methodology for the trip generation calculations.</p>

	<p>The Department of Planning has reviewed the SIDRA output tables for the Whitfords Avenue/Dampier Avenue Intersection (Access 2) and the Whitfords Avenue/Marmion Avenue Intersection (Intersection 11). The Whitfords Avenue/Marmion Avenue Intersection (Intersection 11) as previously outlined is already exceeding a DOS 0.9 and is experiencing significant delays. DoP notes from the SIDRA tables that the most significant issues are mainly experienced on the through lanes and right turning movements on Whitfords Avenue (LOS F).</p> <p>In summary, the Department has no objections in principle to the proposal subject to:</p> <ul style="list-style-type: none">• Resolution and implementation of the proposed measures/solutions for the Whitfords Avenue/Marmion Avenue Intersection (Intersection 11) to the satisfaction of Main Roads WA, DoP and the City of Joondalup and• Agreement by Main Roads WA to the phasing and practical cycle times assumptions in the intersection analysis. <p>DoP has provided this 'no objection in principle' as the application does not exceed 5,000 m² of NLA in accordance with the provisions under SPP 4.2 and will not consider any further incremental development applications prior to the endorsement of a Structure Plan for the Whitfords Activity Centre in accordance with the provisions under SPP 4.2</p>
Water Corporation	<p>Due to the scales down extent of new additions to this shopping centre the Water Corporation envisages that our previous concerns regarding demands on the Water and Wastewater infrastructure will not arise.</p> <p>However these additions will need to be processed through the normal Water Corporation building application process, and water and wastewater connection sizes will be assessed and may need to be amplified at the developers cost.</p>

Assessment against development requirements of DPS2

Assessment against development requirements for the 'Commercial' zone under DPS2				
Requirement	Proposed			City Comment
Land uses: Shop 'P' use Department store 'D' use	'Shop' and 'Department Store'.			The proposed land uses are considered to be appropriate in the 'Commercial' zone.
4.7 Building Setbacks 4.7.1 Unless otherwise provided for in Part 3 of the Scheme, buildings shall be set back from property boundaries as follows: Setback from the street boundary: 9.0 metres Setback from side boundary: 3.0 metres Setback from rear boundary: 6.0 metres 4.7.2 Where a lot has a boundary with more than one street the Council shall designate one such 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, and no adverse effect on the amenity of any adjoining properties or the locality generally.		Required	Provided	Complies
	Street Boundary (Whitfords Ave)	9 metres	Acoustic sound wall – Nil Retail additions – 16 metres	No
	Street Boundary (Banks Ave)	9 metres*	9 metres	Yes
	Street Boundary (Marmion Ave)	3 metres	> 3 metres	Yes
	Street Boundary (Endeavour Rd)	3 metres	> 3 metres	Yes
	Side boundary (to internal road/COJ site)	3 metres	> 3 metres	Yes
The proposed nil setback of the acoustic sound wall to the Whitfords Avenue property boundary has been designed to screen noise from the new Coles loading dock and associated truck turning bays proposed at Zone B from nearby residential properties. * It is considered that (pursuant to 4.7.2 above), it would not be appropriate to treat Banks Avenue as a side boundary for setback purposes given its proximity to existing residential development (9m street setback requirement has been applied).				

<p>4.8 Car parking standards</p> <p>4.8.1 <i>The design of off-street parking areas including parking for disabled shall be in accordance with Australian Standards AS 2890.1 or AS 2890.2 as amended from time to time. Car parking areas shall be constructed and maintained to the satisfaction of the Council.</i></p> <p>4.8.2 <i>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.</i></p>	<p>There is to be a net reduction of 112 car parking bays across the site as a result of the proposed shopping centre modifications</p> <p>A total of 3,629 bays are to be provided across the site.</p>	<p>The car parking requirement for this site not only incorporates the shopping centre land use but also freestanding drive through food outlets, a two storey business centre ('Offices') and a service station.</p> <p>The car parking requirement for the site based on the current car parking standards is 4,102 bays.</p> <p>It is noted that as part of the Omnibus Amendment to DPS2 (which is currently with the Department of Planning for consideration), it is proposed that the shopping centre standard will be changed to:</p> <p>2 400 bays for the first 50,000m² NLA and 4 per 100m² NLA thereafter.</p> <p>Applying the omnibus standard 3,318 bays would be required.</p>
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4.12 Landscaping requirements for non residential buildings	<table><tr><td></td><td>Required</td><td>Provided</td><td>Complies</td></tr><tr><td>Site area landscaped</td><td>Min 8%</td><td>8.96%</td><td>Yes</td></tr></table>		Required	Provided	Complies	Site area landscaped	Min 8%	8.96%	Yes	<p>The applicant has advised that there currently is 18, 198m² of soft landscaping that will reduced to 17,776m² as a result of this development.</p> <p>Soft landscaping across the site is to be reduced to 8.96%. This has been calculated as a percentage of the total site area, as required.</p> <p>Currently there is an equivalent of one shade tree per six bays; this not proposed to be altered as a result of this development.</p>																					
	Required	Provided	Complies																												
Site area landscaped	Min 8%	8.96%	Yes																												
4.12.1 A minimum of 8% of the area of a development site shall be designed, developed and maintained as landscaping to a standard satisfactory to the Council. In addition the road verge adjacent to the lot shall be landscaped and maintained in a clean and tidy condition to the satisfaction of the Council.																															
4.12.2 When a proposed development includes a car parking area abutting a street, an area no less than 3 metres wide within the lot along all street boundaries shall be designed, developed and maintained as landscaping to a standard satisfactory to the Council. This landscaped area shall be included in the minimum 8% of the area of the total development site referred to in the previous subclause.	<table><tr><td colspan="4">Landscaping strip adjacent car parking areas:</td></tr><tr><td></td><td>Required</td><td>Provided</td><td>Complies</td></tr><tr><td>(Whitfords Ave)</td><td colspan="2">Not proposed to change as a result of this development</td><td>N/A</td></tr><tr><td>(Banks Ave)</td><td colspan="2">Not proposed to change as a result of this development</td><td>N/A</td></tr><tr><td>(Marmion Ave)</td><td colspan="2">Not proposed to change as a result of this development</td><td>N/A</td></tr><tr><td>(Endeavour Rd)</td><td colspan="2">Not proposed to change as a result of this development</td><td>N/A</td></tr><tr><td>Shade Trees</td><td colspan="2">Not proposed to change as a result of this development</td><td>N/A</td></tr></table>			Landscaping strip adjacent car parking areas:					Required	Provided	Complies	(Whitfords Ave)	Not proposed to change as a result of this development		N/A	(Banks Ave)	Not proposed to change as a result of this development		N/A	(Marmion Ave)	Not proposed to change as a result of this development		N/A	(Endeavour Rd)	Not proposed to change as a result of this development		N/A	Shade Trees	Not proposed to change as a result of this development		N/A
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Shade Trees	Not proposed to change as a result of this development		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.																															
4.14 Storage and rubbish accumulation	Refuse disposal areas to be located within proposed loading docks and will be adequately screened from view by landscaped metal screens which are proposed to be in excess of the 1.8m height requirement.																														
4.14.1 All storage, including the storage of accumulated rubbish, shall be confined to within a building, or a suitably enclosed area screened from its immediate surrounds and any adjacent public street or road by normal viewing by a wall not less than 1.8 metres in height constructed of brick, masonry or other approved material. All storage of accumulated rubbish shall be																															

<p><i>located in a position accessible to rubbish collection vehicles and where vehicular access and car parking will not be adversely affected.</i></p> <p>4.14.2 <i>Development requirements for enclosed storage areas and garbage storage areas relating to residential developments for grouped and multiple dwellings are contained within the 'Residential Design Codes'.</i></p>		
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