



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: Thursday 26 February 2015; 3.30pm
Meeting Number: MNWJDAP/78
Meeting Venue: Wanneroo Library Cultural Centre
3 Rocca Way Wanneroo, Ground Floor Meeting Room
(opposite Civic Centre, 23 Dundobar Road, Wanneroo)

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)
Cr Mike Norman (Local Government Member, City of Joondalup)
Cr Philippa Taylor (A/Local Government Member, City of Joondalup)

Officers in attendance

Ms Catriona Tatam (City of Wanneroo)

Local Government Minute Secretary

Ms Grace Babudri (City of Wanneroo)

Applicants and Submitters

Mr Mike Davis (TPG)
Mr George Naoum (Ecorp)

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

Cr John Chester (Local Government Member, City of Joondalup)

3. Members on Leave of Absence

Nil



4. Noting of Minutes

Note the Minutes of the Metro North-West JDAP meeting no.77 held on the 5 February 2015.

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

Nil

7. Deputations and Presentations

Nil

8. Form 1 - Responsible Authority Reports – DAP Application

8.1	Property Location:	Lot 3 and 253 Graceful Boulevard, Alkimos
	Application Details:	Mixed Use Development
	Applicant:	TPG
	Owner:	Marmion Network Pty Ltd
	Responsible authority:	City of Wanneroo
	DoP File No:	DAP/14/00664

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

9.1	Property Location:	Lot 5000 (94) Delamere Avenue, Joondalup
	Application Details:	Modifications to previously approved commercial development
	Applicant:	Ecorp Project Management
	Owner:	Readan Pty Ltd & DDT (WA) Pty Ltd
	Responsible authority:	City of Joondalup
	DoP File No:	DP/13/00036

10. Appeals to the State Administrative Tribunal

Nil

11. General Business / Meeting Closure



Metro North-West Joint Development Assessment Panel Minutes

Meeting Date and Time: Thursday, 5 February 2015; 3.00pm
Meeting Number: MNWJDAP/77
Meeting Venue: City of Stirling – 25 Cedric Street Stirling

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Paul Drechsler (Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Mayor Giovanni Italiano (Local Government Member, City of Stirling)
Cr Rod Willox (Local Government Member, City of Stirling)
Cr John Chester (Local Government Member, City of Joondalup)
Cr Christine Hamilton-Prime (A/Local Government Member, City of Joondalup)

Officers in attendance

Mr Greg Bowering (City of Stirling)
Ms Kimberley Masuku (City of Stirling)
Mr Andrew McBride (City of Joondalup)
Ms Amorette Dyer (City of Stirling)

Local Government Minute Secretary

Ms Regan Clyde (City of Stirling)

Applicant and Submitters

Mr Gavin Hawkins (Edge Holdings No.5)
Mr David Hillam (Hillam Architects)
Ms Eleanor Richards (TPG)
Mr David Read (TPG)

Members of the Public

Nine members of the public.

1. Declaration of Opening

The Presiding Member, Karen Hyde declared the meeting open at 3.00pm on 5 February 2015 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.

The Presiding Member advised that the meeting is being audio recorded in accordance with Section 5.16 of the Standing Orders 2012; No Recording of Meeting, which states: *'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding*

Ms Karen Hyde

Presiding Member, Metro, North-West JDAP

Karen Hyde



Member has given permission to do so.' The Presiding Member granted permission for the minute taker to record proceedings for the purpose of the minutes only.

2. Apologies

Nil.

3. Members on Leave of Absence

Cr Mike Norman (Local Government Member, City of Joondalup)

4. Noting of Minutes

Note the Minutes of the Metro North-West JDAP Meeting No.76 held on 22 January 2015 were confirmed and published.

5. Declarations of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of Interests

Nil.

7. Deputations and Presentations

- 7.1 Mr Gavin Hawkins (Edge Holdings No.5) and Mr David HILLAM (HILLAM Architects) presented for the application at Item 8.1.

The presentation at Item 7.1 was heard prior to the application at Item 8.1.

- 7.2 Mr David Read (TPG) presented for the application at Item 9.2.

The presentation at Item 7.2 was heard prior to the application at Item 9.2.

PROCEDURAL MOTION

Moved by: Cr Rod Willox

Seconded by: Mayor Giovanni Italiano

That Item 9.2 be heard prior to Item 8.1.

The Procedural Motion was put and CARRIED UNANIMOUSLY.

Ms Karen Hyde

Presiding Member, Metro, North-West JDAP

Karen Hyde



8. Form 1 - Responsible Authority Reports – DAP Application

8.1	Property Location:	Lot 1 (113) Grand Boulevard Joondalup
	Application Details:	Mixed-use 18 storey development
	Applicant:	Gavin Hawkins C/O Edge Holdings No.5
	Owner:	Sentiens Joondalup Hospital Pty Ltd
	Responsible authority:	City of Joondalup
	DoP File No:	DAP/14/00657

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: **Cr John Chester**

Seconded by: **Cr Christine Hamilton-Prime**

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DP/14/00657 and accompanying plans date stamped 24 December 2014 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 three years from the date of approval. If the subject development is not substantially commenced within the three year period, the approval shall lapse and be of no further effect.
2. A portion of the pedestrian access way across the front property boundary shall be closed to allow for vehicular access from Grand Boulevard. This closure shall be finalised prior to the commencement of the development.
3. A Construction Management Plan being submitted to and approved by the City prior to the commencement of construction. The management plan shall detail how it is proposed to manage:-
 - all forward works for the site;
 - the delivery of materials and equipment to the site;
 - the storage of materials and equipment on the site;
 - the parking arrangements for the contractors and subcontractors;
 - the management of sand and dust during the construction process;
 - other matters likely to impact on the surrounding properties.

All development shall be undertaken in accordance with this plan.

4. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be submitted to and approved by the City prior to the commencement of development.
5. The applicant shall submit detailed plans, in consultation with the City to make the necessary adjustments to the Grand Boulevard service lane to the satisfaction of the City with all costs to be borne by the developer.

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Presiding Member, Metro, North-West JDAP

Karen Hyde



6. The applicant shall bear all costs associated with:-
 - a. Compensation to the City for the loss of amenity value through the removal of two trees on Grand Boulevard eastern verge, as indicated on the approved plans, in accordance with the City's published fees and charges.
 - b. The removal of the two trees on Grand Boulevard verge, by the City of Joondalup, as indicated on the approved plans.
 - c. Reinstatement of the verge crossover, by the developer, to the approved City standard.
 - d. Protection, during construction, of the trees to remain on Grand Boulevard verge, by the Developer, in accordance with Australian Standard AS 4970-2009.
 - e. Removal and salvage of three Grasstrees and one Zamia palm on Central Walk verge, by the City of Joondalup.
7. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002}, prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
8. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking - Bicycles (AS2890.3-1993) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided to, and approved by the City prior to the commencement of development.
9. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to occupation of the development. All refuse management shall thereafter be undertaken in accordance with this plan.
10. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of development.
11. A full schedule of colours and materials for all exterior parts to the building, including details of the northern and southern facades, is to be submitted and approved by the City prior to the commencement of development. This shall include details of the treatment to the northern and southern boundary walls to break up the bulk of the development and provide visual interest as viewed from the public realm. 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.
12. No obscure or reflective glazing is permitted to building facades.

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Karen Hyde



13. The ground floor tenancies indicated as 'Commercial' shall be occupied by land uses that are preferred or permitted under the applicable Agreed Structure Plan. The City shall be notified of the land uses prior to the tenancies first being occupied, and any subsequent change of land uses thereafter.
14. Additional glazing shall be provided to the southwest corner of Commercial Tenancy 1 to the satisfaction of the City. Details shall be provided to and approved by the City prior to the commencement of development.
15. The driveway gates at Grand Boulevard shall be visually permeable to the satisfaction of the City.
16. Prior to occupation of the dwellings, each dwelling shall be provided with an adequate area for clothes drying facilities that is screened from view from the street to the satisfaction of the City. No clothes drying is permitted on dwelling balconies.
17. A signage strategy shall be submitted to and approved by the City prior to occupation of the development.
18. The car parking area is for the use of the tenants, customers and employees who frequent the building and cannot be used by the public.

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. In relation to condition (7) above, the applicant and developer are strongly encouraged to consider the need for the provision of suitable amounts of shaded, secure, bicycle parking areas and end-of-trip facilities on the site.
3. Further to condition (13), land uses shall be in accordance with the preferred uses under the Joondalup City Centre Development Plan and Manual. Should the Joondalup City Centre Structure Plan be endorsed by the Western Australian Planning Commission prior to occupation of the tenancies, land uses shall be in accordance with the permitted ("P") uses of the Central Core district. Further development approval shall be obtained for any land use(s) that are not preferred or permitted under the applicable Agreed Structure Plan.
4. The applicant/builder is advised that there is an obligation to design and construct the premises in compliance with the requirements of the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997.
5. All Bin Storage Areas are to be designed and equipped to the satisfaction of the City. Each bin area shall be provided with a hose cock and have a concrete floor graded to a 100mm industrial floor waste gully connected to sewer.

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Presiding Member, Metro, North-West JDAP

Karen Hyde



6. The development shall comply with the Sewerage (Lighting, Ventilation and Construction) Regulations 1971 including all internal W.C.'s shall be provided with mechanical exhaust ventilation and flumed to the external air.
7. Any mechanical ventilation for the development shall comply with Australian Standard 1668.2, particularly in regard to air flow and the location of exhaust air discharges.
8. An application is required to the Executive Director of Public Health, prior to the commencement of construction of the swimming pool
9. It is recommended that all residential units be provided with condensation dryers within the laundries. Conventional dryers are key contributors to the growth of indoor mould.
10. It is recommended that public artwork be provided to the most visible parts of the building.

AMENDING MOTION

Moved By: Mr Fred Zuideveld

Seconded By: Mr Paul Drechsler

That Condition 16 be amended to read as follows:

16. Prior to occupation of the dwellings, each dwelling shall be provided with an adequate area for clothes drying facilities that is screened from view from the street to the satisfaction of the City, or provide a mechanical clothes dryer. No clothes drying is permitted on dwelling balconies.

REASON: To clarify to the applicant the requirement for concealed clothes drying facilities in the development.

The Amending Motion was put and CARRIED (4/1).

For: Cr John Chester, Cr Christine Hamilton-Prime, Mr Paul Drechsler and Mr Fred Zuideveld

Against: Karen Hyde

PRIMARY MOTION (AS AMENDED)

That the Metro North-West JDAP resolves to:-

Approve DAP Application reference DP/14/00657 and accompanying plans date stamped 24 December 2014 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 three years from the date of approval. If the subject development is not substantially commenced within the three year period, the approval shall lapse and be of no further effect.

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Presiding Member, Metro, North-West JDAP

Karen Hyde



2. A portion of the pedestrian access way across the front property boundary shall be closed to allow for vehicular access from Grand Boulevard. This closure shall be finalised prior to the commencement of the development.
3. A Construction Management Plan being submitted to and approved by the City prior to the commencement of construction. The management plan shall detail how it is proposed to manage:-
 - all forward works for the site;
 - the delivery of materials and equipment to the site;
 - the storage of materials and equipment on the site;
 - the parking arrangements for the contractors and subcontractors;
 - the management of sand and dust during the construction process;
 - other matters likely to impact on the surrounding properties.

All development shall be undertaken in accordance with this plan.

4. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be submitted to and approved by the City prior to the commencement of development.
5. The applicant shall submit detailed plans, in consultation with the City to make the necessary adjustments to the Grand Boulevard service lane to the satisfaction of the City with all costs to be borne by the developer.
6. The applicant shall bear all costs associated with:-
 - a. Compensation to the City for the loss of amenity value through the removal of two trees on Grand Boulevard eastern verge, as indicated on the approved plans, in accordance with the City's published fees and charges.
 - b. The removal of the two trees on Grand Boulevard verge, by the City of Joondalup, as indicated on the approved plans.
 - c. Reinstatement of the verge crossover, by the developer, to the approved City standard.
 - d. Protection, during construction, of the trees to remain on Grand Boulevard verge, by the Developer, in accordance with Australian Standard AS 4970-2009.
 - e. Removal and salvage of three Grasstrees and one Zamia palm on Central Walk verge, by the City of Joondalup.
7. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002}, prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
8. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking - Bicycles (AS2890.3-1993) prior to the

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Karen Hyde



- development first being occupied. Details of bicycle parking area(s) shall be provided to, and approved by the City prior to the commencement of development.
9. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to occupation of the development. All refuse management shall thereafter be undertaken in accordance with this plan.
 10. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of development.
 11. A full schedule of colours and materials for all exterior parts to the building, including details of the northern and southern facades, is to be submitted and approved by the City prior to the commencement of development. This shall include details of the treatment to the northern and southern boundary walls to break up the bulk of the development and provide visual interest as viewed from the public realm. 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.
 12. No obscure or reflective glazing is permitted to building facades.
 13. The ground floor tenancies indicated as 'Commercial' shall be occupied by land uses that are preferred or permitted under the applicable Agreed Structure Plan. The City shall be notified of the land uses prior to the tenancies first being occupied, and any subsequent change of land uses thereafter.
 14. Additional glazing shall be provided to the southwest corner of Commercial Tenancy 1 to the satisfaction of the City. Details shall be provided to and approved by the City prior to the commencement of development.
 15. The driveway gates at Grand Boulevard shall be visually permeable to the satisfaction of the City.
 16. Prior to occupation of the dwellings, each dwelling shall be provided with an adequate area for clothes drying facilities that is screened from view from the street to the satisfaction of the City, or provide a mechanical clothes dryer. No clothes drying is permitted on dwelling balconies.
 17. A signage strategy shall be submitted to and approved by the City prior to occupation of the development.
 18. The car parking area is for the use of the tenants, customers and employees who frequent the building and cannot be used by the public.

Advice Notes

Ms Karen Hyde

Presiding Member, Metro, North-West JDAP

Karen Hyde



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. In relation to condition (7) above, the applicant and developer are strongly encouraged to consider the need for the provision of suitable amounts of shaded, secure, bicycle parking areas and end-of-trip facilities on the site.
3. Further to condition (13), land uses shall be in accordance with the preferred uses under the Joondalup City Centre Development Plan and Manual. Should the Joondalup City Centre Structure Plan be endorsed by the Western Australian Planning Commission prior to occupation of the tenancies, land uses shall be in accordance with the permitted ("P") uses of the Central Core district. Further development approval shall be obtained for any land use(s) that are not preferred or permitted under the applicable Agreed Structure Plan.
4. The applicant/builder is advised that there is an obligation to design and construct the premises in compliance with the requirements of the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997.
5. All Bin Storage Areas are to be designed and equipped to the satisfaction of the City. Each bin area shall be provided with a hose cock and have a concrete floor graded to a 100mm industrial floor waste gully connected to sewer.
6. The development shall comply with the Sewerage (Lighting, Ventilation and Construction) Regulations 1971 including all internal W.C.'s shall be provided with mechanical exhaust ventilation and flumed to the external air.
7. Any mechanical ventilation for the development shall comply with Australian Standard 1668.2, particularly in regard to air flow and the location of exhaust air discharges.
8. An application is required to the Executive Director of Public Health, prior to the commencement of construction of the swimming pool
9. It is recommended that all residential units be provided with condensation dryers within the laundries. Conventional dryers are key contributors to the growth of indoor mould.
10. It is recommended that public artwork be provided to the most visible parts of the building.

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

Ms Karen Hyde

Presiding Member, Metro, North-West JDAP

Karen Hyde



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

9.1	Property Location:	Lot 702 (34) Marri Road, Duncraig
	Application Details:	Proposed modifications to approved three storey mixed use development with undercroft car park
	Applicant:	Vanguard Planning Services
	Owner:	JHF Holdings Pty Ltd
	Responsible authority:	City of Joondalup
	DoP File No:	DP/14/00199

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Christine Hamilton-Price

Seconded by: Cr John Chester

That the Metro North-West JDAP resolves to:

1. **Approve** that the DAP Application reference DP/14/00199 as detailed on the DAP form 2 dated 8 December 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/14/00199 as detailed on the DAP form 2 dated 8 December 2014 in accordance with the provisions of the City of Joondalup District Planning Scheme No.2 and the and the Metropolitan Region Scheme, for the proposed minor amendment to the approved proposed three storey mixed use development with undercroft car park at Lot 702 (34) Marri Road, Duncraig.

Advice Notes

All conditions and requirements detailed on the previous approval dated 13 May 2014 shall remain.

The Primary Motion was put and CARRIED UNANIMOUSLY

Ms Karen Hyde

Presiding Member, Metro, North-West JDAP

Karen Hyde



9.2	Property Location:	Lot 113, House Number 11, Mumford Place, Balcatta
	Application Details:	Warehouse (Self Storage Units)
	Applicant:	TPG Town Planning, Urban Design & Heritage Consultants
	Owner:	Brankstone Investments Pty Ltd
	Responsible authority:	City of Stirling
	DoP File No:	DP/13/00355

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Mayor Giovanni Italiano

Seconded by: Cr Rod Willox

That the Metro North-West JDAP resolves to:

1. **Accept** that the DAP Application reference DP/13/00355 as detailed on the DAP Form 2 dated 17 December 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/13/00355 as detailed on the DAP Form 2 date 17 December and accompanying plans dated 17 December 2014 2014 in accordance with Clause 10.3.1 of the City of Stirling Local Planning Scheme No.3, for the proposed minor amendment to the approved Warehouse (Self-Storage Units) at Lot 113, House Number 11, Mumford Place, Balcatta, subject to:

Amended Conditions

Nil.

Advice Notes

- i All other conditions and requirements detailed on the previous approval dated 24 October 2013 shall remain unless altered by this application.

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

10. Appeals to the State Administrative Tribunal

As invited by the State Administrative Tribunal under Section 31 of the *State Administrative Act 2004*, the Metro North-West JDAP reconsidered the Educational Establishment (Gymnasium Addition) at Lot 803 (15) Hocking Parade, Sorrento (Sacred Heart College) on the 22 January 2015.

11. General Business / Meeting Closure

There being no further business, the presiding member declared the meeting closed at 3.40pm.

Ms Karen Hyde

Presiding Member, Metro, North-West JDAP

Karen Hyde



Form 1 - Responsible Authority Report (Regulation 12)

Application Details:	Mixed Use Development
Property Location:	Lot 3 and 253 Graceful Boulevard, Alkimos
DAP Name:	Metro North-West Joint Development Assessment Panel
Applicant:	TPG
Owner:	Marmion Network Pty Ltd
LG Reference:	DA2014/2036
Responsible Authority:	City of Wanneroo
Authorising Officer:	Pas Bracone Manager, Planning Implementation
Application No and File No:	DAP ref. DAP/14/00664
Report Date:	5 February 2015
Application Receipt Date:	24 October 2014
Application Process Days:	105 days
Attachment(s):	1a – Location Plan 2a – Site Plan (Lot 3) 2b – Floor Plan (Lot 3, Tenancies 1 – 9) 2c – Elevations (Lot 3, Tenancies 1 – 9) 2d – Floor Plan (Lot 3, Tenancies 10 – 19) 2e – Elevations (Lot 3, Tenancies 10 – 19) 2f – Floor Plan (Lot 3, Tenancies 22 – 24) 2g – Elevations (Lot 3, Tenancies 22 – 24) 2h – Floor Plan (Lot 3, Tenancy 25) 2i – Elevations (Lot 3, Tenancy 25) 2j – Site Plan (Lot 253) 2k – Floor Plan (Lot 253, Tenancies 1 – 9) 2l – Floor Plan (Lot 253, Tenancies 10 – 11) 2m – Elevations (Lot 253, Tenancies 1 – 11)

Recommendation:

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

Approve DAP Application reference DAP/14/00664 and accompanying plans (**Attachments 2a – 2m**) 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. The use of the tenancies detailed below are as defined in the City of Wanneroo's District Planning Scheme No. 2:



Lot 3 Graceful Boulevard	
Tenancy No.	DPS 2 Land Uses
Tenancy 1:	Bakery, Hairdresser, Office, Pharmacy, Shop, Showroom
Tenancy 2:	Restaurant
Tenancy 3 - 7	Take Away Food Outlet, Restaurant
Tenancy 8:	Office, Pharmacy, Shop, Showroom
Tenancy 9:	Restaurant
Tenancy 10 and 11	Bakery, Hairdresser, Office, Pharmacy, Shop, Showroom
Tenancy 12 - 14	Bank, Office
Tenancy 15:	Shop
Tenancy 16 - 19	Bakery, Hairdresser, Office, Pharmacy, Shop, Showroom
Tenancy 22 and 23	Recreation Centre
Tenancy 24:	Showroom
Tenancy 25:	Tavern, Liquor Store
Lot 253 Graceful Boulevard	
Tenancy 1:	Bank, Office
Tenancy 2 - 9	Consulting Rooms, Medical Centre, Office
Tenancy 10:	Child Care Centre
Tenancy 11:	Private Recreation

The landowner shall inform the City if there is a change between approved land uses for any tenancy that does not require planning approval as listed above. A change to a use not listed above will require the further approval of the City.

3. A maximum of twenty (20) patrons shall be accommodated within each of the Restaurant or Take Away Food Outlet premises of Tenancies 3 to 7, Lot 3 Graceful Boulevard, Alkimos at any one time.
4. A maximum of five (5) medical practitioners and/or health consultants shall be permitted on the premises of Tenancy 2, Lot 253 Graceful Boulevard, Alkimos at any one time.
5. A maximum of one (1) medical practitioner or health consultant shall be permitted on each of the premises of Tenancies 3 to 9, Lot 253 Graceful Boulevard, Alkimos at any one time.
6. Detailed landscaping and reticulation plans for the sites and adjacent verges shall be submitted for approval by the City within 60 days of the date of this approval. Planting and installation shall be in accordance the approved plans



and shall be completed prior to occupation of the development and thereafter maintained to the City's satisfaction.

7. A construction management plan being submitted 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.

The construction management plan will need to be submitted and approved by the City prior to the commencement of any development.

8. A waste management plan shall be submitted to the City for its approval prior to the commencement of development, depicting collection areas and demonstrating how service vehicles will manoeuvre on the internal access ways of the development. Service vehicle movements shall thereafter accord with the approved management plan.
9. An acoustic consultant's report shall be submitted for the City's approval, prior to the commencement of development. The report is to indicate the anticipated sound level measurements for all types of noise associated with the development, indicating plant and equipment noise as well as noise associated with operational activities. The report must also indicate any specific noise attenuation/mitigation measures to be applied to the development in order to ensure noise emissions comply with the *Environmental Protection (Noise) Regulations 1997*. Upon approval of that report by the City, any modifications required to the development as a result of its recommendations shall be made to the City's satisfaction prior to the practical completion of development.
10. An on-site stormwater drainage system, sufficient to contain a 1:100 year storm event (over 24 hours) must be provided. Plans illustrating the system proposed shall be submitted for approval when application is made for a building permit and the system shall be installed during the construction of the development.
11. All piped and wired services, mechanical plant, equipment and service and storage areas are to be screened from public view to the City's satisfaction. Relative to this condition, details of such screening shall be submitted to the City for approval prior to the commencement of development.
12. Parking areas and driveways shall be designed and constructed in accordance with the Australian Standard for Off-street Car parking (AS2890), and shall be drained, sealed and marked and thereafter maintained to the satisfaction of the City.



13. Car parking areas are to be provided with appropriate speed humps and pedestrian crossings in accordance with AS 2890.1: 2004 (Section 2.3.3) and AustRoads guidelines.
14. Disabled parking bays shall be provided in accordance with the Australian Standards AS 2890.1 or AS 2890.2 and the Building Code of Australia.
15. Bicycle parking and end of trip facilities are to be provided to the satisfaction of the City of Wanneroo, having due regard to the Austroads Guide to Traffic Management, Part 11: Parking.
16. One shade tree for every four parking bays shall be planted and maintained in tree wells which are protected from damage by vehicles.
17. The parking areas and associated access indicated on the approved plans shall not be used for the purpose of storage or obstructed in any way at any time, without the prior written approval of the City.
18. The proposed crossovers are to be constructed in concrete to the City's commercial specifications.
19. Lighting shall be installed along all driveways, pedestrian pathways, car parking areas and in all common service areas prior to the development first being occupied.
20. Any floodlighting being designed in accordance with the Australian Standards for the Control of Obtrusive Effects of Outdoor Lighting (AS 4282) and where possible shall be internally directed to not overspill into nearby lots.
21. A non-sacrificial anti graffiti coating shall be applied to external surfaces of the development to the satisfaction of the City of Wanneroo prior to its practical completion. In the event of any graffiti being applied to these areas, the proponent shall take steps to the City's satisfaction to remove the graffiti as soon as is reasonably practical.
22. The developer and its contractors shall implement appropriate dust and sand drift control measures on site in accordance with Department of Environmental Protection Guidelines. Disturbed areas shall be stabilised on completion of development and thereafter maintained to the satisfaction of the City of Wanneroo.

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. For the purposes of Condition 2, shop-retail includes those uses listed in the Western Australian Standard Land Use Classification - 'Planning Land Use Category 5 Shop/Retail' as defined by the Western Australian Planning Commission Perth Land Use and Employment Survey.

4. It is recommended that the landowner/applicant take measures to provide pedestrian priority on the shared path on southern side of Graceful Blvd, where high pedestrian traffic is likely.

Background:

Property Address:	Lot 3 (1K) Graceful Boulevard, Alkimos Lot 253 (15K) Graceful Boulevard, Alkimos
Zoning	MRS: Central City Area Urban (Portion of Lot 253)
	DPS 2: Centre Urban Development
	ASP 72: Commercial
Use Class:	Bakery Bank Child Care Centre Consulting Room Hair Dresser Liquor Store Medical centre Office Pharmacy Private Recreation (Child Play Centre) Recreation Centre Restaurant Shop Showroom Tavern Take Away Food Outlet
Strategy Policy:	N/A
Development Scheme:	District Planning Scheme No. 2
Lot Size:	Lot 3 – 20,612m ² Lot 253 – 7,335m ² Total – 27,947m ²
Existing Land Use:	None - Vacant Land
Value of Development:	\$15,000,000

The proposal consists of two sites being Lot 3 (1K) and 253 (15K) Graceful Boulevard, Alkimos (subject sites). The subject sites are bounded by Graceful Boulevard to the north, Marmion Avenue to the east and Sanderling Street and Tawny way to the south (**Attachment 1a**). Residential lots and a local access road (Gouldian Circuit) are located to the west of Lot 253 Graceful Boulevard.



Lot 3 is zoned Centre under the City's District Planning Scheme No. 2 (DPS 2), whilst Lot 253 has a split zoning of Centre and Urban Development. Both zones require an Agreed Structure Plan to be in place to guide subdivision and development.

The subject sites are subject to South Alkimos Agreed Structure Plan No. 72 (ASP 72), and are zoned Commercial with a residential density coding of R160 (Lot 3) and R100 (Lot 253). The lots are also subject to Detailed Area Plan No. 27 – Gateway Precinct (DAP 27), which specifies building and design requirements for the Gateway Commercial Precinct.

Details: outline of development application

The development application is to construct a mixed use development and associated car parking and landscaping. The following development is proposed:

Lot 3 Graceful Boulevard, Alkimos

- A Supermarket (Shop land use) on the corner of Graceful Boulevard and Turnstone Street, with a gross floor area (GFA) of 1550m²;
- A Tavern and Liquor Store with a drive-through component on the corner of Marmion Avenue and Sanderling Street with a GFA of 1479m². The proposed Tavern is composed of 853m² internal area, 180m² Alfresco area, and 445.5m² Liquor Store (including the roofed drive-through component);
- Two Restaurant tenancies (with GFA's of 216m² and 178m² respectively) and five Take Away Food Outlet tenancies facing Turnstone Street, with GFA's ranging from 70m² to 107m²;
- Six Shop and/or Office tenancies with GFA's ranging from 62.5m² to 317m² fronting Turnstone Street;
- Four Shop tenancies adjacent to the Supermarket tenancy with GFA's of between 112m² and 122m², with access from Graceful Boulevard;
- Two Recreation Centres, being a gym and swim school, with GFA's of 420m² and 400m² respectively;
- One Showroom tenancy with a GFA of 543m²;
- One Shop tenancy with a GFA of 133.5m² fronting Sanderling Street; and
- 326 car parking bays and associated landscaping.

Lot 253 Graceful Boulevard, Alkimos

- A Medical Centre with a maximum of five medical practitioners and/or health consultants at any one time on the western corner of Graceful Boulevard and Turnstone Street;
- Seven Consulting Rooms with one medical practitioner or health consultant to be located in each;
- One Office tenancy with a GFA of 132m² facing Graceful Boulevard;
- A Child Care Centre, with a maximum capacity of 96 children, a GFA of 601m² and an outdoor play area of 649m²;
- A Child Play Centre (Private Recreation land use), including incidental café and a GFA of 914m²; and
- 110 car parking bays and associated landscaping.

The proposed development plans are shown in **Attachments 2a – 2m**.



Legislation & policy:

Legislation

Planning and Development Act 2005
Metropolitan Region Scheme
District Planning Scheme No.2
South Alkimos Agreed Structure Plan No. 72
Detailed Area Plan No. 27 – Gateway Commercial

State Government Policies

State Planning Policy 4.2: Activity Centres for Perth and Peel
Designing Out Crime Planning Guidelines

Local Policies

Local planning Policy 2.3: Child Care Centres
Local Planning Policy 3.2: Activity Centres
Signs Local Planning Policy

Consultation:

Public Consultation

Under Clause 6.7 of the City's DPS 2, public notification of an application for planning approval involving a 'D' (Discretionary) use may be undertaken if the City considers it appropriate. As there are multiple 'D' uses proposed, and having due regard to the scale of the proposed development, the City deemed that public notification of the proposal was appropriate.

The proposal was advertised for public comment for a period of 21 days in accordance with Clause 6.7.1(a) of DPS 2 by means of two on-site signs, an advertisement in the Wanneroo Times, Sun City News and North Coast Times newspapers, a notice on the City's website and letters written to all landowners within 300m of the subject sites. The advertising period commenced on 9 May 2014 and closed on 3 June 2014, with one (1) submission being received.

This submission, made by the Anglican Schools Commission (landowner of St James Anglican school, located adjacent to the subject sites on the northern side of Graceful Boulevard), raised concerns in regards to potential liquor licence applications in close proximity to the school site. A more detailed discussion of submission is provided in the Planning Assessment section below.

Consultation with other Agencies or Consultants

The proposal was referred to the Western Australian Planning Commission (WAPC) for comment in accordance with Instrument of Delegation DEL 2011/02, as the development abuts Marmion Avenue, an 'Other Regional Road' under the MRS. As a result of potential traffic generated by the development, a Traffic Impact Assessment (TIA) was also required for referral purposes. On 16 January 2015, a TIA was submitted and subsequently referred to the WAPC with the development application.



In accordance with the WAPC's Notice of Delegation dated 23 December 2011, comments on the proposal and associated TIA were provided by the Department of Planning (DoP), and are discussed further in the Planning Assessment section below.

Planning Assessment:

Compliance with ASP 72 and DAP 27

The proposal was assessed against the provisions of ASP 72 and DAP 27, as well as the relevant State and Local Planning Policies. The proposal was found to be compliant against all requirements, with the exception of car parking provision. This is discussed in greater detail below.

Car Parking

The application proposes 326 car parking bays on Lot 3, and a further 110 car parking bays on Lot 253, bringing the total number of car bays provided to 436 bays. Based on the car parking standards of Table 2 (Clause 4.14) of DPS 2, a total of 593 bays are required across the two sites. This proposed development results in a total shortfall of 157 bays.

Notwithstanding the above car parking shortfall, Administration considers the car parking provision capable of support for the following reasons:

1. The proposed development contains a range of uses that operate at different times of the day and week, and are expected to generate peak parking demand at different times.
2. There is a large potential for reciprocal parking over the subject sites, given the range and number of uses proposed as part of the application. It is not unreasonable to expect that a customer would utilise several of the services whilst occupying a single bay; this would further lower the car parking demand on site.
3. The proposed development seeks to rationalise the amount of car parking bays provided in order to maximise the provision of essential uses to residents in the catchment area and minimise the dependence on travel by car in favour of pedestrian accessibility. Pedestrian accessibility is achieved through and between the subject sites by way of landscaped pedestrian pathways between buildings that provide for ease of access and cross connectivity through the site.
4. In addition to the on-site parking provision, a number of on-street parking bays will be constructed adjacent the proposed development site, totalling approximately 28 bays on Turnstone and Sanderling Streets. These bays will contribute to the overall parking availability for the proposed development.
5. In comparison to the car parking rates applied under DPS 2, the State Planning Policy 4.2 – Activity Centres (SPP 4.2) advocates a lesser car parking provision of 4 to 5 bays per 100m² Net Lettable Area (NLA) for Shop, Showroom and Office uses within activity centres. When the SPP 4.2 rate is applied to the proposed Shop, Showroom and Office components of the development, a total of 491 bays are required. As 436 bays have been provided on site, plus 28 on-street bays, under this method of calculation the overall development proposes only a 27 bay shortfall.



6. The Alkimos-Eglinton District Structure Plan and the draft Alkimos City Centre Activity Centre Structure Plan No. 89 identify a future train station located within walking distance of the proposed development within the future Alkimos City Centre (located on the eastern side of Marmion Avenue). A high-frequency local shuttle service (denoted as the STS route in ASP 72) is also proposed to service the immediate area, and will be located along Graceful Boulevard, which has the potential to reduce car parking demand in the future.

Submissions

The submission received from the Anglican Schools Commission reiterates concerns raised in an earlier submission made to the City in regards to this application, prior to formal advertisement of the application. This earlier letter raised concerns of a potential liquor licence application being made for a Liquor Store or Tavern in close proximity to Graceful Boulevard and the St James School site, which is located on the northern side of Graceful Boulevard.

The submission received during the advertising period notes support of the current development which proposes the Tavern and Liquor Store tenancy adjacent to Sanderling Street. Notwithstanding, concerns regarding any future proximity of a Liquor Store to the school site were reiterated.

A Liquor Store is a 'P' (permitted) use within the Commercial zone, whilst a Tavern is a 'D' (discretionary) use class. Both land uses are considered to be consistent with the objectives of the Commercial zone, the intent of the Gateway Commercial Precinct within ASP 72, and are consistent with the requirements of DAP 27.

No other tenancies on the site are proposed to have a Liquor Store or Tavern use class approval, and it is considered that any future Change of Use development application for either of these uses will be assessed on its merits at the time of submission.

The submission raised no other concerns and Administration is satisfied that the proposed location of the Tavern and Liquor Store uses, being in the furthest corner of the site from the school, is appropriate.

Traffic Impact Assessment

The application was referred to the WAPC for comment in accordance with the Instrument of Delegation DEL 2011/02. In accordance with the WAPC's Notice of Delegation dated 23 December 2011, comments on the proposal and associated TIA were provided by the Department of Planning (DoP).

The DoP initially did not support the proposed development as submitted and raised a number of issues with the TIA. The issues raised were as follows (summarised):

- The TIA did not include a SIDRA (intersection modelling) analysis of either the interim or ultimate configuration of the Marmion Avenue / Sanderling Street intersection;
- No cross sections were provided for Turnstone Street, Tawny Way or Sanderling Street in either the TIA for the proposal, or the original LSP 72 Transport Assessment. The DoP requested either aerials as evidence of the



constructed roads, or cross sections where these roads had not yet been built; and

- The proposed shared path on the southern side of Graceful Boulevard was not designed with priority for pedestrians to avoid conflict with cyclists.

The City and the applicant provided additional information in response to the above matter, including a revised TIA dated 10 February 2015. On the 13 February 2015 the DoP notified the City that they were satisfied with the City's response to the key issues raised and had no objection to the proposal, subject to the following:

- Adequate bicycle parking is to be provided, giving due regard to the Austroads *Guide to Traffic Management*, Part 11: *Parking*.
- Adequate disabled parking is to be provided, giving due regard to Australian Standards AS 2890.1 or AS 2890.2, as required by DPS 2.

The DoP also provided the following recommendations:

- Measures to be taken to provide pedestrian priority on the southern side of Graceful Boulevard, where high pedestrian traffic is likely;
- Consideration is to be given to ensuring that the stagger distances between the proposed crossover to the south of Lot 3 be located at a safe distance from crossovers which may be built on the adjacent lot (8 metres or more is generally recommended).

The conditions requested by the DoP have been included as conditions on approval, whilst the recommendation regarding the shared path has been included as an advice note.

The City has not included the DoP's recommendation regarding crossover separation distances as an advice note, as the staggering of a future road or crossover (which have not yet been approved through subdivision or development application) external to the site area is considered to be outside of the scope of the conditions of approval. The location and separation distance of any future road or crossover on the adjacent lot(s) would be dealt with as part of the relevant subdivision and/or development application upon lodgement.

Conclusion:

The development application has been assessed against the provisions of ASP 72 and DPS 2. The City is of the view that the development is acceptable and meets all the provisions of ASP 72. It is recommended the proposal is supported subject to conditions.



MALLEEFOWL PARK (PROPOSED)

St James Anglican School

ALKIMOS

Lot 253

Lot 3

To Wanneroo Town Centre

To Yanchep / Two Rocks



**Lot 3 and Lot 253 Graceful Boulevard,
Alkimos – Mixed Use Development**

Date: Monday, 2 February 2015

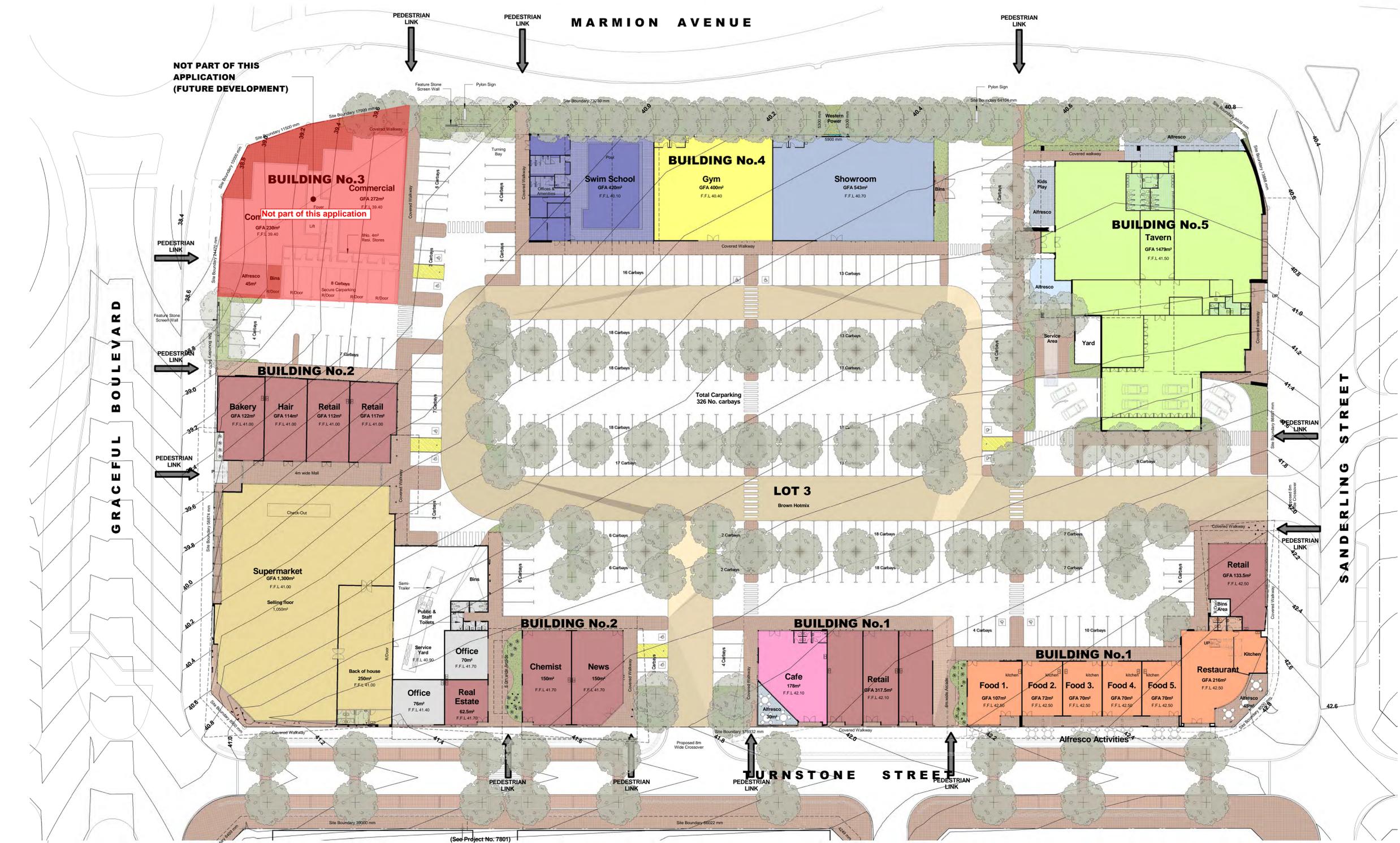
Ref: DA2014/2036

Scale = 1:4000



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SITE CRITERIA		3. Carparking Cars Required		Carpark Trees		5. Landscaping Required	
1. Site Area	20,612.5m ²	Building No.1 i. Retail (T1, T8) ii. Restaurant iii. Showroom Total		Total 326 Cars		Trees Required a. 326 cars = 81 Trees	
2. Floor Area		Building No.2 i. News ii. Chemist iii. Retail (T13, T16-T19) iv. Supermarket v. Office Total		Total 377.2 carbays		Trees Provided a. 81 Trees	
		Building No.3 i. Commercial ii. 8 No. Residential Units Building No.4 i. Swim School ii. Gym iii. Showroom Building No.5 i. Tavern Total		Total 58 carbays 377.2 carbays		Total 1,649m ²	
		Building No.4 i. Retail (T1, T8) ii. Restaurant iii. Showroom Total		Total 326 Cars		Total 1,405m ² or 6.81% 2,280m ² 3,685m ² (17.9% of site)	
		Building No.5 i. Tavern Total		Total 326 Cars		Total 1,405m ² or 6.81% 2,280m ² 3,685m ² (17.9% of site)	
		Building No.6 i. Commercial ii. Residential (8 Apartments) Total		Total 326 Cars		Total 1,405m ² or 6.81% 2,280m ² 3,685m ² (17.9% of site)	



PROPOSED ALKIMOS GATEWAY MIXED USE DEVELOPMENT

LOCATION : THE GATEWAY ALKIMOS BEACH

FOR: MARMION NETWORK PTY. LTD.

PROJECT No 7690
 SKETCH No SK018
 SHEET No 3
 SCALE As indicated @ B1
 DATE OCT 2014



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SITE PLAN
 SCALE: 1:300

PROPOSED ALKIMOS GATEWAY MIXED USE DEVELOPMENT

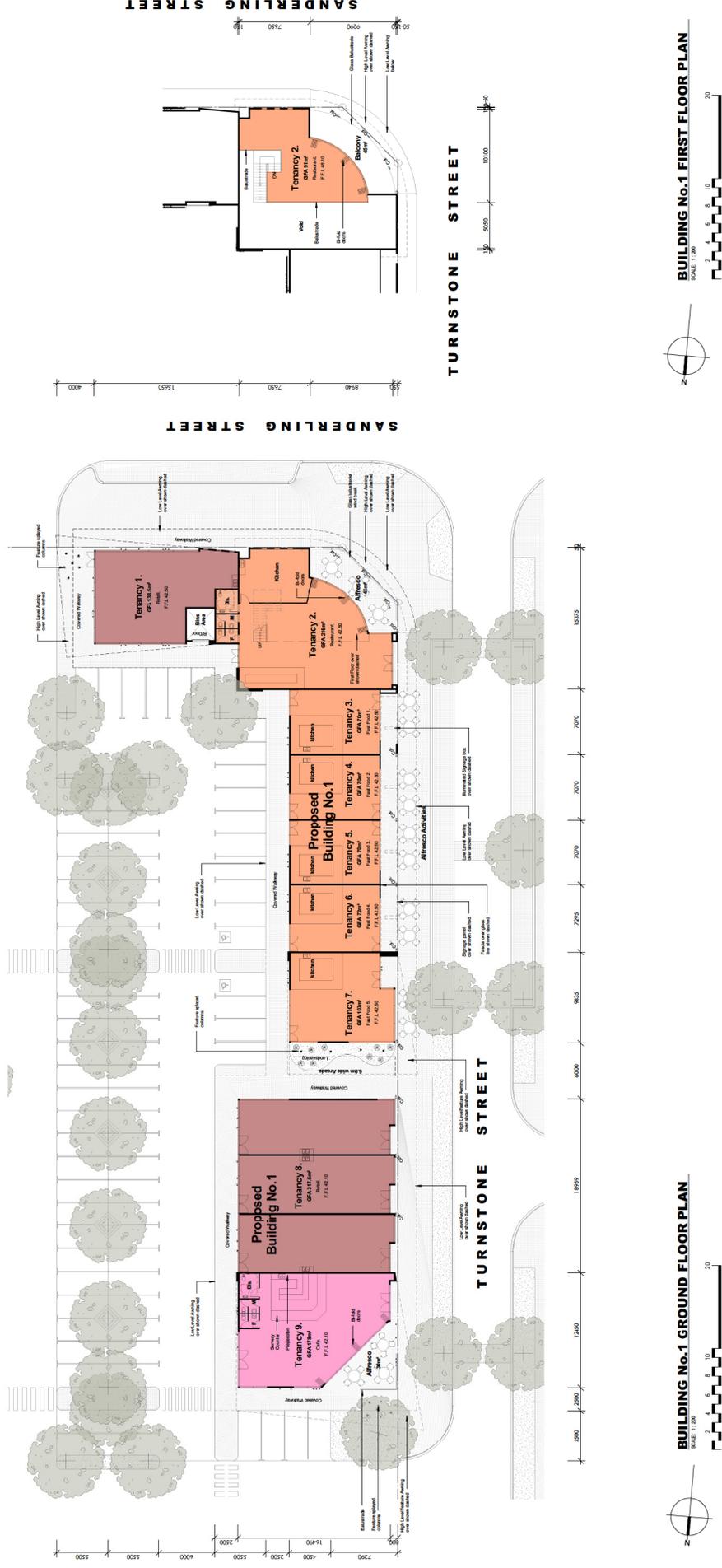
LOCATION : THE GATEWAY ALKIMOS BEACH

FOR: MARMION NETWORK PTY. LTD.

PROJECT No 7890
 SKETCH No SK018
 SHEET No 4
 SCALE 1:200 @ B1
 DATE 10/10/24

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BUILDING No.1 GROUND FLOOR PLAN
 SCALE: 1:200

BUILDING No.1 FIRST FLOOR PLAN
 SCALE: 1:200

PROPOSED ALKIMOS GATEWAY MIXED USE DEVELOPMENT

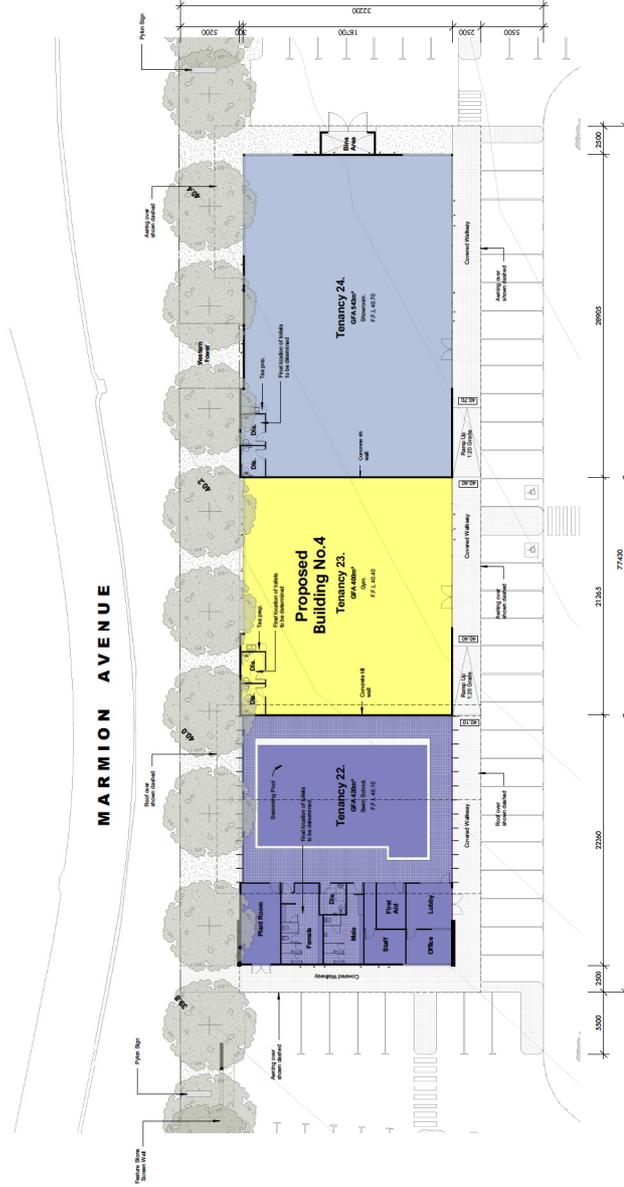
LOCATION : THE GATEWAY ALKIMOS BEACH

FOR: MARMION NETWORK PTY. LTD.

PROJECT No 7890
 SKETCH No SK018
 SHEET No 9
 SCALE 1:200 @ B1
 DATE 10/10/24

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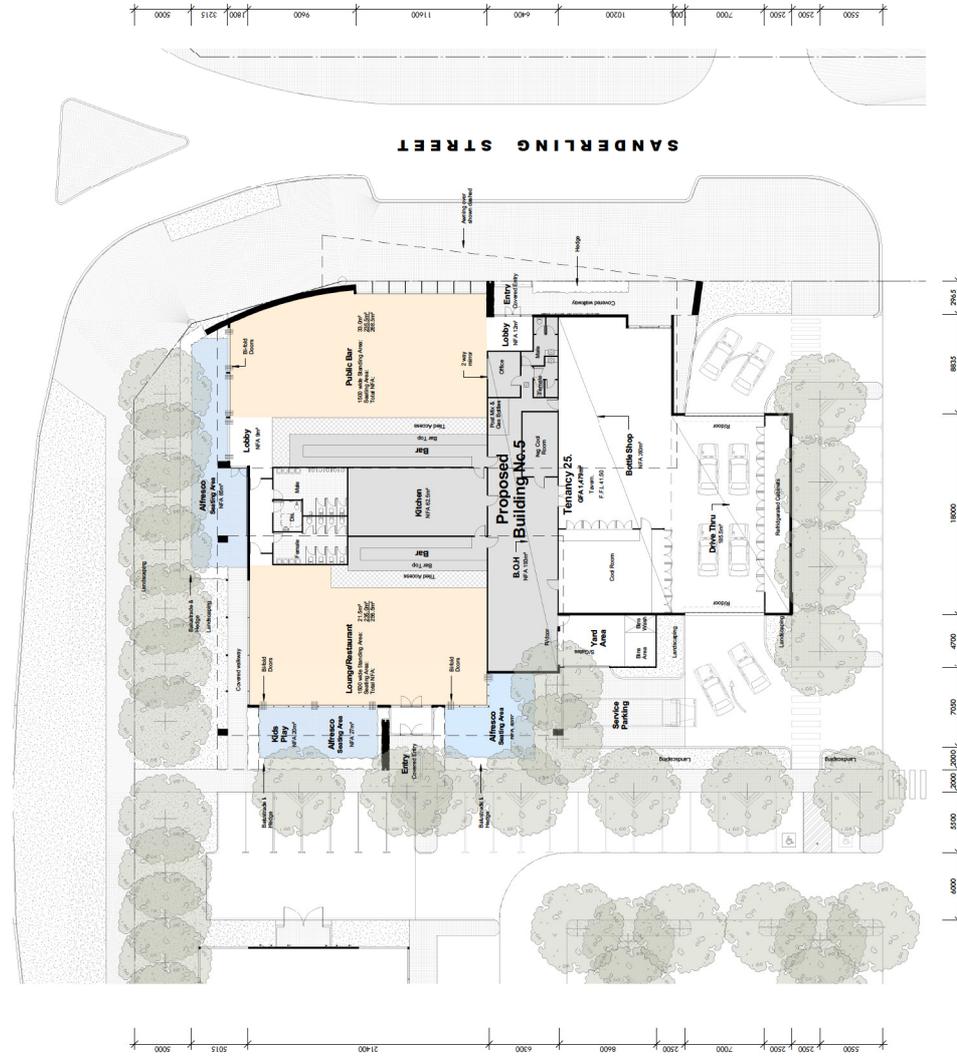
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BUILDING No.4 GROUND FLOOR PLAN
 SCALE 1:200



MARMION AVENUE



Floor Area

A. Public Bar	208.0m ²
B. Restaurant	228.0m ²
C. Reception	410.0m ²
D. Bar Area, Back of House	58.0m ²
E. Lobby 1, Lobbies	48.0m ²
F. External Walls	32.0m ²
G. Drive Thru	14.0m ²
Gross Floor Area	1,436.0m²

150 SEAT
Tables provided for 750 patrons

Caravans

Proposed	14.0m ² @ 3.0m ²	15.2 caravans
Existing	10.0m ² @ 3.0m ²	11.1 caravans
B. Marmion Streety Area	10.0m ² @ 3.0m ²	11.1 caravans
Total	34.0m²	37.4 caravans

PROPOSED ALKIMOS GATEWAY MIXED USE DEVELOPMENT

LOCATION : THE GATEWAY ALKIMOS BEACH

FOR: MARMION NETWORK PTY. LTD.

PROJECT No 7890
 SKETCH No SK018
 SHEET No 11
 SCALE 1:200 @ B1
 DATE 10/03/24

BUILDING No.5 GROUND FLOOR PLAN
 SCALE 1:200

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PROPOSED ALKIMOS GATEWAY MIXED USE DEVELOPMENT

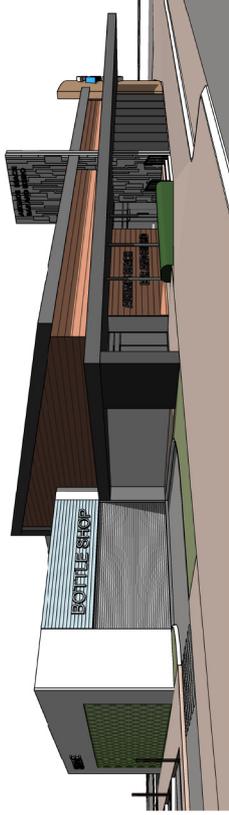
LOCATION : THE GATEWAY ALKIMOS BEACH

FOR: MARMION NETWORK PTY. LTD.

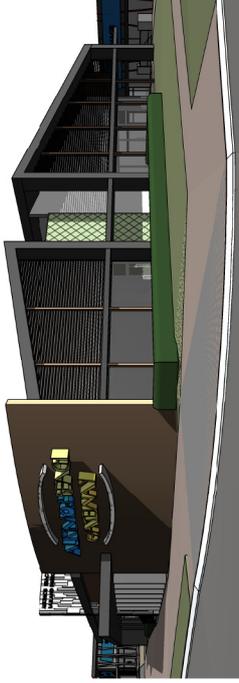
PROJECT No 7890
 SKETCH No SK018
 SCALE No 1:200 @ B1
 DATE 10/03/24

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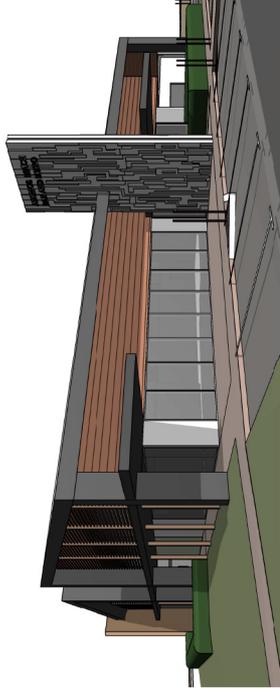
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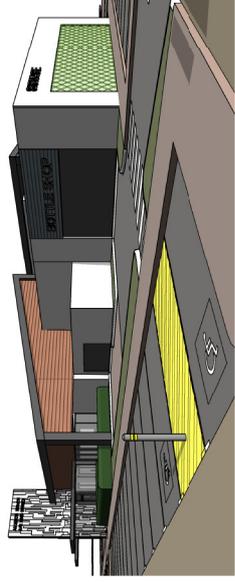
VIEW FROM SANDERLING ST (SOUTH WEST)
 SCALE



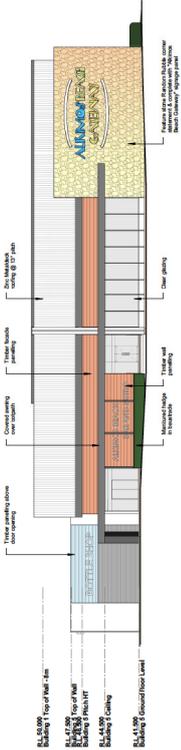
VIEW FROM SANDERLING ST (SOUTH EAST)
 SCALE



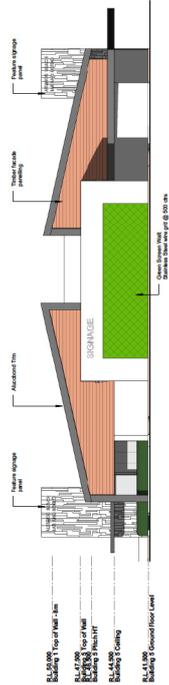
VIEW FROM INNER CARPARK (NORTH)
 SCALE



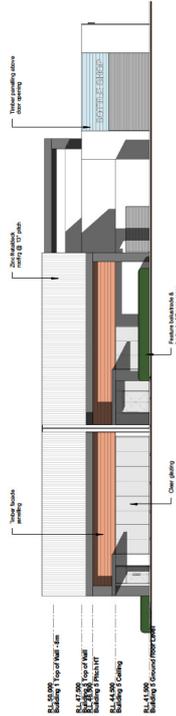
VIEW FROM INNER CARPARK (NORTH WEST)
 SCALE



BUILDING No.5 - SOUTH ELEVATION (SANDERLING STREET)
 SCALE 1:200



BUILDING No.5 - WEST ELEVATION
 SCALE 1:200



BUILDING No.5 - NORTH ELEVATION
 SCALE 1:200



BUILDING No.5 - EAST ELEVATION (MARMION AVENUE)
 SCALE 1:200

BUILDING No.5 ELEVATIONS & PERSPECTIVE VIEWS

PROPOSED MEDICAL, CHILDCARE & PLAY CENTRE

LOCATION : THE GATEWAY ALKIMOS BEACH

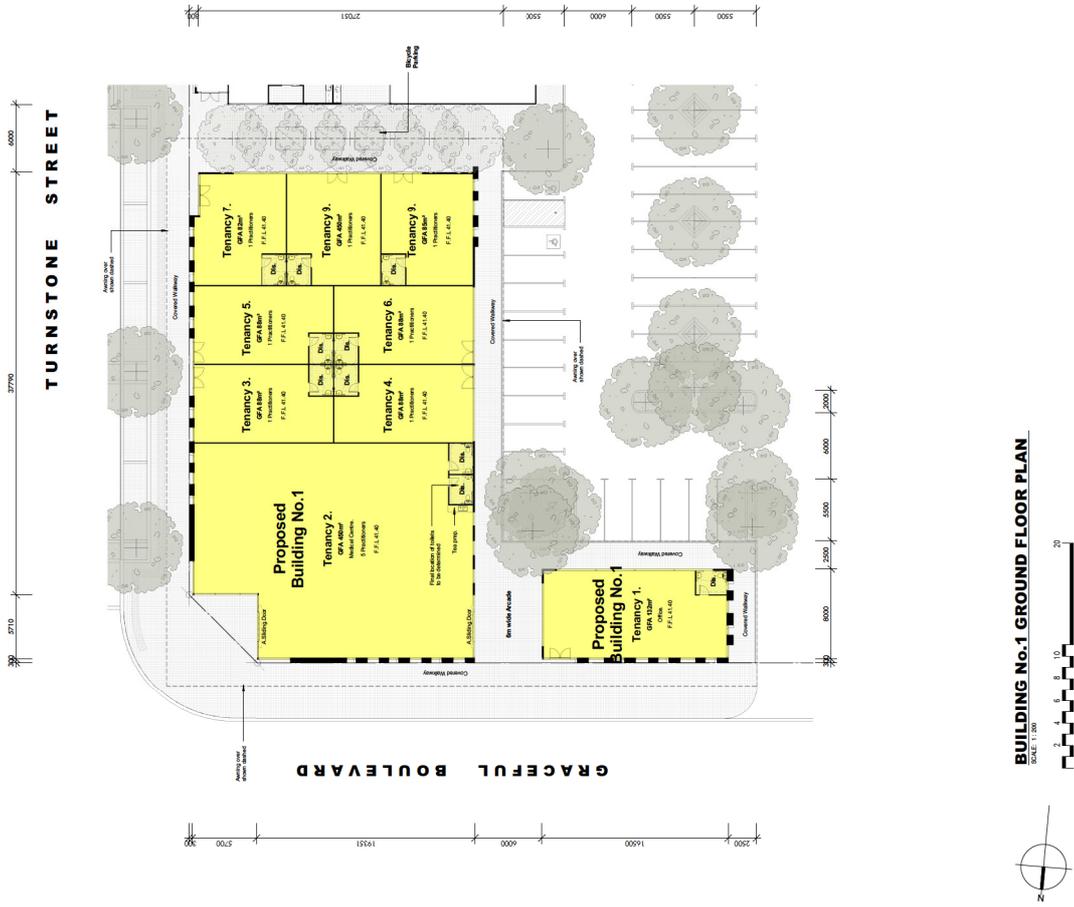
FOR: MARMION NETWORK PTY. LTD.

PROJECT No 7801
 SKETCH No SK003
 SCALE No 1:200 @ B1
 DATE NOV/2013



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BUILDING No.1 GROUND FLOOR PLAN



PROPOSED MEDICAL, CHILDCARE & PLAY CENTRE

LOCATION : THE GATEWAY ALKIMOS BEACH

FOR: MARMION NETWORK PTY. LTD.

PROJECT No 7801
 SKETCH No SK003
 SHEET No 9
 SCALE 1:200 @ B1
 DATE JUNE 2014



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BUILDING No.2 GROUND FLOOR PLAN
 SCALE 1:200





Form 2 - Responsible Authority Report (Regulation 17)

Property Location:	Lot 5000 (94) Delamere Avenue, Joondalup
Application Details:	Modifications to previously approved commercial development
DAP Name:	Metro North West JDAP
Applicant:	Ecorp Project Management
Owner:	Readan Pty Ltd & DDT (WA) Pty Ltd
LG Reference:	DA14/1579
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DP/13/00036
Report Date:	6 February 2015
Application Receipt Date:	12 December 2014
Application Process Days:	60 days
Attachment(s):	1. Location plan 2. Previous approval and development plans 3. Amended development plans 4. Revised Traffic Management Report

Officer Recommendation:

That the Metro North West JDAP resolves to:

1. **Approve** that the DAP Application reference DAP/13/00036 as detailed on the DAP Form 2 dated 12 December 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 DAP/13/00036 as detailed on the DAP Form 2 date 12 December 2014 and accompanying plans in accordance with the provisions of the clause 6.9 of the *City of Joondalup District Planning Scheme No.2* and the *Metropolitan Region Scheme*, for the proposed minor amendment to the approved commercial development at Lot 5000 (94) Delamere Avenue, Currambine, subject to:

Amended Conditions

1. **This decision constitutes planning approval only and is valid for two (2) years from the date of this decision letter. If the subject development is not substantially commenced within the two (2) year period, the approval shall lapse and be of no further effect.**
4. **Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of construction. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:**
 - **Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;**

- Provide all details relating to paving, treatment of verges and tree planting in the car park;
 - Show spot levels and/or contours of the site;
 - Indicate any natural vegetation to be retained and the proposed manner in which this will be managed;
 - Be based on water sensitive urban design principles to the satisfaction of the City;
 - Be based on Designing out Crime principles to the satisfaction of the City; and
 - Show all irrigation design details.
5. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
 6. The car parking shade trees as indicated on the approved plans shall be installed prior to the development first being occupied. The trees shall be located within tree wells and protected from damage by vehicles and maintained to the satisfaction of the City.
 7. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of construction.
 8. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be shown on the Building Permit submission and be approved by the City prior to the commencement of construction.
 9. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
 10. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Offstreet Carparking – Bicycles (AS2890.3-1993) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided and approved by the City prior to the commencement of construction.
 13. All external walls of the proposed building shall be of a clean finish, and shall at all times be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.

14. No obscure or reflective glazing is permitted to building facades.
15. All signage within the signage panels indicated on the approved plans shall:
 - Use low level illumination that does not flash, pulsate or chase.
 - Not include fluorescent, reflective or retro reflective colours.
 - Not contain any obscene or vulgar material.
16. The signage is to be established and thereafter maintained to a high standard to the satisfaction of the City.
17. The Western Power transformer shall be screened from Tyger Entrance and finished in a material consistent with the development to the satisfaction of the City.

Amended Advice Notes

1. In relation to condition 1 above, where an approval has so lapsed, no development shall be carried out without the further approval of the City having first been sought and obtained.
3. In relation to condition 10 above, the applicant and developer are strongly encouraged to consider the need for the provision of suitable amounts of shaded, secure, bicycle parking areas and end-of-trip facilities on the site.
4. Any tenancies to be used for sale of food are to comply with the *Food Act 2008*.
5. The City's Local laws require all commercial properties to be provided with a bin store and bin wash facilities. Bin stores must be of sufficient size to accommodate the bins to be used and have a solid concrete floor grading to a floor waste connected to sewer and a hose-cock.
7. The development shall comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971*.
8. Further to condition 11, development approval may be required for other signage outside of the signage panels. A sign licence may also be required.
9. All other conditions and requirements detailed on the previous approval dated 18 March 2013 shall remain unless altered by this application.

Alternate Recommendation:

Not applicable.

Background:

Insert Property Address:	Lot 5000 (94) Delamere Avenue, Currambine
Insert Zoning	MRS: Urban
	TPS: Business
Insert Use Class:	Showroom - 'P' use Medical Centre - 'P' use Consulting Rooms - 'P' use Shop - 'X*' use Recreation Centre - 'D' use Take Away Food Outlet - 'P' use Beauty Parlour - 'P' use Hairdresser - 'P' use
Insert Strategy Policy:	N/A
Insert Development Scheme:	<i>City of Joondalup District Planning Scheme No. 2 (DPS2)</i> <i>Currambine District Centre Structure Plan (CDCSP)</i>
Insert Lot Size:	4,692m ²
Insert Existing Land Use:	Commercial development currently under construction
Value of Development:	\$ 4,500,000.00

The subject site is located south east of the existing Currambine Central Shopping Centre and is bound by Shenton Avenue to the south and Delamere Avenue to the east (Attachment 1 refers).

The site is zoned 'Business' under the *City of Joondalup District Planning Scheme No.2*. In addition to the above, the site is subject to the requirements of the *Currambine District Centre Structure Plan (CDCSP)*. The overall Currambine District Centre area is bound by Marmion Avenue to the west, Shenton Avenue to the south, and Delamere Avenue along the northern and eastern boundaries.

At the meeting of the Metro North West Joint Development Assessment Panel (JDAP) held on 18 March 2013 (Attachment 2 refers), approval was granted for a commercial development including Showrooms, Offices, Medical Centre, Medical Consultancy, Beauty Parlour, Hairdresser, Take Away Food Outlet, Shop and Recreation Centre. The development is currently under construction.

Scheme Amendment 65

In addition to the general development provisions of DPS2 due regard is also required to be given to Amendment 65 to DPS2 which was adopted by Council at its meeting held on 25 June 2013 and is currently with the Western Australian Planning Commission (WAPC) for consideration. Amendment 65 proposes to change some of the existing car parking standards, including the standards for 'Showroom', 'Office', 'Beauty Parlour', 'Hairdresser' and 'Shop'.

Details: outline of development application

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

- Partial relocation of the bicycle parking due to the addition of a Western Power transformer on the northern boundary.
- Reconfiguration of the location of shade trees to the car park.
- Modifications to the location of doors and windows internal to the site due to internal changes to the tenancies. There is no change to the overall glazing.
- Changes to the location of some land uses, and additional land uses 'Hairdresser' and 'Take Away Food Outlet'.
- Modification to the number of medical consultants in tenancy one from one to two.
- One additional medical consultant within tenancy three.
- Modifications to the signage panels on the external facade that have generally reduced in size, with the addition of some new panels to correspond with the additional/modified tenancies.

The proposed development plans are provided as Attachment 3.

Legislation & policy:

Legislation

- *Planning and Development Act 2005*
- *Metropolitan Region Scheme (MRS)*
- *City of Joondalup District Planning Scheme No. 2*
- *Currambine District Centre Structure Plan*

State Government Policies

Nil

Local Policies

Environmentally Sustainable Design Policy

The policy encourages the integration of environmentally sustainable design principles in development. The applicant is required to complete the City's Environmentally Sustainable Checklist demonstrating the inclusion of environmentally sustainable design elements in the proposal and indicating if the development has been designed and assessed against a nationally recognised rating tool. The checklist for this development was previously provided under DAP/13/00036. Given the extent of modifications a new Environmentally Sustainable Checklist has not been provided.

Signs Policy

The policy sets out guidelines for the design and location of signage within the City to support the objectives for signs under DPS2.

The signage panels within the development have been generally reduced in size, with the addition of some new panels to correspond with the additional/modified tenancies. This signage is considered to meet the requirements of this policy, being of an appropriate scale and integrated as part of the overall development.

Consultation:

Public Consultation

Given the extent of modifications proposed, the application was not advertised.

It is noted that consultation was previously undertaken for the approved commercial development. A summary of concerns raised is contained within the report for DAP/13/00036.

Consultation with other Agencies or Consultants

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

Planning assessment:

The application is for amendments to a previously approved commercial development at Lot 5000 (94) Delamere Avenue. The modifications proposed are outlined above.

The development has been assessed against the requirements of DPS2 and the CDCSP. The objectives of the 'Business' zone for the purposes of the CDCSP are:

- To create an active focus for the community with a diversity of non-retail main street uses that generate day and evening activity.
- To allow appropriate business to locate and develop in close proximity to residential areas for the convenience of the community.
- Encourage high standard of 'Main Street' built form and an active edge to create an attractive facade to vehicle and pedestrian routes providing visual amenity and interaction.
- Provide efficient vehicle access and circulation with pedestrian priority.
- Encourage a high level of surveillance of public and private spaces.

Land Use

The proposed amended land uses within this application of 'Hairdresser', 'Beauty Parlour' and 'Take Away Food Outlet' are all permitted ("P") uses under the City's DPS2. The land uses are considered to be compatible with the approved uses at the site and with the broader Currumbine District Centre.

Landscaping

In accordance with DPS2 and the CDCSP shade trees are to be provided at a rate of one tree for every four bays. The applicant has proposed a total of 13 trees across 60

above ground car bays (ie. excluding car parking provided within the undercroft), thus providing one tree for every 4.6 bays.

With the exception of the car parking bays immediately fronting the buildings, shade trees have been provided to the northern car bays and middle aisle in excess of the 1:4 requirement. Due to the orientation and height of the development, it is considered that the remaining bays will be shaded by the building and awnings. In addition, the height and location of shade trees to these car parking areas are constrained by the awning over the internal walkways of the site, and could conflict with pedestrian movement. The location of the additional shade trees provided, being in the car parking areas closest to Tyger Entrance, ensures that the appearance of the car park from the street is softened, and is considered to be appropriate.

Car Parking

Car parking for the approved development was calculated based on the individual land uses proposed in accordance with Table 2 in DPS2 with a shortfall of 15 bays approved.

A parking shortfall under this amended application of 31.3% is proposed with 99 bays provided in lieu of the 130 required. Due regard must also be given to the revised car parking standards for some land uses set out under Amendment No. 65.

The table below sets out the car parking requirement under DPS2 and Amendment No.65 for the proposed amendments to the previously approved uses:

Land Use	Car Parking Requirements of DPS2	As proposed under Amendment 65
Showrooms/ Office	1 per 30m ² of NLA 920m ² of NLA = 30.66 bays	1 per 50m ² of NLA 920m ² of NLA = 18.4 bays
Medical Centre	5 per practitioner 6 GP's = 30 bays	No change 30 bays
Consulting Rooms	5 per practitioner 4 consulting rooms = 20 bays	No change 20 bays
Shop	7 per 100m ² of NLA 175m ² of NLA = 12.25 bays	5 per 100m ² of NLA 175m ² of NLA = 8.75 bays
Recreation Centre	1 per 2.5 persons 40 persons = 16 bays	No change 16 bays
Take Away Food Outlet	7 bays per 100m ² of NLA for non seated serving areas 86.5m ² of NLA = 6.055 bays	No change 6.055 bays
Beauty Parlour	7 bays per 100m ² of NLA 97m ² of NLA = 6.79 bays	5 bays per 100m ² of NLA 97 m ² of NLA = 4.85 bays * amendment 65
Hairdresser	7 bays per 100m ² of NLA 105m ² of NLA = 7.35 bays	5 bays per 100m ² of NLA 105 m ² of NLA = 5.25 bays* amendment 65
Overall bays required	130 (129.105)	110 (109.305)
Overall bays provided	99 (31.3% shortfall)	99 (11.1% shortfall)

In support of the development, the applicant provided an amended transport statement to demonstrate that the amount of car parking provided on-site will be adequate (Attachment 4 refers). The statement identifies that due to the reciprocal nature of the uses on site, and that peak demand occurs at differing times during the day for some land uses, that car parking bays can be 'shared' between the uses on site. It is also further expected that pedestrian movement between the site and the broader Currumbine District Centre shall further decrease actual peak demand to a requirement for no more than 99 car bays.

Notwithstanding that the development does not provided the required amount of car parking under DPS2 it is considered that given the above, adequate car parking will be provided on site.

Signage

The application proposes amended signage panels for the development, involving a general reduction in size of the panels on the external facades, in addition to signage catering for the additional tenancy. The signage is considered to comply with the requirements of the City's signage policy and be an improvement on the larger signage panels indicated on the original development, by breaking up the amount of signage on the facade and being further integrated with the overall development. As such it is considered appropriate to support signage within these signage panels as part of this development approval.

Western Power Transformer

The modifications include a Western Power transformer located on the northern boundary of the site. Western Power required upgraded supply capacity to the site, with the size and proposed location of the compound directed by Western Power. The transformer is screened from view by a limestone compound which is consistent with the surrounding access stairs and development. Given the constraints for the location of this infrastructure, and that it is has been designed to integrate with the immediate development it is considered appropriate.

Options/Alternatives

- Approve the application without conditions
- Approve the application with conditions
- Refuse the application
- or
- Defer determination of the application if it is considered that additional information or a more detailed investigation of the proposal is required.

Conclusion:

It is considered that the modifications to the development are appropriate and meet the objectives of DPS2 and the CDCSP.

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





Government of Western Australia
Development Assessment Panels

LG Ref: 14608
DoP Ref: DP/13/00036
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

COPY

Mr George Naoum
Ecorp Project Management
PO Box 230
Karrinyup WA 6921

City of Joondalup Record DOCUMENT REGISTRATION
INW REF: INW13/8507
CONTAINER: 14608
DATE RECEIVED: 02-04-2013
RESPONSIBILITY: Planning Approvals Inwards Mail
ACTION: ASSIGNED - No Written response. Must record action
CC: Lamont, Joe
NOTES: ORIG TO PLANNING

Dear Mr Naoum

Metro North-West JDAP – City of Joondalup – DAP Application 14608
Lot 5000 (94) Delamere Avenue, Joondalup
Proposed showrooms, medical centre, consulting rooms, shop and recreation centre

Thank you for your application and plans submitted to the City of Joondalup on 19 December 2012 for the above development at the above mentioned site.

This application was considered by the Metro North-West JDAP at its meeting held on 18 March 2013, where in accordance with the provisions of the City of Joondalup District Planning Scheme No. 2, it was resolved to approve the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, a DAP Form 2 application may be made to amend or cancel this planning approval in accordance with Regulation 17 of the Development Assessment Panel Regulations 2011.

Also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. An application must be made within 28 days of the determination in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any enquiries in respect to the conditions of approval please contact Mr Joe Lamont at the City of Joondalup on 94004260.

Yours sincerely

DAP Secretariat

22/3/2013

Encl. DAP Determination Notice
Approved plans

Cc: Mr Joe Lamont
City of Joondalup
PO Box 21
Joondalup WA 6919



wa.gov.au

Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 9919 Fax: (08) 6551 9981 TTY: 6551 9007 Infoline: 1800 626 477
daps@planning.wa.gov.au www.planning.wa.gov.au
ABN 35 482 341 493



Government of Western Australia
Development Assessment Panels

Planning and Development Act 2005

City of Joondalup District Planning Scheme No. 2

Metro North-West Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Location: Lot 5000 (94) Delamere Avenue, Joondalup

Description of proposed Development: Proposed showrooms, medical centre, consulting rooms, shop and recreation centre

In accordance with Regulation 8 of the *Development Assessment Panels Regulations 2011*, the above application for planning approval was **granted** on 18 March 2013, subject to the following resolution and conditions:

Approve DAP Application reference DAP13/00036 and accompanying plans (refer attachment 2) in accordance with Clause 6.9 of the City of Joondalup District Planning Scheme No. 2, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for two (2) years from the date of this decision letter. If the subject development is not substantially commenced within the two (2) year period, the approval shall lapse and be of no further effect.
2. A Construction Management Plan being submitted and approved prior to the commencement of construction. The management plan shall detail how it is proposed to manage:
 - all forward works for the site;
 - the delivery of materials and equipment to the site;
 - the storage of materials and equipment on the site;
 - the parking arrangements for the contractors and subcontractors;
 - other matters likely to impact on the surrounding properties;
3. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to the commencement of construction.
4. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of construction. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
 - Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - Provide all details relating to paving, treatment of verges and tree planting in the car park;
 - Show spot levels and/or contours of the site;



Government of Western Australia
Development Assessment Panels

- Indicate any natural vegetation to be retained and the proposed manner in which this will be managed;
 - Be based on water sensitive urban design principles to the satisfaction of the City;
 - Be based on Designing out Crime principles to the satisfaction of the City; and
 - Show all irrigation design details.
5. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
 6. The car parking shade trees as indicated on the approved plans shall be installed prior to the development first being occupied. The trees shall be located within tree wells and protected from damage by vehicles and maintained to the satisfaction of the City.
 7. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of construction.
 8. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be shown on the Building Licence submission and be approved by the City prior to the commencement of construction.
 9. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
 10. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Offstreet Carparking – Bicycles (AS2890.3-1993) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided and approved by the City prior to the commencement of construction.
 11. All signage shall be the subject of a separate Development Application
 12. The applicant is to provide an acoustic consultant's report examining the activities of the gymnasium and the impact it may have on adjoining units. Specific investigation and recommendations should be made on the method of construction of the slab and any surface treatments that may be required to reduce sound transfer. Recommendations provided in the



Government of Western Australia
Development Assessment Panels

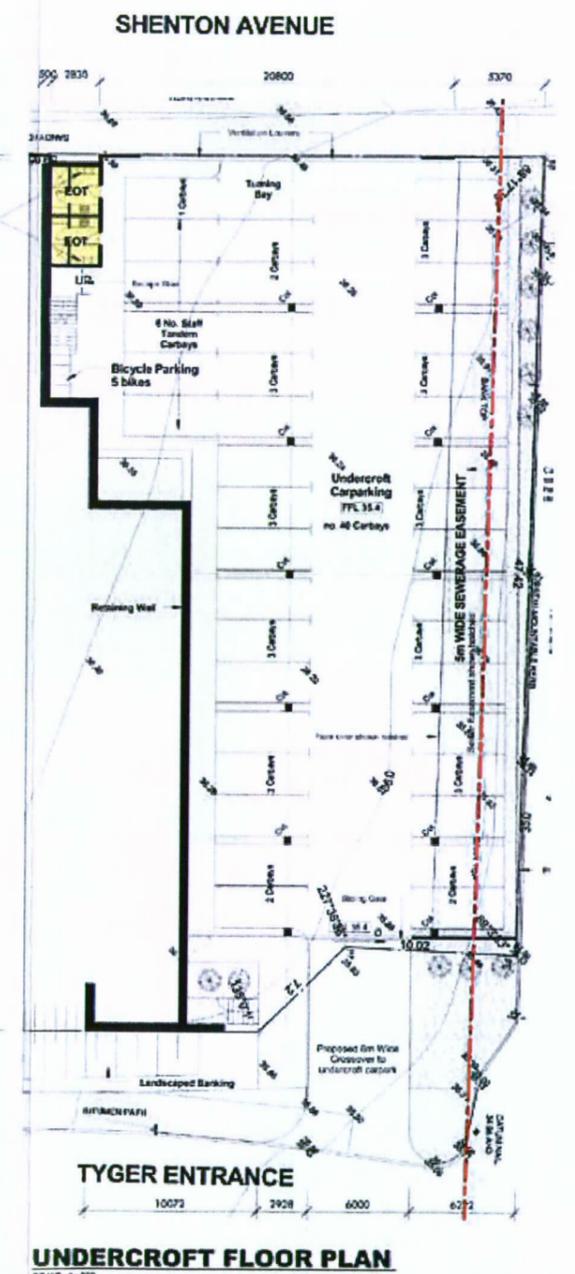
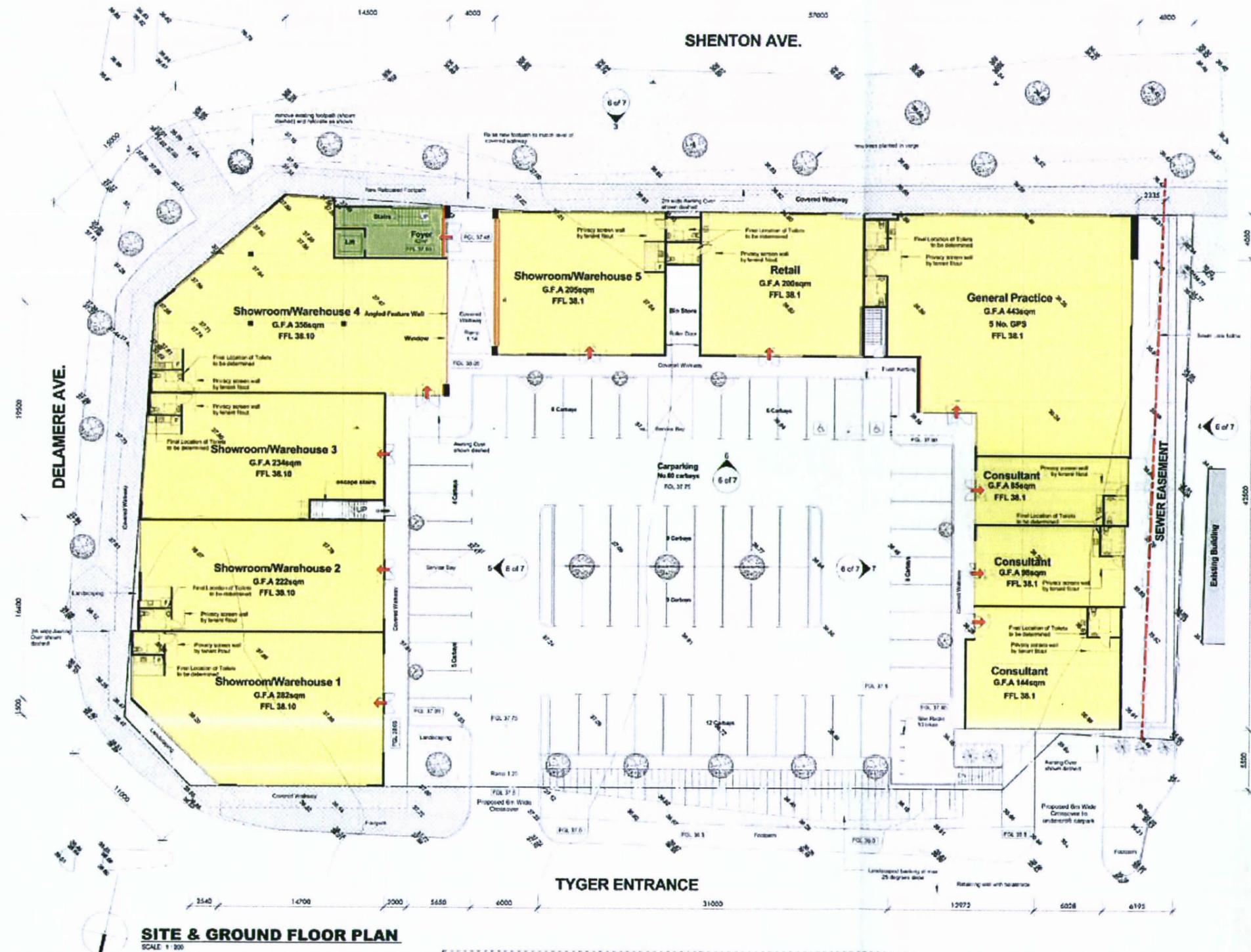
acoustic report shall be incorporated in the building design to be submitted for a Building Permit. The development is required to comply with the *Environmental Protection (Noise) Regulations 1997* and the *Environmental Protection Act 1986*.

13. All external walls of the proposed building shall be of a clean finish, and shall at all times be maintained to a high standard, including being free of vandalism, to the satisfaction of the City;

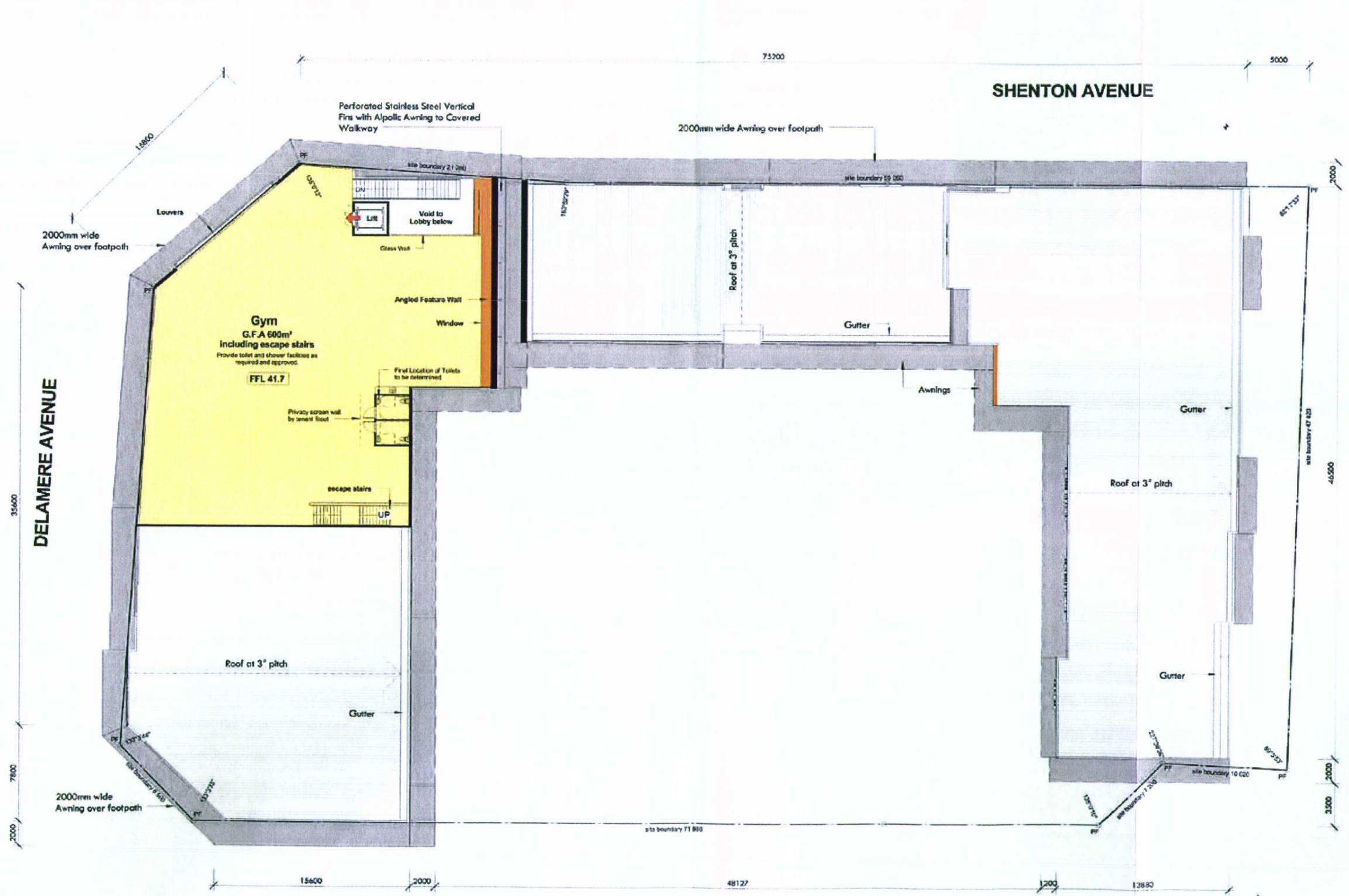
Advice notes

1. In relation to condition 1 above, where an approval has so lapsed, no development shall be carried out without the further approval of the City having first been sought and obtained.
2. In relation to condition 3, a refuse management plan is required which must consider the total amount of waste that would be expected, the number and type of bins proposed, the frequency of collection, method of collection and other issues affecting handling of waste.
3. In relation to condition 10 above, the applicant and developer are strongly encouraged to consider the need for the provision of suitable amounts of shaded, secure, bicycle parking areas and end-of-trip facilities on the site.
4. Any tenancies to be used for sale of food are to comply with the *Food Act 2008*.
5. The City's Local laws require all commercial properties to be provided with a bin store and bin wash facilities. Bin stores must be of sufficient size to accommodate the bins to be used and have a solid concrete floor grading to a floor waste connected to sewer and a hose-cock.
6. Undercroft carpark ventilation is to be provided in accordance with Australian Standard 1668.2-1991.
7. The development shall comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971*.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Development Assessment Panel Regulations 2011*.



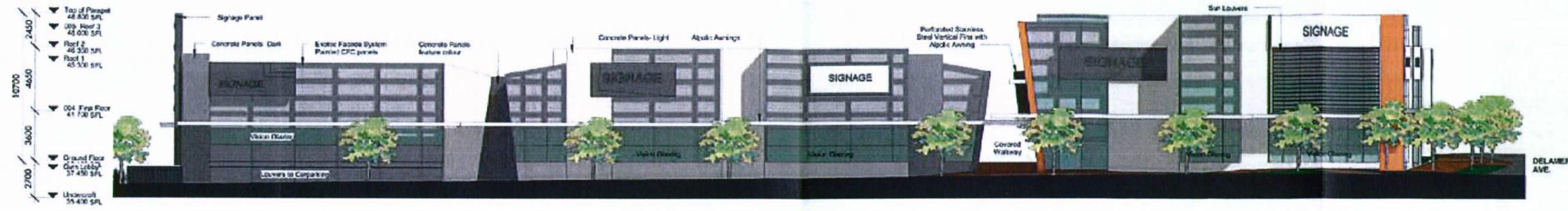
DEVELOPMENT ASSESSMENT
PANELS
18 MAR 2013
APPROVED



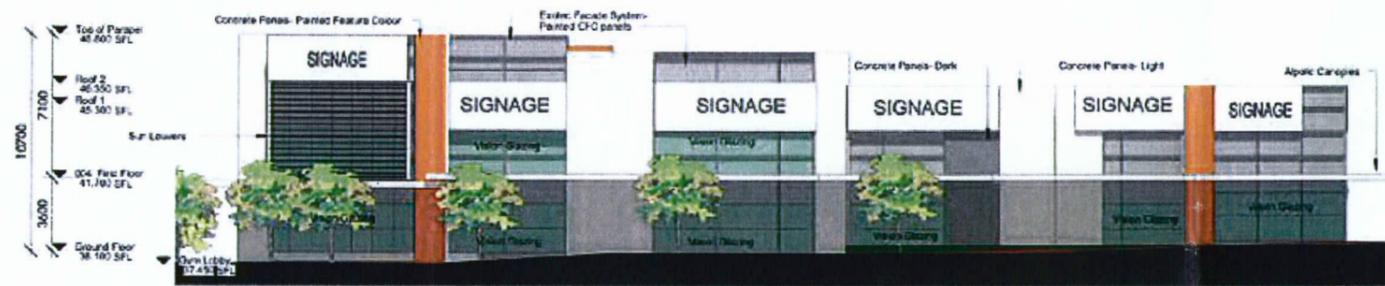
First Floor and Roof Plan
SCALE 1 : 200

TYGER ENTRANCE

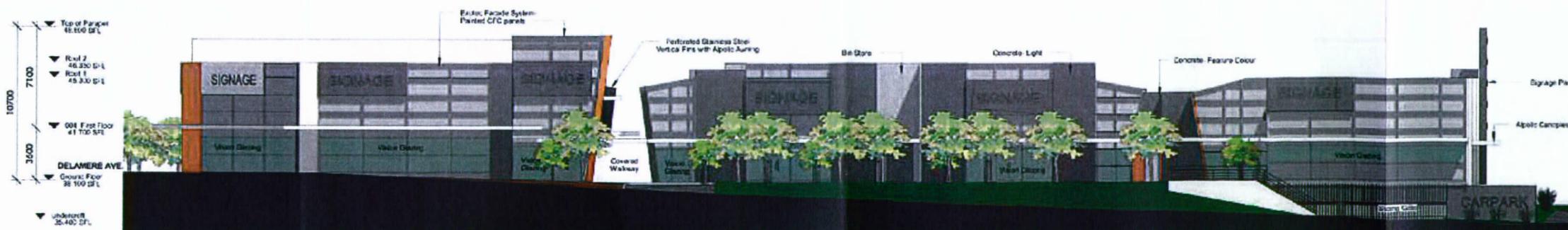
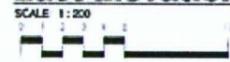
DEVELOPMENT ASSESSMENT
PANELS
1 8 MAR 2013
APPROVED



South Elevation (Shenton Avenue)



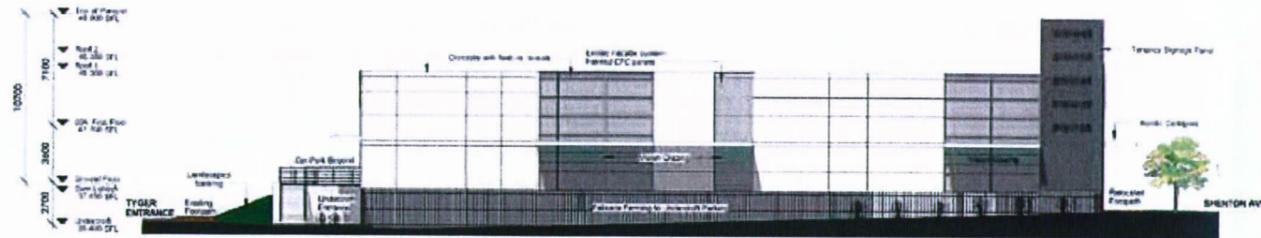
East Elevation (Delamere Avenue)



North Elevation (Road Reserve)

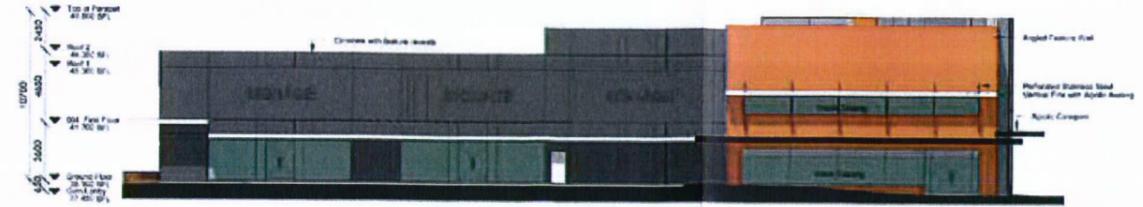


DEVELOPMENT ASSESSMENT
PANELS
18 MAR 2013
APPROVED



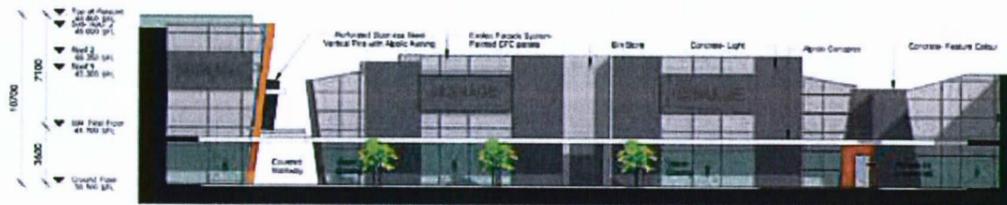
Western Elevation

SCALE: 1:200



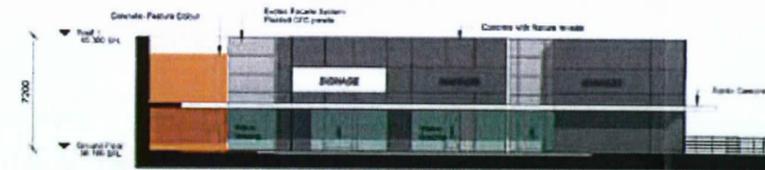
Shopfronts Elevation 1

SCALE: 1:200



Shopfronts Elevation 2

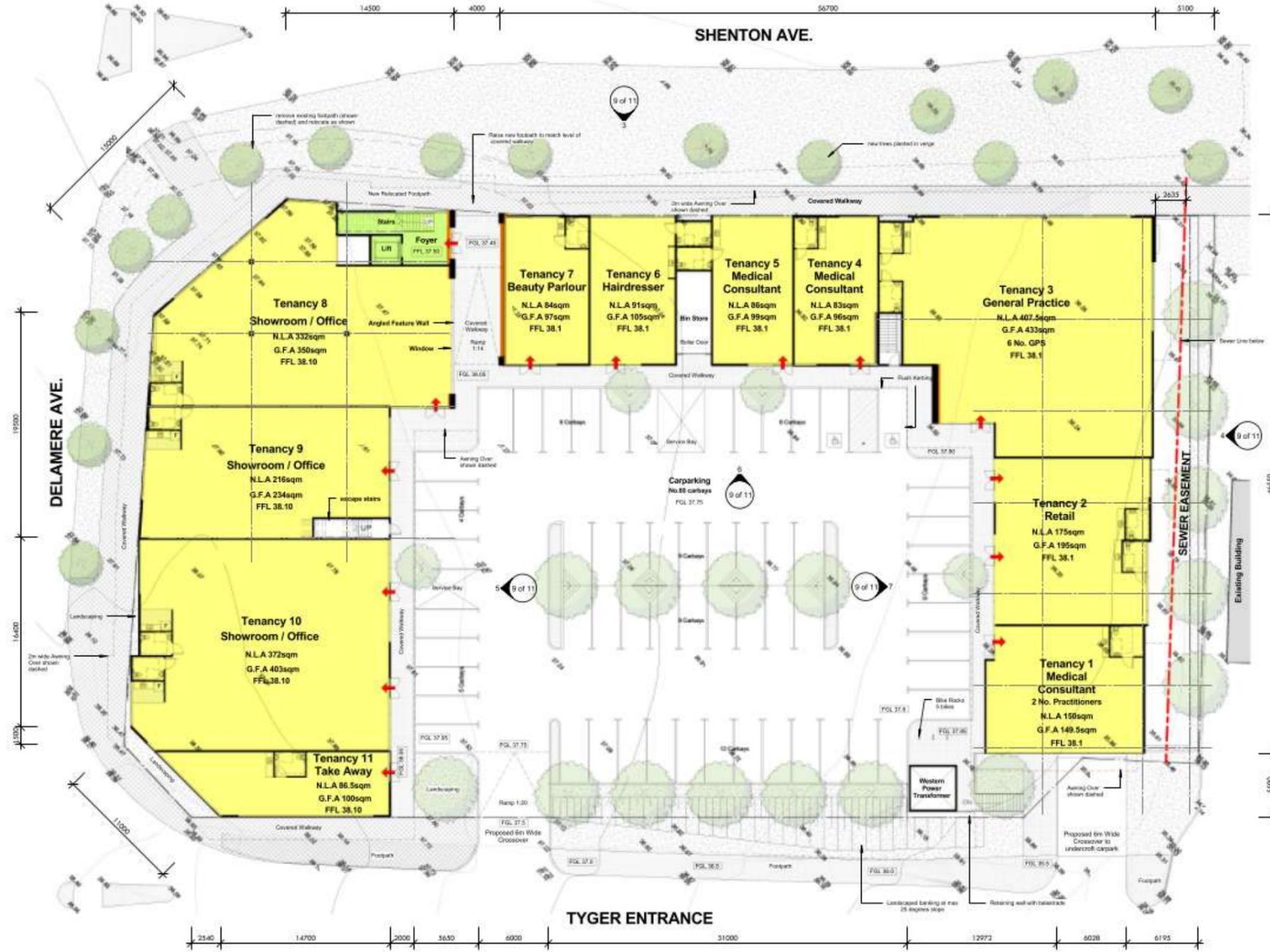
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Shopfronts Elevation 3

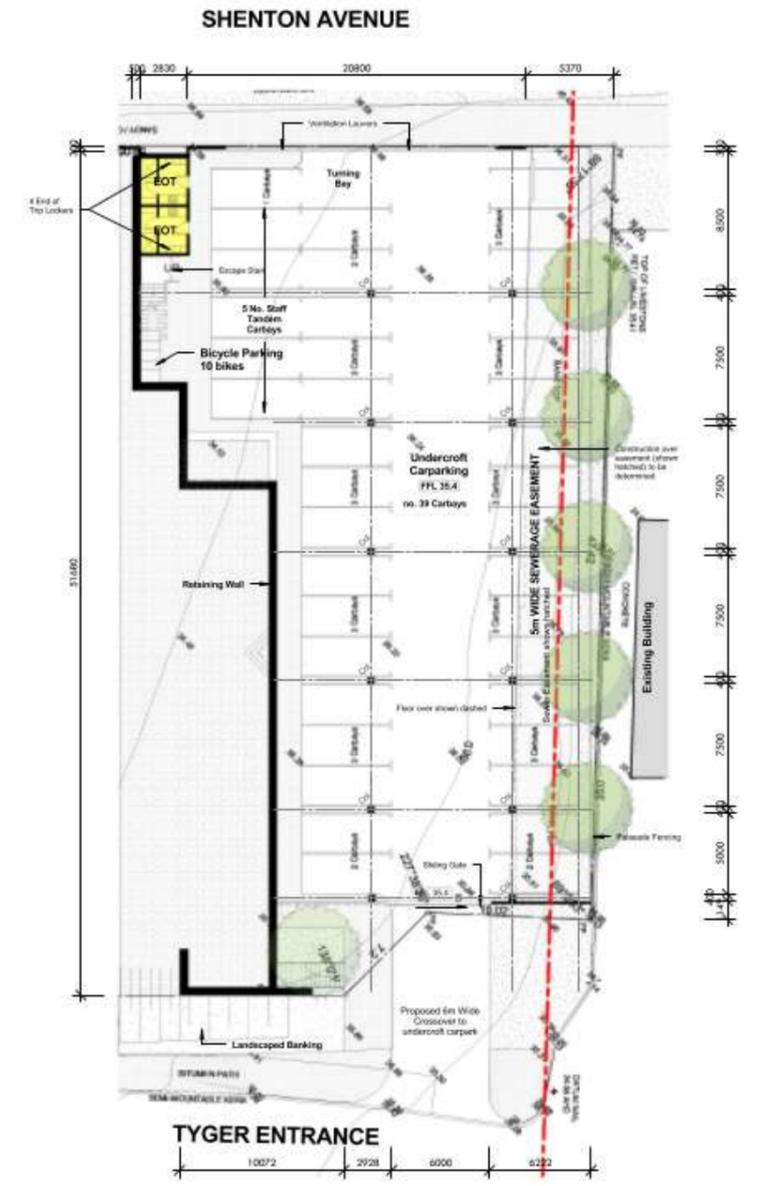
SCALE: 1:200

DEVELOPMENT ASSESSMENT
PANELS
18 MAR 2013
APPROVED



SITE & GROUND FLOOR PLAN
SCALE: 1:300

Site Criteria

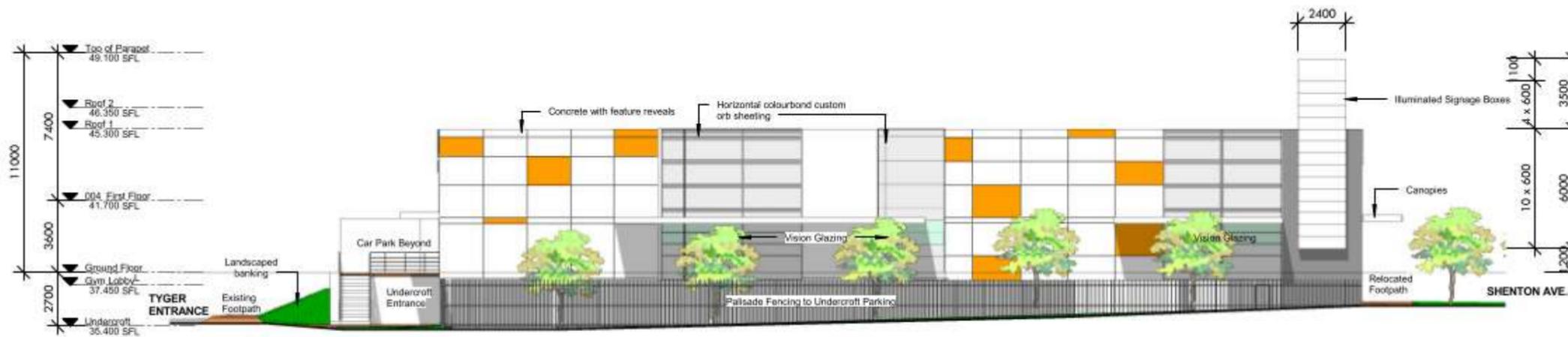


UNDERCROFT FLOOR PLAN
SCALE: 1:300



North Elevation (Road Reserve)

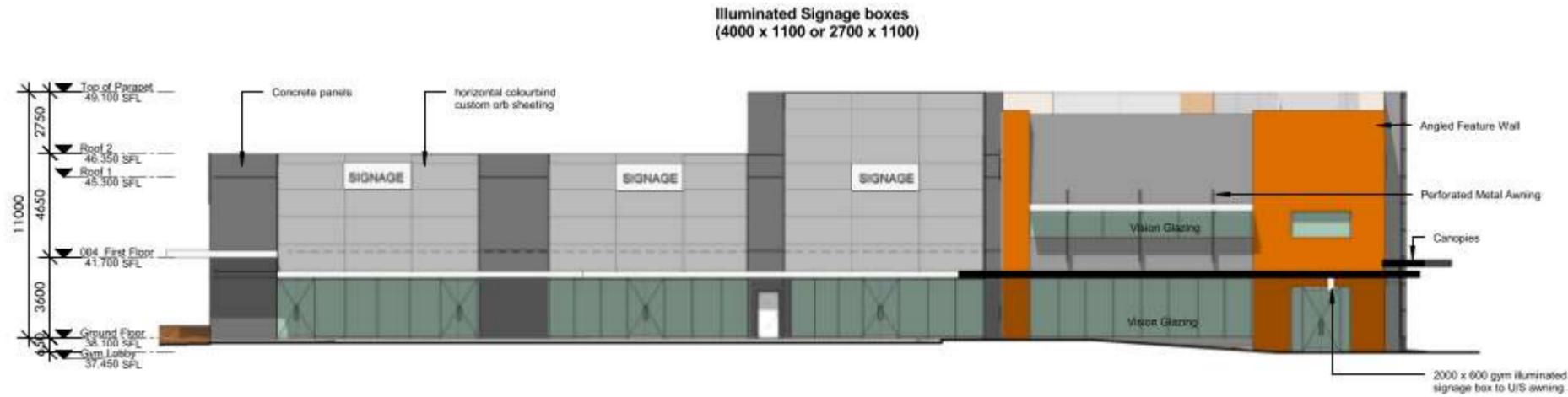
SCALE: 1:200



Western Elevation

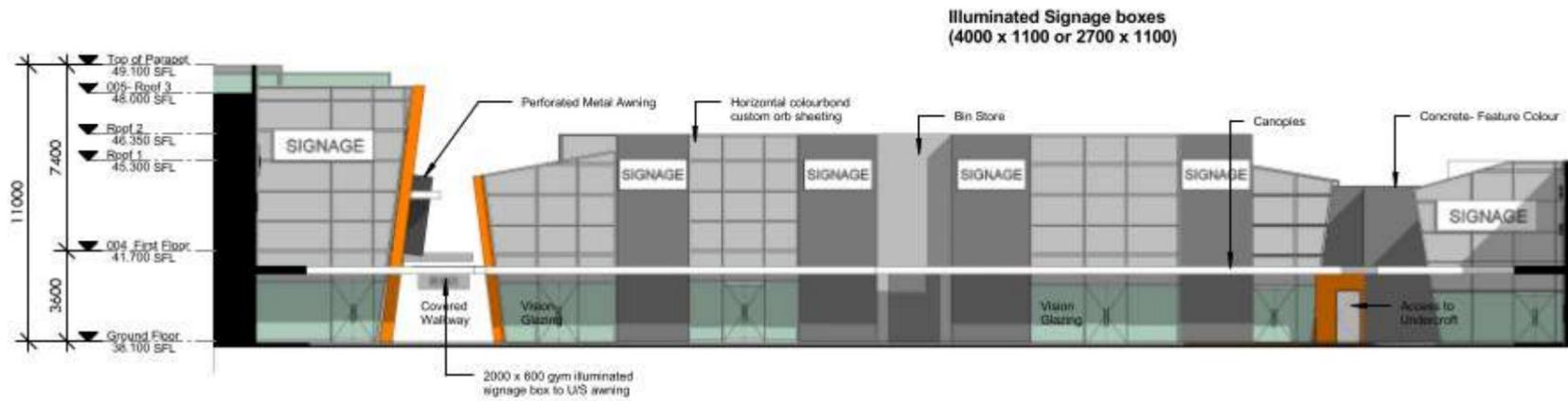
SCALE: 1:200





Shopfronts Elevation 1

SCALE: 1 : 200

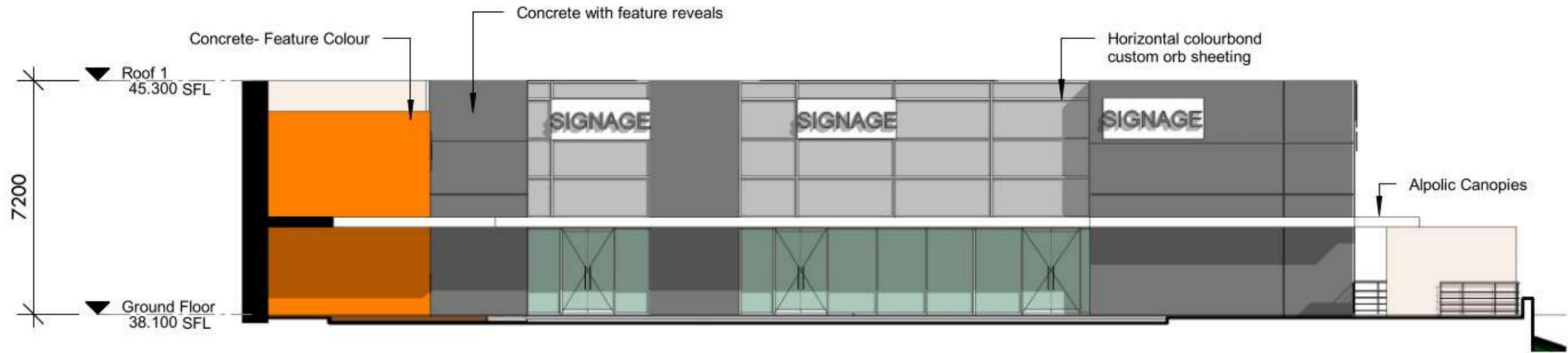


Shopfronts Elevation 2

SCALE: 1 : 200

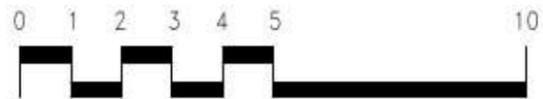


**Illuminated Signage boxes
(4000 x 1100 or 2700 x 1100)**



Shopfronts Elevation 3

SCALE: 1 : 200





CONSULTING CIVIL & TRAFFIC ENGINEERS, RISK MANAGERS



Project: Transport Statement
Shenton Commercial Development
Shenton Avenue / Delamere Avenue, Currumbine

Client: Ecorp Project Management

Author: Tony Shaw

Signature: 

Date: 16th January 2015

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Document Status

Rev No.	Author	Reviewed by	Date	Issued for	Signature	Date
A	G Miles			Client Review		19/11/12
2	G Miles	T Shaw	04/12/12	Client Review		04/12/12
3	T Shaw		16/01/15	Client Review		16/01/15

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Attachment 1.	Assessment Criteria	Error! Bookmark not defined.
Attachment 2.	Development Plans	Error! Bookmark not defined.

1. Summary

This report provides a transport statement for the proposed development of the presently vacant site at Lot 5000 Shenton Avenue, No. 94 Delamere Avenue, Currambine. The development comprises one new building being mostly single storey and some multi-storey to best utilise the natural ground conditions and contours.

The report was commissioned by the Ecorp Project Management on behalf of Readan P/L and DDT WA P/L as the developers and was prepared by Shawmac Pty Ltd. The report follows an earlier assessment undertaken by Shawmac in 2012 and reflects an intended change in land use at the site.

The key transport focus is on how the traffic generated by the temporary development interacts with the existing transport network.

The transport statement concluded that:

- The development would generate an increase of 550 vehicle movements around the site and they would be distributed over the two proposed access locations.
- The greatest increase in vehicular traffic is expected in Tyger Entrance towards Delamere Avenue then in the section to Shenton Avenue with an increase of 330vpd.
- In the evening peak period some queuing can be expected internally for exiting the site depending upon the future development on other vacant sites within the entire precinct.
- The public road infrastructure can accommodate the calculated increase in traffic volume.
- The proposed parking off-street could cater for the generated maximum parking demand that is calculated to be 96 vehicles for the daytime land uses.
- The night-time land uses have a calculated peak parking demand of 38 vehicles.
- The parking was designed to comply with the Australian Standards.
- The proposed development would not adversely affect traffic movements on the adjacent road network.

2. Introduction and Background

The statement considers the impact that the development of the mixed office and commercial use facility on Lot 5000 Shenton Avenue, Currumbine will have on the road network through increased traffic and parking demands.

The report is prepared in response to a request from Ecorp Project Management on behalf of the developers of the site, Readan P/L and DDT WA P/L.

The development location in relation to the major road network is shown in Figure 1.

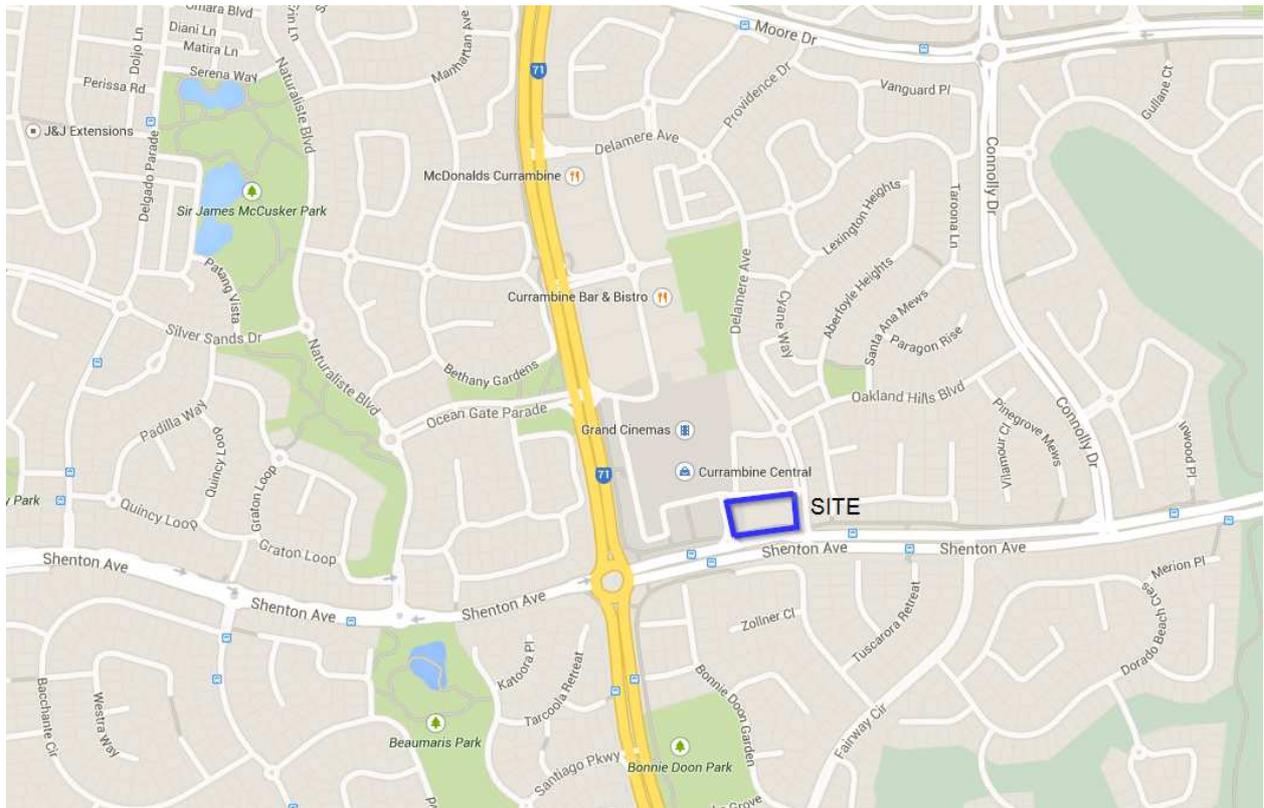


Figure 1 - Site Locality

The development site is located on Lot 5000 Shenton Avenue at the intersection of Delamere Avenue and Shenton Avenue. The intersection has traffic control in the form of a channelized T-intersection.

The site comprises a land area of 4,692m² and is situated to the north of Shenton Avenue and south of Tyger Entrance as shown in Figure 2. It cleared and partial earthworks have been completed.

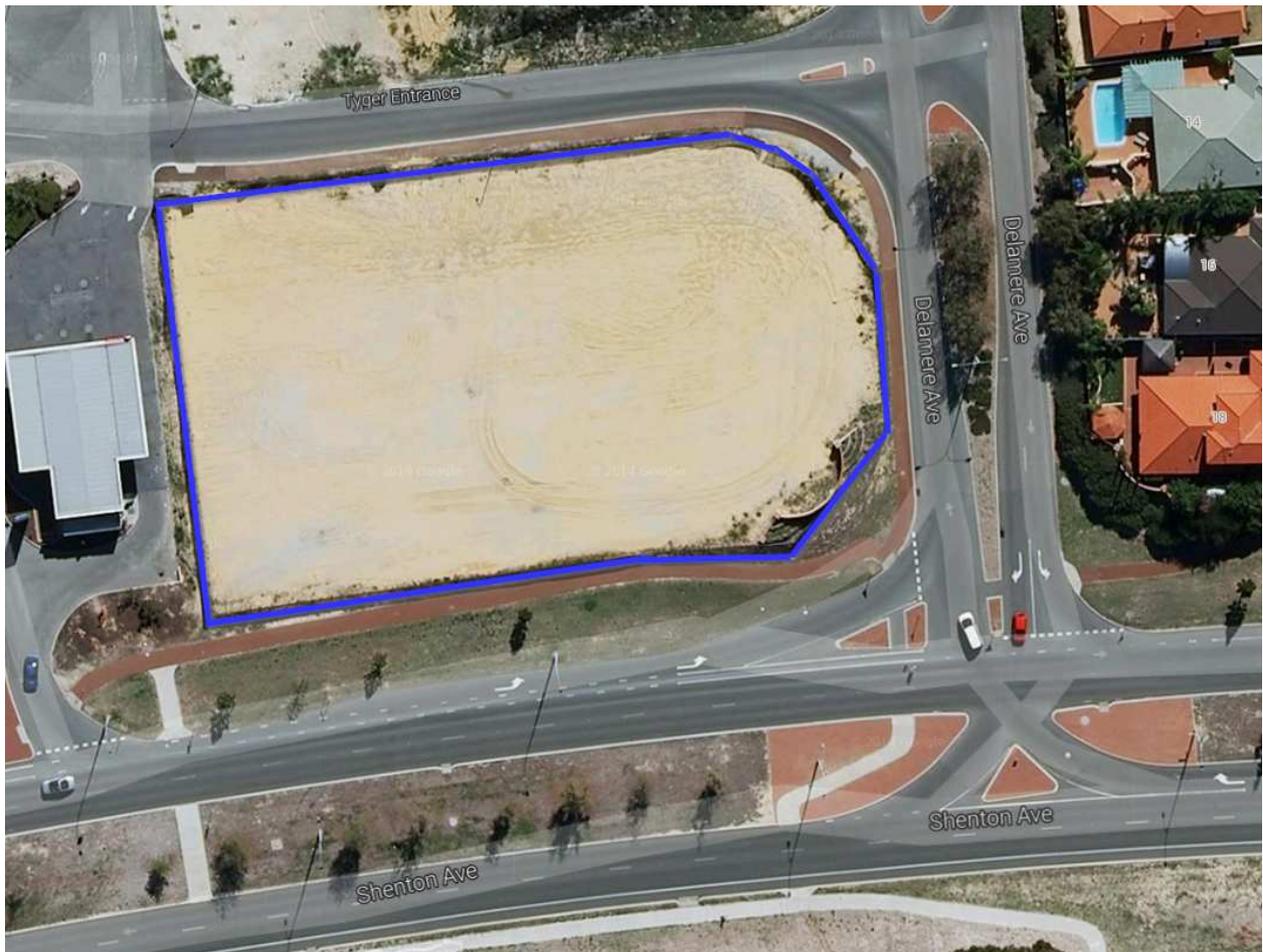


Figure 2 - Development Location

The site is in an area identified by the City of Joondalup in the District Planning Scheme No.2 as being part of a business zone, refer Figure 3.

The surrounding land use zones are:

- To the north - office & commercial purposes;
- To the west - commercial purposes;
- To the east - residential - part R40 and part R20;
- To the south - residential purposes.

Direct vehicular access to Shenton Avenue and Delamere Avenue is not permitted from the residential properties in the proximity of this development.



Figure 3 - Town Planning Zoning

3. Proposed Development

The proposed new development incorporates the provision of one building based upon the existing elevation of the Shenton Avenue / Delamere Avenue intersection for the main operational level and a basement car park for about a quarter of the site.

The general development concept is shown in Figure 4.



Level 1	Showroom / Office	3 units	987m ²
	Retail	1 unit	195m ²
	Medial Suite	4 units	777m ²
	Hairdresser	1 unit	105m ²
	Beauty Parlour	1 unit	97m ²
	Takeaway Food	1 unit	100m ²
Level 2	Gym	1 unit	600m ²

Table 1. Proposed Land Use

4. Traffic Generation.

In order to estimate the impact of traffic generated by the proposed development, the Road and Traffic Authority (RTA), NSW “Guide to Traffic Generating Developments”, the Institute of Transportation Engineers “Trip Generation” and the Director General of Transport, South Australia Land Use Traffic Generation Guidelines, March 1987 were referred to.

Land use	Generation rate			Unit	Quantum	Estimated Generation			Source
	ADT	AM Peak	PM Peak			ADT	AM Peak	PM Peak	
Showrooms / Office (retail).	6.00	0.17	0.46	GFA (m2)	987	59	2	5	ITE Guide
Medical - Dentist Office	38.87	2.66	4.00	GFA	777	302	21	31	ITE Guide
Shops	43.00	2.00	2.00	GFA (m2)	202	87	4	4	ITE Guide
Fast food	534.00	53.00	34.00	GFA	100	534	53	34	ITE Guide
Health Fitness Centre	35.80	1.30	4.40	GFA	600	215	8	26	ITE Guide
Total						1197	87	100	

Table 2. Estimated Traffic Generation

Land use	Peak Distribution			
	AM Peak in	AM Peak out	PM Peak in	PM Peak out
Showrooms / Office (retail).	1	1	2	2
Medical - Dentist Office	16	4	8	23
Shops	3	1	2	2
Fast food	27	26	18	16
Health Fitness Centre	3	5	13	13
Total	50	37	44	56

Table 3. Estimated Peak Hour Movements

The existence of the large shopping complex on the property to the west will mean that some trip sharing will occur

with patrons choosing to park in the larger car park and shop after visiting the medical centre further reducing the traffic generation specific to this property.



Figure 5 - Adjacent Shopping Car Park

5. Vehicle Access and Parking.

5.1. Access Location.

There are two accesses proposed along Tyger Entrance with 1 crossover from the ground level car park and 1 crossover access from the basement car park. The crossover access widths are proposed to be 6.0m at the property boundary.

5.1.1. Eastern Access

The proposed eastern access will be centred about 40m from the Delamere Avenue intersection with Tyger Entrance.

Vehicles slowing to turn into this access will be clearly visible to drivers turning into Tyger Entrance from Delamere Avenue or approaching from the west.



Figure 6 - View from Delamere Avenue Along Tyger Entrance

(Crossover to be on left before the first street light)

Sight distance is influenced by the speed of approaching traffic and that is different for turning traffic near the intersection than for traffic further from the intersection. The 85th percentile speed of traffic approaching the access from the intersection would be lower than the straight line speed along a public road.

Considering the accesses as the minor road the following details are sourced from the Austroads Guide to Road Design Part 4A 2009.

The approach sight distance (ASD) is the minimum level of sight distance that must be available on the minor road approaches to all intersections to ensure that drivers are aware of the presence of an intersection. The ASD varies with the design speed of the road and site conditions:

ASD at 15km/h	12m;
ASD at 20km/h	17m;
ASD at 30km/h	23m;
ASD at 40km/h	46m;
ASD at 50km/h	64m.

The development design provides for adequate ASD to be provided at each access.

The Safe Intersection Sight Distance (SISD) is the minimum distance that should be provided on the major road at any intersection. The SISD provides for sufficient distance for a driver of a vehicle on the major road to observe a vehicle on a minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point. The SISD varies with the design speed of the road:



SISD at 15km/h	24m;
SISD at 20km/h	34m;
SISD at 30km/h	44m;
SISD at 40km/h	79m;
SISD at 50km/h	106m.

Drivers approaching the access for example from having turned into Tyger Entrance from Delamere Avenue at 15km/h to 20km/h will immediately see a vehicle at the access and will still have sufficient distance to observe, react and stop before colliding with a vehicle turning at the access.

Drivers moving along Tyger Entrance from the large shopping centre car park should be travelling at 20km/h or less in the pedestrian shared area before entering Tyger Entrance and will have over 70m of clear sight distance to the proposed new access.

The minimum gap sight distance (MGSD) is based on distances corresponding to critical gaps in traffic flows along the road that drivers entering that road are prepared to use when turning.

MGSD is measured from the theoretical point of conflict if a crash was to occur. That is not always the same point as where the entering vehicle starts from. MGSD is measured from the driver's eye height of the vehicle turning into or out-of the property access (1.1m) to an object vehicle height typically a vehicle indicator taken as being 0.65m high. The MGSD varies with the type of turning movement being made and the speed environment. For left and right turns on a two lane two way road the turning gap times are listed as 5seconds.

MGSD for 5 seconds at 20km/h	28m;
MGSD for 5 seconds at 30km/h	42m;
MGSD for 5 seconds at 40km/h	55m;
MGSD for 5 seconds at 50km/h	69m.

The site inspection showed these distances were achievable in both directions given the probable approach speeds from the two directions.

Access Vehicle Sight Distance AS2890.1

Sight distance from a car park access along the street is defined in AS2890.1 as being a minimum of 45m in a 50km/h environment and 35m in a 40km/h environment. Sight distances are specified to be measured at the driver's position at a location 2.5m from the edge of road.

For the Tyger Entrance eastern access the sight distance is complied with considering the expected 85th percentile speed of through traffic traveling along Tyger Entrance from the east is 30km/h and from the west will be close to 55km/h.

The ability for the crossover to be used safely to merge into the traffic flow can be assessed from the available sight distances and the probability of there being available gaps in the traffic flow. The Austroads documents AGRD04A-

09 Guide to Road Design - Part 4A: Unsignalised and Signalised Intersections and AGTM02-08 Guide to Traffic Management - Part 2: Traffic Theory contains the reference information by which sight distance and gap availability can be assessed.

The gap acceptance theory indicates that there is an 18% probability of vehicles exiting from this access will be delayed. However the delay would average 0.6 seconds. The access would have the capacity to operate with no impact on most vehicles.

AS2890.1 recommends the gradients from the edge of road to property line and a further 6m within the property to be no greater than 1 in 20.

The gradient of the access is noted on the design to be at the 1 in 20 recommended as a maximum in AS2890.1.

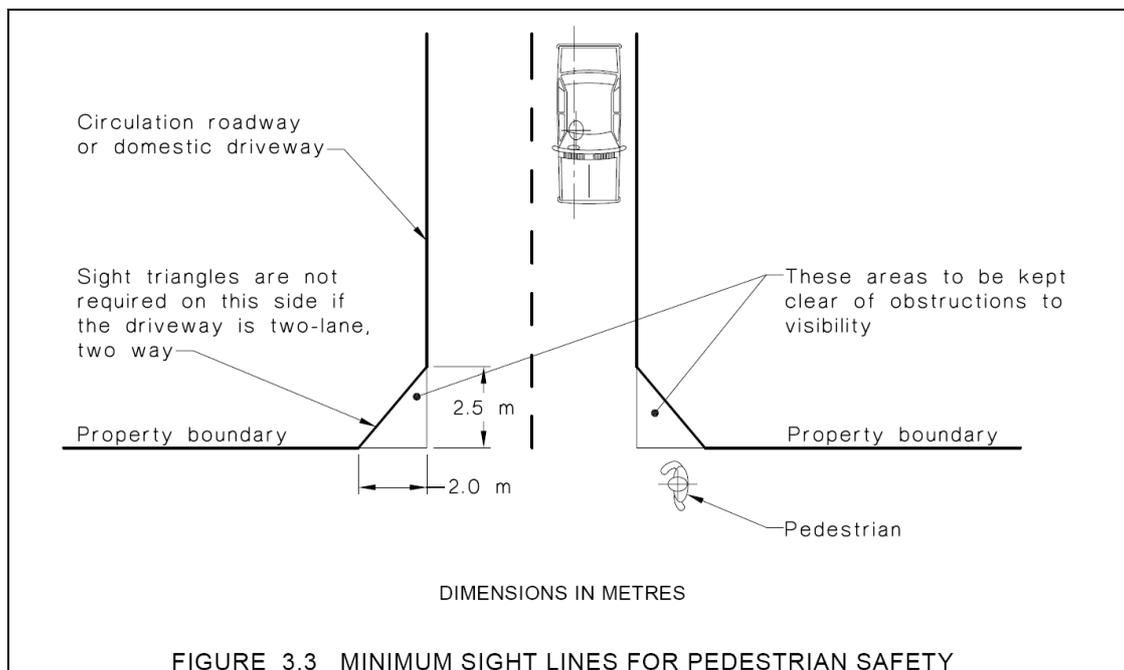
5.1.2. Western Access

The proposed access is to be located about 90m from the Delamere Avenue intersection so compliance exists for sight distances for traffic turning from that intersection.

The gradient of the access is noted on the design to be at the 1 in 20 recommended as a maximum in AS2890.1.

5.2. Access Pedestrian Sight Distance

The Australian Standard AS2890.1:2004 provides details for sight lines and distances for pedestrian movements across an access to a car park. Those details are shown in the AS2890.1 Figure 3.3 extract. Both access locations have the exit left side clearance and do not require the exit right side clearance as they are two-lane two-way accesses.



5.3. Parking Bay Dimensions

The classification of the off-street car park in accordance with AS2890.1 is a combination of User Class 1A and 3A



as some use of the parking is to be allocated for employee use while the majority of the parking will be for patrons of the commercial businesses. For this assessment the parking design has been considered as needed to comply with Class 3A for the general parking and Class 1A for the secure area parking.

5.3.1. General Parking Area

The parking bay dimensions recommended in AS2890.1 for Class 3 90° bays are 5.4m deep and 2.6m wide with an aisle width of 5.8m.

The proposed parking is not dimensioned however scales at about the required bay and aisle sizes.

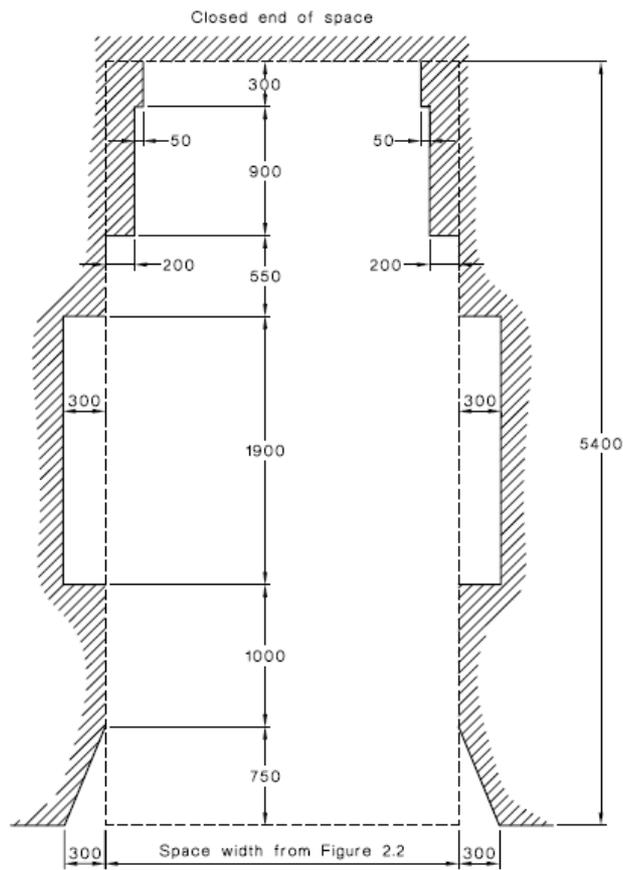
The Australian Standards AS2890.6:2009 Parking Facilities - Off-Street Parking for People with Disabilities requires the width of the parking bay to be 2.4m dedicated as the parking bay with a further 2.4m shared area adjacent to the dedicated area. The shared area can include pathways provided there if no uneven change of grade in surface across the areas. The total width for use by persons with a disability is to be 4.8m.

The design for the Universal Bays complies with AS2890.6.

5.3.2. Secure Parking Area

The parking bay dimensions recommended in AS2890.1 for Class 31A 90° bays are 5.4m deep and 2.4m wide with an aisle width of 5.8m.

For parking near obstacles AS2890.1:2004 in its Figure 5.2 provides dimensions for clear zones to be provided around a parked car. This is relevant when columns or walls occur near the sides of the bays.



NOTE: The design envelope provides for structural elements to be clear of all four side doors.

DIMENSIONS IN MILLIMETRES

FIGURE 5.2 DESIGN ENVELOPE AROUND PARKED VEHICLE TO BE KEPT CLEAR OF COLUMNS, WALLS AND OBSTRUCTIONS

The designed 90° parking bays dimensions are 2.5m wide with the aisle to be 6.0m comply with AS2890.1.

The basement level car parking is behind security gates and is expected to be reserved for parking allocated with the lease of the units above. Therefore requirements for lengths of blind aisles are not relevant and the car park will operate satisfactorily.

5.4. Number of Parking Bays

It is understood that the City of Joondalup can vary the requirements for parking under DPS2 to the extent of the Omnibus Amendment No. 65 to the extent shown on Table 4 below.



Land Use	DPS2 Requirements	As required under amendment 65
Showrooms / Office	1 per 30 m ² NLA 920 m ² NLA = 30.65 bays	1 per 50 m ² NLA 920 m ² NLA = 18.4 bays
Consulting Rooms / Medical Centre	5 per practitioner 10 practitioners = 50 bays	5 per practitioner 10 practitioners = 50 bays
Shop	7 per 100 m ² NLA 175 m ² NLA = 12.25 bays	5 per 100 m ² NLA 175 m ² NLA = 8.75 bays
Recreation Centre (Gym)	1 per 2.5 persons 40 persons – 16 bays	1 per 2.5 persons 40 persons – 16 bays
Beauty Parlour / Hairdresser	7 per 100 m ² NLA 202 m ² NLA = 14.14 bays	5 per 100 m ² NLA 202 m ² NLA = 10.1 bays
Take away food	7 per 100 m ² NLA for non seated serving areas 86.5 m ² NLA = 6.05 bays	7 per 100 m ² NLA for non seated serving areas 86.5 m ² NLA = 6.05 bays
Overall bays required	130	110
Overall bays provided	99	99

Table 4. Parking Assessment

The above parking determination does not allow for consideration of multipurpose visits where one trip may result in more than one land use being visited or for reciprocal use where peak parking demand times occur at different times during the day and a percentage of parking bays can be ‘shared’ between land uses.

In order to test the effect of reciprocal (or shared parking), reference was made to the Institution of Transportation Engineers publication Parking Generation 4th Edition, which gives a daily distribution of parking demand for individual land uses. Applying the demand rates gives a parking demand as shown on Table 5.

	Land use	Quantum	Unit	ITE Generation rate		RTA Generation rate	
				Rate	Peak demand	Rate	Peak demand
102	Showroom / Office	9.20	GFA ('00m ²)	3.09	28	2.50	23
105	Medical / Dental	14.00	GFA ('00m ²)	3.47	49	4.00	56
115	Shops	3.80	GFA ('00m ²)	7.20	27	<<->>	<<->>
166	Takeaway Food Outlet	0.50	GFA ('00m ²)	13.50	7	15.00	8
67	Fitness Club	40.00	GFA ('00m ²)	0.16	6	<<->>	<<->>
	Total				117		

Table 5. Parking Assessment – ITE Rates

Based on the ITE surveyed daily distribution patterns, it is expected that the offset peaks in demand associated with the various land uses would at worst result in a demand pattern as shown on Table 6 and in Figure 8.

	ITE Generation rate						
	<8am	8am-10am	10am-12pm	12pm-2pm	2pm-4pm	4pm-6pm	>6pm
Showroom / Office	0	28	26	20	22	20	0
Medical / Dental	9	41	49	43	45	42	0
Shops	1	10	25	27	26	24	21
Takeaway Food Outlet	2	5	7	6	4	4	5
Fitness Club	1	2	3	3	3	6	6
	13	87	110	100	100	95	32
Total	11%	74%	93%	85%	85%	81%	28%

Table 6. Distribution of Parking Demand

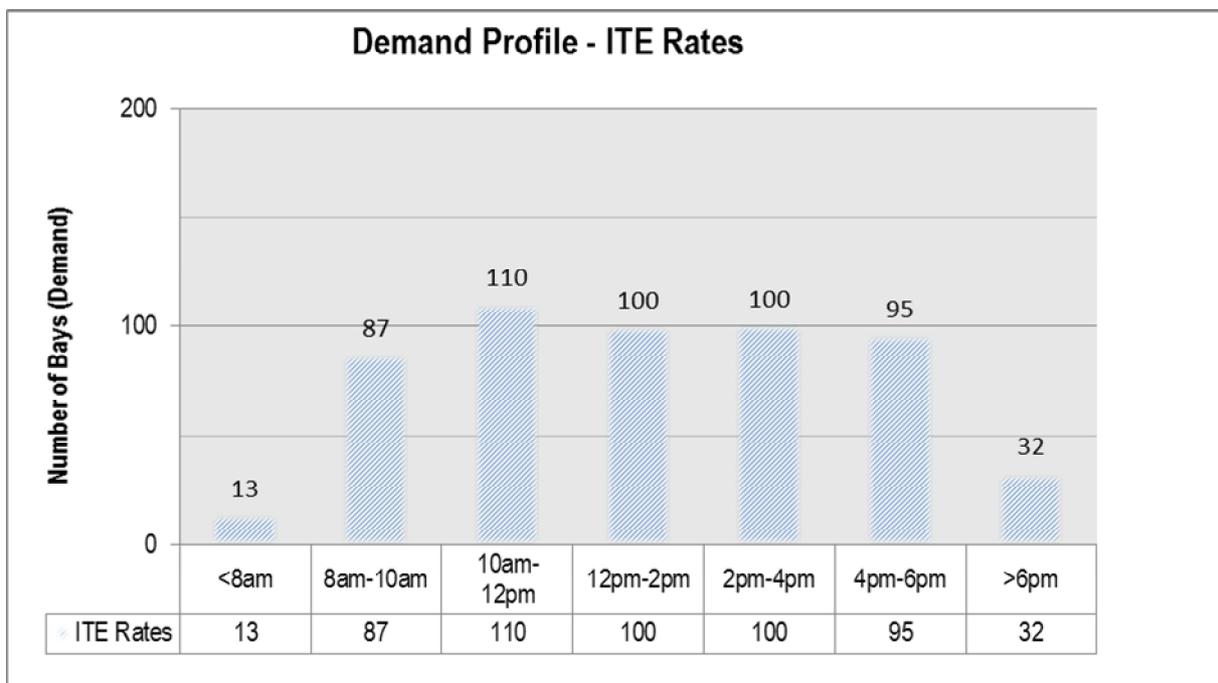


Figure 7 - Distribution of Parking Demand

Based on the assessment above, it is expected that at worst, parking demand will peak at 93% of theoretical demand due to differing peak demand times and the ability to ‘share’ parking spaces by different land uses. Applying this to the discounted demand calculated under amendment (110 bays), the adjusted demand becomes 102 bays. Notwithstanding this, the assessment does not allow for likely parking within the adjacent large shopping car park with pedestrian movement to this development and this is expected to further decrease actual peak demand.

As such, the provision of 99 bays is considered adequate to meet the likely demand from the development.

5.5. Internal Car Park Movements

The basement car parking is expected to be employee parking with reserved bays therefore the drivers expect the bays to be available. The provision has been designed for reversing vehicles out of bays and turning so that they

can be driven forwards out of the car park.

In the ground level car park the aisles are continuous and aisles meet at right angles. Car parking off aisles have been set back from the property boundaries so that the use of the first bays from the boundary would reduce the stopping of a following vehicle. There is sufficient length on the access / crossover to have one vehicle queue clear of the through traffic along the public road. It is unlikely though possible that at some time more than two vehicles will want to enter the car park by the same access and the queuing will interrupt through traffic along the road for less than a minute.

6. Provision for Service Vehicles

The demand for access by service vehicles is expected to include the regular collection of domestic and office waste and the delivery of supplies to the units.

A dedicated storage area for mobile bins is identified on the site. Waste collection from this bin area could be collected by trucks operating within loading bays or car park areas. More likely the waste collection will be from along the edge of Tyger Entrance.

Vehicle access for the movement of goods using medium rigid commercial vehicles can be through the car park. The use of semi-trailers is not possible within the car park aisles.

7. Hours of Operation

The office / commercial tenements are not expected to operate outside the normal business hours of 8:00am to 6:00pm for 6 days a week.

Gym operating times may be 24 hours although it is more likely to be from 6am to 10pm depending upon the operator's choices.

8. Daily Traffic Volumes and Vehicle Types

The traffic volumes along the adjacent roads have not been recorded since 2005 and then only for Delamere Avenue. The observed traffic flows in 2011 indicated the numeric value of the traffic may have increased by the typical metropolitan annual traffic increase.

2015 estimated traffic volumes are estimated to be:

Delamere Avenue	Shenton Avenue to Tyger Entrance	6,000vpd
Delamere Avenue	Tyger Entrance to Cuba Way	5,000vpd
Tyger Entrance		3,000vpd
Easement		30vpd

The development is calculated to generate 1,170 vpd which is expected to reach the site from Delamere Avenue or through the shopping centre car park from Shenton Avenue. The predicted increase in daily flows (combined) and the predicted peak hour traffic attributed to the development are shown on Figure 8.



Figure 8 - Predicted Flows

The greatest increase in traffic flow is expected along Tyger Entrance towards Delamere Avenue and then towards Shenton Avenue. The increase on Tyger Entrance east of the easternmost crossover is estimated to take daily volume from about 3,000 vpd to 3,720 vpd west of the site from about 3,000 vpd to 3,360 vpd. Similarly, Delamere Avenue traffic is predicted to increase from 5,000 vpd to 5,240 vpd north of Tyger Entrance and from 6,000 vpd to 6,600 vpd south of Tyger Entrance. This is based on the following assumed distribution of traffic:

Origin and destination Tyger Entrance west of the site	30%
Origin and destination Tyger Entrance east of the site	90%
Origin and destination Delamere Avenue north of the site	20%
Origin and destination Delamere Avenue south of the site	50%

That increase in traffic volume is within the capacity of the road infrastructure.

The vehicle types generated from this proposed redevelopment will be mostly passenger cars with the occasional commercial vehicle.

9. Traffic Management on Frontage Streets

The site is located on access roads. Shenton Avenue is the closest distributor road.

The speed limit along all adjacent roads is the default built-up area limit of 50km/h.

The observed traffic behaviour was of general compliance to the speed limit in this area due to the geometry of the roads and the number of intersections in proximity to this site.

Specific additional treatments for the control of vehicle speed along the public roads was not identifiable from the existing road conditions and the proposed development.

10. Public Transport Access

The site is serviced by three bus services along the one route being Shenton Avenue about 200m from this development site.

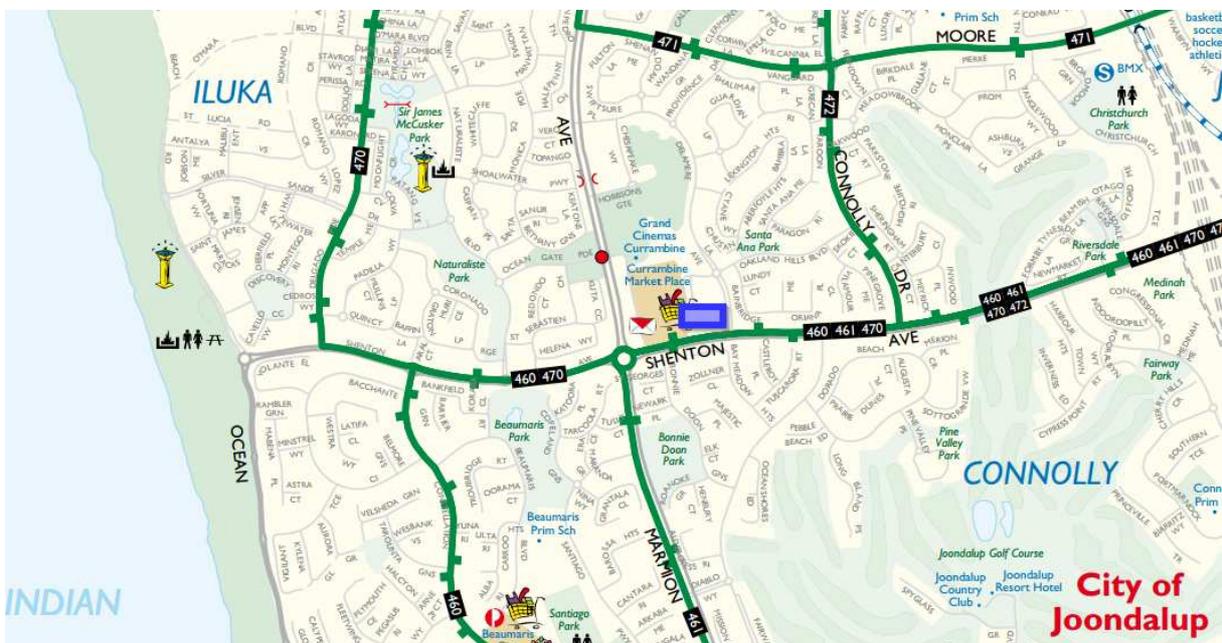


Figure 9 - Public Bus Routes

Pedestrian and cycle access is available to the bus services by existing footpaths.

11. Pedestrian Access

Pedestrian movement is accommodated with existing footpaths along the public roads.

At the western end of Tyger Entrance there are no direct pathway links for safe pedestrian movement into the shopping centre site.

At Tyger Entrance the pathways actually direct movement across a busy intersection. That is a deficiency in the shopping centre pedestrian linkage.

Pedestrian access to the proposed redeveloped site is via at-grade accesses from the public streets and the ground

level car parks.

Access from the basement car park is via several sets of stairs or by using the public roads and pathways.

12. Cycle Access

Cycle accessibility is available from Tyger Entrance via the vehicle accesses and potentially via the pedestrian pathway links.

Cycling is possible on-road along the local streets and a shared pathway along Delamere Avenue.

The Perth Bike Network plans show the site is served by good riding environments.



Figure 10 - Perth Bike Plan Extract

The proposed development incorporates bicycle rack parking areas to encourage alternate transport to motorised vehicles.

13. Site Specific Issues

This development site is on local access roads and is close to a major distributor road.

The development of this site would have no traffic issues that are different to those on the other commercial / business properties in the precinct.

Vehicle noise is generated from the vehicle engine/exhaust, tyre squeal while manoeuvring and travelling noise

dependant upon the speed of vehicles. The proposed vehicle access and parking areas being partially undercover has the potential to dampen general distribution of noise. The nearest residential properties are screened by fencing and landscaping along Delamere Avenue.

14. Safety Issues

A review of the road network in the vicinity of the development site did not indicate any unacceptable risks that may arise from the increased traffic flows associated with the development.

15. Conclusions

The development of the properties at Lot 5000 Shenton Avenue, No. 94 Delamere Avenue, Currumbine is not expected to increase traffic flows on the adjacent road network above the capacity of the existing infrastructure. The maximum peak increase in traffic may be 56vph in the evening peak hour. The total traffic flow around the site is estimated to increase by 1,179vpd.

The greatest traffic increase is expected to be to Shenton Avenue with about a 660vpd increase.

Existing public transport services, cyclist and pedestrian facilities servicing this area are considered to be adequate and do not require adjustment or improvement.

No changes to the existing surrounding major transport network are proposed due to the development proceeding.

The parking demand generated by the development will be a combination of daytime and evening parking. The maximum parking demand is calculated to be 102 vehicles for general patron use and the design provides for the parking of 99 vehicles in the general area. This shortfall of 3 bays is expected to be offset by multi-purpose trips to the site and from the adjacent shopping centre.