



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: Monday 6 July 2015; 10am
Meeting Number: MNWJDAP/89
Meeting Venue: City of Joondalup – 90 Boas Ave Joondalup

Attendance

DAP Members

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

Officers in attendance

Ms Alice Harford (City of Wanneroo)

Local Government Minute Secretary

Mr John Byrne (City of Joondalup)

Applicants and Submitters

Mr Giles Harden Jones (Harden Jones Architects)
Mr Whye Kay Leong (Taylor Robinson)
Mr Gareth Glanville (Planning Solutions)
Mr Ben Doyle (Planning Solutions)

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

Nil

3. Members on Leave of Absence

Nil



4. Noting of Minutes

- Note the Minutes of meeting no.87 held on the 16 June 2015.
- The Minutes of the meeting no.88 held on 25 June 2015 were not available at time of Agenda preparation.

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 Applications

- | | | |
|------------|------------------------|--|
| 8.1 | Property Location: | Lot 28 (46) Angove Drive, Hillarys |
| | Application Details: | Proposed two storey mixed use development |
| | Applicant: | Harden Jones Architects |
| | Owner: | Paltara Pty Ltd |
| | Responsible authority: | City of Joondalup |
| | DoP File No: | DAP15/00754 |
| | | |
| 8.2 | Property Location: | Lot 40 (6) and Lot 201 (8) Packard Street, Joondalup |
| | Application Details: | Proposed additions to existing warehouse and new warehouse, showroom and lunch bar development |
| | Applicant: | Taylor Robinson |
| | Owner: | Gypsy Hill Pty Ltd |
| | Responsible authority: | City of Joondalup |
| | DoP File No: | DAP15/00786 |

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

- | | | |
|------------|------------------------|---|
| 9.1 | Property Location: | Amendment to Ashby Neighbourhood Centre |
| | Application Details: | Lot 9627 (6) Hollosy Way, Ashby |
| | Applicant: | Planning Solutions |
| | Owner: | Endeavour Properties |
| | Responsible authority: | City of Wanneroo |
| | DoP File No: | DP/11/02691 |

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: Tuesday, 16 June 2015 - 10.00am
Meeting Number: MNWJDAP/87
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)
Cr Rod Willox (Local Government Member, City of Stirling)
Cr David Boothman (A/Local Government Member, City of Stirling)

Officers in Attendance

Mr Greg Bowering (City of Stirling)
Ms Linda Tynan (City of Stirling)
Mr Ben James (City of Stirling)
Mr Rainer Wolker (City of Stirling)
Mr Peter Webster (City of Stirling)
Ms Giovanna Lumbaca (City of Stirling)
Ms Patricia Wojcik (City of Stirling)
Mr Laurie Crouch (City of Stirling)
Mr Trevor Salter (City of Stirling)

Local Government Minute Secretary

Ms Regan Clyde (City of Stirling)
Ms Jaclyn Farrow (City of Stirling)

Applicants and Submitters

Mr Bob Moffitt (RWWA)
Mr Josh Watson (Planning Solutions)
Mr Marc Re (Planning Solutions)
Mr Scott Cameron (Finbar)
Mr Sin Chang (SS Chang)
Mr Rodney Ding (TARSC)

Members of the Public

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Karen Hyde



1. Declaration of Opening

The Presiding Member, Karen Hyde, declared the meeting open at 10.00am on 16 June 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 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

Mayor Giovanni Italiano (Local Government Member, City of Stirling)

3. Members on Leave of Absence

Nil.

4. Noting of Minutes

Minutes of the Metro North-West JDAP Meeting No.86 held on Thursday, 4 June 2015 were not available for noting at the time of Agenda production.

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.

All members declared that they had duly considered the documents.

6. Disclosure of Interests

Member/Officer	Report Item	Nature of Interest
Ms Karen Hyde	8.1	Direct Pecuniary

Ms Hyde's husband works for EPCAD who prepared the landscape plans for the proposed development at Item 8.1. In accordance with section 6.3.1 of the Standing Orders 2012, the Deputy Presiding Member determined that the member listed above, who had disclosed a Pecuniary Interest, is not permitted to participate in the discussion or voting on the items.

At 10.02am, Ms Hyde stepped down from the Chair as she has a Pecuniary Interest in Item 8.1.

Mr Drechsler assumed the Chair, prior to consideration of Item 8.1.

Karen Hyde



7. Deputations and Presentations

- 7.1 Scott Cameron (Finbar), Greg Rowe (Rowe Group) and Rodney Ding (TARSC) presenting for the application at Item 8.1. The presentation will seek approval for the proposed development.
- 7.2 Malcolm Mackay (Mackay Urbandesign) and Kym MacCormac (MacCormac Architects) presenting for the application at Item 8.2. The presentation will provide an overview of the proposed development and explain some of the complexities in more detail.
- 7.3 Tayne Evershed and Marc Re (Planning Solutions) presenting for the application at Item 8.3. The presentation will provide reasons to support to approval of the proposed development.

8. Form 1 - Responsible Authority Reports – DAP Applications

- 8.1 Property Location: Lots 101 and 76, House Numbers 36 and 40, Chester Avenue, and Lot 77, House Number 61, Waverley Street, Dianella
- Application Details: 163 Multiple Dwellings
- Applicant: 36 Chester Avenue Pty Ltd
- Owner: 36 Chester Avenue Pty Ltd
- Responsible authority: City of Stirling
- DoP File No: DAP/15/00769

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Willox **Seconded by:** Cr Boothman

That the Metro North-West JDAP resolves to:-

REFUSE DAP Application reference DAP/15/00769 and accompanying plans (Attachment 1) for 163 Multiple Dwellings in accordance with Clause 10.3 of the City of Stirling's Local Planning Scheme No.3, for the following reason:-

1. The proposed development does not meet the deemed-to-comply provisions or design principles of Clause 6.3.3 'Parking' of the *Residential Design Codes*.

The Primary Motion was put and LOST (1/3)

For: Cr Willox
Against: Cr Boothman, Mr Drechsler and Mr Zuideveld

During debate, Mr Zuideveld foreshadowed a Procedural Motion to defer the item.

PROCEDURAL MOTION

Moved by: Mr Zuideveld **Seconded by:** Cr Boothman

That the item be deferred to a future meeting to allow the proponents to make design changes that will incorporate the additional visitor parking onsite; review the

Karen Boh.



proposed conditions; and review and remedy some of the engineering concerns related to safety.

The Procedural Motion was put and CARRIED UNANIMOUSLY.

At 10.37am, Ms Hyde resumed the Chair, prior to consideration of Item 8.2.

8.2	Property Location:	Lot 57 (Strata lots 3 and 4), House Numbers, 8 and 10 Chesterfield Road, Mirrabooka and Lot 12875, House Number, 10A Chesterfield Road, Mirrabooka
	Application Details:	Mixed Use Development comprising 300 Multiple Dwellings, 8 Single Houses, Restaurant, Fast Food Outlet, Shop, Betting Agency and Tavern
	Applicant:	United Developments Pty Ltd
	Owner:	Department of Housing United Developments (WA) Pty Ltd
	Responsible authority:	City of Stirling
	DoP File No:	DAP/15/00726

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Boothman **Seconded by:** Cr Willox

That the Metro North-West JDAP resolves to:-

APPROVE DAP Application reference DAP/15/00726 and accompanying plans (Attachment 1) for a Mixed Use Development in accordance with Clause 10.3.1 of the City of Stirling's Local Planning Scheme No.3, subject to the following conditions:-

1. In the conditions of this approval, the reference to Areas B1, B2, B3 and B4 is a reference to the areas of the development site shown on the plan annexed (Plan A-01-Miscellaneous) to this approval which bear those descriptions.
2. Prior to the occupation of any portion of either of the buildings to be constructed in Areas B1 or B4, the portion of the development site shown as 'Stage 1 Nuhaven Loop' on the plan annexed to this approval must be ceded free of cost and without compensation to the Crown for the purpose of a public road.
3. Prior to the commencement of any development in Area B2, the applicant shall provide a bond to the City of Stirling for \$80,000 in the form of cash, a bank cheque or an irrevocable bank guarantee to be used by the City to repair any damage to the constructed roads shown as 'Stage 1 Nuhaven Loop' or 'Stage 2 Nuhaven Loop' on the plan annexed to this approval, where this damage is caused by or relates to development undertaken in Area B2. Any unspent portion of the bond shall be returned to the applicant.
4. Prior to the occupation of any portion of the building to be constructed in Area B2, the portion of the development site shown as 'Stage 2 Nuhaven Loop' on the plan annexed to this approval must be ceded free of cost and without compensation to the Crown for the purpose of a public road.

Karen Boh.



5. Prior to the commencement of any development in Area B3, the applicant shall provide a bond to the City of Stirling for \$150,000 in the form of cash, a bank cheque or an irrevocable bank guarantee to be used by the City to repair any damage to the constructed roads shown as 'Stage 1 Nuhaven Loop' or 'Stage 2 Nuhaven Loop' on the plan annexed to this approval, where this damage is caused by or relates to development undertaken in Area B3. Any unspent portion of the bond shall be returned to the applicant.
6. Prior to the occupation of any portion of the building to be constructed in Area B3, the portion of the development site shown as 'Stage 2 Nuhaven Loop' on the plan annexed to this approval must be ceded free of cost and without compensation to the Crown for the purpose of a public road.
7. The Nuhaven Loop road and parking areas are to be designed and constructed to the satisfaction of the City of Stirling.
8. The Nuhaven Loop drainage is to be designed and constructed to the satisfaction of the City of Stirling.
9. Street lighting to Nuhaven Loop is to be designed to Western Power specifications and to the satisfaction of the City of Stirling.
10. Footpaths to Nuhaven Loop are to be designed and constructed to the satisfaction of the City of Stirling.
11. Nuhaven Loop is to be traffic calmed in the form of a raised plateau at the bend from tangent point to tangent point and to the satisfaction of the City of Stirling.
12. All proposed works within the existing Chesterfield Road and Yirrigan Drive road reserves are to be approved by the City of Stirling prior to commencement of works.
13. The City's existing stormwater drainage system located along the eastern boundary of Lots 3, 4 and 57, is to be relocated to the satisfaction of the City of Stirling prior to the commencement of Stage 1 works.
14. A 4.0m wide drainage easement in favour of the City of Stirling is required to be provided centrally over the City's existing and relocated stormwater drainage system, until such time as Nuhaven Loop is constructed and ceded free of cost to the Crown.
15. Until such time as Stage 2 of Nuhaven Loop is constructed and ceded to the Crown, a temporary cul-de-sac is to be constructed to accommodate the turning of a standard 12.5m Single Unit Truck, as shown on the approved Staging Plan (A-01). A public access easement is to be provided and listed on the certificate of title to the satisfaction of the City of Stirling.
16. All costs of and incidental to the satisfaction of any conditions of approval must be paid by the owner including, without limitation, the City's legal costs and all registration fees and stamp duty (if any).
17. No waste collection is permitted from Chesterfield Road.

Karen Baker



18. Verges abutting street frontages are to be upgraded to comply with the City's Mirrabooka Town Centre Detailed Area Plan to the satisfaction of the City of Stirling.
19. Footpaths along Chesterfield Road and Yirrigan Drive abutting the site are to be upgraded to a minimum width of 2.4m in compliance with the City's Mirrabooka Town Centre Detailed Area Plan to the satisfaction of the City of Stirling.
20. Parking bays within the Chesterfield Road verge abutting the site shall be designed and constructed in accordance with the City of Stirling's parking design standards.
21. The existing bus stop is to be relocated to the satisfaction of the Public Transport Authority and the City of Stirling and upgraded to comply with disability standards.
22. Proposed verge trees are to be located to comply with minimum road setback requirements and sight lines to the satisfaction of the City of Stirling.
23. The submission of an acoustic report from a qualified acoustic (noise) consultant is required to the satisfaction of the City, prior to the issue of a Building Permit. The acoustic report is to detail how noise from the existing and proposed commercial land uses, transport land uses and from the proposed waste pick up locations will be attenuated for the residential dwellings to ensure that indoor noise levels do not exceed the Environmental Protection (Noise) Regulations 1997. All noise attenuation measures, identified by the report or as additionally required by the City of Stirling, are to be implemented prior to occupancy of the development or as otherwise required by the City of Stirling and the requirements of the report are to be observed at all times.
24. The provision of a CCTV system including all entrances into the development, parking and loading areas prior to practical completion of each stage of the development in accordance with the relevant Australian Standards, Guidelines and City of Stirling Policies. A CCTV design plan for the development is to be submitted prior to the commencement of the development, to the satisfaction of the City of Stirling.
25. Architectural lighting of the building and lighting under all awnings and at all entry points to be provided prior to occupation of the development.
26. A minimum 20% of the units in each building are to comply with the AS4299 Adaptable Housing Standard.
27. The ramp up driveway grades to Building 4 are to be in accordance with AS/NZS2890.1 Section 3.3(a) with maximum grades as follows:-
 - i. First 6m to be at 12.5%;
 - ii. Mid-section to be at 20%; and
 - iii. The last 2m to be at 12.5%.
28. A minimum 27 parking bays shall be designated as Short Stay Public Parking within Building 4. (Refer to Advice Note 1.)

Karen Boh



29. A Parking Management Plan shall be submitted to the City of Stirling prior to commencement of development. The Parking Management Plan shall demonstrate how:-
- Access to the parking areas will be controlled;
 - What methods will be employed to enforce compliance with the short stay public parking requirements and what safety and security measures will be used to protect those using the facility and their property; and
 - Detail the allocation of the residential car parking bays so that the parking bay for each dwelling aligns with its reciprocal store room where appropriate and tandem car parking bays are allocated to the same dwelling.
- The Car Parking Management Plan is to be complied with for the duration of the occupation of the development, unless otherwise varied by the City of Stirling.
30. A Section 70A Notification pursuant to Section 165 of the *Planning & Development Act 2005*, to be placed on the certificate of title of the proposed lots advising that *"this lot is located within a mixed use development in close proximity to entertainment and hospitality venues and has the potential to be affected by noise emissions from these land uses."* Notice of the notification is to be included on the diagram or plan of survey (deposited plan).
31. A Section 70A Notification pursuant to Section 165 of the *Planning & Development Act 2005*, to be placed on the certificate of title of the proposed lots advising that *"this lot is located in close proximity to major bus transport facility and has the potential to be affected by noise emissions from these land uses"*. Notice of the notification is to be included on the diagram or plan of survey (deposited plan).
32. A Section 70A Notification pursuant to Section 165 of the *Planning & Development Act 2005*, to be placed on the certificate of title of the proposed Single Dwellings (T4 and T5) advising that *"this lot is located in close proximity to the waste pick up locations for the development and has the potential to be affected by noise emissions from these activities"*. Notice of the notification is to be included on the diagram or plan of survey (deposited plan).
33. A Site Management Plan to be submitted and approved by the City of Stirling prior to the issue of a building permit. The Site Management Plan to address dust, noise, waste management, storage of materials, traffic and site safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development.
34. The parallel parking bays provided adjacent to the shop tenancy (annotated as bottle shop) within building three are not to be utilised as a drive through lane.
35. A vehicle priority system as identified within the Transport Assessment (Attachment 13) to be provided to the ramp to Building 1 to the satisfaction of the City of Stirling prior to occupation of Building 1. The system is to detail the location of convex mirrors, signage and road markings.

Karen Baker



36. Illuminated pedestrian warning signs and any other warning devices deemed necessary by the City of Stirling are to be provided on the two exit ramps to Building 4, prior to occupation of Building 4.
37. Pedestrian entrances shall be at finished pavement level of the adjacent public road to allow for Universal Access. This includes all non-residential tenancies directly accessed from a public road and Building One, Two and Three.
38. Detailed landscaping plans are to be provided for the communal open space areas addressing the requirements of the Mirrabooka Town Centre Detailed Area Plan prior to commencement of development.
39. The proposed small car bays are to be signposted and marked as "small car" bays to the satisfaction of the City of Stirling, prior to occupation of the development.
40. All signage is to be in strict accordance with the City of Stirling's Advertising Signs Policy, unless the further approval from the City of Stirling is obtained.
41. Blank and flat parapets are not permitted. All parapets are to be finished in accordance with the approved plans.
42. Compliance with the colours and materials schedule provided on the approved plans.
43. Bike wall hooks are to be provided within the individual storage areas of each of the Single Houses, prior to occupation of the dwellings.
44. All air conditioning units, plant and roof equipment and other external fixtures are to be screened from view of a public street.
45. Mechanical dryers shall be provided in each multiple dwelling.
46. All stormwater from all roofed and paved areas shall be collected and contained on site.
47. All land indicated as landscaped area on the approved plan shall be developed on practical completion of each of the buildings and are to be maintained in good condition thereafter.
48. No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided.
49. No walls fences or letterboxes above 0.75 metres in height to be constructed within 1.5 metres of where:-
 - a) walls or fences adjoin vehicular access points to the site; or
 - b) a driveway meets a public streetunless the prior approval of the City of Stirling is obtained.
50. The proposed crossover shall be designed and constructed in accordance with the City of Stirling's Crossover Policy and the verge reinstated.

Karen Boh.



51. Awnings to be a minimum of 2.0m wide, be constructed out of solid materials that are water proof and provide shade, and shall not include clear glass, transparent or permeable materials in accordance with Mirrabooka Town Centre Detailed Area Plan.
52. The street verge being landscaped and reticulated and maintained in good condition thereafter.
53. All boundary fencing behind the front setback line is to accord with the provisions of the City of Stirling's Local Laws pertaining to the provision of a sufficient fence.
54. Vehicular parking manoeuvring and circulation areas indicated on the approved plan shall be sealed and drained, the parking spaces marked out and maintained in good repair.
55. Any outside lighting to comply with Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and not spill into any adjacent residential premises.
56. All disabled car parking bays are to comply with AS/NZS2890.6:2009.
57. Lighting to be provided to all public spaces including under awnings, parking areas, service areas, footpaths and entry and exit points.
58. The development to be connected to the reticulated sewerage network.
59. All ground floor external walls are to be treated with an anti-graffiti coating to reduce the likelihood of and improve ease of graffiti removal.
60. All fencing shall comply with Clause 4.2.11 Fencing, walls and gates of the Mirrabooka Town Centre Detailed Area Plan.

Advice Notes

1. Short Stay Public Parking Bays means bays that are provided or offered to members of the public (whether or not upon a payment of a fee or subject to other condition) but does not include parking that involves the use of reserved or dedicated parking bay. The Public Parking Bays shall be publicly accessible at all times. The following time limits are to apply:-
 - i. 50% of vehicles are permitted to stay less than four hours; and
 - ii. 90% of vehicles are permitted to stay less than six hours.
2. The owner to liaise with the owners of Lot 56, House Number 2, Chesterfield Road, Mirrabooka in relation to any car park modifications required as a result of this development.
3. Construction noise is not permitted outside of the hours of 7.00am to 7.00pm Monday to Saturday inclusive. Any construction works are to comply with the Environmental Protection (Noise) Regulations 1997. Noisy construction works to comply with times specified under the Noise Regulations unless a Noise Management Plan for the construction site has been issued.

Karen Baker



4. The tavern is to comply with the requirements of the Health (Public Building) Regulations 1992 and related standards and the Environmental Protection (Noise) Regulations 1997.
5. Delivery and service vehicles are not permitted to enter the site outside of the hours 7.00am to 7.00pm Monday to Saturday and 9.00am to 5.00pm Sundays and public holidays.
6. The food premises are to comply with the *Food Act 2008* and the Australia New Zealand Food Standards Code.
7. Prior to occupation of all food premises, proprietors are required to apply for a Food Premises Registration accompanied by two sets of scaled floor plans and elevations at 1:100 with all fittings, fixtures and finishes (prior to building license application).
8. The swimming pools are to comply with the Health (Aquatic Facilities) Regulations 2007.
9. Storage of disinfection chemicals are to be in accordance with legislative requirements (Department of Commerce – Worksafe and Department of Mines and Petroleum).
10. Details of pool backwash and stormwater disposal to be detailed in a Building Licence submission.
11. Potential nuisance from artificial light to be addressed in accordance with Australian Standard AS 4282-1997.
12. All designated exits are to have the doors opening towards egress unless otherwise approved by the City's Health and Compliance Business Unit.
13. Ventilation of underground car park to comply with Australian Standard AS 1668.2.
14. A construction site management plan is required to be submitted to address potential impacts during the construction phase.
15. Full plans and specifications, including detailed kitchen fit out plans to be submitted with the building permit as this requires separate Health approval.

The Primary Motion was put and CARRIED UNANIMOUSLY

Karen Beh.



8.3 Property Location: Lot 90, House Number 812, Beaufort Street,
 Mount Lawley
Application Details: Service Station
Applicant: Planning Solutions
Owner: Berta F L C Von Bibra
Responsible authority: City of Stirling
DoP File No: DAP/15/00747

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Cr Willox **Seconded by:** Nil

That the Metro North-West JDAP resolves to:-

REFUSE DAP Application reference DAP/15/00747 and accompanying plans (Attachment 1) in accordance with Clause 10.3.1 of the City of Stirling Local Planning Scheme No.3, for the following reasons:-

1. The location, orientation and built form and design of the building do not satisfy the objectives of Part 6.1 of the Local Planning Policy 3.1 Character Guidelines Mount Lawley, Menora and Inglewood in relation to Commercial and Mixed Use Development.
2. The location and design of the building does not satisfy the objectives of the Local Planning Policy 4.2 - Mixed Use and Commercial Centre Design Guidelines.
3. The proposed development does not satisfy the requirements of the Local Planning Policy 6.5 – Development Abutting Rights of Ways.
4. The proposed location of the bin storage does not satisfy the requirements of the Local Planning Policy 6.3 Bin Storage Areas and the Thoroughfares and Public Places Local Law 2009.
5. The proposed monolith signs do not satisfy the objectives of Local Planning Policy 6.1 – Advertising Signs with respect to their location and height.

The Primary Motion LAPSED for want of a seconder.

Karen Geh.



ALTERNATE MOTION

Moved by: Cr Willox

Seconded by: Cr Boothman

That the Metro North-West JDAP resolves to:-

APPROVE DAP Application reference DAP/15/00747 and accompanying plans (Attachment 1) for the Service Station in accordance with Clause 10.3 of the City of Stirling Local Planning Scheme No.3, subject to the following conditions:-

1. The Lot is subject to a Metropolitan Regional Scheme (MRS) 4.3m with 6.0m x 6.0m truncation road widening land requirement as shown on Western Australian Planning Commission (WAPC) Plan No: 1.3560/1. Once the MRS Road Widening is required by the WAPC, the land is to be ceded to the Crown free of cost, at the owner's expense.
2. The owner of Lot 90, House Number 812, Beaufort Street, Mount Lawley shall grant to the Local Government, for the duration of this Approval, a 1.5m wide easement along the Beaufort Street frontage of the subject lot and a 4m x 4m truncation easement over the subject lot for vehicular and pedestrian access purposes pursuant to sections 195 and 196 of the *Land Administration Act 1997* for the benefit of the Local Government and the public at large. The easement shall be in accordance with the specifications of and to the satisfaction of the Local Government and located in accordance with the attached Easement Plan E6241-SP-13 and more specifically Interest Only Deposited Plan 72141.
3. The costs associated with the preparation and lodgement of Interest Only Deposited Plan 72141 at Landgate shall be borne by the Local Government and all costs of and incidental to the preparation of the easement, including all registration fees shall be borne by the owner of the Land. The easement must be registered over the certificate of title to the Land prior to the occupation of the development.
4. No permanent or temporary structures are permitted in the road widening and/or easement area.
5. Only one monolith sign shall be permitted. The monolith sign shall be modified such that it is located outside of the road widening area and does not exceed a height of 6.0 metres.
6. The verge of Beaufort Street and Central Avenue to match the City's recent Beaufort Street upgrades and to the satisfaction of the City prior to the completion of the development, and shall include the following:-
 - a) A minimum 2.5m brick paved pedestrian path from back of kerb is to be re-instated along the frontage of Beaufort Street.
 - b) A minimum 2.5m brick paved pedestrian path from boundary is to be constructed along the frontage of Central Avenue.
 - c) The newly installed brick paving colours and pattern as part of the bus lane works is to be re-instated along the Beaufort Street and Central Avenue frontage of the development site and to the satisfaction of the City. (refer Advice Note 17)

Karen Boh



7. Ingleton Lane requires a 1.0m road widening with a 2.0m x 2.0m truncation which is to be ceded to the Crown, free of cost at the applicant/owner's expense prior to the completion of the development. (Refer the City's Sketch 04a.)
8. Construction of the widening of Ingleton Lane, including the widening of the existing crossover, is to be undertaken prior to the occupation of the development to the satisfaction of the City of Stirling. (refer the City's Sketch 04a)
9. The existing directional and parking signage at the corner of Ingleton Lane and Central Avenue are to be relocated as necessary to facilitate the widening of Ingleton Lane. The signs are to be relocated to the satisfaction of the City at the applicant's expense.
10. Modifications to the existing crossovers shall occur as follows, at the applicants expense to the satisfaction of the City prior to the occupation of the development:-
 - a) The crossover on Central Avenue closest to the traffic signals shall be reduced in width to 7.0m (refer the City's Sketch 04a); and
 - b) The two crossovers closest to the corner of Beaufort Street and Central Avenue are to be modified such that they are 6.0m wide with 2.5m wings and the two other crossovers are to be modified such that they are 10.0m wide with 2.5m wings.
11. Modifications to the proposed islands shall occur as follows (refer the City's Sketch 04a):-
 - a) The proposed island near the eastern corner of the Lot is to be extended as shown on the City's Sketch 04a. No Landscaping is permitted within the 2m x 2m truncation area.
 - b) Two new islands are to be installed within the lot on each side of the service yard accessed from Ingleton Lane.
12. The provision of a CCTV system including all entrances into the development, parking and loading areas prior to practical completion of the development in accordance with the relevant Australian Standards, Guidelines and City of Stirling Policies to the satisfaction of the City.
13. Stormwater from all roofed and paved areas to be collected and contained on site.
14. The submission of an acoustic report from a qualified acoustic (noise) consultant is required to the satisfaction of the City's Health and Compliance Business Unit prior to the issue of a building permit. The report is to identify potential noise impacts and control measures from plant equipment, essential services, refrigeration condensers, air conditioning units, noise from people's activities, vehicle noise, operation of the café, to minimise impact on the residents in the development/neighbouring properties.
15. All external lighting to comply with Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and must not spill into any adjacent residential premises. Any on site floodlights not being positioned or operated in such a manner so as to cause annoyance to surrounding uses or passing traffic.

Karen Beh.



16. The external wall facing the Right of Way is to be treated with an anti-graffiti coating prior to the occupation of the development.
17. No fencing abutting the right of way shall be constructed of fibro-cement, metal deck, concrete slot-in or untreated pine timberlap fencing.
18. Vehicular parking, manoeuvring and circulation areas indicated on the approved plan being sealed and drained to the satisfaction of the Local Government, the parking spaces being marked out and maintained in good repair.
19. No goods or materials being stored, either temporarily or permanently, in the car parking or landscaped areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided.
20. The boundary walls not to exceed the approved height(s) on the development plans. The surface finish of the wall facing a neighbour shall be to the satisfaction of the City.
21. All landscaping areas on the approved plan being planted with a suitable number of plants and the species should be chosen to suit the location to the satisfaction of the City. The landscaping being developed on practical completion of the buildings and is to be maintained in good condition thereafter.
22. The proposed crossovers shall be designed and constructed in accordance with the City's Crossover Policy and the verge reinstated to the satisfaction of the City.
23. All boundary fencing behind the front setback line is to accord with the provisions of the City's Local Laws pertaining to the provision of a sufficient fence.
24. No walls fences or letterboxes above 0.75 metres in height to be constructed within 1.5 metres of where:-
 - a) walls or fences adjoin vehicular access points to the site; or
 - b) a driveway meets a public streetunless the approval of the City is obtained.
25. Air conditioning units, ducts and other services shall be screened from view.
26. Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas to the satisfaction of the City of Stirling.

Advice Notes

1. Following removal of fuel storage and dispensing infrastructure, soil sampling should be carried out in accordance with NSW Environmental Protection Authority (EPA) guidance 'Technical Note: Investigation of Service Station Sites' (NSW EPA 2014).

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2. The decommissioning work should be appropriately managed to ensure it does not cause any concerns or nuisance to neighbouring properties, particularly with respect to odours and dust.
3. The results of soil investigations should be provided to DER for assessment. DER is likely to require the re-installation of appropriately located groundwater monitoring bores for ongoing assessment of groundwater contamination at the site, in accordance with the site's classification under the *Contaminated Sites Act 2003*.
4. All signage should comply with the requirements of Main Roads (Control of Advertising) Regulations 1996. Please liaise with the Technical Advertising Officer at MRWA prior to erecting this signage.
5. If an applicant is aggrieved by this determination there is a right of appeal under Part 14 of the *Planning and Development Act 2005*. An appeal must be lodged within 28 days of the determination with the State Administrative Tribunal.
6. Except where the land the subject of this approval is the subject of a notice under Clause 32 of the Metropolitan Region Scheme or is reserved by that Scheme, this approval shall be deemed to be an approval under the Metropolitan Region Scheme.
7. All construction works to comply with the requirements of the *Environmental Protection Act 1986* and the Environmental Protection (Noise) Regulations 1997. Noisy construction works to comply with times specified under the Noise Regulations unless a Noise Management Plan for the construction site has been issued.
8. Development to comply in all respects with the Health (Public Building) Regulations 1992.
9. Compliance with all aspects of the City of Stirling's Waste Management Local Law 2010.
10. The level of noise emanating from all fixed plant and equipment installed at the premises not to exceed that prescribed in the *Environmental Protection Act 1986* and Environmental Protection (Noise) Regulations 1997.
11. The development to be connected to deep sewer.
12. If the development the subject of this approval is not substantially commenced within a period of two years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.
13. This is a Development Approval under the City of Stirling Local Planning Scheme No.3 and related policies. It is not a building licence or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.

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14. The lot has been identified as potentially being in an area affected by acid sulphate soil and, as such, it is your responsibility to ensure that all building works comply with WAPC Bulletin 64. For more information, contact the Department for Environment and Regulation.
15. Noisy Construction Work outside the period 7.00am to 7.00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.
16. Food premises development is to comply with the *Food Act* and Australia New Zealand Food Standards Code and should supply to Health Services two sets of scaled floor plans and elevations at 1:100 with all fittings, fixtures and finishes and a full menu. Plans should also show hot and cold water supply and waste water services; staff/customer toilet facilities; mechanical exhaust ventilation; grease trap (where applicable and in accordance with the Water Corporation).
17. The material and colour specifications of the Beaufort Street upgrades are as follows:-
 - Paving Specification: Austral 'Favourites Collection' 65mm
 - Stuart (Dark Red)
 - Brockman (Light Red/Terracotta)
 - Meelup (Off White/Cream)
18. The Department of Planning advise as follows:-
 - a) Proposed signage is not to interfere with sight lines, distract drivers, or have the potential to become confused with traffic signals or road signs. This position reflects the Commission's Advertising on Reserved Land Policy D.C 5.4, paragraph 3.3.1;
 - b) The proponent agrees that any improvements made to or loss of amenity will not be taken into consideration in determining any land acquisition cost or compensation which may be payable by Council or the WAPC at such time as the land is required. This can be discussed further with the Department's Land Dealing Coordinator; and
 - c) The proposed petrol price signs, new garden bed, path and barrier kerb are to be removed at such time as any or all of the reserved land which they occupy is required for road widening or upgrades.

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AMENDING MOTION 1

Moved by: Cr Boothman

Seconded by: Cr Willox

That a new Condition 27 be added to read:

“The applicant to submit amended plans and schedules of materials demonstrating a redesign of the façade and awning, prior to commencement of development, to address the objectives of the City’s Policy 6.1 Commercial Mixed Use Development.”

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 2

Moved by: Mr Zuideveld

Seconded by: Ms Hyde

Amend Condition 10 – change the typographical error “closets” to “closest”.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 3

Moved by: Mr Drechsler

Seconded by: Mr Zuideveld

Amend Condition 5 – change the “6 metre” sign to a “7.2 metre” sign.

The Amending Motion was put and CARRIED UNANIMOUSLY.

AMENDING MOTION 4

Moved by: Mr Zuideveld

Seconded by: Mr Drechsler

Amend Advice Note 14 – change the word “your” to “the applicant’s”.

The Amending Motion was put and CARRIED UNANIMOUSLY.

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ALTERNATE MOTION (AS AMENDED)

That the Metro North-West JDAP resolves to:-

APPROVE DAP Application reference DAP/15/00747 and accompanying plans (Attachment 1) for the Service Station in accordance with Clause 10.3 of the City of Stirling Local Planning Scheme No.3, subject to the following conditions:-

1. The Lot is subject to a Metropolitan Regional Scheme (MRS) 4.3m with 6.0m x 6.0m truncation road widening land requirement as shown on Western Australian Planning Commission (WAPC) Plan No: 1.3560/1. Once the MRS Road Widening is required by the WAPC, the land is to be ceded to the Crown free of cost, at the owner's expense.
2. The owner of Lot 90, House Number 812, Beaufort Street, Mount Lawley shall grant to the Local Government, for the duration of this Approval, a 1.5m wide easement along the Beaufort Street frontage of the subject lot and a 4m x 4m truncation easement over the subject lot for vehicular and pedestrian access purposes pursuant to sections 195 and 196 of the *Land Administration Act 1997* for the benefit of the Local Government and the public at large. The easement shall be in accordance with the specifications of and to the satisfaction of the Local Government and located in accordance with the attached Easement Plan E6241-SP-13 and more specifically Interest Only Deposited Plan 72141.
3. The costs associated with the preparation and lodgement of Interest Only Deposited Plan 72141 at Landgate shall be borne by the Local Government and all costs of and incidental to the preparation of the easement, including all registration fees shall be borne by the owner of the Land. The easement must be registered over the certificate of title to the Land prior to the occupation of the development.
4. No permanent or temporary structures are permitted in the road widening and/or easement area.
5. Only one monolith sign shall be permitted. The monolith sign shall be modified such that it is located outside of the road widening area and does not exceed a height of 7.2 metres.
6. The verge of Beaufort Street and Central Avenue to match the City's recent Beaufort Street upgrades and to the satisfaction of the City prior to the completion of the development, and shall include the following:-
 - a) A minimum 2.5m brick paved pedestrian path from back of kerb is to be re-instated along the frontage of Beaufort Street.
 - b) A minimum 2.5m brick paved pedestrian path from boundary is to be constructed along the frontage of Central Avenue.
 - c) The newly installed brick paving colours and pattern as part of the bus lane works is to be re-instated along the Beaufort Street and Central Avenue frontage of the development site and to the satisfaction of the City. (refer Advice Note 17)
7. Ingleton Lane requires a 1.0m road widening with a 2.0m x 2.0m truncation which is to be ceded to the Crown, free of cost at the applicant/owner's

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- expense prior to the completion of the development. (refer the City's Sketch 04a)
8. Construction of the widening of Ingleton Lane, including the widening of the existing crossover, is to be undertaken prior to the occupation of the development to the satisfaction of the City of Stirling. (refer the City's Sketch 04a)
 9. The existing directional and parking signage at the corner of Ingleton Lane and Central Avenue are to be relocated as necessary to facilitate the widening of Ingleton Lane. The signs are to be relocated to the satisfaction of the City at the applicant's expense.
 10. Modifications to the existing crossovers shall occur as follows, at the applicants expense to the satisfaction of the City prior to the occupation of the development:-
 - a) The crossover on Central Avenue closest to the traffic signals shall be reduced in width to 7.0m (refer the City's Sketch 04a); and
 - b) The two crossovers closest to the corner of Beaufort Street and Central Avenue are to be modified such that they are 6.0m wide with 2.5m wings and the two other crossovers are to be modified such that they are 10.0m wide with 2.5m wings.
 11. Modifications to the proposed islands shall occur as follows (refer the City's Sketch 04a):-
 - a) The proposed island near the eastern corner of the Lot is to be extended as shown on the City's Sketch 04a. No Landscaping is permitted within the 2m x 2m truncation area.
 - b) Two new islands are to be installed within the lot on each side of the service yard accessed from Ingleton Lane.
 12. The provision of a CCTV system including all entrances into the development, parking and loading areas prior to practical completion of the development in accordance with the relevant Australian Standards, Guidelines and City of Stirling Policies to the satisfaction of the City.
 13. Stormwater from all roofed and paved areas to be collected and contained on site.
 14. The submission of an acoustic report from a qualified acoustic (noise) consultant is required to the satisfaction of the City's Health and Compliance Business Unit prior to the issue of a building permit. The report is to identify potential noise impacts and control measures from plant equipment, essential services, refrigeration condensers, air conditioning units, noise from people's activities, vehicle noise, operation of the café, to minimise impact on the residents in the development/neighbouring properties.

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15. All external lighting to comply with Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and must not spill into any adjacent residential premises. Any on site floodlights not being positioned or operated in such a manner so as to cause annoyance to surrounding uses or passing traffic.
16. The external wall facing the Right of Way is to be treated with an anti-graffiti coating prior to the occupation of the development.
17. No fencing abutting the right of way shall be constructed of fibro-cement, metal deck, concrete slot-in or untreated pine timberlap fencing.
18. Vehicular parking, manoeuvring and circulation areas indicated on the approved plan being sealed and drained to the satisfaction of the Local Government, the parking spaces being marked out and maintained in good repair.
19. No goods or materials being stored, either temporarily or permanently, in the car parking or landscaped areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided.
20. The boundary walls not to exceed the approved height(s) on the development plans. The surface finish of the wall facing a neighbour shall be to the satisfaction of the City.
21. All landscaping areas on the approved plan being planted with a suitable number of plants and the species should be chosen to suit the location to the satisfaction of the City. The landscaping being developed on practical completion of the buildings and is to be maintained in good condition thereafter.
22. The proposed crossovers shall be designed and constructed in accordance with the City's Crossover Policy and the verge reinstated to the satisfaction of the City.
23. All boundary fencing behind the front setback line is to accord with the provisions of the City's Local Laws pertaining to the provision of a sufficient fence.
24. No walls fences or letterboxes above 0.75 metres in height to be constructed within 1.5 metres of where:-
 - a) walls or fences adjoin vehicular access points to the site; or
 - b) a driveway meets a public streetunless the approval of the City is obtained.
25. Air conditioning units, ducts and other services shall be screened from view.
26. Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas to the satisfaction of the City of Stirling.
27. The applicant to submit amended plans and schedules of materials demonstrating a redesign of the façade and awning, prior to commencement of

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development, to address the objectives of the City's Policy 6.1 Commercial Mixed Use Development.

Advice Notes

1. Following removal of fuel storage and dispensing infrastructure, soil sampling should be carried out in accordance with NSW Environmental Protection Authority (EPA) guidance 'Technical Note: Investigation of Service Station Sites' (NSW EPA 2014).
2. The decommissioning work should be appropriately managed to ensure it does not cause any concerns or nuisance to neighbouring properties, particularly with respect to odours and dust.
3. The results of soil investigations should be provided to DER for assessment. DER is likely to require the re-installation of appropriately located groundwater monitoring bores for ongoing assessment of groundwater contamination at the site, in accordance with the site's classification under the *Contaminated Sites Act 2003*.
4. All signage should comply with the requirements of Main Roads (Control of Advertising) Regulations 1996. Please liaise with the Technical Advertising Officer at MRWA prior to erecting this signage.
5. If an applicant is aggrieved by this determination there is a right of appeal under Part 14 of the *Planning and Development Act 2005*. An appeal must be lodged within 28 days of the determination with the State Administrative Tribunal.
6. Except where the land the subject of this approval is the subject of a notice under Clause 32 of the Metropolitan Region Scheme or is reserved by that Scheme, this approval shall be deemed to be an approval under the Metropolitan Region Scheme.
7. All construction works to comply with the requirements of the *Environmental Protection Act 1986* and the Environmental Protection (Noise) Regulations 1997. Noisy construction works to comply with times specified under the Noise Regulations unless a Noise Management Plan for the construction site has been issued.
8. Development to comply in all respects with the Health (Public Building) Regulations 1992.
9. Compliance with all aspects of the City of Stirling's Waste Management Local Law 2010.
10. The level of noise emanating from all fixed plant and equipment installed at the premises not to exceed that prescribed in the *Environmental Protection Act 1986* and Environmental Protection (Noise) Regulations 1997.
11. The development to be connected to deep sewer.
12. If the development the subject of this approval is not substantially commenced within a period of two years, or such other period as specified in the approval

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after the date of the determination, the approval shall lapse and be of no further effect.

13. This is a Development Approval under the City of Stirling Local Planning Scheme No.3 and related policies. It is not a building licence or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
14. The lot has been identified as potentially being in an area affected by acid sulphate soil and, as such, it is the applicant's responsibility to ensure that all building works comply with WAPC Bulletin 64. For more information, contact the Department for Environment and Regulation.
15. Noisy Construction Work outside the period 7.00am to 7.00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.
16. Food premises development is to comply with the *Food Act* and Australia New Zealand Food Standards Code and should supply to Health Services two sets of scaled floor plans and elevations at 1:100 with all fittings, fixtures and finishes and a full menu. Plans should also show hot and cold water supply and waste water services; staff/customer toilet facilities; mechanical exhaust ventilation; grease trap (where applicable and in accordance with the Water Corporation).
17. The material and colour specifications of the Beaufort Street upgrades are as follows:-
 - Paving Specification: Austral 'Favourites Collection' 65mm
 - Stuart (Dark Red)
 - Brockman (Light Red/Terracotta)
 - Meelup (Off White/Cream)
18. The Department of Planning advise as follows:-
 - a) Proposed signage is not to interfere with sight lines, distract drivers, or have the potential to become confused with traffic signals or road signs. This position reflects the Commission's Advertising on Reserved Land Policy D.C 5.4, paragraph 3.3.1;
 - b) The proponent agrees that any improvements made to or loss of amenity will not be taken into consideration in determining any land acquisition cost or compensation which may be payable by Council or the WAPC at such time as the land is required. This can be discussed further with the Department's Land Dealing Coordinator; and
 - c) The proposed petrol price signs, new garden bed, path and barrier kerb are to be removed at such time as any or all of the reserved land which they occupy is required for road widening or upgrades.

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

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

Nil.

10. Appeals to the State Administrative Tribunal

Nil.

11. General Business / Meeting Closure

There being no further business, the Presiding Member declared the meeting closed at 11.35am.

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Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 28 (46) Angove Drive, Hillarys
Application Details:	Proposed two storey mixed use development
DAP Name:	Metro North-West JDAP
Applicant:	Harden Jones Architects
Owner:	Paltara Pty Ltd
LG Reference:	DA15/0253
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DAP15/00754
Report Date:	25 June 2015
Application Receipt Date:	12 March 2015
Application Process Days:	105 days
Attachment(s):	1. Location plan 2. Development plans 3. Building perspectives 4. City of Joondalup Environmentally Sustainable Design checklist 5. Transport statement

Officer Recommendation:

That the Metro North-West JDAP resolves to:

Defer DAP Application reference DAP15/00754 and accompanying plans date stamped 14 May 2015 and 11 June 2015 in accordance with Clause 6.9 of the *City of Joondalup District Planning Scheme No. 2*, for the reason as follows:

Reasons

Before considering the application for planning approval, the advertising period is required to have ended pursuant to subclause 6.7.2 of the City's *District Planning Scheme No. 2* and due consideration given to submissions lodged in accordance with the notice.

Background:

Property Address:	Lot 28 (46) Angove Drive, Hillarys
Zoning	MRS: Urban
	TPS: Urban Development
Use Class:	Multiple Dwellings – 'D' Use Restaurant – 'D' Use Shop – 'D' Use Office – 'P' Use
Strategy Policy:	N/A
Development Scheme:	<i>City of Joondalup District Planning Scheme No. 2 (DPS2)</i>

Lot Size:	2129m ²
Existing Land Use:	Vacant
Value of Development:	\$6 million

The subject site is located on the south-eastern corner of the intersection of Angove Drive and Whitfords Avenue, Hillarys. The surrounding areas to the north, east and south of the site are made up of low density, privately owned residential lots (Attachment 1 refers).

The site is zoned 'Urban' under the *Metropolitan Region Scheme* (MRS) and 'Urban Development' under the City's *District Planning Scheme No. 2* (DPS2) and is subject to the development provisions of the *Hillarys Structure Plan* (HSP) and the *Residential Design Codes of Western Australia* (R-Codes).

The site, which is currently vacant, was designated 'Mixed Use' under the Structure Plan in 2001, when Council resolved to amend the HSP for this purpose.

The Structure Plan area consists primarily of residential development at various scales and densities, with two sites designated for mixed use developments, the subject site being the smaller of the two.

Amendment No. 65

Scheme Amendment No. 65 proposes to make changes to DPS2. These changes are intended to improve the operation of DPS2 by updating and modernising standards; correcting minor deficiencies and anomalies; and introducing provisions which will provide clarity and certainty for applicants and decision makers. In relation to this development, it is noted that the car parking standard for 'Office' and 'Shop' is proposed to be modified.

As the amendment has been adopted by Council at its meeting held on 25 June 2013 and forwarded to the Department of Planning, it has been given due regard during the assessment of this application as a 'seriously entertained planning proposal'.

Joondalup Design Reference Panel

This application was referred to the Joondalup Design Reference Panel (JDRP) on 17 April 2015.

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

The advice received is discussed further in the planning assessment section of this report.

Details: outline of development application

An application for a two storey mixed-use development at Lot 28 (46) Angove Drive, Hillarys was received by the City on 12 March 2015. The application has gone through several amendments as an outcome of meetings between the City and the applicant. Revised plans for the purposes of advertising were submitted to the City on 14 May 2015 and a final elevation for the Angove Drive façade was submitted on 11 June 2015.

Details of the revised development are outlined below and development plans and building perspectives are provided as Attachments 2 and 3 to this report.

- 17 multiple dwellings located on the ground and first floor of the building. The configuration of these multiple dwellings is as follows:
 - Two dwellings in a one bedroom configuration with study.
 - 13 dwellings in a two bedroom configuration.
 - Two dwellings in a three bedroom configuration.

Each dwelling has a contiguous balcony and a storeroom accessed from outside the apartment.

- Three commercial tenancies located on the ground floor, consisting of:
 - One office with a total Net Lettable Area (NLA) of 150m².
 - One restaurant with a total NLA of 150m².
 - One shop with a total NLA of 105m².
- An internal landscaped courtyard with spa and lap pool located on the ground floor.
- Two separate internal bin stores located in the basement for use by the dwellings and commercial tenancies respectively.
- 48 car bays accessible from Mallorca Avenue and located within a basement.
- Five right-angle car bays located in the Mallorca Avenue verge.
- Eight parallel car bays located in the Angove Drive verge.

As part of the application, the applicant supplied a transport statement, which provides an assessment of the impacts associated with parking and traffic generation from the development (Attachment 5 refers).

Legislation & policy:

Legislation

- *Planning and Development Act 2005*

- *Metropolitan Region Scheme (MRS)*
- *City of Joondalup District Planning Scheme No. 2 (DPS2)*
- *Hillarys Structure Plan (HSP)*

State Government Policies

- *Residential Design Codes of Western Australia (State Planning Policy 3.1) (R-Codes).*

Local Policies:

Environmentally Sustainable Design Policy

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

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

Consultation:

Public Consultation

Subsequent to the City's initial assessment of the application and following the JDRP meeting, it was agreed by both the City and the applicant that it was necessary to make modifications to the plans prior to public consultation. It was considered that this could potentially alleviate any concerns the community may have with the proposal. The applicant was advised at the time that this was likely to require an extension of time to when the Responsible Authority Report (RAR) would be due.

Revised plans for the purposes of advertising were submitted to the City on 14 May 2015. Constraints associated with the consultation process, including the need to construct and erect a sign on-site and place a notice in the local newspaper, resulted in advertising not being able to commence until the 28 May 2015.

It became clear that the applicant was no longer amenable to an extension of time and the City was informed that its extension of time request would not be supported. As a result, the City was required to cancel the original advertising period.

The City was later advised on 27 May 2015 that an extension of time request until the 25 June 2015 had been approved by the JDAP. Due to the constraints outlined above, advertising was only able to commence on 11 June 2015, with the submission period due to close on 2 July 2015.

As such, from the date of this report, there is still a week to go for the public consultation period. The submissions received so far have raised the following key issues on the proposal:

- The number of units proposed is inappropriate and a less intense form of development should occur on the site.
- The development should not be mixed use, but residential only.

- The development will cause problems in terms of parking and traffic, with a high probability of traffic accidents and pedestrian risk from casual parking for visitors to the site.
- The parking for the public facilities and visitors to the residential apartments is insufficient.

Consultation with other Agencies or Consultants

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

Planning assessment:

The application has been assessed in accordance with the provisions of DPS2, the HSP and Part 6 of the R-Codes, which relates to multiple dwellings in areas coded R30 or higher.

Hillarys Structure Plan

The subject site is located in the 'Mixed Use' precinct of the HSP where, for the most part, the land use permissibility is as per the 'Mixed Use' zone in DPS2. In this zone, the land uses 'Multiple Dwelling' and 'Restaurant' are discretionary 'D' uses.

The land use 'Office' is a permitted use, while the land use 'Shop' may be approved provided it meets the procedure laid down by clause 6.6.2 of DPS2, which entails advertising the proposal if considered necessary by the City.

The following table outlines those aspects of the development that do not strictly comply with the provisions of the HSP.

Criteria	Proposed
Minimum rear building setback of six metres.	Minimum rear building setback of 4.277 metres.
Utility areas (bins, service area, material storage and services such as air conditioners, compressors and other machinery) concealed from the street and public areas by an enclosure in the style and material of the building. On sites that adjoin residential properties, such areas shall not abut the common boundary.	Pool equipment and common services abut common boundary with southern residential properties.
Car parking requirements in accordance with the scheme.	See car parking table below.
Buildings designed to have active frontages with no blank facades facing the street or public open space. Public frontages should have continuous awnings and/or colonnades to give pedestrian protection.	No continuous awnings and/or colonnades to give pedestrian protection.
Development shall consist of a number of individual facades, however the resultant streetscape should be cohesive.	Lack of continuity in façade architecture.

As the advertising period for this application is yet to close, the City is not in a position to comment on whether the above variations are acceptable.

District Planning Scheme No. 2 (DPS2)

The application originally proposed several variations to DPS2. This included the provision of a car parking area with a nil setback to the street, where a three metre wide landscaping strip is required to be provided between the car parking area and the street. The landscaping plan submitted with the development also indicated that only one shade tree was to be provided, where two are required.

Revised plans submitted for the application now result in the application meeting all the requirements of DPS2, with the exception of car parking. The overall amount of landscaping required for the site now is satisfied with the relocation of the car parking area to the verge and the provision of extra shade trees.

As detailed in the table below, under DPS2 there is a shortfall of 13 car bays on-site and under Amendment No. 65 a shortfall of eight bays. The application also proposes to provide 13 on-street bays which, along with the 48 on-site bays, effectively provide the minimum parking amount required by DPS2.

Use Class	Number on-site parking bays required under DPS2/R-Codes	Number on-site parking bays required under Omnibus/R-Codes	Number on-site parking bays provided
Office (150m ²)	5 bays (1 per 30m ² NLA)	3 bays (1 per 50m ²)	20 bays
Shop (105m ²)	7.35 bays (8) (7 per 100m ² NLA)	5.25 bays (6) (5 per 100m ²)	
Restaurant (95m ² of dining area)	19 bays (Greater of 1 per 5m ² of dining room or 1 per 4 guests)	19 bays (Greater of 1 per 5m ² of dining room or 1 per 4 guests)	
2x 60m ² Units (study + bedroom)	2 bays	2 bays	28 bays
15x 77-95m ² Units	22.5 bays (23)	22.5 bays (23)	
Visitor bays	4.25 bays (5)	4.25 bays (5)	
Total	61	56	48

The development also provides for 16 bicycle bays in the basement, with 10 of these bays located behind the security gate for use by the residents. The number of bicycle bays provided exceeds the amount required by the deemed-to-comply provisions of the R-Codes.

It should be noted that the development does not indicate where two accessible car parking spaces are to be located, as required by the Building Code of Australia.

R-Codes Assessment

Several aspects of the proposed development do not meet the deemed-to-comply requirements of the R-Codes and therefore require discretion to be exercised against the corresponding design principles, as indicated in the table below.

Clause	Deemed-to-Comply	Proposed
6.1.2	Maximum wall height of nine metres Maximum ridge height of 12 metres	Maximum wall height of 9.54 metres Maximum ridge height of 13.22 metres
6.1.5	Open space provision of 40%	Open space provision of 30.3%
6.4.1	Privacy setback of 7.5 metres from the Unit 7 balcony to the south-eastern boundary Privacy setback of 4.5 metres from the Unit 17 balcony to the south-eastern boundary	Privacy setback of 3.62 metres from the Unit 7 balcony to the south-eastern boundary Privacy setback of 3.62 metres from the Unit 17 balcony to the south-eastern boundary
6.4.2	Overshadowing of 25% of the adjoining lot to the south	Overshadowing of 29% of the adjoining lot to the south
6.4.3	Minimum 20% of one bedroom dwelling provided	Nil one bedroom dwelling provided as studies could potentially be used as an extra bedroom

The application initially sought a greater level of discretion under the R-Codes. This included a maximum overshadowing area of 38% of the adjoining lot to the south and a lack of pedestrian paths providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas.

Multiple discussions were held with the applicant and several sets of amendments have been made to the proposal to alleviate the potential impact of the development on the surrounding residential properties. In particular, the City raised concerns in regard to the dominance of the south-eastern side façade and the overshadowing it engendered to the adjoining properties to the south. A revised set of amended plans, submitted to the City on 14 May 2015, significantly reduce the amount of overshadowing proposed to Lot 365 Mallorca Avenue, while the overshadowing area to Lot 367 Curacao Lane now complies. Further to this, pedestrian paths allowing for wheelchair accessibility have now been provided.

However, as several discretions are still being requested by the applicant, it is necessary for advertising of the proposal to close and consideration given to all submissions prior to commenting on the suitability of the proposal.

Joondalup Design Reference Panel (JDRP):

The JDRP met on 17 April 2015 to discuss the proposal. Overall the JDRP was supportive of the proposed development but did raise several concerns, particularly in regard to the design of the building.

The City met with the applicant following the JDRP meeting to discuss the comments and suggestions provided by the JDRP. Along with addressing the areas of discretion

and variations sought to DPS2, the HSP and the R-Codes, the applicant also agreed to delay advertising of the proposal to enable sufficient time to address the concerns raised by the JDRP.

The key points raised by the panel and the City's response are provided below:

- *The relationship between the commercial and residential is not well addressed. Architecturally, it is poorly integrated and appears to lack a linkage between the two uses.*

The Panel stated that the north western corner was a lost opportunity. The Panel felt that the shop front looked basic and queried the look of the signage in this area. The Panel recommended that this corner should be looked at in more detail and that one option could be to raise the level of the cafe in order to accommodate another unit in this location.

In order to address the corner façade, the applicant submitted amended plans to the City, which further extended the floor area of the café to the western boundary and added a translucent canopy to the commercial tenancies. However, the building has remained single storey in height at this corner and details regarding the location of signage have not been provided.

- *The Panel commented that the northern elevation facing Angove Drive, particularly the left side, was bland in design and disconnected from the rest of the building and recommended it be reconsidered.*

The Panel also commented that the southern elevation was bland in design. There was a concern regarding the overshadowing and plant on that side and how it may affect the current lot next door.

With the set of revised plans received on 14 May 2015 the Bed 2 windows to Units 3 and 13 have been made slightly larger. Further to this, the boundary wall height along the south-eastern boundary has been reduced and the front balcony no longer enclosed to help architecturally moderate the visual impact of the building.

The applicant submitted an amended elevation plan of the Angove Drive façade to the City on 11 June 2015, proposing further design treatments to the north-western façade. This included a frame around the façade and relief to the left side of the wall in the form of vertical bands.

- *It was noted that the parking at the rear of the units requires a crossover, which would cause the entire verge area hardstand, with no room for soft landscaping.*

In response to this, the applicant subsequently submitted amended plans which showed the car bays along Mallorca Avenue repositioned in the verge, with the footpath amended to return into the lot boundaries. An additional landscaping strip has also been provided hard up against the building to provide shade trees and soften views to the on-street car bays.

- *The Panel felt that there was a lack of integration between the commercial and residential and adjoining uses and recommended that preliminary details of the location of services, such as equipment, plant, mechanical ventilation*

and air conditioning be provided to illustrate how issues such as the services would be dealt with.

The applicant provided amended plans detailing where air conditioning plant areas and mechanical ventilation would be located to ensure they are screened from view and would not detrimentally interfere with the residential uses of the development. These are included in Attachment 2.

Public Consultation

From the date of this report, public consultation is currently two-thirds of the way through its 21 day period. The following concerns have been received by the City thus far:

- *Shops, offices and Restaurants are not appropriate for the surrounding housing estate*

City response: The Structure Plan was amended in 2001 to designate the site as 'Mixed Use'. All proposed land uses are permitted 'P' or discretionary 'D' under DPS2 and can therefore be considered for the site.

- *Traffic Impact on the surrounding streets*

City response: The applicant has provided a transport statement to demonstrate how traffic will be managed entering and exiting onto Angove Drive and Mallorca Avenue. This report demonstrates that predicted flows can be accommodated within the existing network without resulting in unacceptable adverse impacts. The City has reviewed the transport statement submitted by the applicant and is satisfied that the roads surrounding the development are able to adequately cater for the amount of traffic that the development will generate.

- *The number of units proposed*

City response: Many of the submissions received criticise the number of units proposed and urged for a lesser number to be considered. However, it must be recognised that the R-Codes do not limit the number of dwellings allowable within a development. Rather, plot ratio is considered to be the main form of quantitative control in determining built form and intensity and, in this instance, the proposed development meets the deemed-to-comply requirements of the R-Codes in terms of plot ratio.

Options/Alternatives

This application is recommended for deferral on the basis that the public consultation period for the application is yet to close. However, should the DAP consider that completion of the consultation period is not required and the various elements of the application satisfy all relevant requirements, an alternative recommendation for approval, subject to conditions, is set out below.

That the Metro North-West JDAP resolves to:

Approve DAP application (reference DAP15/00754) and accompanying plans (refer to Attachment 2) in accordance with Clause 6.9 of the City of Joondalup District Planning Scheme No 2, subject to the following conditions:

- 1. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.**
- 2. A Construction Management Plan being submitted to and approved by the City of Joondalup prior to the commencement of development. The management plan shall detail how it is proposed to manage:**
 - (a) all forward works for the site;**
 - (b) the delivery of materials and equipment to the site;**
 - (c) the storage of materials and equipment on the site;**
 - (d) the parking arrangements for the contractors and subcontractors;**
 - (e) the management of sand and dust during the construction process;**
 - (f) the management of noise during the construction process; and**
 - (g) other matters likely to impact on the surrounding properties.**
- 3. 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.**
- 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. Plans showing the proposed stormwater drainage system are to be submitted to the City for approval, prior to the commencement of development.**
- 5. 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.**
- 6. The on-street car parking bays and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for On-street Car Parking (AS/NZS2890.5 1993) and other applicable Australian Standards and Austroads guidelines to the satisfaction of the City, prior to the occupation of the development.**
- 7. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Offstreet Carparking – Bicycles (AS2890.3-1993 as amended) prior to the development first being occupied. Details of**

bicycle parking area(s) shall be provided to the City for approval prior to the commencement of development.

8. All external walls of the proposed buildings 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.
9. All development shall be contained within the property boundaries.
10. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
 - 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;
 - 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.
11. 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.
12. A full schedule of colours and materials for all exterior parts to the building is to be submitted and approved prior to the commencement of development. 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.
13. A refuse management plan indicating the method of rubbish collection is to be submitted prior to the commencement of development, and approved by the City prior to the development first being occupied. Refuse management for the development shall be undertaken in accordance with the approved Refuse Management Plan, to the satisfaction of the City.
14. The construction of the pedestrian footpaths within the Angove Drive and Mallorca Avenue road reserves are required to be constructed prior to the development first being occupied. All costs associated with the proposed construction of the pedestrian footpath within the Angove Drive and Mallorca Avenue road reserves shall be at the expense of the applicant. All works are to be completed to the satisfaction of the City prior to the development first being occupied.

Advice Notes

1. Further to condition 1 above, where an approval has lapsed, no development shall be carried out without further approval having first being sought and obtained.
2. The tenancy indicated as 'Office' on the approved plans is approved as an 'Office' as defined by the City of Joondalup District Planning Scheme No. 2.
3. The City of Joondalup District Planning Scheme No. 2 defines 'Office' as *"any premises used for the administration of clerical, technical, professional or other like business activities but does not include administration facilities which are required in association with a predominant use on site, and does not include consulting rooms or medical centres."*
4. The tenancy indicated as 'Shop' on the approved plans is approved as a 'Shop' as defined by the City of Joondalup District Planning Scheme No. 2.
5. The City of Joondalup District Planning Scheme No. 2 defines 'Shop' as *"premises where goods are kept exposed or offered for sale by retail or hire, but the term does not include a Showroom, Drive Through Food Outlet or a Restricted Premises."*
6. The tenancy indicated as 'Cafe' on the approved plans is approved as a 'Restaurant' as defined by the City of Joondalup District Planning Scheme No. 2.
7. The City of Joondalup District Planning Scheme No. 2 defines 'Restaurant' as *"premises where the predominant use is the preparation of food for sale and consumption within the building or portion thereof. The expression may include the sale of food for consumption off the premises, where Council is of the opinion that it is incidental to the business. The term may include an outdoor eating area which shall be treated as being within the building of the Restaurant. The expression excludes Drive Through Food Outlets."*
8. The units on the ground and first floor of the development are approved as 'Multiple Dwellings' as defined by the Residential Design Codes of WA.
9. The Residential Design Codes of WA defines a 'Multiple Dwelling' as *"a dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:*
 - *does not include a grouped dwelling; and*
 - *includes any dwellings above the ground floor in a mixed use development."*
10. Food business premises to comply with the requirements of the *Food Act 2008*.

- 11. Laundry facilities to be provided in residential units, in accordance with the City of Joondalup *Health Local Law 1999*.**
- 12. The use of conventional dryers within laundry areas should be prohibited. Condensation dryers should instead be provided to reduce the risk of mould growths, which are commonly associated with multi-residential developments.**
- 13. Applicant to comply with the *Health (Aquatic Facilities) Regulations 2007*.**

Conclusion:

As the proposed development is of a greater density and scale than surrounding residential development, it is likely to cause some concern to the surrounding residents. The City and the applicant originally agreed not to advertise the proposal until all the issues that came out of the initial assessment of the application had been addressed. This was considered necessary to avoid unease from residents on aspects of the proposal that the City was unlikely to support.

While some of the larger issues raised by the City have been addressed through the latest set of revised plans, the application still incorporates various design elements that require discretion to be exercised under the R-Codes. Further to this, the application proposes several variations to the HSP and a car parking shortfall of 13 car bays under DPS2, which are proposed in the road reserve instead.

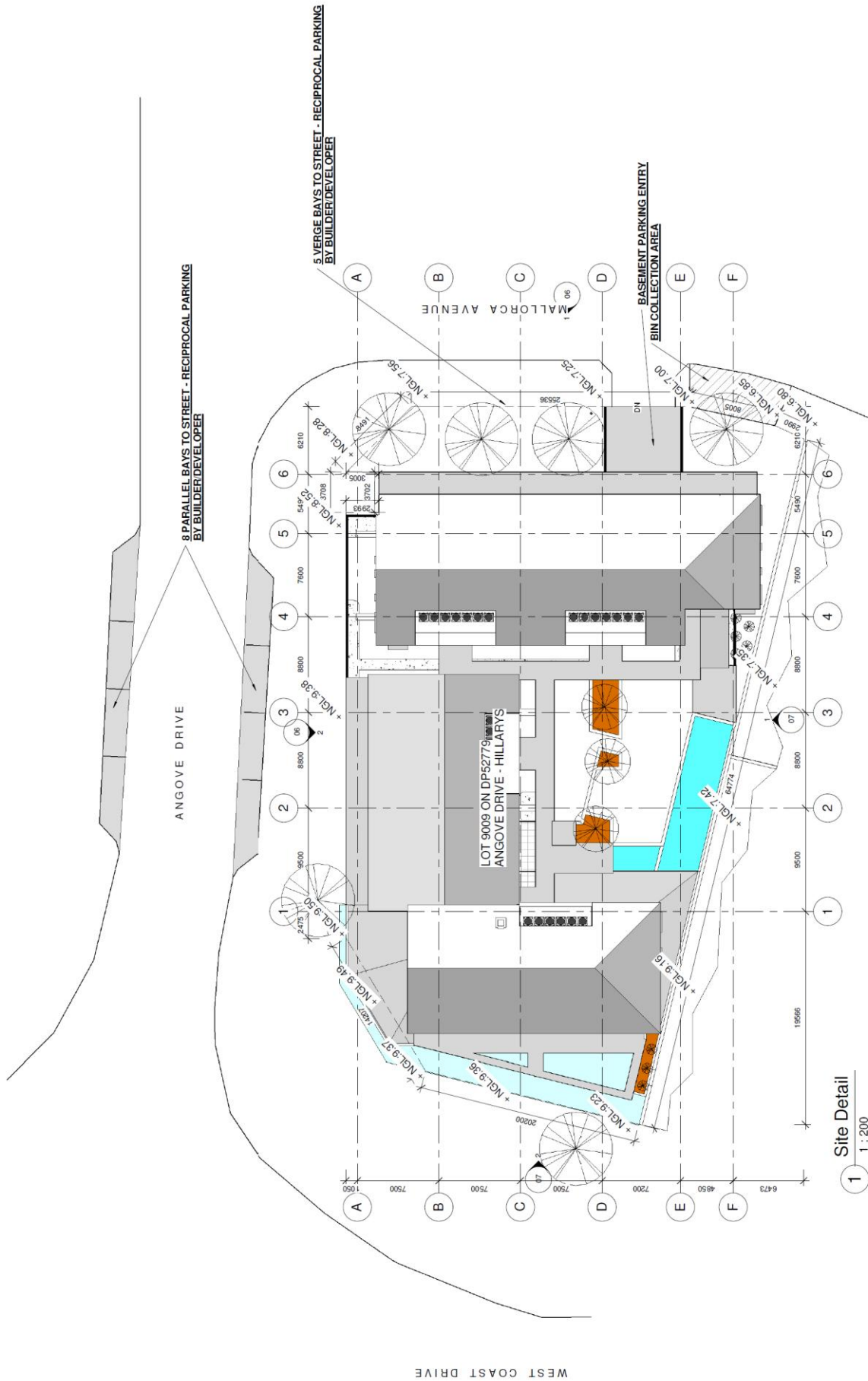
Consultation is still considered an essential part of the assessment process and specifically provides the opportunity for the community to comment on a proposal should they feel it may affect them. As such, it is considered that the provisions of clause 6.7 Public Notice of DPS2 shall apply to this application and notice be given for the full 21 day public consultation period.

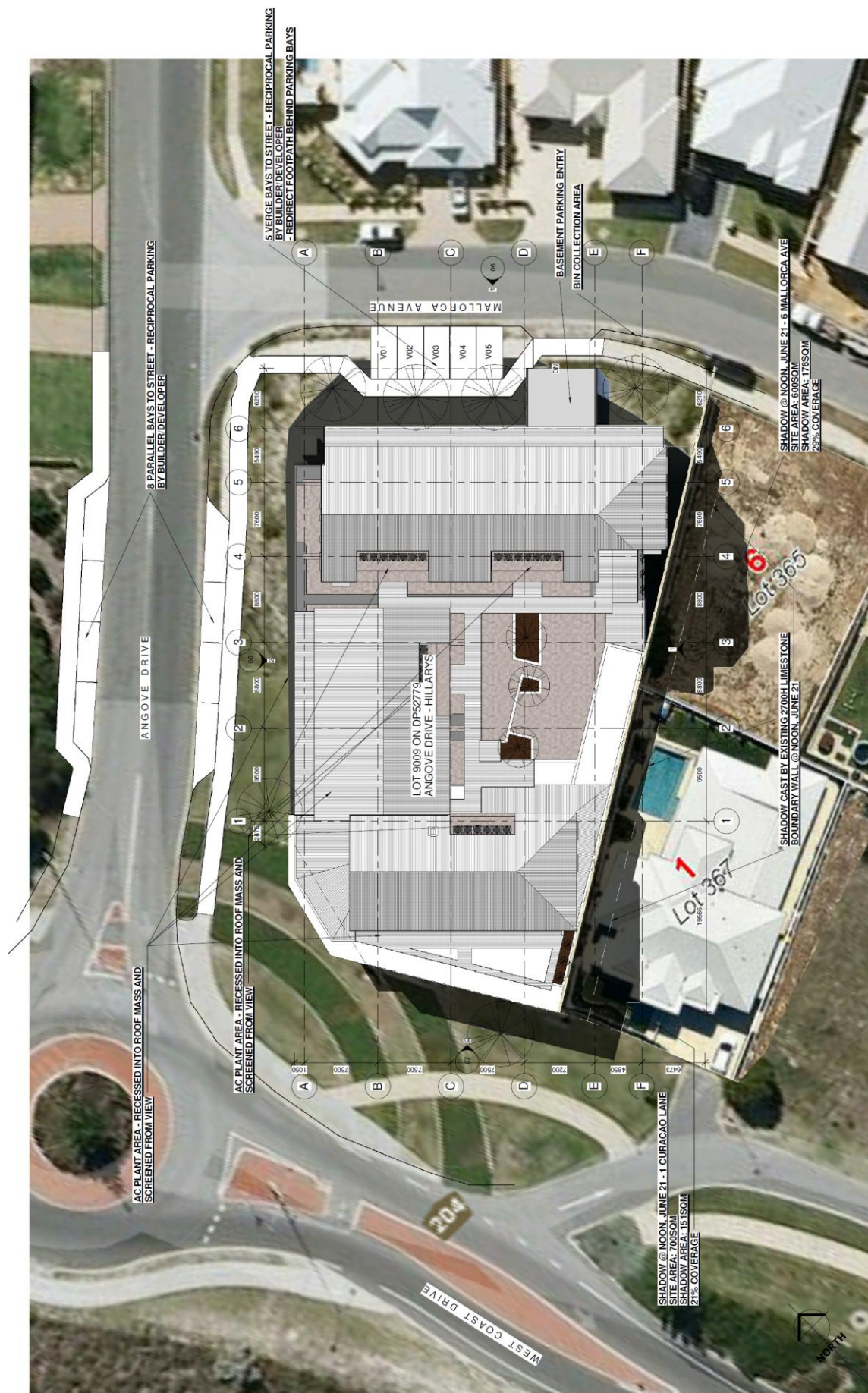
It is imperative that the JDAP have due regard to all the submissions received during this 21 day period. In order for this to have occurred, the City needs to be given the opportunity to summarise and consider these submissions, and to formulate a recommendation having taken all these submissions into account.

As there are still seven days left of this required advertising period, the City is unable to make an informed recommendation for refusal or approval.

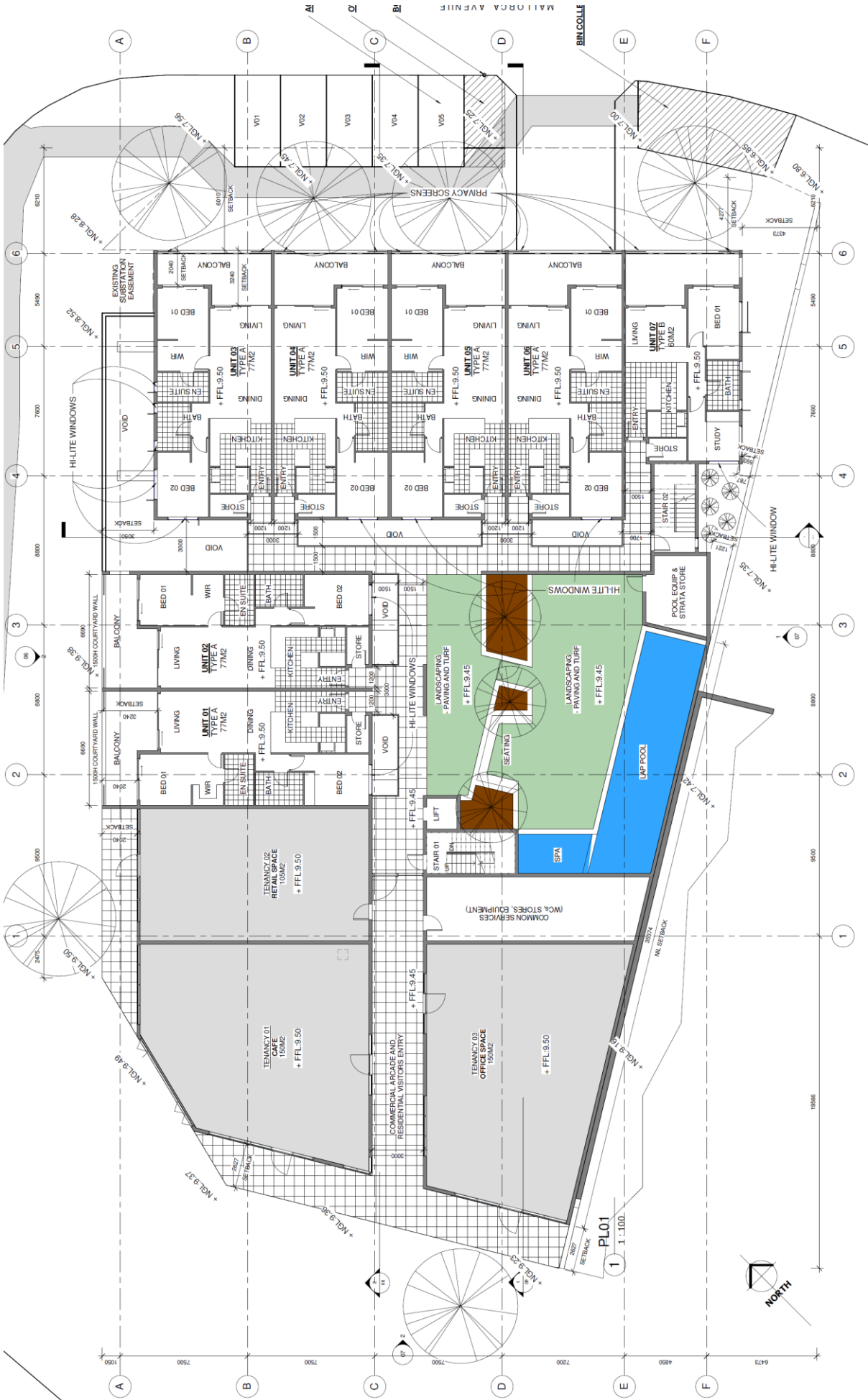
It is therefore recommended that the application be deferred to allow sufficient time for the necessary public consultation to take place and consideration of submissions received.

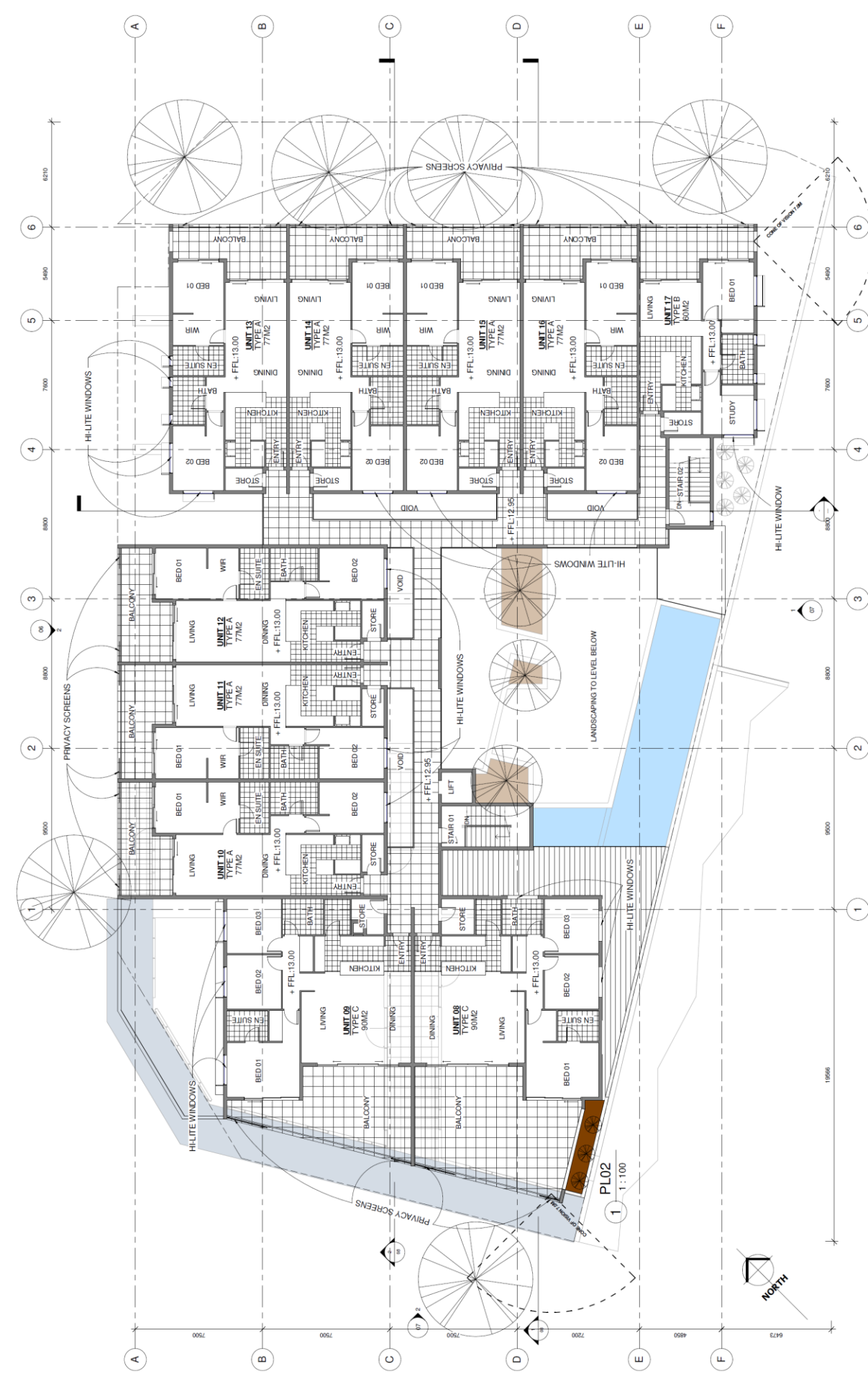


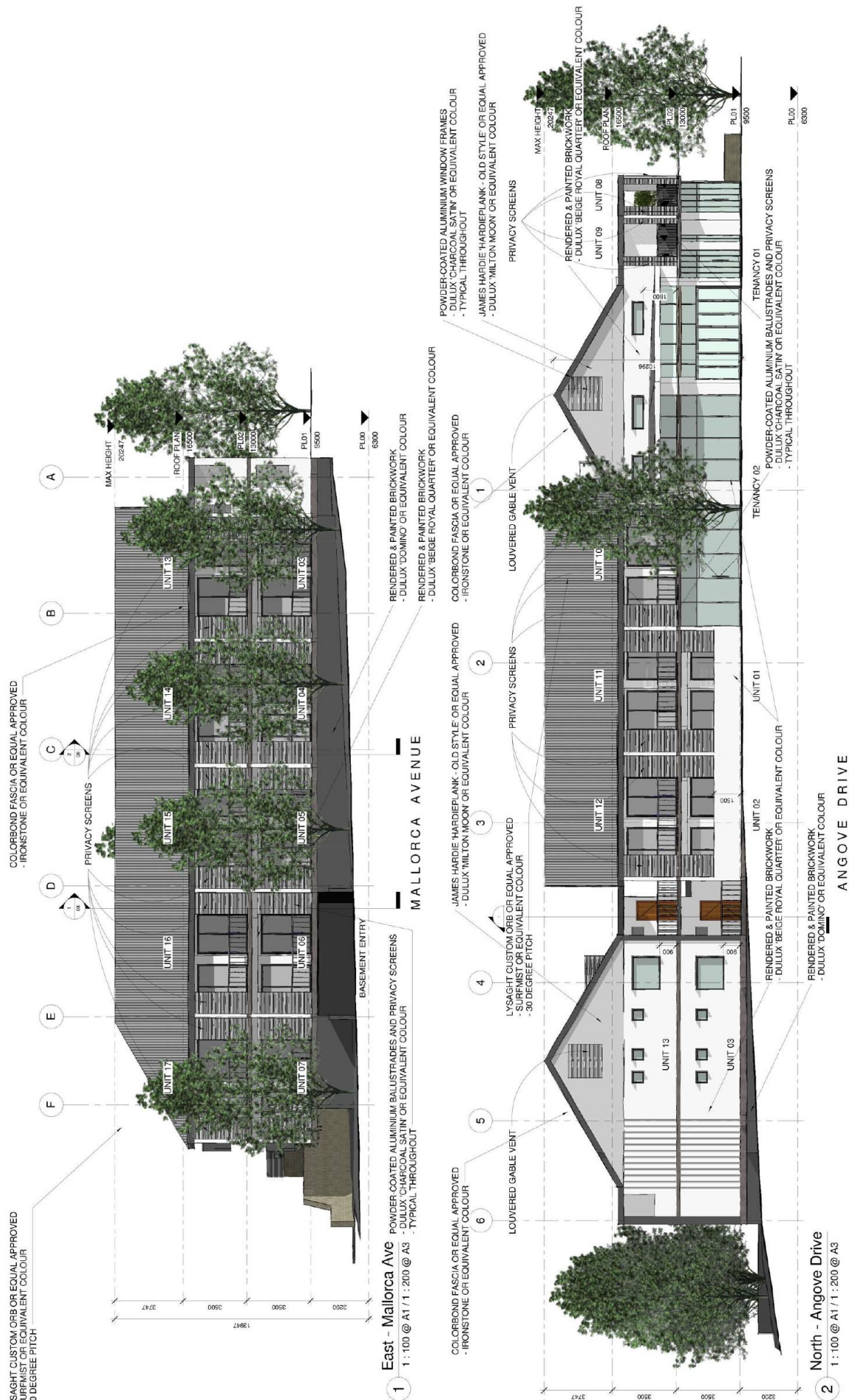


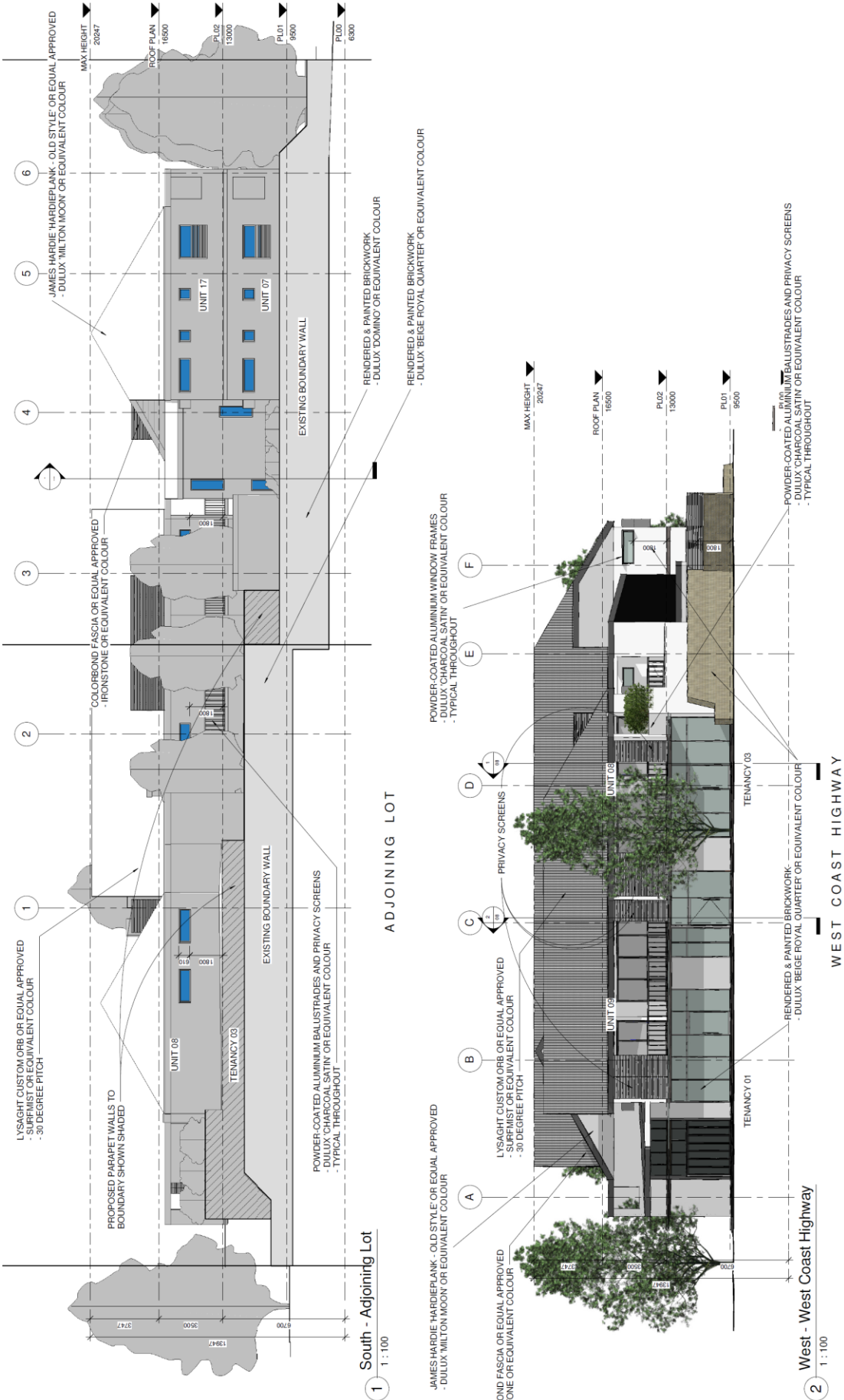


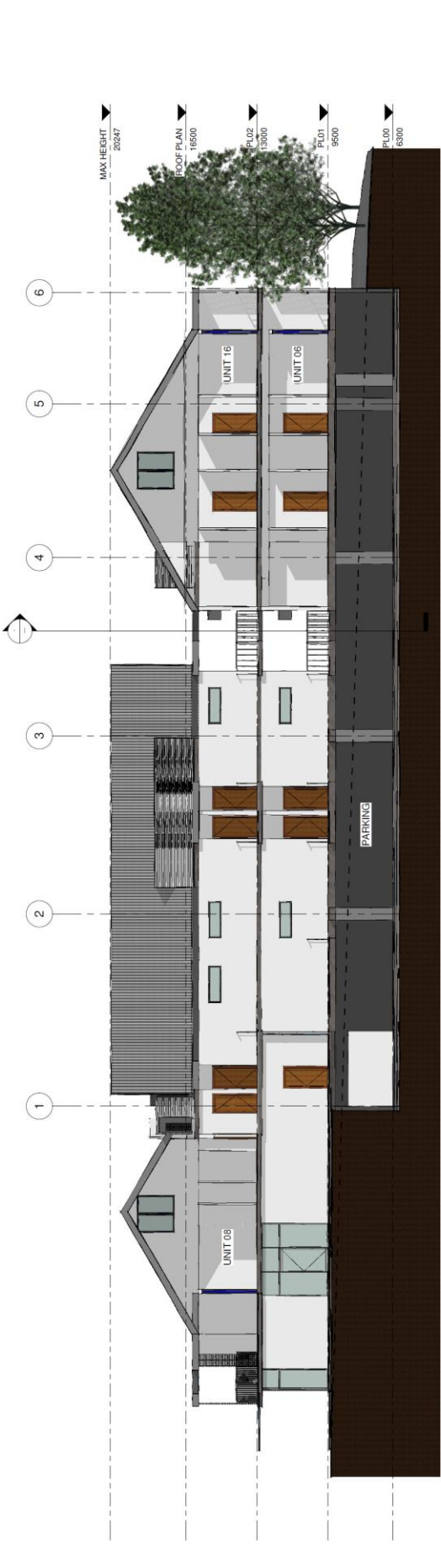






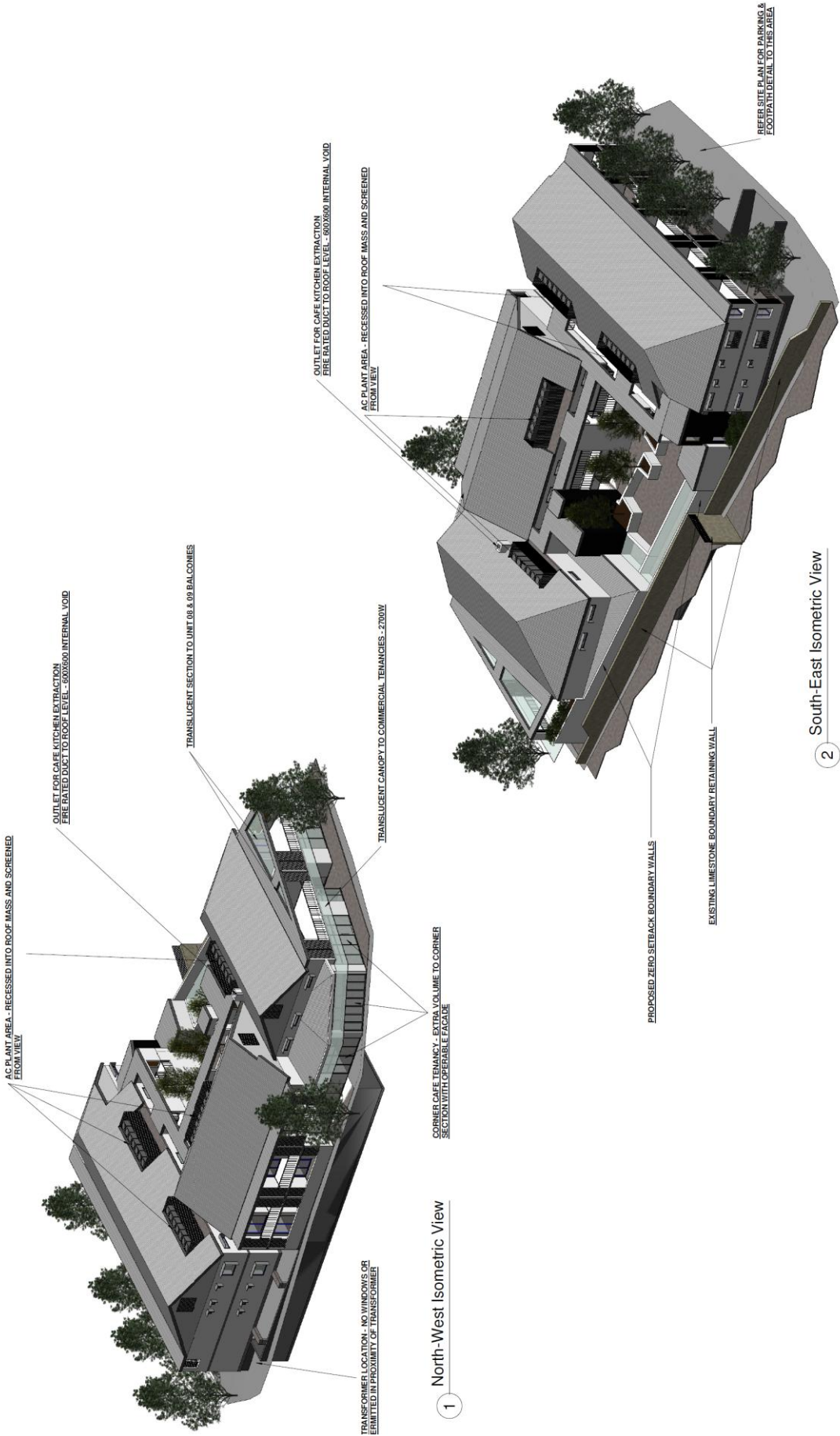














Environmentally Sustainable Design – Checklist

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

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

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

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

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

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

Siting and structure design efficiency

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

Does your development retain:

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

Does your development include:

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

Energy efficiency

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

Do you intend to incorporate into your development:

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

Water efficiency

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

Does your development include:

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

Do you intend to incorporate into your development:

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

Materials efficiency

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

Does your development make use of:

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

Indoor air quality enhancement

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

Do you intend to incorporate into your development:

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

'Green' Rating

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

- ☐ Yes
- ☒ No

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

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

2

Environmentally sustainable design
checklist

Page 3 of 3

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

BASIC DESIGN PRINCIPLES.

o NATURAL LIGHT.

o ORIENTATION.

o VENTILATION

o PLANNING & DESIGN.

- WILL YOU ASSIST IN GIVING THE PROPOSED DEVELOPMENT
STRONG ENVIRONMENTAL RATINGS.

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

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

Thank you for completing this checklist. Your application is processed as quickly as possible.

Applicant's Full Name: _____ Contact Number: _____

Applicant's Signature: _____ Date Submitted: 17.03.2015

Accepting Officer's Signature: _____

Checklist Issued: March 2011

Proposed Mixed-Use Development

Angove Drive, Hillarys

TRANSPORT IMPACT AND CAR PARKING ASSESSMENT – V1

FINAL REPORT

Prepared for: Hawkesbridge Capital
Prepared by: Move Consultants



Move consultants

Moving People Moving Commerce

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March 2015

Client Name: Hawkesbridge Capital
Project Name: Angove Drive, Hillarys

March 2015

DOCUMENT ISSUE AUTHORISATION

Issue	Rev	Date	Description	Checked	Approved
1	0	09/03/15	FINAL	HL	HL

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Client Name: Hawkesbridge Capital
Project Name: Angove Drive, Hillarys

March 2015

1. INTRODUCTION

1.1 OVERVIEW

This Transport Impact and Car Parking Assessment has been prepared by Move Consultants on behalf of Hawkesbridge Capital with regard to a proposed mixed-use development to be located on the south side of Angove Drive, between Whitfords Avenue and Mallorca Avenue, Hillarys in the City of Joondalup. The subject land is currently vacant and is located within the *Mixed Use Precinct* in the *Hillarys Structure Plan – Structure Plan No. 20*.

1.2 SITE LOCATION

The site is located on the southern side of Angove Drive and is bounded by Whitfords Avenue to the west, Mallorca Avenue to the east and existing residential uses to the south within the south-east quadrant of the existing single circulating roundabout-controlled intersection at Whitfords Avenue/Angove Drive. Existing residential uses are in place to the immediate south, north and east of the site with public recreation uses located opposite the site on the west side of Whitfords Avenue. Hillarys Boat Harbour and its associated activities are located approximately 500m to the south-west of the subject lands. The site is currently vacant. The location of the site is shown in Figure 1.



Figure 1: Site Location

Client Name: Hawkesbridge Capital
 Project Name: Angove Drive, Hillarys

March 2015

The metropolitan context of the site in Figure 2.

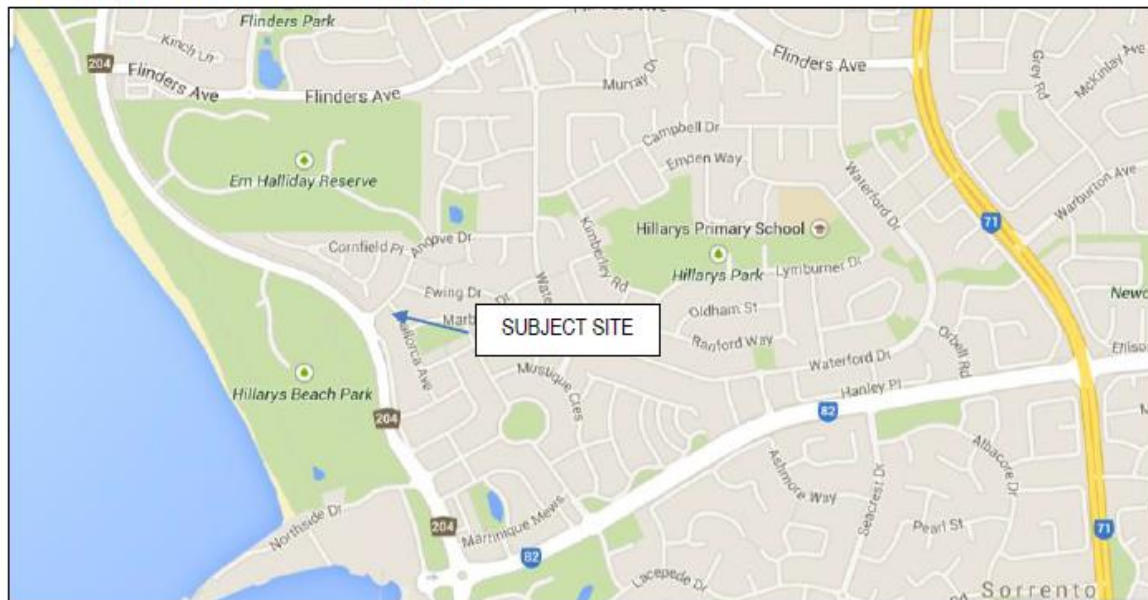


Figure 2: Metropolitan Context

1.3 SCOPE OF ASSESSMENT

This report has been prepared in accordance with the Western Australian Planning Commission's *Transport Assessment Guidelines for Developments: Volume 4 – Individual Developments* (2006) and relevant City of Joondalup guidelines.

Specifically, this report aims to assess the impacts of the proposed development on the boundary road network to identify any modifications, to site or road layout, which may be required to serve the proposed site. In addition, the assessment considers the proposed access, circulation, and egress arrangements to and from the site and the required car parking supply to service the demands associated with activity on the site.

2. EXISTING SITUATION

2.1 ROAD INFRASTRUCTURE

Whitfords Avenue, to the west of the site, has been designated as a *District Distributor A* road which is defined as a road which "...carries traffic between industrial, commercial and residential areas and generally connect to Primary Distributors and are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government." It has been constructed as a single divided carriageway to the west of the site. It operates under a posted speed limit of 60kph and is owned, operated and maintained by the City of Joondalup. It is also classified as an *Other Regional Road* or *Blue Road* under the *Metropolitan Region Scheme*.

Angove Drive, east of Whitfords Avenue, and adjacent to the site has been defined as a *Local Distributor* road which "...carries traffic within a cell and link District Distributors at the boundary to access roads, with routing that discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area, accommodates buses but discourages trucks and are managed by Local Government." It has

been constructed as a single undivided carriageway along the northern boundary of the site and operates under a posted speed limit of 50kph. It is owned, operated and maintained by the City of Joondalup.

Mallorca Avenue, located along the eastern boundary of the site, has been classified as an *Access Road* which is defined as a road which "...provides access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function and are bicycle and pedestrian friendly. They are managed by Local Government." It has been constructed as a single undivided carriageway in the vicinity of the site and operates under a posted speed limit of 50kph. It is owned, operated and maintained by the City of Joondalup.

Figure 3 shows the road hierarchy in the vicinity of the site.

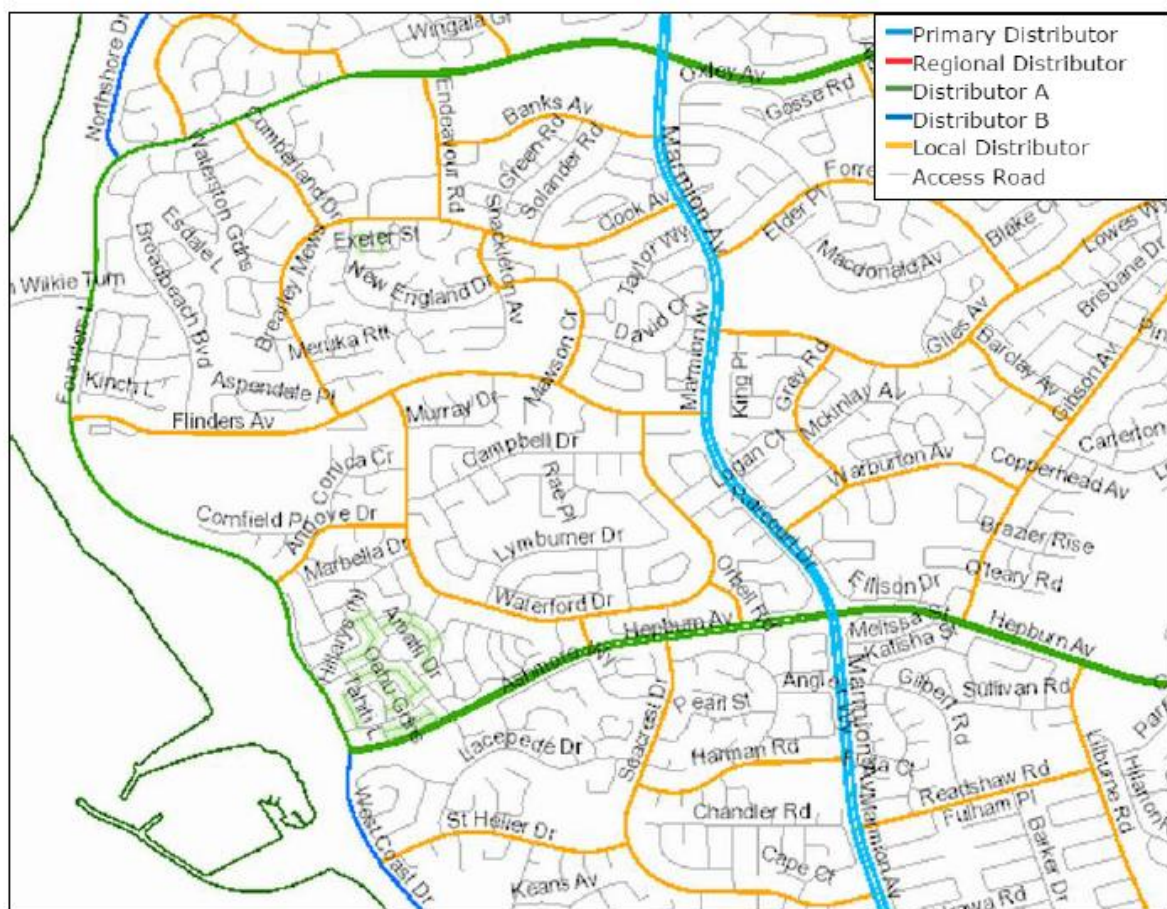


Figure 3: Local Road Hierarchy

A detailed site visit was conducted on Thursday 19th February 2015 to collect information relating to existing road geometry, speed limits, and sightlines and to observe existing traffic operations on the adjacent boundary road network.

Table 1 shows the existing traffic volumes in the vicinity of the site.

Client Name: Hawkesbridge Capital
Project Name: Angove Drive, Hillarys

March 2015

Table 1 - Existing Weekday Daily Traffic Volumes for Primary Boundary Road Network

Road	Existing Weekday Daily Traffic Volume (vpd)
Whitfords Avenue (North of Hepburn Avenue)	16,300 vpd (MRWA Jan 2015)
Angove Drive	Not available (assumed to have an existing demand of 3,500 vpd with a practical capacity of 5,000 vpd)
Mallorca Avenue	Not available (assumed to have an existing demand of 1,000 vpd with a practical capacity of 2,500 vpd)

2.2 PUBLIC TRANSPORT, PEDESTRIAN, AND CYCLIST FACILITIES

The site is served by Transperth Bus Routes 441 (Whitfords Avenue – Warwick Station via Waterford Avenue) and 442 (Whitfords Avenue – Warwick Station via Seacrest Drive) which collectively operate a 15- to 20-minute service during the weekday roadway peak periods and broadly 15-minute to 30-minute service during the mid-day and evening peak periods are serviced by on Waterford Avenue to the east of the site. Route 458 also runs a line haul service along Whitfords Avenue to the west of the site. Figure 4 shows the existing public transport services in the area.

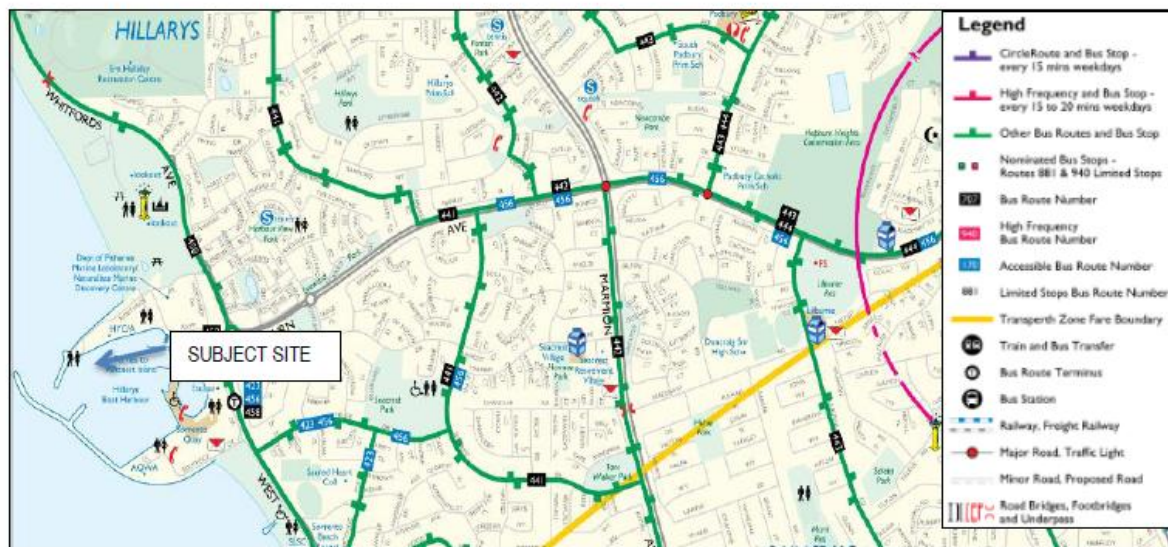


Figure 4: Existing Public Transport Services

There is a dual use path on the east side of Whitfords Avenue, along the western boundary of the site, plus on-road cycle lanes. The dual use path extends along Angove Drive, east of Whitfords Avenue to Mallorca Avenue with Angove Drive designated as a *Bicycle Friendly Street*. A footpath of 2.5m in width is in place on the west side of Mallorca Avenue adjacent to the site. Figure 5 shows the cycling and pedestrian infrastructure in the vicinity of the site.



Figure 5: Existing Cycling and Pedestrian Infrastructure

3. PROPOSED DEVELOPMENT

A site plan of the proposed development has been prepared by Harden Jones Architects. A copy of the site plan is contained in **Appendix A**.

3.1 PROPOSED LAND USES

The proposal seeks the development of a mixed-use development plus basement car parking level incorporating the following elements on the site:

- Multiple residential dwellings – 17 units
- Office – 150 m²
- Café – 130 m²
- Retail – 120 m²

The site is proposed to be served by at-grade indented and verge car parking on both Angove Drive and Mallorca Avenue as well as dedicated on-site basement level car parking consisting of 48 bays.

3.2 PROPOSED ACCESS AND PARKING ARRANGEMENTS

The proposed access arrangements are shown to consist of a single full movements crossover to the west side of Mallorca Avenue to be located approximately 35m south of Angove Drive.

The on-site car parking supply on the site is proposed to consist of 48 bays, including 28 bays for the proposed residential uses and 20 bays for the commercial uses. Additional car parking is proposed to be provided in the form of 8 parallel bays adjacent to the northern boundary of the site within the Angove Drive verge, between Whitfords Avenue and Mallorca Avenue and 5 right-angle car parking bays within the verge within the Mallorca Avenue verge, south of Angove Drive. The 28 dedicated residential bays include an allowance for 8 tandem (16 in total) bays. Rubbish collection will be undertaken by a private waste management contractor via verge collection. Waste management arrangements will be negotiated directly with Council.

Service and delivery vehicles will be accommodated within the proposed verge car parking on Angove Drive adjacent to the site.

3.3 END OF TRIP FACILITIES

End-of-trip facilities will be provided on the site including bicycle parking on the site and changing facilities consistent with Austroads and Council guidelines.

4. TRANSPORT ANALYSIS

A traffic generation and distribution exercise has been undertaken to assess the potential traffic impacts associated with the proposed development. The aim of this exercise was to establish the traffic volumes which would be generated from the proposed development and to quantify the effect that the additional traffic has on the surrounding road network.

4.1 TRIP GENERATION

The traffic generated by the proposed office uses on the site has been predicted by applying trip generation rates were derived from the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 8th Edition*.

The total anticipated traffic generated by the proposed development is estimated to be in the order of 295 vehicular trips (149 inbound/148 outbound) on a daily basis; 26 vehicular trips (12 inbound/14 outbound) during the a.m. peak hour; and 27 vehicular trips (17 inbound/10 outbound) during the p.m. peak hour.

4.2 TRIP DISTRIBUTION

Based upon the existing traffic patterns in the area and the spatial distribution of adjacent land uses, the following distribution for the proposed 'new' development generated traffic has been assumed:

- 20% to and from the east via Mallorca Avenue and Angove Drive;
- 20% to and from the north via Whitfords Avenue; and
- 60% to and from the south via Whitfords Avenue.

The number of trips entering / exiting the site via the proposed site crossover has been assigned based upon the most logical route for vehicles to take given their origin / destination. The resultant maximum increases in weekday daily and a.m. and p.m. peak hour-generated traffic for the boundary road network would be as follows:

- Whitfords Avenue (North):
 - Daily: +59 vpd
 - A.M. Peak Hour: +5 vph
 - P.M. Peak Hour: +6 vph
- Whitfords Avenue (South)
 - Daily: +178 vpd
 - A.M. Peak Hour: +16 vph
 - P.M. Peak Hour: +16 vph
- Mallorca Avenue:
 - Daily: +297 vpd
 - A.M. Peak Hour: +26 vph
 - P.M. Peak Hour: +27 vph
- Angove Drive:
 - Daily: +297 vpd
 - A.M. Peak Hour: +26 vph
 - P.M. Peak Hour: +27 vph

These increases in daily and a.m. and p.m. peak hour volumes are expected to have a minimal impact on existing traffic operations in the area and can be accommodated within the practical capacity of boundary road network. Sufficient capacity is available at the Whitfords Avenue/Angove Drive roundabout to accommodate the increases in traffic during the roadway peak hours.

5. VEHICULAR ACCESS AND PARKING

5.1 ON-SITE QUEUING, CIRCULATION, AND ACCESS

The site plan indicates three proposed crossover location to be located on the west side of Mallorca Avenue, approximately 35m south of the unsignalised T-intersection with Angove Drive. This crossover will provide direct full movements access to the basement level car parking area. The proposed crossover arrangements have been designed to consist of a minimum of 5.8m to accommodate both inbound and outbound movements associated with the commercial and residential tenancies with all movements to be accommodated in forward gear.

A review of the proposed on-site circulation and car parking layout was undertaken to assess the adequacy of the proposed site access and circulation in addition to service/delivery areas on the site. The design of the proposed car parking areas adjacent to the rear of the building on the site has been reviewed using the relevant traffic engineering standards and the relevant Australian Standards and Austroads guidelines, with the proposed design considered adequate to accommodate on-site manoeuvring and circulation. Rubbish collection will be undertaken via kerbside collection with waste management arrangements negotiated with Council. Service and delivery will be accommodated on-street within the proposed indented car parking on Angove Drive where required.

A review of the crash history on Whitfords Avenue, Angove Drive and Mallorca Avenue in the vicinity of the proposed site between 2009 and 2013 (5-year indicates that there have been 4 recorded crashes at the intersection of Whitfords Avenue/Angove Drive; however, only 1 crash was a right-angle crash which likely occurred prior to the intersection control being upgraded to a roundabout. No crashes were recorded on Angove Drive or Mallorca Avenue during this period along the respective frontages of the site. This indicates that there would be minimal risk associated with entering and exiting out of the proposed crossover to and from Mallorca Avenue and traversing the Angove Drive/Mallorca Drive and Whitfords Avenue/Angove Drive intersections due to the low speed environment and good sightlines available at the driveway. The proposed right-angle indented car parking to be located to the north of the driveway will not impede sightlines for entering and exiting vehicles at the Mallorca Avenue crossover. Based upon a review of crash history along Mallorca Avenue, it is expected that vehicles will comfortably reverse out of the proposed on-street bays with a minimum of risk and conflict due to the low traffic volume and low speed environment.

5.2 PARKING DEMAND AND SUPPLY

The required car parking supply associated with the commercial tenancies has been calculated with regard to the City of Joondalup's *District Planning Scheme No. 2*:

• Residential:	26 bays
• Office:	9 bays
• Café:	18 bays
• Retail:	7 bays
• TOTAL:	60 BAYS

The proposed car parking supply is 48 on-site bays and 13 off-site bays (8 bays to be provided within the Angove Drive verge in a parallel arrangement and 5 bays to be provided within the Mallorca Avenue verge in a right-angle

indented arrangement). An ACROD bay is proposed to be provided within the right-angle verge parking on Mallorca Avenue. The total proposed car parking supply of 61 bays therefore considered to be compliant with TPS requirements.

The proposed residential car parking supply is to consist of 28 dedicated on-site tenant bays which exceeds the R-Code requirements and the proposed commercial car parking supply for the office, retail and café uses is to consist of 20 dedicated on-site tenant bays. The residential car parking includes an allowance for 8 tandem bays (16 total bays). Residential visitor car parking will be available in the context of the on-site commercial car parking of 20 bays (requirement of 5 bays) as the peak demand periods for office and residential visitor parking do not coincide. The non-residential/commercial element is expected to generate the peak coincident demand during a typical Thursday lunchtime period with the maximum combined demand associated with the proposed commercial uses to be 32 bays. It should also be noted that the retail and café elements of the development will attract a significant local custom of up to 25 to 30% with internal trip making between the various activity elements on the site also estimated to be in the order of 10% resulting a net requirement for car parking for the café and retail elements of 17 bays. Therefore the total commercial requirements will be 9 bays for the office and 17 bays for the retail/café totalling 26 bays. The proposed supply of 20 on-site commercial bays plus 13 on-street bays will therefore be more than adequate to accommodate the demand associated with the commercial elements of the proposal.

This is an efficient and recognised approach to planning for car parking within urban areas and is consistent with the Town's parking and access policy and endorsed policies as well as relevant WAPC planning policies such as *State Planning Policy 4.2: Activity Centres for Perth and Peel* which has identified the Sorrento area as a *District Centre*. This approach is also consistent with the stated objectives of Western Australian Planning Commission in documentation including *Directions 2031 and Beyond* and *Liveable Neighbourhoods*.

It can therefore be concluded that the proposed on-site car parking supply is consistent with good and orderly planning and with relevant Council and State Government planning guidelines.

6. CONCLUSIONS

The aim of this Transport Impact and Parking Assessment was to discuss the traffic likely to be generated by the proposed mixed-use development proposed on Angove Drive, Hillarys in the City of Joondalup and to assess the impacts associated with anticipated site-generated upon the adjacent transport infra

The results of the traffic assessment indicate that the anticipated site-generated traffic can be comfortably accommodated within the practical capacity of the boundary road network with no impacts to existing operations or to the existing risk profile of the road network. A review of the documented 5-year crash history has indicated that there is a low number of crashes on the boundary road network and in particular on the roads immediately adjacent to the site and that the proposal will not result in the introduction of additional risk to road users.

Site observations indicate that good visibility is available in both directions along Mallorca Avenue to the north and south of the proposed site crossover. The proposed on-street right-angle car parking on the west side of Mallorca Avenue will not impede sightlines to existing vehicles from the site crossover. Based upon a review of crash history along Mallorca Avenue, it is expected that vehicles will comfortably reverse out of the proposed on-street bays with a minimum of risk and conflict due to the low traffic volume and low speed environment.

Client Name: Hawkesbridge Capital
Project Name: Angove Drive, Hillarys

March 2015

A review of the proposed on-site circulation and car parking layout was undertaken to assess the adequacy of the proposed site access and circulation in addition to service/delivery areas on the site. The design of the proposed car parking areas adjacent to the rear of the building on the site has been reviewed using traffic engineering standards and the relevant Australian Standards and Austroads guidelines, with the proposed design considered adequate to accommodate on-site manoeuvring and circulation. Rubbish collection will be undertaken via kerbside collection and in negotiation with Council. Service and delivery will be accommodated along the Angove Drive frontage

The proposed on-site car parking supply of 48 bays and 13 bays on-street within the Mallorca Avenue and Angove Drive verges totalling 61 bays is consistent with the City of Joondalup's *District Planning Scheme No. 2*, the *Residential Design Codes* and *State Planning Policy 42: Activity Centres for Perth and Peel*. Dedicated bicycle parking and end-of-trip facilities will be provided on the site consistent with the required Council guidelines. In conclusion, it should be noted that based both on a review of the modelled total traffic assessment and observed traffic operations of the boundary road system, the anticipated site-generated traffic associated with the proposed development can be accommodated within the existing practical capacity and functional road classification of the local road system and the proposed on-site car parking layout and supply plus the proposed servicing/delivery arrangements are safe and appropriate.



Form 1 - Responsible Authority Report
(Regulation 12)

Property Location:	Lot 40 (6) and Lot 201 (8) Packard Street, Joondalup
Application Details:	Proposed additions to existing warehouse and new warehouse, showroom and lunch bar development
DAP Name:	Metro North-West JDAP
Applicant:	Taylor Robinson
Owner:	Gypsy Hill Pty Ltd
LG Reference:	DA15/0503
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DAP15/00786
Report Date:	25 June 2015
Application Receipt Date:	7 May 2015
Application Process Days:	50 Days
Attachment(s):	<ol style="list-style-type: none">1. Location plan2. Development plans3. Building perspectives4. Landscaping concept plan5. City of Joondalup Environmentally Sustainable Design checklist6. Traffic Report

Officer Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DAP15/00786 and accompanying plans 14086 DA1, DA1.1, DA2, DA3 and DA4 dated 16/06/2015, in accordance with Clause 6.9 of the *City of Joondalup District Planning Scheme No. 2*, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. The following maximum number of employees, per unit, shall be permitted at any given time;
 - Warehouse 4 and Showroom 4 - 6 employees
 - Tenancy 1 - 4 employees
 - Tenancy 2 - 10 employees
 - Tenancy 3 - 11 employees

- Tenancy 4 - 5 employees
 - Tenancy 5 - 5 employees
3. The mezzanine office space within Tenancy 2 and Tenancy 3 are approved as 'Showroom' as defined by DPS2 only and are to be used for office purposes ancillary to the showroom development only.
 4. The 10 proposed on-street parking bays within the Packard Street road reserve do not form part of this approval.
 5. The construction of the pedestrian footpath within the Packard Street road reserve is required to be constructed prior to the development first being occupied. All costs associated with the proposed construction of the pedestrian footpath within the Packard Street road reserve shall be at the expense of the applicant. All works are to be completed to the satisfaction of the City prior to the development first being occupied.
 6. All costs associated with the proposed relocation of the existing street lamp within the Winton Road verge area adjacent to Lot 201 (8) Packard Street shall be at the expense of the applicant. All works are to be completed to the satisfaction of the City prior to the development first being occupied.
 7. A full schedule of materials, colours and finishes for all external facades shall be submitted to, and approved by the City, prior to the commencement of development. Development shall be in accordance with the approved schedule and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
 8. A Construction Management Plan shall be submitted to, and approved by the City, prior to the commencement of development. The Plan shall detail how it is proposed to manage:
 - all forward works for the site;
 - the delivery of materials and equipment to the site;
 - the storage of materials and equipment on the site;
 - the parking arrangements for the contractors and subcontractors;
 - the management of sand and dust during the construction process;
 - other matters likely to impact on the surrounding properties.
 9. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
 - 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.
10. 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.
 11. 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 development.
 12. The driveways, crossovers and pedestrian footpath addition are to be designed and constructed to the satisfaction of the City prior to occupation of the development.
 13. A refuse management plan indicating the method of rubbish collection is to be submitted prior to the commencement of development, and approved by the City prior to the development first being occupied.
 14. An on-site stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. Details of the proposed stormwater drainage system is required to be submitted to, and approved by the City, prior to the commencement of development.
 15. All development shall be contained within the property boundaries.
 16. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings. Details of the location of such plant shall be submitted to, and approved by the City, prior to the commencement of development.
 17. The parking bays, driveways and access points shall be designed in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004) and Off-street Parking for People with Disabilities (AS/NZS2890.6 2009). Such areas are to be constructed, drained and marked prior to the development first being occupied, and thereafter maintained, to the satisfaction of the City. Details shall be provided to, and approved by the City, prior to commencement of development.

Advice Notes

1. Further to condition 1, where an approval has so lapsed, no development shall be carried out without the further approval of the City having first being sought and obtained.
2. The applicant 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. All signage shall be the subject of a separate application for planning approval.
4. The City's local laws require bins on commercial properties to be stored within an enclosed bin storage area at all times. Bin storage areas must incorporate wash down facilities and the minimum specification is a suitable sized enclosure with a solid concrete floor graded to an industrial floor waste connected to sewer and provided with a hose cock.
5. The proposed lunch bar is to comply with the *Food Act 2008*. Consideration should be given to the mechanical ventilation likely required for a lunch bar kitchen and given the location of this premises against the property boundary the location of exhaust outlets so as to comply with the provisions of the BCA and AS1668.2.
6. If seating is provided for more than 20 persons both inside and outside the lunch bar, public toilets will be required for customers.

Background:

Property Address:	Lot 40 (6) and Lot 201 (8) Packard Street, Joondalup
Zoning MRS:	Urban
TPS:	Service Industrial
Use Class:	Warehouse - P Showroom - P Lunch Bar - D
Strategy Policy:	N/A
Development Scheme:	<i>City of Joondalup District Planning Scheme No. 2</i> <i>Draft Joondalup City Centre Structure Plan (JCCSP)</i>
Lot Size:	Lot 40 - 3,068m ² Lot 201 - 6,134m ²
Existing Land Use:	Warehouse - P Vehicle Repairs - P
Value of Development:	\$3.1 million

The subject site is located at the corner of Winton Road and Packard Street, Joondalup, within the Joondalup Business Park. The Business Park is bound by Shenton Avenue to the north, the Mitchell Freeway to the west, Joondalup Drive to the east and Hodges Drive to the south (Attachment 1 refers). The development involves two separate sites which are owned by a single entity. Lot 201 (8) Packard Street is a corner property with frontages to both Winton Road and Packard Street; whilst the adjoining Lot 40 (6) Packard Street has a frontage to Packard Street only.

The site is zoned 'Urban' under the *Metropolitan Region Scheme* (MRS), and under the City's *District Planning Scheme No. 2* (DPS2) the site is zoned 'Service Industrial'. In addition to the development provisions of DPS2, due regard is to be given to the draft *Joondalup City Centre Structure Plan* (JCCSP). Council at its meeting of 11 December 2012 adopted the draft JCCSP following public consultation. The structure plan is considered to be a 'seriously entertained planning proposal' and

has therefore been referenced in assessment of this development. Under the draft JCCSP the site is located within the 'Business Support' precinct.

Currently Lot 201 (8) Packard Street consists of a mixture of warehouse and showroom components. The proposed development on this site involves the retention and expansion of the existing warehouse facility. The two existing showroom tenancies at the site will also be retained. The existing warehouse development at Lot 40 (6) Packard Street is proposed to be demolished and redeveloped with new warehouses, showrooms (including ancillary office space) and a lunch bar.

A drainage easement located in the rear north eastern corner of Lot 201 (8) Packard Street and a standalone electrical sub-station within Lot 66 (6F) Packard Street, to the south western corner of Lot 40 (6) Packard Street, are to both be retained and safeguarded from damage during construction works.

Amendment No.65 to DPS2

Due regard is required to be given to Amendment No. 65 to DPS2 which was adopted by Council at its meeting of 25 June 2013 and is currently with the Western Australian Planning Commission (WAPC) for consideration. The car parking standard for 'Showroom' is proposed to be modified under Amendment No. 65, which has implications for this proposed development.

Joondalup Design Reference Panel

This application was referred to the Joondalup Design Reference Panel (JDRP) on 2 June 2015.

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

The advice received is discussed further in the planning assessment section of this report.

Details:

The applicant seeks approval for a showroom, warehouse and lunch bar development at the subject lots. The proposed development consists of:

Lot 201 (8) Packard Street

- Retention of the existing 2155m² warehouse and two smaller warehouse/showroom tenancies totalling 780m² NLA;
- An expansion of the existing warehouse with an additional 625m² of 'warehouse' and 'showroom' NLA; and
- A 46 bay car park accessible from Winton Road and Lot 40.

Lot 40 (6) Packard Street

- Demolition of existing buildings and the development of 1250m² of 'warehouse' and 390m² of 'showroom' NLA which is inclusive of associated office space.
- A 57m² 'lunch bar'; and
- 29 car parking bays accessible from Packard Street and the adjoining development at Lot 201.

Development plans and building perspectives are provided as Attachment 2 and 3, landscaping concept plan provided within Attachment 4.

Legislation & policy:

Legislation

- *Planning and Development Act 2005;*
- *Metropolitan Region Scheme; and*
- *City of Joondalup District Planning Scheme No. 2*
 - *Draft Joondalup City Centre Structure Plan.*

State Government Policies

Nil

Local Policies

Council Policy - Environmentally Sustainable Buildings within the City of Joondalup

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

The checklist for the proposed development is provided as Attachment 5.

Consultation:

Public Consultation

Clause 6.7.2 of DPS2 enables public consultation to be undertaken prior to the consideration of an application for planning approval where this is considered necessary and/or appropriate. In this instance, it is considered that the proposal is consistent with the objectives of the 'Service Industrial' zone and the draft JCCSP. It is not anticipated that the development will have a detrimental impact on surrounding developments, or the locality. As such, public comment has not been sought.

Consultation with other Agencies or Consultants

Not applicable.

Planning assessment:

The proposal is for the retention of, and extension to, the existing warehouse/showroom facility at Lot 201 (8) Packard Street and the redevelopment at Lot 40 (6) Packard Street to include new two new warehouse tenancies, two showrooms (and associated ancillary office space) and a lunch bar.

Across both development sites there is to be a total of six warehouse tenancies with a total floor area of 4,600m², four showroom tenancies with a total floor area of 600m² (including 280m² of mezzanine office space supporting the showrooms), as well as a 57m² lunch bar development providing seating for eight persons within an outdoor dining area.

The development has been assessed against the requirements of DPS2 and the draft JCCSP. The objectives of the 'Service Industrial' zone are to:

- (a) accommodate a range of light industries, showrooms and warehouses, entertainment and recreational activities, and complementary business services which, by their nature, would not detrimentally affect the amenity of surrounding areas; and
- (b) ensure that development within this zone creates an attractive façade to the street for the visual amenity of surrounding areas.

The objectives of the 'Business Support' district under the draft JCCSP are:

- (a) to provide for the creation of a well designed and attractive business park style development with a range of service commercial uses;
- (b) to provide a location for the development of businesses with larger floor space requirements that would be inappropriate in the Central Core district; and
- (c) to ensure that development contributes to the provision of attractive streetscapes.

Land Use

The applicant seeks approval for the development to primarily be used as 'Warehouse' and 'Showroom' which under DPS2 are both a permitted ("P") land use within the 'Service Industrial' zone. The proposed 'Lunch Bar' is a discretionary ("D") land use.

A 'Lunch Bar' is considered appropriate within the 'Service Industrial' zone in this instance as it is able to provide take away food to employees and customers frequenting not only the subject site but also surrounding businesses. It is in addition considered to provide for land use diversity within the Joondalup Business Park area.

'Warehouse', 'Showroom' and 'Lunch Bar' are proposed to be permitted ("P") land uses within the 'Business Support' district of the draft JCCSP.

Building Setbacks

The proposed development is subject to the setback provisions of clause 3.10.2 of DPS2 and the draft JCCSP. The following table outlines in bold the building setbacks

of the development that do not comply with the provisions within DPS2 and the draft JCCSP:

DPS2 Requirement	Lot 201 (8) Packard Street	Lot 40 (6) Packard Street
Minimum setback from the street boundary of 6 metres.	Front- Southern boundary (Packard Street) = 12.5 metres.	Front - Southern boundary (Packard Street) = 3 metres to lunch bar outdoor seating area.
Minimum setback from other street boundaries of 3 metres.	Left - Western boundary (Winton Road) = Nil retaining wall setback, nil canopy setback and 1.8m building setback. Bin store setback 3 metres.	Left - Western boundary (internal boundary to 8 Packard Street) = 1.8 metres.
Setbacks from side and rear boundaries shall comply with the Building Code of Australia.	Right - North eastern boundary (internal boundary to 6 Packard Street) = 1.8 metres. Rear - north western boundary = 1.6 metres.	Right - north eastern boundary = Nil Rear - north western boundary = 4.5 metres.

It is noted that under the draft JCCSP there is a minimum setback of three metres to the street alignment and as per DPS2 there is no minimum or maximum side or rear setback requirement. As the proposed three metre setback to the lunch bar's outdoor seating area complies with the draft JCCSP it is considered to be appropriate in this instance.

The proposed retaining wall setback of nil on Lot 201 (8) Packard Street, is considered to be appropriate in this instance as, it is an extension of an existing retaining wall structure. This extension will provide a pedestrian path and modified vehicle access to the site. The survey provided with the development application indicates a three metre minimum level difference between the road reserve (42.91 AHD) and the proposed building line of the warehouse addition (39.89 AHD).

Given the proposed level of articulation to the Winton Road building facade, in addition to landscaping in front of the large areas of glazing, the reduced building setback of 1.8 metres is considered be a positive contribution to the Winton Road streetscape in terms of activation and surveillance. The nil canopy building setback is of public benefit as the canopy is required to protect pedestrians from the elements.

Car Parking

The development proposes 75 on-site car parking bays located across both Lot 201 (8) and Lot 40 (6) Packard Street, Joondalup, as well as 10 on-street car bays proposed to be constructed within the verge area of Packard Street. It is noted that the car parking requirement for the site under the draft JCCSP is as per Table 2 of DPS2. The table below sets out the car parking requirement for the site under both DPS2 and Scheme Amendment No. 65:

	Car Parking Standard	
	DPS2	Amendment No.65
Warehouse (4600m²)	1 bay per 50m ² NLA =92 bays	1 bay per 50m ² NLA = 92 bays
Showroom and ancillary office (600m²)	1 bay per 30m ² NLA = 20 bays	1 bay per 50m ² NLA = 12 bays
Lunch bar (57m² seating 8 persons)	1 bay per 4 guests in seated areas and 7 bays per 100m ² NLA = 6 bays	1 bay per 4 guests in seated areas and 7 bays per 100m ² NLA = 6 bays
Total car bays required	118 on-site	110 on-site
Total car bays provided	75 on-site + 10 on-street	75 on-site + 10 on-street

As demonstrated above, the calculated shortfall across the site is to be reduced from 43 bays (36.4%) under DPS2 to 35 bays (31.8%) under Amendment No. 65. If the on-street parking bays are factored in, the shortfall is reduced to 33 bays (27.9%) under DPS2 and 25 bays (22.7%) under Amendment No. 65.

In support of the development, the applicant has provided a transport statement to demonstrate that the amount of car parking to be provided on-site will be adequate (Attachment 6 refers). Based on a parking occupancy survey for a representative weekday period, a peak demand of 35 bays (60% of existing supply) was observed. The report also states that the future scenario, consisting of an increase in warehouse and showroom NLA and an additional lunch bar, is expected to generate a peak parking demand of between 70 and 77 bays only.

Upon request the applicant has provided an estimated maximum number of employees per tenancy which totals 42 persons across the development sites. This has been tabled below, along with the City's estimation in regards to the likely number of customers expected to frequent each tenancy, based on the Amendment No. 65 parking requirements, which totals totalling 21 persons. The peak demand across the site based on the maximum employee numbers supplied by the applicant is 63:

	Tenancy	Applicants Estimated Maximum No. of Employees	Estimated No. of Customers at one time
Lot 201 (8) Packard Street	Warehouse 1	7	Nil
	Warehouse/Showroom 2	3	2
	Warehouse/Showroom 3	3	2
	Warehouse/Showroom 4	4	2
Lot 40 (6) Packard Street	Tenancy 1 – Lunch Bar	2	8
	Tenancy 2 – Warehouse/Showroom	8	1
	Tenancy 3 – Warehouse/Showroom	9	2
	Tenancy 4 – Warehouse	3	2
	Tenancy 5 - Warehouse	3	2
	Total car bays required	42	21

Total estimated number of employees and customers	63 persons
Total car bays provided	75 on-site

Based on the City's calculations above, which required a total of 63 car bays for employees and customers, there is to be a possible surplus of 12 car parking bays across the site.

It should be noted that the estimated number of customers for showroom/warehouse tenancies has been based purely on the total floor area of the showroom component of a tenancy only and the proposed Amendment No. 65 car parking standard. When considering the nature of a typical warehouse in terms of customer generation, it is identified as generally being considerably lower than that of a showroom. Customer visitation is infrequent and often only occurs when and if a customer is required to physically 'pick-up' a good sold by the business occupying the tenancy. This is particularly relevant given that in excess of half of the overall 'Warehouse' NLA is to be utilised by Harvey Norman for storage, in addition to the existing Warehouse 1 and proposed Warehouse 4 at Lot 201 (8) Packard Street and potentially within proposed T4 and T5 at Lot 40 (6) Packard Street.

Realistically, the highly mechanical nature of a warehouse operation, reduces the number of employees per tenancy significantly. This, in conjunction with the low number and frequency of customer visitations, highlights the out dated nature of the car parking requirement within DPS2 and renders the 10 additional on-street bays along Packard Street as un-necessary and are not supported by the City.

On the basis of the above, it is considered that the car parking provided on-site is sufficient to support the proposed development provided the number of employees for each unit is limited through a condition. This restriction takes into account the potential for these businesses, and their number of employees, to grow by up to two employees each. It is noted that the existing Warehouse 1, Warehouse/Showroom 2 and Warehouse/Showroom 3 are to remain un-changed and therefore the condition of approval restricting the maximum number of employees does not include these tenancies.

Landscaping

The applicant has provided a landscaping plan indicating 7.7% of soft landscaping proposed cumulatively across both sites, in lieu of the 8% required under DPS2 (Attachment 4 refers). The table below sets out the landscaping requirement for the site under DPS2:

DPS2 Requirement	Lot 201 (8) Packard Street	Lot 40 (6) Packard Street
Minimum of 8% of the area of a development site shall be soft landscaping.	7.15% soft landscaping	8.3 % soft landscaping.
An area no less than 3 metres wide landscaping strip within the lot along all street boundaries.	Minimum landscaping strip width of 1.8 metres adjacent to Winton Road.	Minimum landscaping strip width of 3 metres adjacent to Packard Street.

One shade tree for every four (4) car parking bays.	Five shade trees, in lieu of 11.75 (12).	Three shade trees, in lieu of 7.25 (8).
--	---	--

The requirements for landscaping under the draft JCCSP are as per DPS2.

The 7.7% of soft landscaping is appropriate given there is to be a considerable increase to the existing amount of soft landscaping across the sites and significant landscaping is provided in the verge. The applicant has proposed a mixture of soft and hard brick paved landscaping area behind the proposed development at Lot 40 (6) Packard Street which is to be used by future employees.

In regard to the 1.8 metre and 2.5 metre wide landscaping strips at the Winton Road and Packard Street frontage, it is considered that these reductions, in lieu of the three metre requirements, are sufficient given the proposed verge landscaping areas which will visually result in a greater than three metre barrier between the road reserve, proposed development and associated car parking areas.

In accordance with DPS2 and the draft JCCSP, shade trees are to be provided at a rate of one tree for every four bays. The applicant has proposed a total of eight trees across 75 car bays, thus providing one tree for every 9.4 bays. It should be noted that the applicant is proposing to retain 13 significantly established trees, located both within the verge and within property boundaries. These trees provide ample shade to the current and future car parking areas.

It is considered that when viewed from the street, the overall visual impact of the development will be considerably enhanced by the proposed landscaping, in combination with the retention of established vegetation on and surrounding the sites.

Environmentally Sustainable Design

The applicant has completed the City's Environmentally Sustainable Design checklist (Attachment 5 refers) demonstrating the inclusion of environmentally sustainable design elements. The checklist indicates that the development has been designed to make use of recycled/recyclable/natural materials; aims to reduce water use and incorporate water efficient technologies; passive shading of glass with the inclusion of canopies over north facing glazing; and proposes to include low energy technologies and natural/fan forced ventilation. The development application also seeks to significantly increase soft landscaping whilst retaining existing vegetation.

It is noted that the development proposal does not include bicycle parking facilities and as such the City has included an advice note encouraging the provision of suitable amounts of shaded, secure, bicycle parking areas and associated end-of-trip facilities on the site.

Joondalup Design Reference Panel

The JDRP met on 2 June 2015 to discuss the proposal. Overall the JDRP was supportive of the application, in particular the new development at Lot 40 (6) Packard Street. The JDRP did however comment on the lost opportunity in terms of an update to the existing warehouse/showroom facade and/or architecture at Lot 201 (8) Packard Street. The key points raised by the JDRP, and the applicant's responses are provided below:

- There was discussion regarding the number of bays that are required to service the development as opposed to the amount of bays required under DPS2. The applicant was asked to provide further information in regards to realistically how many future employees the warehouse and showroom components would have.

Applicant's response:

The applicant advised that the traffic report identified an underutilised car park and following a survey that was done over several days, noted that the tenancies can survive on much less parking. There are 75 car bays proposed on site and the estimated number of staff across all tenancies would occupy 42 car bays, assuming all regular & peak staff drive independently occupying one bay per person. In addition, less staff are required due to the introduction of new technology and clients are likely to arrive and leave in 20 minutes or less. This implies that customers & visitors would have the balance of the 33 remaining car bays even during peak staffing times. The proposed 10 on-street car bays along Packard Street would alleviate peak period demand outside expectations.

- A further comment from the JDRP related to the formalising of 10 parking bays along Packard Street, was that the bays are not needed considering the width of the road.

Applicant's response:

The applicant advised that the parking was indented to allow for more formal parking and prevent a possible dangerous situation and that the street bays are pending approval from the City.

City comment:

The City agrees that the 10 proposed on-street car bays proposed within the Packard Street road reserve are un-necessary given the 10 metre wide carriageway width is able to accommodate informal on-street car parking arrangements. Formalising these bays is not required in this instance.

- The JDRP noted that constraints appear to be around the parking and queried whether there could be a better design outcome in terms of pedestrian connectivity and movement across both sites.

Applicant's response:

The applicant agreed with the panel's comments regarding the need to enhance pedestrian connections and permeability across the site. Subsequently, amended plans were received indicating a new pedestrian footpath within the Packard Street verge area in front of Lot 201 (8) and Lot 40 (6) Packard Street which is to connect with the existing pedestrian footpath within the Winton Road verge. The new path will allow pedestrians a clear route to the lunch bar at the eastern corner of Lot 40 (6) Packard Street.

City comment:

The City is satisfied with the location of the proposed pedestrian foot path within the Packard Street road reserve. A condition of approval has been included

regarding the construction of the footpath to the satisfaction of the City prior to the development first being occupied.

- The JDRP pointed out that the Winton Road elevation of Lot 201 (8) Packard Street appeared to have a lack of awning treatment for pedestrians.

Applicant's response:

The applicant agreed with the need to incorporate canopies into the design of the development.

City comment:

Subsequently, amended plans have been received which clearly demonstrate the location of canopies over all entrances to the building, providing suitable cover for pedestrians.

- The JDRP queried if the facade of the rear warehouse tenancies T4 & T5 of Lot 40 (6) Packard Street could be further articulated. The JDRP discussed the possibility of additional textural/material treatment of the walls.

Applicant's response:

The applicant agreed that given the opportunity, the street facing facades of these tenancies could be further developed.

City comment:

Subsequently, amended plans were received which include added glazing to the front of these tenancies, which further articulate and alleviate this building facade.

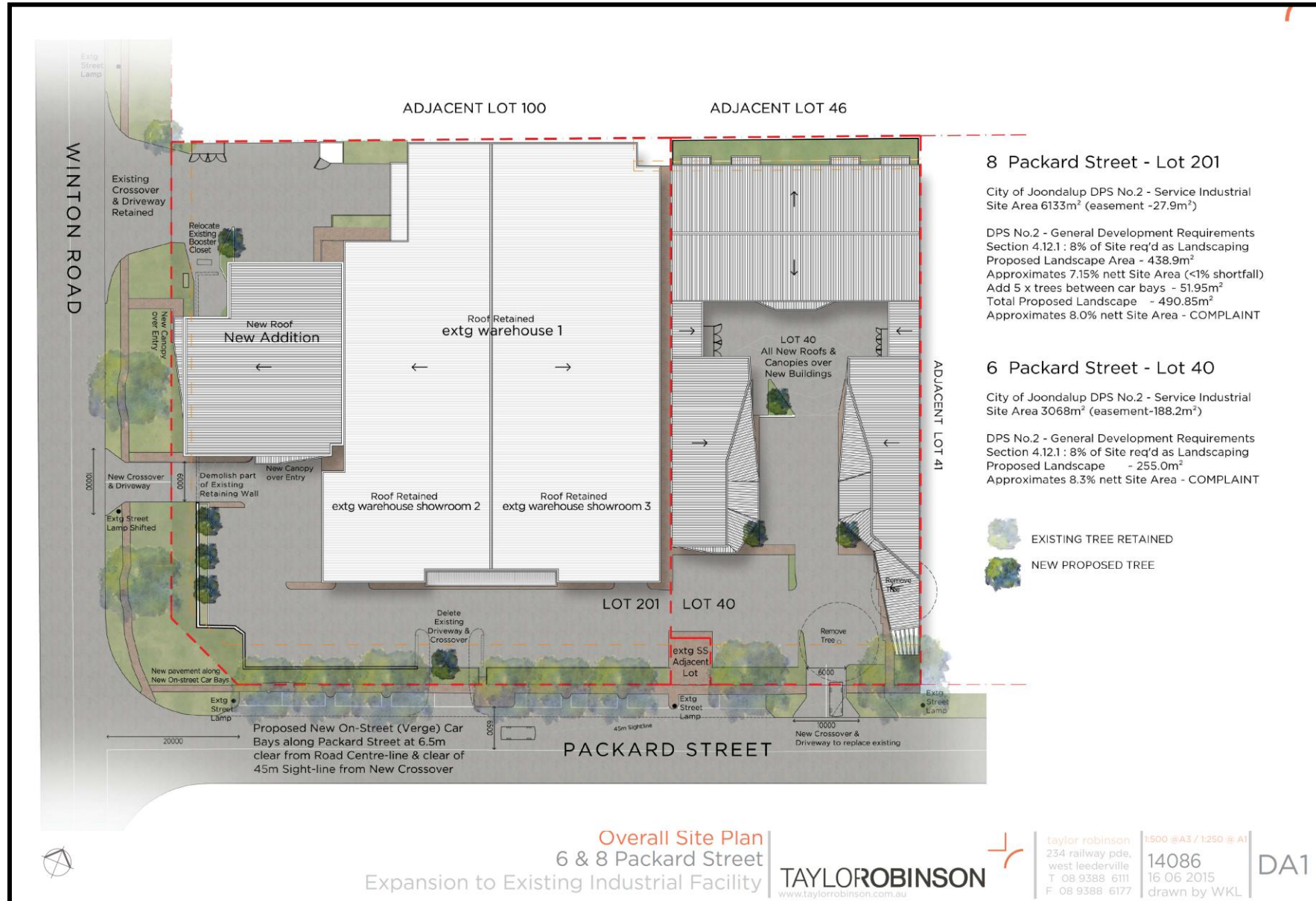
Conclusion:

The proposed development meets the requirements of DPS2 and the draft JCCSP with the exception of the aspects discussed in this report. It is considered that the design variations should be supported as the development will provide for a built form outcome that is active and interesting to both Winton Road and Packard Street frontages.

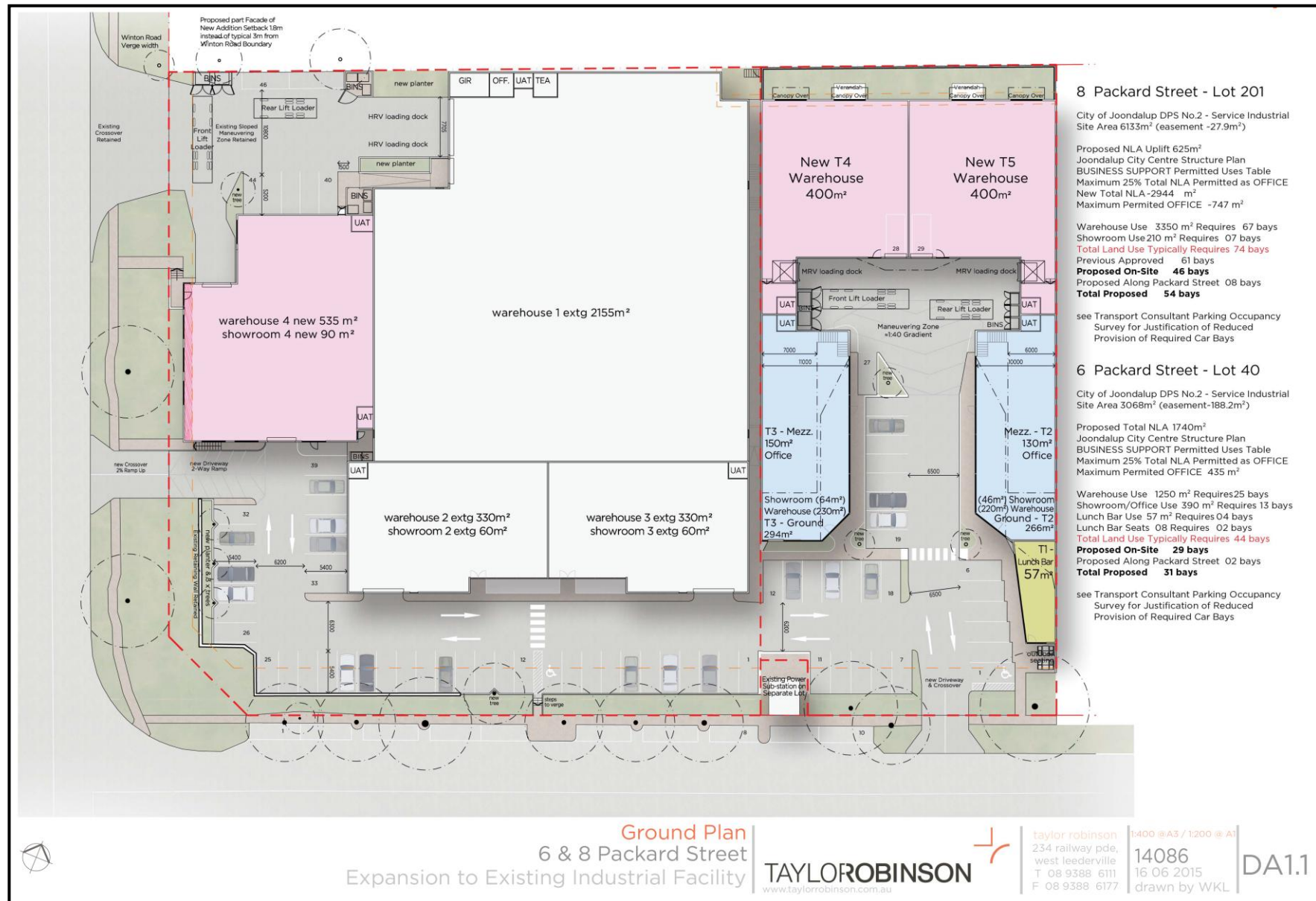
It is therefore recommended that the application be approved, subject to conditions.



ATTACHMENT 2



ATTACHMENT 2



ATTACHMENT 2



Elevations 1 & 2
6 & 8 Packard Street
Expansion to Existing Industrial Facility

TAYLOR ROBINSON
www.taylorrobinson.com.au

taylor robinson
234 railway pde,
west leederville
T 08 9388 6111
F 08 9388 6177

1:400 @ A3 / 1:200 @ A1
14086
16 06 2015
drawn by WKL

DA2

ATTACHMENT 2



ATTACHMENT 2









6 Packard Street - Perspective View 1
6 & 8 Packard Street
Expansion to Existing Industrial Facility

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14086
16 06 2015
drawn by WKL

DA7



6 Packard Street - Perspective View 2
6 & 8 Packard Street
Expansion to Existing Industrial Facility

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14086
16 06 2015
drawn by WKL

DA8



8 Packard Street - Perspective View 1
6 & 8 Packard Street
Expansion to Existing Industrial Facility

TAYLOR ROBINSON



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14086
16 06 2015
drawn by W/K

DA9



8 Packard Street - Perspective View 2
6 & 8 Packard Street
Expansion to Existing Industrial Facility

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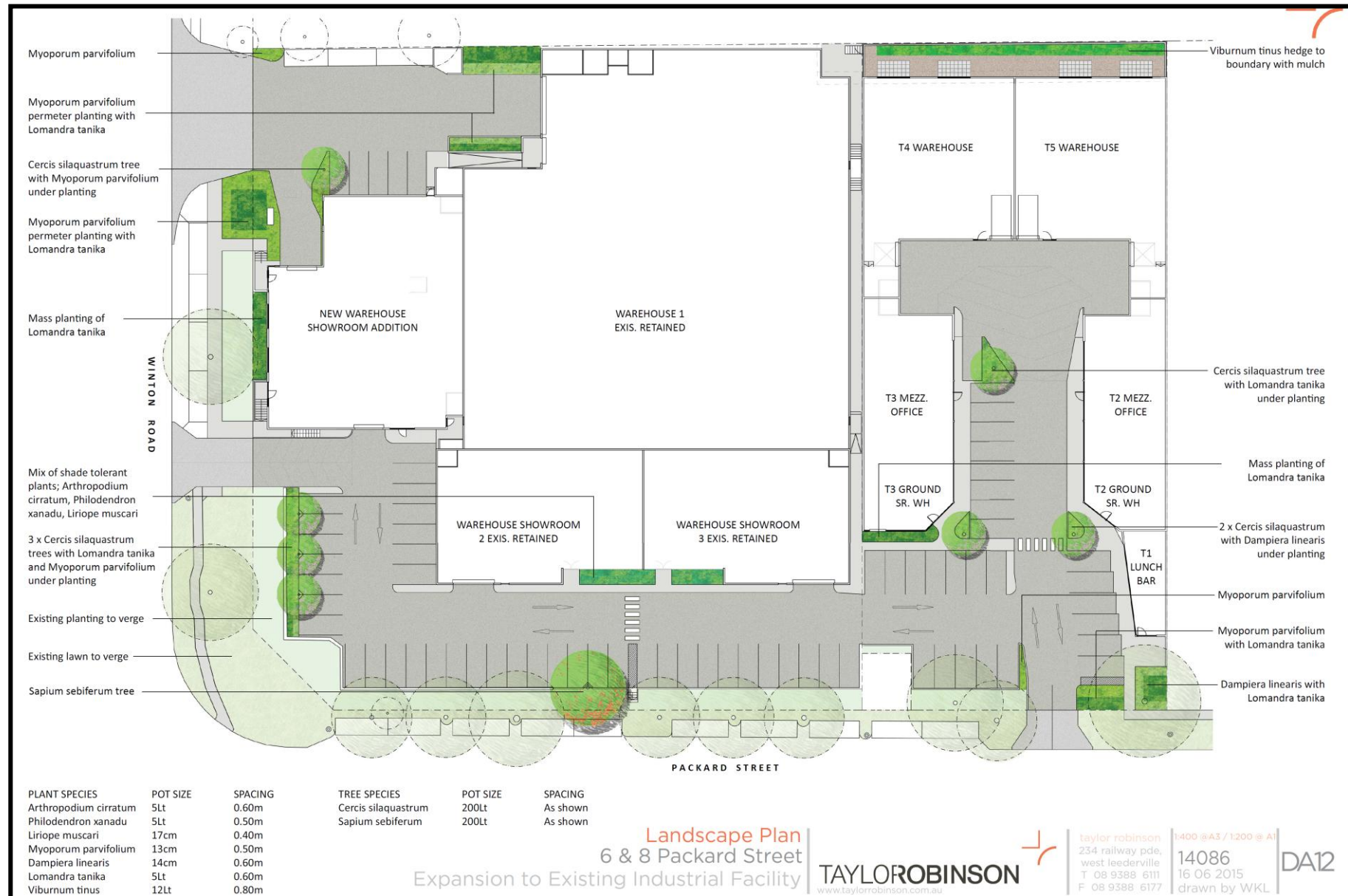
14086
16 06 2015
drawn by WKL

DA10

Landscaping concept plan

Page 1 of 1

ATTACHMENT 4





Environmentally Sustainable Design – Checklist

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

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

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

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

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

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

Siting and structure design efficiency

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

Does your development retain:

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

Does your development include:

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

ATTACHMENT 5

Energy efficiency

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

Do you intend to incorporate into your development:

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

Water efficiency

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

Does your development include:

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

Do you intend to incorporate into your development:

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

Materials efficiency

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

Does your development make use of:

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

Indoor air quality enhancement

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

Do you intend to incorporate into your development:

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

'Green' Rating

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

- ☐ Yes
- ☒ No

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

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

ATTACHMENT 5

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

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

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

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

Applicant's Full Name: WAYE KAT- LEUNG Contact Number: 93886111

Applicant's Signature:  Date Submitted: 7th MAY 2015

Accepting Officer's Signature: _____

Technical Memorandum

Title	6&8 Packard Street, Joondalup Parking Assessment		
Client	Taylor Robinson	Project No	CEP02374
Date	May 2015	Status	Revision B
Author	Sneha Rapur	Discipline	Traffic and Transport
Reviewer	Jacob Martin	Office	Perth

1 Introduction

Cardno has been commissioned by *Taylor Robinson* to complete a traffic study consisting of a parking assessment for the proposed development/ expansion of 6&8 Packard Street.

The objective of the parking assessment is to review the existing parking activity on site and assess the future parking requirement as a result of the proposed expansion of warehouse and showroom facilities.

This Technical Memorandum details the use of parking based on existing observed behaviour, in comparison to the statutory requirement. Future parking demand for the proposed development has been determined and assessed in the context of a parking potential surplus/shortfall. Recommendations regarding legitimate use of adjacent parking and availability of space to formalise on-street parking have also been included.

1.1 Study Site

The study site comprises of the properties of 6 and 8 Packard Street, as shown in **Figure 1**. 8 Packard Street is a corner property with frontages on both Winton Road and Packard Street while the adjacent property, Packard Street has a frontage onto Packard Street only.

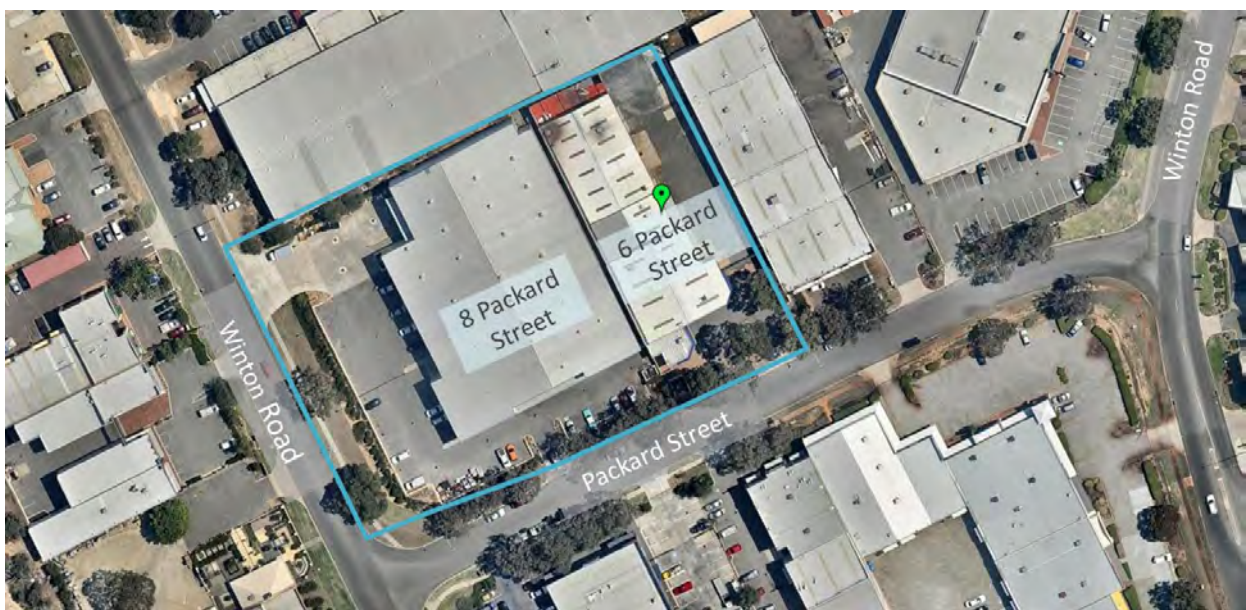


Figure 1 Study site – 6 & 8 Packard Street, Joondalup

Currently, 8 Packard Street consists of a mixture of warehouse and showroom components. 6 Packard Street consists of a warehouse.

The following Table 2 presents the existing land uses yields for the study site.

Table 2 Land-use Components of the Existing Study Site

Property	Component	Land use	NLA (sq m)
8 Packard Street	Warehouse 1 (Harvey Norman)	Warehouse	2,155
	Warehouse 2 (MM Electrical Merchandising)	Warehouse	330
	Warehouse 3 (Pedders Suspension)	Warehouse	330
	Showroom 1 (Associated with Warehouse 2)	Showroom	60
	Showroom 2 (Associated with Warehouse 2)	Showroom	60
6 Packard Street	Warehouse	Warehouse	1,400

8 Packard Street includes a total of 58 parking bays, with an additional 12 parking bays provided at 6 Packard Street. All service/delivery activity is understood to be retained on-site.

The following **Figure 2** presents a detailed existing site plan of No. 8 Packard Street.

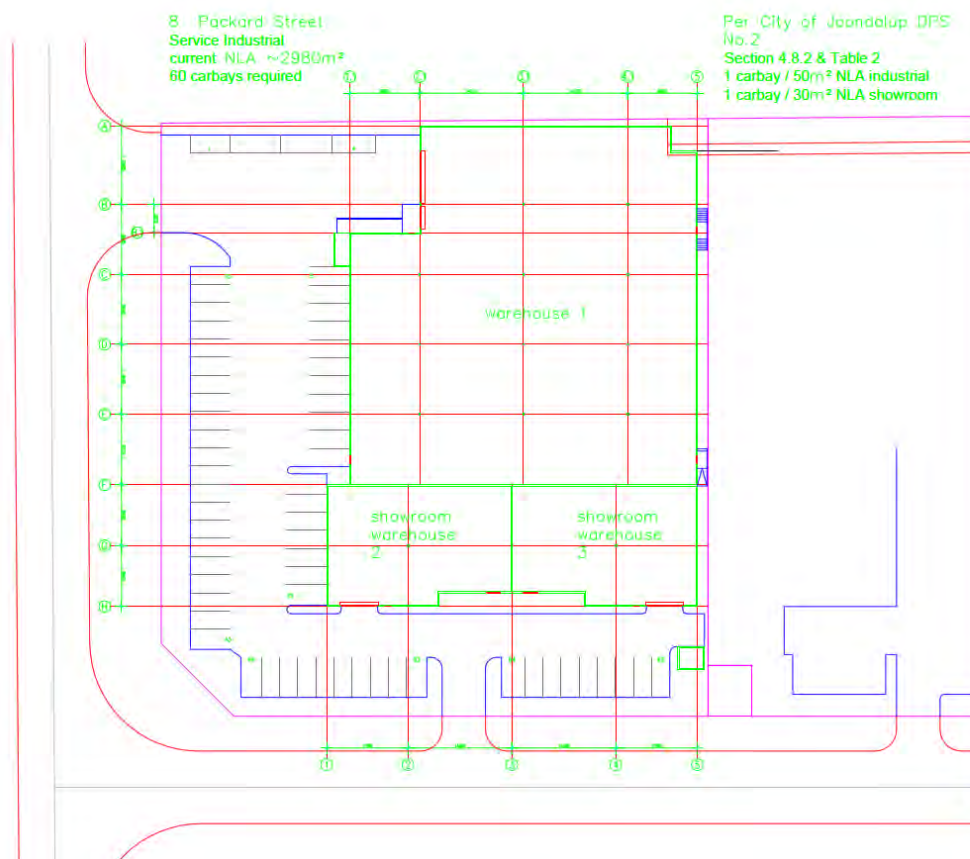
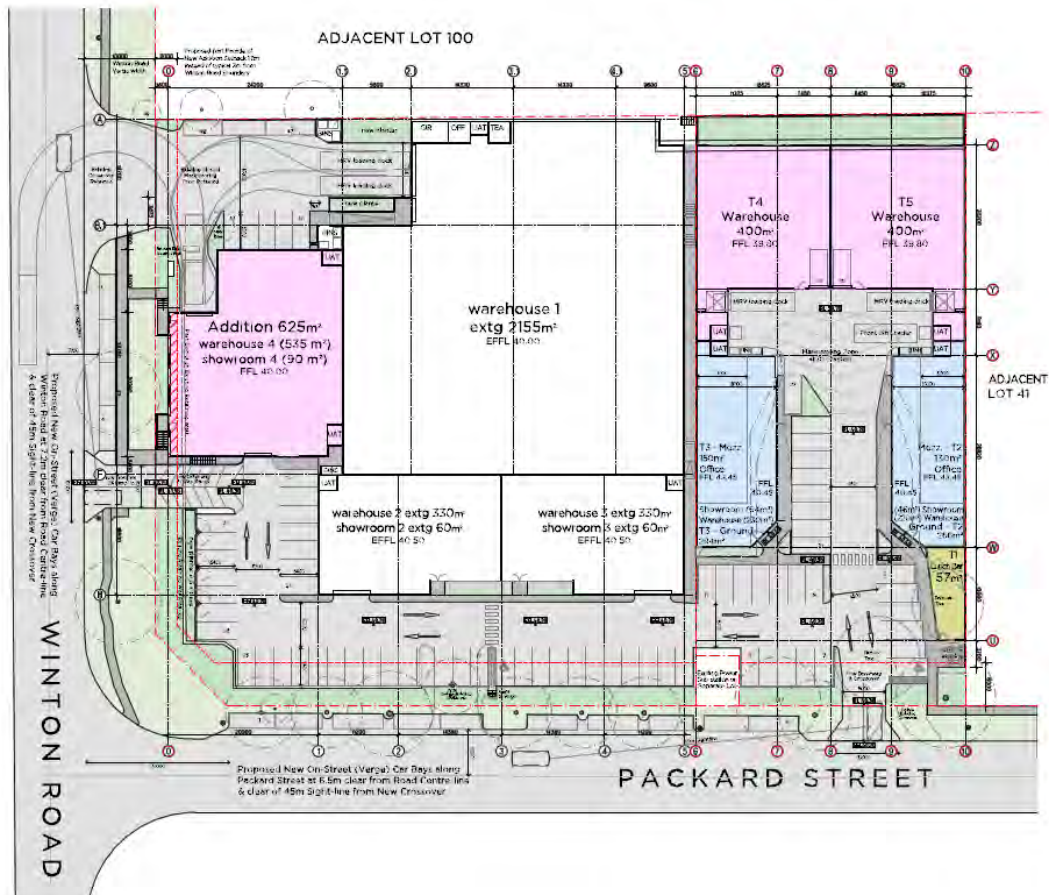


Figure 2 No. 8 Packard Street – Existing Site Layout

1.2 Proposed Development

The proposed future development would involve the expansion of the Harvey Norman Warehouse facility at 8 Packard Street while 6 Packard Street would be developed with new warehouses and showrooms. The two other smaller light industrial tenancies (showroom) would be retained within 8 Packard Street.

The following **Figure 3** presents the preliminary plan for the proposed expansion of the study site.



Source: Taylor Robinson

Figure 3 Proposed Preliminary Plan for 6&8 Packard Street

The proposed land-use components based off the preliminary plan are presented in **Table 3** below.

Table 3 Land use Components of the Proposed Expansion/ Development of the subject site

Property		Land-use	NLA (sqm)
8 Packard Street	Warehouse 1	Warehouse	2,155
	Warehouse 4 extension		635
	Warehouse 2		330
	Warehouse 3		330
	Showroom 1	Showroom	60
	Showroom 2		60
	Office/Showroom 4	Office	90
6 Packard Street	T1	Lunch bar	57
	T2	Warehouse	220
	T3		230
	T4		400
	T5		400
	T2	Office/Showroom	176
	T3		214

The preliminary plan provides for 76 parking bays on site and 14 bays on-street for a total of 90 car parking bays.

2 Methodology and Scope

The completed assessment methodology focuses on the existing utilisation of parking at the existing location to forecast future parking behaviour.

The scope of the parking assessment consisted of the following:

- > **Parking occupancy surveys:** To understand the existing parking behaviour on site.
- > **Identification of peak parking demand:** To derive the peak parking demand from the occupancy survey results so as to establish the peak parking utilization rate and to estimate the land use parking requirement rate.
- > **Determination of the future demand:** To estimate parking requirement for the redeveloped scenario based on observed behaviour.

For the purpose of the assessment, the existing development within the site has been divided into two land-use components:

- > Showroom
- > Warehouse

The parking demand for these components has been examined separately and forecast for the future scenario. Parking supply is assumed to be shared across the two Lots of 6 & 8 Packard Street to maximise the efficiency of the on-site supply. This behaviour is supported by the internal circulation road.

3 Parking Assessment

3.1 Statutory Parking Requirement

The car parking requirements for the City of Joondalup are listed in Table 2 of the *City of Joondalup District Planning Scheme No. 2* (DPS2). **Table 4** below is an excerpt from the DPSP2, which presents the Statutory Supply Rates for the component land uses relevant to the proposed site development.

Table 4 Statutory Supply Rates for the Land-uses

Land-use Component	No. of bays
Warehouse	1 bay / 50 sq.m NLA
Showroom / Office	1 bay/ 30 sq.m NLA
Lunch bar	7 bays per 100sq.m NLA + 1 per 4 guests seated

Based on the statutory supply rates, the proposed development would require the provision of 118 Parking Bays as shown in **Table 5**.

Table 5 Parking Requirement based on Statutory Supply Rates enforced through City of Joondalup's DPSP2

Land-use Component	Land-use	Area (sq m)	Statutory Requirement
Warehouse 1	Warehouse	2,155	67
Warehouse 1 extension		535	
Warehouse 2		330	
Warehouse 3		330	
T2		220	
T3		230	
T4	Warehouse	400	25
T5		400	
Showroom 2		60	
Showroom 3	Showroom / Office	60	7
Showroom 4		90	
T2		176	
T3	Showroom / Office	214	13
T1		57	
		57	
	Lunch bar	57	4
	Seats (8)	-	2
Total		5,257	118

3.2 Theoretical Parking Demand

Theoretical parking demand rates have been derived from the Institute of Transport Engineers' (ITE) *Parking Generation* (4th Edition). This publication is considered to be best-practice with respect to parking demand. The information used to populate the ITE *Parking Generation* guide has been obtained from a series of site surveys completed throughout the United States. The rates obtained through this document have been calibrated to on-site conditions.

The theoretical parking demand rates relevant to the proposed development are presented in the **Table 6** below. For the purpose of determining the theoretical demand, the 85th percentile has been used as a conservative estimate.

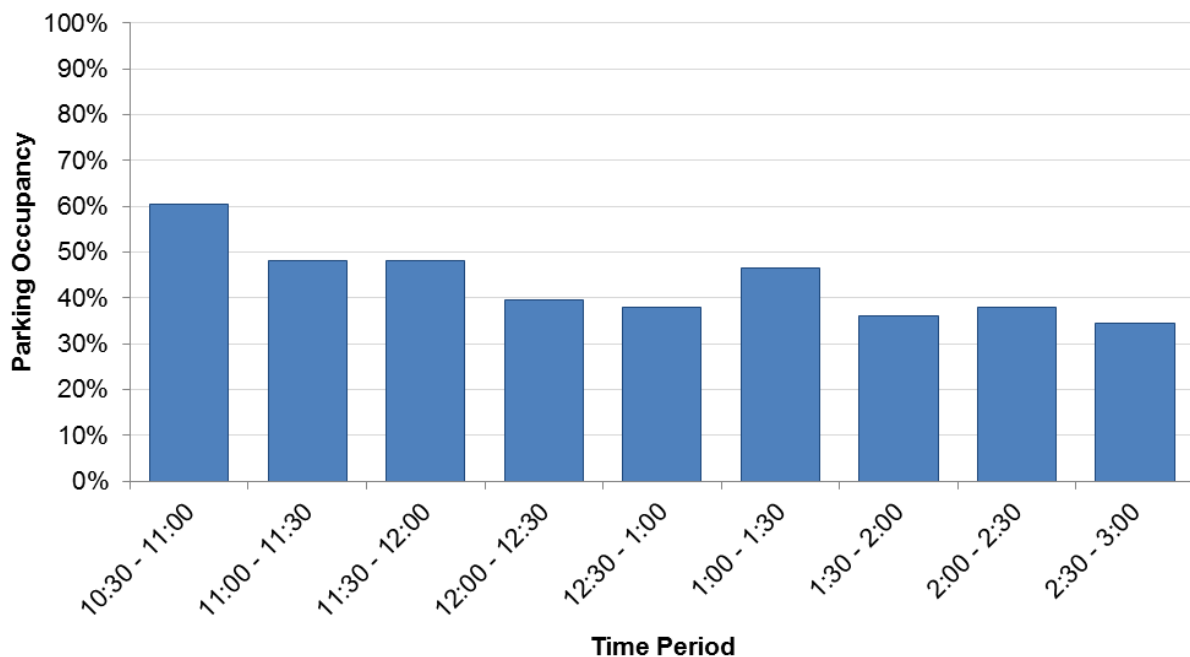
Table 6 Theoretical Parking Demand Rates

Land use Component	Percentile Demand	Theoretical Parking Demand (Bays/1000 Sqft GFA)
Warehouse	85th Percentile	0.81
	Average	0.51
Showroom	85th Percentile	2.74
	Average	2.25
Lunch Bar	85th Percentile	14.5
	Average	12.4

3.3 Existing Parking Utilization

Cardno conducted a parking occupancy survey on Monday 9 February, 2015 across the midday peak parking period. The results of the assessment showed that the parking peaked during 10 to 11 AM. A graph representing parking occupancy is shown in **Figure 4**.

Figure 4 Parking Occupancy Across the Subject Site



In the period, a maximum of 35 bays were occupied out of the 62 available spaces on site at 8 Packard Street. In addition, 1 bay out of 12 available spaces were occupied at 6 Packard Street, which can be

attributed to its current vacancy. Nevertheless, this suggests a peak occupancy of 60% for the existing showroom/warehouse land use mix.

An additional survey was conducted on the Saturday 21 February. However, peak parking demand was observed to be significantly lower than the weekday observation, with a maximum occupancy of only 15 bays. If this observation is typical of weekend function, then it is clear that the weekday peak describes the maximum parking demand.

For the purpose of assessment, the existing land uses within the site have been identified as showroom and warehouse components, each with varying parking demand. **Table 7** presents the statutory requirement and theoretical parking demand for the existing scenario. From these results it appears that the actual demand on-site is roughly equivalent to the theoretical parking demands as described by the ITE parking guidelines. In contrast, the statutory requirements significantly overestimate the necessary parking supply.

Table 7 Statutory Parking Requirement Vs Theoretical Parking Demand for the Existing Subject Site

Property	Land-use	Area (sq m)	Statutory Requirement (no. of bays)	Theoretical Parking Demand – ITE (no. of bays)
Warehouse 1	Warehouse	2,155	57	25
Warehouse 2		330		
Warehouse 3		330		
Showroom 2	Showroom	60	4	4
Showroom 3		60		
Total			61	29

The proportional demand generation for these land uses is calculated in **Table 8** below. This is calculated by finding the theoretical proportion of each component to the total required parking on site with the existing developments.

Table 8 Theoretical split of land-use parking generation

	Statutory Rate	Parking Demand Rate (ITE)
Warehouse	93%	87%
Showroom	7%	13%

The existing peak maximum is 35 bays. Based on the theoretical split, it could be expected that the observed demand would comprise the following components, shown in **Table 9** below.

Table 9 Theoretical Demand Allocation

	Statutory Rate	Parking Demand Rate (ITE)
Warehouse	33 (93%)	31 (87%)
Showroom	2 (7%)	4 (13%)

It was observed during the on-site survey that demand for the showrooms varied significantly across the day, with peak parking as high as 8 vehicles.

It is understood that the warehouse currently operating at this location is highly automated, with very few on-site employees, this accounts for the low generation of this particular land use. Conversely, the showroom operates at a higher ratio than the statutory requirement due to the small footprint, creating a situation where employees comprise a much higher peak parking demand than would be the case for a larger showroom use.

3.4 Future Parking Requirement for 6 & 8 Packard Street (Combined)

Data for the existing store has been used for the assessment for the future requirement as it is considered representative of future function.

The future parking requirement for the site has been estimated using two methods as described below:

Method 1: Calibration of statutory requirements

A comparison of the observed peak parking demand to the statutory parking requirement shows that the current guidelines significantly overestimate the quantum of parking required, in the order of 172% of observed demand.

Given that the future statutory parking requirement calculated for the expansion of the site has been determined at 114 bays, on-site surveys would suggest that the future requirement for parking would be in the order of **67 bays** [$114 / 1.72$]

Method 2: Application of observed demand rates

If instead the observed parking behaviour and peak demand rates are applied directly, then the expected future requirement would be **74 bays** (consisting of 46 spaces to satisfy the warehouse demand and an additional 28 to satisfy the peak showroom demand). It is noted that the showroom component is likely to be less than this, given the reduced requirement for staff parking resulting from larger showroom areas.

The statutory parking requirement for the lunch bar component indicates a need for an additional 3 bays. Without an equivalent on-site use, observed count data is not presumed to account for this demand.

Total parking demand for the proposed land-use mix is expected to be **70-77 bays**.

Therefore, the proposed supply of 76 on-site parking bays is expected to accommodate peak parking on any average demand day. The additional on-street parking supply provided along Packard Street and Winton Road would remain available to accommodate occasional high peak demands, but is likely to be used only sporadically.

4 Summary

Cardno has been commissioned by *Taylor Robinson* to conduct a parking assessment for the proposed development / expansion of 6 & 8 Packard Street.

To this end, Cardno has conducted a parking occupancy survey for a representative weekday peak period. The existing land uses were determined to generate a peak demand for 35 bays (60% of existing supply).

Based on the observed demand, land-use parking demand rates for both showroom and warehouse components of the development have been estimated.

The future scenario, consisting of an increase in warehouse and showroom uses, in addition to a small lunch bar, is expected to generate a peak parking demand of between 70 and 77 bays. This can be compared to the statutory requirement of 118 bays, as defined by DPS2.

The proposed supply of 90 parking bays, consisting of 76 on-site and 14 on-street, is considered to be sufficient to accommodate the demand from the proposed redeveloped land uses.



Form 2 - Responsible Authority Report (Regulation 17)

Application Details:	Amendment to Ashby Neighbourhood Centre
Property Location:	Lot 9627 (6) Hollosy Way, Ashby
DAP Name:	Metro North-West Joint Development Assessment Panel
Applicant:	Planning Solutions
Owner:	Endeavour Properties
LG Reference:	DA2015/731
Responsible Authority:	City of Wanneroo
Authorising Officer:	Pas Bracone Manager, Planning Implementation
Application No and File No:	DP/11/02691
Report Date:	23 June 2015
Application Receipt Date:	4 May 2015
Application Process Days:	60
Attachment(s):	Attachment 1– Current Approval (LG ref: DA2014/1260) Attachment 2 – Location Plan Attachment 3 – Proposed Amendment Plans

Recommendation:

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

1. Accept that the DAP application reference DP/11/02691 as detailed on the DAP Form 2 dated 5 May 2015 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/11/02691 and accompanying plans (**Attachment 3**) in accordance with the provisions of the City of Wanneroo District Planning Scheme No. 2 and the Metropolitan Region Scheme, for the proposed minor amendment to the approved Shopping Centre at Lot 9627 (6) Hollosy Way, Ashby, subject to the following conditions:
 - a. Replacing plans A001, revision G; A002; and SK04.B.1, revision A of the existing approval LG ref: DA2014/1260, dated 25 September 2014, and P1.3; and P3.1, revision G of existing approval LG ref: DA2011/1208, dated 14 March 2012 with P1.0, revision A; P2.0; P3.0; and P5.0 included as **Attachment 3**.
 - b. Deleting Condition c) i) of the existing approval (LG ref: DA2014/1260, dated 25 September 2014) and replacing it with the following condition:
 - i. A minimum of 606 car bays being provided. The 42 on-street car parking bays along Blackberry Drive, Fomiatti Street and Hollosy Way may be included in the car parking calculation.



Background:

Insert Property Address:	Lot 9627 (6) Hollosy Way, Ashby
Insert Zoning	MRS: Urban
	DPS 2: Urban Development
	ASP 3: Centre
	ASP 77: Commercial
Insert Use Class:	Supermarket Recreation Centre Restaurant
Insert Strategy Policy:	N/A
Insert Development Scheme:	District Planning Scheme No. 2
Insert Lot Size:	1.8412 hectares
Insert Existing Land Use:	Vacant – 4 x Existing Development Approvals relating to Ashby Neighbourhood Centre (DA2011/1208, DA2013/352, DA2013/1137, DA2013/1551 and DA2014/1260)
Value of Development:	<\$50,000

On 14 March 2012, the Metro North-West Joint Development Assessment Panel (JDAP) conditionally approved an application for the Ashby Neighbourhood Centre at Lot 9612 (6) Hollosy Way, Ashby (DA2011/1208). The development included a liquor store, tavern and four non-retail/office units in addition to a supermarket, take-away food outlets, a service station, and several other retail and non-retail units.

The JDAP has since considered four (4) amendments to the Ashby Neighbourhood Centre development. On 30 May 2013, approval was granted for an amendment to the design of the Centre (DA2013/352). On 24 October 2013, approval was granted for several minor interior and exterior modifications to the Ashby Tavern (DA2013/1137). On 23 January 2014, approval was granted for a modification to the finished floor level and minor modification to the external facade of the Ashby Tavern (DA2013/1551). On 25 September 2014, approval was granted for a number of minor modifications to the Ashby Tavern as well as modifications to the car parking provision and site layout (DA2014/1260). A copy of the DA2014/1260 approval letter, along with the approved plans are provided as **Attachment 1**.

The site has frontages to Pinjar Road to the east, Hollosy Way to the South, Fomiatti Street to the west, and Blackberry Drive to the north. Currently, only the service station, tavern and liquor store, approved as part of DA2011/1208 and modified through subsequent amendments, have been constructed, with the rest of the site remaining vacant. A location plan of the Ashby Neighbourhood Centre is included as **Attachment 2**.

It is further noted that subdivision approval has been granted over the Ashby Neighbourhood Centre site (refer WAPC 147132) to create six (6) separate freehold lots.

Details: outline of development application

The proposed modifications to the Ashby Neighbourhood Centre are outlined below:

\\wcc-san\cow2925\$\cow2925's Documents\Offline Records (TL)\DA2015 731 - Amendment to Previous DAP DA2011 ~ 6 Hollosy Way ASHBY\DA2015 731 - DAP Report - Amendment to DAP2011 1208 - Ashby Neighbourhood ~ 6 Hollosy Way ASHBY.DOC



- Expand the Supermarket (Unit 3a) net lettable area (NLA) from the approved 2,400m² to 2,642m²;
- Expand the undercroft car parking area from the approved 44 car bays to a total of 129 car bays;
- Remove 3 Office units (Units 1, 2 and 4) with a total of 1,011.9m² NLA. These Office units were previously located within the undercroft level of the Supermarket (Units 1 and 2), and directly abutting the south eastern side of the Supermarket (Unit 4);
- Remove 4 Shop units (Units 5-8) with a total of 721.6m² NLA. These Shop units were previously located directly abutting the eastern side of the Supermarket;
- Provide 995m² of Recreation Centre below the Supermarket, fronting Fomiatti Street;
- Provide a 72 seat Restaurant within the Supermarket, with a total area of 90m²; and
- Remove 8 car parking bays directly abutting the southern side of the Supermarket.

Legislation & policy:

Legislation

Metropolitan Region Scheme (MRS)

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

East Wanneroo Cell 1 (Tapping and Ashby) Agreed Structure Plan No. 3 (ASP 3)

Ashby Neighbourhood Centre Structure Plan – Agreed Structure Plan No. 77 (ASP 77)

State Government Policies

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

Local Policies

Local Planning Policy 3.2: Activity Centres (LPP 3.2)

Consultation:

Public Consultation

Under Clause 6.7 of DPS 2, public notification of an application for planning approval involving a 'D' (Discretionary) use may be undertaken if the City considers it appropriate. The amendment proposes the addition of a 'Recreation Centre' which is a 'D' (Discretionary) use and a 'Restaurant' which is a 'P' (Permitted) use in the Commercial zone under DPS 2.

In this instance, consultation was not considered necessary as the proposed discretionary use of 'Recreation Centre' is considered an appropriate use within the Ashby Neighbourhood Centre and the Commercial zone.

Furthermore, the proposed modifications to the Ashby Neighbourhood Centre do not propose any further variations to the requirements of ASP 77 or DPS 2 which will negatively impact on the surrounding landowners.



Planning assessment:

An assessment of the proposal has been carried out against the provisions of DPS 2, ASP 3, ASP 77 and LPP 3.2. The proposed modifications generally comply with the provisions of these documents, and further comment is made on the provision of retail floorspace, car parking and land use suitability over the subject site as follows:

Retail Floorspace:

A summary of the retail floorspace re-allocation within the Ashby Neighbourhood Centre as part of the amendment proposal is included in the table below:

Land Use	Retail Floorspace (m ²) NLA in Current Approval	Retail Floorspace (m ²) NLA in Proposed Amendment	Change in Retail Floorspace (m ²) NLA
Supermarket (Unit 3a)	2400	2642	+242
Restaurant (Unit 3b)	0	90	+90
Shop	721.6	0	-721.6
Total	3121.6	2732	-389.6

The total retail floorspace allocation over the entirety of the Ashby Neighbourhood Centre site is included in the table below:

Land Use	Retail Floorspace (m ²) NLA
Supermarket (Unit 3a)	2642
Restaurant (Unit 3b)	90
Liquor Store (Unit 9)	627
Takeaway Food Outlets (Unit 14)	1194
Convenience Store (Unit 16)	263
Restaurant (Unit 24)	100
Total	4916m²

There is an overall decrease in the gross retail floorspace area of the Ashby Neighbourhood Centre by 389.6m² from the approved 5305.6m² NLA to 4916m² NLA.

ASP 77 permits a maximum retail floorspace limit of 7100m² NLA (rounded to the nearest 50m²). The total retail floorspace of 4916m² NLA of the Ashby Neighbourhood Centre as a result of the amendment is consistent with ASP 77.

Car Parking:

A summary of the car parking re-allocation within the Ashby Neighbourhood Centre as part of the amendment proposal is included in the table below:

Land Use	Car Parking Bays Required in Current Approval	Car Parking Bays Required for Proposed Amendment	Change in Car Parking Bay Requirement
Supermarket (Unit 3a)	168	184.94	+16.94
Restaurant (Unit 3b)	0	18	+18



Shop	50.51	0	-50.51
Office	33.73	0	-33.73
Recreation Centre	0	6.75	+6.75
Total	252.24	209.69	-42.55

There is an overall decrease in the number of car parking bays required on the Ashby Neighbourhood Centre site by 42.55 (43 bays) which can be attributed to the deletion of the 'Office' and 'Shop' uses on site.

With respect to the entirety of the Ashby Neighbourhood Centre site, following approval of the subject amendment, a total of 624 car parking bays are required to be provided on-site under DPS 2.

The amendment proposal indicates a total of 606 car parking bays provided for the Ashby Neighbourhood Centre site, of which 42 on-street car parking bays are included. This creates a total car parking bay shortfall on-site of 18 car parking bays.

A shortfall in car parking bays provided on-site has previously been considered and approved in preceding amendments. It is noted that a total shortfall of 157 car parking bays was approved as part of the existing approval (LG ref: DA2014/1260), which proposed 510 car parking bays in lieu of 667 car parking bays required at the time.

As part of the subject amendment, it is proposed to delete eight (8) car parking bays directly abutting the southern side of the supermarket, as well as to provide an additional 85 car parking bays in the undercroft car parking area to allow for a total of 129 car parking bays in the undercroft.

The subject amendment will reduce the overall car parking shortfall on-site from a total approved shortfall of 157 car parking bays to a total shortfall of 18 car parking bays. Therefore, as the overall car parking bay shortfall has been reduced by this amendment, the City supports the proposal.

Land Use Suitability:

The addition of a Recreation Centre which is a 'D' (Discretionary) use and a Restaurant which is a 'P' (Permitted) use within the Commercial zone under DPS 2 are considered acceptable uses within the Wyatt Grove Shopping Centre site and are deemed to meet the objectives of the Commercial zone under DPS 2 which are as follows:

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

Additionally, Clause 6.6.2 of DPS 2 requires Council to have due regard to the provisions of Clause 6.8 when exercising its discretion as to the approval or refusal of a planning application involving a 'D' (Discretionary) land use. In this regard, the proposal for a Recreation Centre has been assessed against and is considered to meet the relevant provisions of Clause 6.8 of DPS 2.



Conclusion:

The proposed amendment to the approved Ashby Neighbourhood Centre at Lot 9627 (6) Hollosy Way, Ashby has been assessed against the provisions of the City's DPS 2, ASP 77, ASP 3 and LPP 3.2. The proposal generally complies with the applicable development standards and is considered satisfactory. It is therefore recommended that the amendment proposal be approved subject to conditions.



Planning and Development Act 2005

City of Wanneroo District Planning Scheme No. 2

Metro North-West Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: Lot 9612 (6) Hollosy Way, Ashby

Description of proposed Development: Amendment to Ashby Tavern

In accordance with Regulation 8 of the *Development Assessment Panels Regulations 2011*, the above application for planning approval was **granted** on 25 September 2014, subject to the following:

1. Accept that the DAP Application reference DP/11/02691 as detailed on the DAP Form 2 Dated 18 July 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/11/02691 as detailed on the DAP Form 2 dated 18 July 2014 and accompanying plans (**Attachment 4**) in accordance with the provision of the City of Wanneroo District Planning Scheme No. 2 and the Metropolitan Region Scheme, for the proposed minor amendment to the approved Shopping Centre at Lot 9612 (6) Hollosy Way, Ashby, subject to the following conditions:
 - a. Replacing plans A001, revision 3; A201, revision 0; and A301, revision 0 of the existing approval (LG ref. DA2013/1551 dated 31 January 2014), with plans A001, revision G; A201, revision H; and A301, revision F included as **Attachment 4**.
 - b. Deleting Condition c) i) of the existing approval (LG ref: DA2013/352, dated 30 May 2013).
 - c. The following conditions being met to the satisfaction of the Manager, Planning Implementation:
 - i. A minimum of 510 parking bays being provided. The 43 on-street parking bays along Blackberry Drive, Fomiatti Street and Hollosy Way may be included in the car parking calculation;
 - ii. The fire tanks and pump room are only permitted to remain at the approved location until completion of the proposed future supermarket on the subject lot, after which they shall be relocation as per the drawings a002, dated June 2014; and SK04B.1, dated June 2014 (see **Attachment5**).

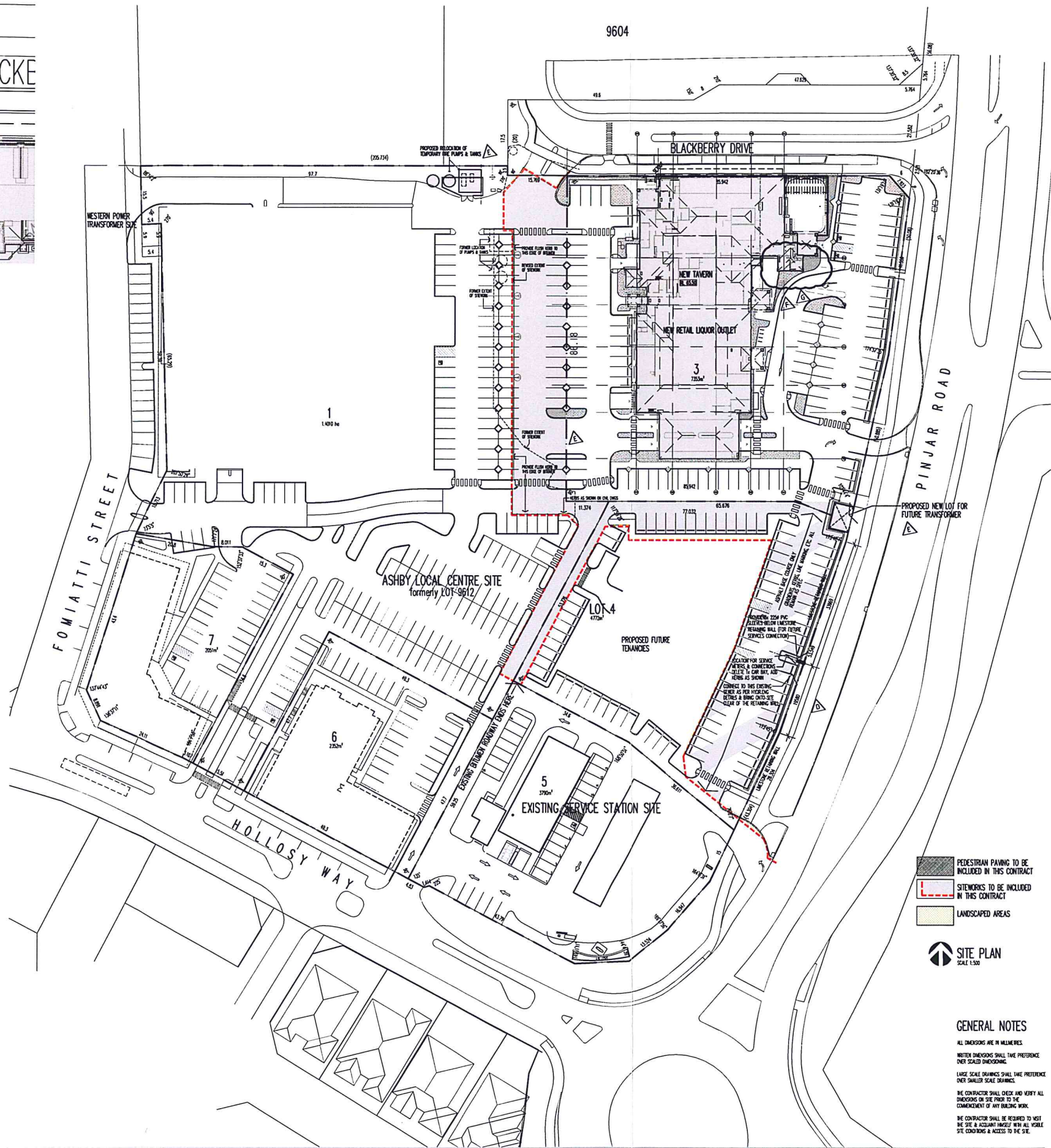
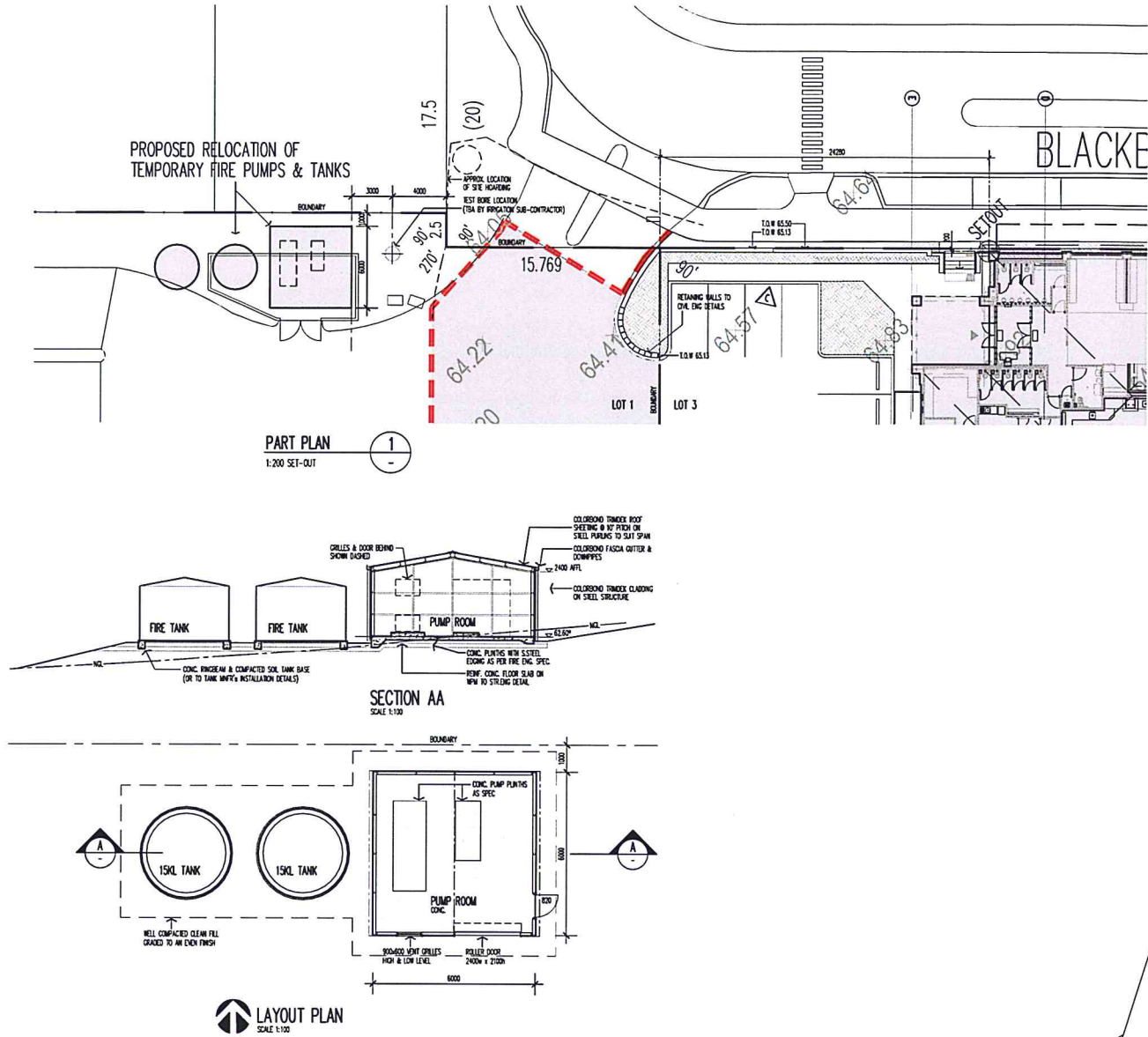
All other conditions, footnotes and advice notes remain as per the DAPs' original decision dated 14 March 2012.





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*.





ASHBY VILLAGE SHOPPING CENTRE
NEW TAVERN & RETAIL LIQUOR OUTLET
LOT 3 (No. X) cnr HOLLOSY WAY and PINJAR ROAD ASHBY WA 6065

PLANNING
DRAWING TITLE
SITE PLAN & SURVEY DIAGRAM
SCALE AS SHOWN
DATE SEPT 2013
DRAWN BY JL
CHECKED FI
PROJECT NO 06177T

OLDFIELD KNOTT
ARCHITECTS PTY LTD
567 HAY STREET DAGLISH WA 6008
Tel: (08) 93316788 Fax: (08) 93316789 Email: o.k.a@oldfieldknott.com.au

PLANNING

DRAWING TITLE
SITE PLAN & SURVEY DIAGRAM

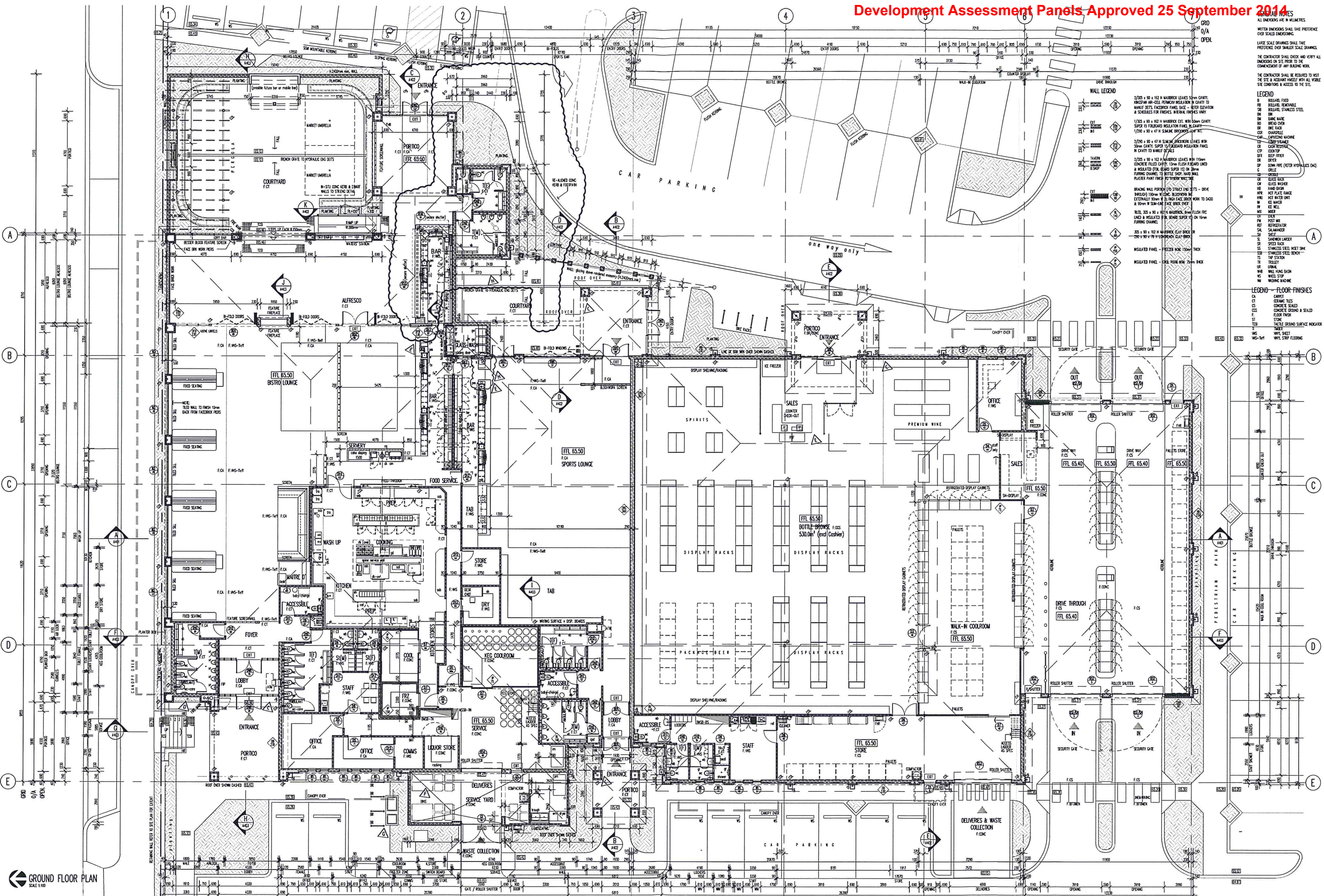
SCALE AS SHOWN

DATE SEPT 2013

DRAWN BY JL

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DRAWING No.
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REV
G
PROJECT NO 06177T



GROUND FLOOR PLAN
SCALE 1:100

ASHBY VILLAGE SHOPPING CENTRE
NEW TAVERN & RETAIL LIQUOR OUTLET
LOT 3 (No. X) cnr HOLLOSAY WAY and PINJAR ROAD ASHBY WA 6065

OLDFIELD KNOTT
ARCHITECTS PTY LTD
567 HAY STREET DALGLISH WA 6003
Tel: (08) 93916788 Fax: (08) 93914619 Email: o.k.a@architects.com.au

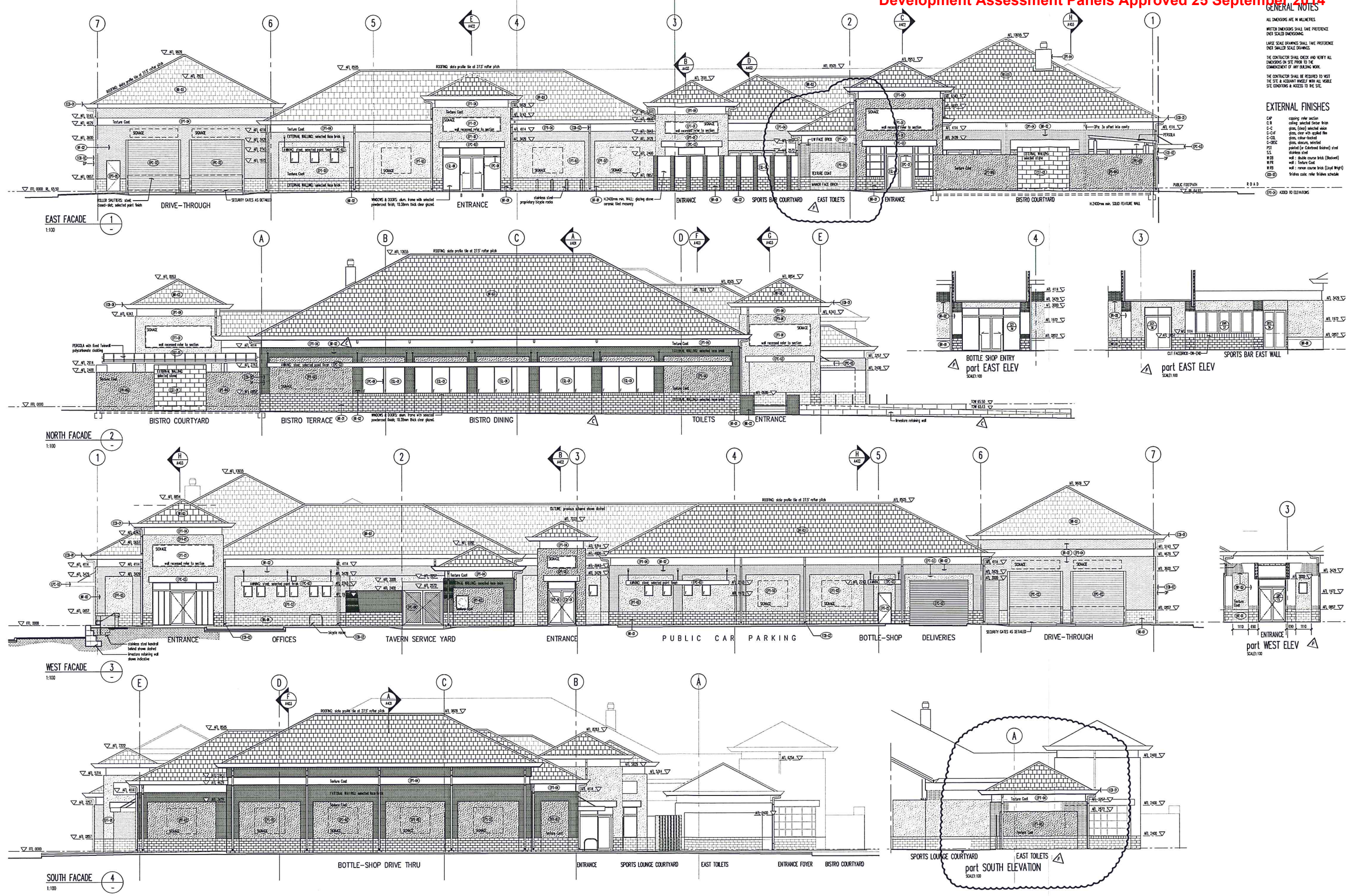
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GROUND FLOOR PLAN
SCALE 1:100 DATE SEPT 2013 DRAWN JK CHECKED FI

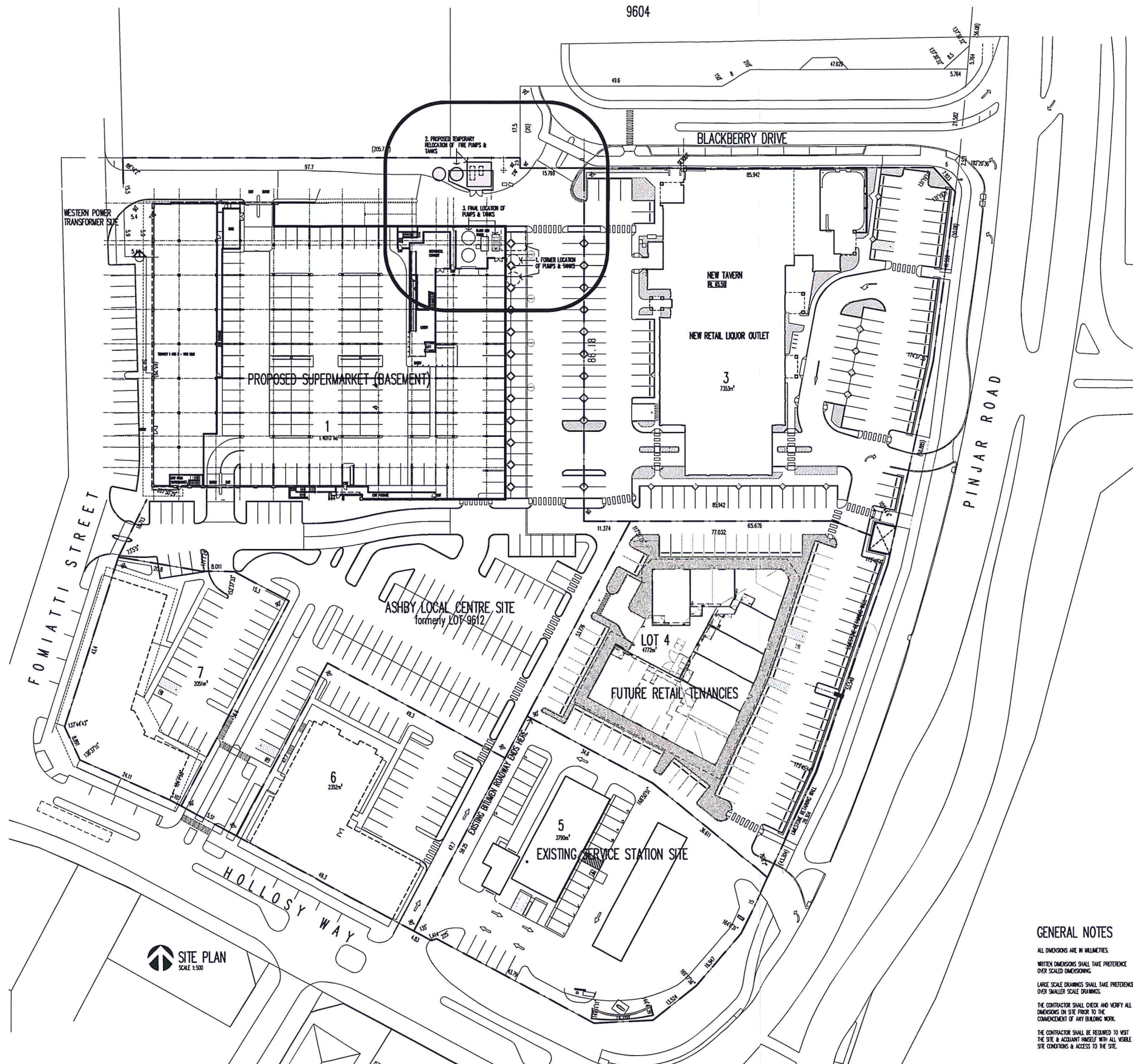
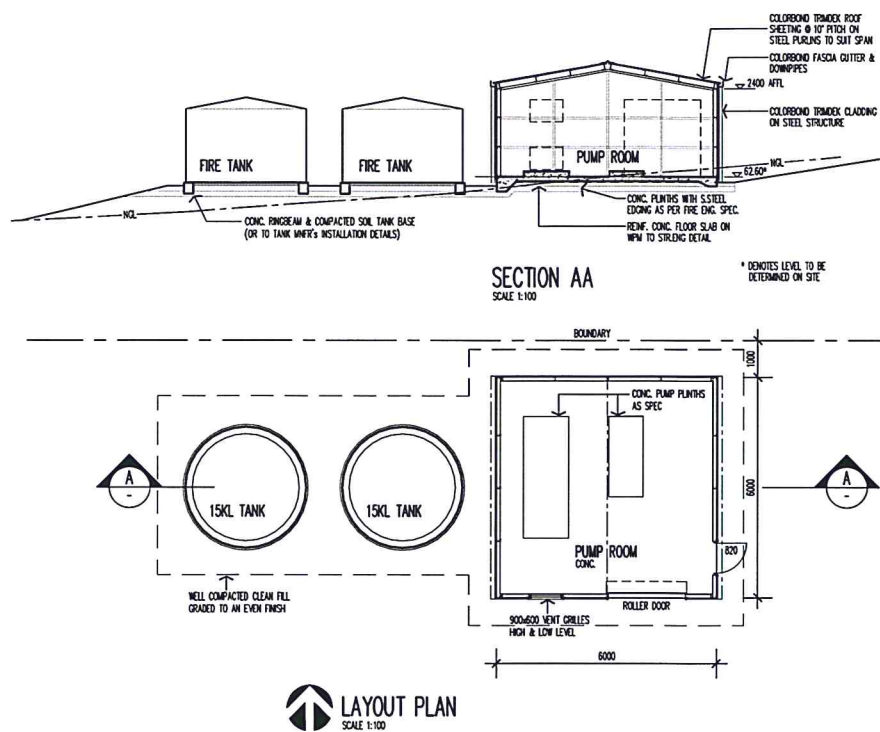
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PROJECT NO. 06177T

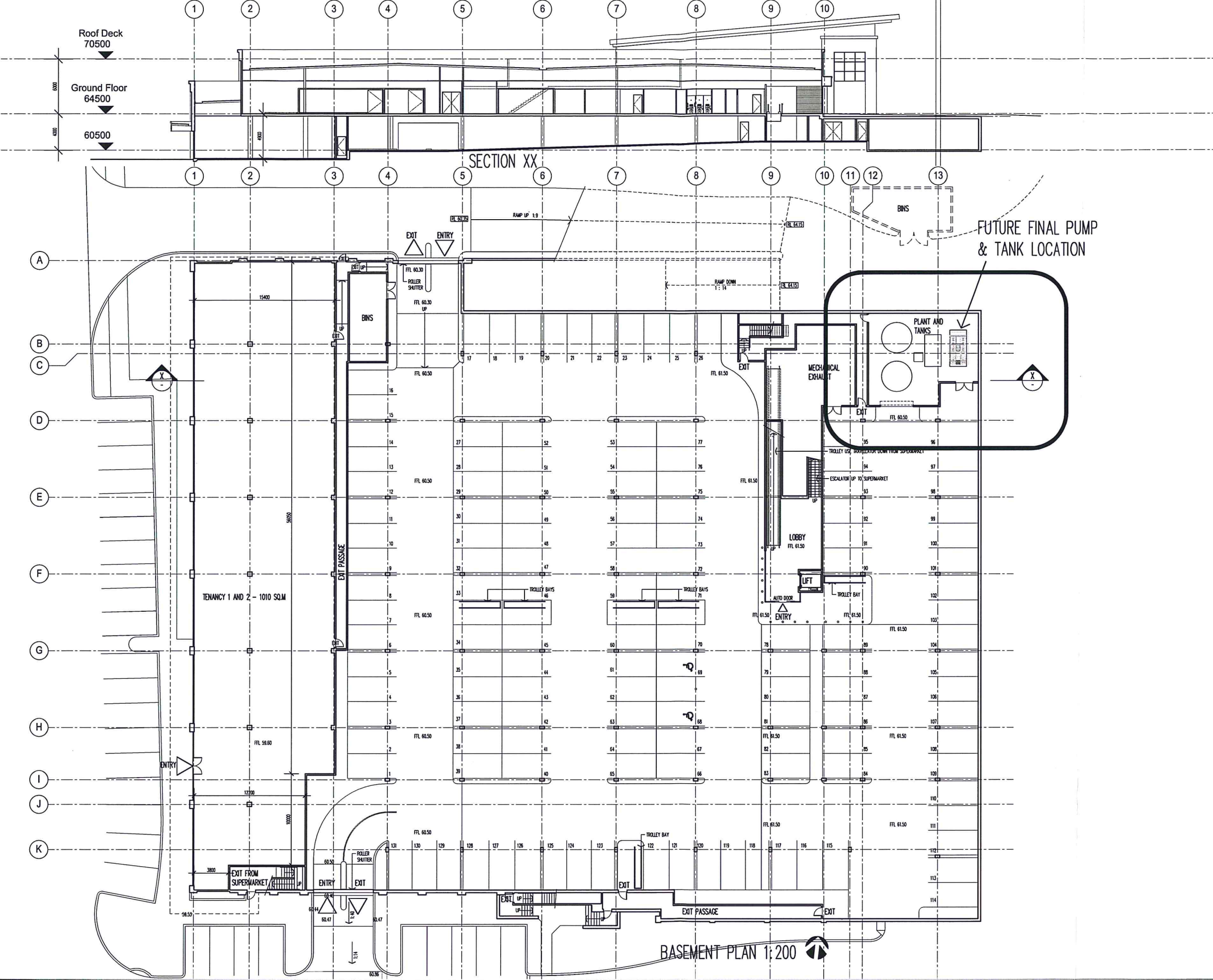
ALL DIMENSIONS ARE IN METRES
WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE
OVER SCALED DIMENSIONS
THE CONTRACTOR SHALL CHECK AND VERIFY ALL
DIMENSIONS ON SITE PRIOR TO THE
COMMENCEMENT OF ANY BUILDING WORK
THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN
THE SITE IN A SUFFICIENTLY ACCESSIBLE STATE
AT ALL TIMES DURING CONSTRUCTION

EXTERNAL FINISHES

CAP
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
Location Plan – Ashby Neighbourhood Centre





PARKING CALCULATION

1. GYM/FITNESS CENTRE 995.0 M ² nett assessable* PARKING 1 NO. PER 30 SQM	33.0
2. INCLUDED IN 1. ABOVE	
3a. SUPERMARKET RETAIL 2642.0 M ² nett assessable* PARKING 4.5 NOS. PER 100 SQM	119.0
3b. CAFE 90 M ² nett assessable seating area (72 SEATS) PARKING 1 NO. PER 4no. SEATS	18.0
4. NOT APPLICABLE	
5. NOT APPLICABLE	
6. NOT APPLICABLE	
7. NOT APPLICABLE	
8. NOT APPLICABLE	
9. TAVERN approx. 954.7 M Gross plus 392.5 M ² courtyards; 432.3 M ² Sports Bar/Bistro seating areas; 392.5 M ² courtyards; 33.0 M ² bar counter standing area PARKING FOR BAR STANDING AREA: 1 NO PER 3m ² PARKING FOR PUBLIC SEATING AREAS: 1 NO PER 5m ²	11.0 165.0
TAVERN: BOTTLE BROWSE 614.8 M ² nett assessable* PARKING 4.5 NOS. PER 100 SQM	28.0
TAVERN: DRIVE-THROUGH AREA 109.8 M ² PARKING 4.5 NOS. PER 100 SQM	5.0
10. NOT APPLICABLE	
11. NOT APPLICABLE	
12. NOT APPLICABLE	
13. NOT APPLICABLE	
14a. RETAIL FOOD TENANCY 110 M ² nett assessable* PARKING 4.5 NOS. PER 100 SQM	5.0
14b. RETAIL FOOD TENANCY 102 M ² nett assessable* PARKING 4.5 NOS. PER 100 SQM	4.5
14c. RETAIL FOOD TENANCY 123 M ² nett assessable* PARKING 4.5 NOS. PER 100 SQM	5.5
14d. RETAIL FOOD TENANCY 94 M ² nett assessable* PARKING 4.5 NOS. PER 100 SQM	4.0
14e. RETAIL FOOD TENANCY 104 M ² nett assessable* PARKING 4.5 NOS. PER 100 SQM	4.5
14f. RETAIL FOOD TENANCY 109 M ² nett assessable* PARKING 4.5 NOS. PER 100 SQM	5
14g. RETAIL FOOD TENANCY 552 M ² nett assessable* PARKING 4.5 NOS. PER 100 SQM	25.0
15. NOT APPLICABLE	
16. SERVICE STATION 263.0 M ² nett assessable* PARKING 4.5 NOS. PER 100 SQM	11.8
17. CAR WASH 51.9 M ² nett assessable* 4 NO. CAR LENGTHS APPROX. PROVIDED	-
18. OFFICE 301.7 M ² nett assessable* PARKING 1 NO. PER 30 SQM	10.0
19. OFFICE 212.0 M ² nett assessable* PARKING 1 NO. PER 30 SQM	7.0
20. OFFICE 261.0 M ² nett assessable* PARKING 1 NO. PER 30 SQM	9.0
21. OFFICE 212.0 M ² nett assessable* PARKING 1 NO. PER 30 SQM	7.0
22. OFFICE 216.0 M ² nett assessable* PARKING 1 NO. PER 30 SQM	7.0
23. MEDICAL CENTRE 655.0 M ² nett assessable* PARKING 5 NOS. PER PRACTITIONER (10 practitioners)	50.0
24. CAFE 100.7 M ² nett assessable dining area (80 SEATS) PARKING 1 NO. PER 4no. SEATS	20.0
ACTUAL NOS OF CAR BAYS REQUIRED ON SITE	= 554.3
NO. OF CAR BAYS PROVIDED ON SITE / STREET	= 606**
PLUS SAY 10 NO. FOR BOTTLE SHOP DRIVE-THROUGH	
TOTAL RETAIL/FOOD/CAFE (incl. 3a,3b,14a to 14g & 24) AREA	4026.7 M
TAVERN (incl. BOTTLE BROWSE & DRIVE THRU) AREA	724.6 M
TAVERN (incl. SEATING/STANDING/COURTYARD) AREA	857.8 M
NON RETAIL/OTHER (incl. 1 & 17) AREA approx.	1046.9 M
TOTAL OFFICE (incl. 18 to 22) AREA approx.	1202.7 M
MEDICAL CENTRE AREA approx.	655.0 M

 NOTE: DISABLED PERSONS' CAR PARKING BAYS ARE SHOWN 3.2M WIDE WITH AN ADDITIONAL 1.0M SHARED ACCESS/PAVING SPACE (SHOWN IN DASHED LINE) - ALL IN ACCORDANCE WITH A.S. 2890.6 : 2009

 MOTOR-BIKE/SCOOTER PARKING: SUBDIVISIBLE STANDARD-OR SMALL CAR-BAY FOR SHARED USE; TO A.S. 2890.

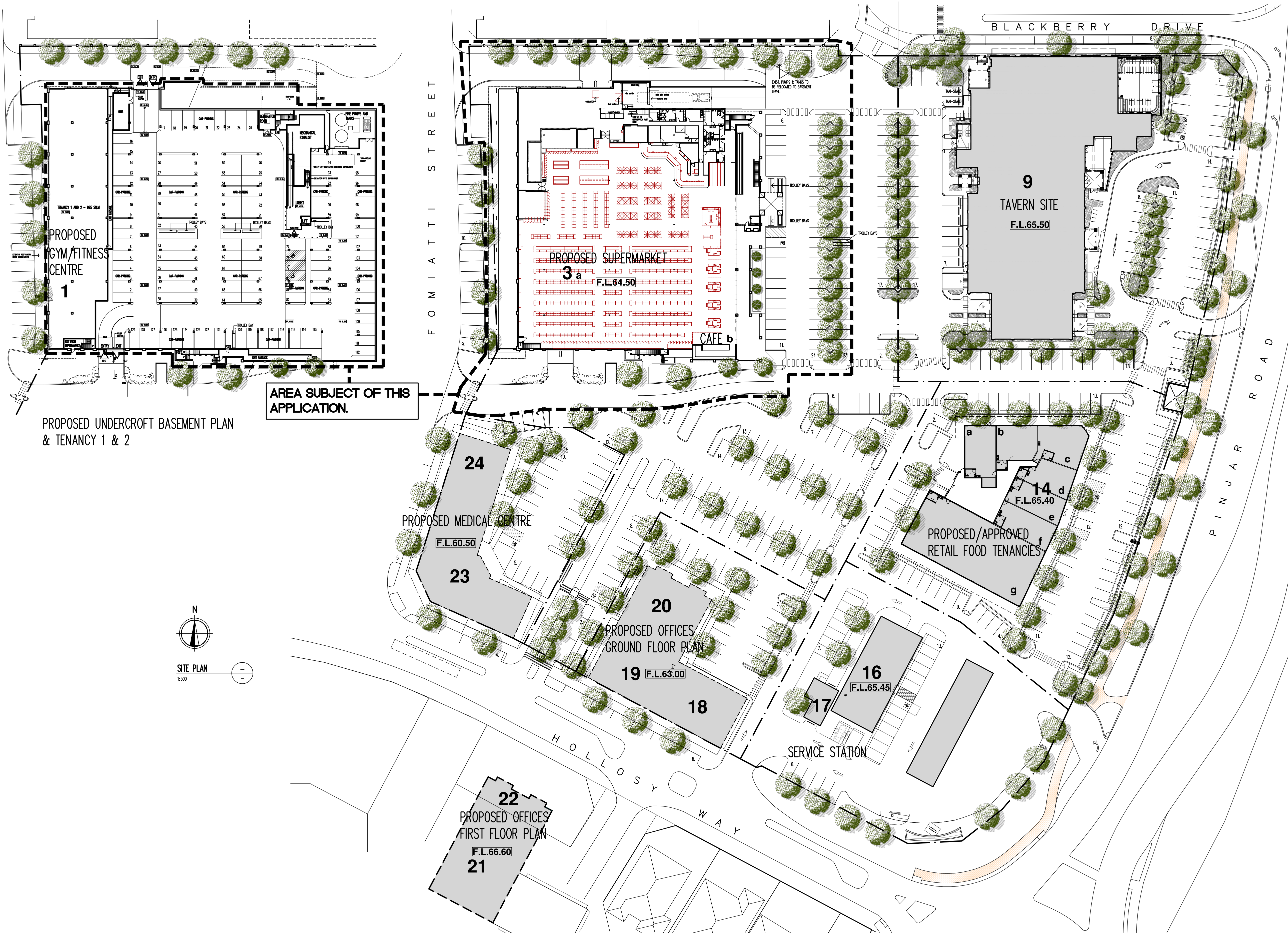
 SHOPPING TROLLEY PARKING: FIXED GALVANISED STEEL TROUGH COMPOUNDS; THREE-SIDED; PARALLEL BAYS - REFER DETAIL.

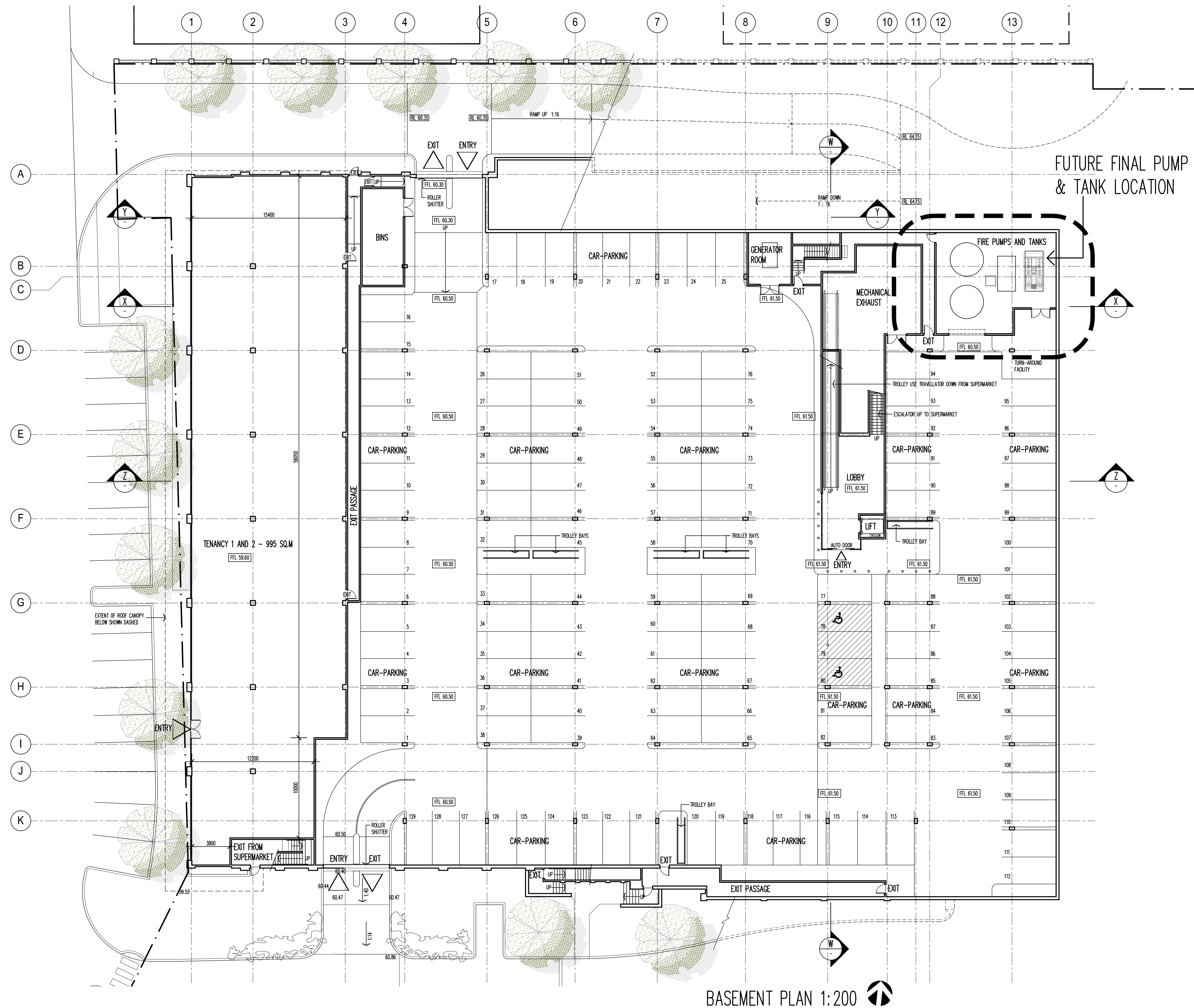
 PEDESTRIAN PAVING

- NETT PUBLIC FLOOR AREA FOR TAVERN EXCLUDES GARDEN TERRACE AND COURTYARD.

* NETT FLOOR AREAS (EXCLUDING TOILETS, SERVICE/STORE AREAS, PUBLIC/EXIT CORRIDORS, PREPARATION AREAS, WALLS & THE UNCL) HAVE BEEN USED FOR THE PURPOSE OF CALCULATING CAR PARKING REQUIREMENTS.

** THE ABOVE CAR PARKING SITE PROVISION INCLUDES VERGE BAYS BUT NOT QUEUES AT SERVICE STATION BOWERS DRIVE-THROUGH LANES. THE TOTAL INCLUDES 8no. WIDER BAYS FOR DISABLED DRIVERS AND 42 no. ON-STREET BAYS.





BASEMENT PLAN 1:200

