



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 26 November 2015; 10.30am
Meeting Number: MNWJDAP/110
Meeting Venue: City of Joondalup
90 Boas Avenue, Joondalup

Attendance

DAP Members

Mr Paul Drechsler (A/Presiding Member)
Mr Clayton Higham (A/Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr John Chester (Local Government Member, City of Joondalup)
Cr Liam Gobbert (Local Government Member, City of Joondalup)

Officers in attendance

Ms Bronwyn Jenkins (City of Joondalup)
Mr Max Bindon (City of Joondalup)

Local Government Minute Secretary

Mr John Byrne (City of Joondalup)

Applicants and Submitters

Mr Whye Kay Leong (Taylor Robinson)
Mr David O'Brien (Taylor Robinson)
Mr David Karotkin (Sandover Pinder)

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

Ms Karen Hyde (Presiding Member)

3. Members on Leave of Absence

Nil



4. Noting of Minutes

The Minutes of the Metro North-West JDAP Meeting No.108 held on 20 November 2015 and Meeting No.109 held on 23 November 2015 were not available at the 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 Application

8.1	Property Location:	Lot 9 (937) Whitfords Avenue, Woodvale
	Application Details:	Proposed three storey mixed use development
	Applicant:	Rowe Group
	Owner:	Citypride Holdings Pty Ltd
	Responsible authority:	City of Joondalup
	DoP File No:	DAP/15/00832

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

9.1	Property Location:	Lot 40 (6) and Lot 201 (8) Packard Street, Joondalup
	Application Details:	Amendments to approved 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:	DAP/15/00786



10. Appeals to the State Administrative Tribunal

Nil

The following State Administrative Tribunal Applications have been received:

- City of Joondalup - Major Expansion of Westfield Whitford City Shopping Centre - Lot 501 (470) Whitfords Avenue, Hillarys
- City of Wanneroo - Foreshore Development - Lots 9014, 3052 & 15450 (1K) Vitrinella Avenue, Jindalee
- City of Stirling - Four Storey Office Development - Lot 2 (17) Chesterfield Road, Mirrabooka
- City of Stirling - Four Storey Aged Care Facility - Lot 26 (27) Prisk Street, Karrinyup

11. General Business / Meeting Closure



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lot 9 (937) Whitfords Avenue, Woodvale
Application Details:	Proposed three storey mixed use development
DAP Name:	Metro North-West JDAP
Applicant:	Rowe Group
Owner:	Citypride Holdings Pty Ltd
LG Reference:	DA15/0664
Responsible Authority:	City of Joondalup
Authorising Officer:	John Corbellini Manager Planning Services
Department of Planning File No:	DAP/15/00832
Report Date:	19 November 2015
Application Receipt Date:	19 June 2015
Application Process Days:	154 days
Attachment(s):	1. Location plan 2. Development plans 3. Building perspectives 4. City of Joondalup Environmentally Sustainable Design checklist 5. Traffic and transport report

Officer Recommendation:

That the Metro North-West JDAP resolves to:

Refuse DAP Application reference (DAP15/15/00832) and accompanying plans (Job 8118 pages 1-10 of 10 Rev Ci) in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, for the following reasons:

Reasons:

1. Having due regard to the matters set out in subclauses 67 (m), (n), (p), (y) and (za) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* the proposed development is considered to be incompatible with the existing Woodvale district centre and the amenity of the area as it does not present an attractive façade to the surrounding commercial centre due to the prominence of the basement extract fan stack, excessive bulk due to large areas of blank wall, without glazing or other articulation, on the eastern and western elevations of the development and a lack of landscaping.
2. Having due regard to the matters set out in subclauses 67 (s), (y) and (za) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* the proposed development is not considered to provide adequate access or egress to the development as no rights of access exist to the proposed basement car park and the design of the basement access does not adequately address sightlines and associated safety concerns.

3. Having due regard to the matters set out in of clauses 67 (s), (v), (w), (y) and (za) of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* the proposed development is not considered to appropriately accommodate the required access arrangements for the Woodvale district centre as the proposal will remove access to adjoining sites from Whitfords Avenue both during and after the construction of the development.
4. The proposed development does not meet the requirements of the *City of Joondalup District Planning Scheme No. 2* in relation to the amount of on-site car parking required, being 70 bays in lieu of 134 bays. It is considered that the number of on-site car parking bays is not sufficient to cater for the demand of the proposed development.

Background:

Property Address:	Lot 9 (937) Whitfords Avenue, Woodvale
Zoning	MRS: Urban
	TPS: Commercial
Use Class:	Medical Centre – permitted (“P”) use Office – permitted (“P”) use Retail – permitted (“P”) use Shop – permitted (“P”) use Restaurant – permitted (“P”) use
Strategy Policy:	N/A
Development Scheme:	<i>City of Joondalup District Planning Scheme No. 2 (DPS2)</i>
Lot Size:	2,200m ²
Existing Land Use:	‘Medical Centre’ and ‘Take Away Food Outlet’
Value of Development:	\$5 million

The subject site is located immediately north of Whitfords Avenue and forms part of the Woodvale Commercial Centre. It is bound by a service station and car wash to the east, a drive through food outlet to the west and Woodvale Boulevard Shopping Centre to the north. Low density, privately owned residential lots are located to the east and south of the commercial centre, and a retirement village is located to the west (Attachment 1 refers).

The site is zoned ‘Urban’ under the *Metropolitan Region Scheme* (MRS) and ‘Commercial’ under the City’s *District Planning Scheme No. 2 (DPS2)*.

Approval for the Woodvale Commercial Centre was granted in April 1991 and was subject to conditions which included the requirement for reciprocal rights of access and car parking to be provided between individual landholdings within the Commercial Centre. A deed made between the owners of the shopping centre and the City of Wanneroo came into effect in July 1991, granting reciprocal access and parking rights across the Commercial Centre.

Since this date, the centre has been subdivided several times and it appears that many of the individual lots, including the subject site, no longer have registered private reciprocal easements. The only formal reciprocal access and parking agreement exists between 931 Whitfords Avenue (Woodvale Boulevard Shopping Centre) and 923 Whitfords Avenue, with no formal agreement with the subject site.

Currently Lot 9 (937) Whitfords Avenue contains a single storey building over the eastern half of the site, which consists of a medical centre and take away food outlet, with associated car parking over the western side of the lot. The development was approved by the City in July 2003 with 41 car parking bays approved in lieu of the 49 car bays required under DPS2. This represented an eight car bay shortfall (16.3%).

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'.

Local Housing Strategy

The site is located within Housing Opportunity Area 6 of the City's Local Housing Strategy (LHS). The LHS contains ten recommendations, with eight of these to be implemented via Scheme Amendment No. 73, which also proposes a density increase for the subject site from R20 to R80. Scheme Amendment No. 73 was adopted by Council at its March 2015 meeting and has been forwarded to the WAPC for consideration and determination by the Minister for Planning.

The two outstanding recommendations of the LHS which were not captured in Scheme Amendment No. 73 are to be implemented via two local planning policies, being the draft *Residential Development Local Planning Policy* and the draft *Height of Non-Residential Buildings Local Planning Policy*. At its meeting held on 17 August 2015 Council resolved to adopt these two draft policies for the purposes of advertising. As such, the draft *Height of Non-Residential Buildings Local Planning Policy* has been given due regard during the assessment of this application as a 'seriously entertained planning proposal'.

Local Commercial Strategy

The City's Local Commercial Strategy has found that there is potential for the expansion of the floor space at the Woodvale Commercial Centre, with a potential shop retail floor space increase from 7,460m² to 12,000m² by 2026. A total of 222m² of retail floorspace is proposed as part of this application.

Joondalup Design Reference Panel

This application was referred to the Joondalup Design Reference Panel (JDRP) on 1 September 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 from the JDRP is discussed further in the planning assessment section of this report.

Subject Application History

An application for a three storey mixed-use development at Lot 9 (937) Whitfords Avenue, Woodvale, was received by the City on 19 June 2015. Shortly after receipt of the application, the City requested that revised plans be submitted clearly demonstrating that there were in fact three stages of development. The City also requested confirmation that there were reciprocal access and parking easements across the Commercial Centre sites. During this time, the applicant also asked that the City's JDRP meeting be deferred by a period of two weeks. As a result of this, the City submitted a two week extension of time request to the JDAP.

Following the JDRP meeting, ongoing discussions were held with the applicant and the applicant, in response to the City's request, advised that there were no reciprocal rights of access and car parking between the subject and adjoining sites. While the applicant submitted revised plans which addressed a few of the issues raised by the JDRP, the majority remained unresolved. As such, the City requested an extension of time of nine weeks from the JDAP to enable the applicant to prepare revised plans in response to all the concerns raised by the City and the JDRP, as well as establish a reciprocal access and/or parking agreement with the adjoining owners.

The applicant has recently confirmed that revised plans have been prepared which incorporate requested changes to aspects such as sight lines, landscaping, and the basement extract fan stack, although at the time of writing this report the City is yet to receive these plans. However, no progress has been made in establishing an agreement with the adjoining shopping centre and in addressing access issues from Whitfords Avenue to the adjoining sites.

The applicant has requested another extension of time until 28 February 2016 to address the issues above. However, the City does not consider that it is realistic for these issues to be addressed in the short term, given they will require the execution of easements and legal agreements prior to consideration of the development being appropriate. On this basis the City has not requested an extension of time and has prepared this Responsible Authority Report.

Details: outline of development application

The application has gone through two modifications as an outcome of meetings between the City and the applicant, with revised plans for the purposes of advertising submitted to the City on 30 September 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. The applicant has not provided any details relating to the timing of stages.

Stage one

- Demolition of the takeaway food outlet.

- Construction of a basement with 29 car bays, accessible from the Woodvale Boulevard Shopping Centre car park.
- An internal bin store located within a basement.
- A three storey building consisting of:
 - Various health centre uses located on the ground and first floor, including a general practice, dental, physiotherapy, radiology and pathology and other medical specialist, with a total NLA of 1,138.3m².
 - One restaurant located on the ground floor with an internal NLA of 74.6m² and outdoor dining area of 24.6m².
 - Two shops located on the ground floor, consisting of a pharmacy and general retail, with a total NLA of 222m².
 - Office space located on the second floor, with a total NLA of 759.4m².

Stage two

- Demolition of the existing medical centre building.
- Construction of 15 at grade car bays over the existing medical centre location, including one accessible bay.

Stage three

- Removal of 14 at grade car bays constructed during stage two of the development, retaining the accessible bay.
- Additional office space located on the ground, first and second floor with a total NLA of 1,118m², resulting in a total overall office NLA of 1,877.4m² for the development.
- Construction of an additional 34 car bays located within the basement, resulting in a total of 63 car bays being provided within the basement.

As part of the application, the applicant supplied a Traffic and Parking Report, 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;*
- *Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations);*
- *City of Joondalup District Planning Scheme No. 2.*

State Government Policies

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

Under *SPP4.2*, the Woodvale Commercial Centre is designated a district centre.

Local Policies

City Policy – Height of Non-Residential Buildings Local Planning Policy (draft)

This policy will apply to all non-residential buildings, except those on land included on a reserve under the MRS or subject to an approved structure plan. The purpose of

the policy is to set provisions for the height of non-residential buildings in the City of Joondalup.

Council Policy - Environmentally Sustainable Design

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

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

Consultation:

Public Consultation

The development application was advertised for a period of 14 days from 19 October 2015 to 2 November 2015. Consultation was undertaken by way of letters (outlining the nature of the development application) sent to all landowners within the Commercial Centre and a notice published on the City's website.

A total of five submissions were received during the consultation period, being five objections.

The submissions received raised the following key issues on the proposal:

- The design and operation of the basement car parking bays may not fulfil the sharing of parking bay requirements contained in the Deed dated 8 July 1991 between Jayshore Pty Ltd and the City of Wanneroo at clauses 2.1 and 2.2.
- The number of parking bays required by the proposal does not meet the City of Joondalup DPS2 requirements, resulting in a significant shortfall that will have major implications on the surrounding shopping centre car park.
- The proposal relies on the car parking provided by others on their land to meet the development requirements. The proposal therefore transfers additional financial return to the owners of 937 Whitfords Avenue at the expense of the adjoining land owners and should not be permitted.
- The proposed height is significantly greater than the predominant single storey development surrounding the existing medical centre.
- Building bulk results in a loss of visibility from Whitfords Avenue to the Shopping Centre.
- As there are no easements or agreements for car parking across the various sites, car parking should be contained wholly within the subject site.
- The additional dental business will lead to unhealthy competition, given that there are already two dental businesses operating from the commercial centre.

Consultation with other Agencies or Consultants

The application was referred to the Department of Planning's Infrastructure and Land Use Coordination section as the overall development site abuts Whitfords Avenue, which is reserved as an 'Other Regional Road' under the MRS.

The Department responded stating that they have no objection to the proposal on regional transport planning grounds, subject to reciprocal rights of access agreements being formalised to ensure continued vehicular and pedestrian access from the subject site through adjoining lots.

Planning assessment:

The application has been assessed in accordance with the provisions of DPS2, with particular regard given to the 'Commercial' zone. The objectives of the 'Commercial' zone are to:

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

Further to the above, clause 67 of Schedule 2 of the Regulations sets out the matters to be considered by the decision maker when determining an application for development approval.

Land Use Assessment

The land uses 'Medical Centre', 'Office', 'Retail', 'Shop' and 'Restaurant' are all permitted land uses within the 'Commercial' zone.

Restrictive Covenant

The subject site has a restrictive covenant held on its Certificate of Title that limits the development to a gross leasable retail floor space area of 180m². However, the development proposes a gross retail floor space area of 222m², which exceeds the requirements of the restrictive covenant by 42m². The applicant has provided the following justification for the additional retail floor area:

"This Restrictive Covenant was endorsed on 3 February 1992 by the (former) City of Wanneroo and bears no relationship to the current provisions of the City's DPS2 which do not impose such a restriction on the development of retail floorspace within the site. In addition, with consideration given to the use of the floorspace for supporting activities such as storage and staff amenities, the floor area actually available for retail purposes would be less than 180m²".

While the City considers that the additional retail floor area of 42m² may be appropriate within the context of the development, it is not appropriate to grant approval for a development where it is known that it is inconsistent with a restrictive covenant. As such, the encumbrance will need to be removed from the Certificate of Title prior to granting approval for the development.

District Planning Scheme No. 2

The proposed development is subject to the general development provisions as contained within Part 4 of DPS2.

As the development will be constructed over three stages, there are concerns regarding what the development will look like following the first and second stages of construction. The City requested in early September that a full set of elevations and perspectives be provided to clearly demonstrate what the building will look like following these stages. However, so far only the eastern elevation following Stage 1 has been provided. This elevation will result in a high, continuous blank wall for a large portion of the eastern façade.

With a lack of detail regarding the timing and appearance of each stage, it is not possible to gauge the full impact of the development on the surrounding area.

The following table outlines those aspects of the development that do not strictly comply with the provisions of DPS2 following the final stage of construction:

Criteria	Proposed
Minimum setback from street boundary of nine metres.	Building setback of 4.55 metres from the basement extract fan stack to the street boundary.
Minimum setback from side boundary of three metres.	Building setback of nil from the basement to the side boundaries.
Minimum setback from rear boundary of six metres.	Building setback of nil from the basement to the rear boundary.
A minimum of 8% of the area of the site designed, developed and maintained as landscaping.	A minimum of 5.87% of the area of the site designed, developed and maintained as landscaping.
A three metre wide landscaping strip between the car parking area and the street.	A nil landscaping strip width between part of the car parking area and the street boundary.

Building Setbacks

While the proposed building is setback 15 metres from the Whitfords Avenue street boundary, the development plans show a basement extract fan stack setback at 4.55 metres from the street boundary. As this fan stack is considered to be part of the building, the nine metre setback to the street boundary, as required by DPS2, has not been met. It is considered that the fan stack, with its plain concrete façade, will detract from the appearance of the building and is not appropriately integrated with the design of the development.

Further to the above, the development includes a nil side and rear setback from the basement and a minimum side building setback of 0.3 metres and rear building setback of 1.2 metres from the ground floor. As such, the development does not meet the relevant setback requirements as per DPS2. The city has concerns that the completed development will result in long, blank boundary walls along the ground floor of the western and eastern facades, which are not integrated with the existing centre or amenity of the area. It is also considered that the lack of articulation on the

ground floor will not deliver an attractive facade to vehicle and pedestrian routes within the rest of the Commercial Centre.

As such, there are concerns that the overall bulk of the development, particularly in contrast to the developments on either side, does not create an attractive facade to the street is not compatible with Woodvale district centre and will detrimentally affect the visual amenity of the surrounding area.

Landscaping

The landscape plan (Attachment 2 refers) provided by the applicant shows that 129.22m², or 5.87% of the site, has been set aside for soft landscaping. DPS2 requires that a minimum of 8% of the site be developed as soft landscaping.

DPS2 also requires that a three metre wide landscaping strip be provided where a car park abuts a street. This development proposes a landscaping strip width that increases from nil to a 3.26 metre width at the street boundary, on either side of the entry to the site from Whitfords Avenue.

The orientation of landscaping toward Whitfords Avenue, which is the main road frontage of the development, will soften the appearance of the development as viewed from the public realm. However, given the bulk of the development, it is considered that an inadequate amount of landscaping has been proposed to soften the appearance of the development to the rest of the Commercial Centre.

The applicant has stated that plans addressing the lack of landscaping have been prepared, although at the time of writing these plans were yet to be lodged with the City.

Traffic, Access and Car Parking

As outlined above, the development is proposed to take place over three stages of construction.

Stage one

Stage one of the development entails construction of a new building over the existing car park to the west of the existing building. The existing medical centre, which requires 40 car bays to be provided under DPS2, will continue to operate during this time with only six car bays available on the site.

Stage one also entails the partial construction of the basement car park, providing 29 basement level car bays.

The car parking standard for a 'Medical Centre' under DPS2 is five bays per practitioner. However, the applicant has requested that the car parking standard for a 'Health Centre', which is one bay per 30m² Net Lettable Area (NLA), be applied as the applicant is unable to predict the number of practitioners that will eventually operate from the site.

Utilising this standard, the table below shows the car parking calculations for the site against the requirements of DPS2 and Amendment No. 65 following the first stage of construction:

Land Use (NLA)	DPS2	Car Bays required	Amendment No. 65	Car Bays required
Existing Medical Centre (8 practitioners)	5 bays per practitioner	40	5 bays per practitioner	40
Health Centre (1138.3m ²)	1 per 30m ² NLA	37.9	1 per 30m ² NLA	37.9
Office (759.4m ²)	1 per 30m ² NLA	25.3	1 per 50m ²	15.18
Shop (222m ²)	7 per 100m ² NLA	15.54	5 per 100m ²	11.1
Restaurant (86m ²)	1 bay per 5m ² dining area	17.2	1 bay per 5m ² dining area	17.2
Bays Required		135.94 (136)		121.38 (122)
Bays provided		35		35
Shortfall		101 (74.3%)		87 (71.3%)

Stage two

During Stage two, the existing medical centre building will then be demolished, with 15 parking spaces, including one accessible bay, constructed where this building was previously located.

Utilising this standard, the table below shows the car parking calculations for the site against the requirements of DPS2 and Amendment No. 65 following the second stage of construction:

Land Use (NLA)	DPS2	Car Bays required	Amendment No. 65	Car Bays required
Health Centre (1138.3m ²)	1 per 30m ² NLA	37.9	1 per 30m ² NLA	37.9
Office (759.4m ²)	1 per 30m ² NLA	25.3	1 per 50m ²	15.18
Shop (222m ²)	7 per 100m ² NLA	15.54	5 per 100m ²	11.1
Restaurant (86m ²)	1 bay per 5m ² dining area	17.2	1 bay per 5m ² dining area	17.2
Bays Required		95.94 (96)		81.38 (82)
Bays provided		50		50
Shortfall		46 (47.9%)		32 (39%)

Stage three

Stage three entails the removal of 14 of the previously constructed ground level parking bays, development of additional office space located on the ground, first and second floor with a total NLA of 1,118m², resulting in a total overall office NLA of 1,877.4m² for the development and construction of an additional 34 car bays located within the basement, resulting in a total of 63 car bays being provided within the basement.

Utilising this standard, the table below shows the car parking calculations for the site against the requirements of DPS2 and Amendment No. 65 following the third stage of construction:

Land (NLA)	Use	DPS2	Car Bays required	Amendment No. 65	Car Bays required
Health Centre (1138.3m ²)		1 per 30m ² NLA	37.9	1 per 30m ² NLA	37.9
Office (1877.4m ²)		1 per 30m ² NLA	62.58	1 per 50m ²	37.5
Shop (222m ²)		7 per 100m ² NLA	15.54	5 per 100m ²	11.1
Restaurant (86m ²)		1 bay per 5m ² dining area	17.2	1 bay per 5m ² dining area	17.2
Bays Required			133.22 (134)		103.7 (104)
Bays provided			70		70
Shortfall			64 (47.7%)		34 (32.7%)

Having regard to Amendment No. 65, the final car parking requirement for the development falls to 104 bays, reducing the on-site shortfall to 34 bays (32.7%).

A Traffic and Parking Report was submitted by the applicant as part of the development application. This report has been reviewed by the City and there are some concerns regarding the parking assumptions made by the report, along with access and car parking concerns with the proposal, as outlined below:

- While the City generally agrees with the parking methodology of the report, the parking demand assumed for the retail component of the development is considered to be understated. In addition, the methodology adopted (demonstrating low parking demand within all sections) does not allow for further expansion of the Woodvale district centre.
- Access to the basement car park is required to be gained from the adjoining shopping centre site. However, there are no easements or other arrangements in place that grantee access will be permitted to the basement car park by the adjoining owner.
- The accessibility to the basement car park in regards to ramping details and impact on existing car parking bays to the northern side of the development (including possible circulation constraints throughout the car park) and connecting aisles is also unclear. This could result in works being required on the shopping centre site.
- The development also impacts on access to a number of the existing shopping centre car bays. This includes the development resulting in the shopping centre site losing one bay to the north-east of the site.
- It is unclear on how access and egress will be maintained to adjoining lots from Whitfords Avenue during the various stages of the development.

It should be noted that the Traffic and Parking Report confirms that there will be a shortfall of at least 12 bays from the anticipated actual peak parking demand of the

development and that the subject site will need to rely on the adjoining shopping centre car park to meet this demand. As such, the number of on-site car parking bays is not sufficient to cater for the demand of the proposed development.

No details relating to existing reciprocal access and parking arrangements were provided as part of the application. Recent investigation by the applicant has revealed that easements for reciprocal access and car parking as required by the 1991 condition of development approval have not been registered on the majority of the titles of the lots within the Commercial Centre, including on the title of the subject site.

The City has informed the applicant that in order to gain access to the basement car park from the shopping centre site and to rely on the shopping centre car bays to meet additional parking demands, reciprocal access and parking arrangements will need to be formalised with the shopping centre prior to approval of the application. It is not possible to impose this as a condition of approval as it relies on a third party to undertake an action. Further to this, a lack of detail has been provided on how the basement car park may impact the existing shopping centre car bays to the north. Works may also be required to these bays to accommodate the basement car park, which could also require the shopping centre to be a party to the application.

Further to the above, the applicant has not been able to satisfactorily demonstrate how access to the adjoining lots will be maintained from Whitfords Avenue at the various stages of development. As such, it is clear that the development will unreasonably impact the operation of these adjoining businesses.

In regard to the matters required to be considered when determining an application for development approval, the Regulations require the adequacy of the proposed means of access to and egress from the site and arrangements for the loading, unloading, maneuvering and parking of vehicles to be considered. However, it is clear that these matters have not been adequately addressed by the proposal.

Draft Height of Non-Residential Buildings Local Planning Policy

Under the draft Height of Non-Residential Buildings Local Planning Policy, the proposed development would be permitted to have a maximum external wall (concealed roof) height of 13 metres. While part of the development reaches 14.2 metres in height, this only applies to a small part of the roof which is located near the centre of the building. For the most part, the development features a wall height of 13 metres and, therefore, is generally in keeping with the draft policy.

Joondalup Design Reference Panel (JDRP):

The JDRP met on 1 September 2015 to discuss the proposal. Overall the JDRP was concerned regarding the design of the building and the impacts of the development on the adjoining lots in terms of vehicle access.

The key points raised by the panel are provided below:

- The Panel expressed concern with the car parking shortfall of 34 bays and stated that there are never enough parking bays available at medical centres.

In response to this, the applicant has stated that they are prepared to make adjustments to the parking provision and proposed floor space to remove the shortfall outlined in the Traffic and Parking Report provided with the application. However, the City has not received revised plans demonstrating this.

- The Panel expressed concern with the basement exit ramp and noted that there is a lack of space before entering the neighbouring lot. The Panel noted that it may be a car safety issue.

The applicant has provided the following response in regard to this:

The proposed access to the basement parking is located a minimum of 15m from the intersection of the accessway with the central accessway within the Shopping Centre. It is recommended that a suitable condition be imposed within any approval to the development, to require the proposed basement entry/exit to be designed to maintain sight lines for vehicles entering/exiting the basement level to avoid conflict with manoeuvring associated with the adjacent parking bays.

As outlined above, a lack of detail has been provided on how the basement car park may impact the car bays on the shopping centre site. As works may be required on the shopping centre site to accommodate the development, details relating to the basement entry/exit ramp are required to be provided prior to determining the application.

- The Panel questioned how members of the public with mobility issues access the meeting room and staff room located on the first floor as it is noted that there is only stair access.

The applicant has provided the following response in regard to this:

The development has been submitted for determination under the City's District Planning Scheme No.2 by the Metro North-West Joint Development Assessment Panel. Matters relating to compliance with the Building Code of Australia should not form the basis for determination of the current application. This matter will be suitably addressed within an Application for Building Permit, to be prepared accordingly following the determination by the JDAP.

Access is a key planning consideration and this matter needs to be considered prior to development approval being granted as any changes required could substantially alter the development.

- The Panel noted that the ventilation stack for the car park is not shown on the elevation plans. The Panel suggested that the stack should be built into the core.

The applicant provided revised plans following the JDRP meeting which depicted the fan stack on the elevations and provided the following response to the above comments:

Ventilation to the Stage 3 basement parking area of the development will be subject to detailed design as part of the preparation of the application for a Building Permit. It is intended that the Stage 1 basement parking area incorporate concrete panels which are capable of removal at the later stage, in order to facilitate full ventilation

through to the area of fan room and extractor, which may be enhanced by mechanical ventilation under the slab.

The City considers that ventilation to the stage three basement needs to be demonstrated during this stage as any changes required could substantially alter the development.

- The Panel queried the fire separation along the side boundary and whether the brick wall will be rendered.

The applicant has provided the following response in regard to this:

The development proposes glazing to the eastern and western boundaries, whilst maintaining a 1.5m setback for levels above the ground floor. This is capable of complying with the relevant fire separation requirements under the BCA, subject to the glazing incorporating an external sprinkler system and being fixed or incorporating an automatic closing device in the event of a fire.

Notwithstanding the above, the development has been submitted for determination under the City's District Planning Scheme No.2 by the Metro North-West Joint Development Assessment Panel. Matters relating to compliance with the Building Code of Australia should not form the basis for determination of the current application. These matters would be suitably addressed within an Application for Building Permit, to be prepared accordingly following the determination by the JDAP.

Similar to the above, this matter needs to be considered prior to development approval being granted as any changes required could substantially alter the development.

- The Panel suggested that the northern elevation requires sun shading and noted that the elevation is bland in design.

The applicant provided revised plans following the JDRP meeting which added a projection fascia to the northern elevation and provided the following comments in relation to this:

The installation of a projection fascia...will protect upper level windows within the development from the higher hotter summer sun but allow some winter sun penetration when sun lower in winter. We note that as this matter will be subject to more detailed consideration as part of an energy efficiency report associated with a Building Permit for the development, we consider that it has been suitably addressed for the purposes of determination by JDAP.

The City considers that the fascia will add much needed articulation to the northern façade and will assist in providing protection from the summer sun for the development.

- It was noted that during the construction of the basement car park, it may be difficult to access the neighbouring site (BP).

The applicant has provided the following response in regard to this:

The construction of the Basement parking area for Stage 3 would require the temporary closure of the existing access into the neighbouring BP Service Station. We would anticipate that a temporary access from Whitfords Avenue would be constructed in order to maintain Service Station operations during this phase of the construction process, with these works to be detailed within a Construction Management Plan. We would anticipate that this be imposed as a condition within any approval granted by the JDAP.

The applicant needs to satisfactorily demonstrate how access to the adjoining lots will be maintained from Whitfords Avenue during the construction of the basement car park need approval from the Department of Planning. The City will not accept a Construction Management Plan that requires the temporary closure of access to the adjoining sites as this will still conflict with the original condition of the 1991 approval. Additionally, this would not be considered a valid condition of approval as it relies on approval from a third party.

- The Panel reiterated its concerns with the overall design and suggested that the City defers the assessment of this development application until the various issues have been addressed.

The City shares these concerns, particular in regard to the removal of access to the adjoining sites from Whitfords Avenue during the construction of the basement car park.

Public Consultation

Public consultation was undertaken as part of the assessment process (refer to the Consultation section earlier in this report). The majority of the concerns raised related to issues of parking, access and building height, which have been addressed in the above assessment.

In regard to the concern relating to unhealthy competition, commercial competition or loss of trade is not a valid planning consideration.

Conclusion:

In accordance with clause 67 of Schedule 2 of the Regulations, due regard is required to be given to the compatibility of the development with its setting. However, there are a range of issues with the development that results in it being at odds with its setting and detrimentally impacting the amenity and operation of adjoining lots.

Specifically, due to the extent of blank facades proposed, the development will not present an attractive façade to the rest of the Commercial Centre. The development also fails to consider how the construction of the basement car park will impact the existing car bays on the shopping centre site as well as access and egress from Whitfords Avenue to adjoining lots. Most significantly, access to the basement car park is required to be gained from the adjoining shopping centre site. However, there are no easements or other arrangements in place that grant access will be permitted to the basement car park by the adjoining owner.

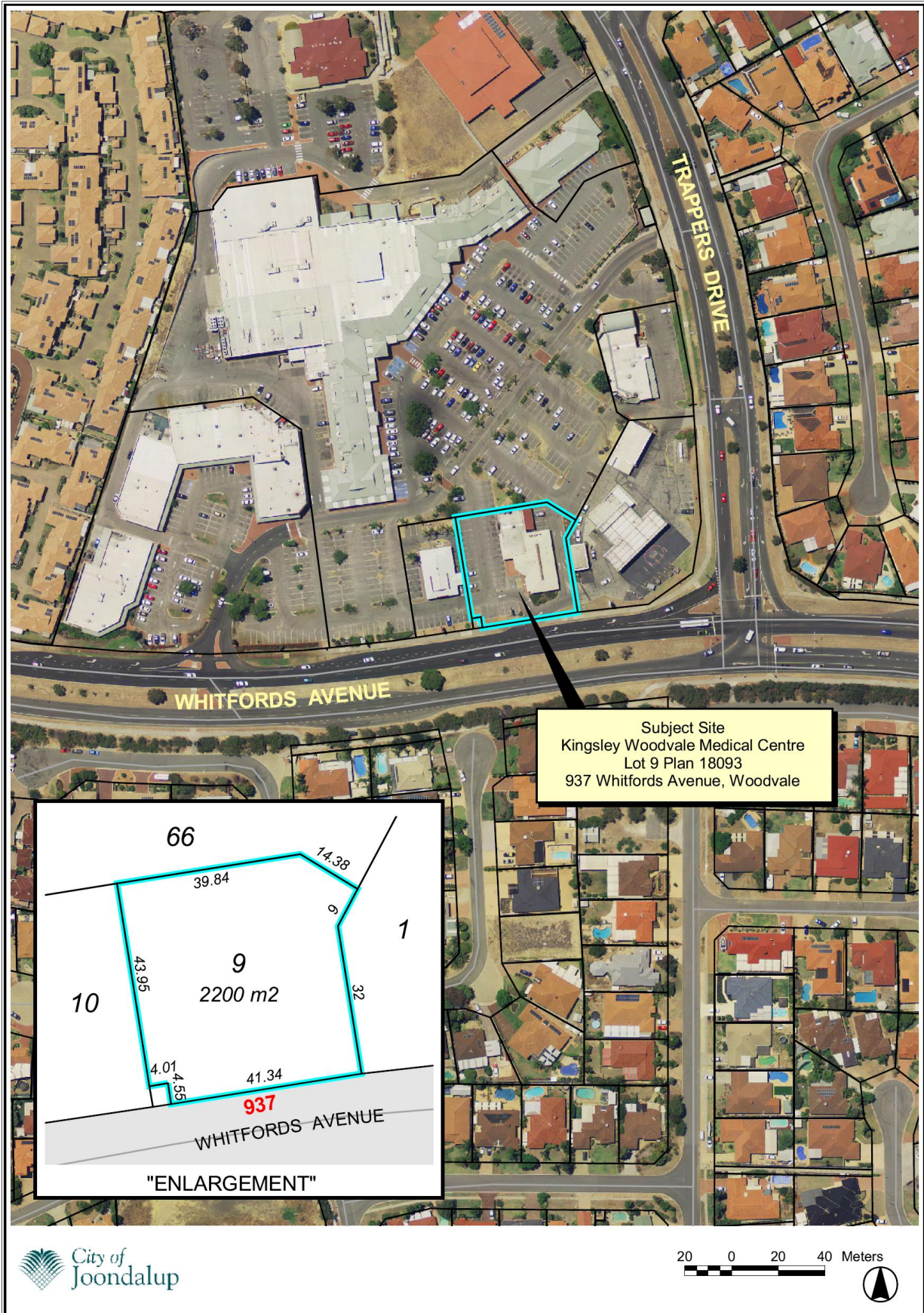
Further to this, the development proposes a car parking shortfall that relies on adjoining lot car parking bays in order to address peak demand issues. However,

there are no formal access and car parking arrangements in place to permit this to occur.

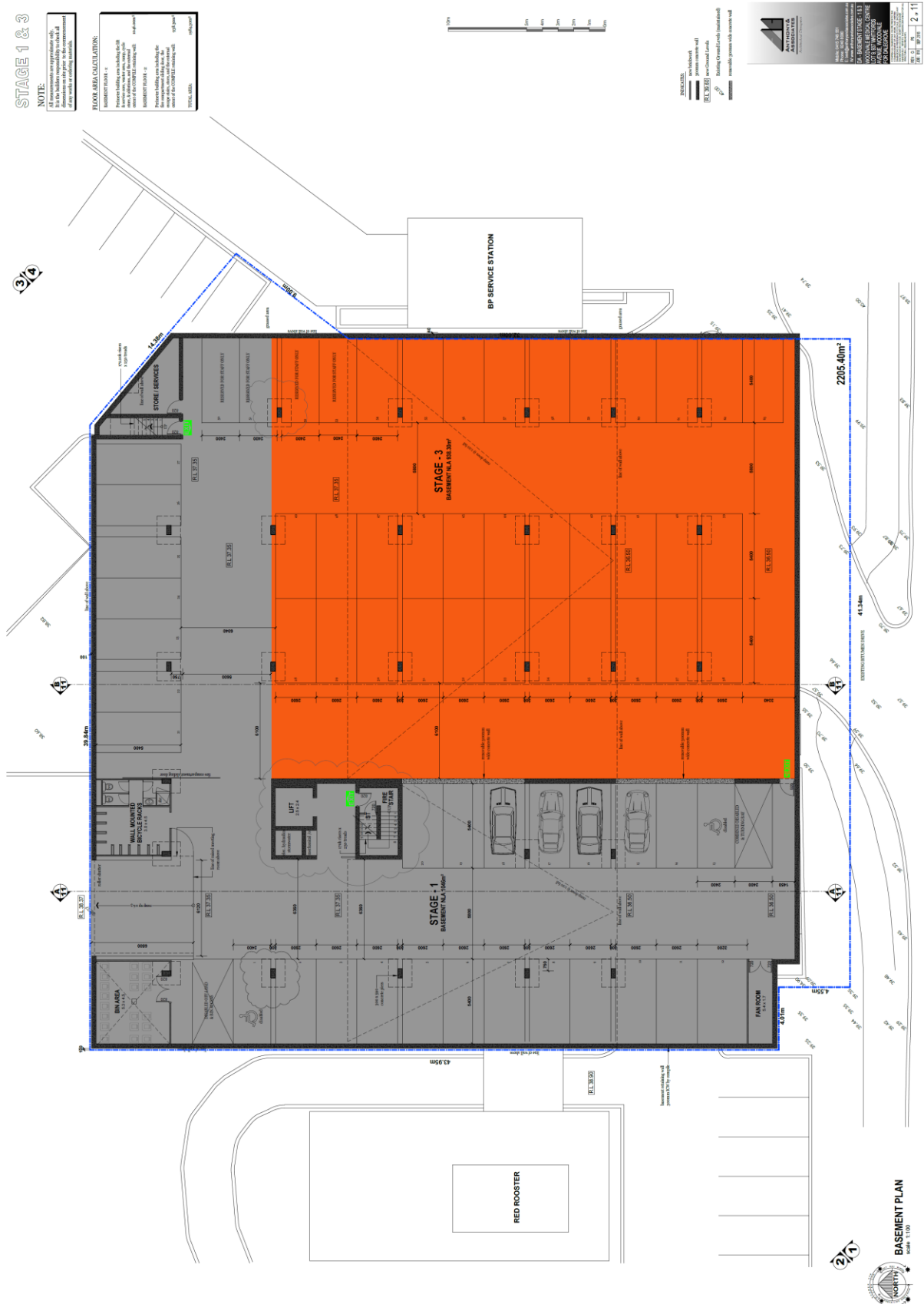
The City has worked with the applicant to try and resolve these issues. However, due to their complexity, these issues have remained outstanding despite two extension of time requests being granted. In order to address access and car parking concerns, a formal agreement needs to be reached with adjoining lot owners relating to this. As this involves reliance on third party agreements, it is not possible for this to be conditioned. Alternatively, the development needs to be completely redesigned to ensure that there is no impact on the adjoining lots and all car parking can be contained on-site.

Due to the complexity of these different options, the City does not consider that it is realistic for these issues to be addressed in the short term, given they will require the execution of easements and legal agreements prior to consideration of the development being appropriate.

On the above basis it is recommended that the application be refused.



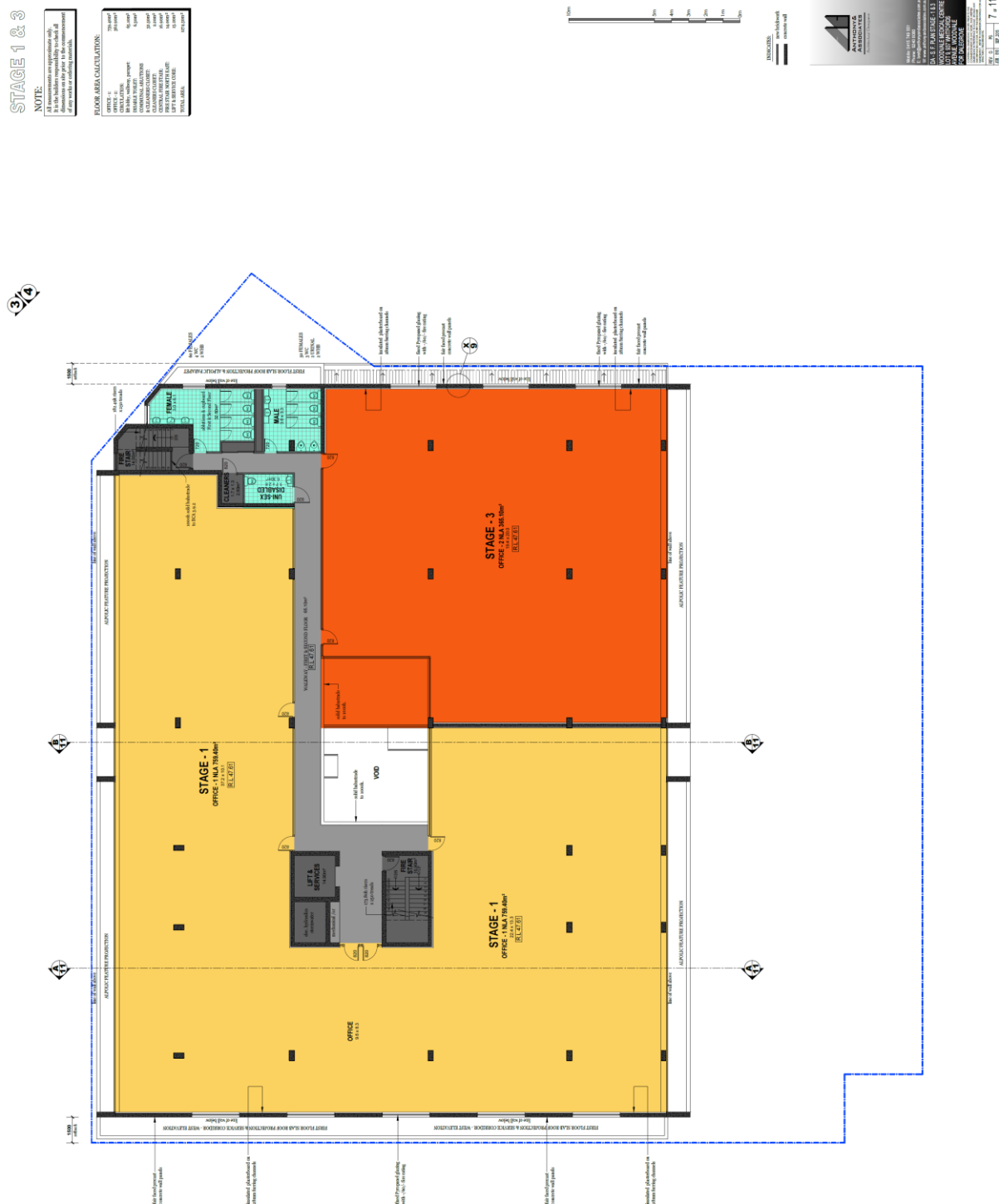










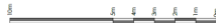
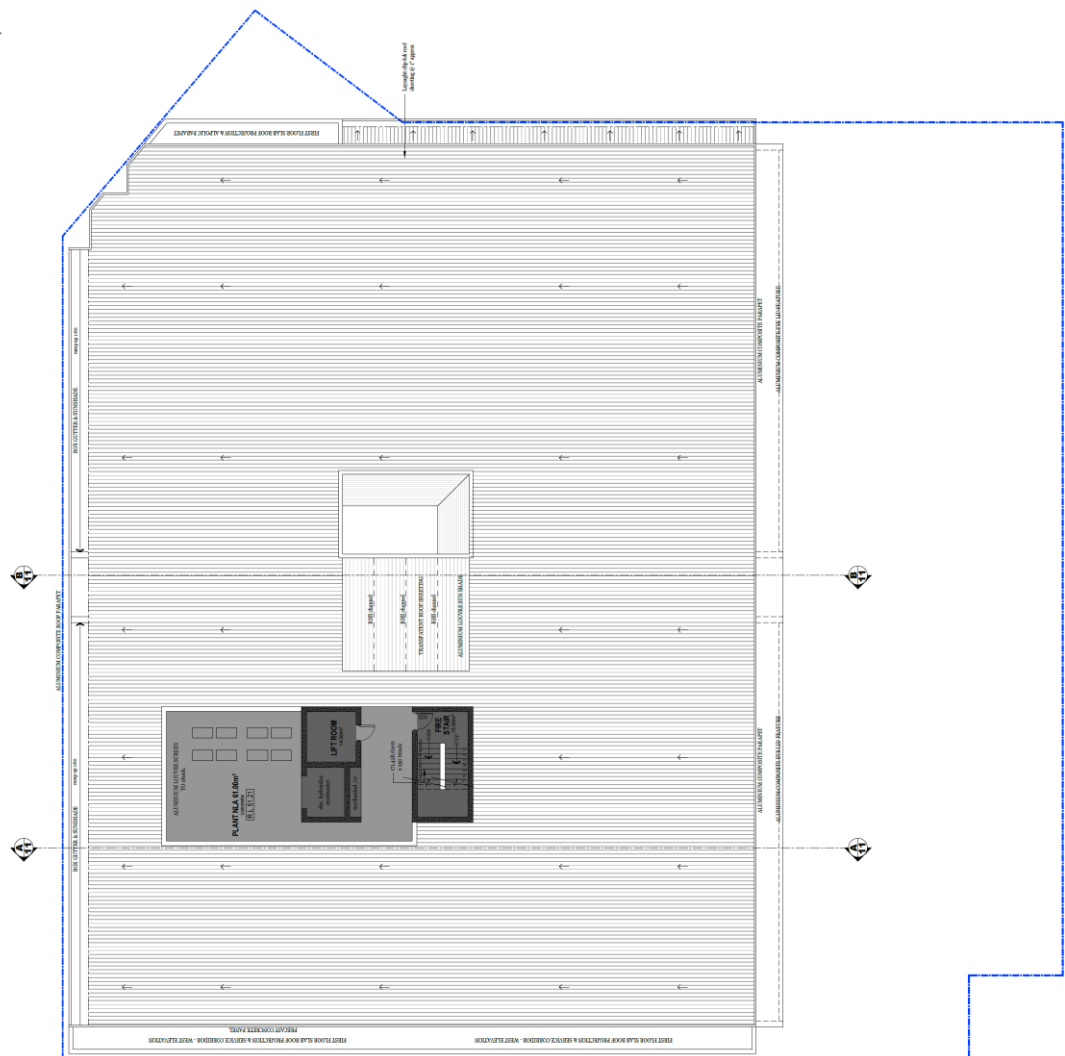


STAGE 1 & 3

NOTE:
The information contained in this drawing is for the information of the client and is not to be used for any other purpose without the written consent of the architect.

FLOOR AREA CALCULATION	
PLANT ROOM	10.00
LIFT ROOM	10.00
STAIRS	10.00
TOTAL AREA	30.00

3/4



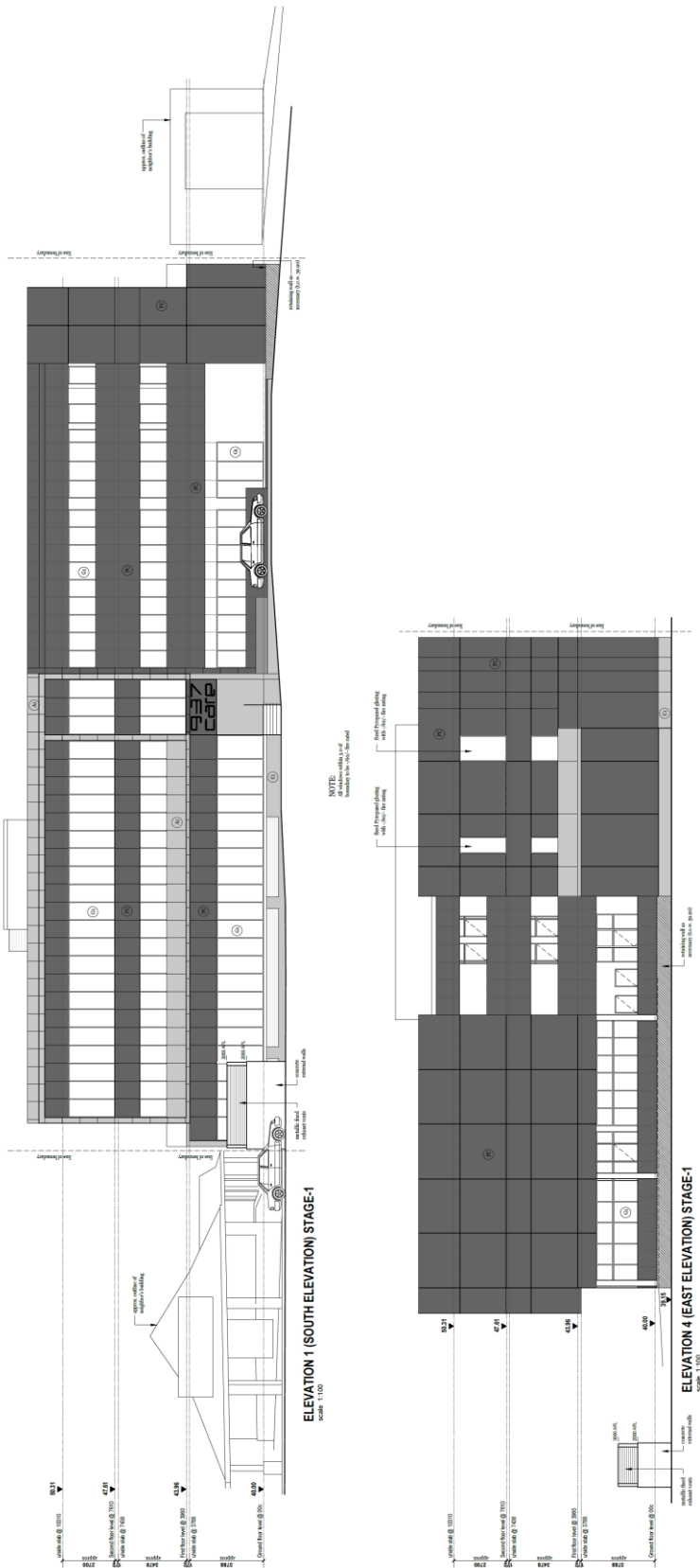
INDICATES:
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Architectural Association of Ireland
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2/1

ROOF PLAN
Scale: 1:100

STAGE 1 ELEVATIONS



WINDOW / GLAZING LEGEND:

- 1. Single glazed window
- 2. Double glazed window
- 3. Triple glazed window
- 4. Quad glazed window
- 5. Pent glazed window
- 6. Hexa glazed window
- 7. Hepta glazed window
- 8. Octa glazed window
- 9. Nona glazed window
- 10. Deca glazed window
- 11. Undeca glazed window
- 12. Duodeca glazed window
- 13. Tredecim glazed window
- 14. Quattuordecim glazed window
- 15. Quindecim glazed window
- 16. Sexdecim glazed window
- 17. Septem glazed window
- 18. Octodecim glazed window
- 19. Nonaginta glazed window
- 20. Cent glazed window

GLAZING IN WALL AND ROOF CLADDING LEGEND:

- 1. Single glazed wall and roof cladding
- 2. Double glazed wall and roof cladding
- 3. Triple glazed wall and roof cladding
- 4. Quad glazed wall and roof cladding
- 5. Pent glazed wall and roof cladding
- 6. Hexa glazed wall and roof cladding
- 7. Hepta glazed wall and roof cladding
- 8. Octa glazed wall and roof cladding
- 9. Nona glazed wall and roof cladding
- 10. Deca glazed wall and roof cladding
- 11. Undeca glazed wall and roof cladding
- 12. Duodeca glazed wall and roof cladding
- 13. Tredecim glazed wall and roof cladding
- 14. Quattuordecim glazed wall and roof cladding
- 15. Quindecim glazed wall and roof cladding
- 16. Sexdecim glazed wall and roof cladding
- 17. Septem glazed wall and roof cladding
- 18. Octodecim glazed wall and roof cladding
- 19. Nonaginta glazed wall and roof cladding
- 20. Cent glazed wall and roof cladding

WALL FINISHES LEGEND:

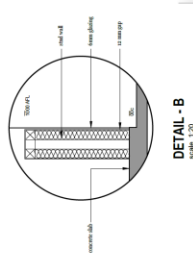
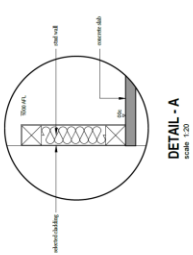
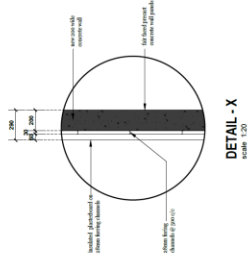
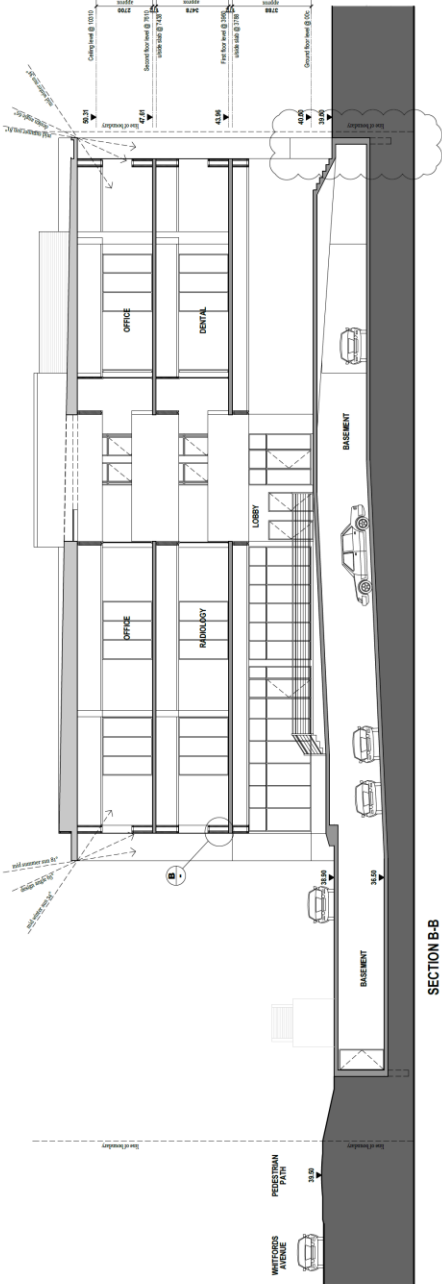
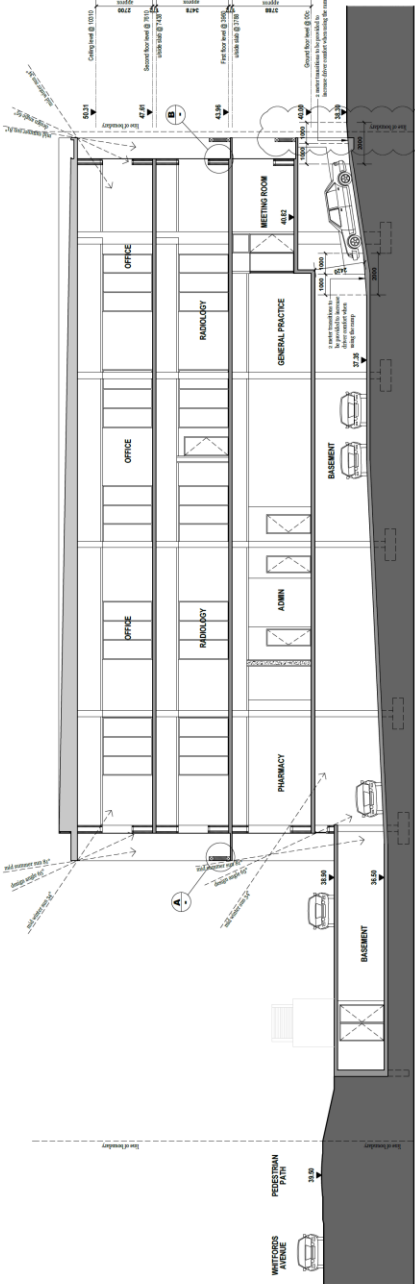
- 1. Plain concrete
- 2. Rendered concrete
- 3. Plastered concrete
- 4. Painted concrete
- 5. Stucco concrete
- 6. Terrazzo concrete
- 7. Granite concrete
- 8. Marble concrete
- 9. Slate concrete
- 10. Limestone concrete
- 11. Sandstone concrete
- 12. Travertine concrete
- 13. Gneiss concrete
- 14. Schist concrete
- 15. Quartzite concrete
- 16. Basalt concrete
- 17. Andesite concrete
- 18. Diorite concrete
- 19. Granite concrete
- 20. Limestone concrete

ARCHITECTURAL SYMBOLS:

- 1. Window
- 2. Door
- 3. Staircase
- 4. Lift
- 5. Elevator
- 6. Ramp
- 7. Terrace
- 8. Garden
- 9. Pool
- 10. Deck
- 11. Balcony
- 12. Veranda
- 13. Pergola
- 14. Carport
- 15. Garage
- 16. Driveway
- 17. Pathway
- 18. Fencing
- 19. Gate
- 20. Wall

STAGE 1 ELEVATIONS

STAGE 1 & 3 SECTIONS







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 (none existing)
- ☒ 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 *Southwly orientation, minimal windows east + 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

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.

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:

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

Will be given more detailed consideration as part of the building permit process

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: Jeremy Hofland Contact Number: 9221 1991

Applicant's Signature: _____ Date Submitted: 19/6/15

Accepting Officer's Signature: _____



Proposed Medical and Commercial Development

**Lot 9 (No.937) Whitfords Avenue,
Woodvale**

Traffic and Parking Report

**PREPARED FOR:
Rowe Group**

June 2015

Document history and status

Author	Revision	Approved by	Date approved	Revision type
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Paul Gbantous	r01a	P Gbantous	05/06/15	Final

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Project manager: Behnam Bordbar

Client: Rowe Group

Project: Lot 9 (No. 937) Whitfords Avenue, Woodvale

Document revision: r01a

Project number: t15.023

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1.0 Introduction

Transcore has been engaged by Rowe Group to prepare this Traffic and Parking report with regard to the proposed Medical and Commercial Centre, to be located at Lot 9 (No. 937) Whitfords Avenue in Woodvale, as shown in Figure 1.

The subject site forms part of the Woodvale Boulevard Shopping Centre and is bound by parking to the north, Red Rooster to the west, BP service station to the east and Whitfords Avenue to the south. The site is surrounded by a range of land uses including retail, food outlets, offices and residential.

The site currently accommodates the Kingsley Woodvale Medical Centre (shown in Figure 2) and a noodle bar with an approximate building area of 610m². Approximately 37 car parking bays (including one ACROD) bay are provided on-site with the parking aisles integrating with the Woodvale Boulevard Shopping Centre. There is an informal reciprocal parking arrangement between the various parking areas in the Shopping Centre and the existing parking provided in the subject site.

Access to the site is via the existing Shopping Centre intersections on Whitfords Avenue and Trappers Drive.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, access and egress movement pattern and parking demand and supply.



Figure 1: Location of the subject site



Figure 2: Subject site¹

¹ Source: Google Streetview Image Date: July 2014

2.0 Proposed Development

The proposal for the subject site is for redevelopment of the existing medical centre into a mixed-use medical and professional centre comprising:

STAGE 1

Basement Level

- ✚ Secured basement level car parking provided 32 bays including 2 ACROD bays;
- ✚ Bin Store; and,
- ✚ Bicycle parking and end of trip facilities including showers and change room.

Ground Level

- ✚ Retail 65m² NLA;
- ✚ Medical – General Practice 332m² NLA;
- ✚ Pathology 57.6m² NLA;
- ✚ Pharmacy 157m² NLA; and,
- ✚ Café and outdoor dining area – 99m² (approx. 86m² dining room).

Level 1

- ✚ Medical uses physio, dental, specialist, medical suites and radiology. Total area 749m².

Level 2

- ✚ Office tenancies total area 759m².

STAGE 2

Basement Level

- ✚ Secured basement level car parking provided 63 bays including 2 ACROD bays;
- ✚ Bin Store; and,
- ✚ Bicycle parking and end of trip facilities including showers and change room.

Ground Level

- ✚ Office 390m² (Stage 2);

Level 1

✚ Office 362.9m².

Level 2

✚ Office tenancies total area 365.1m².

The proposed development provides a total floor area of approximately 3,300m² on ground level and levels 1 & 2.

The redevelopment of the site is proposed to be undertaken in two stages. Stage 1 of the redevelopment entails construction of a new building structure on the existing site parking west of the existing medical centre building then demolition of the existing medical centre building and a total provision of 20 parking spaces on the ground floor. Stage 1 also entails the partial construction of the basement car park providing 32 basement level car bays.

Stage 2 entails the removal of some ground level parking and expansion of the new building structure. The basement car park will also be expanded to provide a total of 63 bays in Stage 2. The ground floor parking provision in Stage 2 is 7 bays.

Access to the surrounding road network is proposed to be accommodated via the existing shopping centre intersections on Whitfords Avenue and Trappers Drive as per the existing situation.

Access to the proposed basement level car park is via the existing parking aisle connecting to the north-west corner of the subject site.

Rubbish bins will be wheeled out from the bin store facility for waste collection from the north-west parking aisle. The bin store is located in the north-west corner of the basement level car park.

Pedestrians will access the development from the external footpath network abutting the site on Whitfords Avenue and Trappers Drive. Pedestrian crossings are currently facilitated at the signalised intersection of Whitfords Avenue and Trappers Drive.

Detailed development plans are included for reference in Appendix A.

3.0 Parking Analysis

To ascertain the existing parking supply and demand at the subject site and within the Woodvale Shopping Centre as a whole, a parking survey was undertaken by Transcore in April/May 2015.

3.1 Parking Survey Area

The parking survey area included existing parking provided within the Woodvale Boulevard Shopping Centre site. The survey area was divided into eleven zones labelled A to K in Figure 3. Parking in Zone G included the existing medical centre parking within the subject site.



Figure 3: Parking survey zones

3.2 *Parking Survey Methodology*

A site visit was undertaken on Thursday 23rd April 2015 during which a detailed parking inventory was established of the car parking within the shopping centre and subject site.

A parking utilisation survey of the parking zones was then undertaken during a typical weekday and weekend combined peak parking demand period as following:

- ✚ Thursday 30th April 2015: between the hours of 4pm and 7pm.
- ✚ Saturday 2nd May 2015: between the hours of 11am and 1pm.

The survey days and times were selected on the basis that the combined peak parking demand for the proposed medical/professional centre and the existing Woodvale Shopping Centre will coincide on weekday afternoons and Saturday midday.

Parking utilisation was surveyed in 30 minute intervals.

3.3 *Existing Parking Supply*

The parking inventory recorded a total combined parking supply of 639 spaces for the existing shopping centre and subject site. As detailed in Table 1, approximately 40 parking spaces were provided in zone G which includes 34 of the parking bays which are located within the subject site.

Table 1: Surveyed existing parking supply

Parking Zone	Parking Supply
A	64
B	105
C	47
D	23
E	88
F	12
G	40
H	87
I	48
J	75
K	50
Total	639

3.4 Existing Parking Demand

A parking occupancy or utilisation survey of the parking zones within the survey area was undertaken as detailed in the survey methodology. The parking utilisation for the site over the survey periods is detailed in Tables 2 & 3 below.

Table 2: Surveyed parking utilisation – Thursday 30th April 2015

Parking Zone	Parking Supply	Thursday 30 April 2015					
		4.00-4.30	4.30-5.00	5.00-5.30	5.30-6.00	6.00-6.30	6.30-7.00
A	64	38	50	38	32	21	24
B	105	80	83	69	46	41	39
C	47	45	39	43	30	35	25
D	23	13	7	10	10	8	7
E	88	30	38	44	28	21	21
F	12	6	9	3	2	3	3
G	40	15	16	11	3	6	2
H	87	23	21	14	9	13	6
I	48	19	20	13	15	11	8
J	75	40	44	47	40	45	43
K	50	19	18	19	16	14	14
Total	639	328	345	311	231	218	192
		51%	54%	49%	36%	34%	30%

Table 3: Surveyed parking utilisation – Saturday 2nd May 2015

Parking Zone	Parking Supply	Saturday 2 May 2015			
		11.00- 11.30	11.30- 12.00	12.00- 12.30	12.30- 1.00
A	64	40	30	34	28
B	105	97	89	92	95
C	47	40	42	40	43
D	23	13	9	9	7
E	88	50	32	36	38
F	12	4	5	1	3
G	40	5	7	3	8
H	87	4	6	15	13
I	48	14	11	8	11
J	75	41	33	33	37
K	50	21	23	17	22
Total	639	329	287	288	305
		51%	45%	45%	48%

The combined peak parking demand period for the shopping centre and subject site was recorded on Thursday 4:30pm to 5:00pm, with 54% utilisation. After this time parking demand gradually decreased to 30% utilisation by 7:00pm.

Parking utilisation was recorded to be fairly consistent on Saturday, ranging between 51% and 45% total utilisation between 11:00am and 1:00pm. Peak utilisation on Saturday was recorded at 11:00am.

There was a minimum of 294 parking bays available throughout the shopping Centre at any time during the survey period.

A maximum parking demand of 16 bays was recorded in zone G which includes the existing medical centre parking within the subject site. This is equivalent to 40% utilisation of this zone.

As the existing medical centre and noodle bar building is approximately 610m² in area, the estimated existing peak parking demand of the site during the combined medical centre / shopping centre peak is equivalent to 1 bay per 38m² of building floor area.

3.5 Post Development Parking Demand and Supply

3.5.1 City of Joondalup Parking Requirements

The subject site is situated within the City of Joondalup (CoJ) and as such the CoJ *District Planning Scheme No.2 (DPS2)* is applicable to the proposed medical centre redevelopment.

The relevant parking requirements as set out in the policy are detailed in Tables 4 & 5. It should be noted that DPS2 specifies a parking requirement of 5 bays per practitioner for medical centres. As the number of practitioners in the post development situation is not known, the 'Health Centre' parking rate of 1 per 30m² has been applied.

As detailed in Section 3.4, the existing medical centre and noodle bar parking demand was surveyed to be 1 bay per 38m² during the combined shopping centre and medical centre peak demand periods on Thursday afternoon and midday Saturday. Therefore the adopted rate of 1 bay per 30m² is considered to be conservative and applicable for calculating the post development parking requirement for the medical land uses.

Table 4: CoJ applicable car parking requirements Stage 1

Use	Parking Standard	Bays Required
Medical Centre (General Practice) 331.90m ² NLA	1 car bay per 30m ²	11.06
Pathology 57.60m ² NLA	1 car bay per 30m ²	1.92
Retail 65m ² NLA	7 per 100m ² NLA (1 bay per 14.28m ² NLA)	4.55
Pharmacy 157m ² NLA	7 per 100m ² NLA (1 bay per 14.28m ² NLA)	10.99
Cafe Seating Area 86m ²	1 per 5m ² dining area	17.2
Medical Centre (Physio/Dental/Medical Specialist/Radiology) 748.9m ² NLA	1 car bay per 30m ²	24.96
Office 759.4m ² NLA	1 car bay per 30m ²	25.31
Total Requirement Stage 1		96

Table 5: CoJ applicable car parking requirements Stage 2

Use	Parking Standard	Bays Required
Office 1,118m2 NLA	1 per 30m2 NLA	37.26
Total Requirement Stage 2		37
Total Requirement Stage 1+2		133

3.5.2 Estimated Actual Demand for Parking

The proposed development provides a mix of complementary land uses including medical centre, office, café, pharmacy and retail. There will be some cross trade and multi-purpose trips associated with these complementary land uses. For example some office employees may utilise the medical, café and pharmacy facilities. There will also be some cross trade associated with other land uses at the existing shopping centre. Therefore the actual demand for parking is anticipated to be lower than the total calculated parking demand based on application of individual City parking rates.

The actual demand for parking was therefore estimated based on the anticipated trip generation of the proposed development.

As detailed in Section 6 of this report, the proposed development is anticipated to generate 147 trips during peak hour periods (for Stage 1+2). As detailed in Table 7, the actual peak parking demand is estimated to be in the order of 82 car bays at ultimate development. This is based on a conservative assumption of 10% cross trade and allowance for 20 medical centre staff cars in addition to parking related to medical centre trip generation. The actual parking demand for Stage 1 development is estimated to be 60 bays as detailed in Table 6.

Table 6: Estimated actual parking demand (Stage 1)

Land use	AM Trips		PM Trips		Duration of Stay (in peak hour)	Parking Demand
	IN	OUT	IN	OUT		
Medical Centre	46	45	45	46	27 min (RTA Guide NSW)	46 trips * 27/60min = 21 bays
						Assume additional 20 staff bays
Office	13	3	3	13	Assume 60min	15 bays
Restaurant	2	3	3	2	Assume 60min	5 bays
Retail	7	6	6	7	Assume 30min	5 bays
Total	68	57	57	68		66
Reduction due to cross trade - 10%						60 bays

Table 7: Estimated actual parking demand (Stage 1+2)

Land use	AM Trips		PM Trips		Duration of Stay (in peak hour)	Parking Demand
	IN	OUT	IN	OUT		
Medical Centre	46	45	45	46	27 min (RTA Guide NSW)	46 trips * 27/60min = 21 bays
						Assume additional 20 staff bays
Office	30	8	8	30	Assume 60min	40 bays
Restaurant	2	3	3	2	Assume 60min	5 bays
Retail	7	6	6	7	Assume 30min	5 bays
Total	85	62	62	85		91
Reduction due to cross trade - 10%						82 bays

3.5.3 Post Development Parking Supply and Demand Analysis

The proposed on-site parking provision for the medical centre redevelopment is detailed as following:

- ✚ Stage 1: 32 bays in the basement car park, 20 bays on the ground level (total 52 bays). This is a shortfall of approximately 8 bays from the anticipated actual peak parking demand of the development and a shortfall of 44 bays from the City parking requirements.
- ✚ Stage 2: 63 bays in the basement level, 7 bays on ground level (total 70 bays). This is a shortfall of approximately 12 bays from the anticipated actual peak parking demand of the development and a shortfall of 63 bays from the City parking requirements.

Basement parking will be available to the public during trading hours.

Based on the parking utilisation survey results, there are at least 294 available parking spaces in the combined site and shopping centre car park during the combined peak parking demand period on a typical Thursday afternoon or Saturday midday.

The parking survey results indicate that sufficient parking is available in the closest parking Zones H & E to accommodate the proposed development parking. 116 bays were available in these two zones alone during the surveyed peak parking period, which greatly exceeds the anticipated actual peak period parking shortfall of 12 bays (at Stage 2 of development). The availability of parking in these zones also exceeds the calculated Stage 2 parking shortfall of 63 bays based on the City parking requirement rates.

The existing and post development parking demand and supply analysis for the combined shopping centre and proposed development is presented in Tables 8 & 9.

The parking demand and supply analysis indicates that the combined parking surplus at the shopping centre and subject site will remain considerably high at over 200 bays in the post development scenario during the typical weekday and weekend combined peak periods.

**Table 8: Post development parking demand and supply analysis
(City parking rates)**

Scenario	Peak Parking Demand	Total Parking Supply	Parking Surplus (+)
Existing	345	639	294
Post development Stage 1	$345-16+96 = 425$	$639-37+52 = 654$	229
Post development Stage 2	$345-16+133 = 462$	$639-37+70 = 672$	210

**Table 9: Post development parking demand and supply analysis
(Based on anticipated actual demand)**

Scenario	Peak Parking Demand	Total Parking Supply	Parking Surplus (+)
Existing	345	639	294
Post development Stage 1	$345-16+60 = 389$	$639-37+52 = 654$	265
Post development Stage 2	$345-16+82 = 411$	$639-37+70 = 672$	261

The parking analysis presented in Table 8 is considered to be too conservative for the following reasons:

- ✚ The calculated parking demand of the proposed medical/commercial development is the combined peak parking demand of all the individual uses and assumes that the peak parking demand of the proposed medical, retail, office and café uses coincides.
- ✚ The parking analysis presented in Table 8 assumes that the peak parking demand for the proposed medical/commercial development coincides with the peak parking demand of the shopping centre.
- ✚ The parking analysis presented in Table 8 does not account for multi-purpose trips, and assumes the full parking demand is generated for each proposed land use individually. As the proposed medical/commercial centre integrates with the existing shopping centre, multi-purpose trips are expected to occur due to cross trade between the existing shopping centre and the proposed medical and commercial uses. Some level of cross trade is expected to also occur within the site for example between the medical uses and proposed pharmacy, or between the café and proposed offices. Multi-purpose trips will reduce the combined parking demand of the proposed medical/commercial development.

It is considered that the parking analysis detailed in Table 9 presents a more realistic scenario. However, the parking analysis presented in both Tables 8 & 9 both demonstrate that more than sufficient parking will be available to service the subject site and shopping centre as a whole in both Stage 1 and Stage 2 of development.

4.0 Provision for Service Vehicles

Rubbish bins will be wheeled out from the bin store for off-street waste collection from the existing parking aisle.

It is anticipated that the proposed development will generate a small volume of service vehicle traffic, primarily associated with deliveries for the commercial tenancies and medical centre. It is recommended that smaller vehicles such as vans be used for deliveries. Delivery vehicles may park in the publicly available parking on the ground level in front of the proposed development.

5.0 Hours of Operation

The proposed development will be mainly medical and office in nature and will generate heaviest traffic movements during weekday morning and afternoon peaks. As the subject site forms part of the existing Woodvale shopping centre, the combined peak period of site traffic and road network traffic will be during the weekday PM peak hour typically between 4pm and 5pm.

6.0 Daily Traffic Volumes and Vehicle Types

The traffic volumes likely to be generated by the proposed medical centre and commercial development have been estimated in accordance with the RTA NSW *“Guide to Traffic Generating Developments”* document, which provides daily and peak hour trip rates for relevant land uses.

Estimated existing traffic generation

The site currently accommodates a medical centre and noodle bar. The RTA trip generation rates which are best suited to estimate the existing traffic generation of the site are for “Extended hours medical centres” and “restaurant”.

The existing building area was estimated from online aerial imagery. It is estimated that the site currently generates around 430 daily vehicle trips, with approximately 43 trips during AM and PM peak hour periods respectively.

Post-development trip generation

In consideration of the proposed development land uses, the RTA trip generation rates which are best suited to estimate the traffic generation of the proposed development are detailed as following:

Extended hours medical centre

- ✚ Peak hour trips: range of trip rates supplied, adopted average 8 trips per 100m².
- ✚ Daily trips: Assumed peak hour is 10% of daily trips.

Office

- ✚ Peak hour trips: 2 trips per 100m².
- ✚ Daily trips: 10 trips per 100m².

Retail

- ✚ Peak hour trips: 28 trips per 1000m² (assume AM and PM trip generation).
- ✚ Daily trips: 278 trips per 1000m².

Restaurant

- ✚ Peak hour trips: 5 trips per 100m² (GFA).
- ✚ Daily trips: 60 trips per 100m² (GFA).

It is estimated that the proposed medical centre and commercial development would generate 1,281 daily vehicle trips, with approximately 147 trips during the

AM and PM peak hour periods. These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and to a lesser extent 4WDs.

As the proposed development is located adjacent to an existing shopping centre, and some of the proposed development land uses are complementary, it is expected that a high incidence of cross trade between the shopping centre and proposed development, and internally between the proposed development land uses would occur.

A reduction of 10% for cross trade was applied to the trip generation of the proposed development. This is considered to be conservative. It should be noted that no reduction for passing trade was applied, which is also conservative.

The net change in site traffic resulting from the proposed development (accounting for existing traffic generation and 10% cross trade) is **+724vpd** and **+89vph** in the AM and PM peak hour periods.

Table 10 is based on the following directional split assumptions:

- ✚ AM peak split estimated at 50%/50% inbound/outbound for medical/commercial and 80%/20% inbound/outbound for office.
- ✚ PM peak split estimated at 50%/50% inbound/outbound for medical/commercial and 20%/80% inbound/outbound for office.

Table 10: Peak hour trips for the proposed development

Time period	Direction	Total Peak Hour Trips	
		Split	Total
AM Peak	Inbound	85	147
	Outbound	62	
PM Peak	Inbound	62	147
	Outbound	85	

The traffic generated by the proposed development will access and egress the site via the existing access intersections on Whitfords Avenue and Trappers Drive, as detailed in Figure 4.

Traffic is expected to be distributed to and from the east and west on Whitfords Avenue and to and from the north on Trappers Drive and will be spread over the multiple existing crossovers serving the site.

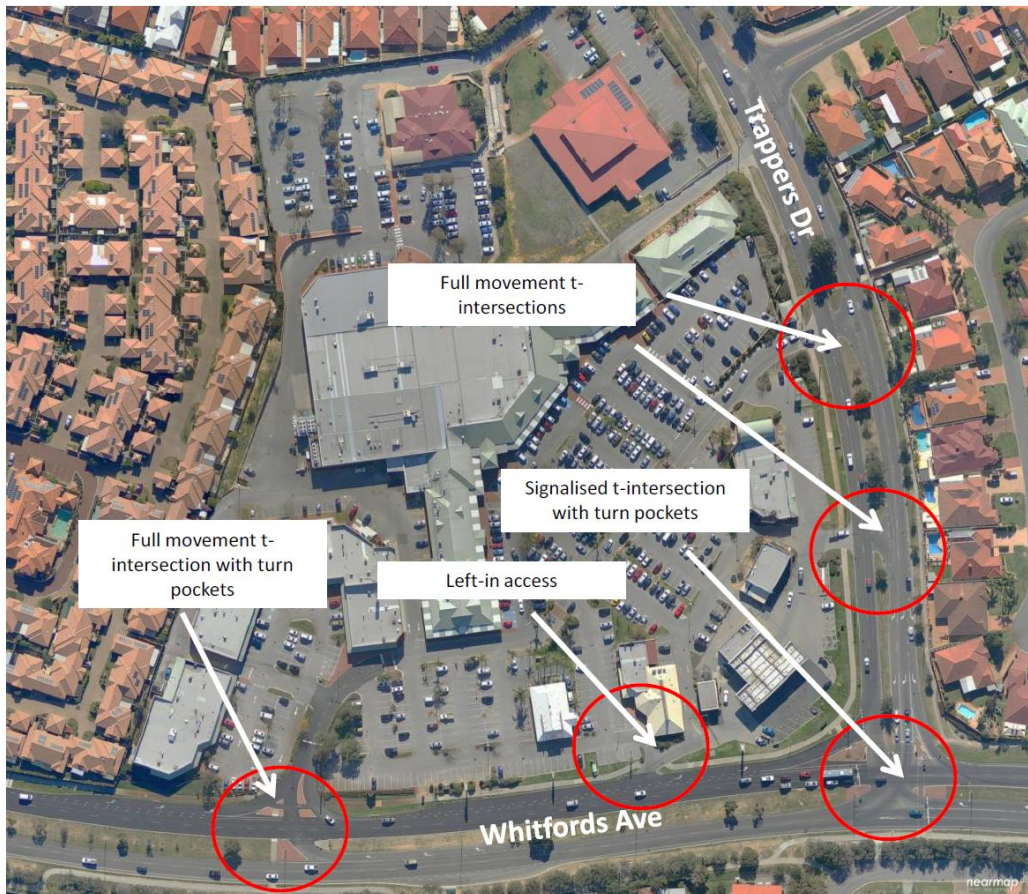


Figure 4: Vehicular access/egress intersections

The WAPC *Transport Assessment Guidelines for Developments* (2006) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore any section of road where the development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

As the site is well served by multiple access intersections on two road frontages, the proposed development will not increase traffic flows on any traffic lanes adjacent to the site in excess of the quoted WAPC threshold to warrant further analysis. The daily increase in traffic on the surrounding road network will be less than 5% of the existing traffic volumes on Whitfords Avenue and Trappers Drive, therefore the impact on the surrounding road network is considered to be minor.

7.0 Traffic Management on the Frontage Streets

Whitfords Avenue in the vicinity of the subject site is a 23m wide, four-lane divided road with a 9m wide central median and a sign posted speed limit of 70km/h adjacent to the site. Pedestrian footpaths are provided on both sides of the road.

Pedestrian crossing facilities are currently in place at the signalised intersection of Whitfords Avenue and Trappers Drive and at the shopping centre access intersection on Whitfords Avenue adjacent to the subject site.

Whitfords Avenue is classified as a *Distributor A* road in the Main Roads WA *Metropolitan Functional Road Hierarchy*. Traffic count data obtained from Main Roads WA indicates that Whitfords Avenue carried average weekday traffic flows of up to 38,000 vehicles per day (vpd) east of Kingsley Drive in February 2015.

Trappers Drive in the vicinity of the subject site is a 21m wide, four lane divided road with 6.5m wide median. Trappers Drive has a default built up area speed limit of 50km/h.

Pedestrian crossing facilities including drop kerbs and median refuges are currently provided adjacent to the shopping centre and at the signalised intersection with Whitfords Avenue. Paved pedestrian footpaths run along both sides of the road.

Trappers Drive is classified as a *Local Distributor* road in the Main Roads WA *Metropolitan Functional Road Hierarchy*. Recent traffic count data provided by Main Roads WA indicates that Trappers Drive carried average weekday traffic flows of 7,557 vehicles per day (vpd) in March 2015.

8.0 Public Transport Access

The site is served by existing bus services operating along Whitfords Avenue and Trappers Drive linking the subject site to the northern suburbs and rail line, and the Perth CBD to the south.

The closest bus stops are located on Whitfords Avenue and Trappers Drive adjacent to the shopping centre.

Nearby public transport services are shown in Figure 5.

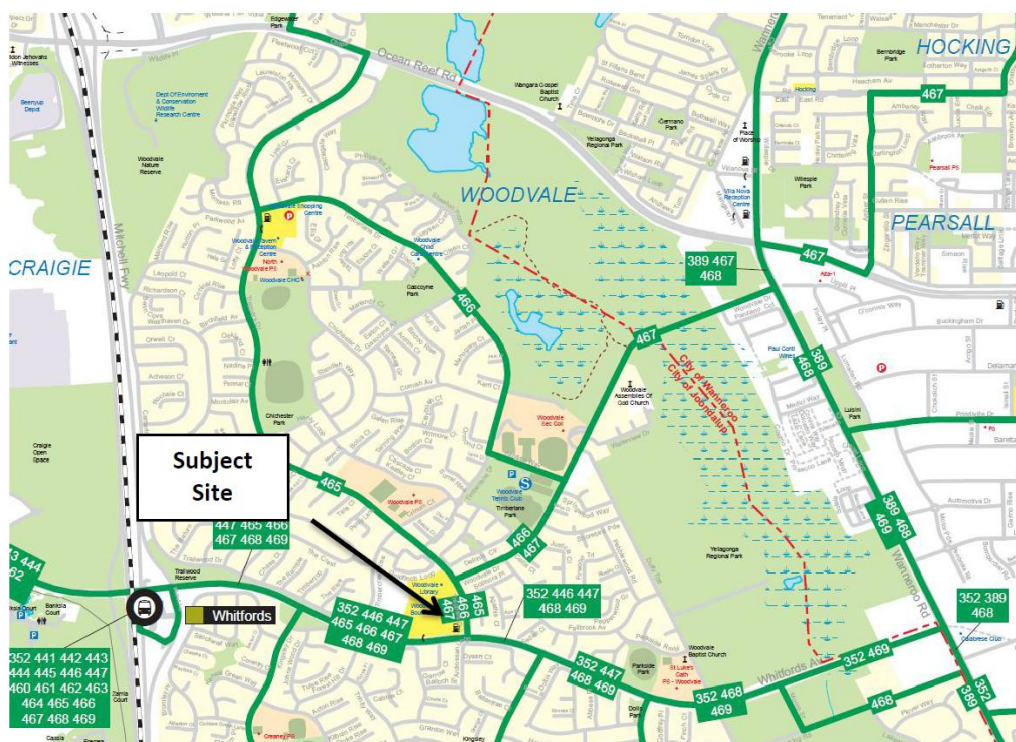


Figure 5: Public transport services (Transperth Maps)

9.0 Pedestrian Access

Pedestrian access to the proposed development is via the existing external footpath network comprising paved footpaths on Whitfords Avenue and Trappers Drive

A number of crossing facilities with median refuge are provided on both Whitfords Avenue and Trappers Drive adjacent to the shopping centre.

10.0 Cycle Access

The Perth Bicycle Network Map (see Figure 6) indicates good cyclist connectivity to the subject site. On-street cycle lanes are provided on both sides of Whitfords Avenue and shared pedestrian/cycle paths are provided along Whitfords Avenue and Trappers Drive adjacent to the shopping centre and subject site.

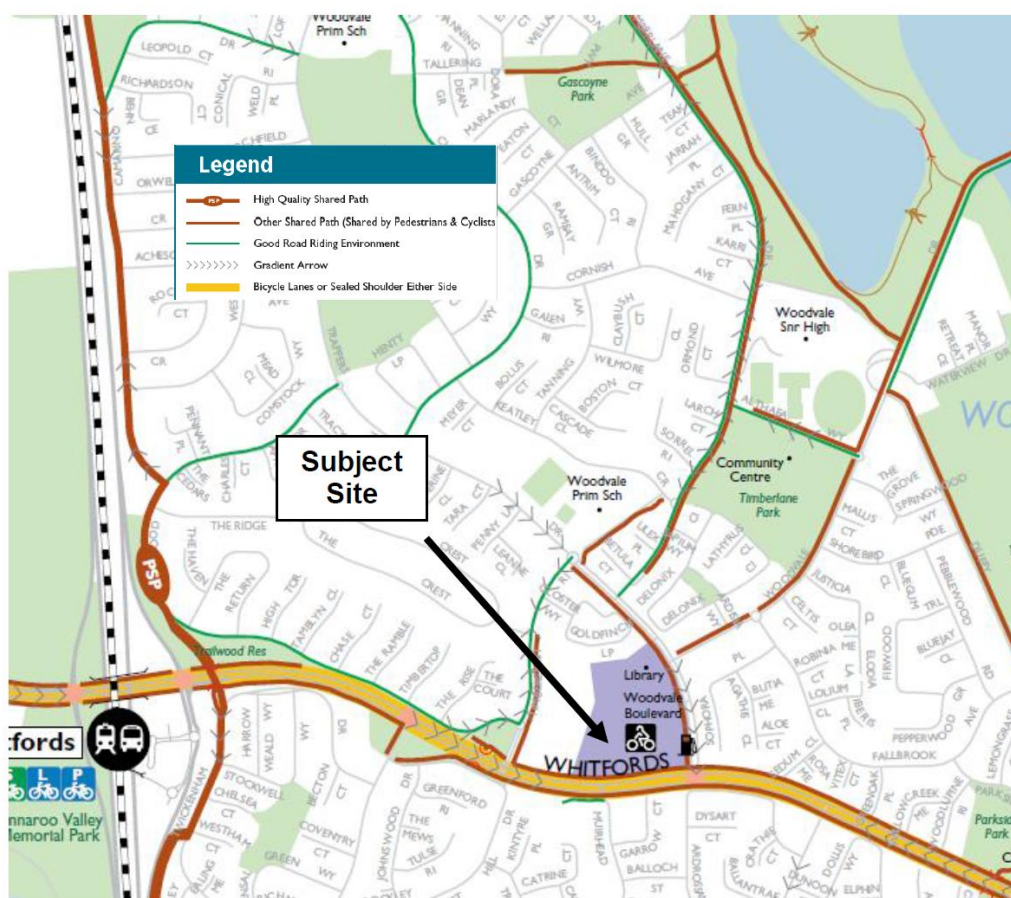


Figure 6: Extract from Perth Bicycle Network (Department of Transport)

End of trip facilities including wall mounted bicycle racks, showers and change rooms are provided in the basement of the proposed development to encourage alternate forms of transport.

11.0 Site Specific Issues

No site specific issues were identified within the scope of this assessment.

12.0 Safety Issues

No safety issues were identified within the scope of this assessment.

13.0 Conclusions

This Traffic and Parking report was prepared with regard to the proposed Medical and Commercial Centre, to be located at Lot 9 (No. 937) Whitfords Avenue in Woodvale.

The site features good connectivity with the existing road and pedestrian network and public transport coverage through bus services.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is within the capacity of the existing road network and access intersections to accommodate and as such would have minor impact on the surrounding road network. The daily traffic generation of the proposed development is less than 5% of the existing traffic volumes on the adjacent road network.

Vehicle access to and from the surrounding road network is proposed to be accommodated via the existing shopping centre intersections on Whitfords Avenue and Trappers Drive as per the existing situation.

Access to the proposed basement level car park is via the existing parking aisle connecting to the north-west corner of the subject site.

Pedestrians will access the development from the external footpath network abutting the site on Whitfords Avenue and Trappers Drive. Pedestrian crossings are currently facilitated at the signalised intersection of Whitfords Avenue and Trappers Drive.

The parking analysis presented in this report indicates that the actual peak parking demand for Stage 2 of the proposed development is anticipated to be in the order of 82 car bays. It is proposed to supply 70 car bays within the site with the remaining potential 12 bay shortfall being easily accommodated in other existing parking areas shared with the shopping centre. It is expected that reciprocal parking, and cross trade will occur between the existing shopping centre and proposed development.

The results of a parking survey undertaken in April/May 2015 indicate that there is more than sufficient parking available within the shopping centre to accommodate any potential parking shortfall associated with the development during peak parking demand periods.



Form 2 - Responsible Authority Report

(Regulation 17)

Property Location:	Lot 40 (6) and Lot 201 (8) Packard Street, Joondalup
Application Details:	Amendments to approved 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:	DA15/1090
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DAP/15/00786
Report Date:	17 November 2015
Application Receipt Date:	21 September 2015
Application Process Days:	50 Days
Attachment(s):	1. Location plan 2. Original JDAP decision and plans 3. Development plans 4. Table of changes 5. Landscaping concept plan

Officer Recommendation:

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

1. **Accept** that the DAP Application reference DAP/15/00786 as detailed on the DAP Form 2 dated 21 September 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 DAP/15/00786 as detailed on the DAP Form 2 dated 21 September 2015 and accompanying plans DA1 (revision D), DA1.1 (revision D), DA2 (revision D), DA3 (revision D) and DA4 (revision D) in accordance with the provisions of Clause 68(2) of the *Planning and Development (Local Planning Scheme) Regulations 2015* Schedule 2 and the Metropolitan Region Scheme, for the amendments to the approved additions to existing warehouse and new warehouse, showroom and lunch bar development at Lot 40 (6) and Lot 201 (8) Packard Street, Joondalup, subject to:

Removal of Condition

Condition 13 of the existing approval dated 6 July 2015 is removed.

Additional Conditions

1. Bin store 4 on Lot 201 (8) Packard Street, Joondalup shall be constructed so as to be wholly enclosed and appear to be integrated into the design of the existing power sub-station. Detailed plans and schedule of finishes shall be submitted to and approved by the City prior to the commencement of development. Works shall be in accordance with the approved details and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
2. The extension to the existing warehouse on Lot 201 (8) Packard Street, Joondalup shall be further articulated through the use of colours and/or materials. Details shall be submitted to and approved by the City prior to the commencement of development. Works shall be undertaken in accordance with these approved details.

Advice Notes

1. All other conditions and requirements detailed on the previous approval dated 6 July 2015 shall remain unless altered by this application.

Background:

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

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.

At its meeting held on 6 July 2015, the JDAP approved an application for the expansion of the existing warehouse facility located on Lot 201 (8) Packard Street as well as the redevelopment of new warehouses, showrooms (including ancillary office space) and a lunch bar at Lot 40 (6) Packard Street, Joondalup. The JDAP decision of 6 July 2015, including the approved plans, is included at Attachment 2.

This development application is for amendments to various components of the proposed warehouse additions on Lot 201 (8) Packard Street and the new development at Lot 40 (6) Packard Street, Joondalup.

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.

Details: outline of development application

The applicant seeks approval for amendments to various components of the proposed warehouse additions and the new development previously approved by the JDAP at its meeting held on 6 July 2015.

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 lunch bar development providing seating for eight persons within an outdoor dining area.

The proposed amendments to the previously approved development application are as follows (see annotations and table of changes in Attachments 3 and 4):

Lot 201 (8) Packard Street

- Modification to the external facade of the approved warehouse addition to remove the translucent polycarbonate panel clerestory windows along the top of the external concrete wall panels. This is now to be full height concrete wall panels, with a texture-coated or painted surface to retain articulation;
- Modifications to the approved warehouse additions roof pitch and associated eave height;
- A canopy addition to the approved loading dock facing Winton Road;
- Relocation and modifications to bin store areas;

- New pedestrian crossing and staircase providing connectivity between the warehouse/showroom development and the proposed Packard Street pedestrian footpath;
- A 1.15% reduction in soft landscaping across the site, resulting in a net total of 6% of soft landscaping in lieu of the required 8%;
- Relocation of previously approved car parking shade trees and three additional verge trees within the Winton Road verge area;
- The provision of one extra car bay as a result of the relocation of previously approved bin stores along the rear boundary of Lot 201.

Lot 40 (6) Packard Street

- Repositioning of the driveway and crossover position providing access to Lot 40;
- An increase in the NLA of the Lunch Bar of 7m² as well as the realignment of the car bays immediately in front of the proposed Lunch Bar;
- Modifications to the approved rear warehouse additions roof ridge height;
- Removal of rear warehouse tenancy glazing and inclusion of secure fire doors;
- The removal of one car bay as a result of the repositioning of the driveway and crossover position providing access to Lot 40.

In addition to this, the applicant has requested reconsideration of condition 13 of the original JDAP decision, which states:

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.

The applicant is seeking to amend this condition of reflect a 1:10 year capacity.

Legislation & policy:

Legislation

- *Planning and Development Act 2005;*
- *Metropolitan Region Scheme; and*
- *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)*
- *City of Joondalup District Planning Scheme No. 2*
 - *Draft Joondalup City Centre Structure Plan.*

State Government Policies

Nil

Local Policies

Nil

Consultation:

Public Consultation

Clause 64 of the deemed provisions for local planning schemes of the Regulations states that public consultation is not required to be undertaken where the local government is satisfied that the departure from the requirements of the Scheme is of a minor nature. In this instance, it is considered that the proposal is consistent with the objectives of the 'Service Industrial' zone and the draft JCCSP, and does not impact the amenity of the surrounding properties. As such, public comment has not been sought.

Consultation with other Agencies or Consultants

Not applicable.

Planning assessment:

The applicant seeks approval for amendments to the extension to the existing warehouse facility and two new warehouse tenancies, two showrooms and a lunch bar that was approved by the JDAP at its meeting held on 6 July 2015 (Attachment 2 refers). The amendments from the original approval which are the subject of this application are highlighted in Attachment 3 and indexed within Attachment 4.

The previous approval included some deviations from the standards of DPS2 and the draft JCCSP which were considered appropriate and approved by the JDAP on 6 July 2015. The following comments relate only to aspects of the proposed amendments which differ from the original approval.

Modifications to the external facade of the warehouse extension on Lot 201 (8) Packard Street

The modifications include the removal of the band of translucent polycarbonate panel clerestory windows along the top of the external concrete wall panels addressing both the Packard Street and Winton Road street boundaries. The translucent windows are proposed to be replaced with a painted/textured finish concrete wall panels.

The applicant has stated that the translucent polycarbonate panel clerestory windows are required to be removed to address tenant security concerns associated with the intended storage use of the warehouse. It is considered by the applicant that the balance of façade elements (sculptural roof form, articulated canopies/awnings, windows and doors together with the proposed paint and textured finishes to the concrete panels) remain in keeping with the existing approved scheme. Furthermore there is no increased visual appeal during the day (over and above the proposed paint and textured finishes) and that given there is no proposed afterhours activity (warehouse use during daytime hours) there would be no increased visual appeal at night.

In addition to the removal of the panels, a flat roof canopy is proposed over the truck manoeuvring area located at the rear of the warehouse addition that is accessed from Winton Road. The canopy structure and extension to the warehouse addition are to be setback 1.8 metres from the Winton Road street boundary, with an eave setback of nil. Under DPS2 and the draft JCCSP a three metre setback is required.

While the setbacks of the warehouse extension were approved under the original application, given the change in the external appearance, and the addition of the canopy, the appropriateness of the setback is required to be reconsidered as part of this application.

The building setback to the Winton Road street boundary of 1.8 metres and a nil setback to the eave was previously supported on the basis that there was to be a considerable amount of articulation to the warehouse extension which provided some relief to the warehouse addition as viewed from the street.

The removal of the polycarbonate panels to the external facade of the warehouse extension and the façade now proposed is not considered to meet the objectives of the 'Service Industrial' zone. Given the setback proposed, the painted concrete panels do not provide for an attractive facade to the street, nor is it considered that these modifications ensure a positive contribution to the provision of an attractive streetscape as required within the 'Business Support' district under the draft JCCSP. It is considered that a higher level of articulation should be provided to create visual interest within the facade, and to account for the lack of other visual relief that could have otherwise been provided through soft landscaping on the site or a greater street setback. A condition of approval is recommended requiring further articulation to this facade, with details to be submitted to and approved by the City prior to the commencement of construction.

The applicant also proposes modifications to the proposed roof pitch and eave height facing Winton Road. The applicant has stated that this will primarily allow for added internal height for warehouse racking and that the facades will not be detrimentally altered as a result. These modifications are minor and considered appropriate.

Bin Store 4 on Lot 201 (8) Packard Street

A new bin store is proposed adjacent to the existing power sub-station, set back 2.5 metres from the Packard Street boundary, in lieu of the six metre setback required under DPS2. All storage, including the storage of accumulated rubbish is required to be confined within a building, or a suitably enclosed area screened from its immediate surrounds and any adjacent public street or road by normal viewing. The modified development plans indicate that the bin enclosure is to be partially enclosed, however the internals of the store will remain visible from the Packard Street pedestrian footpath.

It is acknowledged that the site is partially constrained by the existing development and tenancy arrangement on the site, and the location of the bin store immediately adjacent to the existing power sub-station will reduce the visual appearance of the structure. However, a condition of approval is recommended to ensure that the bin enclosure is constructed so as to match and appear integrated into the design of the existing power sub-station enclosure. This will ensure that the structure is not visually dominant as viewed from the Packard Street pedestrian footpath and road reserve.

Modifications to Lot 40 (6) Packard Street

The NLA of the previously approved Lunch Bar is proposed to increase from 57m² to 64m². The Lunch Bar will seat eight persons only as per the original development

approval. The implications of this on parking are discussed further in the car parking section below.

The driveway and crossover will be repositioned, requiring minor modifications to the layout of car parking bays in front of the proposed Lunch Bar. These modifications provide for an improved car park layout and overall functionality, and are supported.

Other modifications to increase the top of roof and associated wall height of proposed Warehouse T4 and T5, and the removal of rear glazing in favour of secure fire doors are considered appropriate.

Car parking

The car parking bays across both lots, and the NLA on Lot 40 (6) Packard Street are proposed to be altered slightly through this application. The impact on the amount of car parking proposed across both lots is outlined in the table below:

	Original application	Current proposal
Number of car bays required on 6 Packard Street	44 under DPS2 38.8 under Amendment No.65	45 under DPS2 39.3 under Amendment No.65
Number of car bays required on 8 Packard Street	74 under DPS2 71.2 under Amendment No.65	74 under DPS2 71.2 under Amendment No.65
Total number of car bays required across both lots	118 under DPS2 110 under Amendment No.65	119 under DPS2 111 under Amendment No.65
Total number of car bays	75 (46 bays on 8 Packard Street) (29 bays on 6 Packard Street)	75 (47 bays on 8 Packard Street) (28 bays on 6 Packard Street)

While the demand for car parking on Lot 40 (6) Packard Street has increased by one bay, it is a result of an increase to the floor area of the Lunch Bar tenancy and not an increase in customer seating or warehouse/showroom NLA. As such, there is considered to be no additional car parking demand as a result of this amendment, and therefore the 75 bays on-site are considered appropriate.

The original application adequately justified the car parking shortfall for the development on both sites under DPS2 and Scheme Amendment No. 65. This was based on a car parking occupancy survey which demonstrated a peak demand of 35 bays (60% of existing supply) as well as an estimated peak demand of between 70 and 77 bays only based on the proposed increase in warehouse and showroom NLA.

It was also noted that customer generation in association with a 'Warehouse' land use is considerably lower than that of a 'Showroom' land use; 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. In addition, the highly mechanical nature of a warehouse operation reduces the number of employees per tenancy significantly. This in conjunction with low number and frequency of customer visitations indicates that 75 car bays across the subject site to be sufficient.

As such, the changes to the configuration are still considered in line with the original approval, and therefore appropriate.

Landscaping

The applicant has provided a modified landscaping plan indicating 7% of soft landscaping proposed cumulatively across both sites, in lieu of 8% required under DPS2 (Attachment 5 refers). This is a reduction of 0.7% from the original approval, with other landscaping requirements under DPS2 remaining unchanged from the original approval.

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.	6% soft landscaping	8% 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.

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 and the applicant has proposed four additional established trees within the Winton Road verge area.

The 7% of soft landscaping is appropriate given there is to be a considerable increase to the existing amount of soft landscaping across the sites which is to be retained. 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.

Stormwater condition

The applicant has requested amendment of condition 13 of the original approval, which states:

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.

The applicant is seeking to modify this condition of reflect a 1:10 year capacity, which would align with the requirement under the Building Code of Australia (BCA).

As the *Building Act 2011* covers on-site stormwater requirements, it is considered inappropriate for a condition to be imposed on the development approval that also deals with this issue, potentially leading to an inconsistency between the planning and building requirements. This matter will therefore be addressed through a building permit process in accordance with the *Building Act 2011*, where the applicant will need to demonstrate compliance with BCA requirements before a construction can commence. It is therefore recommended that the condition on the original approval be deleted.

Conclusion:

The proposed amendments to the original JDAP approved development application are considered appropriate subject to conditions requiring further detail on the finishes to the bin store and articulation to the warehouse facade as viewed from Winton Road. It is also recommended that the stormwater condition be deleted as this will be appropriately dealt with through the building permit application process.

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





Government of Western Australia
Development Assessment Panels

LG Ref: DA15/0503
DoP Ref: DAP/15/00786
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

Mr Taylor Robinson
Taylor Robinson
234 Railway Pde
West Leederville WA 6007

Dear Mr Taylor Robinson

Metro North-West JDAP – City of Joondalup – DAP Application DA15/0503
Lot 40 (6) and Lot 201 (8) Packard Street, Joondalup
Proposed additions to existing warehouse and new warehouse, showroom
and lunch bar development

Thank you for your application and plans submitted to the City of Joondalup on 7 May 2015 for the above development at the above mentioned site.

This application was considered by the Metro North-West Joint Development Assessment Panel at its meeting held on 6 July 2015, where in accordance with the provisions of the City of Joondalup District Planning Scheme No. 2, it was resolved to approve the application as per the attached notice of determination.

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

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

Should you have any enquiries in respect to the conditions of approval please contact Ms Bronwyn Jenkins at the City of Joondalup on (08) 9400 4487.

Yours sincerely,

DAP Secretariat

14/07/2015

Encl. DAP Determination Notice
Approved plans

Cc: Ms Bronwyn Jenkins
City of Joondalup



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Government of Western Australia
Development Assessment Panels

Planning and Development Act 2005

City of Joondalup District Planning Scheme No. 2

Metro North-West Joint Development Assessment Panel

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

Location: Lot 40 (6) and Lot 201 (8) Packard Street, Joondalup

Description of proposed Development: Proposed additions to existing warehouse and new warehouse, showroom and lunch bar development

In accordance with Regulation 8 of the *Development Assessment Panels Regulations 2011*, the above application for planning approval was **granted** on 6 July 2015, subject to the following:

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 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.
3. The 10 proposed on-street parking bays within the Packard Street road reserve do not form part of this approval.
4. 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.
5. 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.
6. 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



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ATTACHMENT 2



Government of Western Australia
Development Assessment Panels

with the approved schedule and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.

7. 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.
8. 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.
9. 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.
10. 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.
11. 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.
12. 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.
13. 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



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Development Assessment Panels

system is required to be submitted to, and approved by the City, prior to the commencement of development.

14. All development shall be contained within the property boundaries.
15. 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.
16. 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.

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*.

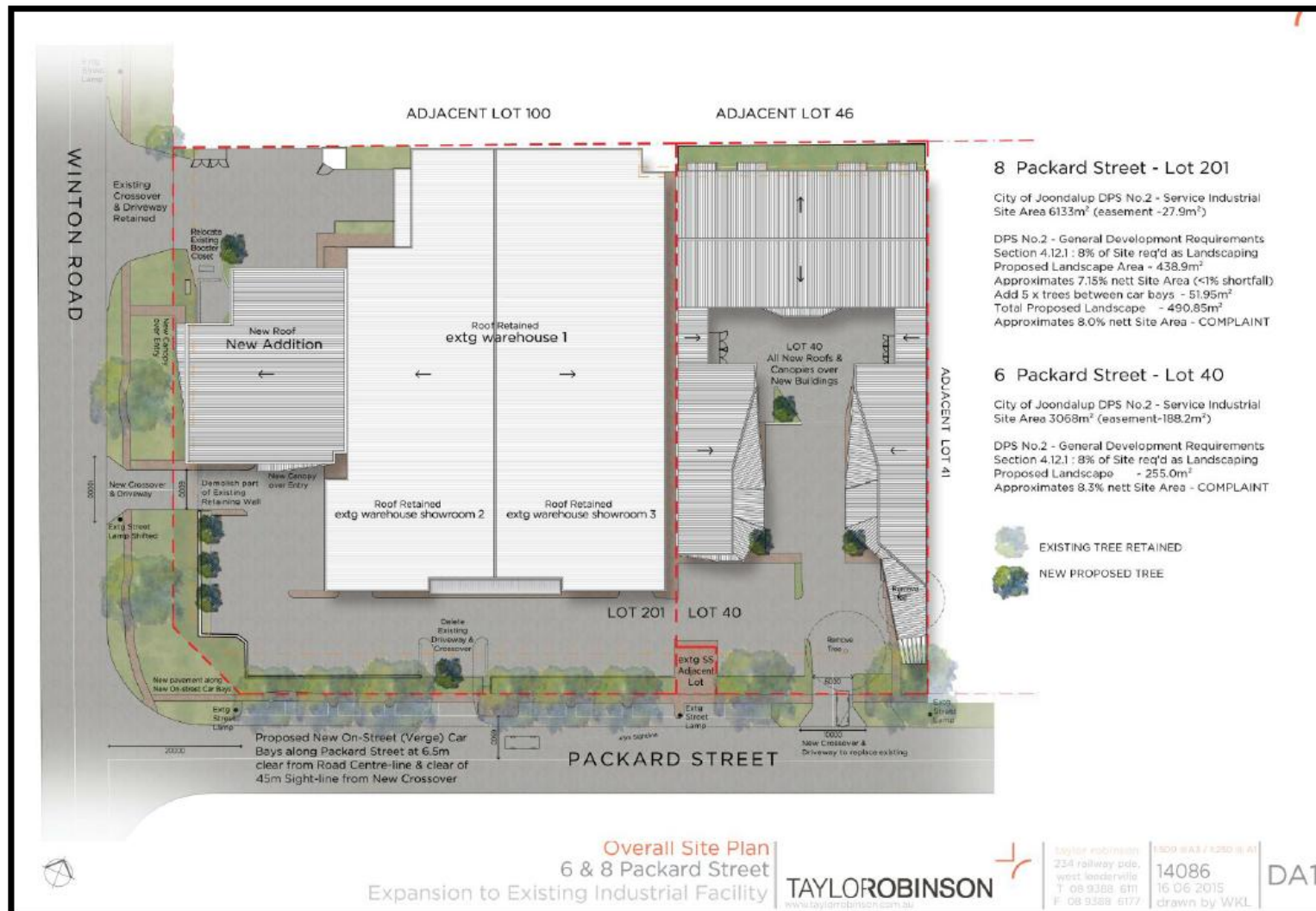


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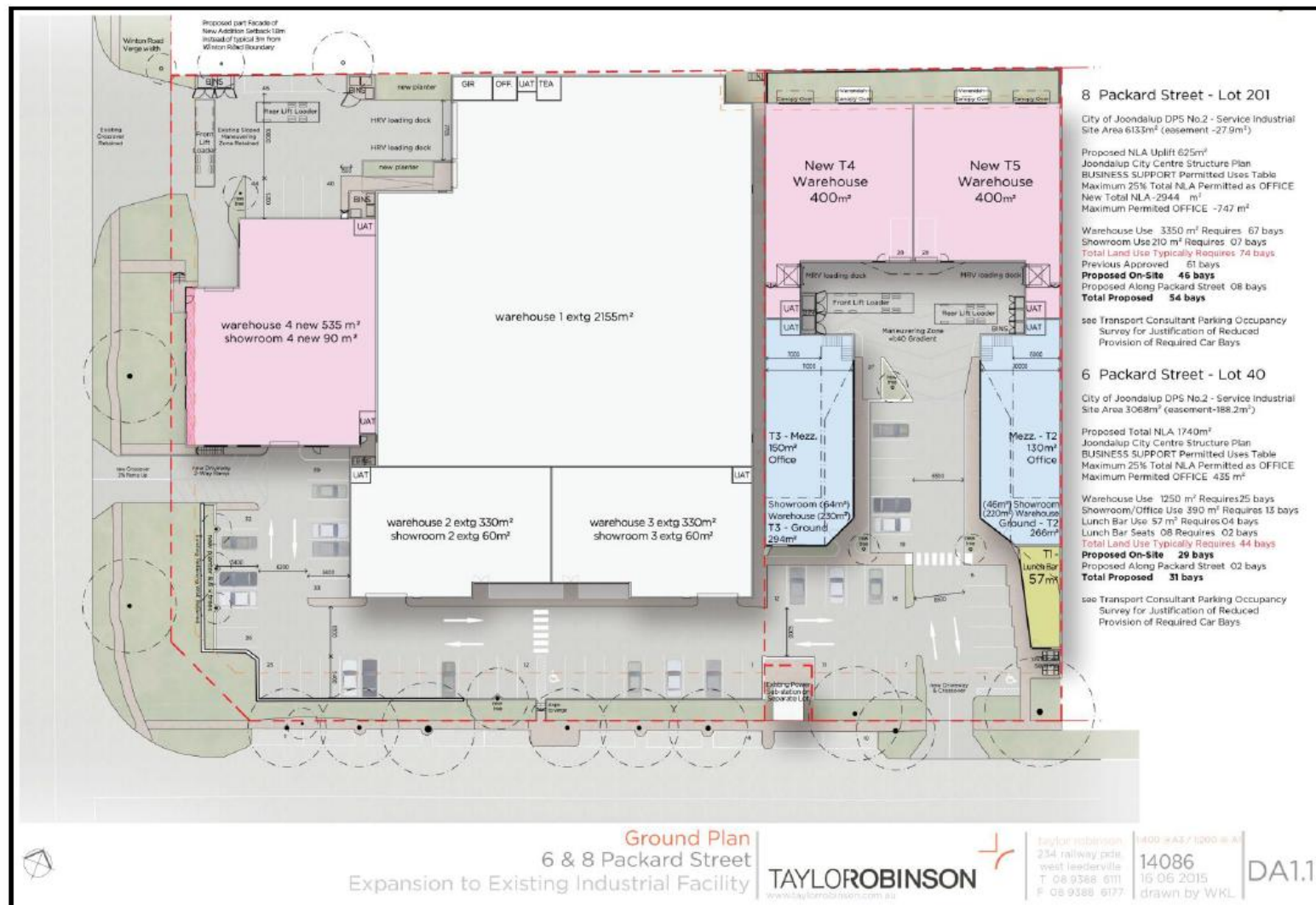
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ATTACHMENT 2



DEVELOPMENT ASSESSMENT PANELS APPROVED 6 JULY 2015
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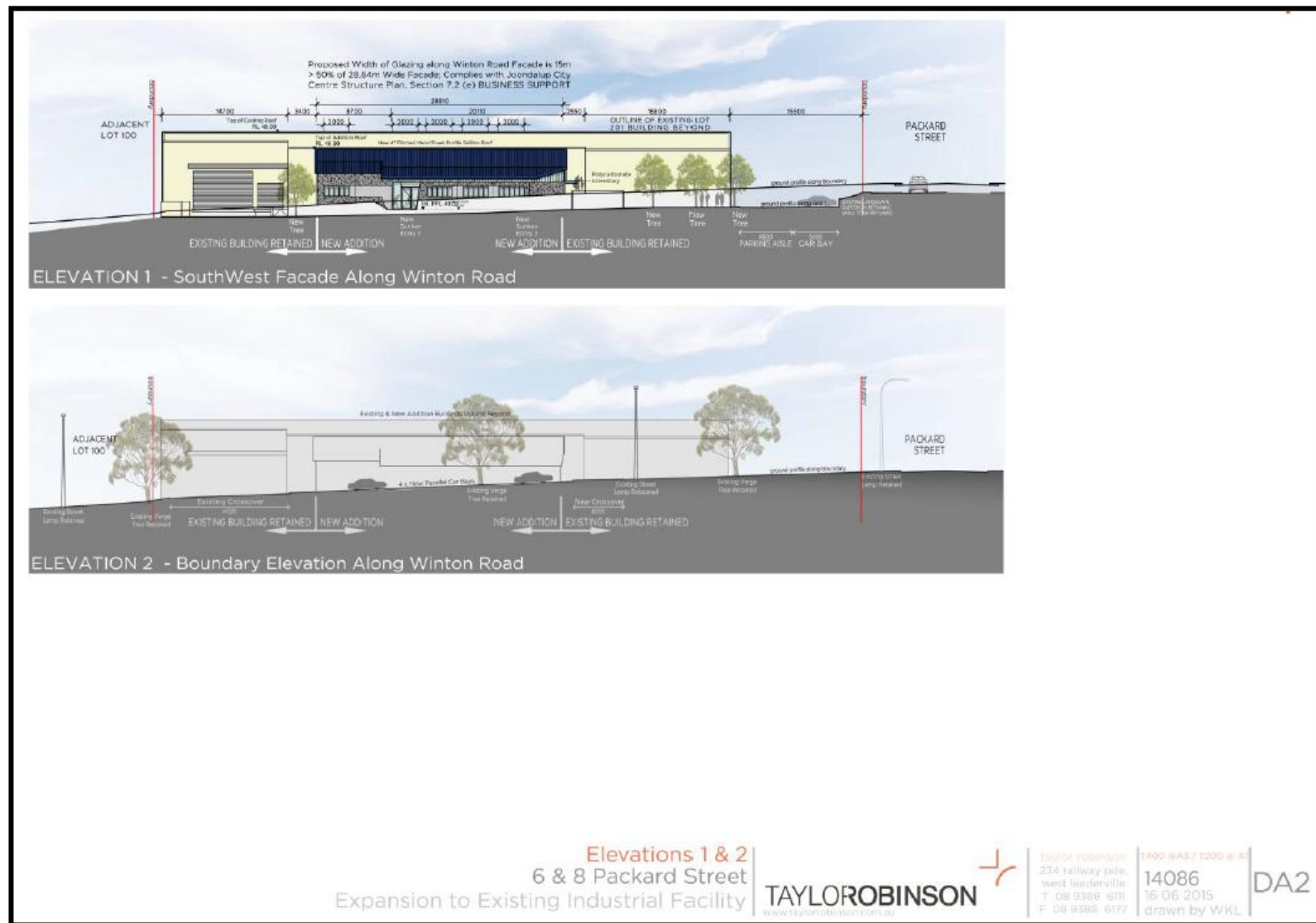


ATTACHMENT 2

DEVELOPMENT ASSESSMENT PANELS APPROVED 6 JULY 2015
 Development plans

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ATTACHMENT 2



DEVELOPMENT ASSESSMENT PANELS APPROVED 6 JULY 2015
 Development plans Page 4 of 5

ATTACHMENT 2



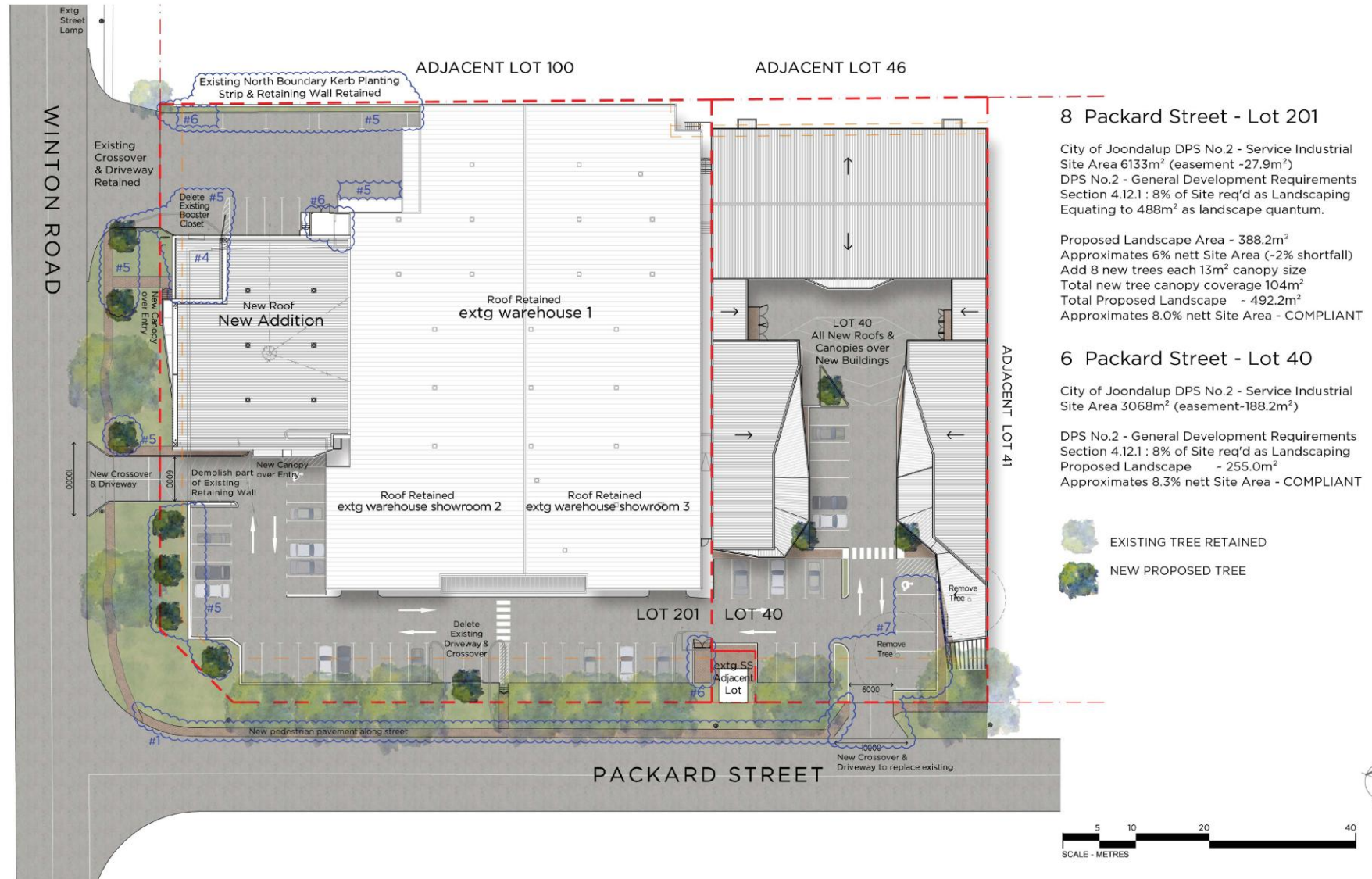
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Development plans

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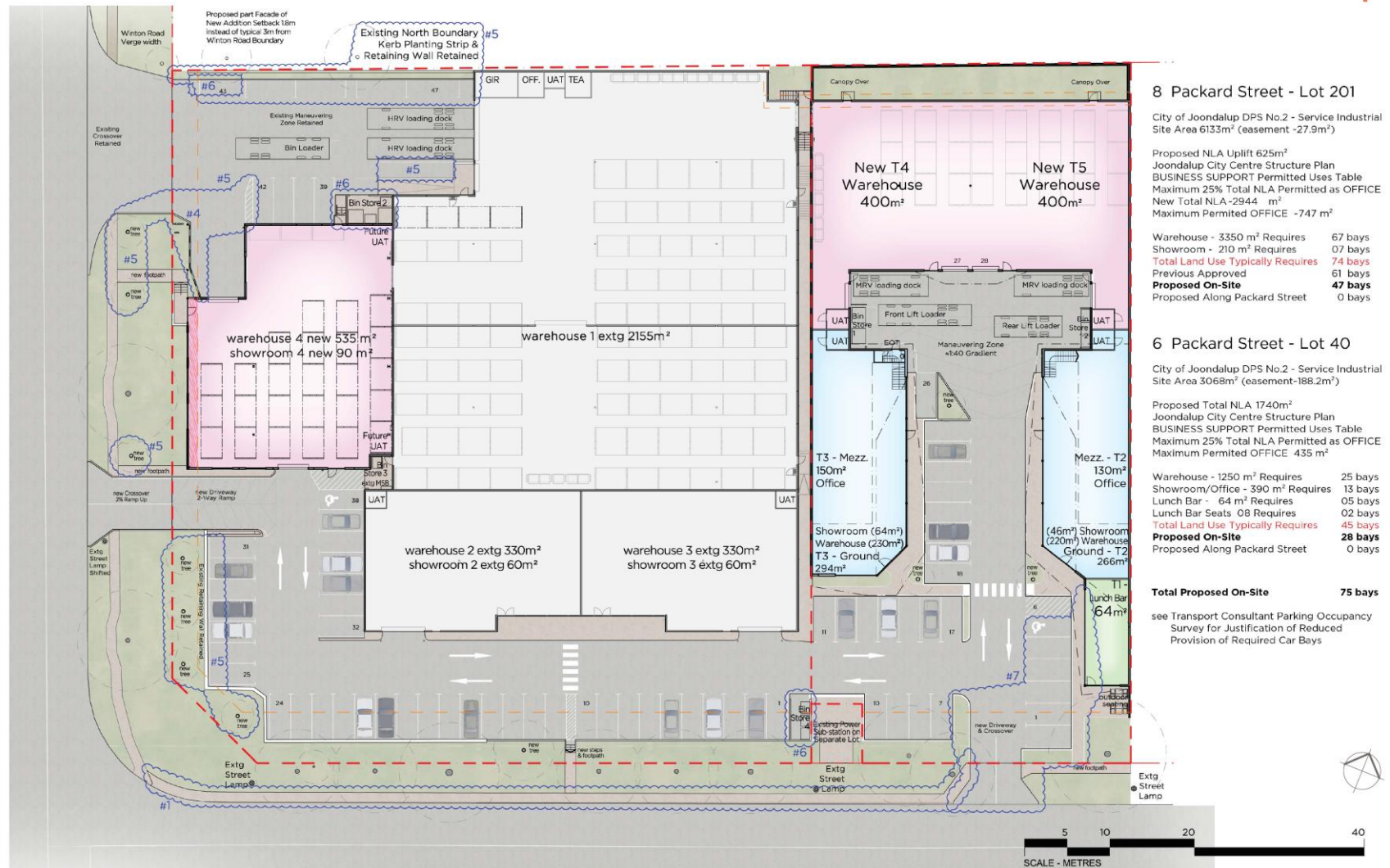
ATTACHMENT 2



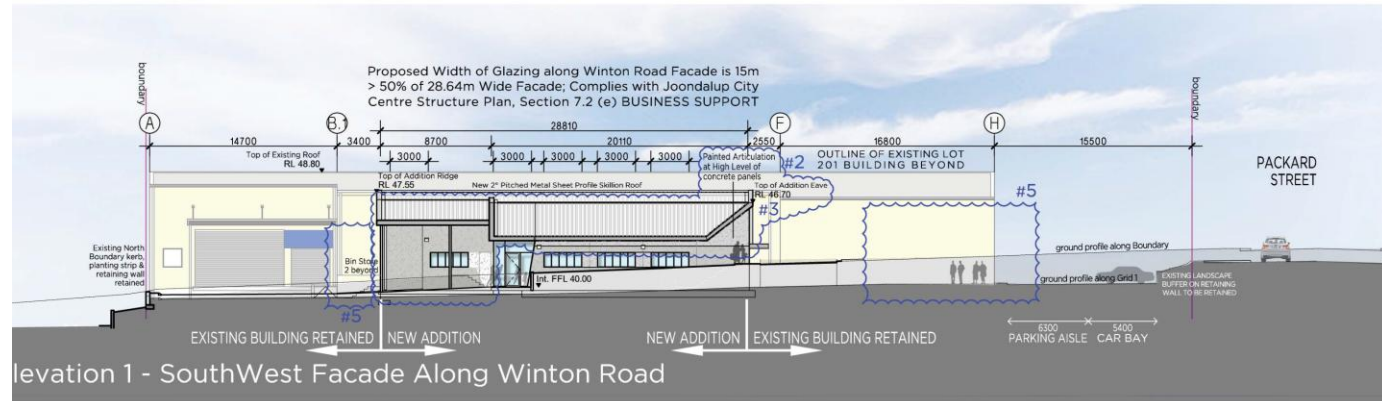
ATTACHMENT 3



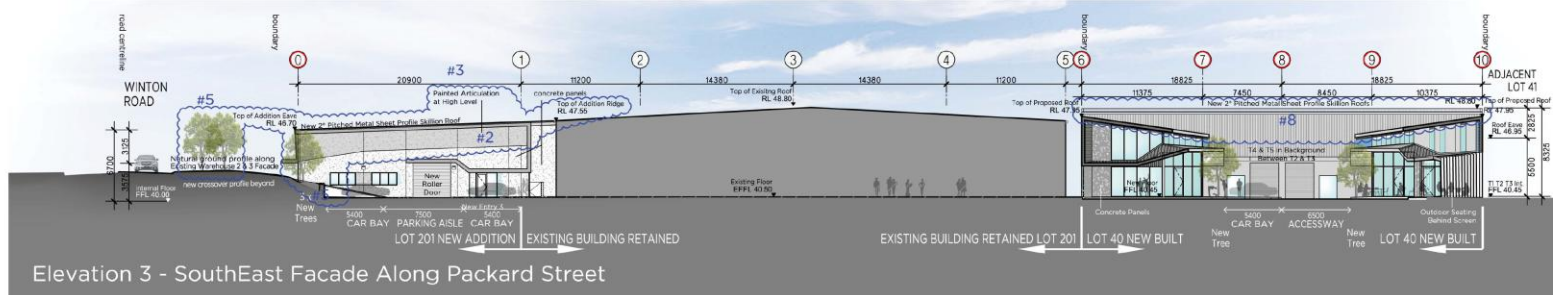
ATTACHMENT 3



ATTACHMENT 3



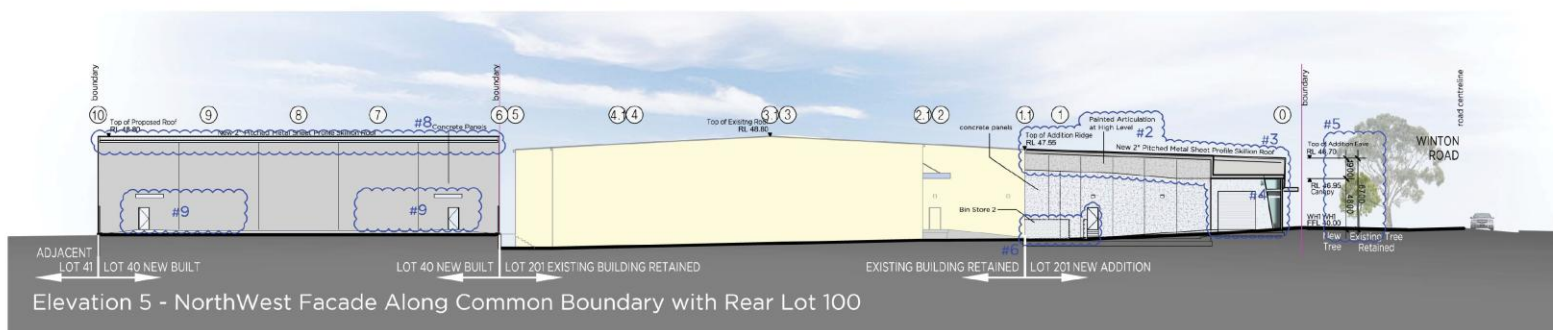
ATTACHMENT 3



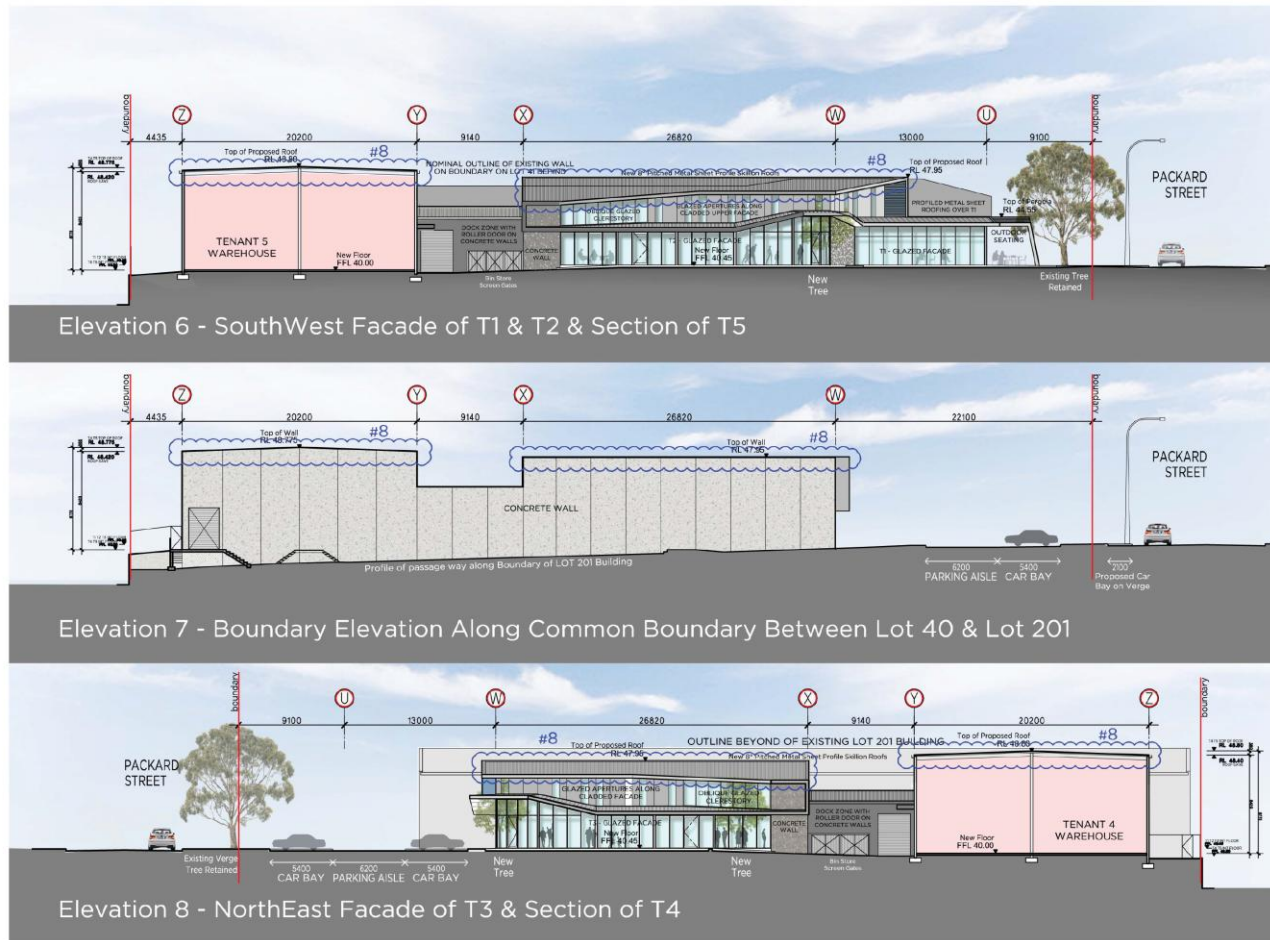
Elevation 3 - SouthEast Facade Along Packard Street



Elevation 4 - Boundary Elevation Along Packard Street



Elevation 5 - NorthWest Facade Along Common Boundary with Rear Lot 100



ATTACHMENT 3



Amendment to Approved Determination

Overall Bird's Eye View
6 & 8 Packard Street
Expansion to Existing Industrial Facility

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14086
13 11 2015
drawn by WKL

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DA5

ATTACHMENT 3



6 Packard Street - Bird's Eye View

Amendment to Approved Determination

6 & 8 Packard Street
Expansion to Existing Industrial Facility

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ATTACHMENT 3



ATTACHMENT 3



ATTACHMENT 3



ATTACHMENT 3



Number	Change	Page from Attachment 3
1	Removal of on-street car bays and inclusion of pedestrian footpath along Packard Street.	1,2
2	Removal of translucent polycarbonate panel clerestory windows along the top of the external wall panels at Lot 201 (8) Packard Street.	3,4
3	Modifications to the roof pitch & eave height of the warehouse extension at Lot 201 (8) Packard Street, facing Winton Road.	3,4
4	Proposed canopy over the reversing bay located at the rear of the warehouse extension at Lot 201 (8) Packard Street.	1,2,4
5	Modifications to the proposed soft landscaping, relocation of car park trees and addition of four new trees within the Winton Road and Packard street verge.	1,2,3,4
6	New and revised bin store locations at Lot 201 (8) Packard Street.	1,2,4
7	Realignment of driveway and lunch bar car bays as well as increase to the total NLA of the Lunch Bar tenancy at Lot 40 (6) Packard Street.	1,2
8	Modifications to the roof pitch & eave height of the new development at Lot 40 (6) Packard Street.	4,5
9	Modifications to the rear elevation of the new development at Lot 40 (6) Packard Street.	4

ATTACHMENT 5

