

### Metro North West Joint Development Assessment Panel Agenda

Meeting Date and Time:	Fr
Meeting Number:	Μ
Meeting Venue:	D
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Friday 8 July 2016; 9.30 MNWJDAP/135 Department of Planning 140 William Street

### Attendance

### **DAP Members**

Mr Paul Drechsler (A/Presiding Member) Mr Clayton Higham (A/Deputy Presiding Member) Mr Fred Zuideveld (Specialist Member) Cr Frank Cvitan (Local Government Member, City of Wanneroo) Cr Russell Driver (Local Government Member, City of Wanneroo) Cr John Chester (Local Government Member, City of Joondalup) Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)

### Officers in attendance

Ms Renae Mather (City of Joondalup) Ms Emma Craddock (City of Joondalup) Mr Pas Bracone (City of Wanneroo)

### **Department of Planning Minute Secretary**

Ms Rachel Osborne

### **Applicants and Submitters**

Mr Mark Baker (Meyer Shircore & Associates) Mr Todd Doepel (Primewest) Mr Jeff Malcolm (MGA)

### 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) Cr Liam Gobbert (Local Government Member, City of Joondalup)



### 3. Members on Leave of Absence

Nil

### 4. Noting of Minutes

The Minutes of the Metro North West Meeting No.134 held on 28 June 2016 were not available at time of Agenda preparation.

### 5. Declarations of Due Consideration

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

### 6. Disclosure of Interests

Nil

### 7. Deputations and Presentations

Nil

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

Property Location: Application Details: Applicant: Owner: Responsible authority: DoP File No:	Lot 11 (8) Davidson Terrace, Joondalup Proposed Office Development Meyer Shircore Primewest Pty Ltd City of Joondalup DAP/16/01031
Property Location:	Lot 140 (81) Ghost Gum Boulevard, Banksia Grove
Application Details:	Supermarket, Liquor Store, Recreation Centre (Gym) & Various Retail Tenancies
Applicant:	MGA Town Planners
Owner:	Housing Commission WA
Responsible authority: DoP File No:	City of Wanneroo DAP/15/00942
	Application Details: Applicant: Owner: Responsible authority: DoP File No: Property Location: Application Details: Applicant: Owner: Responsible authority:

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

Nil

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

Nil

### 11. General Business / Meeting Closure

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



## Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 450 (8) Davidson Terrace, Joondalup
Application Details:	Eight storey commercial development
DAP Name:	Metro North-West JDAP
Applicant:	Mark Baker – Meyer Shircore and Associates
	Architects
Owner:	Primewest Pty Ltd
LG Reference:	DA16/0464
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page
	Director Planning and Community
	Development
Department of Planning File No:	DAP/16/01031
Report Date:	1 July 2016
Application Receipt Date:	21 April 2016
Application Process Days:	71 days
Attachments:	1: Location plan
	2: Preliminary masterplan
	3: Development plans and building
	perspectives
	4: Building materials
	5: Environmentally sustainable design
	checklist

### Officer Recommendation:

That the Metro North-West JDAP resolves to:

**Approve** DAP Application reference DAP/16/01031 and accompanying plans SK 005 Sheets 5 - 9 date stamped 13 June 2016 in accordance with Clause 68(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, subject to the following conditions:

### **Conditions**

- 1. A Construction Management Plan being submitted to and approved by the City prior to the commencement of development. The management plan shall detail how it is proposed to manage:
  - all forward works for the site;
  - the delivery of materials and equipment to the site;
  - the storage of materials and equipment on the site;
  - the parking arrangements for the contractors and subcontractors;
  - the management of sand and dust during the construction process;
  - any natural vegetation to be retained and the proposed manner in which this will be managed;
  - other matters likely to impact on the surrounding properties.

Development shall be undertaken in accordance with this approved plan.

- 2. All stormwater shall be collected on-site and disposed of in a manner acceptable to the City.
- 3. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
- 4. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking Bicycles (AS2890.3-1993) prior to the development first being occupied.
- 5. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to occupation of the development. All refuse management shall thereafter be undertaken in accordance with this plan.
- 6. 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, including a roof plan, shall be submitted to and approved by the City prior to the commencement of development. This shall include an acoustic report demonstrating that noise from mechanical equipment does not detrimentally impact surrounding development. Development shall be in accordance with these approved details.
- 7. A swept path analysis shall be undertaken for Shenton Avenue and Davidson Terrace in accordance with Australian Standard AS2890.1 (as amended) to determine the necessary setback of the awnings from the road pavement. The analysis shall be submitted to the City prior to the commencement of development and shall include details of any modifications to the awnings. Any modifications to the awnings shall be to the satisfaction of the City.
- 8. A full schedule of colours and materials for all exterior parts of the building shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
- 9. No obscure or reflective glazing is permitted to ground floor building facades.
- 10. The ground floor tenancy indicated as 'Commercial' shall be occupied by land uses that are "preferred" under the Joondalup City Centre Development Plan and Manual or "permitted" under the Local Planning

Scheme. The City shall be notified of the land use prior to the tenancy first being occupied and any subsequent change of land uses thereafter.

- 11. The 'Cafe' is approved for the purpose of a 'Restaurant' as defined under the City of Joondalup Local Planning Scheme.
- 12. An arborist report shall be submitted to and approved by the City prior to the commencement of development. The arborist report shall include an assessment of all existing vegetation located within the Shenton Avenue and Davidson Terrace road reserve immediately adjacent to the development. Appropriate measures shall be taken to ensure retention of existing significant vegetation where appropriate, to the satisfaction of the City.
- 13. The new uncovered car parking area shall be provided with one shade tree for every four bays prior to the development first being occupied. The trees shall be located within tree wells protected from damage by vehicles and maintained to the satisfaction of the City.
- 14. Detailed landscaping plans shall be submitted to and approved by the City 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 within the car park;
  - provide details on the depth of soil for planting on the outdoor deck;
  - show spot levels and/or contours of the site;
  - indicate any natural vegetation to be retained within the site and the verge, and the proposed manner in which this will be managed, including vegetation identified for retention under condition 12;
  - 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;
  - show all irrigation design details.
- 15. Landscaping and reticulation within the site and adjacent verges 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.
- 16. A signage strategy shall be submitted to and approved by the City prior to occupation of the development.

### Advice Notes

1. The applicant/builder is advised that there is an obligation to design and construct the premises in compliance with the requirements of the

Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997.

- 2. All Bin Storage Areas are to be designed and equipped to the satisfaction of the City. Each bin area shall be provided with a hose cock and have a concrete floor graded to a 100mm industrial floor waste gully connected to sewer.
- 3. Any mechanical ventilation for the development shall comply with *Australian Standard 1668.2,* particularly in regard to air flow and the location of exhaust air discharges.
- 4. Any signage shall be the subject of a separate development application and shall align with the signage strategy approved by the City in accordance with condition 16.

Property Address:		Lot 450 (8) Davidson Terrace, Joondalup
Zoning	MRS:	Central City Area
	DPS2:	Centre
Use Class:		Office – Permitted ("P") use
		Restaurant - Permitted ("P") use
		Commercial – To be determined
Strategy Policy:		N/A
Development Scheme:		City of Joondalup District Planning Scheme No. 2 Joondalup City Centre Development Plan and Manual Draft Joondalup City Centre Structure Plan
Lot Size:		4,973.3m <sup>2</sup>
Existing Land Use:		Vacant
Value of Development:		\$40 million

### Background:

The subject site is located within the central business district precinct of the Joondalup city centre. The site abuts Shenton Avenue to the north, Davidson Terrace to the east and Central Walk to the west. An existing State Government multi-storey office building is located on the north western portion of the subject lot, with an associated car park to the south. A location plan is provided as Attachment 1. The existing office and the majority of the car park will be retained, with the subject development proposed on the north eastern portion of the site.

The site is zoned 'Central City Area' under the *Metropolitan Region Scheme* (MRS) and 'Centre' within the City's *District Planning Scheme No. 2* (DPS2). The current structure plan for this area is the *Joondalup City Centre Development Plan and Manual* (JCCDPM), where the site is located within the 'Central Business' district and is designated for 'General City' land uses. In addition, under the draft *Joondalup City Centre Structure Plan* (JCCSP), which is a seriously entertained planning proposal and has been given due regard in the assessment of the application, the site falls within the 'Central Core' district.

The development the subject of this application has been considered holistically in the context of the existing and future development of the overall lot. A preliminary masterplan has been prepared for the site and is provided as Attachment 2.

### Joondalup Design Reference Panel

This application was referred to the Joondalup Design Reference Panel (JDRP) on 16 May 2016.

The purpose of the JDRP is to provide advice on the design of new commercial development or major additions to existing development with a particular focus on the impact of buildings on the streetscape, and the environmentally sustainable design features where they relate.

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

### Details: outline of development application

The proposal is for a new eight storey commercial building on the north eastern portion of Lot 450 (8) Davidson Terrace, Joondalup. The development comprises:

- Ground floor cafe, commercial tenancy and office space totalling 1,168.9m<sup>2</sup> Net Lettable Area (NLA).
- First and second floor car parking area with 148 car parking bays, two trailer bays and 18 motorcycle bays.
- Third to seventh floor office space totalling 8,770m<sup>2</sup> NLA.
- An outdoor recreation deck provided on the third floor.
- 11 visitor bays located externally to the development.
- 147 bicycle parking bays for staff and associated end of trip facilities.
- Vehicular access to the first and second floor parking levels provided via an existing crossover from Davidson Terrace.
- Minor modifications to the northern portion of the existing car park to accommodate new vehicle access ways and at-grade car parking.
- Refuse areas internal to the development site.

The external facade of the building will comprise:

- Perforated triangular aluminium panels arranged in a tessellated origami pattern.
- Patterned concrete panels.
- Steel framed awnings with alpolic composite aluminium panel cladding to the Shenton Avenue, Davidson Terrace and building entrance.
- Exterior finish of Dulux "Electro White".
- Clear glazing.

Development plans and building perspectives are provided as Attachment 3. Further details on the proposed building finishes are provided as Attachment 4.

### Legislation & policy:

### Legislation

- Planning and Development Act 2005
- Metropolitan Region Scheme (MRS)
- Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations)

- City of Joondalup District Planning Scheme No. 2 (DPS2)
- Joondalup City Centre Development Plan and Manual (JCCDPM)
- Draft Joondalup City Centre Structure Plan (JCCSP)

### State Government Policies

• Nil.

### Local Policies

### Environmentally Sustainable Design Policy

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

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

### Joondalup City Centre Car Parking for Commercial Development Policy

This policy provides guidance on the provision of private and public car parking within the Joondalup City Centre in order to ensure that an appropriate balance is achieved between both.

This policy will be revoked following a new activity plan being approved.

### Consultation:

### Public Consultation

Clause 64 of the deemed provisions set out in Schedule 2 of the Regulations states that a local government may waive a requirement for an application to be advertised where it does not comply with a requirement of the Scheme if the local government is satisfied that the departure from the requirements is of a minor nature.

Public consultation was not undertaken as it is considered that the development generally meets the requirements of the JCCDPM and the draft JCCSP with only minor departures proposed. It is of a scale that is appropriate for the city centre area, and accords with the aspirations of the City of Joondalup to become a Primary Centre in the Perth metropolitan area.

### Consultation with other Agencies or Consultants

Not applicable.

### Planning assessment:

The application is for an eight storey commercial development that is bound by Shenton Avenue to the north, Davidson Terrace to the east and an existing multi storey office development to the west.

The development has been assessed against the requirements of the JCCDPM and draft JCCSP and has been found to generally meet the provisions of these structure plans except where discussed in this report.

### Land use

The proposed land uses of 'Office' and 'Restaurant' are preferred land uses under the JCCDPM and permitted ("P) uses within the draft JCCSP. These land uses are therefore deemed appropriate.

A ground floor tenancy has been indicated as being for a commercial use, with a specific land use not yet identified. As a specific land use has not been assigned as part of this development, should the application be approved it is recommended that a condition of approval be imposed permitting the tenancy to be used for any of the preferred uses listed under the JCCDPM or those permitted under the Local Planning Scheme.

### Building scale and design

The proposed development has been designed to sit within and complement the existing landscape whilst providing a landmark quality. The building design includes perforated steel mesh screening to the car parking levels on the first and second floors. The exterior of the office levels from the third floor upwards are proposed to be finished with perforated aluminium panels arranges in a tessellated origami pattern. The panels have been designed to provide shade to the glazing along the sides of the building, whilst the perforated material allows for full visibility out of the building.

The draft JCCSP outlines that a building must have a nil setback to the street alignment, with every part of the building above the fifth storey to have a minimum setback of six metres. The development proposes the following building setbacks:

	Shenton Avenue	Davidson Terrace
Ground Floor	1.0m – 4.85m	1.25m – 3.4m
First – Second Floor	0.5m	1.0m
Third – Seventh Floor	4.85m – 8.35m	2.4m – 5.85m
	Outdoor deck (3 <sup>rd</sup> floor): 0.5 metre	Outdoor deck (3 <sup>rd</sup> floor): 1.0 – 2.2 metres

These setbacks are further reduced due to the externally fitted folded perforated screens which protrude 1.7 metres out from the main building line on the third to seventh floors. The external face of the stairs which will be finished with smaller rectangular concrete panels is set back 1.2 metres from Davidson Terrace. The setbacks whilst not strictly being in accordance with the requirements are considered appropriate given the high level of articulation provided to the building. The mix of materials and pattern proposed in the building design add significant visual interest, providing for a landmark quality building within the city centre.

The development facilitates strong pedestrian cross linkages between Davidson Terrace, Shenton Avenue and Central Walk. This is further supported through high quality landscaping throughout the development. The office development is oriented to address all frontages with high levels of glazing and articulation viewable on each face of the building.

A review of the development has been undertaken in accordance with CPTED principles, and the following is noted:

- A large amount of glazing and mix of commercial, restaurant and office activities provides for extended passive surveillance opportunities with clear sightlines to public realm areas, including footpaths.
- Additional passive surveillance opportunities provided from adjacent developments.
- Ramps and steps within the forecourt provide for local access controls, delineating ownership.
- Secure undercover parking is provided with 148 car bays.
- The use of patterned concrete walls and perforated screening will discourage graffiti.
- Landscaping encourages planting that will enable visibility and easy maintenance.

Whilst the building colour scheme has been intentionally limited given the variety in pattern and colour, additional articulation has been provided to the development in the form of steel framed awnings to be constructed with composite timber panels. The awnings are provided to the southern building facade, being the main entry point into the building, and to the Shenton Avenue and Davidson Terrace frontages. The awnings have a height of 4.5 metres above ground level, providing for pedestrian shelter around the building and over pedestrian walkways. A portion of the awning at the intersection of Shenton Avenue and Davidson Terrace is proposed to be constructed to the road kerb. In order to provide adequate clearance from the road, a swept path analysis is proposed to be required as a condition of approval. This analysis should be undertaken in accordance with AS2890.1 (as amended) and the awning modified if necessary.

The draft JCCSP requires that a minimum 50% of the ground floor facade be made up of glazing with both the Shenton Avenue and Davidson Terrace frontages exceeding this requirement. The substantial amount of glazing, the provision of an alfresco accessed from the restaurant and a large colonnade to the Shenton Avenue frontage ensures that a high level of activation is provided over both the adjoining western landscape space and Shenton Avenue, optimising the interaction between the street and the building. Further passive surveillance opportunities are afforded from the ground floor office tenancy over Davidson Terrace.

### Car Parking

Under the JCCDPM and the City's *Joondalup City Centre Car Parking for Commercial Development Policy*, a total of 233 car bays are required.

However, the draft JCCSP requires car parking bays for this type of development to be provided at a rate of one bay per 30m<sup>2</sup> of NLA on the ground floor only. This would require a total of 39 car bays based on the NLA provided on the ground floor.

A total of 159 bays are proposed to service this development, including 148 on the first and second floors and 11 bays external to the building. An additional 147 bicycle bays are to be provided on the ground floor, with associated end of trip facilities for staff. Bicycle parking for visitors is also located within the forecourt and Shenton Avenue frontage.

The applicant has also included plans indicating how the future adaptation of the first and second floor car parks would occur to provide for additional NLA as required. Such an adaptation would still result in a surplus to the car parking requirements of the draft JCCSP.

Taking into account the location of the development within the central core, the availability of public transport and public parking facilities, and the aspirations of the draft JCCSP it is considered that the car parking being provided on-site is adequate.

### Landscaping

The development incorporates 21.7% soft landscaping across the site, including a 'green belt' between the proposed development and the existing office building to the west consisting of mature eucalypts and grass trees. Shade trees are required to be provided at a ratio of one per four car bays within the external parking areas. Shade trees have not been indicated on the plans and as such should the development be approved a condition of approval is recommended requiring the provision of shade trees to the 11 external car bays proposed as part of this application.

The site has also been identified as an area of 'broad commitment and value' under the recently released State Government draft *Perth and Peel Green Growth Plan for 3.5 million* (GGP). The subject site currently consists of a number of tuart trees, grass trees and zamia palms which are proposed to be cleared to enable construction of the development.

In light of the GGP, the applicant has provided an arborist report as part of the application that has identified that the majority of the existing Tuart trees are not suitable for retention. The reasons that support this finding include split trunks, charcoal that indicates extreme fire damage in the past, crossing trunks which did not allow for optimal strength, underdeveloped stabilizing roots and termite damage. The arborist report does however identify one of the trees as being suitable for retention. It is noted that the location of this tree would compromise the built form as proposed and result in the need for a significant redesign of the main building entry given the need for a tree exclusion zone to be maintained.

The applicant has indicated that where possible arrangements will be made for existing grass trees and cycads to be either replanted within the future development, or relocated. Planting of new trees, shrubs and grasses is also proposed and will be complementary to the landscaping on the remainder of the site.

A number of verge trees and other vegetation is located adjacent to the site within both the Davidson Terrace and Shenton Avenue road reserves. It is expected that a number of these trees will be retained, however the extent of tree retention has not been included in the arborist report provided. Should the application be approved, a condition of approval is recommended requiring the submission of an additional arborist report assessing the existing vegetation within the verge and where vegetation is being retained, how this will be managed.

### Environmentally Sustainable Design

The applicant has completed a copy of the City's Environmentally Sustainable Design Checklist, which is provided as Attachment 5. The checklist indicates that the development has achieved a five star green rating, incorporating renewable energy, passive glass shading, and northern orientation of glazing, water efficient technology and recyclable materials into the building design.

### <u>Signage</u>

The proposed signage for the development does not form part of this application and will be the subject of future applications to be submitted to the City for determination.

Given the scale of the development proposed, it is considered that a signage strategy should be provided, outlining the type, location and general guidelines for signage. This will ensure that a cohesive approach is taken and that future signage does not detract from the high quality external appearance of the development.

### Joondalup Design Reference Panel (JDRP):

The JDRP met on 16 May 2016 to discuss the proposal. Overall the JDRP was supportive of the proposed development but did raise some concerns. The key points raised by the panel and the City's response are provided below:

 It was commented on that the overall colour scheme of the development should be reviewed to add colour and improve the aesthetics of the building. The original proposal was considered to be overly white in colour and it was requested that further external modifications to the building and its canopies be investigated to improve the overall look of the development.

The applicant has subsequently provided amended plans with added colour to the undersides of the ground floor awnings, through the use of composite aluminium panel cladding with timber finish. The combination of aluminium perforated screens, patterned concrete panels and glazing provides for a high level of visual interest with the proposed patterning considered to provide interest and relief through light and shade which will therefore remove the necessity for excessive colour.

 It was recommended that the articulation, detail and design on the exterior walls of the services area and stair shafts be reviewed to improve the visual interest and aesthetics of the development. The JDRP commented that there is opportunity to provide natural lighting to those areas and improve the appearance of the building with a revised design.

The external wall being 18.1 metres in length fronting onto the southern entry point has been redesigned to incorporate the patterned design mirroring the perforated screening included on the upper levels of the building. The wall has also been finished with aluminium louvers which further breaks up the bulk, improving the aesthetics of the wall. Glazing is also included along the sides of the stair shafts to provide natural lighting to these areas.

 It was commented that it was not clear what mechanisms were to be provided to screen any services located on the roof top of the building. Details were requested demonstrating any screening mechanisms incorporated into the building design.

The applicant has provided amended plans showing a cross section of the rooftop of the development. The mechanical plant services shown on the plans are screened from view by the perforated screening that extends around the perimeter of the roof deck.

• The JDRP requested that the design of the southern forecourt providing entry into the building from the car park be reviewed to create an improved shared space. It was recommended that the original forecourt design be altered to create a space oriented toward the pedestrian scale with a design that better responded to the level difference between the building and car park. The panel sited this as an opportunity to minimise conflict between pedestrians and cyclists entering the site.

The forecourt has been redesigned to provide a more gradual gradient between the car park and the main building. The number of pedestrian ramps and stairs provided in the forecourt has been increased creating more legible access from both the external car park and Davidson Terrace.

### Conclusion:

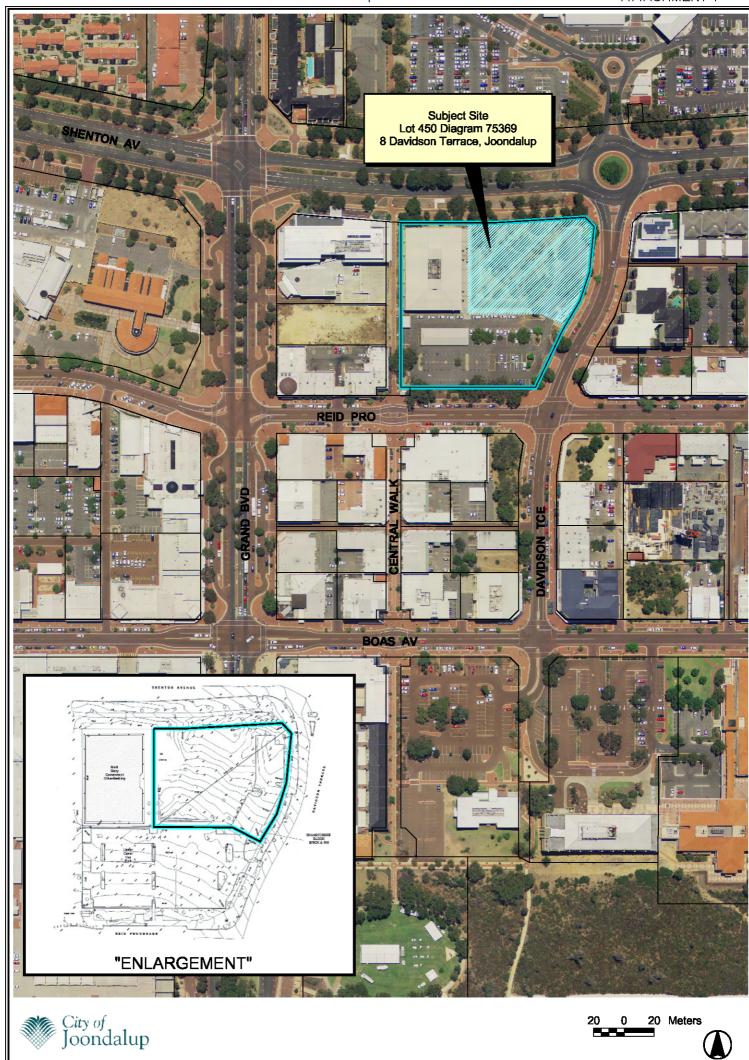
The proposed development is considered to meet the necessary requirements of the JCCDPM as well as all the necessary objectives and provisions of the draft JCCSP. The development's height, density and land use are characteristic of a city centre development, and particularly given the unique design, is considered to positively contribute towards the Joondalup City Centre.

The development would be a bold addition to the urban fabric of the city centre area, providing a positive entry statement at the northern edge of the City's central core.

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

Location plan

ATTACHMENT 1



lot450\_8-davidson-04052016





## Preliminary masterplan

# ATTACHMENT 2

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PROJECT No 7845 SKETCH No SHEET No SCALE DATE

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# **PROPOSED OFFICE DEVELOPMENT** LOCATION : LOT 11, CNR DAVIDSON TCE & SHENTON AVE, JOONDALUP

# **MSA PROJECT NUMBER: 7845**

ARTIST IMPRESSION FROM CNR SHENTON AVE & DAVIDSON TERRACE



# **Development Plans & Building Perspectives**

ARTIST IMPRESSION FROM DAVIDSON TERRACE

# **ATTACHMENT 3**











## MASSING - VIEW OF MAIN ENTRANCE

## **Development Plans & Building Perspectives**

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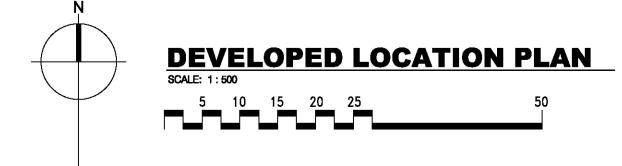
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t : (08) 9381 8511.

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## **Development Plans and Building Perspectives**

# Page 3 of 9 ATTACHMENT 3



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PROJECT No 7845 SKETCH No SK005 SHEET No SCALE DATE

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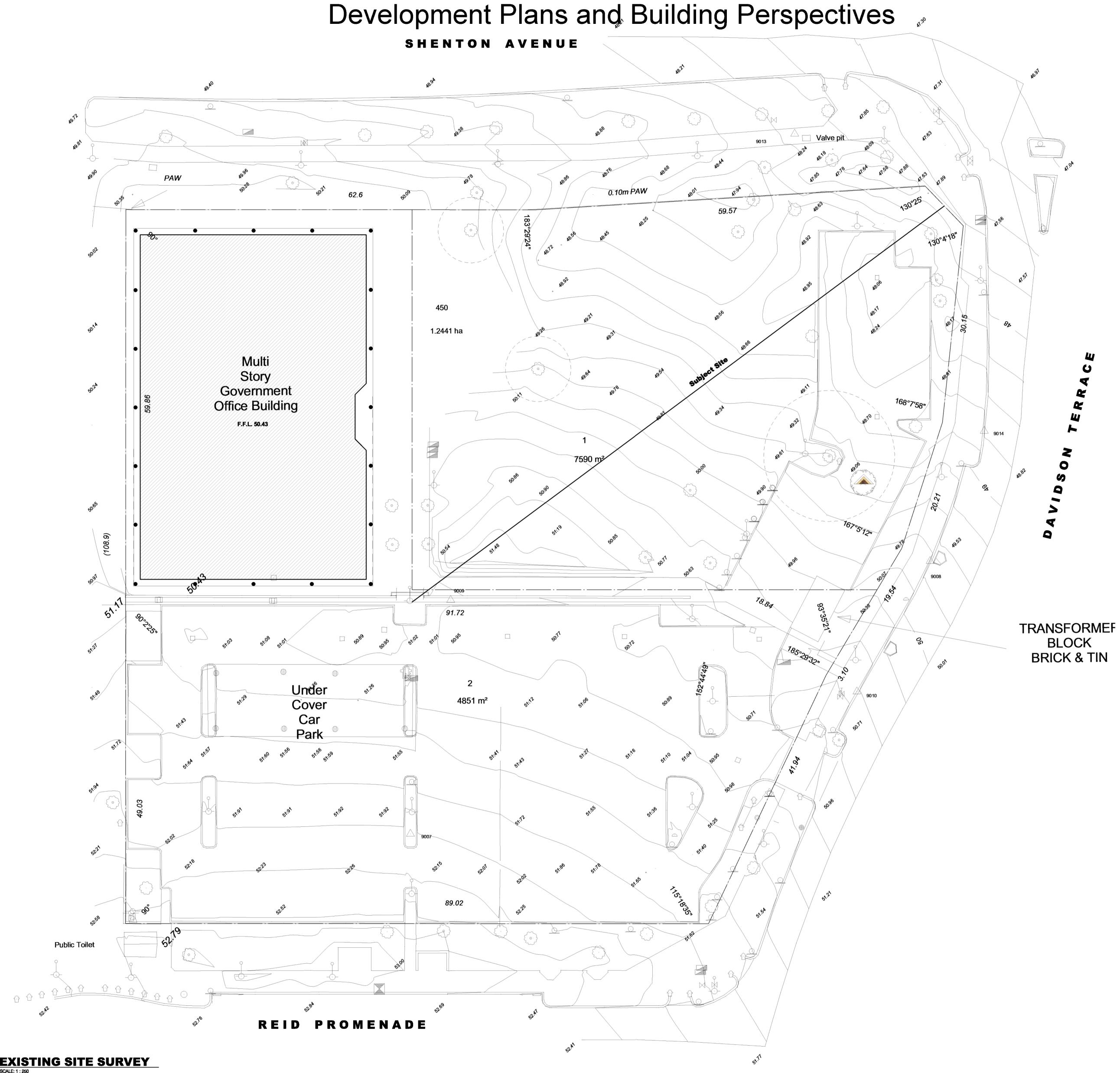
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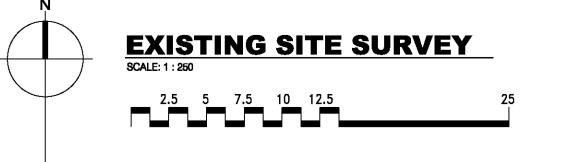
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# Page 4 of 9 ATTACHMENT 3

AMENDED DATE: 13/06/2016

ENT OPMI DEVEL OFFICE PROPOSED

PROJECT No 7845 SKETCH No SK005 SHEET No SCALE DATE

4 1 : 250 @ B1 JUNE 2016



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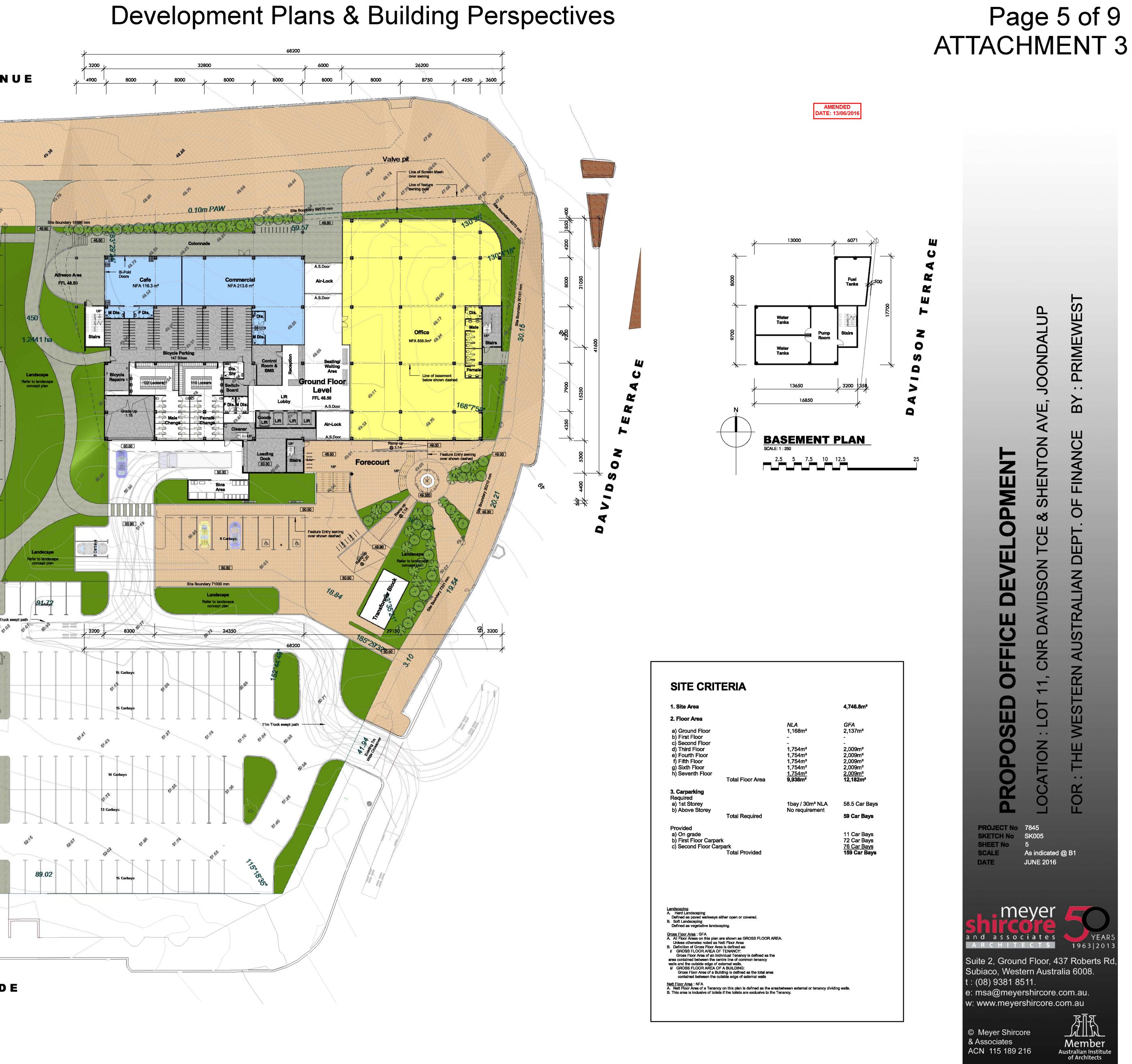
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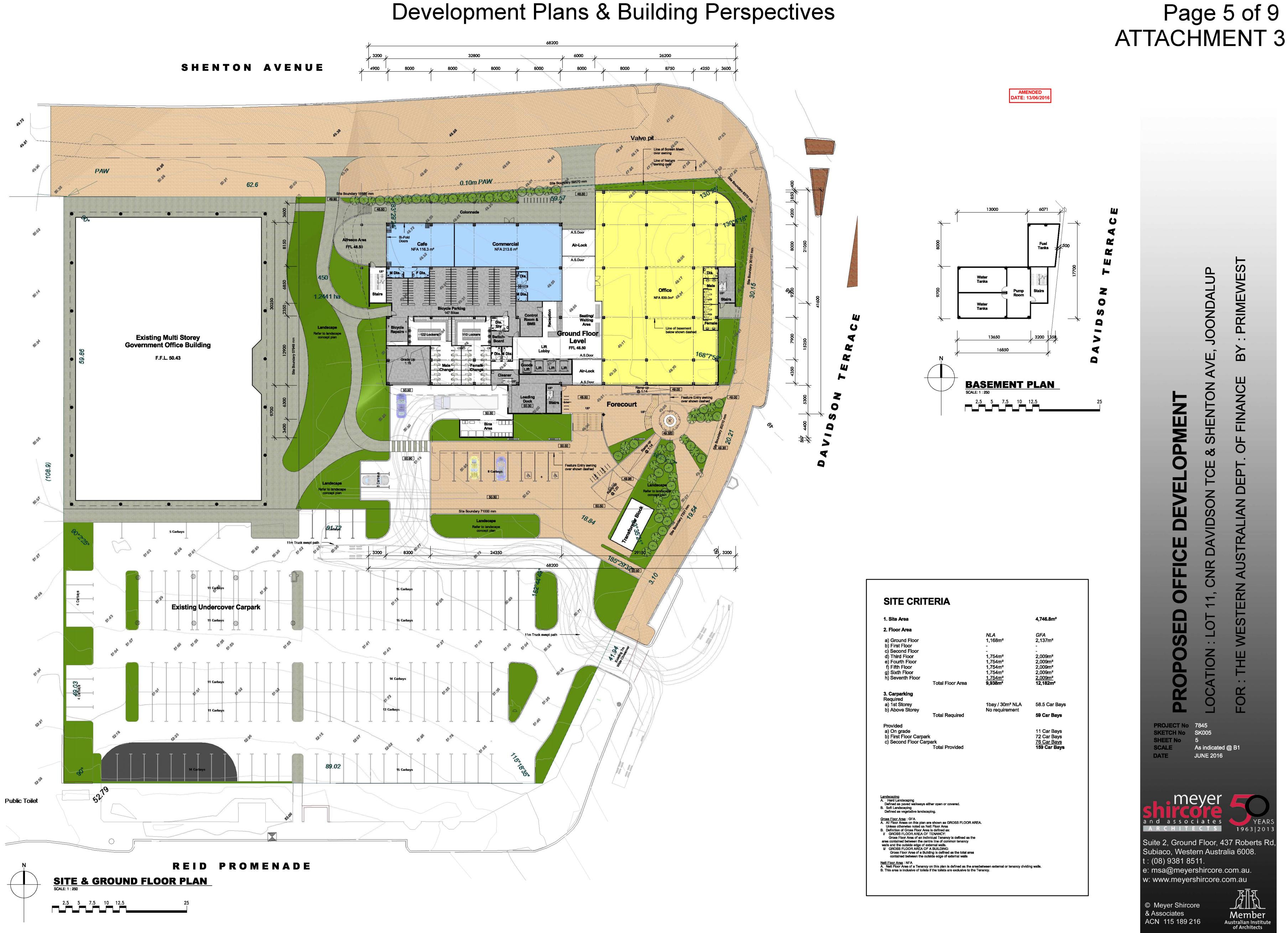
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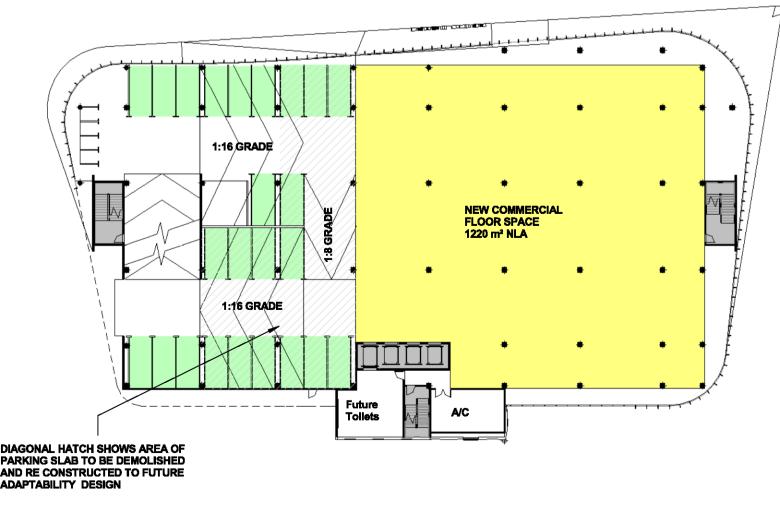




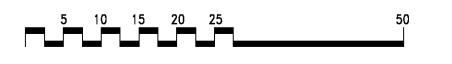
1. Site Area			4,746.8m²
2. Floor Area			
<ul> <li>a) Ground Floor</li> <li>b) First Floor</li> <li>c) Second Floor</li> <li>d) Third Floor</li> <li>e) Fourth Floor</li> <li>f) Fifth Floor</li> <li>g) Sixth Floor</li> <li>h) Seventh Floor</li> </ul>	Total Floor Area	<i>NLA</i> 1,168m <sup>2</sup> - 1,754m <sup>2</sup> 1,754m <sup>2</sup> 1,754m <sup>2</sup> 1,754m <sup>2</sup> <u>1,754m<sup>2</sup></u> <b>9,938m<sup>2</sup></b>	GFA 2,137m <sup>2</sup> - 2,009m <sup>2</sup> 2,009m <sup>2</sup> 2,009m <sup>2</sup> 2,009m <sup>2</sup> <u>2,009m<sup>2</sup></u> <b>12,182m<sup>2</sup></b>
<b>3. Carparking</b> Required a) 1st Storey		1bay / 30m² NLA	58.5 Car Bays
b) Above Storey	Total Required	No requirement	59 Car Bays
a) On grade b) First Floor Carpa c) Second Floor Ca			11 Car Bays 72 Car Bays <u>76 Car Bays</u> <b>159 Car Bays</b>
Unless otherwise noted as Definition of Gross Floor Au I/ GROSS FLOOR AREA O Gross Floor Area of an In	caping. are shown as GROSS FLOOR AR Nett Floor Area rea is defined as: DF TENANCY: Idividual Tenancy is defined as the entre line of common tenancy external walls.	EA.	
	uliding is defined as the total area outside edge of external walls		

## SHENTON AVENUE





FUTURE ADAPTATION FIRST FLOOR SCALE: 1 : 400



## **Development Plans & Building Perspectives**

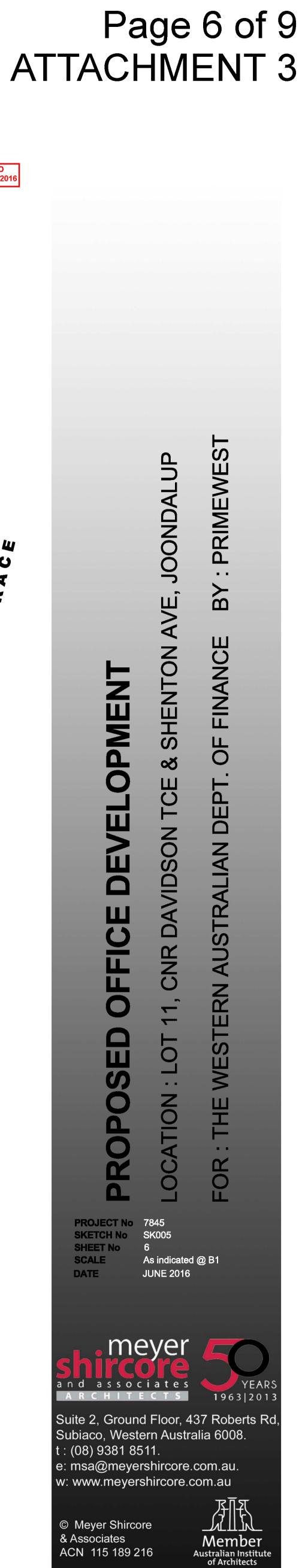
**FUTURE ADAPTATION SECOND FLOOR** SCALE: 1 : 400 5 10 15 20 25 50

## SHENTON AVENUE

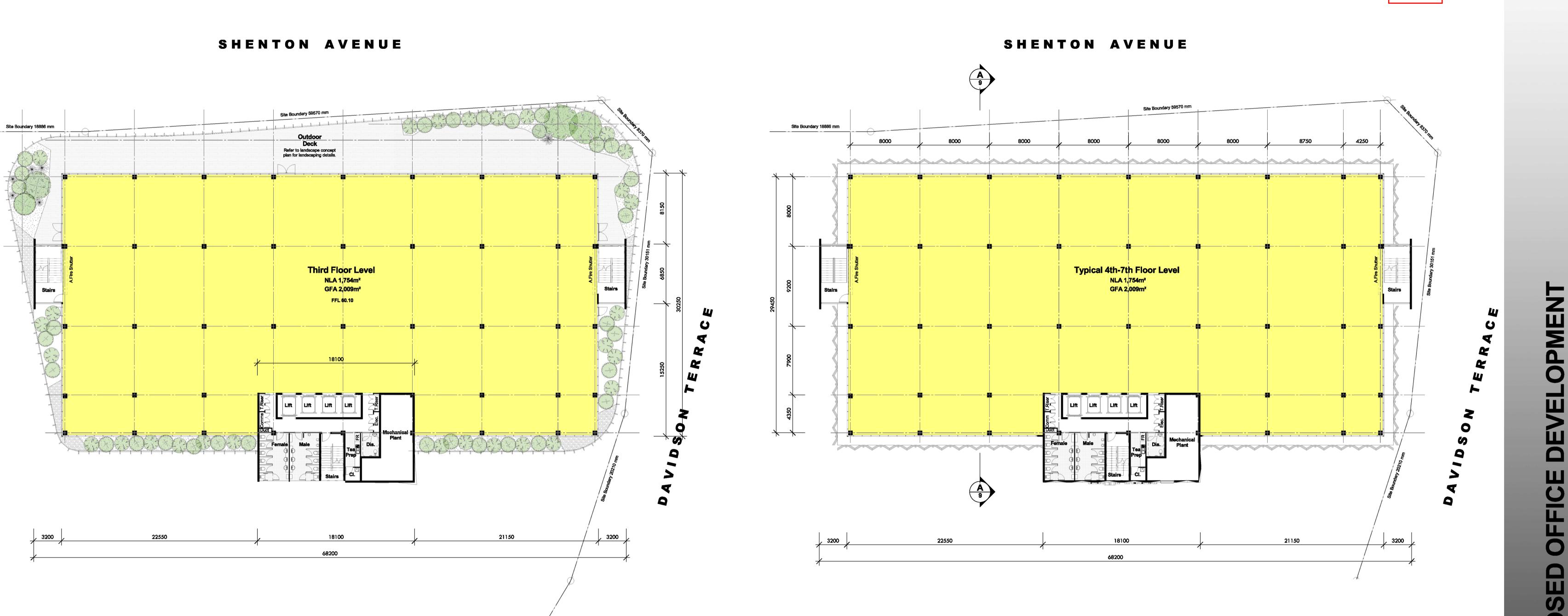
AMENDED DATE: 13/06/2016

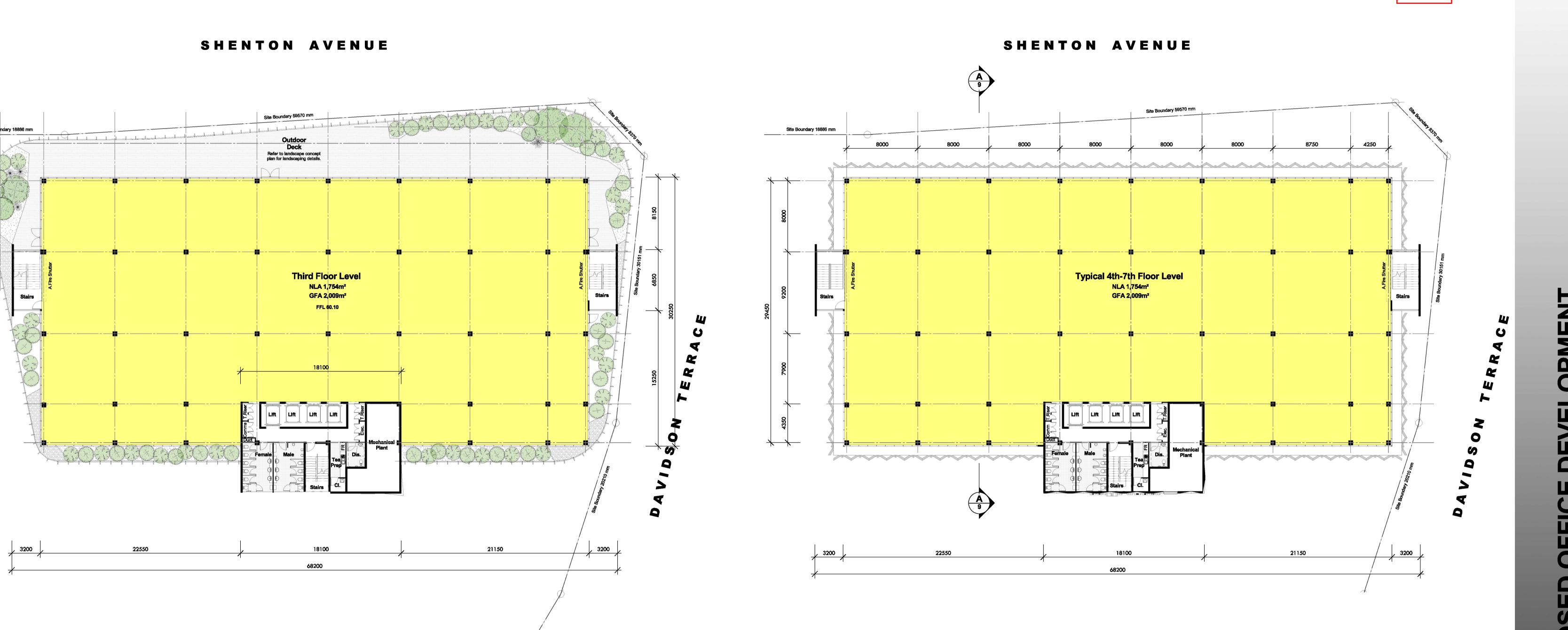
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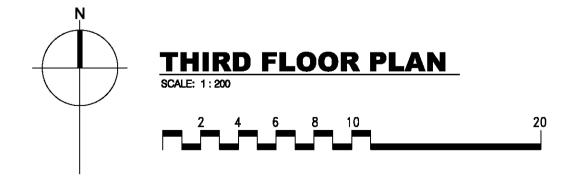
SHEET No SCALE DATE



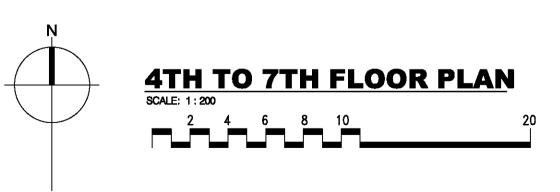
t : (08) 9381 8511.







# **Development Plans and Building Perspectives**



# Page 7 of 9 ATTACHMENT 3

AMENDED DATE: 13/06/2016

PROPOSED ATION S Ó PROJECT No 7845 SKETCH No SK005 7 SHEET No 1 : 200 @ B1 SCALE JUNE 2016 DATE meyer and associates ARCHITECTS Suite 2, Ground Floor, 437 Roberts Rd, Sublaco, Western Australia 6008.

t : (08) 9381 8511. e: msa@meyershircore.com.au. w: www.meyershircore.com.au

© Meyer Shircore & Associates ACN 115 189 216



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**CNR DAVIDSON TCE** 

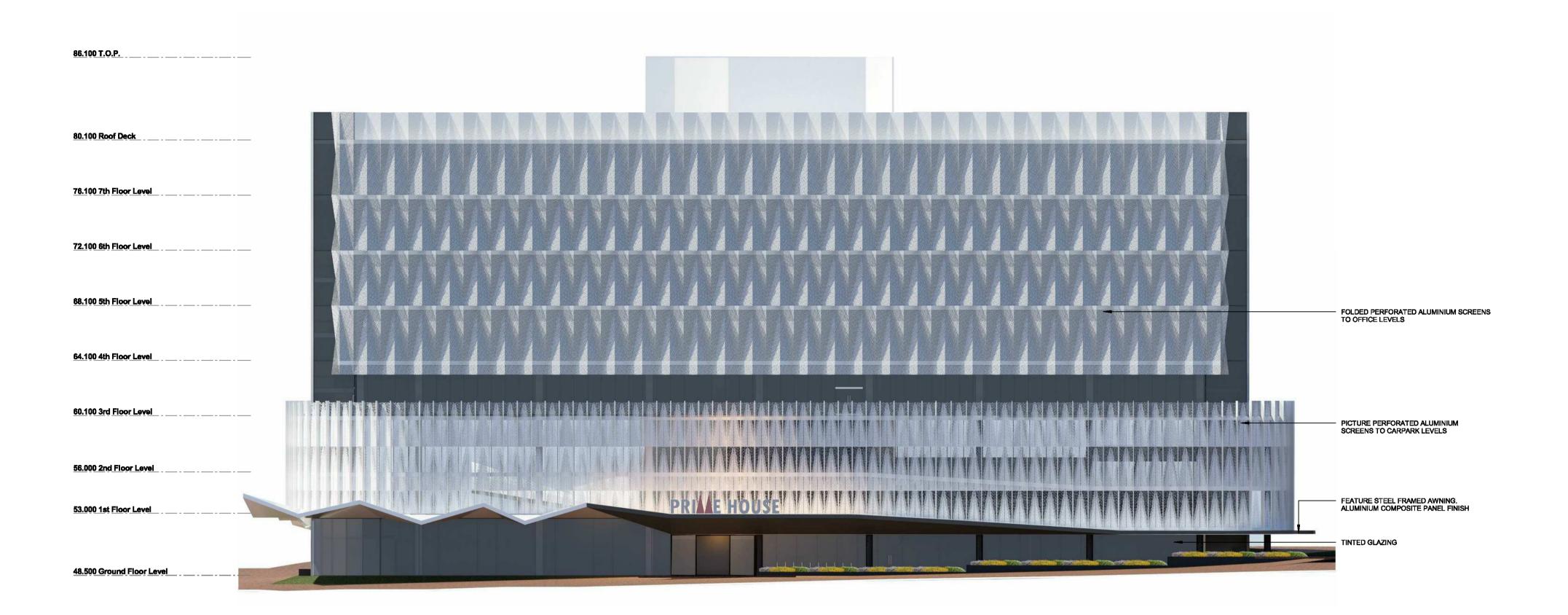
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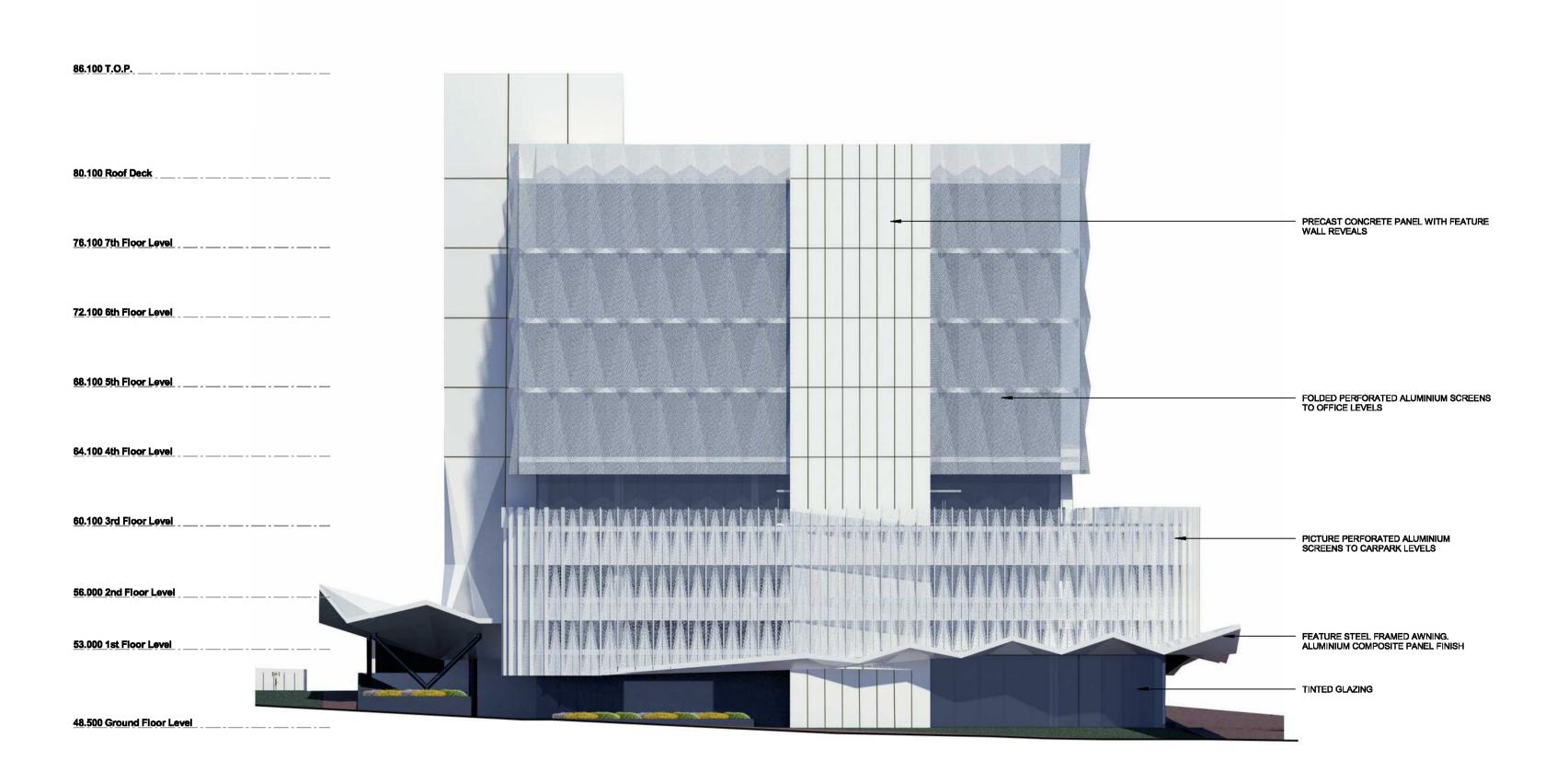
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M Member Australian Institute of Architects







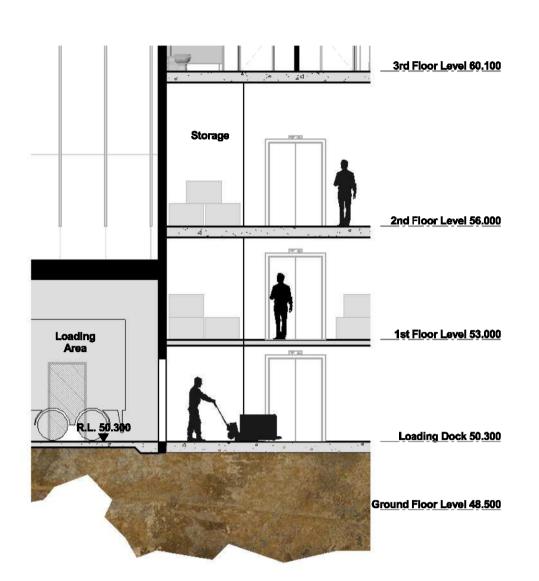


## EAST ELEVATION (DAVIDSON TCE) SCALE: 1 : 300

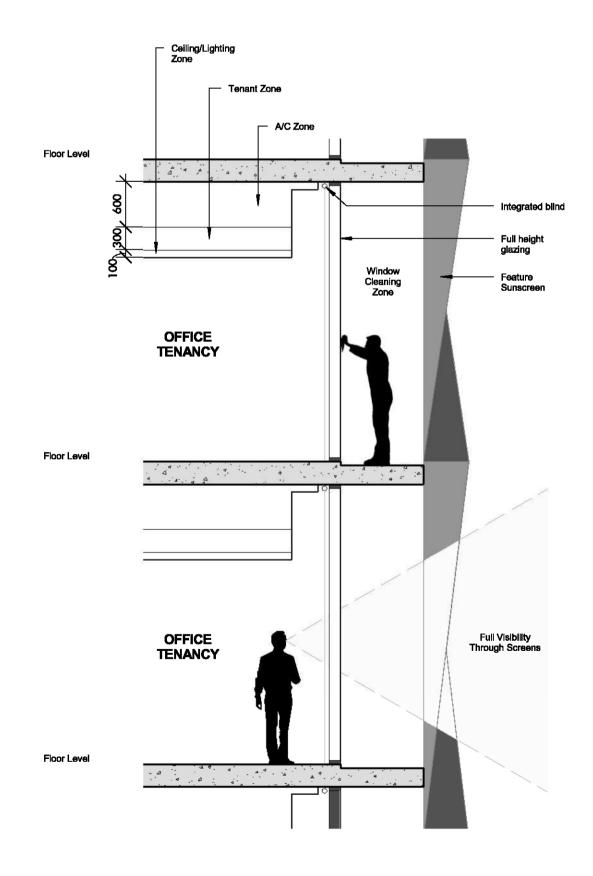
20

## **Development Plans & Building Perspectives**

## AMENDED DATE: 13/06/2016



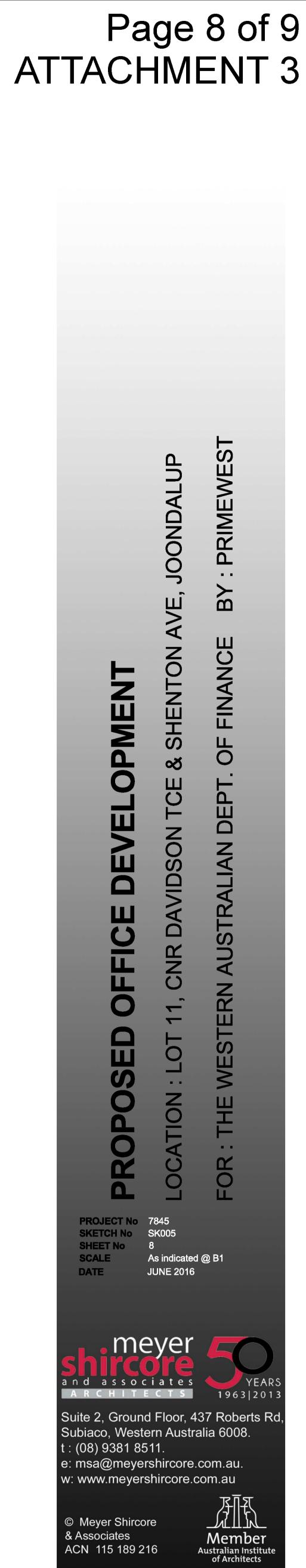
## LOADING AREA SECTION

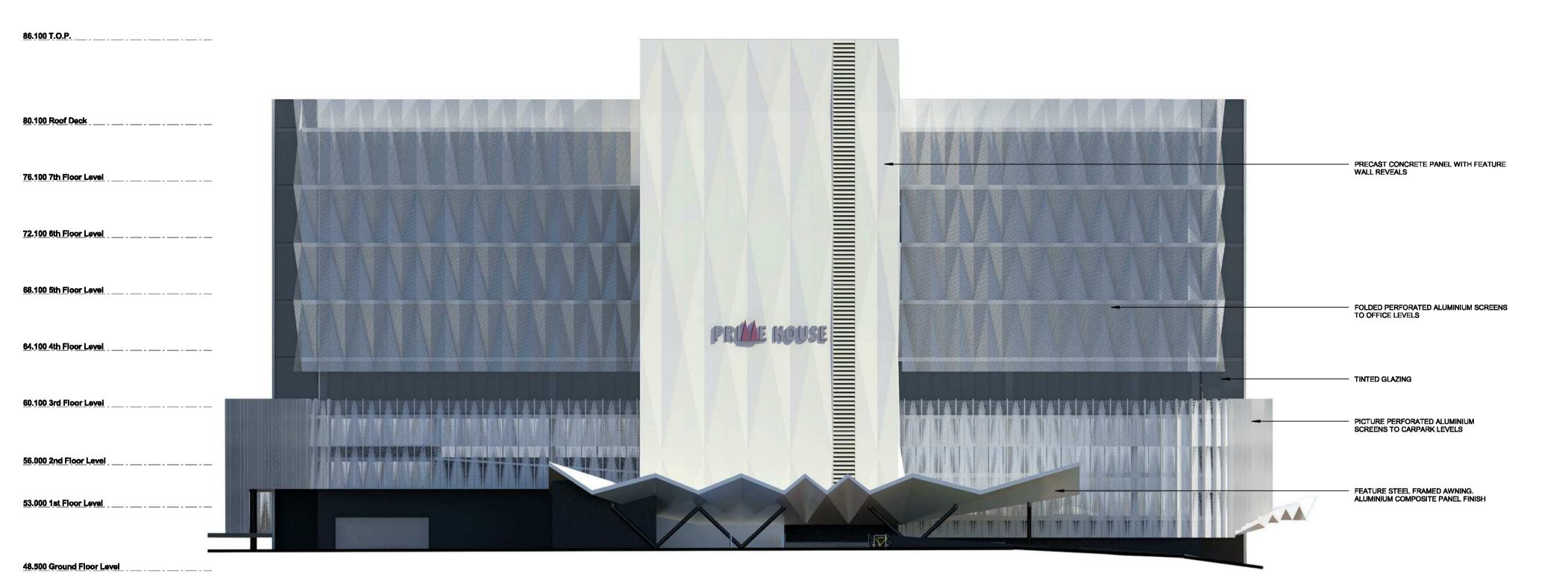


## FLOOR SECTION (TYPICAL) SCALE: 1:50

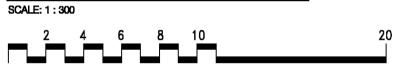
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SCALE DATE



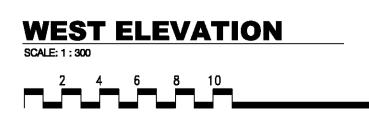


SOUTH ELEVATION

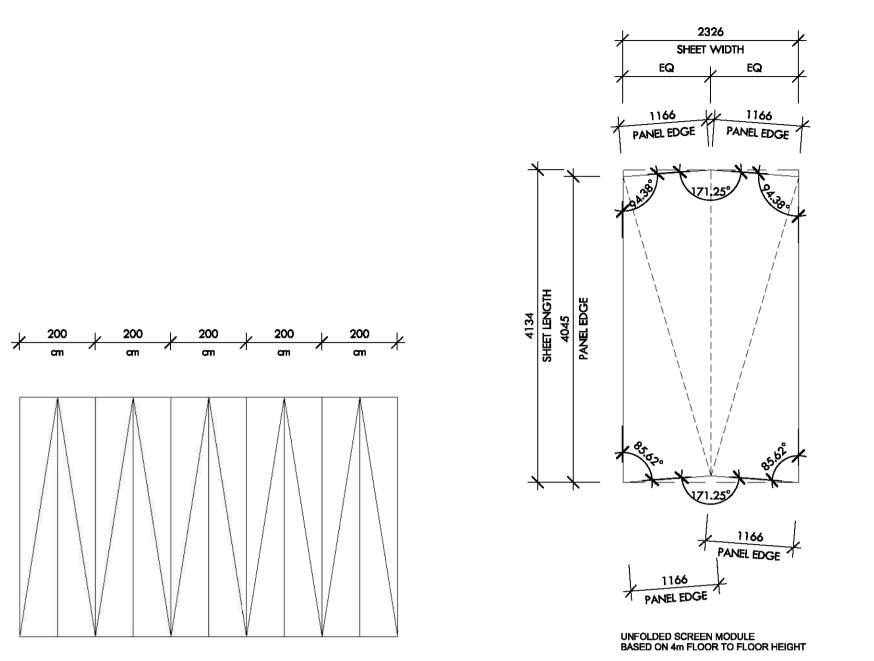


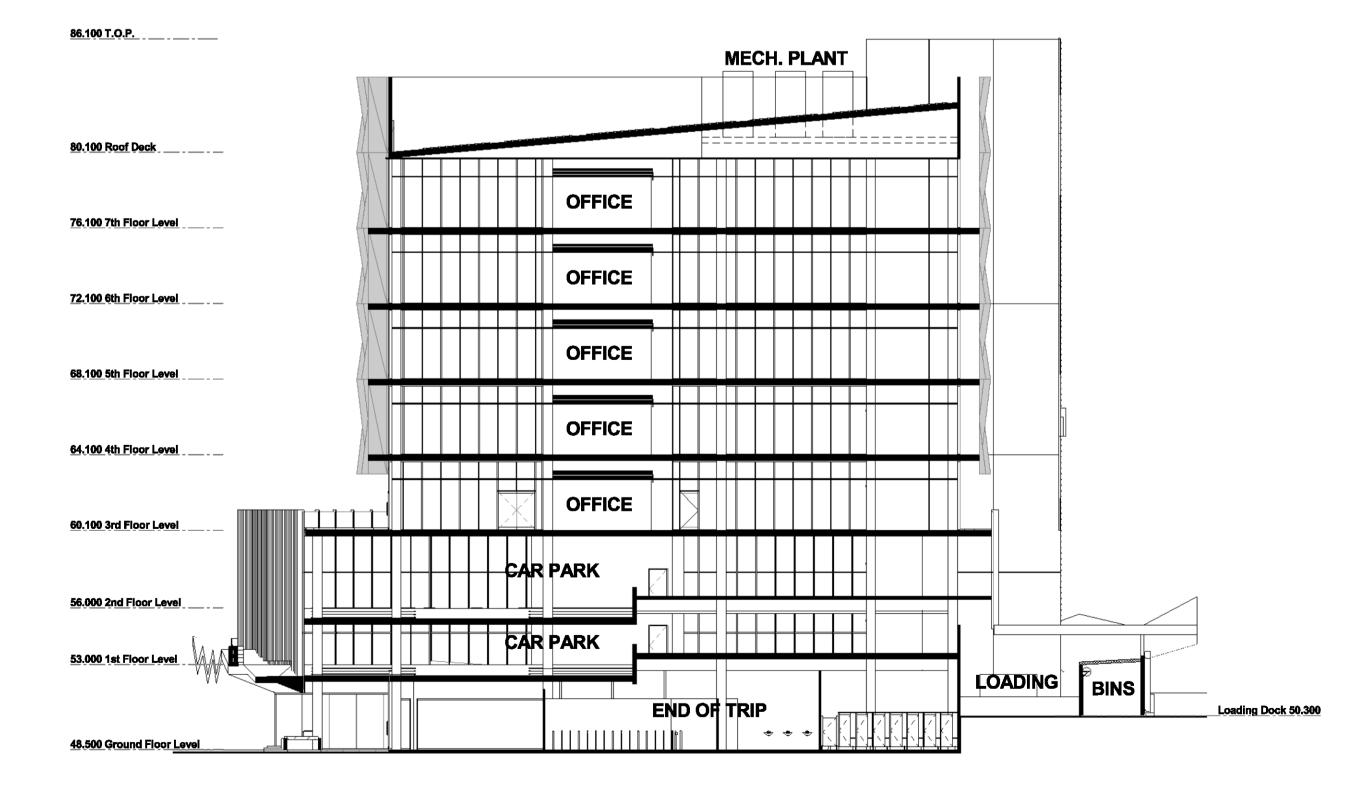


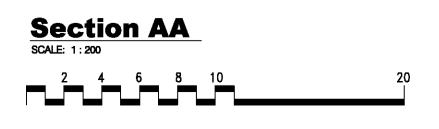
48.500 Ground Floor Level \_\_\_\_\_



## **Development Plans & Building Perspectives**







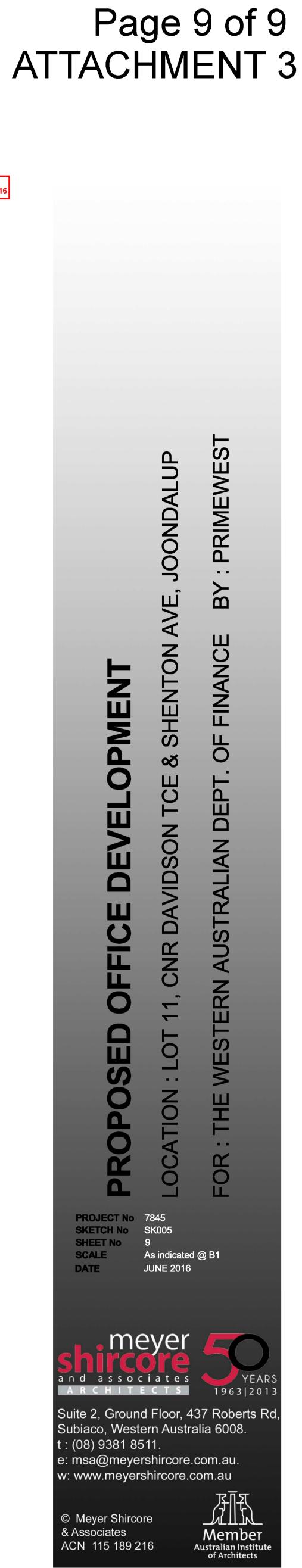
AMENDED DATE: 13/06/2016





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SHEET No SCALE DATE

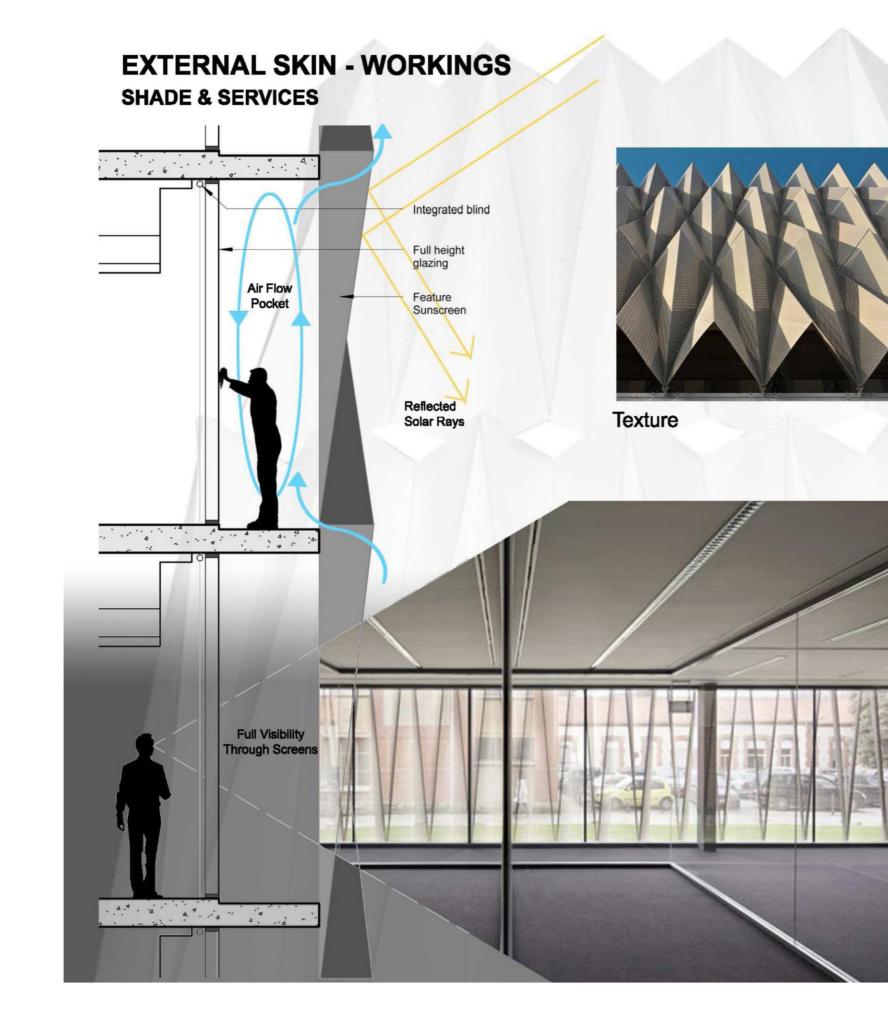




PATTERNED CONCRETE PANELS. PAINTED WHITE.







### I.0 GENERAL REQUIREMENTS ARCHITECTURAL DESIGN BRIEF

The whole building is designed to have full solar control while allowing extensive natural daylight.

The building's exterior is covered by 3mm thick perforated triangular aluminium panels, arranged in a tessellated origami pattern. The folded facade screens the glazing along the sides of the building from the sun.

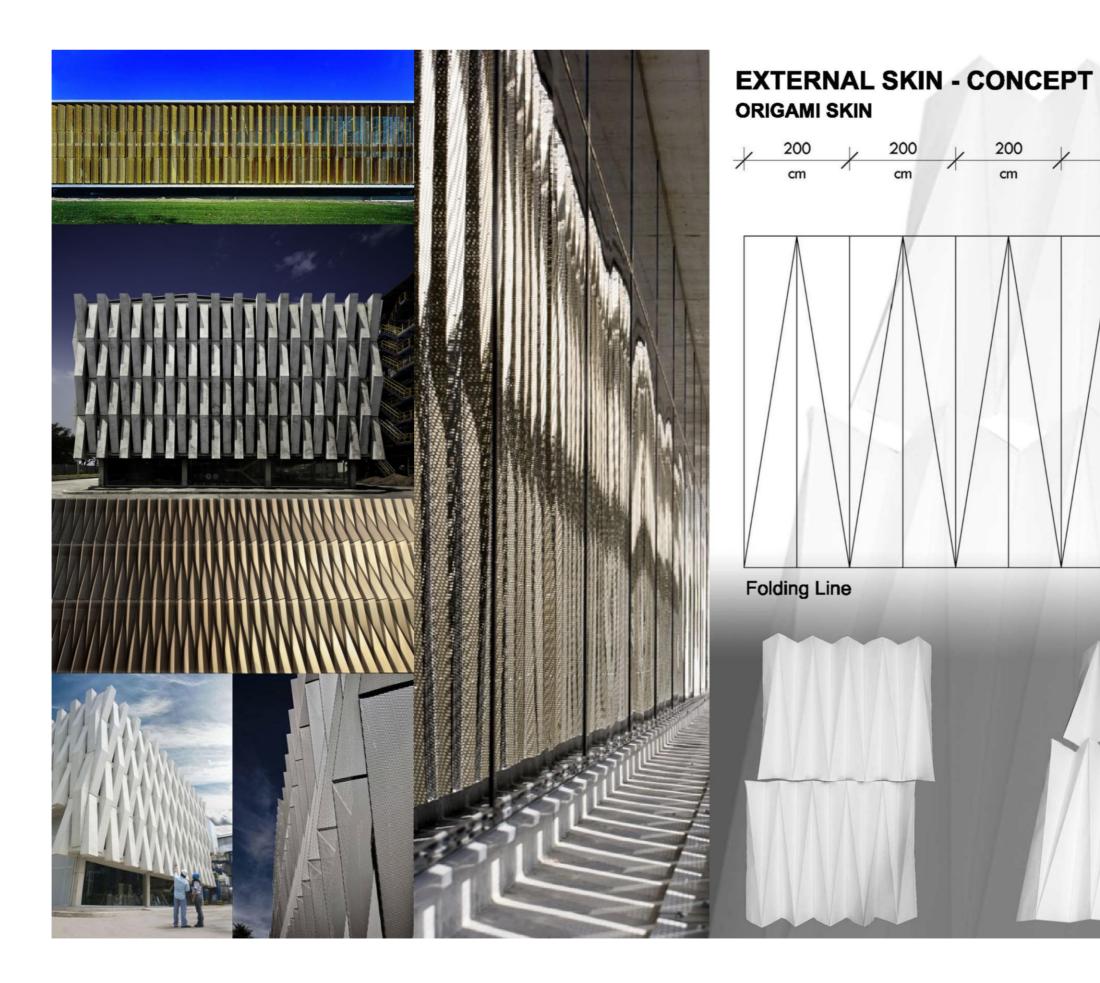
To minimise complexity in fabrication, the panels are identical in shape and dimension. The folds give the panels rigidity, eliminating the need for a supporting frame. From the interior, the folded aluminium panels will appear translucent between the zig-zagging folds. The cavity between the outer will assist in maintaining a constant internal ambient temperature.

The panels will be powdercoated after the perforating and folding process to ensure all surfaces are protected to provide a robust and durable skin to the building.

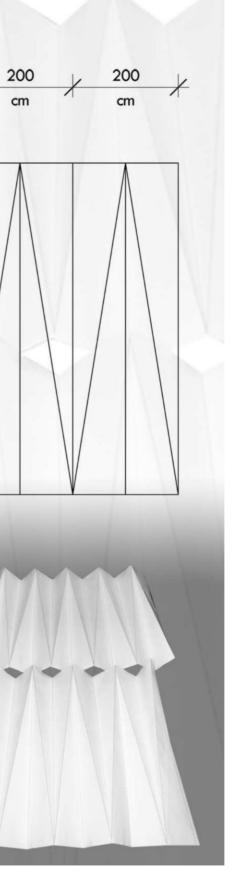
The concrete floor slab extends between the skins to block the direct sun from the glass and also provides a working platform for maintenance and cleaning.

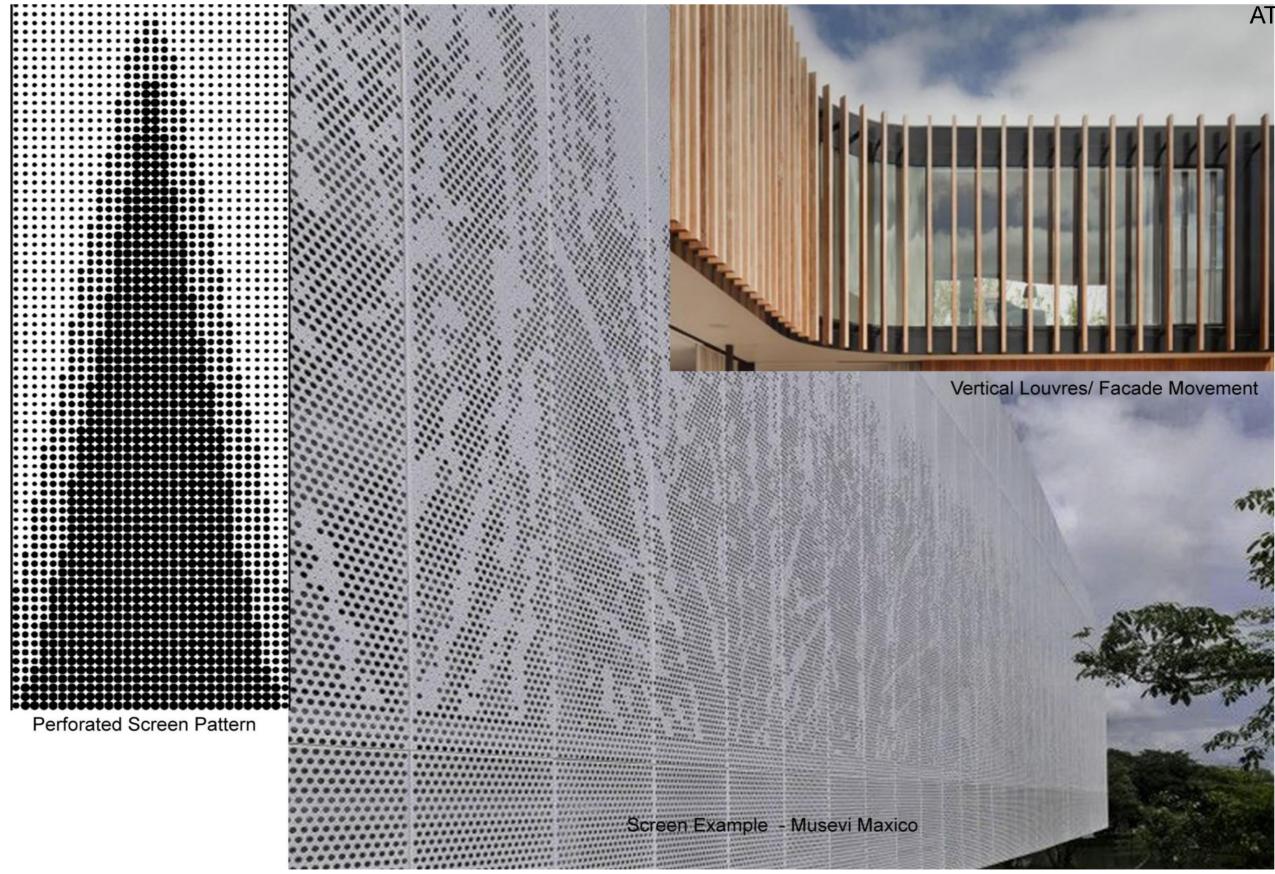
### Page 2 of 4 ATTACHMENT 4

I.6 SHADING-SOLAR GAINS



## Page 3 of 4 ATTACHMENT 4





## Page 4 of 4 ATTACHMENT 4



### Environmentally Sustainable Design - Checklist

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

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

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

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

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

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

### Siting and structure design efficiency

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

Does your development retain:

- existing vegetation; and/or (where possible)
- natural landforms and topography

Does your development include:

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

City of Joondalup Boas Avenue Joondalup WA 6027 PO Box 21 Joondalup WA 6919 T: 9400 4000 F: 9300 1383 www.joondalup.wa.gov.au

### **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:

- 𝒴 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
- O 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)
- O 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:

Iow-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?

- Ves
- O No

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

Green Star 5-Star Design and As Built NABERS Energy 4-5-Star

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

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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:

The proposed development will include a 300+ KVA solar array and state of the art end of trip facilities.

The car parking levels are designed to be replaced by office solar as future parking demand reduces.

Electric car charging stations are also included.

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: T. Mark Baker	Contact Number: 08 93818511
Applicant's Signature:	Date Submitted: <u>14 - 04 - 20</u> 16

Accepting Officer's Signature:\_

Checklist Issued: March 2011

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

Property Location:	Lot 140 (81) Ghost Gum Boulevard, Banksia Grove	
Application Details:	Supermarket, Liquor Store, Recreation Centre (Gym) & Various Retail Tenancies	
DAP Name:	Metro North-West Joint Development Assessment Panel	
Applicant:	MGA Town Planners	
Owner:	Housing Commission WA	
LG Reference:	DA15/2205	
Responsible Authority:	City of Wanneroo	
Authorising Officer:	Pas Bracone	
	Manager, Approvals Services	
Department of Planning File No:	DAP/15/00942	
Report Date:	29 June 2016	
Application Receipt Date:	27 November 2015	
Application Process Days:	215 Days	
Attachment(s):	1. Location Plan	
	2. Site and Elevation plans	
	3. Signage Strategy	
	<ol><li>Development Perspectives</li></ol>	
	5. Schedule of Submission	
	<ol><li>Concept plan for connection to</li></ol>	
	surrounding development	

### Officer Recommendation:

That the Metro North-West JDAP resolves to:

**Approve** DAP Application reference DAP/15/00942 and accompanying plans A100 (Rev D), A400 (Rev A), A410 (Rev B) and A960 (Rev A) in accordance with the provisions of the Metropolitan Region Scheme and City of Wanneroo District Planning Scheme No. 2, subject to compliance with the following conditions to the satisfaction of the Manager, Approval Services.

### Conditions

- 1. This decision constitutes planning approval only and is valid for a period of two (2) 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. With the exception of tenancy marked on the approved plans as Woolworths, which is to only be used as Supermarket, BWS, which is only to be used as Liquor Store, and Rec Centre/Gym, which is only to be used as a Recreation Centre, all tenancies may be used for the following uses as defined in the City of Wanneroo's District Planning Scheme No.2:



Government of **Western Australia** Development Assessment Panels

- Amusement Facility/Parlour
- Auction Room
- Bakery
- Bank
- Beauty Parlour
- Consulting Room
- Dry Cleaning Premises
- Hairdresser
- Laundromat
- Lunch Bar
- Office
- Pharmacy
- Restaurant
- Shop
- Showroom
- Take Away Food Outlet
- Video Hire

Any additional uses, excluding 'P' uses, will require further planning approval.

- 3. The site is to have no greater than 5,106m<sup>2</sup> of Retail Net Lettable Area within the subject site. A retail plan showing the initial uses and associated areas is to be provided to the City prior to the occupation of the development.
- 4. The Recreation Centre land use shall be limited to a maximum number of 40 patrons at any one time.
- 5. The applicant is to undertake satisfactory arrangements for the pedestrian connection between the subject site and the existing shopping centre to the south.
- 6. The landowner shall enter into an easement in gross in favour of the public at large pursuant to Section 196 of the Land Administration Act. The easement shall cover areas generally identified as car parking, vehicle accessways and pedestrian paths. The easement shall be registered on the title of the subject land prior to the development first being occupied. All costs associated with the preparation of the easement shall be met by the proponent.
- 7. The plans shall be amended to remove the vehicular access from Joondalup Drive to 'Future Pad Site' (1385m<sup>2</sup>).
- 8. Parking areas, driveways, and points of ingress and egress shall be designed and constructed in accordance with the Australian Standard for Off-street Car Parking (AS 2890) and shall be drained, sealed and marked.
- 9. The parking areas and associated access indicated on the approved plans shall not be used for the purpose of storage or obstructed in any way at any time, without the prior written approval of the City.
- 10. Lighting shall be installed along all driveways and pedestrian pathways and in all common service areas prior to the development first being occupied and thereafter maintained.



- 11. All pedestrian pathways are to be connected into an existing or proposed path network and shall be constructed prior to the development first being occupied and where in private property, thereafter maintained to the satisfaction of the City.
- 12. Detailed landscaping, reticulation and street furniture plans, for the subject site and adjacent road verges, shall be lodged for approval by the City prior to the commencement of development. Planting and installation shall be in accordance with the approved landscaping and reticulation plans, and thereafter maintained by the landowner to the City's satisfaction.
- 13. One shade tree at intervals of not less than every four parking bays in a row shall be planted and maintained in tree wells which are protected from damage by vehicles.
- 14. A schedule of material colours and finishes of all external faces of the development shall be submitted prior to construction commencing. Unless otherwise approved by the City, the building shall be in accordance with that schedule.
- 15. An Urban Water Management Plan (UWMP) shall be submitted to the City for its approval prior to the commencement of development. The UWMP shall, amongst other matters, demonstrate how the development will maximise the efficient use of wastewater and harvested water and minimise pollutant inputs through structural and non-structural source controls and thereafter implemented.
- 16. A waste management plan shall be submitted to the City for its approval prior to the commencement of development, depicting collection areas and demonstrating how collection vehicles will manoeuvre on the internal access ways of the development. Collection vehicle movements shall thereafter accord with the approved management plan.
- 17. An energy efficiency plan, demonstrating initiatives to reduce energy requirements and emissions, shall be provided to the City for its approval prior to the commencement of development and thereafter implemented.
- 18. An acoustic consultant's report is to be provided for the City's approval, prior to the commencement of the development. This report is to indicate the anticipated sound level measurements for all types of noise associated with the development indicating plant and equipment noise as well as noise associated with operational activities. The report must also indicate any specific requirements that are needed to ensure noise emissions comply with the Environmental Protection (Noise) Regulation 1997. Upon approval of that report by the City, any modifications required to the development as a result of its recommendations, shall be made to the City's satisfaction.
- 19. All piped and wired services, mechanical plant, equipment and service and storage areas are to be screened from public view to the City's satisfaction. Relative to this condition, details of such screening shall be submitted to the City for approval prior to the commencement of development.



- 20. The proponent/landowner shall take appropriate steps to remove any graffiti applied to the external surfaces of the building within 7 days of it being applied, to the satisfaction of the City.
- 21. A management plan for the delivery and service vehicle movements shall be submitted to the City for its approval prior to the commencement of the development. The plan shall include hours of delivery vehicles for both supermarket and small tenancies.
- 22. Two dedicated taxi parking bays shall be provided within or immediately abutting the Shopping Centre, in the vicinity of the Shopping Centre entrance(s) prior to the development first being occupied. At least one bay is to be abutting proposed tenancy 11 on Ghost Gum Boulevard.
- 23. Carparking areas are to be provided with appropriate speed humps and pedestrian crossings in accordance with AS 2890.1: 2004 (Section 2.3.3) and AustRoads guidelines.
- 24. A construction management plan being submitted detailing how the construction of the development will be managed in order to limit the impact on the users of the surrounding area. The plan will need to ensure that:
  - adequate space is provided within the subject site for the parking of construction vehicles and for the storage of building materials so as to minimise the need to utilise the surrounding road network;
  - adequate provision is made for the parking of workers' vehicles;
  - pedestrian and vehicular access around the site is maintained;
  - bus stops/shelters or other infrastructure on public land is temporarily relocated as may be necessary;
  - the delivery of goods and materials does not adversely impact on the amenity of the surrounding properties; and
  - the hours of construction are limited to ensure that there is no adverse impact on the amenity of the surrounding properties.

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

25. The applicant shall undertake adequate measures to minimise any impacts of dust and sand drift from the site.

### Advice Notes

- 1. The landscaping, reticulation and street furniture plans shall include, but is not limited to, temporary and permanent landscaping proposed. Species of vegetation proposed should be in line with councils recommended species list for commercial and industrial developments as well as include species to provide visual relief for the back of the development.
- 2. Adequate measures to minimise any impacts of dust and sand drift from the site include all requirements as stipulated within the Department of Environmental Regulation's 'A guideline for managing the impacts of dust and associated contaminants from land development sites, contaminated sites remediation and other related activities'.



- 3. This is a planning approval only. Responsibility to comply with building, engineering and requirements remains with health the developer, and all plans submitted for further approval or licences must be consistent with the planning approval.
- 4. This planning approval does not take into account any restrictive covenants. It is the proponent's responsibility to ensure that the development will not result in a conflict of contractual obligations.
- 5. Satisfactory arrangements will require negotiation between parties for the final pedestrian connection insuring this caters for trolleys, prams and wheelchairs.

Property Address:	Lot 140 (81) Ghost Gum Boulevard, Banksia Grove	
Zoning MRS:	Urban	
DPS 2	: Urban Development	
ASP 6	5: Retail Core	
Use Class and Permissibility:	Supermarket, Liquor Store, Shop, Amusement Facility/Parlour, Auction Room, Bakery, Bank, Beauty Parlour, Consulting Room, Dry Cleaning Premises, Hairdresser, Laundromat, Lunch Bar, Office, Pharmacy, Restaurant, Showroom, Take Away Food Outlet, Video Hire	
	Recreation Centre D	
Strategy Policy:	N/A	
Development Scheme:	District Planning Scheme No. 2 (DPS 2)	
Lot Size:	46,000m <sup>2</sup>	
Existing Land Use:	None – vacant land	
Value of Development:	\$32,000,000	

### Background:

The site is bounded by Joondalup Drive to the east, Joseph Banks Boulevard to the north and Ghost Gum Boulevard to the south and east. On the southern side of Ghost Gum Boulevard Drive is the operational Coles shopping centre development which was approved 30 May 2013. Refer to **Attachment 1** of a location plan of the development.

Ghost Gum Boulevard is subject to subdivisional approval SD151520 dated 3 September 2015 which included the creation of on street parking, footpaths and pedestrian connection between Ghost Gum Boulevard and the lot to the south. The construction of Ghost Gum Boulevard has been completed, however, not opened at the time of writing this report.

On 27 November 2015 an application was lodged for the subject site which included the development of a shopping centre accessed through an internal mall. Through discussions with the applicant, largely related to the configuration of the shopping centre to best address the public realm, revised plans were lodged with the City on 3 June 2016. Revised plans removed a number of elements from the development so that these could be further investigated and re-lodged when the market warranted. The elements that were removed include;



- The showroom development proposed in the north east corner of the subject lot. This site included landmark requirements which are now no longer required and will need to be provided at the time of future development on this site;
- The aquatic recreation centre and child care centre located centrally within the site; and
- Car parking associated with the above developments.

On 28 November 2014, MGA Town Planning applied to the City to amend ASP 65 with a number of elements which relate to this development. Amendment No. 2 to ASP 65 proposed the following modifications which directly relate to the proposal;

- Removing the trigger for 2,000m<sup>2</sup> of residential to be provided upon 5,000m<sup>2</sup> of Retail Net Lettable Area (NLA) This is discussed in more detail below;
- Addition of design provisions for development which abuts Main Street The proposal has been assessed, and complies with these new provisions; and
- Addition of provisions relating to the timing and construction of main street and town square elements— These revised provisions relate to the development as the subject application provides for both main street and town squares, however, both elements have been provided and as such the development is compliant with the requirements of Amendment No. 2.

On 13 October 2015 the City considered the matter and resolved to support Amendment No. 2 and on 19 October 2015 the matter was sent to the Western Australian Planning Commission (WAPC). The matter was considered by the WAPC on 30 May 2016 requested modifications including;

- Development straddling lot boundaries should be considered with orderly and proper planning Not applicable to this development;
- Large tenancies exceeding 1000m<sup>2</sup> should be screened behind smaller tenancies which front the main street – The revised development includes smaller tenancies facing main street with the supermarket accessed through a small mall; and
- Inclusion of a community purpose site on Lot 140 (81) Ghost Gum Boulevard

   The applicant has approached the City for guidance on the inclusion of a
   library within the development. This matter is under consideration, however, it
   is noted that this could be provided at a later stage of development if required.

The application has been assessed in accordance with Amendment No. 2 as if the matter, and additional modifications, had been endorsed by the WAPC.

#### Details: outline of development application

The development application is for a shopping centre and associated main street, town square, liquor store, recreation centre, carpark and signage. More specifically, the following development is proposed:

- Shopping Centre, including a Woolworths supermarket and smaller tenancies to be located on the south-western portion of the site;
- A town square located along Ghost Gum Boulevard;
- A liquor store located on the western edge of the development and a recreation centre (gym) located on the south west corner of the development;



- Car parking areas, with a total of 283 car bays provided onsite and 16 additional on-street car bays along Ghost Gum Boulevard; and
- A signage strategy for the development.

Refer to **Attachment 2** for detailed plans of the development, **Attachment 3** for the signage strategy and **Attachment 4** for perspectives of the development.

The development plans specify some land uses, being supermarket, liquor store and recreation centre; however the applicant is seeking approval for a range of uses that could occupy all other tenancies. The range of land uses sought by the applicant is as follows:

- Amusement facility/parlour
- Auction room
- Bakery
- Bank
- Beauty parlour
- Consulting room
- Dry cleaning premises
- Hairdresser
- Laundromat
- Lunch bar
- Office
- Pharmacy
- Restaurant
- Shop
- Showroom
- Take away food outlet
- Video hire

All the above uses are P (permitted) uses within ASP 65.

#### Legislation & policy:

Legislation

Planning and Development Act 2005 City of Wanneroo's District Planning Scheme No.2 (DPS 2) Banksia Grove District Centre – Agreed Local Structure Plan No. 65 (ASP 65)

<u>State Government Policies</u> State Planning Policy 4.2: Activity Centres for Perth and Peel (SPP 4.2) Liveable Neighbourhood (LN)

#### **Local Policies**

Local Planning Policy 3.2: Activity Centres (LPP 3.2) Signs Local Planning Policy (LPP 4.6)

#### **Consultation:**

#### **Public Consultation**

The application was advertised for public comment for a period of 31 days in accordance with Clause 64(3) of the Deemed Provisions of DPS 2 by means of an



advertisement in the Wanneroo Times newspaper, a notice on the City's website, sign on site and a letter written to the surrounding landowners. The advertising period commenced 11 December 2015 and closed on 15 January 2016. Nine submissions were received. A summary of the comments received and associated administration comment are included as **Attachment 5**.

Upon receiving revised plans on 3 June 2016, it was not deemed necessary to readvertise the application as it was considered that the intent of the development had not significantly altered from the previously advertised version.

#### Consultation with other Agencies or Consultants

The application was referred to the Department of Planning (DoP) as the proposed development abuts a portion of Joondalup Drive, which is a Category 1 Other Regional Road, and has the potential to increase traffic flows by more than 100 vehicles per hour in peak period. On 15 December 2015 a response was received which raised the following points;

- Access arrangements;
- Pedestrian connection & provision of end of trip facilities;
- Provision of showrooms abutting Joondalup Drive.

The DoP submission is included in the summary of submissions provided as **Attachment 5.** 

The DoP submission also identified that the existing Public Transport Authority (PTA) Bus Stop is proposed to be relocated by the developer. As such the applicant liaised with PTA officers who gave conditional approval for the relocation of the bus stop.

#### Planning assessment:

An assessment of the proposal has been carried out against the provisions of DPS 2, ASP 65, LPP 3.2, LPP 4.6, SPP 4.2 and LN. Detailed comments on specific aspects of the development are provided below.

#### Requirement for Residential Development

Clause 16 of ASP 65 prescribes requirements in relation to how the development of the district centre is to be staged, to ensure that key elements of the centre are provided at appropriate stages of development including the provision of bus services, non-retail and residential development.

Amendment No. 2 to ASP 65 has altered the provisions of clause 16 to increase the trigger for the inclusion of residential development application from  $5,000m^2$  to  $10,000m^2$  retail NLA and increased the provision from  $2,000m^2$  residential development to  $4,000m^2$  residential development.

Stage 1 of the centre (being the Coles development to the south of the subject site) provides for 4,894m<sup>2</sup> retail NLA. The subject development incorporates 5,187m<sup>2</sup> of retail NLA which results in a total retail NLA of 10,081m<sup>2</sup> and triggers the requirement for residential development.

The applicant has advised that they do not wish to push the retail NLA above the 10,000m<sup>2</sup> trigger and as such are amenable to limit the available retail NLA for this development. This would be through a condition to be placed on which limits the retail



floor space of this development to a maximum of 5,106m<sup>2</sup>, to be confirmed through a tenancy or land use plan to be provided to the City prior to the occupation. Upon the construction of residential development, in line with ASP 65, an application may be made to increase the retail NLA.

#### Connection to adjoining site

A number of submissions raised concerns regarding the pedestrian and vehicle access between the proposed and existing centre sites, noting that the centre should be joined and act as one centre rather than two individual centres. As mentioned, the site is subject to a subdivision SD151520 which has been approved providing for the construction of Ghost Gum Boulevard however this has, at the time of writing this report, not been opened to the public.

As part of the development application package the applicant has lodged a concept plan showing the links between the two sites, is included in **Attachment 6**. While the concept plan shows pedestrian and vehicle connectivity this is not part of this application and the concept plan has no formal status. As the need for connection is based on the development of the subject site, a condition of development approval to require the developer to undertake arrangements for the pedestrian connection between the Ghost Gum Boulevard and the existing Coles site is necessary. The condition and associated footnote would state;

#### Condition:

The applicant is to undertake satisfactory arrangements for the pedestrian connection between the subject site and the existing shopping centre to the south.

#### Footnote:

Satisfactory arrangements will require negotiation between parties for the final pedestrian connection insuring this caters for trolleys, prams and wheelchairs.

With regards to any vehicle connection proposed to the south, the creation of Ghost Gum Boulevard will allow access upon any future development on the Coles site. As the subject development cannot pre-empt this development it is not considered appropriate to require any vehicular connection at this stage.

#### Location of Town Square

The application, as lodged in November 2015, incorporated the town square at the corner of the subject site at the closest location to the existing Coles development. Through investigation into this layout it was determined that patrons using the shopping centre would be entering from the car park to the north, which would mean that the town square (and associated tenancies) would likely receive little foot traffic and therefore result in an underutilised town square.

The reconfiguration of the development proposed by the revised site plan relocated the town square approximately 100m to the north and will direct more users of the supermarket through both the town square as well as smaller tenancies, resulting in more reciprocal use. The town square will also be located as a terminating vista for Jewel Way. The corner element which previously incorporated the town square will still incorporate some public art which will activate this corner.



Government of **Western Australia** Development Assessment Panels

#### Access to Future Pad Site

The proposal includes five vehicle access points to the site including;

- Northern access from Joseph Banks Boulevard to parking;
- Western access from Ghost Gum Boulevard to parking;
- Southern access from Ghost Gum Boulevard to parking;
- Eastern access from Joondalup Drive to parking;
- Eastern access from Joondalup Drive to future pad site.

Of these, all but the last access has been designated on ASP 65 and as such assessed against the overall transport network. The last access, being access from Joondalup Drive to the future pad site, is not included in ASP 65.

The DoP raised concerns regarding the access to the future pad site, due to the access point not being shown on the structure plan, as well as the length of the deceleration lane is 63m in length in lieu of a minimum of 70m. The proposed access does not relate to the development proposed within the application therefore the City does not consider the access should be included in any approval. Upon application for future development within these future pad sites, the applicant can include the access point which will be assessed at that time.

As such it is recommended that a condition be imposed which removes the Joondalup Drive access to the future pad site from the approved plans.

#### Other Requirements

#### Car Parking

ASP 65 identifies that car parking should be provided in accordance with DPS 2, though concessions may be approved where reciprocal use is provided. DPS 2 requires a total of 283 bays as part of the development application. The application complies with 283 bays and 16 on street parking bays being proposed.

#### Signage

The application includes a signage strategy associated with centre signage (**Attachment 3**). The strategy proposes one pylon sign, at the entrances to the centre at Joondalup Drive and Ghost Gum Boulevard, external façade signage, illuminated under awning signage and car parking directional signage.

The proposal is substantially compliant with the City's Signs Local Planning Policy. The only variation is in regards to the wall signage which is required to be no greater than 25% of the aggregate area of any one wall to a maximum of  $8m^2$ . The application includes wall signs up to  $29.25m^2$ , which is substantially larger than the  $8m^2$ , however, given the size of the overall development is unlikely that the proposed signage will have an impact on the amenity of the area.

#### Taxi Rank

ASP 65 requires the provision of a taxi rank to be provided on the main street between the existing development and subject site. The revised proposal includes an on street parking bay along Ghost Gum Boulevard (abutting the town centre) which is identified as 'nominal taxi bay by others' as well as nominated taxi parking bays within the car parking area. It is considered that the number of taxi bays is sufficient for the development and does not preclude future expansion into a taxi rank should it be necessitated. However, the location of these taxi bays appears to be for the sole



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purpose of this development and do not promote use from other centres. It is recommended that a condition be imposed to move the on street parking bay to adjacent to Tenancy 11 as well as amend the wording on the plan to identify the bay as 'taxi bay', removing the ambiguous nature of the plans.

#### Back of house/loading docks

ASP 65 identifies that the proposed main street for the subject site includes Ghost Gum Boulevard located to the west as well as a small portion to the south. The reconfiguration of the development has faced the main entrance to the development to the west and south west, however this partially turns the back of the development which includes services such as fire tanks, substations and switch rooms as well as back of supermarket and loading dock. This design response is not ideal, having a large wall with services facing a major thoroughfare, however, in the context of the overall requirement and given the need for a delivery and service area, it is an acceptable outcome.

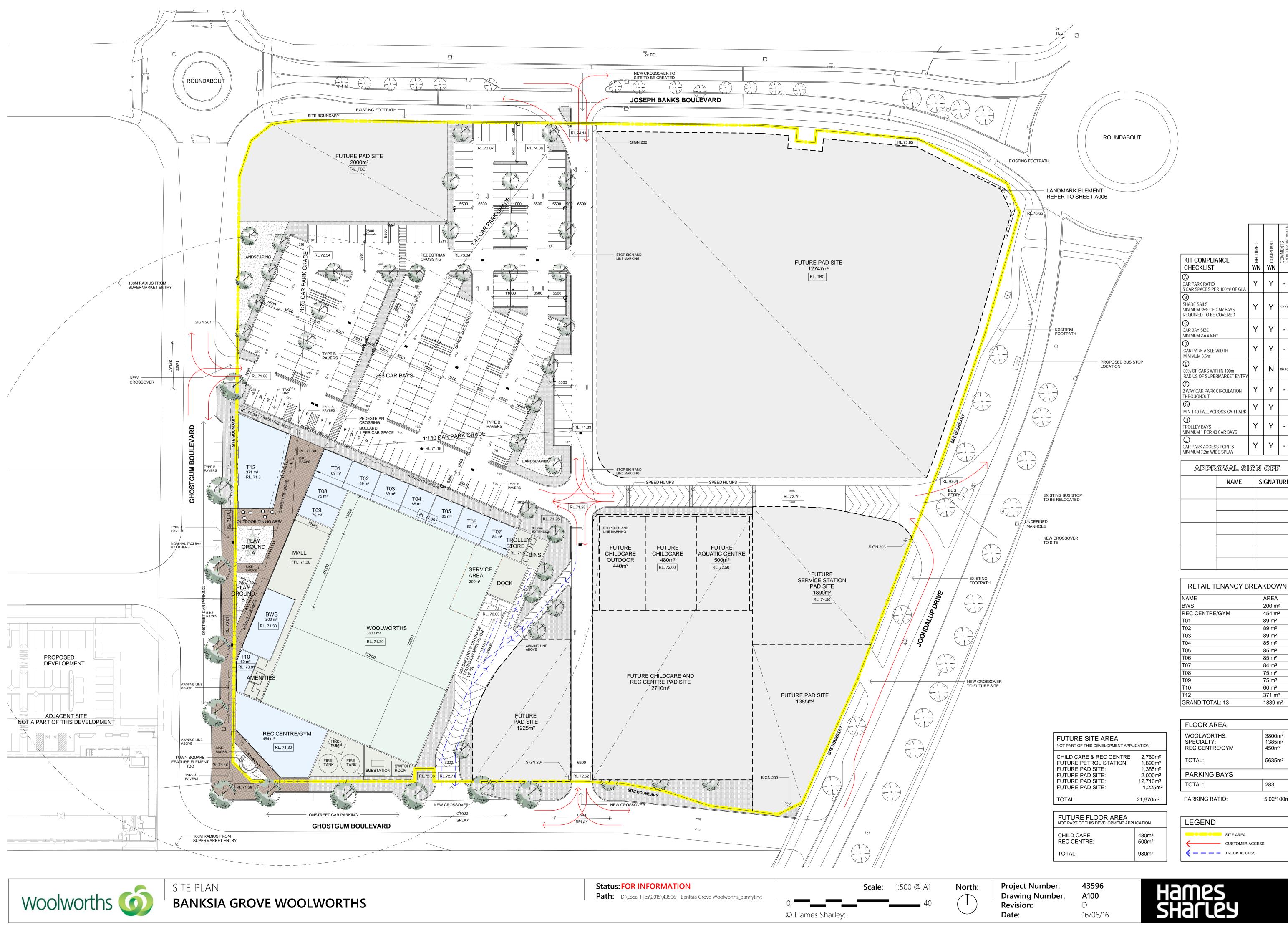
A future pad site of 1225m<sup>2</sup> will eventually provide some visual relief and during early stages landscaping and vegetation can be utilised to protect the public realm from any bulk impact. This can be managed through the provision of a landscape plan to be submitted as a condition of any approval.

#### **Conclusion:**

The proposed development has been assessed against the requirements of the City's DPS 2, ASP 65 and LPP 3.2 and is generally compliant. The variations sought by the proposal are considered to be minor and will not discernibly alter the desired outcome for the ASP 65 area or prejudice the ability of future stages of development to comply with the requirements of ASP 65. It is therefore recommended that the development application be approved subject to conditions.







KIT COMPLIANCE CHECKLIST	KEQUIRED		COMMENTS IF NON COMPLIANT, V THE ACTUALLY PROV
A CAR PARK RATIO 5 CAR SPACES PER 100m <sup>2</sup> OF GLA	Y	Y	-
B SHADE SAILS MINIMUM 35% OF CAR BAYS REQUIRED TO BE COVERED	Y	Y	37.10 %
C CAR BAY SIZE MINIMUM 2.6 x 5.5m	Y	Y	-
D CAR PARK AISLE WIDTH MINIMUM 6.5m	Y	Y	-
E 80% OF CARS WITHIN 100m RADIUS OF SUPERMARKET ENTRY	Y	Ν	66.43 %
E 2 WAY CAR PARK CIRCULATION THROUGHOUT	Y	Y	-
G MIN 1:40 FALL ACROSS CAR PARK	Y	Y	
H TROLLEY BAYS MINIMUM 1 PER 40 CAR BAYS	Y	Y	-
O CAR PARK ACCESS POINTS MINIMUM 7.2m WIDE SPLAY	Y	Y	-

WHAT IS WIDED

APPROVAL SIGN OFF			
	NAME	SIGNATURE	

AREA

200 m<sup>2</sup>

454 m²

89 m²

89 m²

89 m²

85 m²

85 m²

85 m²

84 m²

75 m²

75 m²

60 m²

371 m<sup>2</sup>

1839 m²

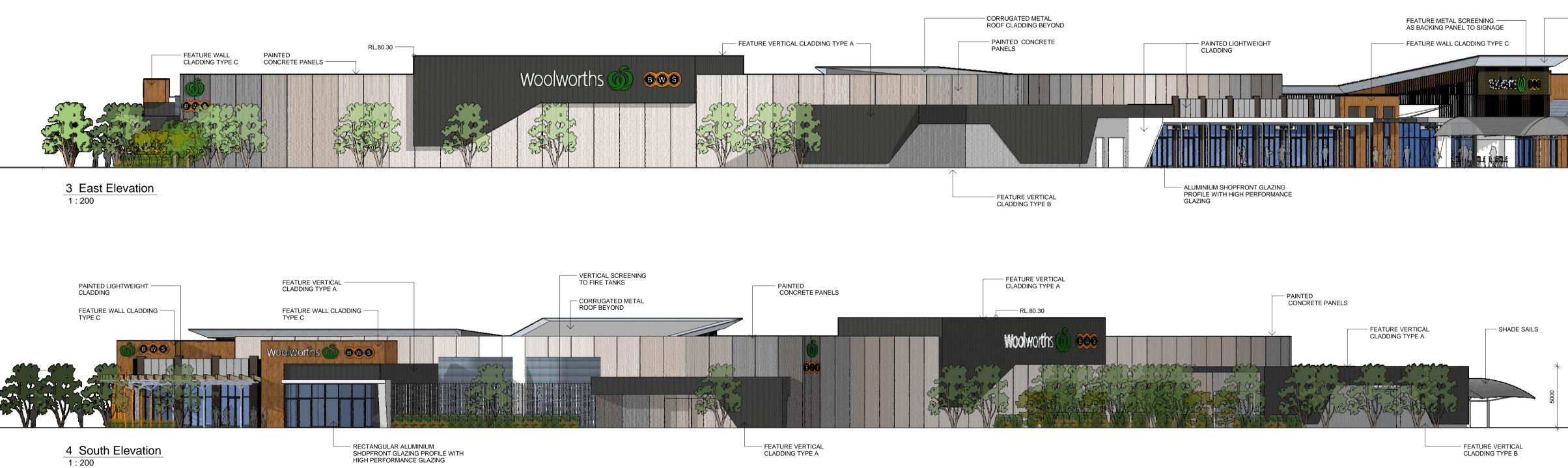
FLOOR AREA	
WOOLWORTHS: SPECIALTY: REC CENTRE/GYM TOTAL:	3800m <sup>2</sup> 1385m <sup>2</sup> 450m <sup>2</sup> 5635m <sup>2</sup>
PARKING BAYS	
TOTAL:	283
PARKING RATIO:	5.02/100m <sup>2</sup>

SITE AREA
CUSTOMER ACCESS
TRUCK ACCESS



# **BANKSIA GROVE WOOLWORTHS**







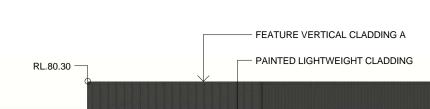
2 North Elevation with Shade sails 1:200



PAINTED LIGHTWEIGHT CLADDING

FEATURE VERTICAL -CLADDING TYPE A

- ALUMINIUM SHOPFRONT GLAZING PROFILE WITH HIGH PERFORMANCE GLAZING



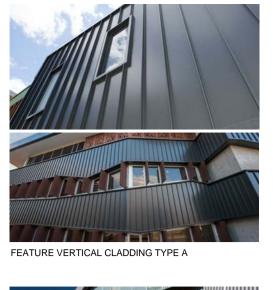


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© Hames Sharley:



## INDICATIVE MATERIAL SELECTIONS:





FEATURE VERTICAL CLADDING TYPE B

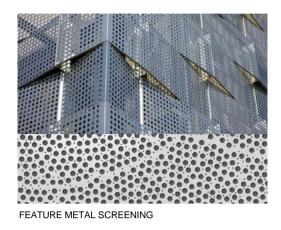


FEATURE WALL CLADDING TYPE C





VERTICAL SCREENING



 FEATURE METAL
 PANEL CLADDING — RL.80.30 - FEATURE WALL - SHADE SAILS CLADDING TYPE C

Drawing Number: **Revision:** Date:

A400 02/06/16



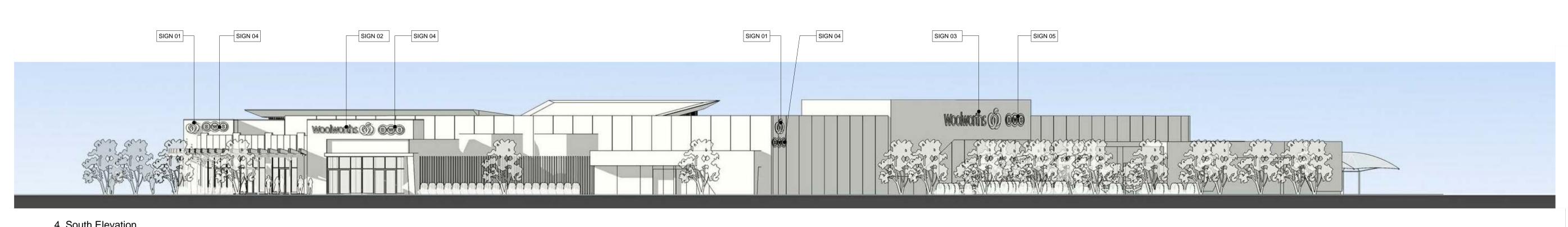


1:200

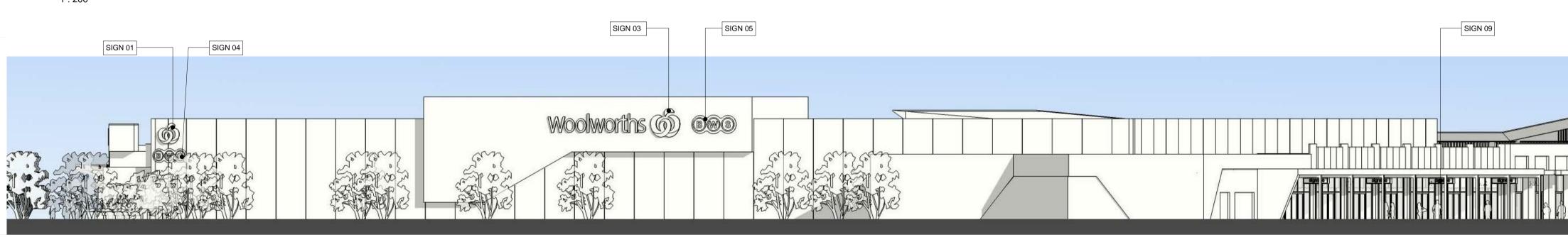
ELEVATIONS- SIGNAGE **BANKSIA GROVE WOOLWORTHS** 

REFER TO SHEETS A940 AND A960





3 East Elevation 1:200



2 North Elevation w Shade Sails

1 North Elevation





# SIGNAGE DOCUMENTATION PREPARED IN ACCORDANCE WITH "WHAT IS A GOOD EXTERNAL SIGNAGE PLAN (NEW STORES) 18082015"





Project Number: Drawing Number: Revision: Date:

43596 A410 02/06/16





South West Perspective



Northern Tenancies



PERSPECTIVES BANKSIA GROVE WOOLWORTHS





Gym Perspective

Status: ISSUED FOR DA Path: D:\Local Files\2015\43596 - Banksia Grove Woolworths\_dannyt.rvt Scale: NTS

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Project Number: Drawing Number: Revision: Date:

**43596 A004** A 02/06/16





View to Cafe



Playground from Woolworths View



PERSPECTIVES BANKSIA GROVE WOOLWORTHS



Mall View



View Through Mall

Status: ISSUED FOR DA Path: D:\Local Files\2015\43596 - Banksia Grove Woolworths\_dannyt.rvt Scale: NTS

© Hames Sharley:

Project Number: Drawing Number: Revision: Date:

**43596 A005** A 02/06/16



### CITY OF WANNEROO DA2015/2205 Shops, Showroom, Child Care Centre, Office, Recreation Centre (Gym), SCHEDULE OF SUBMISSIONS FOLLOWING ADVERTISING

(Advertising Closed 15 January 2016)

No.	Summary of Submission	Administration Comment	Recommendation
1.	Department of Planning		
1.1	The Department of Planning has no objection to the proposal on regional transportation grounds however notes the following recommendations:	Noted	No modification required.
1.2	The proposed vehicular access arrangements are not in accordance with the Banksia Grove Agreed Structure Plan No. 65 (ASP 65). The Department does not support the vehicular access point between pad sites 2 and 3 as shown on the approved plans.	Noted. The vehicular access point to 'Future Service Station Site' is shown as indicative only. While the applicant has justified this access point through a traffic statement submitted the proposed access is not in accordance with the ASP 65. This matter is discussed in the body of the report.	A condition should be imposed to remove the access to the future pad site/future service station site from Joondalup Drive.
1.3	All internal and external roads within the subject areas should include shared paths that cater for walking and cycling.	Noted. Requirements for shared paths that cater for walking and cycling are traditionally imposed through subdivision approvals. This was done as part of subdivision 151520 (SD151520) which has now been implemented on site.	No modification required.
1.4	The submitted site plan includes showrooms abutting Joondalup Drive. State Planning Policy4.2 Activity Centre requires lower intensity uses such as showrooms to be located outside the core of activity centres.	Noted. The showrooms have been removed from application as part of revised plans. Further application will be required to be lodged for this development in the future.	No modification required.
1.5	The proposal is supported subject to it meeting the City's requirements for parking and end of trip facilities for bicycle parking. It is noted that the existing bus stop is proposed to be relocated. It is recommended that the proposal be referred to the Public Transport	Noted. The applicant has submitted amended plans to identify the location of end of trip facilities. In addition, the applicant has liaised with PTA regarding the relocation of the existing bus stop and has provided correspondence identifying the changes	No modification required.

No.	Summary of Submission	Administration Comment	Recommendation
	Authority (PTA) for comment.	are to PTA satisfaction.	
2.0	Simone Porter No Address Given		
2.1	A number of questions were raised regarding the proposal including;		
2.2	Has sufficient thought been put into widening of Joondalup Drive prior to building this so as not to have a bottleneck near the shops, with proper slipways for entries and exits. As a resident of Frond Court, this would be my main concern having to pass the shops every day.	Noted. Joondalup Drive is already two lanes each way from Tapping to Wanneroo Road, and therefore it is unlikely that any investigations for a third lane would be undertaken in the near future.	No modification required.
2.3	Is an aquatic centre going to have public access for recreational use or just swimming lessons?	Noted. These details have not been submitted with the application. Notwithstanding the proposal no longer includes the provision of an aquatic centre.	No modification required.
2.4	Does there really need to be a Woolworths and a Coles next door to each other? There is already a Woolworths 5 mins down the road in Carramar.		No modification required.
2.5	Stores like K-Mart and Bunnings would be welcome in the area.	Noted. This is the choice of tenant and is not a planning matter.	No modification required.
2.6	What are the 'showrooms' going to be used for?		No modification required.
2.7	What happened to the prior proposed bus port & cinema?		No modification required.
3.0	Mark Little, 80 Glasshouse Drive, Banksia G	Brove	·
3.1	A number of questions were raised regarding the proposal including;		
3.2	Who is responsible for the construction of	Noted. The developer is required to construct this road	No modification required.

No.	Summary of Submission	Administration Comment	Recommendation
	Ghost Gum Boulevard (extension), this road linking the roundabout on Joseph Banks Boulevard via the town square to Joondalup Drive?		
3.3	Will the construction of Ghost Gum Boulevard be completed as a development application conditional requirement prior to opening of the new shopping centre and adjoining development?	Noted. As per above, the road construction is subject to subdivision condition SD151520 which has been undertaken.	No modification required
3.4	How will the proposed development be integrated with the existing Banksia Grove (Coles) Shopping Centre, other than from the positioning of Ghost Gum Boulevard north of the existing development?	to subdivision condition SD151520 which has been undertaken. Pedestrian connection is not provided and	A condition should be imposed to require connection between the subject site and the site to the south.
3.5	As there are significant surface level differences across the site, please provide confirmation that the proposed vertical levels between the new and existing developments, and the surrounding road infrastructure have been considered and are integrated by the proposed development, as the guidelines within the original local development plan were for developers to provide an integrated town centre.	Noted. See response to 3.4.	No modification required
3.6	Confirmation is requested that the provisions of a tavern within the original local structure plan remain as planned and are not in any way impacted by other taverns, liquor stores or child care centres.	within the proposal. The site is subject to a Liquor Store which is a Permitted use within the retail core.	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
		be undertaken.	
4	Ann Nelli, 20 Neaves Road, Mariginiup		
4.1	Welcomes the proposal with the following suggestions;		
4.2	Could the gym be considered as Physiology focused, run by physiologists which would suit the age and demographics of the area.	Noted. These details have not been submitted with the application but have been passed onto the applicant for consideration.	No modification required
4.3	Consideration should be given to the size of parking bays and accessibility in and out of the shopping centre to ensure free flowing traffic which is currently lacking in both existing centres.		No modification required
5	Lynley Kennedy No Address Given		
5.1	Whilst in support of the proposal, I feel it could be improved slightly and offer the following comments:		
5.2	As an existing customer at the existing Coles complex, the vehicle access and manoeuvring space is terrible to the extent that even in a small cars have issues.	Noted. See response to 4.3.	No modification required
5.3	Quite a few of the trees planted between the parking bays at the Coles complex have died. Maybe an alternative species should be considered for the new proposal.	Agreed. The specific range of species and their location is usually confirmed in a landscaping plan prepared to the satisfaction of the City prior to building permits being issued.	A condition should be imposed requiring the lodgement of a landscape management plan prior to any works being undertaken on site with a footnote to identify the range of species recommended.
5.4	There doesn't seem to be any pedestrian or	Noted. See response to 3.4.	No modification required.

No.	Summary of Submission	Administration Comment	Recommendation
	vehicle access linking the existing Coles Complex and the proposed Woolworths complex.		
5.5	The aquatic centre seems very small (total area of 500m2) for an expanding suburb.	Noted. These details have not been submitted with the application. Notwithstanding the proposal no longer includes the provision of an aquatic centre.	No modification required
5.6	The proposed Skate Park should be prioritised over an aquatic centre otherwise high school age children with skateboards and scooters will congregate around the shops due to a shortage of recreational facilities.	Noted. The proposal no longer incorporates the aquatic centre as part of the application and the location of this will be dealt with as part of a separate application. In addition ASP 65 does not require the development of a skate park within the Centre and this item may be looked into by the City's Community Facilities team in the surrounding park area.	No modification required
5.7	The location of the Child Care Centre is on a very busy, noisy part of the complex and should be located over near Joseph Banks Boulevard to avoid congestion with shopping traffic.	Noted. The proposal no longer incorporates the child care centre as part of the application and the location of this will be dealt with as part of a separate application.	No modification required
6	Victoria No address given		
6.1	The proposal is great, and it would be highly beneficial if there was a Domino's Pizza or similar at the plaza.	Noted. This is the choice of tenant and is not a planning matter.	No modification required
6.2	The pool/aquatic centre seems to be small in terms of the potential growth of the surrounding suburb.	Noted. See response to 5.5.	No modification required
7		p T5-8 Banksia Grove Shopping Village,Banksia Grosinesses)	ove WA 6031 (on behalf of
7.1	Whilst the new shopping area will attract commerce to the area, and increase visitors	Noted.	

No.	Summary of Submission	Administration Comment	Recommendation
	from the surrounding community, including other suburbs, there are some points of the design which are of concern to the Tenants, as follows:		
7.2	There is concern regarding the revenue stream as sales will be split between the existing and new shopping areas, significantly impacting on small businesses that are currently trading.	development will only see half that potential being	No modification required
7.3	The executive summary for the development application is incorrect in suggesting that there are currently no desirable outdoor dining places for social interaction. There are currently 4 well-utilised indoor and outdoor dining areas attached to tenancies.		No modification required
7.4	A raised roadway is indicated but the design does not show how that roadway is accessed between the existing and the new area. Movement between the existing Centre and the proposed Woolworths will be difficult for the elderly and disabled persons.	Noted. See response to 3.4.	No modification required
7.5	We suggest that vehicular traffic be allowed to traverse Ghost Gum Boulevard into the existing car park opposite the current small business food outlets. A roundabout may facilitate this action.	Noted. Access into the existing development to the south of the subject site from Ghost Gum Boulevard is not the responsibility to the subject development application.	No modification required
7.6	The current dividing fence, which runs east- west behind Coles, has been vandalised twice by persons apparently wanting to get access to the southern areas of the shopping centre from Joseph Banks Boulevard.	Noted. The dividing fence is not the responsibility of the City of Wanneroo, however, this fencing should be removed in order to provide pedestrian access between the sites as discussed in the body of the report.	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
7.7	There is a sort of "Us and Them" look about the design, an exclusive separation of the Coles domain and the Woolworths domain.	Noted. Commercial developments will seek to distinguish themselves from others to gain a commercial edge over the competition. Notwithstanding, through pedestrian connectivity it is intended that the area will become one centre rather than a series of smaller centres.	No modification required
7.8	Deliveries into the shopping areas for Woolworths are exclusively facilitated, but for other retailers, deliveries must be made from a carpark to their door through the mall or from outside. No marked commercial site loading bays are indicated on Ghost Gum Boulevard.	Noted. Deliveries should be undertaken outside of trading hours so as to not conflict with visitors to the centre.	A condition should be imposed requiring the lodgement of a delivery's management plan prior to commencement of development to outline the delivery times and locations for deliveries to the major and specialty stores.
7.9	The town centre is small with limited visibility to any other streets other than Ghost Gum Boulevard. This could have possible impacts on anti-social behaviour	Noted. The town centre has been relocated more centrally within the proposed development to interact more with the proposed Jewel Way. This matter is discussed in the body of the report.	No modification required
7.10	This proposal advocates four landmark pylon signs of twelve metres in height to be erected at roadsides with two on Joondalup drive for which height and number clearly exceeds the policy criteria.	Noted. The proposal has been amended to reduce the size and number of pylon signs to be consistent with surrounding developments and in compliance with the City's Signs Local Planning Policy.	No modification required
7.11	The proposed pylon signage will be exclusively for Woolworths owned outlets. The existing signage is similarly exclusive to the detriment of all small business owners within that development.	Noted. Pylon signage, as long as catering for multiple tenants, is at the control of the shopping centre. The City cannot require additional signage to be provided for smaller tenants.	No modification required
7.12	Although competition and choice are expected by the local community, we are	Noted. While ASP 65 includes objectives to activate the area the City cannot control the tenancy mix within	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
	concerned that the choice of outlets needs to be considered carefully as too much competition in a small market can cause detriment to small business owners.	the development.	
8	TPG Town Planning, Urban Design and Heri	itage (TPG), on behalf of Coles Property Development	ts (Coles)
8.1	Whilst we support the development of an appropriate town centre, we would request that the following matters relating to DPS 2 and ASP 65 are to be addressed by the City.		
8.2	The following clauses of clause 6.8 of DPS 2 need to be considered – a, b, c, e, f, g, j, o & y	Noted. The City has undertaken an assessment against the relevant clauses of DPS 2.	No modification required
8.3	The proposed pylon sign at the entrance of the development does not comply with the height, width and location criteria of the City's requirements and is located adjacent to a residential area on the eastern side of Joondalup Drive.	Agree. The proposed signage has been reduced in height and number of signs.	No modification required
8.4	The proposed pylon signage as a landmark element is not considered to be appropriate and is contrary to the requirements of the Structure Plan which outlines landmark elements as being buildings, spaces, or features such as public art, providing a high degree of architectural quality and civic interest.	Noted. The provision of signage as a landmark feature is no longer part of this application and will be dealt with separately once a development application for these areas are lodged.	No modification required
8.5	The proposed development has incorporated an activated area of retail/commercial tenancies in the south eastern corner of the subject site, which fronts onto an area of landscaping that acts as a communal space and entrance to the mall. A large wall sign	Noted. It is not considered that the use of a town square and commercial signage is mutually exclusive. The proposed signage integrated with the awning above the town square will not detract from the proposed use of the town square and due to the reconfiguration of the development is located directly	No modification required

No.	Summary of Submission	nission Administration Comment			
	(2.2 X 12.375m) is proposed at this location, which is considered excessive as it diminishes the overall objective of the Town Centre space by advertising two tenancies that are not explicitly located or accessed from this Town Centre area.	adjacent to the entrance to the two tenancies.			
8.6	The trolley return areas are located towards the supermarket with no trolley return bays provided to the north east abutting the showroom development.	Noted. The proposal has been modified to remove the showroom elements of the application. Upon further application, the City will consider the location of any trolley return bays.	No modification required		
9	Banksia Grove Residents' Association No address given				
9.1	The Banksia Grove Residents' Association is supportive of the commercial development and feel it will further enhance the shopping precinct and increase vibrancy of the community.				
9.4	A completed District Centre increases the likelihood of residents leaving their cars at home and walking, adding health and environmental benefits.	Noted.	No modification required		
9.5	Clarification is sought regarding the following: The Residents Group see the Woolworths development as a continuation of the Banksia Grove Shopping Precinct, and does not regard this as a separate and competing Centre. Should Woolworths attempt to establish physical barriers through placement of walls, grade separation or road design to inhibit access and easy flow between themselves and Coles, this would not be	Noted. See response to 3.4.	No modification required		

No.	Summary of Submission	Administration Comment	Recommendation
	supported.		
9.6	The Residents Group do not support that Ghost Gum Boulevard does not continue North-South into the Coles development.		No modification required
9.7	The Woolworths proposal will limit easy access to the whole Centre for those with restricted mobility.		No modification required
9.8	The location of the bus stops with limited access between the Woolworths and Coles developments will make it more difficult for public transport users to access the Coles Development.	responsibility of the PTA who have advised they support the relocation of the bus stop.	No modification required
9.9	There is concern that the size of the town square is considerably smaller than what was originally planned. The Town Square should allow for diverse functions and social activities.	provide adequate area for its civic function as well as	No modification required
9.10	There are currently adequate fast food outlets but a Pizza, or kebab would be welcomed, and Sumo Salad and Subway would be encouraged as a healthy alternative.	Noted. This is the choice of tenant and is not a planning matter.	No modification required
9.11	The inclusion of an indoor public play area would be welcomed, increasing the Centre's functionality, appeal and vibrancy.		No modification required
9.12	Consideration should be given to vehicle access to and from the development and car parks as there are issues with both Carramar Village and the Coles development with regard to road widths and angles which cause bottlenecks.	Australian Standards for off street car parking and access, which has been justified through a traffic	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
9.13	A reduced (below 50 kph) speed limit for the roads within the District Centre is requested, and speed limit of between 20 to 40 kph for Ghost Gum Boulevard.	Noted. Speed limits are the responsibility of Main Roads Western Australia and not the City of Wanneroo. Notwithstanding, the traffic speed can be monitored and should there be a need for a reduced speed this can be reviewed in the future.	No modification required
9.14	It is requested that all footpaths be installed prior to the opening of the District Centre. The proposal shows there are no North-South pedestrian links through the car park which is seen as a safety risk for both able and disabled pedestrians. It is requested that a raised pedestrian link between every second/third column of car park spaces be installed.	Noted. The footpaths connection between the lot and surrounding development is required a condition of subdivision SD151520 and has already been constructed. Internal footpath connections would be required to be constructed as part of the development prior to operation. In addition the revised development plans incorporate improved north – south pedestrian connection.	A condition should be imposed to require connection between the subject site and the site to the south.
9.15	Thought needs to be given to the placement of 'Disabled' and 'Parent' orientated car park spaces as there are issues with the existing Coles development where the 'Parents with Pram' parking spaces located outside Liquorland are being used illegally.		No modification required
9.16	The location of the Liquor store is questioned, as everyone entering the mall directly is required to pass it. It would be preferable for the Liquor store to be positioned as with Carramar Village and Westfield Whitfords so it is not the first point of contact.	Noted. The proposed location of liquor store in close proximity to the supermarket is used in many other developments to promote single access for shoppers using both stores. Notwithstanding, the plans have been revised and the propose liquor store is now not located in a position which must be passed by all patrons into the supermarket.	No modification required
9.17	Safety for afterhours users (such as gym members) needs to be taken into	Noted. The site will be subject to a condition requiring that a lighting plan be provided to the satisfaction of	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
	consideration including CCTV for the town square.	the City prior to the operation of the store to promote surveillance. The decision to install CCTV is up to the developer.	
9.18	The use of the District Centre for a gathering point for 'car enthusiasts' and hooning should be discouraged due to the safety hazards associated.		No modification required
9.19	The long term requirement for landscaping should be considered rather than short term aesthetic value only.	Noted. See response to 5.3.	No modification required
9.20	Banksia Grove has had numerous issues with trolleys being dumped within public open space. It is recommended that mechanisms are put in place (such as wheel lock trolleys) be used to reduce this.	Noted. The City cannot force the developers to utilise a trolley management system as recommended.	No modification required
9.21	The new development, as well as other surrounding development projects, will result in increased usage of Pinjar Road. Consideration should be given for safer pedestrian/cycle travel.	run along Joseph Banks Boulevard and Joondalup Drive with new footpaths being installed along Ghost	No modification required
9.22	In addition the pedestrian crossing Joondalup Drive should incorporate additional refuge points to allow safe pedestrian movement across the road.	development (including over an Other Regional Road)	No modification required
9.23	It is requested that the liquor licence conditions are strictly enforced and that spot checks are carried out to ensure zero tolerance for activities such as the sale of alcohol to minors.	Noted. This is a matter for the Department of Racing, Gaming and Liquor.	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
9.24	We are against the inclusion of a pub/tavern within the District Centre and would be requesting involvement regarding any proposal.	Noted. See response to 3.6.	No modification required
9.25	The provision of the gym is welcomed however it is considered more flexible hours (up to 24 hours) should be given.	Noted. The extended hours of operation are encouraged to increase surveillance of the area however this is a matter for the operators.	No modification required
9.26	Further information is requested on the aquatic centre.	Noted. These details have not been submitted with the application. Notwithstanding the proposal no longer includes the provision of an aquatic centre.	No modification required
9.27	Within the Transport Impact Assessment by KCTT there appears confusion as to whether Pad 1 or Pad 2 is to be a petrol station. Both pads are at various times referred to as the site for a petrol station. It is also requested that the proposed petrol stations are compliant with health and environmental requirements.	Noted. A petrol station is not included within the current proposal and as such has not been assessed.	No modification required
9.28	The BGRA seeks further information on the role and the likely tenants for the space designated "Showroom".	Noted. The applicant has advised that no tenants have been allocated. Notwithstanding the proposal no longer includes the provision the showrooms.	No modification required
9.29	<ul> <li>The following matters should be considered when construction is being undertaken: <ul> <li>Dust mitigation strategies;</li> <li>Noise limits for construction;</li> <li>No unreasonable inconvenience for local residents; and</li> <li>Ground vibration (if works are to be carried out at any stage of the construction that the residents with homes within at least a minimum of 100 metres of the outer edge of the</li> </ul> </li> </ul>	construction management plan as a condition of approval prior to the commencement of works. It is considered that based on the size of the subject site the impact on surrounding development should be minimal.	A condition should be imposed requiring the lodgement of a construction management plan prior to commencement of development.

No.	Summary of Submission	Administration Comment	Recommendation
	works are offered the services of a pre and post-construction house inspection so as to allow the monitoring of any cracks in houses or other structures as a result of the construction works). These inspections should be at the cost of the site developers, and not the residents.		
9.30	The City of Wanneroo gives further consideration to the development of the East Wanneroo Bypass from Gnangara Road towards Yanchep.	Noted. This comment is not relevant to this development application.	No modification required
10	Dale Bell 19 Wildwood Mews Carramar		
10.1	There is a clear delineation of the two areas which defeats the original purpose of creating a space where people could shop, eat and meet and leaving us with two shopping centres instead of one precinct. Without proper interaction and traffic flow between the two, it will restrict to flow of customers through the Village area and make the area less useable and impact the area's ultimate aim.	Noted. See response to 3.4.	No modification required
11	Jade O'Callaghan 18 Oligantha Elbow Banksia Grove		
11.1	I don't think it is necessary to have another supermarket store considering there is already a Coles and a Woolworths which is only up the road in Carramar. Perhaps a Target, Kmart or Big W? Even an IGA which	Noted. See response to 2.4.	No modification required

No.	Summary of Submission	Administration Comment	Recommendation
	opens later on the weekends may also be a better idea?		
112	The proposed centre should also include sports retail stores (to go with the gyms), a largish restaurant and a tavern rather than a liquor store.	Noted. This is the choice of tenant and is not a planning matter.	No modification required



Main Entry Aerial



Main Entry from North View



PERSPECTIVES BANKSIA GROVE WOOLWORTHS



Main Entry Perspective



Main Entry from South View

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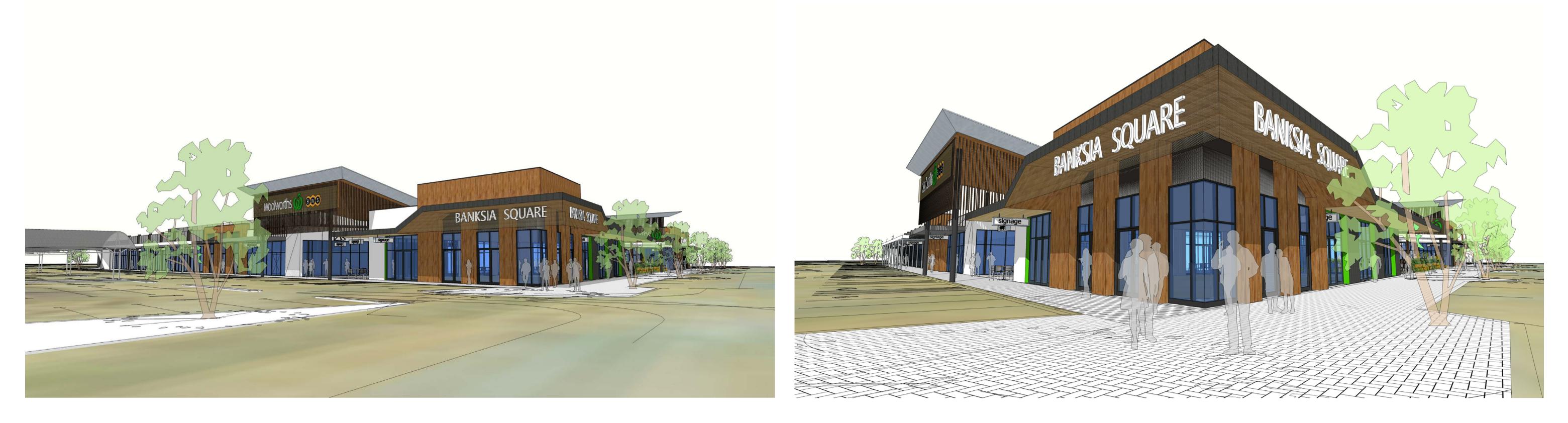






43596 A006 02/06/16





Mainstreet View



North West Perspective 2



PERSPECTIVES BANKSIA GROVE WOOLWORTHS North West Perspective

North Entry

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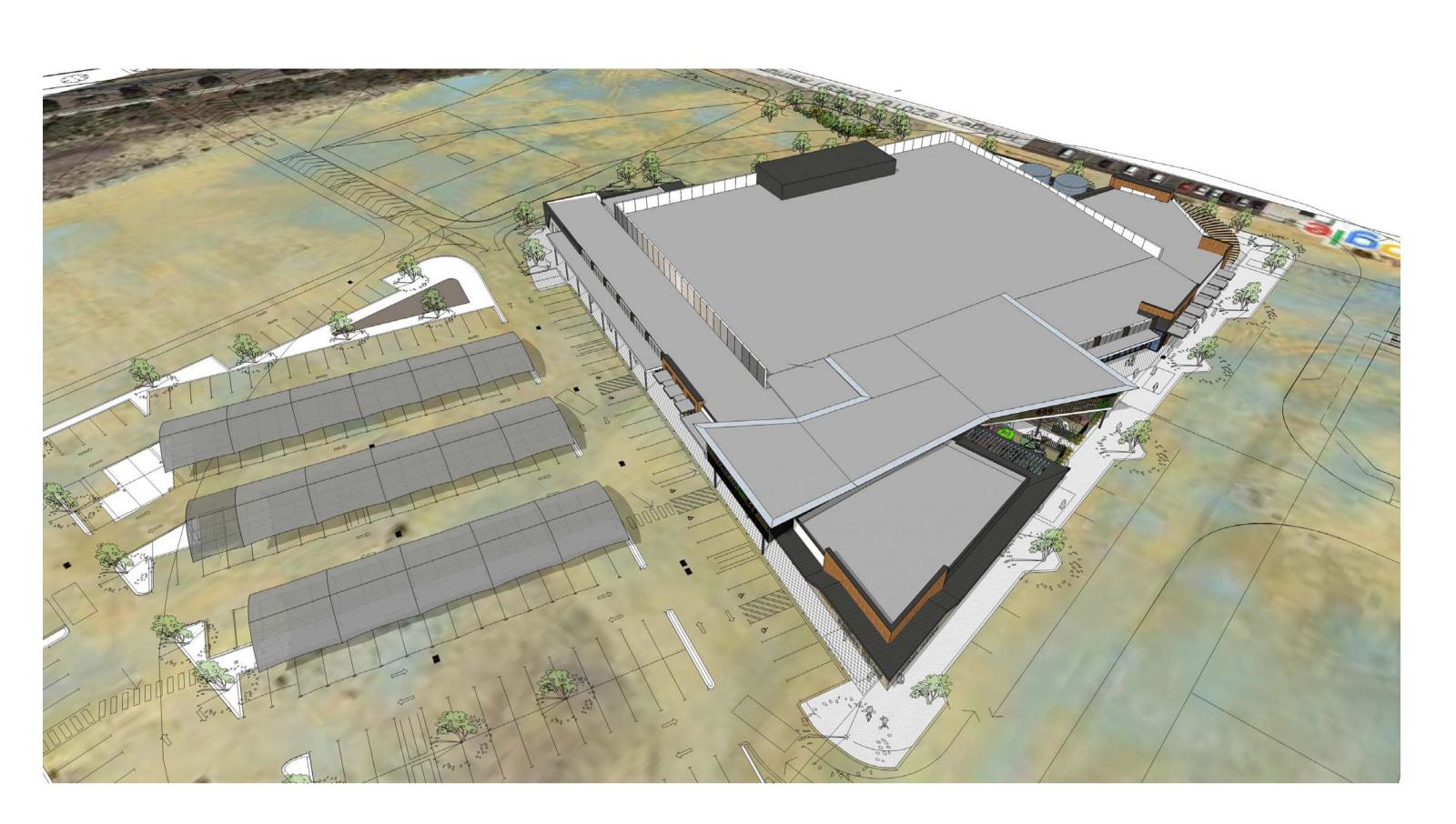


PERSPECTIVES BANKSIA GROVE WOOLWORTHS

North East Aerial



North West Aerial





South West Aerial

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**43596 A001** A 02/06/16



BANKSIA GROVE SIGNAGE PACKAGE:

IMAGE	SIGN No.	SIGN CODE	2015 WW DESIGN SPEC. PAGE No.	NAME	MEASUREMENTS
No line worths	SIGN 01	WWEV28	B10	Woolworths External Façade Sign - Vertical Sizes	3858mm high x 4286mm wide 2800mm high Icon
<sup>8</sup> Woolworths 6	SIGN 02	WWEH15	B11	Woolworths External Façade Sign - Horizontal Sizes	1875mm high x 8775mm wide 1500mm high Icon
Woolworths 6	SIGN 03	WWEH20	B11	Woolworths External Façade Sign - Horizontal Sizes	2500mm high x 11700mm wide 2000mm high Icon
	SIGN 04	BWSEH9	B11	BWS External Façade Sign - Horizontal Sizes	1875mm high x 2850mm wide 975mm high Icon (To suit WWEH15)
	SIGN 05	BWSEH13	B11	BWS External Façade Sign - Horizontal Sizes	2500mm high x 3800mm wide 1300mm high Icon (To suit WWEH20)
	SIGN 06	WWTLP	B19	Woolworths Twin Leg Pylon	8000mm high x 2140mm wide x 600mm deep
Welcome Wel	SIGN 07	WWCPWT	B24	Carpark Signage - Welcome and Thank You - Free Standing	600mm high x 930mm wide
BANKSIA CENTRE	SIGN 08			Led Illuminated Shopping Centre 3d Fascia Sign	650mm high x 7000mm wide
	SIGN 09			Led Illuminated Under Awning Tenant Lightbox	400mm high x 1800mm wide

REFER TO SHEETS A410 AND A940



SIGNAGE SCHEDULE BANKSIA GROVE WOOLWORTHS

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