Government of **Western Australia**
Development Assessment Panels

Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: 13 May 2019, 10:00am
Meeting Number: MNWJDAP/256
Meeting Venue: Department of Planning, Lands and Heritage
140 William Street, Perth

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Chris Antill (A/Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr Philippa Taylor (Local Government Member, City of Joondalup)
Cr Nige Jones (Local Government Member, City of Joondalup)

Officers in attendance

Mr Chris Leigh (City of Joondalup)
Mr Jeremy Thompson (City of Joondalup)

Minute Secretary

Ms Andrea Dawson (DAP Secretariat)

Applicants and Submitters

Ms Patricia Grimmer
Mr Neil Catterall
Mr Geoff Wilkinson
Mr Luke Parker (Brightwater Care Group)
Mr Julius Skinner (LSV Borrello Lawyers)
Mr Brendon Foley (LSV Borello Lawyers)
Mr Neil Teo (Dynamic Planning & Developments)
Mr Lindsay Allen (DMG Australia Architects)
Mr Craig Carpenter (Blackwell & Associates)

Members of the Public / Media

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 Sheryl Chaffer (Deputy Presiding Member)
Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)
Cr Sophie Dwyer (Local Government Member, City of Joondalup)

3. Members on Leave of Absence

Panel member, Ms Sheryl Chaffer, Deputy Presiding Member has been granted leave of absence by the Director General for the period of 06 May 2019 to 07 June 2019 inclusive.

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

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

7.1 Ms Patricia Grimmer presenting against the application at Item 10.1. The presentation will address secondary vehicle access point and lot setback to Calis Avenue.

7.2 Mr Neil Catterall presenting against the application at Item 10.1. The presentation will address the proposed vehicle access arrangements from Calis Avenue and specifically the presented road information and the proposed design of the vehicle access.

7.3 Mr Geoff Wilkinson presenting against the application at Item 10.1. The presentation will address the elevation of the development.

7.4 Mr Luke Parker (Brightwater Care Group) presenting in support of the application at Item 10.1. The presentation will address the local amenity and activation benefits it will provide to the future Odyssey retirement village residents.

7.5 Mr Julius Skinner (LSV Borrello Lawyers) presenting in support of the application at Item 10.1. The presentation will be an introduction to presentations on behalf of the applicant, current status of proceedings in the State Administrative Tribunal and planning framework.

7.6 Mr Neil Teo (Dynamic Planning & Developments) presenting in support of the application at Item 10.1. The presentation will address the planning framework applicable to the application, the outcome of the previous MNWJDAP meeting and the reasons for deferral, and comment on each of the deferral matters.

7.7 Mr Lindsay Allen (DMG Australia Architects) presenting in support of the application at Item 10.1. The presentation will address the reasons for deferral, and comment in particular on the street activation on O'Mara Boulevard and the nil setback to Calis Avenue.

7.8 Mr Craig Carpenter (Blackwell & Associates) presenting in support of the application at Item 10.1. The presentation will address the reasons for deferral, and comment in particular on the green wall proposal to Calis Avenue.

The City of Joondalup may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

Nil

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

Nil

10. Appeals to the State Administrative Tribunal

10.1

Property Location:	Portion of 9040 (34) Kallatina Drive, Iluka
Development Description:	Mixed Commercial Centre (Iluka Plaza)
Applicant:	AGEM PG 33 PTY LTD C/- LSV Borello Lawyers
Owner:	AGEM PG33 Pty Ltd atf AGEM PG Trust
Responsible Authority:	City of Joondalup
DAP File No:	DAP/18/01543

Current Applications		
LG Name	**Property Location**	**Application Description**
City of Joondalup	Lot 96 and 97 (9 and 11) Davallia Road, Duncraig	13 Multiple Dwellings
City of Stirling	Lot 101 (191) Balcatta Road, Balcatta	Extension to the Existing Bunnings Warehouse

11. General Business / Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2017 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.

Government of **Western Australia**
Development Assessment Panels

State Administrative Tribunal Reconsideration

Responsible Authority Report

(Regulation 12)

Property Location:	Part Lot 9041 (34) Kallatina Drive, Iluka
Development Description:	Commercial Development
DAP Name:	Metro North-West JDAP
Applicant:	Dynamic Planning and Developments
Owner:	Davidson Pty Ltd and Roman Catholic Archbishop
Value of Development:	$8 million
LG Reference:	DA18/1336
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
DAP No:	DAP/18/01543
Report Date:	3 May 2019
Application Received Date:	30 November 2018
Application Process Days:	90 Days
Attachment(s):	1. Location plan. 2. Draft deposited plan. 3. Applicant's response to deferral. 4. Amended development plans. 5. Traffic Technical Memorandum. 6. Original Development Plans. 7. Original Building Perspectives. 8. Original Landscape Concept Plan. 9. Original Applicant's DA report. 10. Parking and Access Investigation. 11. BAL Assessment. 12. Acoustic Report. 13. Previous RAR (11 March 2019).

Officer Recommendation:

That the Metro North-West Joint Development Assessment Panel, pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR 61 of 2019, resolves to:

Reconsider its decision dated 11 March 2019 and **approve** DAP Application reference DAP18/01553 and amended plans (Attachment 4) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the *Metropolitan Region Scheme* and the City of Joondalup *Local Planning Scheme No. 3*, subject to the following conditions:

Conditions

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

2. This approval relates to the commercial development and associated works only. It does not relate to any other development on the lot.

3. The car parking bays, driveways and access points shall be designed, constructed, drained and marked to the specification of the City and 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, driveways and access points shall thereafter be maintained to the satisfaction of the City.

4. Mirrors shall be installed at the exit to Calis Avenue to enhance sightlines, as recommended in the Traffic Technical Memorandum. Details shall be submitted to and approved by the City prior to commencement of development. The mirrors shall be installed prior to occupation, and thereafter maintained to the satisfaction of the City.

5. The Burns Beach Road access shall be upgraded to a full movement access point at the expense of the applicant, to the specifications of the City of Joondalup. These upgrades shall be inclusive of design, review, approval and construction to the cost of the developer.

6. Eight on-street parking bays on O'Mara Boulevard shall be constructed by the developer, at the developer's expense, prior to the occupation of the development. The detailed design is to be approved by the City prior to construction.

7. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Carparking – Bicycles (AS2890.3-1993 as amended) prior to the development first being occupied. Details of bicycle parking areas shall be provided to the City for approval prior to the commencement of development.

8. An easement in gross for the shared driveway shall be placed on the certificate of title for the subject lot to the satisfaction of the City. The easement shall be at the owner/developer's expense and lodged with the Registrar of Titles for endorsement on the certificate of titles, prior to the occupation of development.

9. A notification, pursuant to section 70A of the Transfer of Land Act 1893, shall be placed on the certificate of title for the subject lot. The notification shall be at the owner/developer's expense and lodged with the Registrar of Titles for endorsement on the certificate of title, prior to the commencement of development. The notification is to state as follows:

   'This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner'.

10. Lighting shall be installed along all driveways and pedestrian pathways and in all common service areas prior to the development first being occupied. Details

shall be submitted to and approved by the City prior to the commencement of development. Lighting shall be installed in accordance with the lighting plan to the satisfaction of the City.

11. 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 treatments of the subject site and the adjoining road verges, and shall:

    - provide a minimum of 12 street trees along Burns Beach Road, O'Mara Boulevard and Calis Avenue.
    - the trees along the Calis Avenue frontage should be of a size and scale that will suitably screen the Calis Avenue façade;
    - provide plant species, plant spacing, pot size and quantities and an irrigation design by a Certified Irrigation Designer;
    - provide all details relating to paving, treatment of verges and tree planting;
    - be based on water sensitive urban design and designing out crime principles to the satisfaction of the City;
    - show spot levels and/or contours of the site;
    - any specific requirements for the 'landscaped wall'; and
    - be drawn at an appropriate scale of either 1:100, 1:200 or 1:500.

12. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.

13. A Waste Management Plan, indicating the method of rubbish collection, shall be submitted to and approved by the City prior to the commencement of development. All waste collection shall be in accordance with the approved Waste Management Plan.

14. A Delivery Management Plan, indicating the timing of deliveries, shall be submitted prior to the commencement of development and approved by the City prior to the development first being occupied. Delivery management shall then be undertaken in accordance with the approved plan.

15. A Construction Management Plan shall be 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 and access for the contractors and subcontractors;
    - the management of dust during the construction process;
    - other matters likely to impact on the surrounding properties;

    and works shall be undertaken in accordance with the approved Construction Management Plan.

16. A detailed acoustic report shall be submitted to the City's satisfaction, prior to the commencement of development. The acoustic report shall demonstrate that the design of the building can ensure that all activities, including those occurring within the gymnasium and child care, comply with the *Environmental Protection (Noise) Regulations 1997*. This is to be demonstrated through an implementation section of the report which shall identify appropriate management of the proposal, including, but not limited to, time restrictions on children in outdoor play areas and any restrictions of gymnasium activities or service vehicle movements. The acoustic report shall also consider any impacts to the adjoining residential development to the north.

17. A full schedule of colours and materials for all exterior parts to the development shall be submitted to and approved by the City prior to the commencement of development. With regards to boundary walls on the northern lot boundaries, these are to be aesthetically treated to minimise the visual impact. 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.

18. Any proposed building plant and equipment, including air conditioning units, piping, ducting and water tanks shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street. Details shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with these approved details.

19. The nett lettable area for the site shall not exceed 2,991m^2, without prior approval from the City first being obtained.

20. All stormwater shall be collected onsite and disposed of in a manner acceptable to the City.

21. All development shall be contained within the property boundaries.

22. Glazing shall be visually permeable with no signage or internal fixtures, unless otherwise approved by the City.

Advice Notes

1. With respect to the marking of the car park areas, line marking and signage shall adequately convey the one-way configuration of the lower car park.

2. With respect to the upgrades to Burns Beach Road, the detailed design is to include a cross-section with all relevant information to ensure the intersection treatment is designed adequately and all infrastructure (including light poles and storm water drainage pits) can be relocated and meet relevant standards. It is also recommended consultation be undertaken with Main Roads WA for any approvals that may be required for upgrades to Burns Beach Road.

3. The owner/applicant is advised that the subject site has been identified as being within a bushfire prone area as designated by the Fire and Emergency Services Commissioner. As a result:

a. a notification on the certificate of title is required in accordance with clause 6.10 of *State Planning Policy 3.7 – Planning for Bushfire Prone Areas* (SPP3.7); and

b. additional construction methods may be required as part of the Building Permit.

Further information about the designated bushfire prone areas and SPP3.7 can be found on the Department of Fire and Emergency Services website: https://www.dfes.wa.gov.au/ and the Department of Planning website: http://www.planning.wa.gov.au/

4. With respect to the schedule of colours and materials, the City encourages the developer to incorporate materials and colours to the external surface of the building and associated structures, including roofing, that have low reflective characteristics to minimise potential glare from the development impacting the amenity of the adjoining or nearby neighbours.

5. The bin store area shall be provided with a concrete floor that grades evenly to an industrial floor waste that is connected to sewer. A hose cock is to be provided to the bin store area.

6. Each food business is required to be Registered under the *Food Act 2008*.

7. Any existing footpaths and kerbing are to be retained and protected during construction of the development, except where otherwise approved by the City. Should the footpath/kerb be damaged during the construction of the development, it should be reinstated to the satisfaction of the City.

8. The applicant/owner is advised that verge treatments are required to comply with the City's Street Verge Guidelines. A copy of the Guidelines can be obtained at https://www.joondalup.wa.gov.au/verge-treatments/

Details: outline of development application

Zoning	MRS:	Urban.
	LPS:	Urban Development.
	Iluka LSP:	Commercial, R80.
Use Class:		Various (see below)
Strategy Policy:		Not applicable.
Development Scheme:		*City of Joondalup Local Planning Scheme No. 3.*
Lot Size:		10,328m² (total); 5,552m^2 (subject portion)
Existing Land Use:		Vacant.

The proposal is for a two storey development with a range of non-residential land uses, including:

Ground Floor

- T1 and T2 – 200m^2 gross floor area (GFA) tenancies for Shop or Food and Beverage (Restaurant/Cafe);
- T3 – 500m^2 GFA tenancy for Food and Beverage (Restaurant/Cafe);
- T4 – 130m^2 GFA tenancy for Shop or Food and Beverage (Restaurant); and

- T5 – 1,050m^2 GFA tenancy for Supermarket and Liquor Store - small.

Upper Floor
- T6 – 410m^2 GFA tenancy for Consulting Room or Office;
- T7 – 300m^2 GFA tenancy for Consulting Room or Office;
- T8 – 350m^2 GFA tenancy for Gym (Recreation - Private); and
- T9 – 1,530m^2 GFA tenancy for Child Care Premises (split into 960m^2 internal and 570m^2 external).

The land uses 'Child Care Premises' and 'Recreation – Private' are discretionary ("D") uses, while 'Shop', 'Restaurant/Café', 'Liquor Store – small', 'Consulting Rooms' and 'Office' are permitted ("P") uses in accordance with Table 3 of the City of Joondalup *Local Planning Scheme No. 3* (LPS3).

The development also comprises the following:

- 143 car parking bays (bays) on-site, split between two levels of car parking, with 75 bays accessed from Burns Beach Road and the remaining 68 bays accessed from Calis Avenue;
- Eight on-street parking bays proposed on O'Mara Boulevard; and
- Bin/service area internal to the development, accessed from Burns Beach Road.

The amended development plans are provided as Attachment 4 and building perspectives (not including amendments) are provided as Attachment 7.

The applicant has advised that signage is not included as part of this application and will be dealt with separately.

Background:

The applicant seeks approval for the development of a two storey commercial building comprising various commercial tenancies on the southern portion of the northern land parcel in the Iluka Local Centre. The development site is bound by Burns Beach Road to the west, Calis Avenue to the east, O'Mara Boulevard to the south and the remaining portion of the subject site to the north. The location of the development site is identified in Attachment 1.

On 11 March 2019, the Metro North-West Joint Development Assessment Panel (JDAP) considered the original development plans (Attachment 6), and resolved the following:

"That the consideration of DAP Application DAP/18/01543 be deferred for a period of 10 weeks, in accordance with section 5.10.1a of the DAP Standing Orders 2017, to allow the applicant to provide revised plans that addresses the following:

- *Increased street activation on O'Mara Boulevard via a separate pedestrian entry to the Supermarket.*
- *Deletion of vehicle access off Calis Avenue.*
- *Provision of pedestrian access to the upper level separate to any driveway off Calis Avenue.*
- *Provision of a 2 metre building setback along the Calis Avenue frontage in accordance with the Local Development Plan."*

On 18 March 2019, the applicant lodged an appeal against JDAP's decision via the State Administrative Tribunal (SAT). A Directions Hearing has occurred as part of the SAT appeal process which has subsequently resulted in an invitation for JDAP to reconsider its earlier decision in accordance with section 31 of the *State Administrative Tribunal Act 2004*. Orders from SAT also provide for a mediation between the parties on 8 May 2019 which is after the date by which the City's Responsible Authority Report (RAR) is due to JDAP, but prior to the JDAP meeting to reconsider the item being held.

The additional information provided by the applicant for the purposes of reconsidering the application is outlined below and includes:

- The inclusion of a pedestrian access to T4 (Shop or Food and Beverage) via O'Mara Boulevard and justification why connection is not made to the supermarket.
- Additional justification for retaining vehicular access from both Calis Avenue and Burns Beach Road.
- The inclusion of a 1.6m pedestrian access connecting the upper car park and Calis Avenue.
- Additional landscaping, by way of a green wall, on Calis Avenue with additional justification for maintaining the existing setback.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005.*
- *Metropolitan Region Scheme*.
- *Planning and Development (Local Planning Schemes) Regulations 2015 (*Regulations).
- *City of Joondalup Local Planning Scheme No.3*.

State Government Policies

- *State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7).*

Local Structure Plan/Local Development Plan

- *Iluka Local Structure Plan.*
- *Iluka Local Centre Local Development Plan No.1* (LDP No. 1).

Local Planning Policies

- *Commercial, Mixed Use and Service Commercial Zone Policy (Commercial Policy).*
- *Child Care Premises Local Planning Policy (Child Care Premises Policy).*
- *Environmentally Sustainable Design Policy.*

Consultation:

Public Consultation

The initial proposal was advertised for a period of 21 days to the surrounding landowners/occupiers, commencing on 23 January 2019 and concluding on 13 February 2019. Consultation was undertaken in the following manner:

- a letter was sent to owners and occupiers of 202 properties in the vicinity of the subject site;
- two signs were installed on the site - one at the corner of O'Mara Boulevard and Burns Beach Road, and one at the corner of O'Mara Boulevard and Calis Avenue; and
- development plans were made available for public viewing on the City's website and at the City's Administration building.

A total of 113 valid submissions were received during the advertising period, being 88 objections and 25 submissions supporting the development.

Upon receiving the amended plans, the City readvertised the proposal for a period of 14 days commencing on 15 April 2019 until 29 April 2019. Consultation was undertaken by way of a letter to those who provided a submission to the initial proposal (via letter and email where available).

A total of 33 submissions were received, all objecting to the proposal. A summary of submissions is provided below. The timeframe set by the SAT for the JDAP to reconsider its decision resulted in the consultation period closing just prior to the deadline for the City's RAR to be provided to the JDAP. The applicant therefore had insufficient time to provide a response to submissions to include in the RAR.

No.	Issue raised	Officer's comments
1	The proponent has shown a blatant disregard for the request made by JDAP.	The proponent has considered the matters raised and either provided additional justification or amended the proposal.
2	The community does not need another shopping centre.	As per the previous RAR, commercial viability and duplication of similar services is not a relevant planning consideration.
	Increased street activation on O'Mara Boulevard	
3	The door to the food and beverage shop will not add the same activation as an entrance to the supermarket. Because the tenant does not want to provide an entry is not a good enough reason.	As per the previous RAR the City considers the level of activation along the O'Mara Boulevard frontage is acceptable. The provision of an additional access on O'Mara Boulevard to T4 further improves the façade and will increase activation.
	Deletion of vehicle access off Calis Avenue.	
4	Justification from the applicant that a redesign will cause further issues is not appropriate. The development should be designed to not have issues and not impact the neighbours. The reasons also appear based on the developer making more money than the impact on the residents.	As per the previous RAR the City considers the access from Calis Avenue to be appropriate and consistent with the intent of LDP No. 1 which identifies a secondary access from Calis Avenue.
5	The Calis Avenue access is secondary	As per the previous RAR the access

No.	Issue raised	Officer's comments
	but caters for similar numbers than the access from Burns Beach Road. It is not appropriate to be in this location given the road network and width of Calis Avenue.	from Calis Avenue is considered secondary based on the number of trips expected to be generated by the uses on the first floor, as outlined in the Parking and Access Investigation. The secondary access is identified on LDP No. 1 in a similar location and therefore is considered appropriate.
6	Meco Lane will be used as a rat run with vehicles coming from the north and not the south as indicated in the technical memorandum.	While the technical memorandum provided by Cardno identified a likelihood of people using Meco Lane it also identifies that, given the staggered intersection, this would be at reduced speeds. The City considers that, given the surrounding road network, rat running through Meco Lane is unlikely and will not be a significant issue.
7	The car parking calculations based on Net Lettable Area (NLA) are grossly inadequate.	The car parking calculations are as per the LDP provisions and have been deemed as satisfactory. A condition of approval is recommended restricting the total NLA for the centre to align with the car parking calculations.
8	Trucks should not be using Calis Avenue as it will result in safety issues and noise impacts.	Deliveries and waste collection will be via Burns Beach Road and not Calis Avenue.
9	The location of the Child Care Premises does not meet the City's Local Planning Policy.	As per the previous RAR, the proposed child care premise is not considered to have a detrimental impact on the surrounding residential development.
10	The traffic noise from the upper level car park will have a significant impact on the surrounding residents.	As per the previous RAR, the applicant has provided an acoustic report that addresses the impact of noise. The site has always been earmarked for a Local Centre, including commercial uses and the need for parking and servicing of these uses.
11	The technical memorandum by Cardno contains inaccurate information in terms of road hierarchy information and also presents misleading statements in terms of the safety of the development's access arrangements from the surrounding road network.	The technical memorandum was undertaken by a qualified traffic consultant. The information on road network classification has been taken from the Main Roads Information Mapping System.
12	The reasons provided by Cardno on why the Option 2 (having only one access point) are filled with inconsistencies including: • Interaction with heavy vehicles and passenger vehicles will only increase 30% (from 70% according to the report to 100%)	The technical memorandum was provided in addition to justification put forward by the applicant as part of the original application. As per the previous RAR the City considers the access from Calis Avenue to be appropriate.

No.	Issue raised	Officer's comments
	which is negligible; • The ramp is within car parking spaces so will not limit manoeuvrability; • The reports own sweep paths indicate vehicles can turn left into the lower car park; • Figure 1.8 shows there is almost 2/3 a car length before the ramp starts upwards which is sufficient for sightlines for vehicles giving way; • Larger car parks located in the CBD with only one entrance can cater for maintenance and vehicle breakdown issues.	
	Provision of pedestrian access to the upper level	
13	The location of the pedestrian access ramp (to the north of the vehicle access) means pedestrians coming from O'Mara Boulevard need to cross the vehicle access at both the top and bottom of ramp.	The pedestrian ramp is required on the northern side of the vehicle access due to the gradient needed to allow pedestrian access to the upper floor. This is different to the gradient of the vehicle access. The applicant has advised that having the pedestrian path on the southern side next to the building was explored, however could not be accommodated due to the need to achieve necessary vertical clearance for the Delivery/Loading Bay beneath the ramp on the ground level. Given there is a pedestrian crossing at the top and compliant pedestrian sightlines, the ramp configuration is considered acceptable.
	Provision of a 2 metre building setback along the Calis Avenue	
14	The applicant has not attempted to comply with the setback requirement of the LDP. The setback will lead to a visual impact on the adjoining neighbours and is not for any activation purposes.	As per the previous RAR, the City considered the proposed nil setback to be appropriate, with the façade and landscaping treatment proposed. The applicant has provided additional landscaping to help mitigate the impact of the development on adjoining neighbours.
15	The justification of the third storey is not good enough. This could go on the other side and not impact Calis Avenue.	The applicant in their justification provides one alterative option for the development. In assessing the proposal, the City has looked at the potential impacts of the development, and as previously mentioned consider the façade facing

No.	Issue raised	Officer's comments
		Calis Avenue to be acceptable.
16	The landscape requirements have not been adhered to which increases the impact of the development.	As per the previous RAR the City considers the amount of landscaping is acceptable and the added vertical landscaping has the potential, if maintained correctly, to help reduce any impact of the wall to Calis Avenue.
17	The height of three storeys is a scare tactic and is not permitted as it abuts a residential zone and located within a coastal area.	The height limits of the LDP (being 10.5m) take precedence over the *Commercial, Mixed Use and Service Commercial Zone Local Planning Policy*. The other height limits also do not apply as the proposal does not directly abut the residential zone (separated by a road) and the site is located greater than 300m from the shoreline.

Consultation with other Agencies or Consultants

Not applicable.

Joondalup Design Reference Panel (JDRP)

The original proposal was presented to the JDRP on 19 December 2018. The proposal responded as outlined in the original Responsible Authority Report (RAR) (Attachment 13 refers).

The JDRP has not reviewed the amended plans and additional information, as the modifications to the original proposal are minor in nature.

Planning Assessment:

Local Planning Scheme

The City has completed an assessment of the proposal, including amendments, against the relevant provisions of the Regulations, LPS3, Iluka LSP, LDP No. 1 and the City's policies. The amendments, responding to deferral, do not propose any change in discretions to those outlined in the previous RAR (Attachment 13 refers).

Officer Comments

Reasons for deferral

At its meeting on 11 March 2019, the JDAP resolved to defer the proposal in order for the applicant to address a number of concerns with the proposed development.

It is noted that in some instances the applicant has elected to provide further justification or an alternative solution to address the JDAP's reasons for deferral, rather than making the design modifications suggested by the JDAP.

The table below summarises the reasons for deferral, the applicant's response and the City's comment on each item raised by the JDAP:

No.	Issue raised	Applicants response	City's comment
1	Increased street activation on O'Mara Boulevard via a separate pedestrian entry to the Supermarket.	The proposal has been amended to move the entrance to T4 (Shop or Food and Beverage) from the Entry Forecourt to the O'Mara Boulevard streetscape. It is noted that a secondary access point to the proposed supermarket was explored, however, after conferring with the tenant (IGA), we have elected to retain access as originally proposed as the single access point is considered more appropriate for the following reasons: 1. It is located in close proximity to the proposed car parking which is where the majority of the customers will be accessing the store; 2. Adding a secondary access point increases the likelihood of theft from the store with security attention being spread across two access/egress points; and 3. The proposed single access suits the intended floor plan better and maximises usable floor area for the tenant.	Rather than provide a separate pedestrian entry from O'Mara Boulevard to the supermarket tenancy, the applicant has elected to provide this pedestrian entry to T4, which is proposed to be a Shop or Food and Beverage tenancy located on the corner of O'Mara Boulevard and the Entry Forecourt. As per the previous RAR, the City considers the frontage to O'Mara Boulevard to be acceptable. The provision of an additional access on O'Mara Boulevard to T4 is considered an improvement to the façade and will increase activation.
2	Deletion of vehicle access off Calis Avenue.	No modifications have been made to the vehicle access. Investigation into the possibility of removing the Calis Avenue access point was undertaken and not considered appropriate for the following reasons:	The applicant has elected to retain two vehicle access points into the development, being one via Burns Beach Road and one via Calis Avenue. As per the previous

		• An internal ramp results in a loss of 10 car bays meaning that this option would result in an on-site parking shortfall. • It is considered that the proposed access point on Burns Beach Road does not have the ability to handle 100% of the development's traffic. • There will be increased safety concerns with only one vehicle access point and one pedestrian access point as patrons utilising the development will be forced to mix with large service vehicles.	RAR the City considers that having two vehicle access points is acceptable.
3	Provision of pedestrian access to the upper level separate to any driveway off Calis Avenue.	Revised plans now incorporate a pedestrian path immediately adjacent to the vehicular access ramp from Calis Avenue which will provide a secondary access point to the upper floor for pedestrians.	The applicant has undertaken design modifications as specified by the JDAP. The City considers the ramp acceptable subject to a condition of approval requiring mirrors be installed to enhance sightlines.
4	Provision of a 2 metre building setback along the Calis Avenue frontage in accordance with the Local Development Plan.	No increased setback has been provided to the Calis Avenue setback for the following reasons: • To negate the loss of floor space a third storey will be needed. It is considered that this would have a greater impact onto Calis Avenue than what is currently proposed. • Additional vertical landscaping, by way of a green wall, will reduce the impact of the reduced setback.	The applicant has maintained the original building setback (nil) and proposed further treatment to mitigate the impact on adjacent residents. As per the previous RAR, the City considers the façade includes adequate mitigating factors through the materials, colours and glazing proposed. The inclusion of the vertical landscaping has the potential, if maintained correctly, to help reduce any impact of

			the wall to Calis Avenue. Should the development be approved, the landscaping plans will need to provide full details of the green wall.

Options/Alternatives:

Not applicable.

Council Recommendation:

Not applicable.

Conclusion:

As outlined in the previous RAR, the proposed development is considered to meet the intent and objectives of the Iluka LSP and Iluka LDP No.1 and relevant City policies.

Overall, the design and layout of the development is consistent with the zoning of the site and not considered to detrimentally impact the surrounding residential character. The centre will provide for retail at a local scale consistent with the Iluka LSP and LDP No. 1.

As a result, it is recommended that the JDAP approve the application subject to conditions. The conditions reflect the recommendation of the previous RAR with the addition of further conditions relating to the requirement for mirrors to maintain sightlines for the Calis Avenue exit following inclusion of a pedestrian path, and details of the green wall to be included as part of detailed landscaping plans.

City of Joondalup

DISCLAIMER: While every care is taken to ensure the accuracy of this data, the City of Joondalup makes no representations or warranties about its accuracy, completeness or suitability for any particular purpose and disclaims all liability for all expenses, losses, damages and costs which you might incur as a result of the data being inaccurate or incomplete in any way and for any reason.

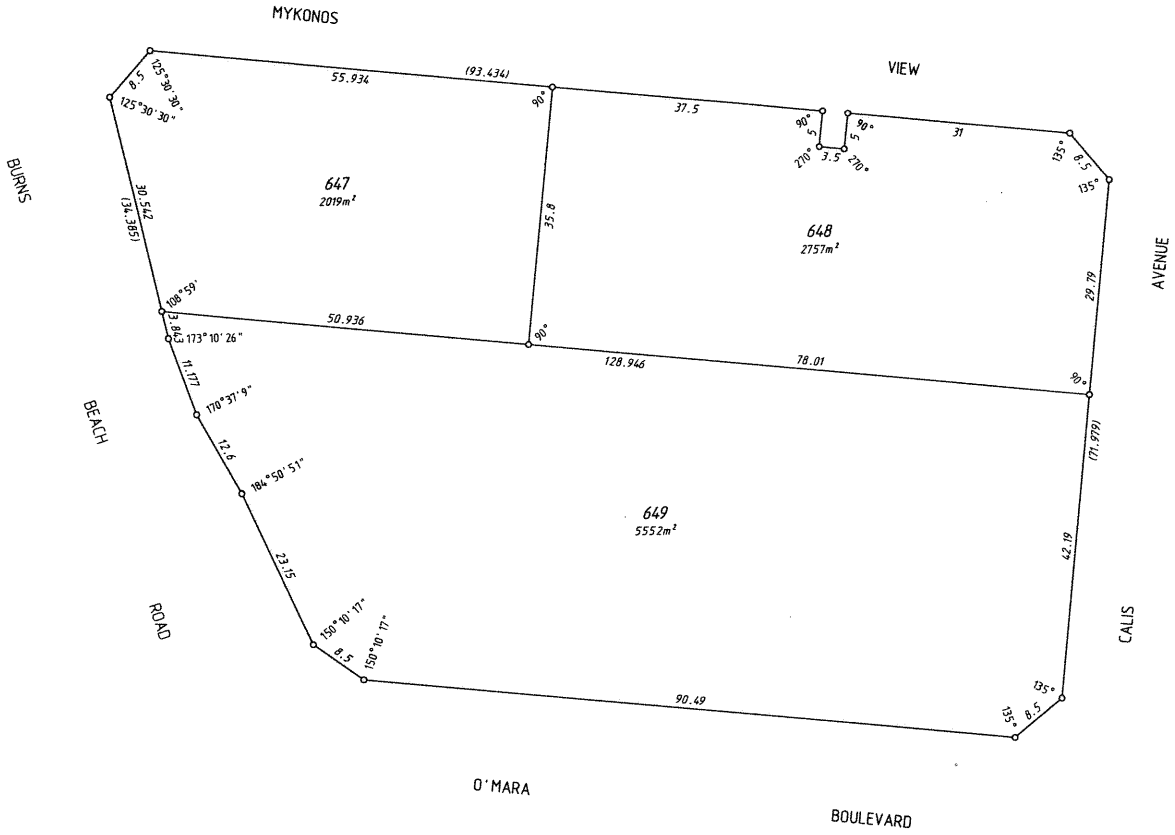
Attachment 1 - Location Plan

21/02/2019

1:2000

FOR HEADING SEE SHEET 1

FOR INTERESTS AND NOTIFICATIONS
SEE SHEET 3



SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES
SEE SURVEY SHEETS FOR SURVEY INFORMATION

USE ONLY THE SURVEY SHEET/S WHEN DETERMINING THE TRUE FINAL POSITION AND TYPE OF ALL SURVEY MARKS PLACED PERTAINING TO THIS PLAN.

10 0 SCALE 1 : 500 @ A2 40

ALL DISTANCES ARE IN METRES

MNG

MNG Ref : 91160dp-666b - DP416319.CSD

FINAL

LICENSED SURVEYOR DATE

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

DEPOSITED PLAN
416319
SHEET 02 OF 03 SHEETS
VERSION 1

HELD BY LANDGATE IN DIGITAL FORMAT ONLY

DYNAMIC PLANNING
AND DEVELOPMENTS

Our Ref: 840
City Ref: DA18/1336
JDAP Ref: DAP/18/01543

21 March 2019

Chief Executive Officer
City of Joondalup
PO Box 21
Joondalup WA 6919

Attention: Mr. Jeremy Thompson (via email – Jeremy.Thompson@joondalup.wa.gov.au)

Dear Sir,

ILUKA PLAZA – PART LOT 9040 (NO. 34) KALLATINA DRIVE, ILUKA
RESPONSE TO DEFERRAL CONDITIONS

Dynamic Planning and Developments Pty Ltd acts on behalf of AGEM Property Group, the proponent of Part Lot 9040 (No. 34) Kallatina Drive, Iluka (herein referred to as the 'subject site') in support of a current JDAP application (DAP/18/01543) for a mixed use commercial centre.

The proposed development was considered at a recent JDAP meeting on the 11/3/19 where it was resolved *that the consideration of DAP Application DAP/18/01543 be deferred for a period of 10 weeks, in accordance with section 5.10.1a of DAP Standing Orders 2017, to allow the applicant to provide revised plans that addresses the following:*

- *Increased street activation on O'Mara Boulevard via a separate pedestrian entry to the supermarket.*
- *Deletion of vehicle access off Calis Avenue.*
- *Provision of pedestrian access to the upper level separate to any driveway off Calis Avenue.*
- *Provision of a 2 metre building setback along the Calis Avenue frontage in accordance with the Local Development Plan.*

We have since considered the above recommendation and have prepared revised plans and additional justification that responds to the reasons for deferral. The succeeding sections of this letter will address each reason individually, detailing the changes that have been made to the development plans (**Attachment 1**) as well as providing additional justification where no changes have been made.

Increased street activation on O'Mara Boulevard via a separate pedestrian entry to the supermarket

The revised development plans have proposed to relocate the access point to T4 from the 'Entry Forecourt' to the O'Mara Boulevard street frontage which is considered to increase the pedestrian interaction with the O'Mara Boulevard streetscape which is considerd to be the intended objective of this reason for deferral.

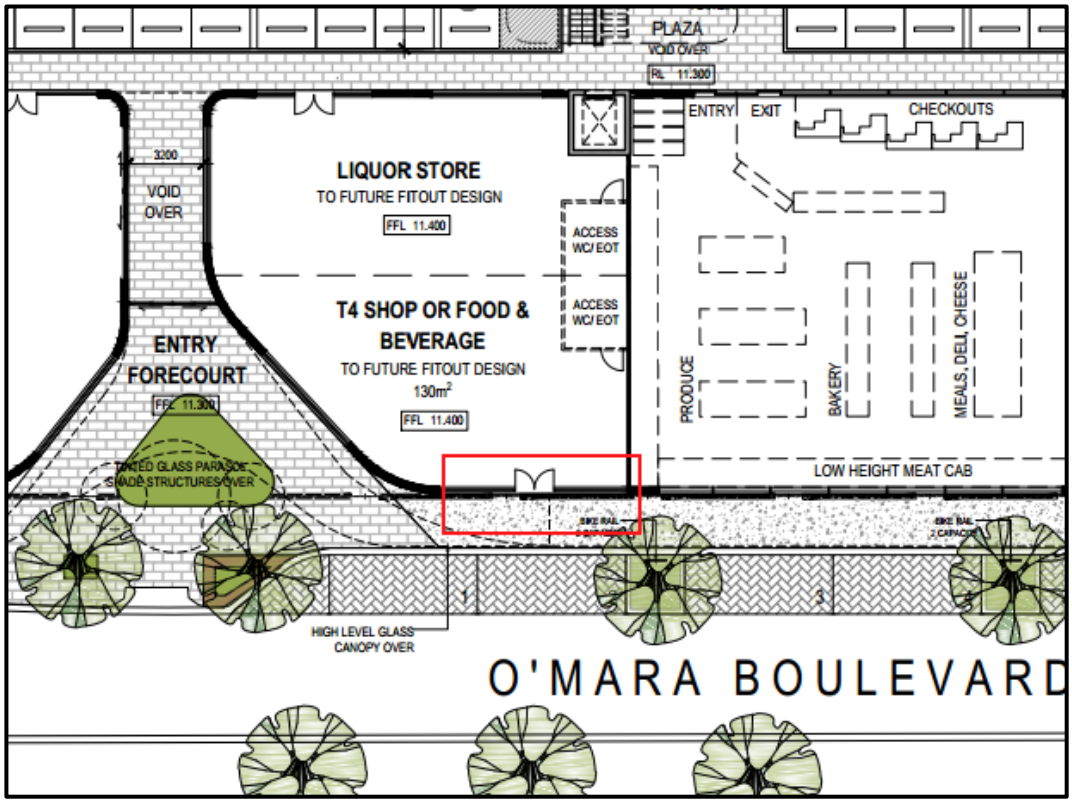


Figure 1 – Proposed access to T4

It is noted that a secondary access point to the proposed supermarket was explored, however, after conferring with the tenant (IGA), we have elected to retain access as originally proposed as the single access point is considered more appropriate for the following reasons:

1. It is located in close proximity to the proposed car parking which is where the majority of the customers will be accessing the store;
2. Adding a secondary access point increases the likelihood of theft from the store with security attention being spread across two access/egress points; and
3. The proposed single access suits the intended floor plan better and maximises usable floor area for the tenant.

It is considered that the relocation of the T4 entry point will have the same effect as if an additional entry point was added the supermarket. In this regard the proposed plan modification appropriately addresses this deferral reason.

Further to the above it is noted that the approved LDP does not specifically require entry/exit points on O'Mara Boulevard and in relation to the point on the 'Active Frontage', the LDP states that '*the O'Mara Boulevard frontage is to include design elements such as footpaths, weather protection, clear glazing, alfresco dining and on-street parking, where applicable, which will contribute toward activation and the creation of a 'main-street' pedestrian friendly environment'.* The proposed development has provided each of the elements discussed in the LDP which is considered to achieve the 'Active Frontage' objective.

Deletion of vehicle access off Calis Avenue

We have explored the possibility of removing the Calis Avenue access point and directing all traffic to Burns Beach Road with a ramp within the internal parking area, however, sole access/egress from Burns Beach Road with an internal ramp was determined to not be feasible for the following reasons:

- The internal ramp results in a loss of 10 car bays meaning that this option would result in an on-site parking shortfall.
- It is considered that the proposed access point on Burns Beach Road does not have the ability to handle 100% of the development's traffic.
- There will be increased safety concerns with only one vehicle access point and one pedestrian access point as patrons utilising the development will be forced to mix with large service vehicles.

As a consequence of these findings no modification has been made with respect to the removal of the Calis Avenue access point as it remains crucial for the functionality of the development and is considered to be justified for the following reasons:

1. The approved LDP proposes a secondary access point onto Calis Avenue, which the proposed development is consistent with. In this regard, it is noted that the LDP has already gone through due planning process in accordance with the applicable regulations at the time and it was resolved to support the proposed secondary access onto Calis Avenue.

   As a result of the above and considering the weight of the approved LDP, it is noted that the *Planning and Development (Local Planning Schemes) Regulations 2015* (Schedule 2, Part 6, Clause 56) require that the decision maker have 'due regard' to an approved LDP which is a document that has the same weight as an approved Structure Plan. By not permitting access onto Calis Avenue the decision maker would be disregarding the planning framework applicable to the subject site.

As a consequence the approved LDP and the application provision in the *Planning and Development (Local Planning Schemes) Regulations 2015,* it is considered that the planning need/nexus for the proposed secondary access point has already been demonstrated and approved (with the impact on adjoining landowners considered) which simply leaves the following issues as outstanding:

- The Calis Avenue access/egresss is clearly 'secondary' for the following reasons,:
    - The proposed access point will only accommodate 30% of the proposed traffic for the development as illustrated in the submitted traffic report.
    - The majority of the uses on the upper floor are low traffic generating uses which will result in patrons parking there for extended periods of time and reducing the impact on Calis Avenue.
    - All service vehicle access will occur from Burns Beach Road.

  Based on the above three (3) points it is considered that the Calis Avenue access point will only act as a secondary access point.

- Whether or not the proposed access point allows safe vehicle and pedestrian movements, in this regard we note:
    - The proposed traffic report demonstrates that safe vehicular access and egress can be achieved in this location and that the additional traffic as a result of the development can be accommodated on the existing road network.
    - The existing pedestrian infrastructure is considered to promote safe pedestrian movements and will not result in any conflicts with vehicles entering/exiting. To further increase pedestrian safety we have also added a pedestrian path up the ramp to create a secondary pedestrian access point to the upper floor that is separated from the vehicular access way.

In light of the above, it is considered that the Calis Avenue access point has been demonstrated to be both safe and secondary suggesting that it is entirely appropriate for approval.

2. The level of traffic generated by the upper floor uses can easily be accommodated on Calis Avenue as this area has always been planned for a commercial centre. In addition to this Calis Avenue is classified as an Access Road A which can accommodate 3000 vehicles per day (VPD), much more than what is proposed by the development.

3. The majority of the traffic will only use Calis Avenue to the point of the entry to the development, as such any traffic impacts to the Calis Avenue road network will be less than what would otherwise eventuate should a through accessway occur as per the approved LDP.

When considering the above three (3) points it is clear that a secondary access point on Calis Avenue is both consistent with the applicable planning framework and necessary to ensure safe vehicular movements to and from the proposed development. In this regard we consider the proposed access arrangements, as originally proposed, consistent with orderly and proper planning and appropriate for approval by the Metro North West JDAP.

Provision of pedestrian access to the upper level separate to any driveway off Calis Avenue

The revised plans in Attachment 1 now incorporate a pedestrian path immediately adjacent to the vehicular ramp which will provide a secondary access point to the upper floor for pedestrians accessing the development from Calis Avenue.

Provision of a 2 metre building setback along the Calis Avenue frontage in accordance with the Local Development Plan

Similar to the deferral reason requiring the consideration of removing the access point from Calis Avenue, we have also considered implementing a 2m setback to Calis Avenue. To negate the loss of floor space as a result of this setback requirement we have also added a third storey which is entirely compliant with the height requirements of the approved LDP. To demonstrate the impact of this change the architect has prepared a range of perspective imagery which has been provided below in Figures 2-4 (with the full plans included in **Attachment 2**):

Figure 2 – 2m setback and three (3) storey perspective

Figure 3 – 2m setback and three (3) storey perspective

Figure 4 – 2m setback and three (3) storey perspective

Further to the above perspectives the architect has also prepared imagery that compares the impact of both the two storey, nil setback option (as currently proposed) and the three storey, 2m setback option, on the adjoining residential along Calis Avenue. Figures 5 and 6 below illustrate this comparison.

Figure 5 – Perspective of two (2) storey with a nil setback option

Figure 6 – Perspective of three (3) storey with a 2m setback option

What the above two images illustrate is that the currently proposed two storey option with a nil setback has a much lesser impact on the adjoining residential dwellings than the proposed three storey option with a 2m setback. As a result of this investigation, it is considered that the nil setback opion with reduced building height appropriately manages any visual impact on adjoining properties, especially compared to a technically compliance 3 storey building with a 2m setback. In this regard the proposed nil setback is considered to be justified for the following reasons:

1. Whilst the setback requirement is being varied we have ensured that the height of the dwelling is below what is permitted and have added verge landscaping to mitigate the impact of the development on the adjoining residential properties.

2. In addition to the above, an additional feature that has been added to the Calis Avenue frontage, since the JDAP's consideration of the development, is a 'green wall' which includes vertical landscaping on the building façade along Calis Avenue. This is considered to further soften the impact of the development on the adjoining residents.
3. As shown in the above Figures 5 and 6 the two storey option with the nil setback has been demonstrated to have a lesser impact than if a 2m setback was provided, as to compensate for the lost floor space a third storey would be required.

In light of the above points that have been raised the proposed nil setback to Calis Avenue is considered to be justified and appropriate for approval.

Conclusion

Since the JDAP meeting on the 11/3/19, the suggested modifications to the proposed development have been considered and explored. In response we note that the following changes have been made:

- The entry point to T4 has been relocated from the entry forecourt to the O'Mara Boulevard frontage;
- A pedestrian path to the upper floor adjacent to the vehicle ramp has been added; and
- A green wall has been added to the Calis Avenue building façade to further soften the impact of the proposed development.

It is noted that both the deletion of the Calis Avenue access point and the 2m setback to Calis Avenue have not been implemented for reasons outlined in the preceding sections.

For reasons outlined in this letter the proposed development is considered to be appropriate for approval by the Metro North West JDAP.

Should you have any queries or require any clarification in regard to the matters raised, please do not hesitate to contact the undersigned on 9275-4433.

Yours faithfully,

NEIL TEO
DIRECTOR

DYNAMIC PLANNING
AND DEVELOPMENTS

ATTACHMENT 1

Revised Development Plans

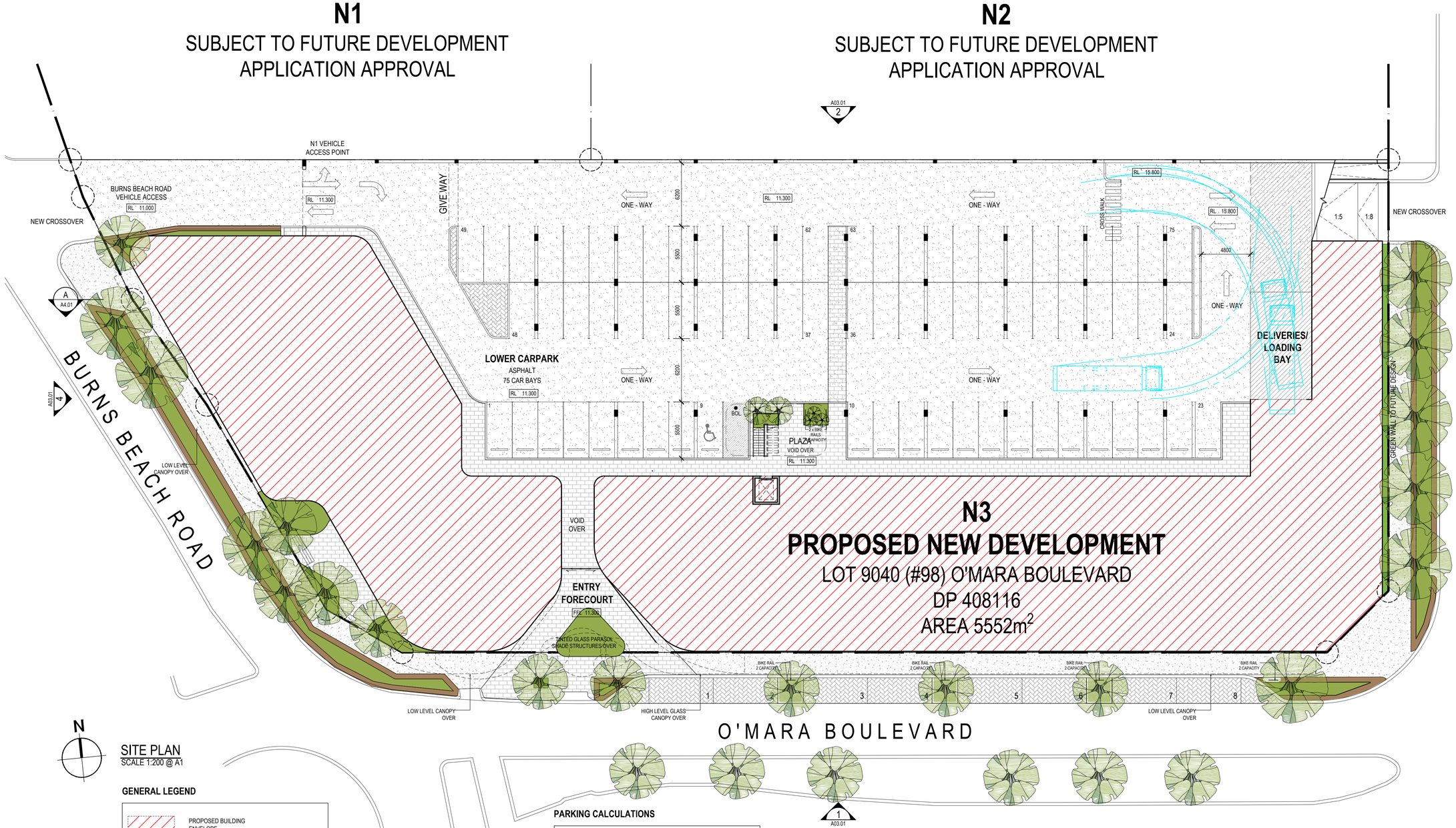
| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 t (08) 9275 4433 f (08) 9275 4455

admin@dynamicplanning.net.au www.dynamicplanning.net.au

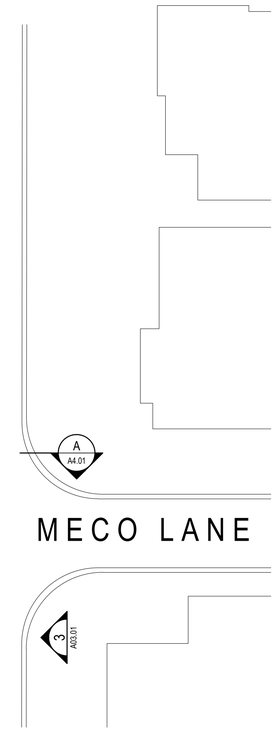
NOTE. Contractor to check and verify all dimensions, levels, and angles on site before commencing. All construction work to be in accordance with the building code of Australia, approved documents and relevant Australian Standards.

N1
SUBJECT TO FUTURE DEVELOPMENT APPLICATION APPROVAL

N2
SUBJECT TO FUTURE DEVELOPMENT APPLICATION APPROVAL



N3
PROPOSED NEW DEVELOPMENT
LOT 9040 (#98) O'MARA BOULEVARD
DP 408116
AREA 5552m²



N

SITE PLAN
SCALE 1:200 @ A1

GENERAL LEGEND

- PROPOSED BUILDING ENVELOPE
- PROPOSED CARPARK BITUMEN
- PROPOSED PAVING
- PROPOSED LANDSCAPING
- PROPOSED VEGETATION
- PROPOSED COLUMN LOCATIONS
- RL 23.00 — RELATIVE LEVEL
- FFL 23.00 — FINISHED FLOOR LEVEL

LANDSCAPING CALCULATIONS

TOTAL SITE AREA	**5552m²**
REQUIRED LANDSCAPING	**445m²**
DISTRICT PLANNING SCHEME	8%
PROPOSED	
HARD & SOFT LANDSCAPING	205m²
CHILDCARE OUTDOOR AREA	507m²
PROPOSED LANDSCAPING	**712m²** (12%)

PARKING CALCULATIONS

TOTAL LOWER FLOOR GLA			**2080m²**
TOTAL UPPER FLOOR GLA			**2590m²**
T1 - SHOP	GLA	200m²	7 BAYS
T2 - SHOP	GLA	200m²	7 BAYS
T3 - FOOD	GLA	500m²	36 BAYS
T4 - SHOP	GLA	130m²	4 BAYS
T5 - SHOPPING CENTRE & LIQUOR STORE			
	GLA	1050m²	40 BAYS
T6 - OFFICE	GLA	410m²	8 BAYS
T7 - OFFICE	GLA	300m²	5 BAYS
T8 - GYM	GLA	350m²	10 BAYS
T9 - CHILDCARE	GLA	1530m²	
STAFF (1:5)			16 BAYS
80 CHILDREN			10 BAYS
REQUIRED BAYS			**143 BAYS**
PROPOSED BAYS			**142 BAYS**
+ 8 STREET BAYS			
+ 5 MOTORCYCLE / MOPED BAYS			

ISSUE	DATE	DESCRIPTION	DRN.	APP.
F	18/03/19	JDAP REVISIONS	LM	LA
E	26/02/19	DRP REVISIONS	LM	LA
D	20/02/19	DRP REVISIONS	LM	LA
C	18/02/19	DRP REVISIONS	LM	LA
B	05/02/19	DRP REVISIONS	LM	LA
A	29/11/18	DEVELOPMENT APPROVAL	LM	LA

DEVELOPMENT APPROVAL

dmg ARCHITECTURE
DESIGN MANAGEMENT GROUP level 2 1008 hay street perth 6000
telephone +61 8 9212 8888 | facsimile +61 8 9212 8822
info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

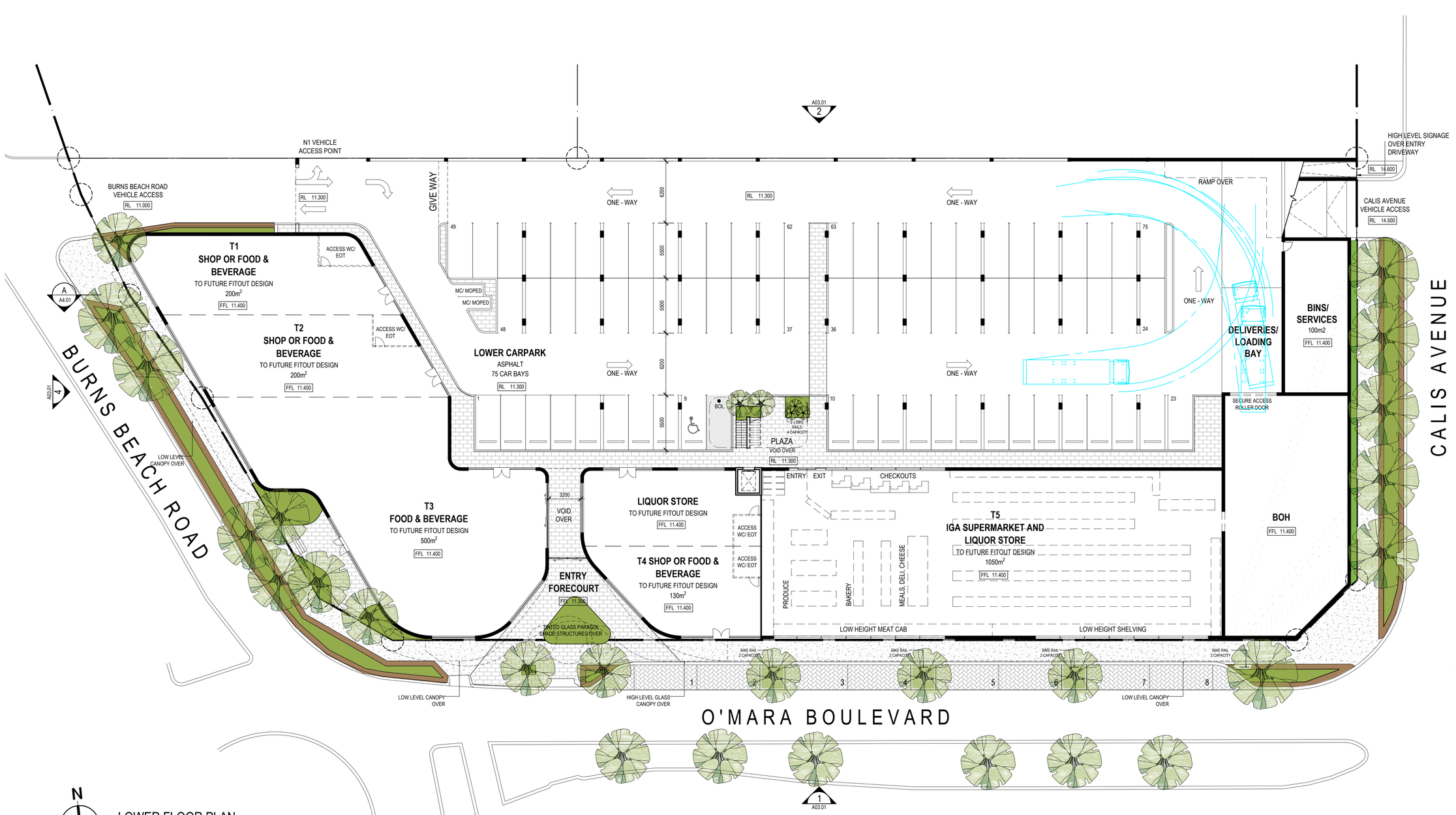
PROJECT
ILUKA PLAZA
LOT 9040 (#98 O'MARA BOULEVARD
ILUKA, WA 6028

TITLE
SITE PLAN

SCALE	DRAWN	CHECKED
1:200 @ A1	LM	LA

PROJECT #	DRAWING #	ISSUE
18031	**A02.01**	**F**

NOTE. Contractor to check and verify all dimensions, levels, and angles on site before commencing. All construction work to be in accordance with the building code of Australia, approved documents and relevant Australian Standards.



N

LOWER FLOOR PLAN

SCALE 1:200 @ A1

6 TENANCIES
75 ON-SITE CAR BAYS / 2 MC/MOPED BAYS
8 STREET CAR BAYS
6 BICYCLE RACKS (12 CAPACITY)
NLA: 2080m²

NOTE: ARCHITECTURAL DRAWINGS TO BE READ IN CONJUNCTION WITH BLACKWELL & ASSOCIATES LANDSCAPE ARCHITECTS DRAWINGS FOR FULL EXTENT OF LANDSCAPING PROPOSAL, SPECIES ETC.

F	18/03/19	JDAP REVISIONS	LM	LA
E	26/02/19	DRP REVISIONS	LM	LA
D	20/02/19	DRP REVISIONS	LM	LA
C	18/02/19	DRP REVISIONS	LM	LA
B	05/02/19	DRP REVISIONS	LM	LA
A	29/11/18	DEVELOPMENT APPROVAL	LM	LA

ISSUE DATE DESCRIPTION DRN. APP.

DEVELOPMENT APPROVAL

dmg ARCHITECTURE

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telephone +61 8 9212 8888 | facsimile +61 8 9212 8822
info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

PROJECT

ILUKA PLAZA
LOT 9040 (#98 O'MARA BOULEVARD
ILUKA, WA 6028

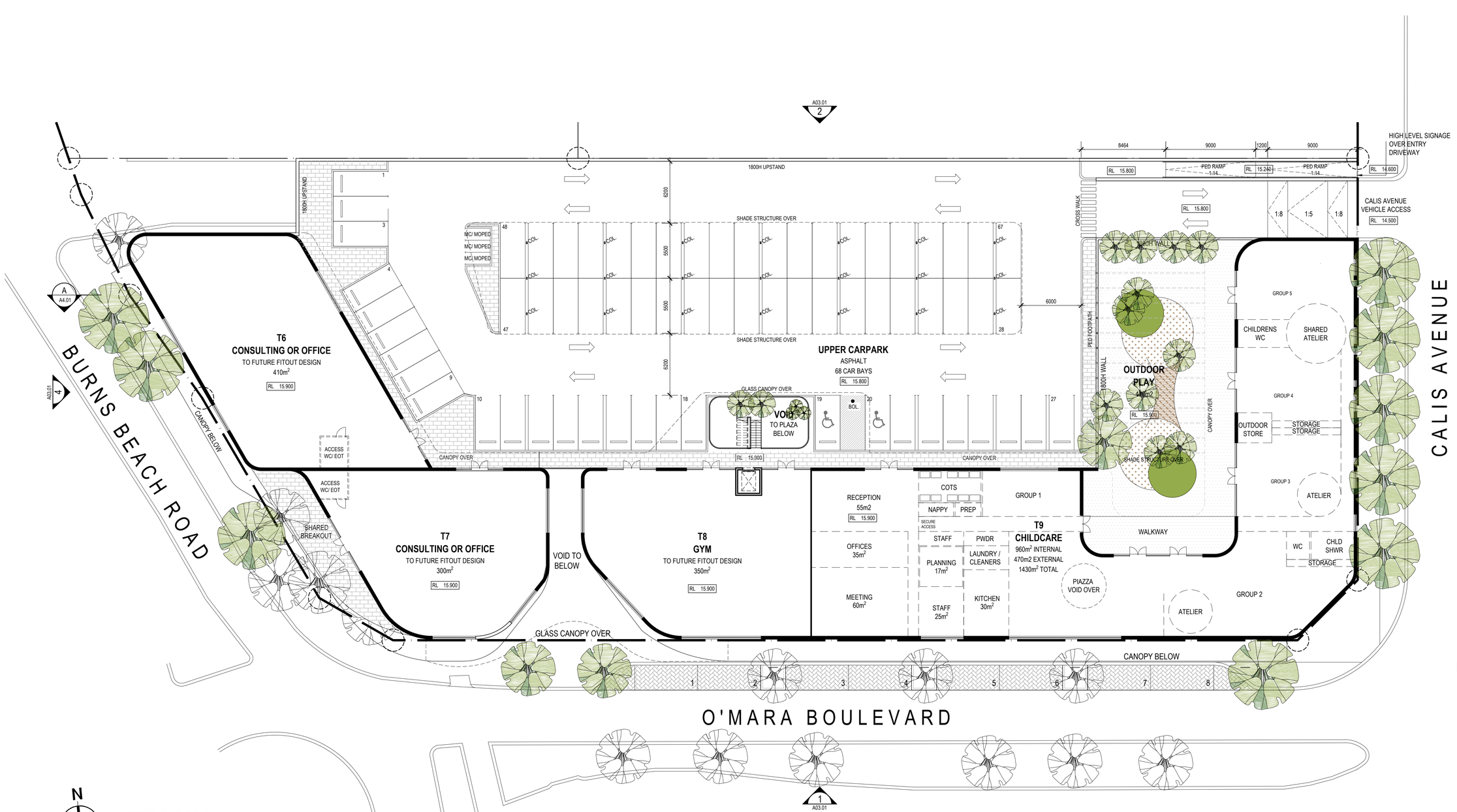
TITLE

LOWER FLOOR PLAN

SCALE	DRAWN	CHECKED
1:200 @ A1	LM	LA

PROJECT #	DRAWING #	ISSUE
18031	**A02.01**	**F**

NOTE. Contractor to check and verify all dimensions, levels, and angles on site before commencing. All construction work to be in accordance with the building code of Australia, approved documents and relevant Australian Standards.



N

UPPER FLOOR PLAN

SCALE 1:200 @ A1

4 TENANCIES
67 ON-SITE CAR BAYS / 2 MC/MOPED BAYS
NLA: 2020m²

NOTE: ARCHITECTURAL DRAWINGS TO BE READ IN CONJUNCTION WITH BLACKWELL & ASSOCIATES LANDSCAPE ARCHITECTS DRAWINGS FOR FULL EXTENT OF LANDSCAPING PROPOSAL, SPECIES ETC.

ISSUE	DATE	DESCRIPTION	DRN.	APP.
F	18/03/19	JDAP REVISIONS	LM	LA
E	26/02/19	DRP REVISIONS	LM	LA
D	20/02/19	DRP REVISIONS	LM	LA
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A	29/11/18	DEVELOPMENT APPROVAL	LM	LA

DEVELOPMENT APPROVAL

dmg ARCHITECTURE

DESIGN MANAGEMENT GROUP level 2 1008 hay street perth 6000
telephone +61 8 9212 8888 | facsimile +61 8 9212 8822
info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

PROJECT

ILUKA PLAZA
LOT 9040 (#98 O'MARA BOULEVARD
ILUKA, WA 6028

TITLE

UPPER FLOOR PLAN

SCALE	DRAWN	CHECKED
1:200 @ A1	LM	LA

PROJECT #	DRAWING #	ISSUE
18031	**A02.02**	**F**

NOTE. Contractor to check and verify all dimensions, levels, and angles on site before commencing. All construction work to be in accordance with the building code of Australia, approved documents and relevant Australian Standards.

SOUTH ELEVATION (O'MARA BOULEVARD)

SCALE 1:200 @ A1

0 5m 10m

NORTH ELEVATION

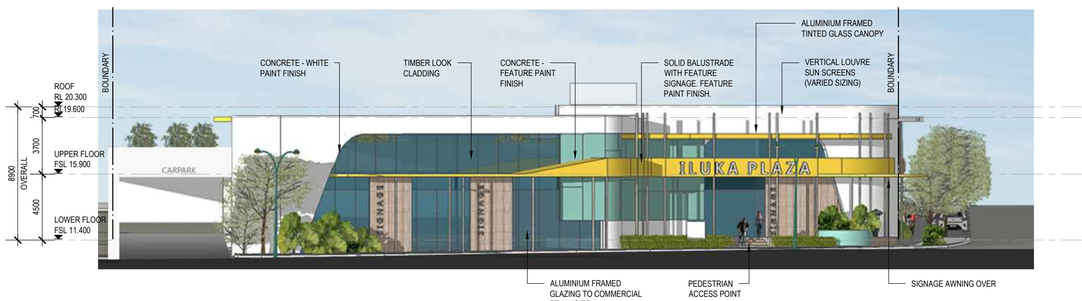
SCALE 1:200 @ A1

0 5m 10m

EAST ELEVATION (CALIS AVENUE)

SCALE 1:200 @ A1

0 5m 10m



WEST ELEVATION (BURNS BEACH ROAD)

SCALE 1:200 @ A1

0 5m 10m

ISSUE	DATE	DESCRIPTION	DRN.	APP.
D	18/03/19	JDAP REVISIONS	LM	LA
C	20/02/19	DRP REVISIONS	LM	LA
B	05/02/19	DRP REVISIONS	LM	LA
A	29/11/18	DEVELOPMENT APPROVAL	LM	LA

DEVELOPMENT APPROVAL

dmg ARCHITECTURE

DESIGN MANAGEMENT GROUP level 2 1008 hay street perth 6000
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info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

PROJECT

ILUKA PLAZA
LOT 9040 (#98) O'MARA BOULEVARD
ILUKA, WA 6028

TITLE

ELEVATIONS

SCALE	DRAWN	CHECKED
1:200 @ A1	LM	LA

PROJECT #	DRAWING #	ISSUE
18031	**A03.01**	**D**

DYNAMIC PLANNING
AND DEVELOPMENTS

ATTACHMENT 2

Perspectives Comparing Two (2) and Three (3) Storey Options

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 t (08) 9275 4433 f (08) 9275 4455

admin@dynamicplanning.net.au www.dynamicplanning.net.au

STREET VIEW PERSPECTIVE

NTS

PLEASE NOTE THIS PERSPECTIVE HAS BEEN CREATED BY OVERLAYING SITE IMAGES WITH MODEL PERSPECTIVES AND IS FOR ILLUSTRATIVE PURPOSES ONLY. PLEASE REFER TO SITE SECTIONS PROVIDED FOR ACCURATE LEVEL INFORMATION.

SCALE

NTS

PROJECT TITLE

ILUKA COMMERCIAL

STREET VIEW - 2 STOREY OPTION

dmg ARCHITECTURE

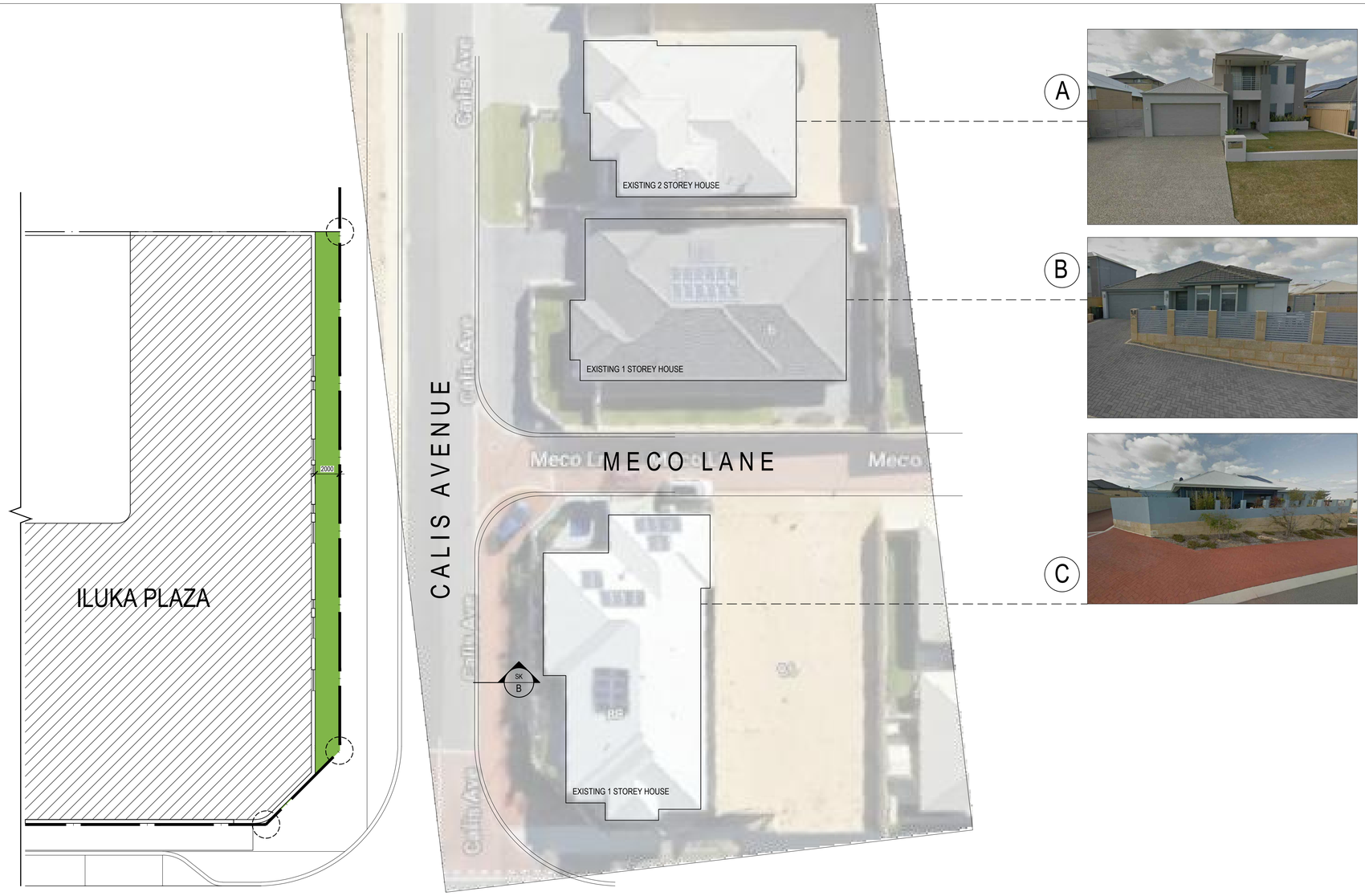
DESIGN MANAGEMENT GROUP level 2 1008 hay street perth 6000
telephone +61 8 9212 8888 | facsimile +61 8 9212 8822
info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

PROJECT #

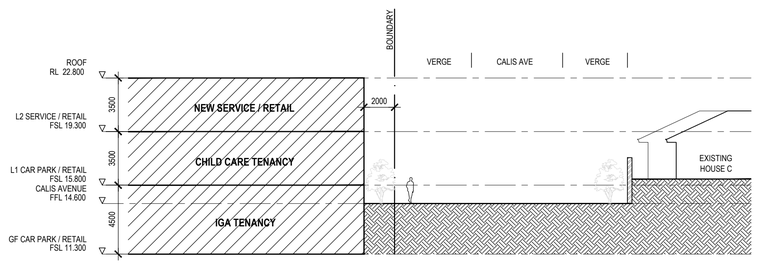
18031

DRAWING #

SK06



PERSPECTIVE
SCALE 1:200



SECTION B
SCALE 1:200

SCALE
NTS

PROJECT TITLE
ILUKA COMMERCIAL
STREET VIEW AND SECTION - 3 STOREY OPTION

dmg ARCHITECTURE
DESIGN MANAGEMENT GROUP level 2 1008 hay street perth 6000
telephone +61 8 9212 8888 | facsimile +61 8 9212 8822
info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

PROJECT #
18031
DRAWING #
SK07

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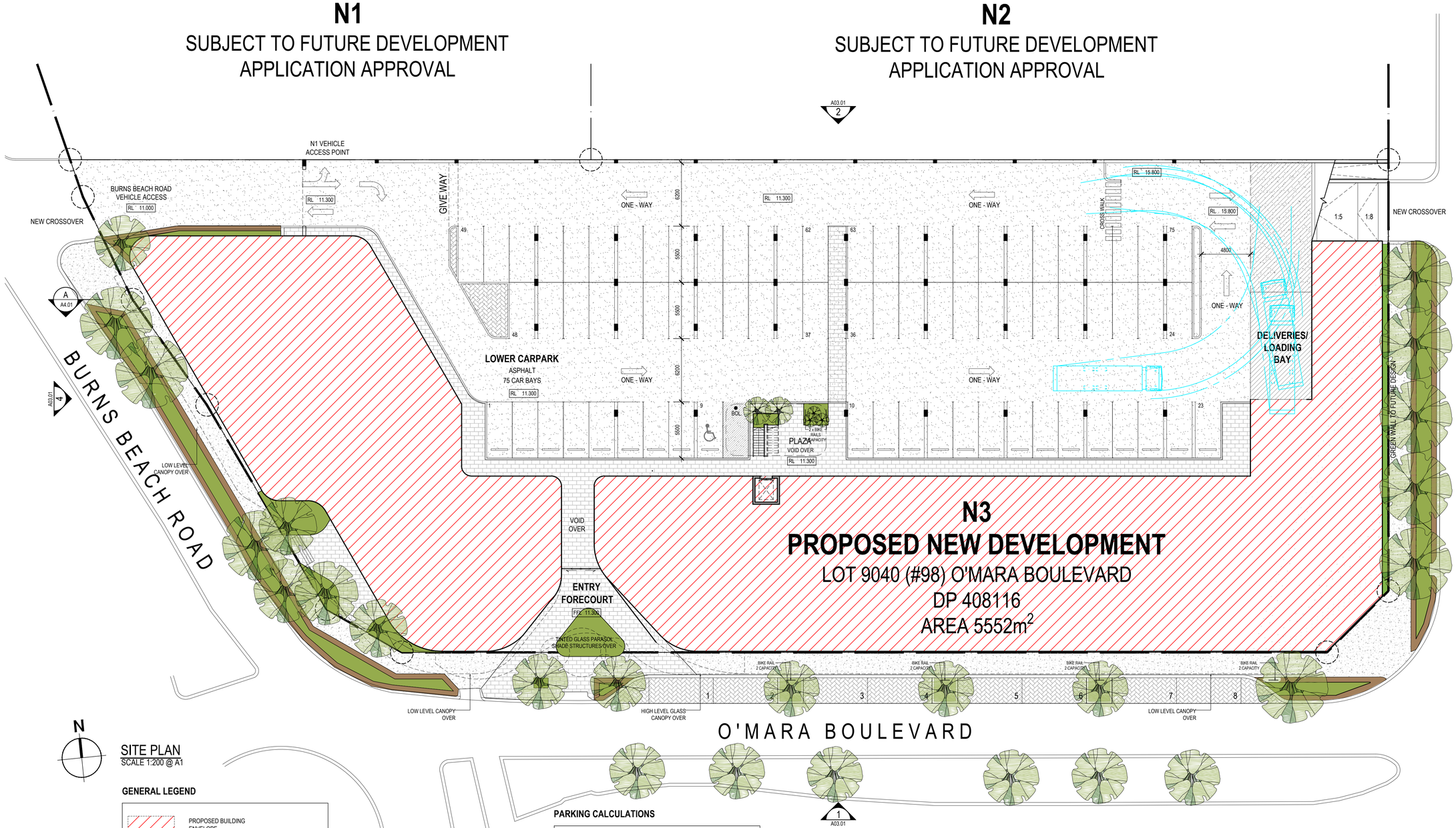
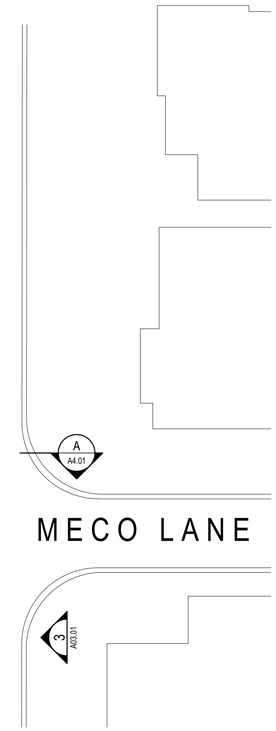
N1
SUBJECT TO FUTURE DEVELOPMENT APPLICATION APPROVAL

N2
SUBJECT TO FUTURE DEVELOPMENT APPLICATION APPROVAL



N3
PROPOSED NEW DEVELOPMENT
LOT 9040 (#98) O'MARA BOULEVARD
DP 408116
AREA 5552m²



N

SITE PLAN
SCALE 1:200 @ A1

GENERAL LEGEND

- PROPOSED BUILDING ENVELOPE
- PROPOSED CARPARK BITUMEN
- PROPOSED PAVING
- PROPOSED LANDSCAPING
- PROPOSED VEGETATION
- PROPOSED COLUMN LOCATIONS
- RL 23.00 — RELATIVE LEVEL
- FFL 23.00 — FINISHED FLOOR LEVEL

LANDSCAPING CALCULATIONS

TOTAL SITE AREA	**5552m²**
REQUIRED LANDSCAPING	**445m²**
DISTRICT PLANNING SCHEME	8%
PROPOSED	
HARD & SOFT LANDSCAPING	205m²
CHILDCARE OUTDOOR AREA	507m²
PROPOSED LANDSCAPING	**712m²** (12%)

PARKING CALCULATIONS

TOTAL LOWER FLOOR GLA			**2080m²**
TOTAL UPPER FLOOR GLA			**2590m²**
T1 - SHOP	GLA	200m²	7 BAYS
T2 - SHOP	GLA	200m²	7 BAYS
T3 - FOOD	GLA	500m²	36 BAYS
T4 - SHOP	GLA	130m²	4 BAYS
T5 - SHOPPING CENTRE & LIQUOR STORE			
	GLA	1050m²	40 BAYS
T6 - OFFICE	GLA	410m²	8 BAYS
T7 - OFFICE	GLA	300m²	5 BAYS
T8 - GYM	GLA	350m²	10 BAYS
T9 - CHILDCARE	GLA	1530m²	
STAFF (1:5)			16 BAYS
80 CHILDREN			10 BAYS
REQUIRED BAYS			**143 BAYS**
PROPOSED BAYS			**142 BAYS**
+ 8 STREET BAYS			
+ 5 MOTORCYCLE / MOPED BAYS			

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DEVELOPMENT APPROVAL

dmg ARCHITECTURE
DESIGN MANAGEMENT GROUP level 2 1008 hay street perth 6000
telephone +61 8 9212 8888 | facsimile +61 8 9212 8822
info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

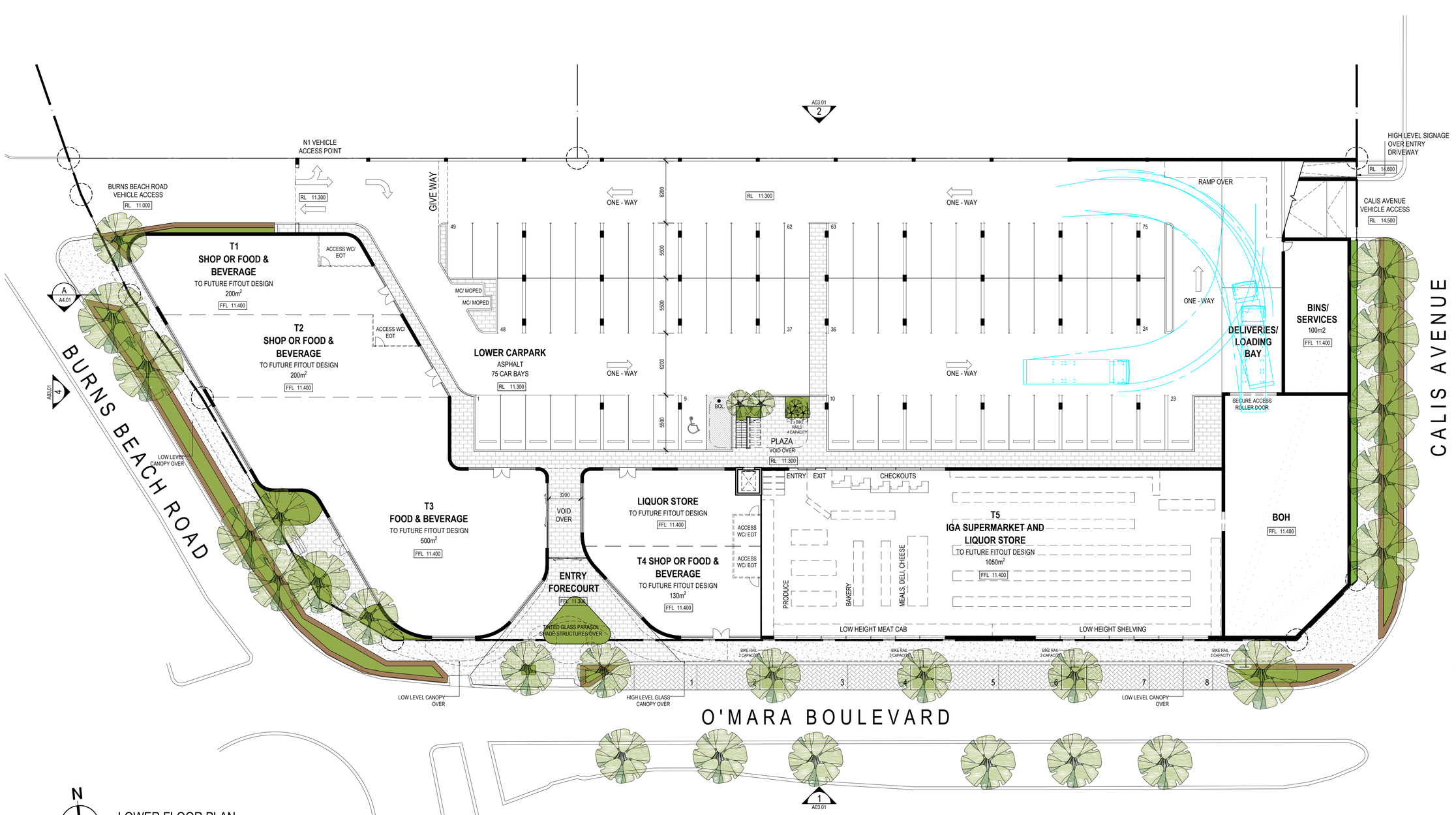
PROJECT
ILUKA PLAZA
LOT 9040 (#98 O'MARA BOULEVARD
ILUKA, WA 6028

TITLE
SITE PLAN

SCALE	DRAWN	CHECKED
1:200 @ A1	LM	LA

PROJECT #	DRAWING #	ISSUE
18031	**A02.01**	**F**

NOTE. Contractor to check and verify all dimensions, levels, and angles on site before commencing. All construction work to be in accordance with the building code of Australia, approved documents and relevant Australian Standards.



N

LOWER FLOOR PLAN

SCALE 1:200 @ A1

6 TENANCIES
75 ON-SITE CAR BAYS / 2 MC/MOPED BAYS
8 STREET CAR BAYS
6 BICYCLE RACKS (12 CAPACITY)
NLA: 2080m²

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LOWER FLOOR PLAN

SCALE	DRAWN	CHECKED
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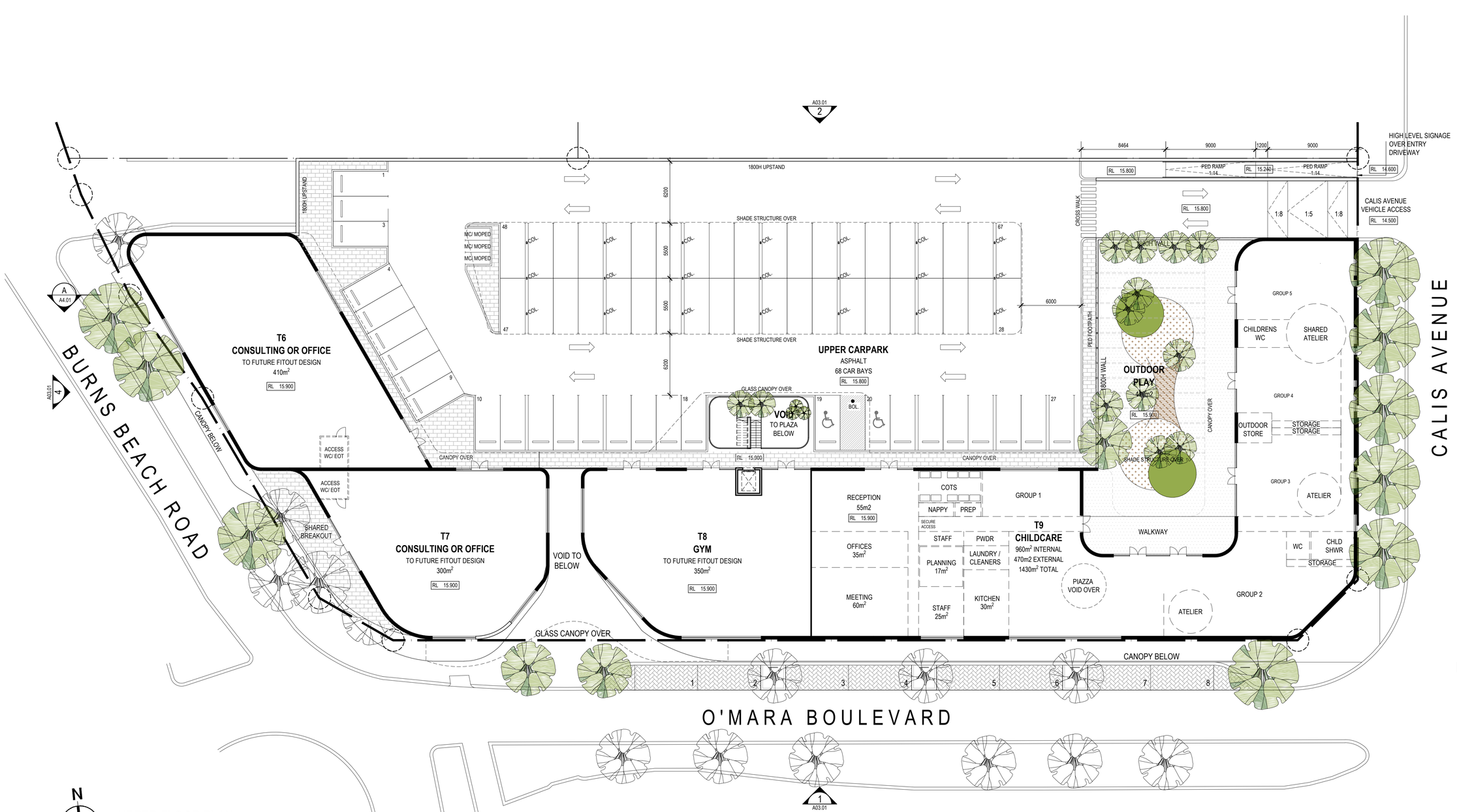

N

UPPER FLOOR PLAN

SCALE 1:200 @ A1

4 TENANCIES
67 ON-SITE CAR BAYS / 2 MC/MOPED BAYS
NLA: 2020m²

NOTE: ARCHITECTURAL DRAWINGS TO BE READ IN CONJUNCTION WITH BLACKWELL & ASSOCIATES LANDSCAPE ARCHITECTS DRAWINGS FOR FULL EXTENT OF LANDSCAPING PROPOSAL, SPECIES ETC.

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TITLE

UPPER FLOOR PLAN

SCALE	DRAWN	CHECKED
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18031	**A02.02**	**F**

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SOUTH ELEVATION (O'MARA BOULEVARD)

SCALE 1:200 @ A1

0 5m 10m

NORTH ELEVATION

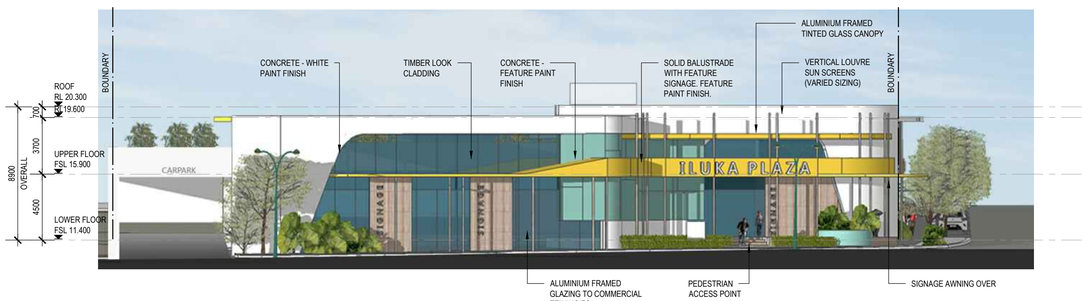
SCALE 1:200 @ A1

0 5m 10m

EAST ELEVATION (CALIS AVENUE)

SCALE 1:200 @ A1

0 5m 10m



WEST ELEVATION (BURNS BEACH ROAD)

SCALE 1:200 @ A1

0 5m 10m

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ILUKA, WA 6028

TITLE

ELEVATIONS

SCALE	DRAWN	CHECKED
1:200 @ A1	LM	LA

PROJECT #	DRAWING #	ISSUE
18031	**A03.01**	**D**

Technical Memorandum

Title	**No.98 O'Mara Boulevard** **Access and Safety Review**		
Client	Agem Property Group	**Project No**	CW1070500
Date	12/04/19	**Status**	C
Author	Nuzra Davahir	**Discipline**	Traffic and Transport
Reviewer	Scott Lambie	**Office**	Perth

Introduction

Cardno has been commissioned by *Agem Property Group* to prepare an Access and Safety Review for Lot 9041 (No.98, O'Mara Boulevard), Iluka within the City of Joondalup. This memorandum identifies and addresses any potential impacts with regard to safety and vehicular access and egress. **Figure 1-1** shows an aerial view of the Site location.

Figure 1-1 Site Location (Source: Nearmap)

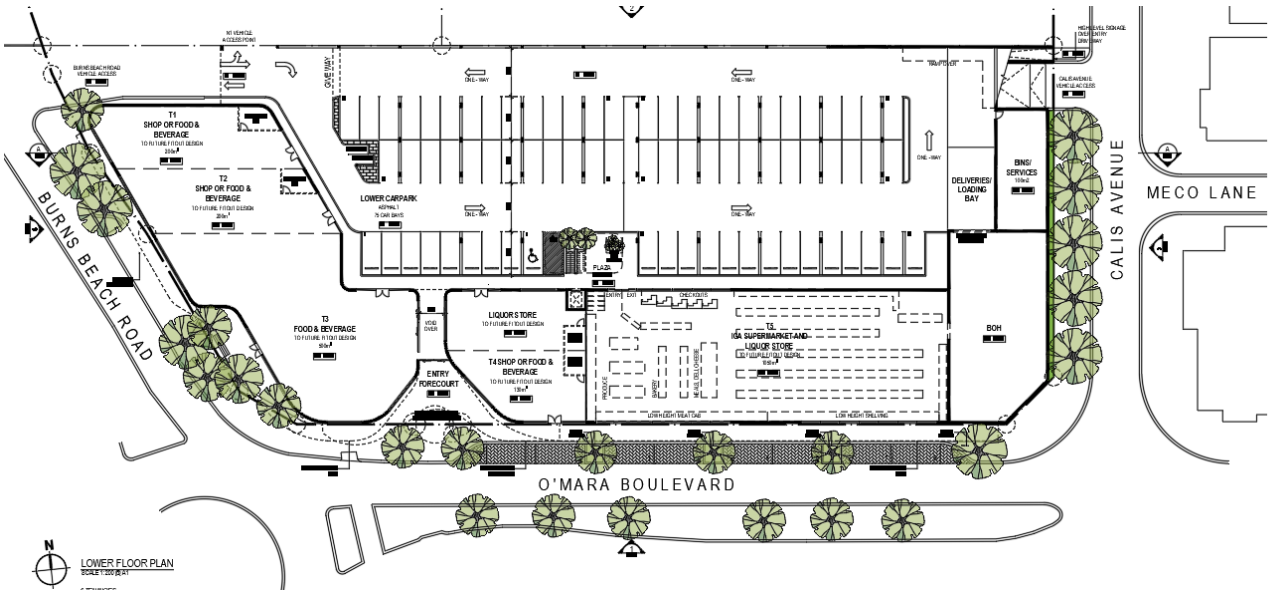
Background

The proposed new development is a two-storey development consisting of retail and commercial spaces including the following:

- Gym with an area of 350 m^2
- Office space of 710 m^2
- Childcare with an area of 1530 m^2
- Shops with an area of 1580 m^2
- Food and Beverage area of 500 m^2 and
- A carpark with 143 bays

Figure 1-2 shows the floor plan of the proposed development.

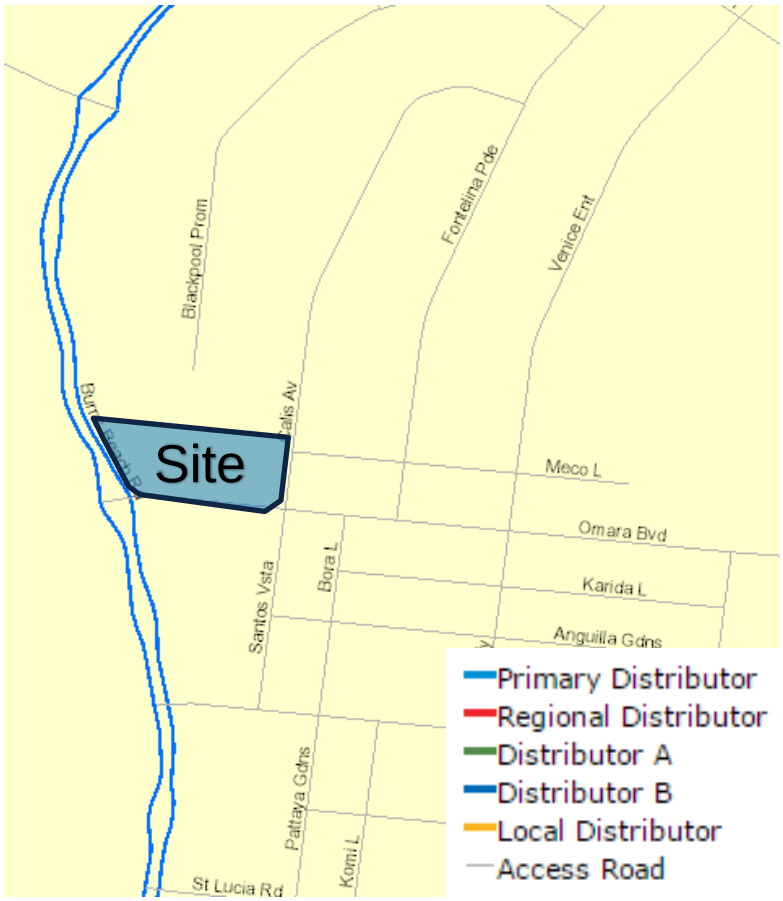
Figure 1-2 Floor Plan



Existing Road Network

Figure 1-3 shows the road network classification as per the Main Roads Information Mapping System.

Figure 1-3 Road Network Classification



The existing road network surrounding the area is described in **Table 1-1.**

Table 1-1 Road Network Description

Road Name	Road Hierarchy	Jurisdiction	Road Network			
			No. of Lanes	No. of Footpaths	Width (m)	Posted Speed Limit (km/h)
Burns Beach Road	Distributor B	Local Govt.	2	1	13 (4 m median)	50
O'Mara Boulevard	Access Road	Local Govt.	2	2	14 (5 m median)	50
Calis Avenue	Access Road	Local Govt.	2	1	6	50
Mykonos Avenue	Access Road	Local Govt.	2	2	6	50

Crash Statistics

A search of the Main Roads WA Reporting Centre for crash data was undertaken. This search covered all recorded crashes between 1 January 2013 and 31 December 2017 as shown in **Table 1-2** for the following roads and intersections surrounding the site:

- Burns Beach Road Midblock (SLK 4.82 to 5.70)
- Intersection of Burns Beach Road and O'Mara Boulevard

The intersection of Burns Beach Road and Fernando Parkway and the intersection of Burns Beach Road and Mykonos View have no reported crashes.

Table 1-2 Crash Statistics

		Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Burns Beach Road Midblock (SLK 4.82 to 5.70)	Hit Object	0	0	0	0	1	**1**
Intersection of Burns Beach Road and O'Mara Boulevard	Non-Collision	0	0	0	0	1	1

The data shows that there were 2 crashes in the surrounding roads with both causing minor property damage. The number of recorded crashes is very low and it is unlikely that this development will cause any material impact to road safety in the area.

Proposed Access and Egress

The Site has two proposed access points as shown in **Figure 1-4** and three street frontages. The Burns Beach Road vehicular access allows access to the lower floor and the Calis Avenue access allows for full movement access to the upper floor via a ramp.

Pedestrian access is facilitated by the paved 'Entry Forecourt' providing access to all the facilities on the lower floor and pedestrian access to the upper floor is facilitated by elevators and stairs.

Figure 1-4 Access and Egress

A swept path analysis using a B99 passenger vehicle and an 8 m truck was undertaken as shown in **Figure 1-5** to **Figure 1-7** to analyse the access points and identify any conflicts or safety issues. These swept paths show that the access arrangements are acceptable.

Figure 1-5 Swept Path 1 – B99 Passenger Vehicle

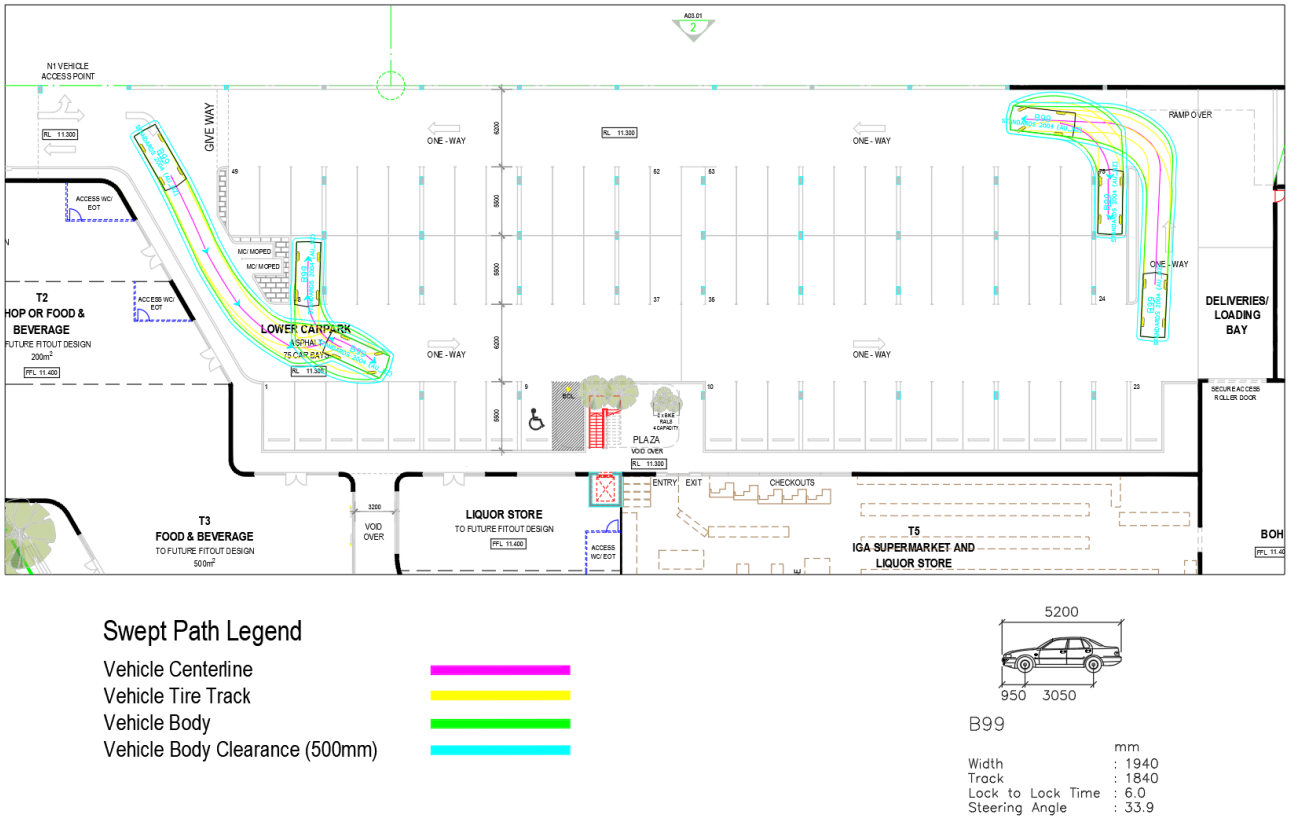


Figure 1-6 Swept Path 2 – B99 Passenger Vehicle

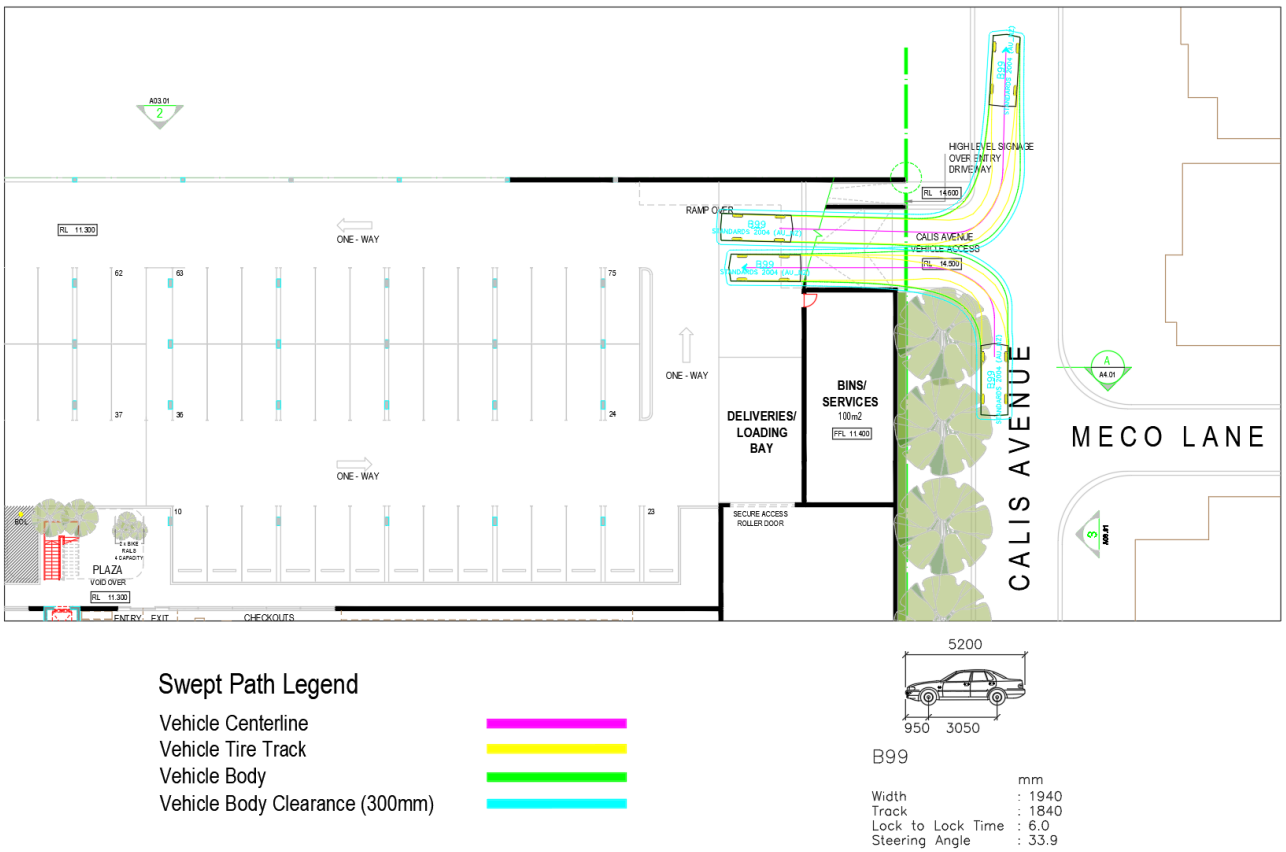
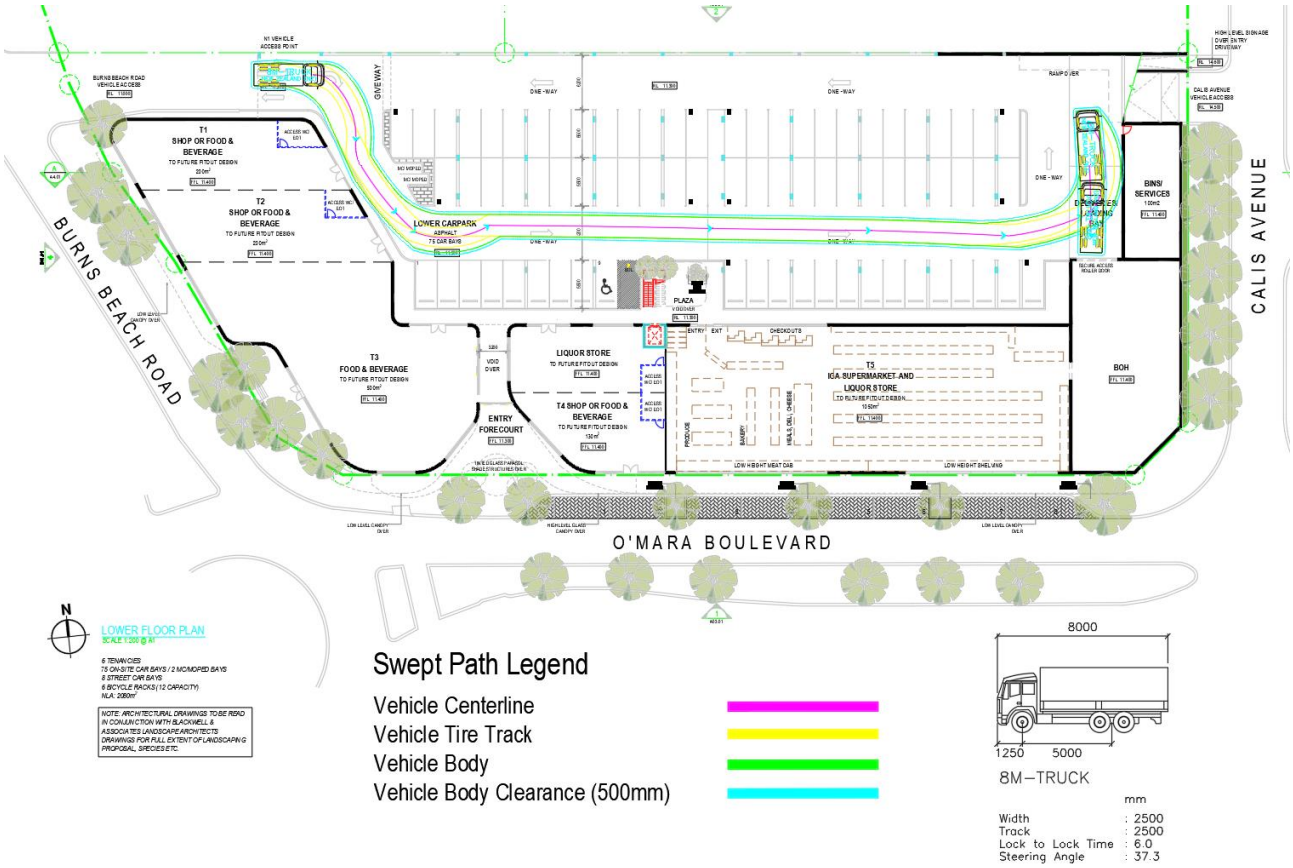


Figure 1-7 Swept Path - Truck



Comparison of Access Options

The development has 2 possible access arrangement options as described below;

- Option 2 – one access crossover located on Burns Beach Road **(Figure 1-8)**
- Option 1 – two access crossovers, one located on Burns Beach Road and one located on Calis Avenue.

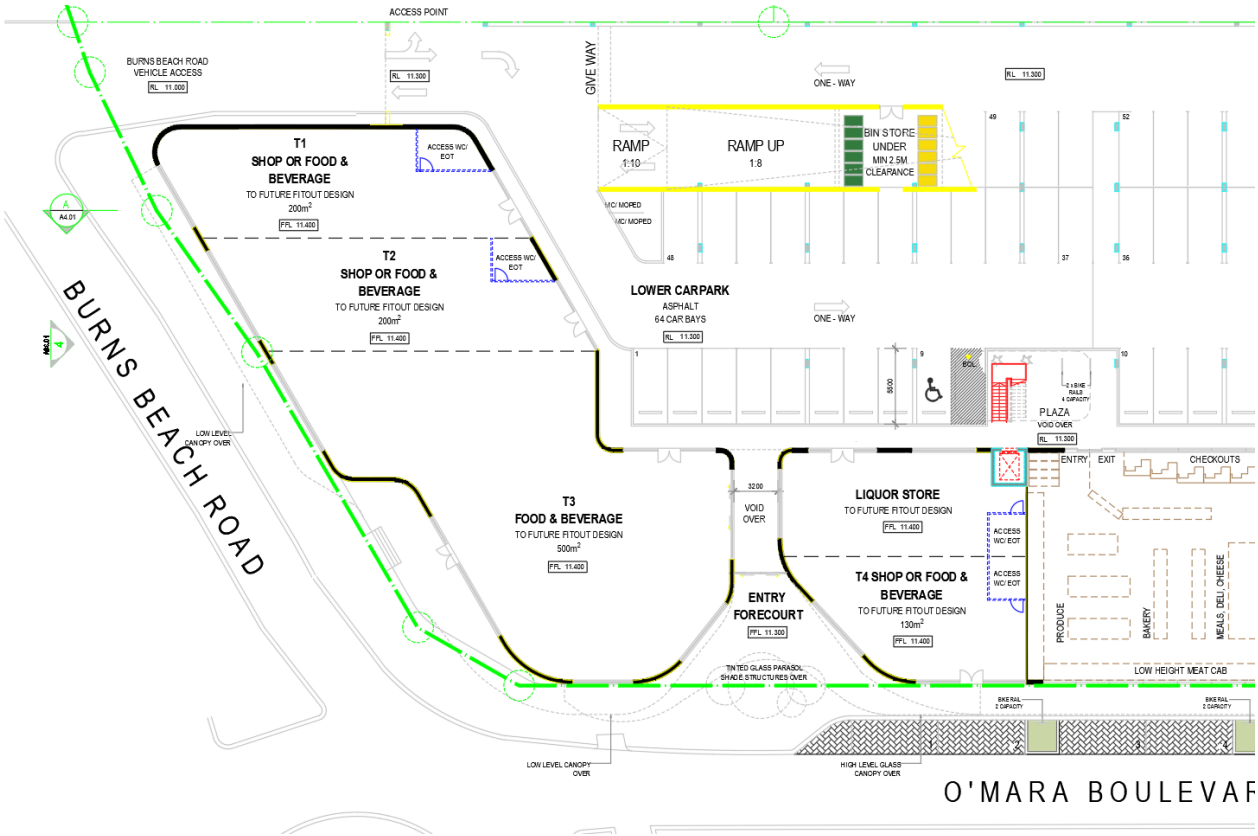
These two options have been assessed from an access and safety perspective with the findings summarised below.

The provision of only one site access is considered to be undesirable due to the following reasons:

- Having one access will increase the interaction with heavy vehicles and passenger vehicles as they are both forced to use the same entry/exit point.
- All development traffic will be focused on a single access which can potentially increase delays and queues for vehicles entering and exiting the Site.
- Such a configuration will also limit the area available for manoeuvring within the car park.
- Vehicles will not be able to exit the ramp and turn left into the lower car park due to the one-way configuration of the car park.
- Vehicles giving way will have a restricted sightline due to the ramp to the upper floor.
- Maintenance will also be restricted as there is not an alternative if urgent maintenance is required or vehicular breakdown occurs.

These factors will impact safety and increase the risk of internal conflicts within the car park. The provision of two vehicular accesses will benefit the Site as it will reduce any potential conflicts between heavy vehicle and passenger vehicle traffic by providing a separate access off Calis Avenue to accommodate a large proportion of passenger vehicles. Additionally, under this arrangement, the flow of traffic will not be bottlenecked through a single access as the development traffic will be distributed across two accesses and evenly crossing the surrounding network.

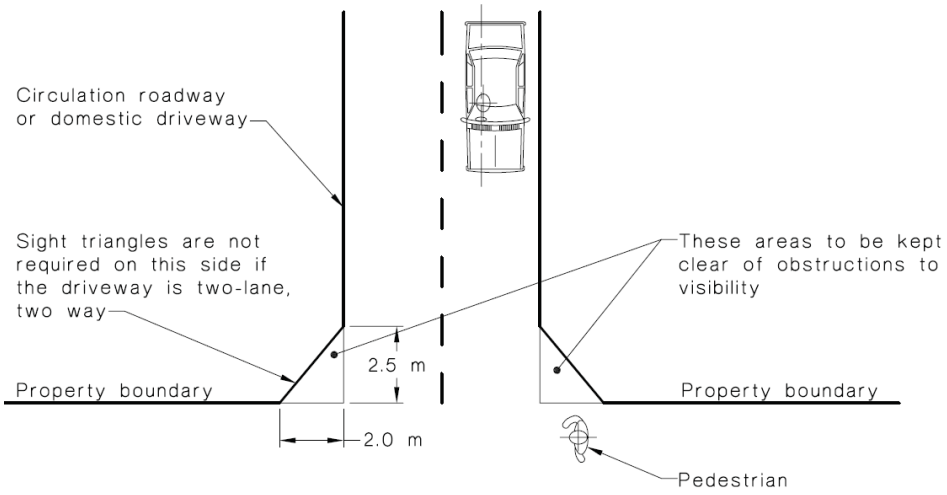
Figure 1-8 Site with One Access Only



Sight Lines - Pedestrians

Sight lines were assessed for pedestrians using the footpath at the access on Calis Avenue. The minimum sight lines as per AS2890.1 are as shown in **Figure 1-8** stating that a sight triangle is to be maintained at the property boundary.

Figure 1-9 AS2890.1 – Minimum Sight Lines



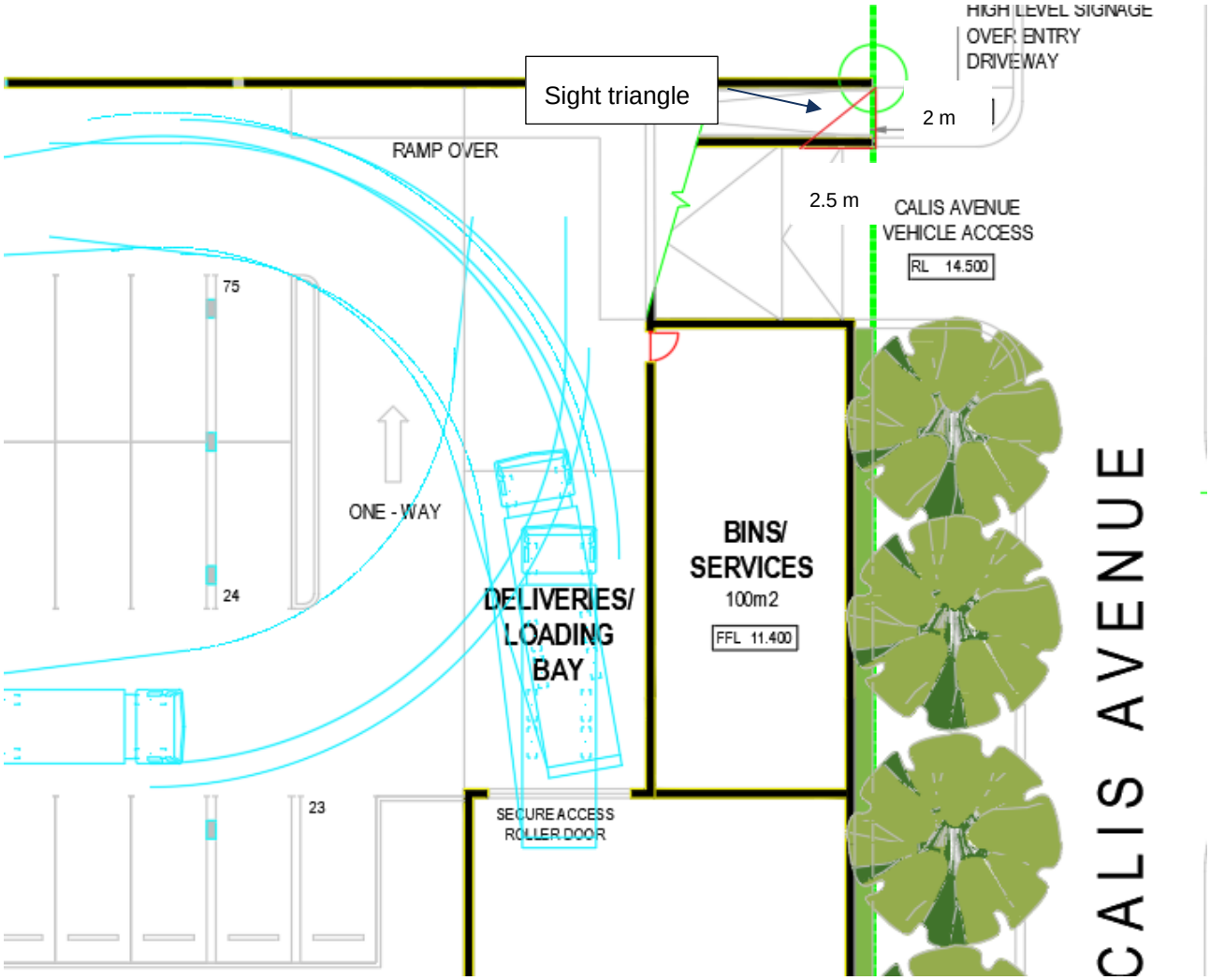
Sight Lines - Vehicles

As shown in **Figure 1-9**, sight lines for passenger vehicles need to be improved as the current proposal is below the required standard. The following measures could be provided to mitigate the issue and further ensure safety and accessibility are not compromised for all users.

- Mirrors could be installed to provide improved visibility at corners.

- Vehicles will also be exiting and entering at a low speed due to the low speed environment enabling drivers to be cautious and check the mirrors.
- It is highly unlikely for heavy vehicles to be accessing the Site from the eastern access as this is mainly for visitor access only. The loading/service area is located on the ground level which can only be accessible from the western access on Burns Beach Road.

Figure 1-10 Sight Line



Site Observations and Issues

Cardno conducted a site visit on the 24th of March 2019 (Monday) and the following observations were made:

- As shown in **Figure 1-10**, a car was parked illegally at the exit from Meco Lane and obstructing driver sightlines.
- Sight line issues were noted at the eastern access as discussed above.
- AS2890.1 specifies a maximum grade of 1 in 20 (5%) between edge of frontage road and the property line, building alignment or pedestrian path and for at least the first 6m into the car park. While the proposed residential ramp is proposed to be 1 in 8 grade, it meets the conditions outlined in AS2890.1 for such a ramp grade and hence is compliant.

Figure 1-11 Parked Vehicle, Meco Lane

- It was noted that there is a likelihood of people using the laneway (Meco Lane) to enter the Site when travelling from the residential area to the south. This may result in vehicles speeding through Meco Lane without giving way to traffic on Fontelina Parade or Calis Avenue which could be mitigated by speed humps. The location of the access into the Site creates a staggered four-way intersection which will assist in slowing traffic down at the Cailis Avenue intersection, as vehicles are not able to drive straight through into the site.

- Commercial vehicle access arrangements: A deliveries/loading bay is located on the eastern boundary of the Site. Commercial vehicles are forced to use the western access (Burns Beach Road access) and circulating in a one-way direction within the carpark. From a safety perspective it would be desirable to have the deliveries during afterhours so it reduces potential conflict with shoppers/customers.

- The ramp on the eastern access from Calis Avenue is confined by walls and therefore will supress any noise that results from vehicles accessing the Site via eastern ramp.

- Commercial and private vehicle interaction is also minimised by the different access points. Private vehicles from the surrounding residential area are likely to use the eastern access whereas commercial vehicles are more likely to use the western driveway located on Burns Beach Road.

Conclusions

This Technical Memorandum has demonstrated that two Site access points for vehicles is a better arrangement than just one and would have minimal impact on the operation and safety of the surrounding road network and residential area in terms of the criteria given in the Australian Standards 2890.1, existing crash statistics and from a professional viewpoint.

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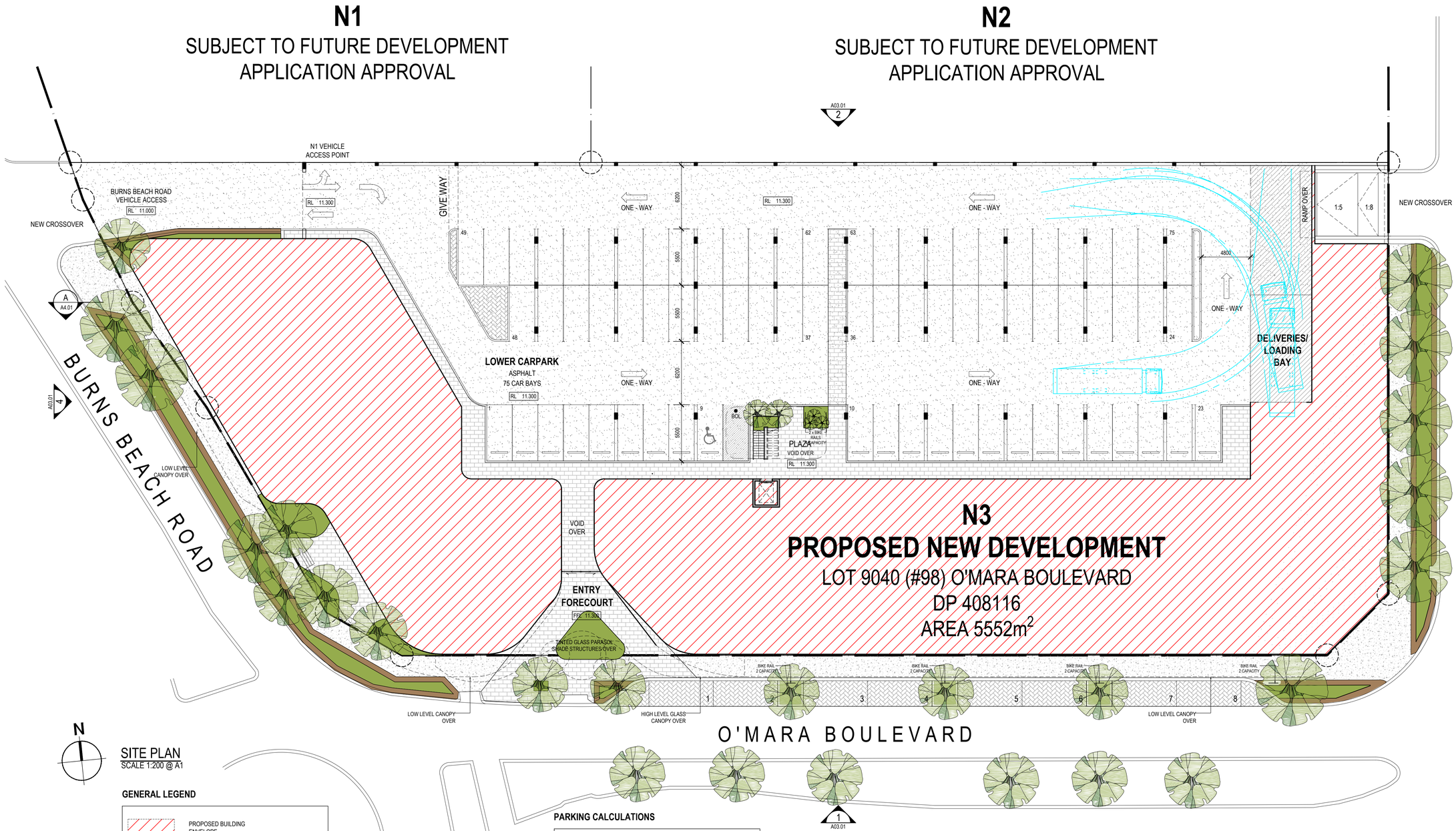

N

SITE PLAN
SCALE 1:200 @ A1

GENERAL LEGEND

- PROPOSED BUILDING ENVELOPE
- PROPOSED CARPARK BITUMEN
- PROPOSED PAVING
- PROPOSED LANDSCAPING
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TITLE

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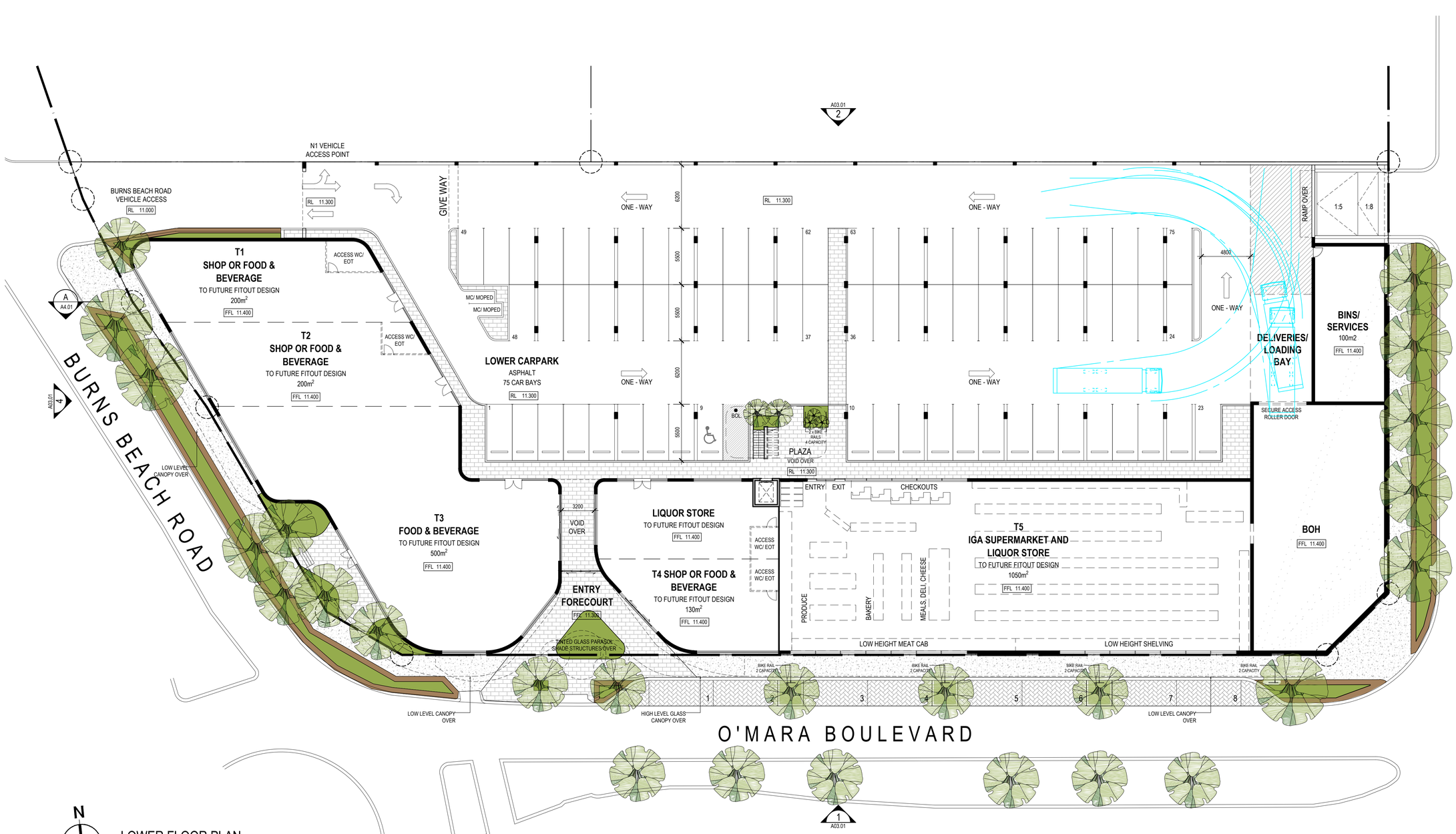

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LOWER FLOOR PLAN

SCALE 1:200 @ A1

6 TENANCIES
75 ON-SITE CAR BAYS / 2 MC/MOPED BAYS
8 STREET CAR BAYS
6 BICYCLE RACKS (12 CAPACITY)
NLA: 2080m²

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LOWER FLOOR PLAN

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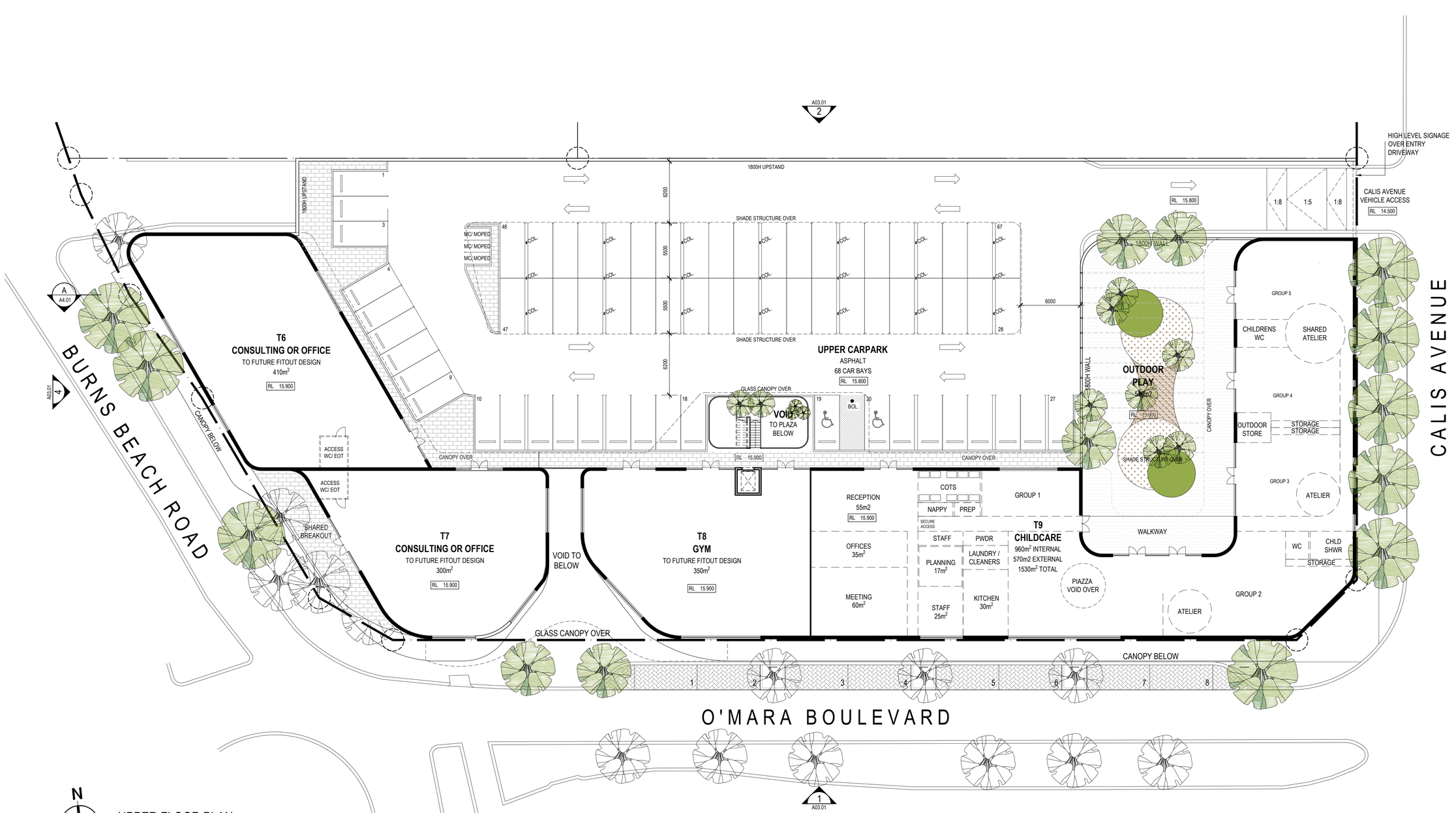

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SCALE 1:200 @ A1

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67 ON-SITE CAR BAYS / 2 MC/MOPED BAYS
GFA: 2020m²

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PROJECT

ILUKA PLAZA
LOT 9040 (#98 O'MARA BOULEVARD
ILUKA, WA 6028

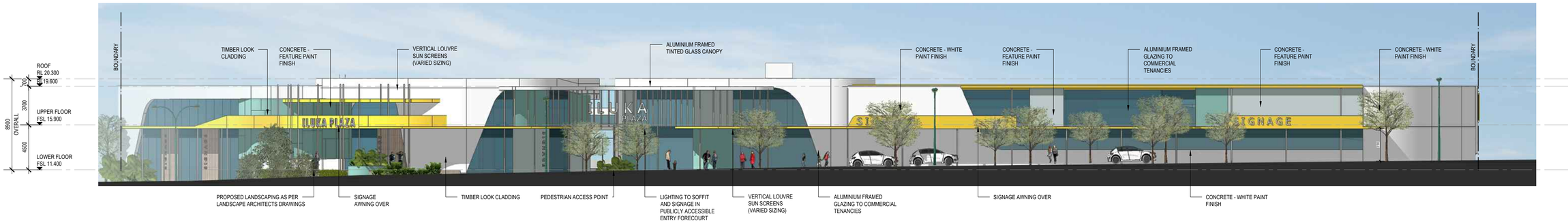
TITLE

UPPER FLOOR PLAN

SCALE	DRAWN	CHECKED
1:200 @ A1	LM	LA

PROJECT #	DRAWING #	ISSUE
18031	**A02.01**	**E**

NOTE. Contractor to check and verify all dimensions, levels, and angles on site before commencing. All construction work to be in accordance with the building code of Australia, approved documents and relevant Australian Standards.



SOUTH ELEVATION (O'MARA BOULEVARD)

SCALE 1:200 @ A1

0 5m 10m

NORTH ELEVATION

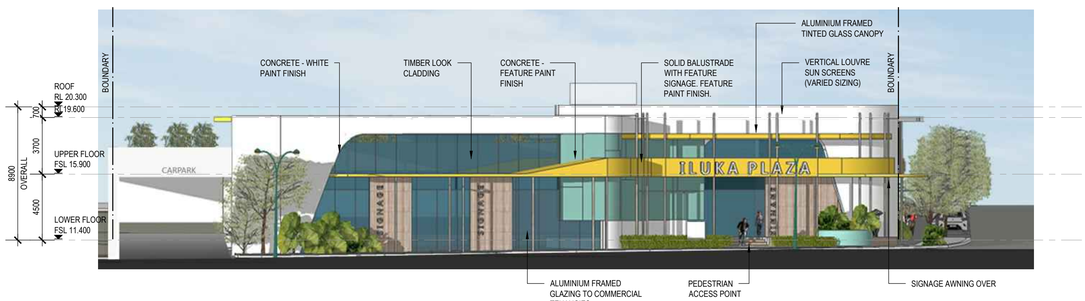
SCALE 1:200 @ A1

0 5m 10m

EAST ELEVATION (CALIS AVENUE)

SCALE 1:200 @ A1

0 5m 10m



WEST ELEVATION (BURNS BEACH ROAD)

SCALE 1:200 @ A1

0 5m 10m

ISSUE	DATE	DESCRIPTION	DRN.	APP.
C	20/02/19	DRP REVISIONS	LM	LA
B	05/02/19	DRP REVISIONS	LM	LA
A	29/11/18	DEVELOPMENT APPROVAL	LM	LA

DEVELOPMENT APPROVAL

dmg ARCHITECTURE

DESIGN MANAGEMENT GROUP level 2 1008 hay street perth 6000
telephone +61 8 9212 8888 | facsimile +61 8 9212 8822
info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

PROJECT

ILUKA PLAZA
LOT 9040 (#98) O'MARA BOULEVARD
ILUKA, WA 6028

TITLE

ELEVATIONS

SCALE	DRAWN	CHECKED
1:200 @ A1	LM	LA

PROJECT #	DRAWING #	ISSUE
18031	**A03.01**	**C**

ILUKA PLAZA

O'MARA BOULEVARD, ILUKA WA

DEVELOPMENT APPLICATION
PREPARED FOR THE CITY OF JOONDALUP ON 29/11/2018

A00.00	COVER PAGE
A01.01	SURVEY PLAN
A01.02	SITE PLAN
A02.01	LOWER FLOOR PLAN
A02.02	UPPER FLOOR PLAN
A03.01	ELEVATIONS
A04.01	SITE SECTIONS
A05.01	PERSPECTIVES

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PERSPECTIVE 1
NTS

PERSPECTIVE 2
NTS

PERSPECTIVE 3
NTS

NOTE. Contractor to check and verify all dimensions, levels, and angles on site before commencing. All construction work to be in accordance with the building code of Australia, approved documents and relevant Australian Standards.

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PROJECT

ILUKA PLAZA
LOT 9040 (#98) O'MARA BOULEVARD
ILUKA, WA 6028

TITLE

PERSPECTIVES

SCALE	DRAWN	CHECKED
NTS	LM	LA

PROJECT #	DRAWING #	ISSUE
18031	**A05.01**	**A**


Acer negundo


Cyathea cooperi


Eucalyptus caesia 'Silver Princess'


Hakea laurina


Lagerstroemia indica


Melaleuca quinquenervia


Pistacia chinensis


Aspidistra elatior


Boronia heterophylla


Clivea miniata


Coleonema alba


Correa pulchella


Correa reflexa


Lomandra sp


Philodendron selloum


Dampiera linearis


Eremophila glabra prostrate


Grevillea thelemanniana 'Walkway Wanderer'


Scaevola 'Pink Perfection'


Trachelospermum jasminoides

LEGEND

- EXTENT OF WORKS
- LOT BOUNDARY
- CONCRETE PAVING TO MATCH EXISTING
- FEATURE PAVING
- PLANTING MIX A
- PLANTING MIX B
- PLANTING MIX C (SHADED AREAS)
- PLANTING MIX D
- ORGANIC MULCH (75mm DEPTH)
- NATURE PLAY AREA
- CIRCULAR POT PLANTS

NOTES

1. ALL PLANTING TO BE SET BACK 500mm FROM PAVING & HARDSCAPES;
2. SPRINKLERS TO BE SET BACK 300mm FROM BACK OF KERBS;

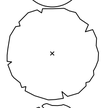
PLANT SCHEDULE

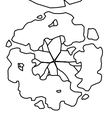

ACER NEGUNDO


CYATHEA COOPERI

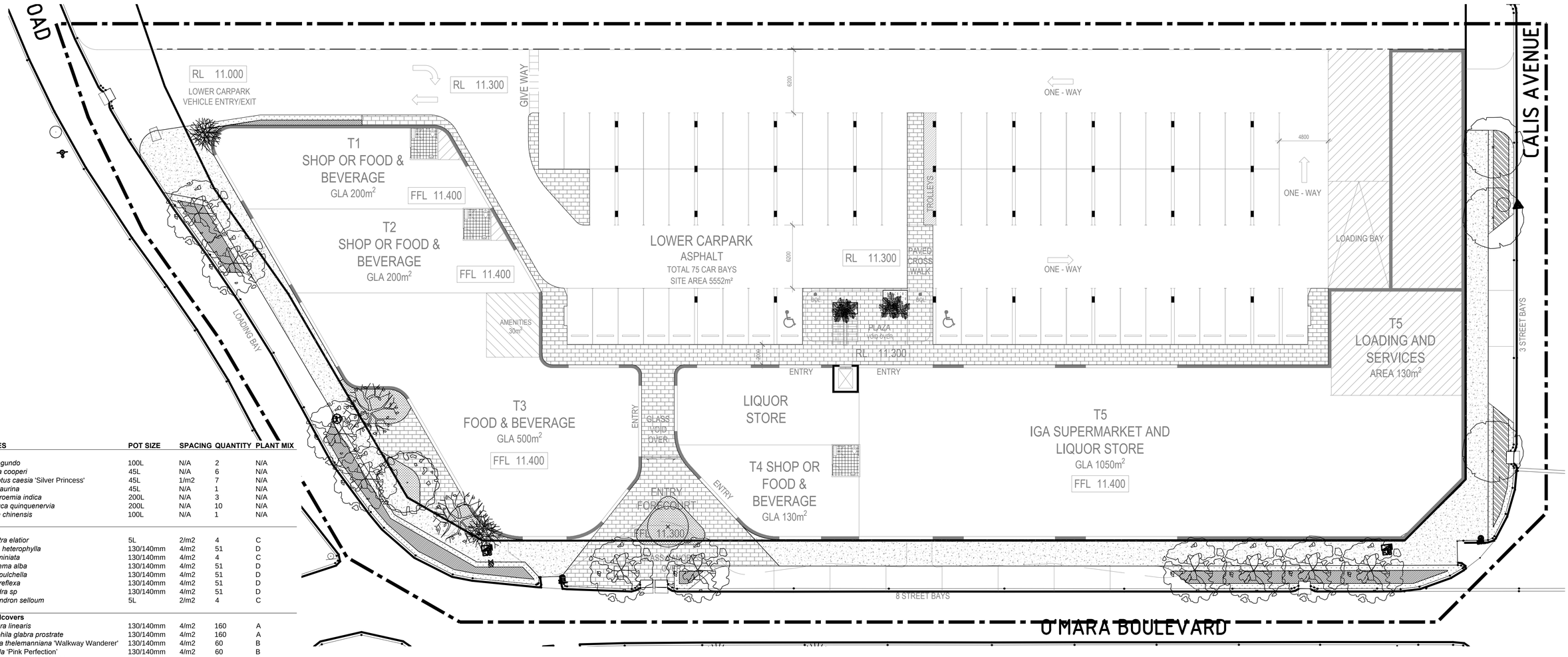

EUCALYPTUS CAESIA 'SILVER PRINCESS'


HAKEA LAURINA


LAGERSTROEMIA INDICA


MELALEUCA QUINQUENERVIA


PISTACIA CHINENSIS



SPECIES	POT SIZE	SPACING	QUANTITY	PLANT MIX
Trees				
Acer negundo	100L	N/A	2	N/A
Cyathea cooperi	45L	N/A	6	N/A
Eucalyptus caesia 'Silver Princess'	45L	1/m2	7	N/A
Hakea laurina	45L	N/A	1	N/A
Lagerstroemia indica	200L	N/A	3	N/A
Melaleuca quinquenervia	200L	N/A	10	N/A
Pistacia chinensis	100L	N/A	1	N/A
Shrubs				
Aspidistra elatior	5L	2/m2	4	C
Boronia heterophylla	130/140mm	4/m2	51	D
Clivea miniata	130/140mm	4/m2	4	C
Coleonema alba	130/140mm	4/m2	51	D
Correa pulchella	130/140mm	4/m2	51	D
Correa reflexa	130/140mm	4/m2	51	D
Lomandra sp	130/140mm	4/m2	51	D
Philodendron selloum	5L	2/m2	4	C
Groundcovers				
Dampiera linearis	130/140mm	4/m2	160	A
Eremophila glabra prostrate	130/140mm	4/m2	160	A
Grevillea thelemanniana 'Walkway Wanderer'	130/140mm	4/m2	60	B
Scaevola 'Pink Perfection'	130/140mm	4/m2	60	B
Trachelospermum jasminoides	130/140mm	4/m2	8	C

project:
BEAUMARIS BEACH DEVELOPMENT N3
Lot 9040 O'Mara Boulevard, Iluka

drawing title:
LANDSCAPE CONCEPT PLAN
Ground Floor

rev :	issue :	date :
A	COUNCIL DA	24-11-2018

NORTH

file no.

drawing no. 18030-L01

revision A

scale 1:200 @ A1

0 2 4 6 8 m

BLACKWELL & associates
landscape architects & urban designers
PO Box 4154, Mosman Park, WA 6012

LEGEND

- EXTENT OF WORKS
- LOT BOUNDARY
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- FEATURE PAVING
- PLANTING MIX A
- PLANTING MIX B
- PLANTING MIX C (SHADED AREAS)
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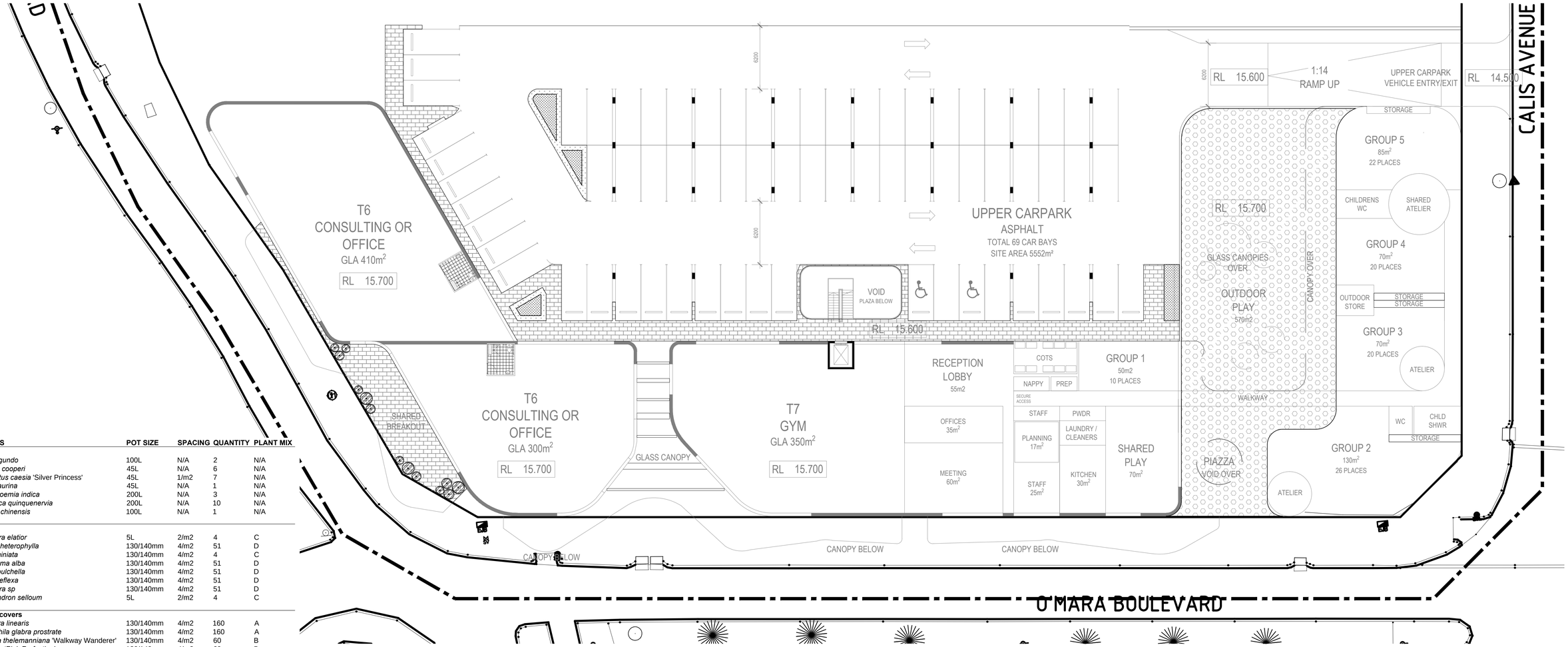
- *CYATHEA COOPERI*
- *EUCALYPTUS CAESIA 'SILVER PRINCESS'*
- *HAKEA LAURINA*
- *LAGERSTROEMIA INDICA*
- MELALEUCA QUINQUENERVIA
- PISTACIA CHINENSIS



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project:
BEAUMARIS BEACH DEVELOPMENT N3
Lot 9040 O'Mara Boulevard, Iluka

drawing title:
LANDSCAPE CONCEPT PLAN
First Floor

rev :	issue :	date :
A	COUNCIL DA	24-11-2018

NORTH

file no.

drawing no. 18030-L02

revision A

scale 1:200 @ A1

0 2 4 6 8 m

BLACKWELL & associates
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PO Box 4154, Mosman Park, WA 6012

DYNAMIC PLANNING
AND DEVELOPMENTS

Town Planning
Development Application Report

Part of Lot 9040 (No. 34) Kallatina Drive, Iluka

Prepared for
AGEM Property Group

AGEM
PROPERTY GROUP

Project No: 840
December 2018

Prepared for
AGEM Property Group
1/10 Geddes Street
BALCATTA WA 6021

History and Status of this Document

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DYNAMIC PLANNING
AND DEVELOPMENTS

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DYNAMIC PLANNING AND DEVELOPMENTS

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Appendix 2: Development Plans
Appendix 3: Acoustic Report
Appendix 4: Traffic Report
Appendix 5: BAL Assessment and Report

1.0 INTRODUCTION

Dynamic Planning and Developments Pty Ltd (DPD) act on behalf of AGEM Property Group, the proponent of Part Lot 9040 (No. 34) Kallatina Drive, Iluka (herein referred to as the 'subject site').

DPD has prepared the following report in support of an Application for Approval to Commence Development for a mixed use commercial complex that will cater for a variety of commercial land uses and create a 'Local Centre' for nearby residents to enjoy.

The following report will discuss various issues pertinent to the proposal, such as:

- Existing and surrounding land uses;
- Zoning details;
- Development and design approach;
- Strategic planning considerations;
- Statutory planning considerations; and,
- Development standards and form.

The subject site forms part of the Iluka Structure Plan and is located adjacent to the Iluka Foreshore Reserve which fronts the Indian Ocean. Surrounding the subject site is a rapidly growing residential area in a popular coastal suburb.

The subject site includes one (1) existing freehold lot that has an area of 10,328m^2. It is noted that the proposed development will only occupy 5,552m^2 with the remainder of the site to be subdivided and developed separately. With four (4) public roads fronting the subject site, the development team has taken significant consideration and effort to produce a development design that is robust in its long term use and its contribution to the O'Mara Boulevard streetscape and the surrounding residential areas.

Through careful and intelligent site planning, an excellent development layout has ensued to optimise the development yield of the subject site whilst ensuring that integration with the surrounding environment is achieved with harmony.

As further described in succeeding sections of the report, the proposed development is largely compliant with the relevant statutory and strategic planning considerations applied by the City. Therefore, the proposal is considered to warrant favourable consideration and approval from the applicable planning authorities.

2.0 SITE DETAILS

2.1 Legal Description

Lot 9040 (No. 34) Kallatina Drive, Iluka is legally described as 'Lot 9040 on Plan 411177' and is wholly contained on Volume 2936; Folio 923.

The area of the subject site is 10,328m², however the development application is only for a 5,552m² portion of the site.

A copy of the Certificate of Title pertinent to the subject site is contained in Appendix 1.

2.2 Locational and Land Use Context

2.2.1 Regional and Local Context

The subject site is located within the City of Joondalup municipal area, approximately 30 kilometres north of the Perth Central Business District and 5 kilometres west-north-west of the Joondalup City Centre.

The subject site is serviced via Burns Beach Road which provides further connections to other regional roads such as Marmion Avenue and the Mitchell Freeway. These road networks ensure that the subject site has excellent regional road access and egress which is essential for a vibrant Local Centre.

At a local level, the subject site fronts Burns Beach Road, O'Mara Boulevard, Calis Avenue and Mykonos View. Access to proposed commercial centre will occur from Burns Beach Road and Calis Avenue.

Figures 1 and 2 depicts the subject site in its regional and local context, respectively.

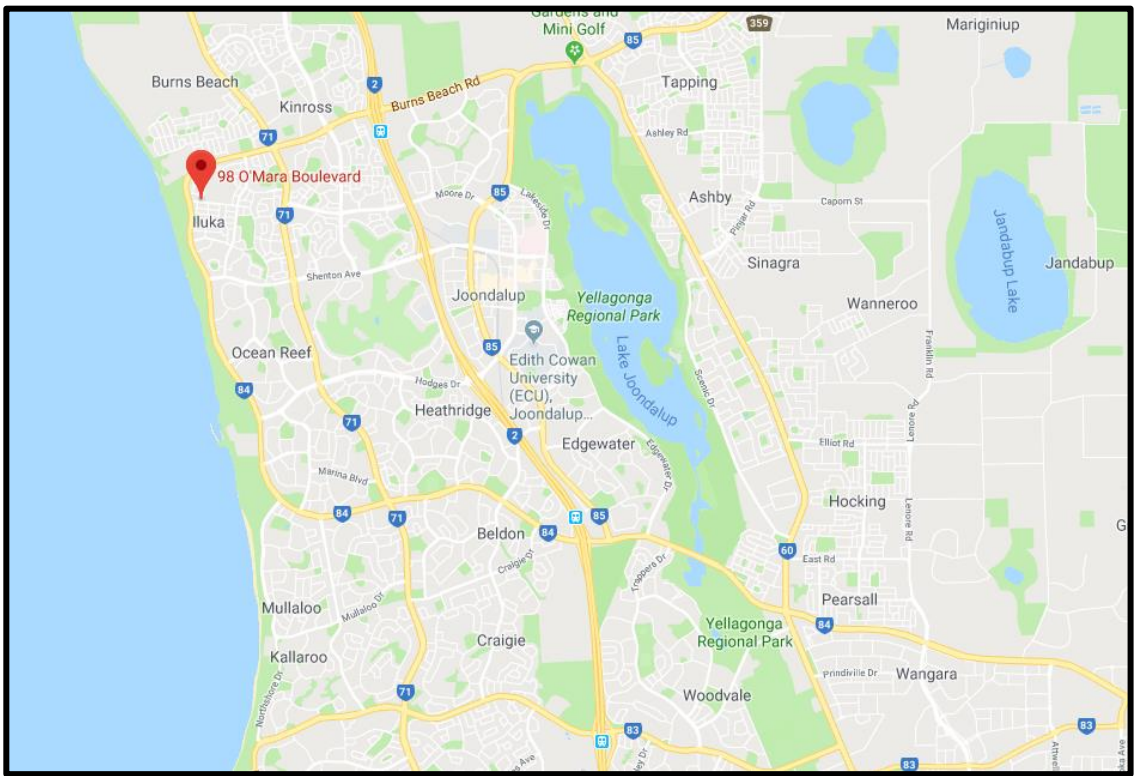

Figure 1 – Regional Context (Source: Google Maps)

DYNAMIC PLANNING AND DEVELOPMENTS

Figure 2 – Iluka Plaza Local Context

2.2.2 Existing and Surrounding Land Uses

The subject site is located within a rapidly growing residential area with single house developments surrounding the property. To the south of the subject site is another 'Commercial' zoned property which remains vacant, similar to the subject site. It is noted that on the 'Commercial' zoned property to the south of the subject site there is a planned luxury resort style retirement complex known as 'Odyssey Residences at Beaumaris Beach'. It is proposed that there will be 58 private residences 300m from the shoreline and surrounded by landscaped green space and a high level of resident amenity.

In addition to the proposed development and the 'Odyssey Residences' there is a proposed twenty four (24) apartment development which will also be located at the subject site on Lot N2, as illustrated in Figure 3 below. Of relevance to this proposal is that access to the apartment development will occur via a shared crossover from Burns Beach Road. This crossover has been incorporated into the design of both developments and it is envisaged that an access easement will be established over this portion of land through a condition of approval, prior to the occupation of either development.

Figure 3 below provides a contextual reference of where the proposed 'Odyssey Residences' and the proposed apartment development will be located in comparison to the subject proposal. Figures 4-7 depict various photographic images of the subject site and surrounds.

Figure 3 – Location of the surrounding development

Figure 4 – View of the subject site from the corner of Burns Beach Road and O'Mara Boulevard

Figure 5 – View of the subject site from the corner of Burns Beach Road and Mykonos View

Figure 6 – View of the subject site from the corner of Mykonos View and Calis Avenue

Figure 7 – View of the subject site from the corner of O'Mara Boulevard and Calis Avenue

3.0 PROPOSED DEVELOPMENT

As outlined in the introduction of this report, the proposed development is a two (2) storey multi-tenancy commercial complex located within the Iluka Structure Plan area. It will provide a number of important services and increased amenity to existing and future populations. Appendix 2 contains a set of Development Plans and rendered images of the proposal.

Due to the size of the proposed development and its opportunity to front three (3) public roads, a well experienced project team was assembled to drive this project. The development design has been the subject of significant input from a project team consisting of the following disciplines:

- Town planning (Dynamic Planning and Developments): to ensure that an appropriate urban form and streetscape can be achieved through appropriate site and lot layout planning within the realm of planning regulations;

- Architect (DMG Architecture): to ensure that spatial layout and tenancy makeup of the development is optimised to promote a main street feel along O'Mara Boulevard as well as prioritising useability and amenity for the end user;

- Property Advisor (Altegra Property Group): to ensure that designs are practical and attractive to suit current and forecasted market trends;

- Traffic Engineer (Uloth and Associates): to ensure that the impacts of the traffic likely to be generated by the proposal won't negatively impact the surrounding road network as well as ensuring parking and access for the development is sufficient.

- Acoustic Consultant (Herring Storer Acoustics): to ensure that the impact of the proposed development, particularly the childcare centre does not unduly impact the surrounding residential properties.

- Bushfire Consultant (Natural Area): to prepare a BAL assessment that guides design requirements to ensure compliance with the applicable bushfire guidelines.

- Developer (AGEM Property Group): to ensure the overall development is appealing and unique to the marketplace and, importantly, is viable.

To set the visual scene, Figures 8 and 9 below present 3D montage images of the proposal.

Figure 8 – Iluka Plaza Perspective from Burns Beach Road

DYNAMIC PLANNING AND DEVELOPMENTS

Figure 9 – Iluka Plaza Perspective from O'Mara Boulevard

Through the initial site/lot layout planning, attention to the surrounding land uses and applicable planning regulations has resulted in an excellent multi-tenancy commercial development proposal, which can be summarised as follows:

- A total of eight (8) commercial tenancies across two storeys are proposed as part of this development with a total Gross Leasable Area (GLA) of 4,670m^2. It is intended that these tenancies will have various land use approvals over them to promote flexibility with respect to potential tenants and reduce the need for future change of use applications. Further discussion regarding land use will be provided in subsequent sections.

- The ground floor of the proposed development will have five (5) separate tenancies and will comprise of a mix of uses that will activate both the O'Mara Boulevard and Burns Beach Road streetscapes. The anchor tenant for the development – IGA, will occupy the majority of the ground floor (1,050m^2 GLA) and will have an associated liquor store as part of the tenancy. The remaining ground floor tenancies are intended to meet the retail and food and beverage needs of the local community.

- The ground floor of the proposed development will also provide a pedestrian walkway that will allow access from O'Mara Boulevard through to the parking area at the rear of the development which will be where all deliveries, waste collection and customer parking will be located. To promote ease of access to the ground floor parking area there will be a full access crossover located on Burns Beach Road which will be shared by an adjoining development.

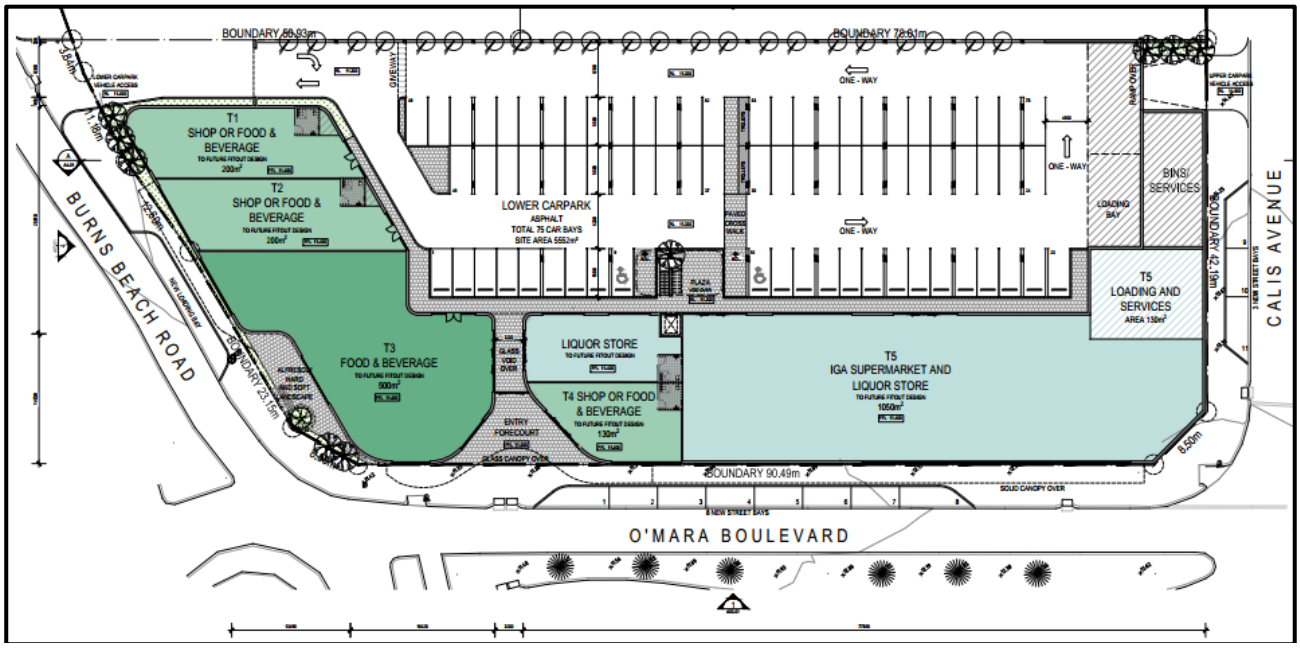

Figure 10 – Proposed ground floor layout

- The upper floor of the proposed development will have an additional four (4) tenancies. It is envisaged that the upper floor will comprise of a childcare, a gym and other professional office/consulting room uses. In addition to the commercial tenancies there will also be a number of parking bays provided on the upper floor in order to address the applicable parking standards. Access to these upper floor parking bays will be provided off Calis Avenue.

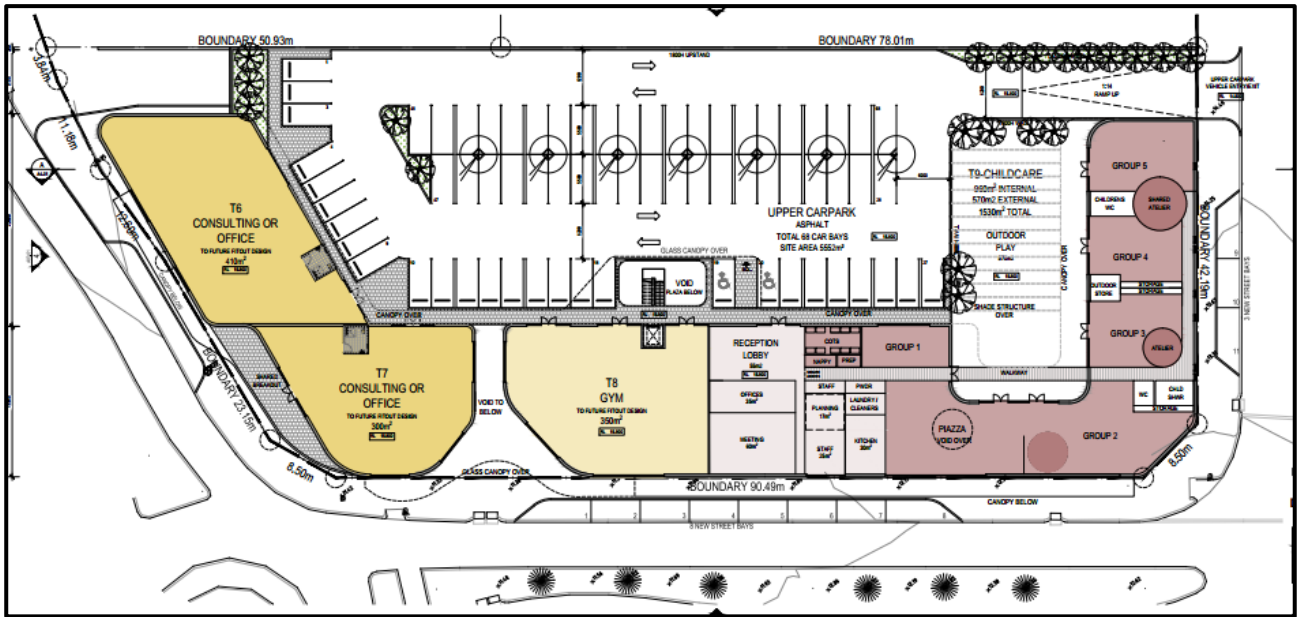

Figure 11 – Proposed upper floor layout

- A total of one hundred and forty three (143) on-site parking bays are provided to service the development across two levels. An additional 11 bays will be provided on the O'Mara Boulevard and Calis Avenue streetscape.

- Coordinated landscaping of the subject site to provide a mix of hard and soft landscaping across two levels has been included to give the development a soft coastal feel whilst also screening the proposed parking and service areas.

- Two (2) crossovers into the site are proposed – one (1) full access crossover from Burns Beach Road, providing access the ground floor parking and one (1) full access crossover from Calis Avenue providing access to the upper floor parking area. Access to the proposed development is considered to be safe and functional.

- With regard to the design treatment of the proposal, a significant effort has been made to activate the streetscape along O'Mara Boulevard through use of varied textures and colours to building materials, recessed and embossed features, upper level windows and canopies and architectural treatments to large wall panels including features screens.

The proposed development is a culmination of excellent planning, design and liaison across the entire spectrum of the development sector. As detailed in succeeding sections of the report, the proposed development is compliant with the relevant and applicable planning regulations and where departures are required, appropriate justification is provided to warrant the proposed development to be approved.

4.0 TOWN PLANNING CONSIDERATIONS

4.1 Metropolitan Region Scheme

The subject site is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (MRS).

The proposed development is consistent with the 'Urban' MRS zoning and warrants approval accordingly.

4.2 City of Joondalup – Local Planning Scheme No. 3

4.2.1 Zoning

The subject site falls within the area covered by the City of Joondalup Local Planning Scheme No. 3 (LPS No. 3). Under the provisions of LPS No. 3, the subject site is zoned 'Urban Development'.

Part 3, Clause 16 of LPS No. 3 outlines the objectives of the 'Urban Development' zone as follows;

(a) To provide an intention of future land use and a basis for more detailed structure planning in accordance with the provisions of this Scheme;

(b) To provide for a range of residential densities to encourage a variety of residential accommodation; and

(c) To provide for the progressive and planned development of future urban areas for residential purposes and for commercial and other uses normally associated with residential development.

The proposed development provides a range of commercial use types which are intended to complement each other and provide important services to the surrounding residential population. The proposal makes a significant concerted effort to provide a strong positive visual contribution to the surrounding streetscapes by ensuring that, where possible, buildings will be constructed to provide visual interest to both pedestrians and vehicular traffic whilst simultaneously facilitating the passive surveillance of all three streetscapes that the development fronts.

With consideration of the above, the proposal is entirely consistent with the objectives of the subject site's 'Urban Development' zoning and warrants approval accordingly.

4.3 City of Joondalup – Iluka Structure Plan

4.3.1 Zoning

The subject site also falls within the area covered by the Iluka Structure Plan. Under the provisions of the Iluka Structure Plan the subject site is zoned 'Commercial'. The objectives of the 'Commercial' zone, as outlined in the Iluka Structure Plan are in addition to those outlined in LPS No. 3. As such, the 'Commercial' zone objectives affecting the property are as follows:

<u>Iluka Structure Plan</u>

- *To provide efficient and safe access arrangements with pedestrian/cycle priority;*
- *To promote buildings with active street frontages, which properly address the street and public spaces;*
- *To encourage high standards of built form and streetscape;*
- *To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality; and,*

- *To ensure any commercial uses are reflective of the local scale of the centre, primarily serving the needs of the local community.*

LPS No. 3

- *To provide for a range of shops, office, restaurants and other commercial outlets in defined town sites or activity centres;*
- *To maintain the compatibility with the general streetscape, for all new building in terms of scale, height, style, materials, street alignment and design of facades or improve the existing streetscape*.

The proposed development is considered to appropriately meet the objectives of the 'Commercial' zone in that the development has been designed to prioritise the pedestrian and create a main street ambiance to the O'Mara Boulevard street frontage. Any vehicle access, parking or servicing areas will occur to the rear of the development and will be appropriately screened from the street.

The design of the building itself is of a high standard and considers the surrounding residential and proposed aged care land uses. In addition to this, it will also provide commercial uses of an appropriate scale that will service the local community and improve the amenity of the area.

4.3.2 Use Class Permissibility

Further to the above, the Iluka Structure Plan also outlines that the uses permitted within the 'Commercial' zone will be as per the 'Commercial' zone, in LPS No. 3. In this regard, it is noted that the Structure Plan discourages a number of uses that are ordinarily capable of being contemplated under a 'Commercial' zoning. Those uses are summarised below:

- Liquor Store – Large;
- Night Club;
- Restricted Premises;
- Tavern;
- Vehicle Sales/Hire Premises; and
- Veterinary Hospital.

As noted in preceding sections the proposed development is seeking multiple land use approvals for each tenancy in order to create flexibility for the leasing market and also reduce the need for subsequent change of use applications. The below table details the uses being applied for with a clear distinction between ground floor uses and first floor uses in order to ensure that only active uses are permitted on the ground floor in accordance with the intended vision for the O'Mara Boulevard streetscape.

Use Class	Definition	Permissibility
Ground Floor		
Liquor Store – Small	Means premises the subject of a liquor store licence granted under the *Liquor Control Act 1988* with a net lettable area of not more than 300m^2.	Permitted (P)
Restaurant/Cafe	Means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licenced under the *Liquor Control Act 1988*.	Permitted (P)
Shop	Means premises other than a bulky goods showroom, a liquor store – large or a liquor store – small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services.	Permitted (P)
First Floor		
Childcare Premises	Means premises where: a) An education and care service as defined in the *Education and Care Services National Law (Western Australia)* section 5(1), other than a	Discretionary (D)

Use Class	Definition	Permissibility
	family day care service as defined in that section, is provided; or b) A child care service as defined in the *Child Services Act 2007* section 4 is provided.	
Consulting Rooms	Means premises use by no more than 2 health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care.	Permitted (P)
Medical Centre	Means premises other than a hospital, used by 3 or more health practitioners at the same time for the investigation or treatment of human injuries or ailments and for general outpatient care.	Permitted (P)
Office	Means premises used for administration, clerical, technical, professional or similar business activities.	Permitted (P)
Recreation – Private	Means premises that are: a) Used for indoor or outdoor leisure, recreation or sport; and b) Not usually open to the public without charge.	Discretionary (D)

Table 1 – Land Use Permissibility

With consideration of the above, the all of the proposed uses are either 'Permitted (P)' or 'Discretionary (D)' in the 'Commercial' zone suggesting that they are appropriate for approval.

4.4 City of Joondalup – Iluka Local Centre Local Development Plan

In accordance with applicable development provisions outlined within the Iluka Structure Plan, the Iluka Local Centre Local Development Plan has been prepared to guide subdivision and development on the subject site.

The Iluka Local Centre Local Development Plan, prescribes a range of development requirements to be addressed in the design of any subdivision or development. These requirements have been discussed further in the subsequent 'Development Standards' section of this report.

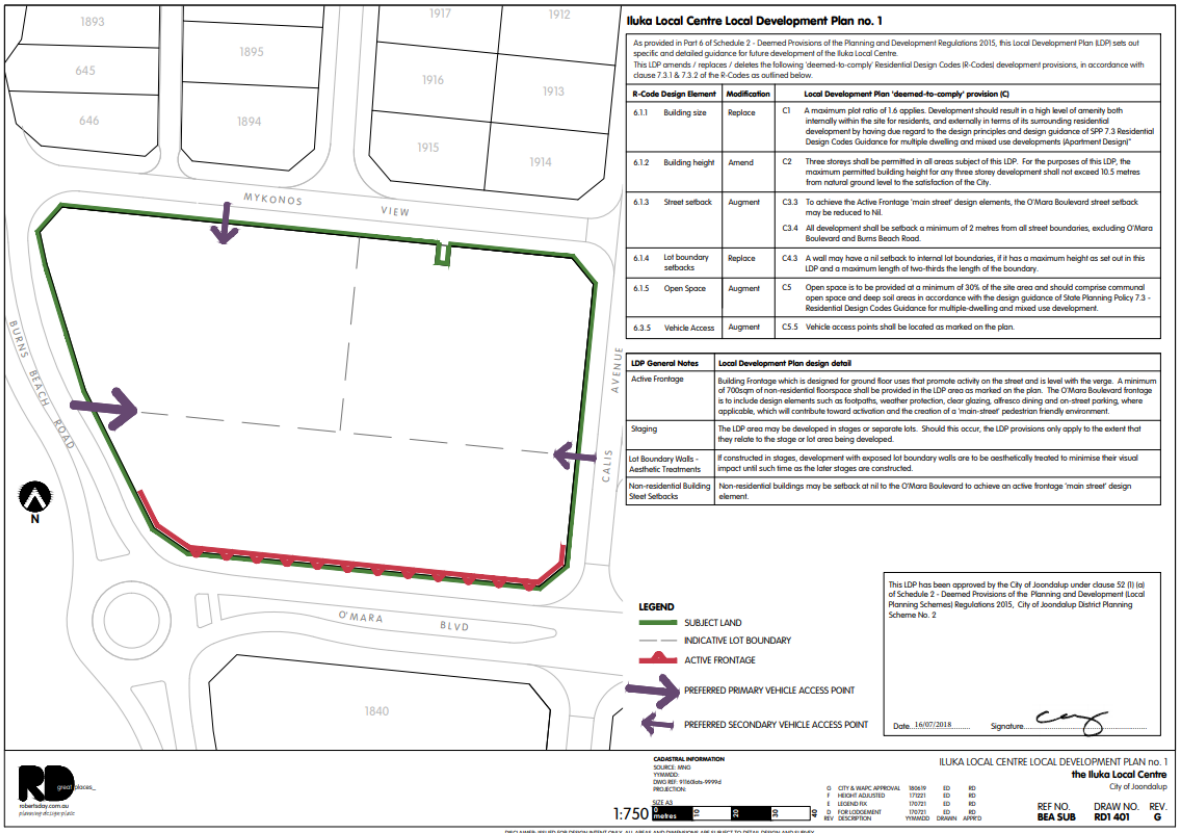

Figure 12 – Iluka Local Centre Local Development Plan 1

DYNAMIC PLANNING AND DEVELOPMENTS

5.0 DEVELOPMENT STANDARDS

5.1 Summary Table

With regard to *development standards*, the proposal has been assessed against the following:

- Clause 6.2 of the Iluka Structure Plan;
- Iluka Local Centre Local Development Plan No. 1;
- Child Care Centres Local Planning Policy; and
- Commercial, Mixed Use and Service Commercial Zone Local Planning Policy (requirements not already addressed through the Iluka Structure Plan or Local Development Plan No. 1)

The proposal's assessment against applicable development standards has been summarised in the below table.

Development Standard	Requirement	Proposed	Compliant ✓ or ✗
Clause 6.2 – Iluka Structure Plan			
Clause 6.2.3	**A minimum allowance for 1500sqm of non-residential floor space generally fronting O'Mara Boulevard shall be provided on land within the Commercial Zone, with non-residential uses to frame both sides of the road reserve to create a 'main-street' pedestrian environment.**	**A total of 1,680sqm of non-residential floor space is proposed fronting O'Mara Boulevard.**	✓
Clause 6.2.3	**A maximum building height restriction of three storeys shall apply for all development within the Commercial Zone.**	**The proposed development is two storeys in height.**	✓
Clause 6.2.7	**For all non-residential land uses, parking shall be provided on-site at a ratio of 1 bay per 20sqm of net lettable floor area.**	**Proposed NLA as per the Traffic Report prepared by Uloth and Associates (contained in Appendix 4):** • **T1-T4 – 412sqm (assumed 40% of tenancy will be NLA area)** • **T5 – 735sqm (assumed 70% of tenancy will be NLA area)** • **T6 – 639sqm (assumed 90% of tenancy will be NLA area)** • **T7 – 245sqm (assumed 70% of tenancy will be NLA area)** • **T8 – 960sqm (assumed outdoor play area is excluded from NLA)** **Total NLA area = 2,991sqm.** **Based on the proposed NLA areas noted above the proposed development requires 150 on-site car bays and there has been a total of 143 provided.**	✗
Iluka Local Centre Local Development Plan No. 1 (LDP1)			
Building Size	**A maximum plot ratio of 1.6 applied.**	**A plot ratio of 0.84 is proposed on the portion of the subject site containing the development.**	✓

Development Standard	Requirement	Proposed	Compliant ✓ or ✗
Building Height	**Three storeys is permitted in all areas subject of the LDP. For the purposes of the LDP, the maximum permitted building height for any three storey development shall not exceed 10.5 metres from natural ground level to the satisfaction of the City.**	**The proposed development is only two storeys in height and 8.9m above the natural ground level at the highest point.**	✓
Street Setback	**To achieve the Active Frontage 'main street' design elements, the O'Mara Boulevard street setback may be reduced to nil.**	**The proposed setbacks are as follows:** • **O'Mara Boulevard = nil** • **Burns Beach Road = nil** • **Calis Avenue = nil**	✓
			✓
	All Development shall be setback a minimum of 2 metres from all street boundaries, excluding O'Mara Boulevard and Burns Beach Road.		✗
Vehicle Access	**Vehicle access points shall be located as marked on the plan.**	**The proposed crossovers providing access and egress to the site are in the designated locations as shown on LDP1.**	✓
Active Frontage	**Building Frontage which is designed for ground floor uses that promote activity on the street and is level with the verge. A minimum of 700sqm of non-residential floor space shall be provided in the LDP area as marked on the plan. The O'Mara Boulevard frontage is to include design elements such as footpaths, weather protection, clear glazing, alfresco dining and on-street parking, where applicable, which will contribute toward activation and the creation of a 'main-street' pedestrian friendly environment.**	**A total of 1,680sqm of active non-residential floor space is provided in the portion of the site marked red on LDP1** **The O'Mara Boulevard frontage incorporates the following design elements:**	✓
		• **Footpaths;** • **Clear glazing;** • **Canopies for weather; protection; and** • **On-street parking.**	✓
Staging	**The LDP area may be developed in stages or separate lots. Should this occur, the LDP provisions only apply to the extent that they relate to the stage or lot area being developed.**	**It is noted that development on the subject property will be staged with this application forming Stage 1.**	✓
Lot Boundary Walls – Aesthetic Treatment.	**If constructed in stages, development with exposed lot boundary walls are to be aesthetically treated to minimise their visual impact until such time as the later stages are constructed.**	**It is envisaged that any required boundary walls/retaining will have minimal impact on the proposed development.**	✓
Child Care Centres Policy			
Neighbouring Uses	**It must be demonstrated that a child care centre does not have an undue impact on surrounding uses.**	**The proposed acoustic report demonstrates that the proposed childcare will not negatively impact the adjoining residential uses.** **In addition to noise the traffic report also indicates that there will be no undue impact on surrounding properties from a traffic perspective.**	✓
Road Hierarchy	**Child care centres should be located on Local Distributor Roads in such a manner that they would not conflict with traffic control devices and would not encourage the use of nearby Access Roads for turning movements.**	**The proposed childcare centre is located on two local distributor road being O'Mara Boulevard and Burns Beach Road.**	✓

Development Standard	Requirement	Proposed	Compliant ✓ or ✗
Traffic Impacts and Safety	**Minimise disruption of existing traffic safety measures and traffic flows in close proximity to proposed child care centres, the potential for substantial traffic increases and the provision of safe access to proposed on-site car parking areas.**	**Access and egress to the proposed childcare centre has been well thought out with a substantial parking area in close proximity to the centre as well as on-street parking bays for prompt drop off and pick up.**	✓
Design and Location of Car Parking	**Car parking is to be located on-site in an arrangement that enables a free flow of traffic movement internal and external to the site.**	**The proposed upper floor parking area is designed to enable free flow traffic movements.**	✓
	Vehicle access to and from must enable vehicles to move in a forward direction.	**Vehicles visiting the site will be able to enter an exit the site in a forward gear via the crossover onto Calis Avenue.**	✓
Outdoor Play Areas	**Outdoor play areas should be located away from adjoining noise-sensitive premises, where possible.**	**The proposed outdoor play area fronts the proposed parking area and is shielded by the internal childcare areas from the adjoining residential dwellings on the opposite side of Calis Avenue.**	✓
	A portion of the outdoor play area with play equipment is required to be covered with a shade structure for sun protection.	**A portion of the outdoor play area includes a canopy connected to the internal area.**	✓
Noise Attenuation	**The layout and design of child care centres must include noise attenuation measures to reduce the impact of the use on adjacent and surrounding properties**	**The proposed noise impacts have been assessed by a suitably qualified acoustic engineer with appropriate measures to be put in place in accordance with the recommendations of their report.**	✓
	A noise impact assessment report must be submitted with applications to the City for child care centres.	**A noise impact assessment is contained in Appendix 3.**	✓
Operating Times	**Days and times of operation are restricted to 7 am to 6 pm weekdays and 8 am to 1 pm Saturday, unless otherwise approved by the City.**	**The proposed operating hours of the childcare will be 7am to 6pm on weekdays.**	✓
Commercial, Mixed Use and Service Commercial Zone Local Planning Policy			
Built Form and Design	**Materials:** • **Buildings must be constructed of high quality materials including but not limited to stone, concrete, brick, timber and glass.** • **Concrete walls that are visible from an adjoining property or public realm must be painted and provided with an articulated or detailed finish.**	**The proposed development incorporates the following material into the design:** • **Timber look cladding;** • **Aluminium framed glazing; and** • **Concrete.**	✓

	Articulation:
	• **Building must incorporate appropriate design features to enhance appearance, create visual interest and reduce blank walls, including a combination of the following:**
	  ○ **Varied colours, textures, finishes and materials;**
	  ○ **Varied roof forms and design;**
	  ○ **Balconies and balustrades; and**
	  ○ **Windows, screens and sun shading devices.**
		The proposed design of the building has been created with the intent of promoting visual interest in the site and street activation along O'Mara Boulevard. In this regard the proposed development incorporates the following features:
		  ○ **Balcony and forecourt areas;**
		  ○ **Canopies over the pedestrian footpaths;**
		  ○ **Varied colours, textures, finished and materials; and**
		  ○ **A large amount of glazing to promote activation.**
			✓

	Windows and Glazing: • **The ground floor commercial frontage must have a minimum of 50% clear glazed windows.**	**The ground floor commercial frontages have frontages that include more than 50% glazed windows.**	✓
	• **The ground floor commercial frontage windows must have a maximum sill height of 700mm above finished floor level.**	**The sill height on the ground floor commercial frontages will not exceed 700mm.**	✓

Development Standard	Requirement	Proposed	Compliant ✓ or ✗
	• Where window security devises are provided, they must be installed on the inside of a window and be 75% visually permeable. • Windows in an external wall which faces north, east or west must be protected from direct summer sun.	No security devices are proposed at this point in time, it is envisaged that this will be dealt with through the internal fitout of each tenancy.	✓
		Window facing north, east or west will be protected by a canopy which will provide appropriate sub protection.	✓
	Commercial Frontage: • Ground Floor external tenancies must have an entrance onto the commercial frontage and be outward facing to facilitate activation of the commercial frontage.	As noted previously specific attention has been given to the activation of O'Mara Boulevard throughout the design process. In this regard all retail or food tenancies will have entrances to and from O'Mara Boulevard and will incorporate a high amount of glazing.	✓
	Building Entrances: • Building entrances must be clearly defined and easily identifiable from the street and public realm. • Building entrances must directly front the street, car park and key pedestrian routes.	All building entry points will be clearly defined across the development and easily visibly for customers walking, driving or riding their bike to the site.	✓
	Pedestrian Shelter: • Buildings must provide continuous pedestrian shelter along all commercial frontage to a minimum height of 3m and a minimum depth of 1.5m.	The proposed development incorporates a canopy over the pedestrian footpath that will be 4.5m in height and greater than 1.5m in depth.	✓
Retaining Walls	Retaining walls visible from a street or car park greater than 1m in height must be tiered so no tier is greater than 1m in height. A landscaping area of no less than 1m in width shall be provided between the tiers.	No retaining greater than 1m will be provided.	✓
Scooter and Motorbike Parking	For every 30 car bays required, the 30th car bay shall be replaced with 2 scooter/motorcycle parking bays to be designed in accordance with the relevant Australian standards.	No motorcycle or scooter parking has been provided	✗
Bicycle Parking	Recreation – Private, Restaurant/Café: • 1 per 50 people accommodated (visitor)	• Visitor – Approximately 100 people accommodated = 2 bays Total Provided: 0 bays	✗
	Shop: • 1 per 500sqm of NLA (visitor) • 1 per 300sqm of NLA (employee)	• Visitor – 1580sqm GFA = 3.2 bays • Employee – 1580sqm GFA = 5.3 bays Total Provided: 0 bays	✗
	Office: • 1 space per 1000sqm of NLA (visitor) • 1 space per 200sqm of NLA (employee)	If entirety of T6 was used as an 'Office' • Visitor – 710sqm GFA = 1.4 bays • Employee – 710sqm GFA = 3.6 bays Total Provided: 0 bays	✗
	Consulting Rooms & Medical Centre: • 1 per 4 practitioners (visitor) • 1 per 8 practitioners (employee)	If the entirety of T6 was used for Consulting Rooms / Medical Centre • Visitor – 1.5 bays • Employee – 0.75 bays	✗

Development Standard	Requirement	Proposed	Compliant ✓ or ✗
		Total Provided: 0 bays	
	Liquor Store – Small: • **1 per 50sqm NLA (visitor)** • **1 per 100sqm NLA (employee)**	• **Visitor – 150sqm GFA = 3 bays** • **Employee – 150sqm GFA = 1.5 bays** **Total Provided = 0 bays**	✗
End of Trip Facilities	**All developments that are required to provide 6 or more employee bicycle parking bays must provide end of trip facilities, designed in accordance with the following criteria:** • **A minimum of 1 female and 1 make shower, located in separate change rooms or a minimum of two separate unisex showers and change rooms.** • **Additional shower facilities to be provided at a rate of one shower for every 10 additional bicycle parking bays.** • **A locker for every bicycle parking bay provided.** • **The end-of-trip facilities are to be located as close as possible to the bicycle parking facilities.**	**Each tenancy in the proposed development will have end of trip facilities that will have at a minimum a unisex bathroom/change room that will have a toilet and a shower. In this regard the proposed development will have more than sufficient end of trip facilities.**	✓
Landscaping	**% Landscaping:** • **A minimum of 8% of the area of a lot shall be landscaped.** • **The landscaped area shall including a minimum strip of 1.5m wide adjacent to all street boundaries.**	• **There is a total of 427sqm of landscaping proposed which amounts to 7.7% of the subject site.** • **The proposed development doesn't include a 1.5m landscaping strip along all street boundaries.**	✗ ✗
	Size: • **Any landscaped area shall have a minimum width of 1m and distributed in areas of not less than 4sqm.**	**All landscaped areas meet the minimum 1m in width and 4sqm in area.**	✓
	Shade Trees: • **Shade trees shall be provided and maintained in uncovered car parks at the rate of one tree for every four car parking bays.**	**The proposed street parking bays are surrounded by shade trees however, the uncovered upper level car park doesn't include any shade trees.**	✗
Servicing	**Service Access:** • **Service access must be provided to all commercial building to cater for the loading and unloading of goods and waste collection.**	**A designated service area for the development has been provided on the lower level in close proximity to the IGA.**	✓
	Service Yards: • **Service yards must be screened from view and located at the rear of a building.** • **Service yards must not be located directly adjacent to a residential zoned lot.**	**The proposed service area is screened to a certain extent by the topography of the land but there will also be a wall screening the services area from both Calis Avenue and the internal parking area.**	✓
	Bin Storage Area: • **Bin storage areas must be screened from view by a wall not less than 1.8m in height, constructed of brick, masonry or other approved material.** • **Bin storage areas must be accessible to waste collection vehicles and not adversely affect car parking and vehicular or pedestrian access.**	**Bin storage will be provided in the services area, as such it will be hidden from any streetscape and the remainder of the development. It will also be easily accessible as it is envisaged that the waste collection truck will utilise the loading bay to service the bins.**	✓

Development Standard	Requirement	Proposed	Compliant ✓ or ✗
	External Fixtures: • **External fixtures must be screened from view from the street through building design and located on the roof, basement or at the rear of the building.**	**The proposed design of the building will ensure that external fixtures are hidden as best as possible.**	✓
	Lighting: • **To minimise the negative impacts of lighting, lighting is to be installed in accordance with Australian Standard AS4282.**	**Lighting will be installed in accordance with AS4282.**	✓

Table 2 – Development Assessment Table

Based on the above, the proposal presents as a generally compliant proposal with the exception of a few minor provisions as illustrated. Where a variation is sought, the City of Joondalup LPS3 provides the discretion to vary the prescribed development requirements. Justification of the variations listed above are provided in detail in the succeeding sections.

5.2 Supporting Reports

5.2.1 Acoustic Report

Herring Storer Acoustics were engaged to conduct an acoustic assessment relating to the proposed development and its noise impact on the surrounding residential properties. Their report summarising their findings has been provided in Appendix 3. In short, it was concluded that:

- Noise emissions from the proposed development will be able to achieve compliance with the *Environmental Protection (Noise) Regulations 1997*.
- Preliminary assessment of the mechanical services reveal that the noise emissions would comply with the *Environmental Protection (Noise) Regulations 1997* so long as screening is provided, which has been included as part of the design for both noise and aesthetic purposes.
- Noise emissions from the delivery vehicles within the loading docks will comply with the regulatory requirements at all times.
- Noise emissions from the children playing in the outdoor play area will also comply with the regulatory requirements at all times, provided a 1800mm high screen / barrier is implemented along the northern edge of the outdoor play area. This will be incorporated into the design of the development.

5.2.2 Traffic Report

Uloth and Associates were engaged to prepare a Traffic Impact Assessment (see Appendix 4) for the proposed development to determine whether or not access and parking for the development was sufficient. The findings of their report have been summarised below:

- The required parking provision for the development would be calculated at a ratio of 1 space per 20sqm of NLA. However, with a significant area taken up by the Child Care Centre, and with varying peak times between the 'Food and Beverage' uses and the 'Consulting or Office' tenancies in particular, it is recommended that the parking analysis investigate the shared parking demands for the combination of uses on the overall site as opposed to simply applying the 1 bay per 20sqm of NLA requirement.
- Through the shared parking demand analysis that was completed, it was identified that the peak demand occurs at 5pm and requires a total of 151 car bays. This results in an on-site parking shortfall of 8 bays which can easily be accommodated in the on-street parking that will be provided (11 bays).
- The proposed development is expected to generate 410 vehicle trips during the PM peak hour and 3,100 vehicle trips per day.
- Traffic distribution is expected to be 40% to and from the north on Burns Beach Road, 40% to and from the south on Burns Beach Road and 20% to and from the east on O'Mara Boulevard.
- With consideration of the expected traffic numbers, it was concluded through a SIDRA analysis that the access driveways will operate at a high Level of Service A during the critical PM peak hour, indicating very good operating conditions with little or no traffic delays.
- The proposed car park layout provides one-way operation which simplifies traffic movements whilst also accommodating the proposed truck movement to and from the supermarket loading dock and communal bin storage area. The vehicle swept paths for the proposed truck indicate that all required turning movements are possible with the widening of the proposed loading dock.

5.2.3 BAL Assessment

Due to the subject site being partially located in a bushfire prone area Natural Area was engaged to prepare a BAL assessment for the subject site (see Appendix 5). It was concluded that the subject site is subject to a BAL rating of BAL 12.5, as such no additional bushfire protection mechanisms are required.

Further to the above determined BAL rating, it was also concluded that the subject site is in accordance with State Planning Policy 3.7 – Planning in Bushfire Prone Areas, in that it complies with the intent and objectives of this policy.

5.3 Development Assessment and Justification

As outlined above in table 2, the proposal seeks six (6) variations from the applicable development requirements. These proposed variations are outlined below:

1. There are only 143 proposed onsite car bays in lieu of the required 150 based on the applicable NLA calculations;
2. The proposed development proposes a nil setback to Calis Avenue in lieu of the required 2m;
3. There are zero motorcycle/scooter parking bays proposed in lieu of the required 5 bays;
4. There are zero bicycle parking bays proposed in lieu of the required 19, based on a worst case scenario tenancy mix;
5. There is 7.7% of the site area proposed for landscaping in lieu of the required 8% and the development doesn't achieve the required 1.5m of landscaping along street boundaries; and
6. The proposed upper level car park doesn't include any shade trees where 17 are required.

These variations are considered to warrant support by the City's administration based on the following reasons:

5.3.1 Car Parking

The proposed development includes 143 onsite bays in lieu of the required 150. This variation is considered justifiable for a number of reasons that have been outlined below:

- The shared parking demand analysis that was carried out by Uloth and Associates and based on the '*Shared Parking*' publication by the Urban Land Institute, determined that the anticipated peak parking demand generated by the development is 151 vehicles at both 1pm and 5pm in the afternoon. The on-site parking bays together with street parking bays provide a total of 155 bays suggesting that the parking provided sufficiently meets the demands of the proposed development.

  It is considered that the shared parking demand analysis as detailed in the traffic report is a more accurate method way to determine the parking requirement for the proposed development than the City's applicable parking standard of 1 bay per 20m^2 of NLA. The reason for this position is as follows:
  - The shared parking analysis is directly applicable to the proposed land use mix at the subject site, whereas the 1 bay per 20m^2 requirement is a blanket requirement more applicable to retail uses with 8.30am to 5.30pm hours of operation.
  - The shared parking analysis appropriately considers the varying peak times of the proposed uses as the food and beverage tenancies and the childcare tenancy (which make up a large portion of the development) operating with very different peak periods of operation.

- There are a total of 11 on-street parking bays provided as part of the proposed development, it is envisaged that these bays will negate the 7 bay on-site parking shortfall whilst also encouraging street activation on O'Mara Boulevard and Calis Avenue.

- The subject site is surrounded by residential development, great pedestrian infrastructure and a pristine coastline which all suggests that there will be a high level of walkability in the area. In this

regard, it is envisaged that a large portion of the Iluka Plaza customer base will be residents living in the immediate vicinity and walking to the centre.

- Apart from staff members working at the site, all customers visiting the development will only do so for short periods of time either to do their weekly shopping, have a meal at a restaurant/café, visit a medical consultant or do some retail shopping. This is considered to result in large amount of vehicles coming and going which will regularly free up parking spaces at the site.

5.3.2 Street Setback to Calis Avenue

The development proposes a nil setback to Calis Avenue in lieu of the required 2m. This variation is considered justifiable for a number of reasons that have been outlined below:

- The key design focus for this development was street activation with a priority towards O'Mara Boulevard but also Burns Beach Road and Calis Avenue. It is considered that the proposed nil setback assists in activating the streetscape and promoting pedestrian interest in the development.

- Due to the topography of the land Calis Avenue actually sits quite high in comparison to the majority of the development, this reduces the impact on the residential dwellings on the opposite side of Calis Avenue and minimises the impact of the setback variation.

- The proposed development is only two (2) storeys in height where three (3) are permitted. This reduction in height ensures that the adjoining residents, particularly on the opposite side of Calis Avenue, are not unduly impacted by building bulk. In this respect a minor setback variation is a preferred outcome for these residents as opposed to a three (3) storey development with a compliant setback.

5.3.3 Motor Cycle/Scooter Parking

The development does not provide any motor cycle or scooter parking in lieu of the required five (5) bays. This variation is considered justifiable for a number of reasons that have been outlined below:

- Parking priority for the proposed development has been given to the car as it is envisaged that this will be the predominant means of transport to and from the development. In this regard, motor cycle/scooter parking may be wasted if 5 bays are provided instead of car bays.

- Should a motor cycle or scooter visit the site it is envisaged that they would be able to occupy a car's parking space as in each car bay there is room for two motor cycles/scooters. This will alleviate any concerns regarding the lack of parking for this vehicle type.

5.3.4 Bicycle Parking

The development does not provide any bicycle parking in lieu of the required nineteen (19) bays. This variation is considered justifiable for the reason that we have outlined below:

- Due to the subject sites fortunate location in such close proximity to the coast, it is suggested that bicycle parking would be better provided as community infrastructure in areas accessible to all as opposed to simply providing them in a parking area to the rear of the proposed development. In this regard communal bicycle parking along O'Mara Boulevard or other communal areas along Burns Beach Road would be much more beneficial to the community.

5.3.5 Landscaping

The proposed development, including the verge area surrounding the development, provides a total of 7.7% landscaping in lieu of the required 8% and does not provide the 1.5m of landscaping on each street boundary. These variations are considered justifiable for a number of reasons that have been outlined below:

- The proposed development prioritises the activation of the O'Mara Boulevard streetscape and in part the Burns Beach Road and Calis Avenue streetscapes, which is an objective of the Iluka Local Centre Local Development Plan 1. To achieve this, a nil setback on all street boundaries is proposed in lieu of providing the 1.5m of landscaping, which is considered to result in a more activated streetscape than if the 1.5m of landscaping was provided. To compensate for the lack of the 1.5m of landscaping, it is proposed that the verge area along all three streetscapes is landscaped which will provide for an improved development outcome for both the development and the community.

- The loss of the 1.5m of landscaping on all street boundaries makes is difficult to achieve the required 8% of landscaping. In this regard, the proposal has opted to provide more meaningful verge landscaping, where possible, to improve the overall appearance of the development as opposed to simply providing landscaping in areas that will be rarely seen in order to achieve the 8% landscaping requirement.

5.3.6 Shade Trees

In accordance with the proposed landscaping plan, the development provides no shade trees in the upper level parking area in lieu of the required seventeen (17). This variation is considered justifiable for a number of reasons that have been outlined below:

- Open parking areas without shade trees are not uncommon throughout Perth and it is considered that the landscaping that has been provided is sufficient and meaningful.

- The lack of shade trees in this parking area will ensure the vehicle site lines remain unobstructed and will reduce the likelihood of minor traffic incidents.

6.0 CONCLUSION

In light of the above, the proposed development warrants favourable consideration and approval, as appropriate planning investigations, design and compliance with development standards are achieved.

Specifically, the proposed development warrants approval for the following reasons:

1. The proposal is consistent with the provisions of the MRS;

2. The proposed development is consistent with the 'Urban Development' zoning and associated objectives in accordance with the City of Joondalup LPS3;

3. The proposed development is consistent with the objectives of the Iluka Structure Plan and the 'Commercial' zoning it prescribes for the subject site;

4. The proposed development is largely compliant with the relevant development requirements and any variation proposed is considered to be adequately justified.

5. It is considered that the proposed multi-tenancy commercial development will be a positive outcome for the subject site that provides important services to the local community and wider City of Joondalup municipality.

As the proposed development has been designed to optimise the development potential of the subject site whilst improving the amenity of the area, approval of the proposed development is warranted.

Proposed Iluka Plaza - O'Mara Boulevard, Iluka

PARKING AND ACCESS INVESTIGATION

Prepared for
AGEM PROPERTY GROUP

Prepared by
Uloth and Associates
27 November 2018

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1. INTRODUCTION

AGEM Property Group is proposing a commercial development within the Iluka Local Centre, which is located at the corner of Burns Beach Road and O'Mara Boulevard in Iluka, as shown in the Locality Plan in Figure 1. Uloth and Associates has been appointed to carry out a parking and access investigation for the proposed development, to justify the proposed parking provision and to confirm the overall vehicular access requirements.

1.1 STUDY OBJECTIVES

The overall study objectives are as follows:

- Carry out a detailed shared parking analysis to confirm that the proposed parking provision is sufficient to satisfy the expected overall parking demands.
- Identify the anticipated future traffic flows following the proposed development and assess the suitability of a proposed all-movements access off Burns Beach Road.
- Review the proposed car park layouts and confirm the swept paths and loading arrangements for service vehicles accessing the site.

2. STUDY FINDINGS AND CONCLUSIONS

The study findings and conclusions regarding the proposed commercial development are presented and discussed in this Chapter, with additional information provided in the Technical Appendix.

2.1 EXISTING SITUATION

- The proposed commercial development is located on one of three Lots within the Iluka Local Centre, which is bounded by Burns Beach Road to the west, Mykonos View to the north, Calis Avenue to the east and O'Mara Boulevard to the south, as shown in Figure A.1 in the Technical Appendix.

- The overall Centre is identified in the *'Iluka Local Centre Local Development Plan No.1'*, which was approved by City of Joondalup and WAPC in June 2018. The Local Development Plan is shown in Figure A.3 in the Technical Appendix, and it is important to note that the plan includes 'Preferred Primary Vehicle Assess Points' off Burns Beach Road, Mykonos View and Calis Avenue, with no vehicle access off O'Mara Boulevard. The site is also part of the overall Iluka Structure Plan (City of Joondalup Structure Plan No. 26), which was initially approved by WAPC in May 2005, but most recently amended in June 2018.

- It is also important to note that the existing overall site levels slope up from approximately RL 11.0 along Burns Beach Road to RL 14.0 along Calis Avenue and RL 15.5 at the corner of Mykonos View and Calis Avenue.

- Burns Beach Road is a 2-lane-divided Distributor B road with a median width of between 1 metre and 9 metres in the vicinity of the site, within a 25 to 35 metre road reserve. It has a posted speed limit of 50 kilometres per hour adjacent to the site, increasing to 60 kilometres per hour north of Ocean Parade.

0 100 200
METRES
SCALE 1 : 5,000

N

SOURCE: NEARMAP PTY LTD.

BURNS BEACH ROAD
MARMION AVENUE
OCEAN PARADE
BURNS BEACH ROAD
PARADE
Iluka Local Centre
O'MARA BOULEVARD
DELGADO

Locality Plan - Iluka Local Centre

O'MARA BOULEVARD, ILUKA

FIG. 1

- O'Mara Boulevard is a 2-lane divided Access road with a 5 metre wide median, within a 25 metre road reserve. It would be classified as Access Street A under Liveable Neighbourhoods, and is subject to the general urban speed limit of 50 kilometres per hour.

- Calis Avenue and Mykonos View are both 2-lane Access Streets, with Calis Avenue within a 16 metre road reserve and Mykonos View a 15 metre road reserve.

- Figure A.2 in the Technical Appendix shows the existing PM peak hour traffic flows at the intersection of Burns Beach Road and O'Mara Boulevard, as counted by Uloth and Associates on Thursday 25 October 2018, together with corresponding daily traffic flows identified from the peak period counts. It can be seen in Figure A.2 that Burns Beach Road currently carries just under 3,000 vehicles per day, while O'Mara Boulevard carries 400 vehicles per day.

2.2 PROPOSED DEVELOPMENT

- The proposed development plans are shown in Figures A.4 and A.5 in Chapter A.2 in the Technical Appendix. Figure A.4 shows the 'Ground Floor' plan, with its access driveway off Burns Beach Road, while the 'Level 1' plan is shown in Figure A.5, with access off Calis Avenue.

- Figures A.4 and A.5 also show the 2 remaining Lots, which are not included within this current application. However, it is important to note that plans for Lot 1 (or N1) are currently being prepared for a total of 24 residential apartments, with car park access via the commercial centre access driveway off Burns Beach Road, while future development on Lot 2 (or N2) is proposed to be accessed off Mykonos View.

- It is also important to note that all-movement access to/from the site is being sought for the proposed access driveway off Burns Beach Road.

- It can be seen in Figure A.4 that the 'Ground Floor' plan provides 5 tenancies, including a Tavern or Restaurant ('Food and Beverage') in Tenancy T3, 3 smaller tenancies for 'Shop or Food and Beverage' (Tenancy T1, T2 and T4), plus an IGA Supermarket and Liquor Store in Tenancy T5. The plan also provides a total of 75 parking spaces, accessed via a single driveway off Burns Beach Road.

- Figure A.5 shows that the 'Level 1' plan provides 'Consulting or Office' tenancies, together with a Gym and a proposed Child Care Centre. The plan also provides a total of 68 parking spaces, bringing the total on-site parking provision to 143 spaces.

- It is noted in Figure A.4 that on-street parking is also proposed along the 3 street frontages of Burns Beach Road (3 spaces), O'Mara Boulevard (8 spaces) and Calis Avenue (3 spaces), bringing the overall parking provision to 157 spaces.

2.3 PARKING REQUIREMENTS AND SHARED PARKING DEMAND

- The required parking provision for the proposed development would be calculated at a ratio of 1 spaces per 20 square metres NLA, in accordance with the approved structure plan. However, with a significant area taken up by the Child Care Centre, and with varying peak times between the 'Food and Beverage' uses and the 'Consulting or Office' tenancies in particular, it is recommended to investigate in more detail the actual shared parking demands for the combination of uses on the overall site, as presented in Chapter A.3 in the Technical Appendix.

- Table A.1 in Chapter A.3 therefore shows the various proposed tenancies and the individual parking requirements that would be required if each was calculated separately in accordance with Local Planning Policies in City of Joondalup Local Planning Scheme No. 3.

- It can be seen in Table A.1 that these individual requirements result in a combined total of 180 spaces. However, this makes no allowance for the fluctuation of parking throughout the day and the non-overlapping peak periods for various uses.

- Table A.2 in Chapter A.3 therefore provides a detailed Shared Parking analysis that takes into account the different fluctuations of parking for different types of development throughout the day, and identifies the combined parking fluctuations for the overall centre.

- It can be seen in Table A.2 that the Shared Parking analysis identifies an overall peak parking demand of 151 spaces at 5 pm, resulting in an overall shortfall of 8 spaces within the site, but an overall surplus of 6 spaces with the proposed on-street parking spaces also taken into account.

2.4 FUTURE TRAFFIC FLOWS AND ACCESS

Future traffic flows generated by the proposed development are presented and discussed in this Section, together with the overall access arrangements and proposed median opening in Burns Beach Road. Additional information is provided in Chapter A.4 in the Technical Appendix.

- Table A.3 in the Technical Appendix shows the anticipated future trip generation for the proposed commercial development, based primarily on trip generation rates published by the NSW RMS and the Institute of Transportation Engineers (ITE).

- It can be seen in Table A.3 that the development is expected to generate 410 vehicle trips during the PM peak hour and 3,100 vehicle trips per day, with 279 vehicle trips per hour (2,230 vehicles per day) generated by the 'Ground Level' tenancies and 131 vehicle trips per hour (870 vehicles per day) generated by the 'Level 1' tenancies.

- Figure A.6 in the Technical Appendix then shows the assignment of these development traffic flows onto the adjacent roads, with an estimated distribution of 40 percent to and from the north on Burns Beach Road, 40 percent to and from the south on Burns Beach Road and 20 percent to and from the east on O'Mara Boulevard.

- However, in order to carry out an analysis of the proposed all movements access off Burns Beach Road, it is also necessary to add an estimated 14 vehicle trips per hour 140 vehicles per day) for the 24 apartments on the adjacent development site (N1). It is also necessary to note that the original Iluka Structure Plan Traffic Report indicates a future maximum daily traffic volume of 6,000 vehicles per day on this section of Burns Beach Road.

- The resulting future PM peak hour traffic flows at the proposed all-movements access driveway off Burns Beach Road are therefore as shown in Figure A.7 in the Technical Appendix, and the corresponding intersection operational (SIDRA) analysis confirms that the proposed access driveway with all turning movements will operate at a high Level of Service A during the critical PM peak hour, indicating very good operating conditions with little or no traffic delays.

2.5 CAR PARK LAYOUT AND SERVICE VEHICLES

- The proposed car park layout provides for a 1-way operation within each of the parking aisles on the 'Ground Level', in order to simplify the overall traffic circulation while also accommodating the proposed truck movement to and from the Supermarket loading dock. Parking spaces are all proposed as 2.6 metres x 5.4 metres, with an aisle width of 6.2 metres, which is consistent with the requirements of Class 3 under Australian Standard AS 2890.1 (Off-Street Car Parking), together with an additional 0.4 metres clearance to a boundary wall along the northern property boundary.

- Figure A.8 in the Technical Appendix shows the swept path movements for a 12.5 metre Heavy Rigid Vehicle circulating within the 'Ground Level' car park to and from the proposed loading dock

at the eastern end, while Figure A.9 shows the same truck accessing the 'Ground Level' car park off Burns Beach Road. It is important to note in Figure A.8 that the loading dock area will need to be widened by at least 0.8 metres to ensure that the truck does not have to reverse within the adjacent parking aisle.

- It is also important to note (in Figure A.9) that if a 12.5 metre HRV is permitted to turn left out of the site into Burns Beach Road, then it will be necessary to truncate the corner of the proposed building, and to also provide a very wide crossover (over 18 metres wide), with serious implications on the adjacent footpath.

2.6 PROPOSED ON-STREET PARKING

- The proposed concept plan for on-street parking within Burns Beach Road, O'Mara Boulevard and Calis Avenue is shown in Figure 2 in Chapter 3 Overall Conclusions and Recommendations.

- The proposed parking embayments are each recommended to retain the existing adjacent roadway width, and to provide a 10 metre separation distance from the 2 access driveways, increasing to a 20 metre separation from the O'Mara Boulevard roundabout.

- However, in order to ensure that a sufficient footpath width is achieved along Burns Beach Road, it is also recommended that the verge area adjacent to the proposed parking bays should be paved all the way up to the proposed building line.

3. OVERALL CONCLUSIONS AND RECOMMENDATIONS

The overall conclusions and recommendations regarding the proposed Iluka Plaza commercial development are documented in this chapter, on the basis of the study findings presented above in Chapter 2 and the additional information in the Technical Appendix.

- The proposed access driveways off Burns Beach Road and Calis Avenue are located in accordance with the approved Local Development Plan.
- In order to identify the required parking provision for the proposed development, and to properly consider the parking demand for the Child Care Centre while also taking into account the different fluctuations of parking for the different uses, it is recommended to adopt a 'shared parking' methodology for the overall development.
- The detailed Shared Parking analysis in Section 2.3 (and Chapter A.3 in the Technical Appendix) confirms that the overall peak parking demand for the overall site will be 151 spaces at 5 pm.
- The proposed on-site parking provision of 143 spaces therefore results in a parking shortfall of 8 spaces, but increasing to an oversupply of 6 spaces with the inclusion of 14 on-street parking spaces.
- Intersection operational analysis confirms that the proposed all-movements access driveway off Burns Beach Road will operate at a high Level of Service during the critical future PM peak hour. However, in order to minimise the impact of the crossover on the existing footpath, trucks exiting the site should be restricted to a right turn exit only, as discussed above in Section 2.5.
- The overall recommended plan for the access driveway off Burns Beach Road and the on-street parking along each of the 3 street frontages is therefore as shown in Figure 2, while the recommended modifications within the Ground Level car park (at the loading dock) are shown in Figure A.8 in the Technical Appendix.

SOURCE: ULOTH & ASSOCIATES

0 10 20
METRES
SCALE 1 : 500

N

Median opening in Burns Beach Road, with trucks exiting the site required to turn right.

On-street parking spaces to be provided as shown.

MYKONOS VIEW

BURNS BEACH ROAD

CALIS AVENUE

O'MARA BOULEVARD

N1
LOT 1
2018m²
SUBJECT TO FUTURE DEVELOPMENT APPLICATION APPROVAL

N2
LOT 2
2757m²
SUBJECT TO FUTURE DEVELOPMENT APPLICATION APPROVAL

RL 111000
LOWER CARPARK VEHICLE ENTRY/EXIT

RL 111300

T1 SHOP/FOOD & BEVERAGE GLA 200m2 FFL 11.400

T2 SHOP/FOOD & BEVERAGE GLA 200m2 FFL 11.400

AMENITIES 30m2

T3 FOOD & BEVERAGE GLA 500m2 FFL 11.400

LOWER CARPARK
ASPHALT
TOTAL 75 CAR BAYS
SITE AREA 5552m²

RL 11.300

PAVED CROSS WALK

PLAZA VOID OVER

RL 111300

ENTRY

LIQUOR STORE

T4 SHOP/FOOD & BEVERAGE GLA 180m2

ENTRY FORECOURT FFL 11.300

UPPER CARPARK
ASPHALT
TOTAL 69 CAR BAYS
SITE AREA 5552m

RL 15.600

1:14 RAMP UP

UPPER CARPARK VEHICLE ENTRY/EXIT

RL 14.500

RL 15.700

T8-CHILDCARE
960m2 INTERNAL GLA
570m2 EXTERNAL
1530m2 TOTAL

GLASS CANOPIES OVER

OUTDOOR PLAY 570m2

CANOPY OVER

STORAGE

GROUP 5 85m2 22 PLACES

CHILDRENS WC

SHARED ATELIER

GROUP 4 70m2 20 PLACES

OUTDOOR STORE

STORAGE

GROUP 3 70m2 20 PLACES

ATELIER

COTS

NAPPY

PREP

GROUP 1 50m2 10 PLACES

STAFF

PWDR

PLANNING 17m2

LAUNDRY / CLEANERS

STAFF 25m2

KITCHEN 30m2

SHARED PLAY 70m2

WALKWAY

PIAZZA VOID OVER

GROUP 2 130m2 26 PLACES

ATELIER

WC

CHLD SHWR

STORAGE

Recommended Plan

ILUKA LOCAL CENTRE AND PROPOSED DEVELOPMENT SITES

FIG. 2

TECHNICAL APPENDIX

The Technical Appendix documents the existing roads and traffic flows, the proposed development plans, the shared parking analysis, anticipated trip generation and future traffic flows, and the service vehicle swept paths.

A.1 EXISTING ROADS AND TRAFFIC

Figure A.1 shows the existing situation at the Iluka Local Centre site, and also identifies the development site for the currently proposed commercial development.

Figure A.2 shows the PM peak hour and corresponding daily traffic flows at the Burns Beach Road - O'Mara Boulevard intersection, based on peak period traffic counts carried out by Uloth and Associates on Thursday 25 October 2018.

SOURCE: NEARMAP PTY LTD.

0 20 40
METRES
SCALE 1 : 1,000

N

BURNS BEACH

MYKONOS VIEW AVENUE

Proposed Residential Appartments (Lot 1)

Future Residential Apartments (Lot 2)

Proposed Iluka Plaza

CALIS

O'MARA BOULEVARD

ROAD

VISTA

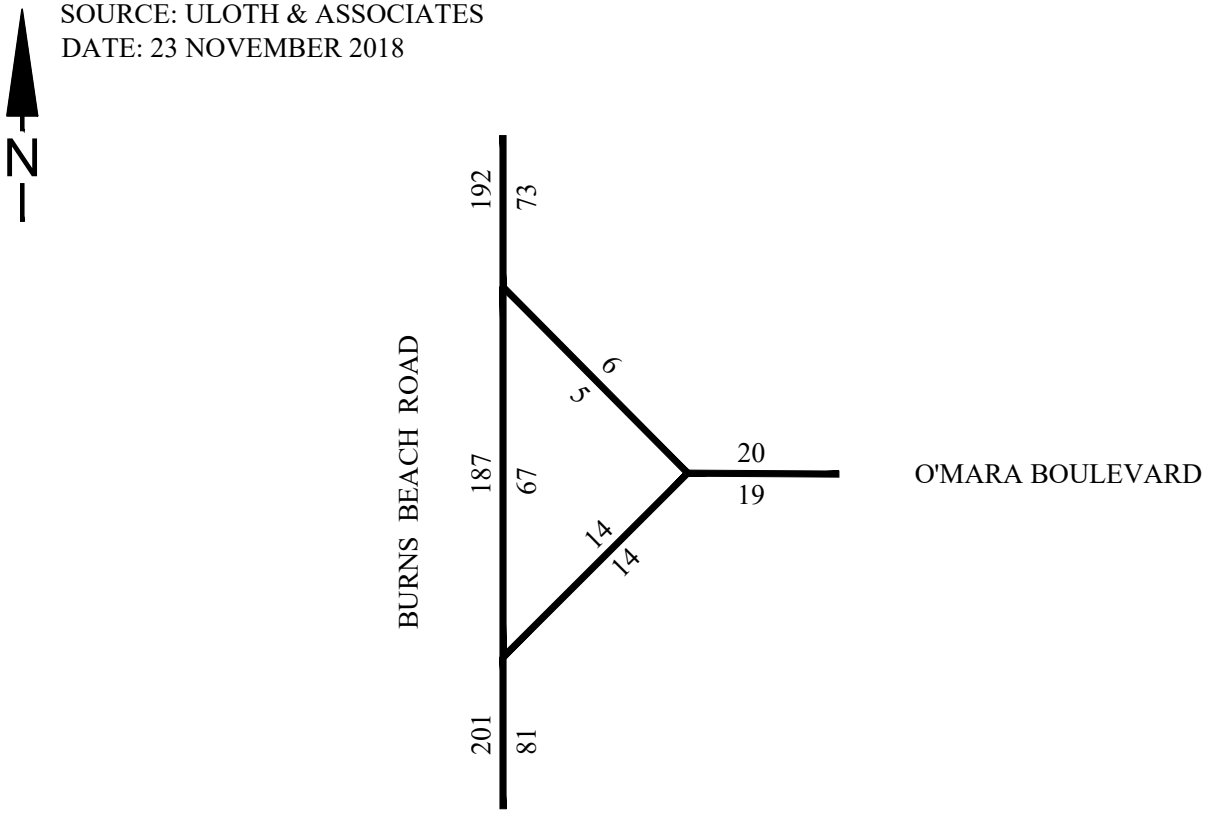
SANTOS

Existing Situation and Proposed Development Site

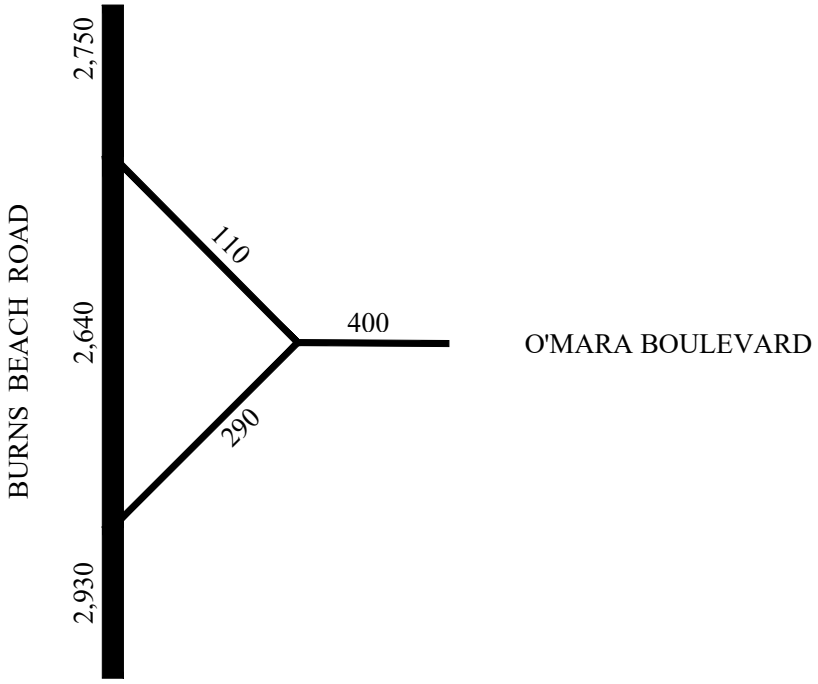
PROPOSED ILUKA PLAZA AND ADJACENT RESIDENTIAL DEVELOPMENTS

FIG. A.1

SOURCE: ULOTH & ASSOCIATES
DATE: 23 NOVEMBER 2018



EXISTING PM PEAK HOUR 3:00 - 4:00 PM



EXISTING DAILY

Existing Traffic Flows

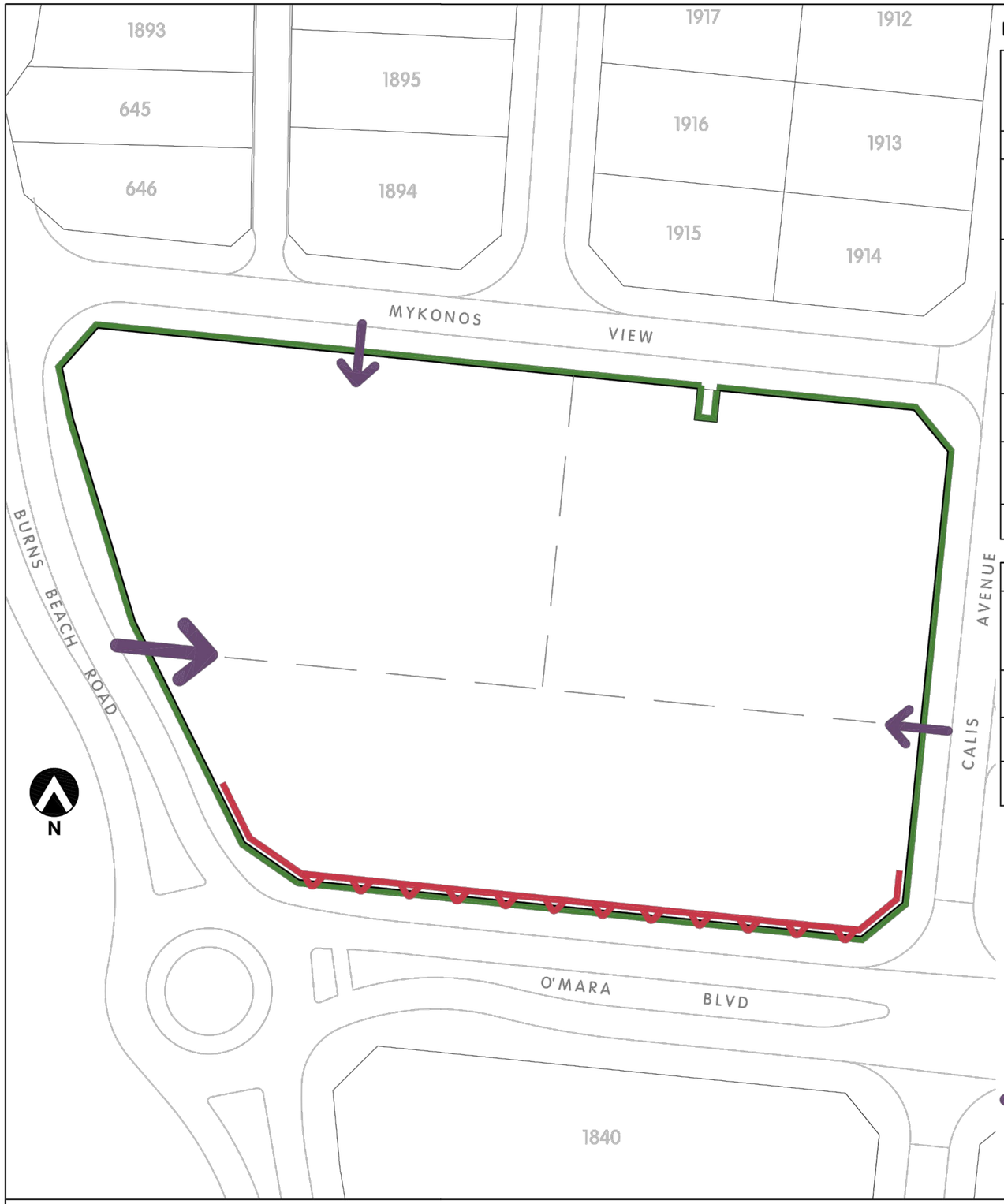
BURNS BEACH ROAD - O'MARA BOULEVARD

FIG.
A.2

A.2 PROPOSED DEVELOPMENT

Figure A.3 shows the Local Development Plan No. 1 for the proposed Iluka Local Centre.

Figures A.4 and A.5 then show the architectural plans for the currently proposed commercial development.



Iluka Local Centre Local Development Plan no. 1

As provided in Part 6 of Schedule 2 - Deemed Provisions of the Planning and Development Regulations 2015, this Local Development Plan (LDP) sets out specific and detailed guidance for future development of the Iluka Local Centre.
This LDP amends / replaces / deletes the following 'deemed-to-comply' Residential Design Codes (R-Codes) development provisions, in accordance with clause 7.3.1 & 7.3.2 of the R-Codes as outlined below.

R-Code Design Element		Modification	Local Development Plan 'deemed-to-comply' provision (C)	
6.1.1	Building size	Replace	C1	A maximum plot ratio of 1.6 applies. Development should result in a high level of amenity both internally within the site for residents, and externally in terms of its surrounding residential development by having due regard to the design principles and design guidance of SPP 7.3 Residential Design Codes Guidance for multiple dwelling and mixed use developments (Apartment Design)"
6.1.2	Building height	Amend	C2	Three storeys shall be permitted in all areas subject of this LDP. For the purposes of this LDP, the maximum permitted building height for any three storey development shall not exceed 10.5 metres from natural ground level to the satisfaction of the City.
6.1.3	Street setback	Augment	C3.3	To achieve the Active Frontage 'main street' design elements, the O'Mara Boulevard street setback may be reduced to Nil.
			C3.4	All development shall be setback a minimum of 2 metres from all street boundaries, excluding O'Mara Boulevard and Burns Beach Road.
6.1.4	Lot boundary setbacks	Replace	C4.3	A wall may have a nil setback to internal lot boundaries, if it has a maximum height as set out in this LDP and a maximum length of two-thirds the length of the boundary.
6.1.5	Open Space	Augment	C5	Open space is to be provided at a minimum of 30% of the site area and should comprise communal open space and deep soil areas in accordance with the design guidance of State Planning Policy 7.3 - Residential Design Codes Guidance for multiple-dwelling and mixed use development.
6.3.5	Vehicle Access	Augment	C5.5	Vehicle access points shall be located as marked on the plan.

LDP General Notes	Local Development Plan design detail
Active Frontage	Building Frontage which is designed for ground floor uses that promote activity on the street and is level with the verge. A minimum of 700sqm of non-residential floorspace shall be provided in the LDP area as marked on the plan. The O'Mara Boulevard frontage is to include design elements such as footpaths, weather protection, clear glazing, alfresco dining and on-street parking, where applicable, which will contribute toward activation and the creation of a 'main-street' pedestrian friendly environment.
Staging	The LDP area may be developed in stages or separate lots. Should this occur, the LDP provisions only apply to the extent that they relate to the stage or lot area being developed.
Lot Boundary Walls - Aesthetic Treatments	If constructed in stages, development with exposed lot boundary walls are to be aesthetically treated to minimise their visual impact until such time as the later stages are constructed.
Non-residential Building Steet Setbacks	Non-residential buildings may be setback at nil to the O'Mara Boulevard to achieve an active frontage 'main street' design element.

LEGEND

- SUBJECT LAND
- INDICATIVE LOT BOUNDARY
- ACTIVE FRONTAGE
- PREFERRED PRIMARY VEHICLE ACCESS POINT
- PREFERRED SECONDARY VEHICLE ACCESS POINT

This LDP has been approved by the City of Joondalup under clause 52 (1) (a) of Schedule 2 - Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, City of Joondalup District Planning Scheme No. 2

Date..... Signature.....

FIG.
A.3

great places_
robertsday.com.au
planning·design·place

CADASTRAL INFORMATION
SOURCE: MNG
YYMMDD:
DWG REF: 91160lots-9999d
PROJECTION:

SIZE A3
1:750 0 metres 10 20 30 40

REV	DESCRIPTION	YYMMDD	DRAWN	APPR'D
G	CITY & WAPC APPROVAL	180619	ED	RD
F	HEIGHT ADJUSTED	171221	ED	RD
E	LEGEND FIX	170721	ED	RD
D	FOR LODGEMENT	170721	ED	RD

ILUKA LOCAL CENTRE LOCAL DEVELOPMENT PLAN no. 1
the Iluka Local Centre
City of Joondalup

REF NO.	DRAW NO.	REV.
BEA SUB	**RD1 401**	**G**

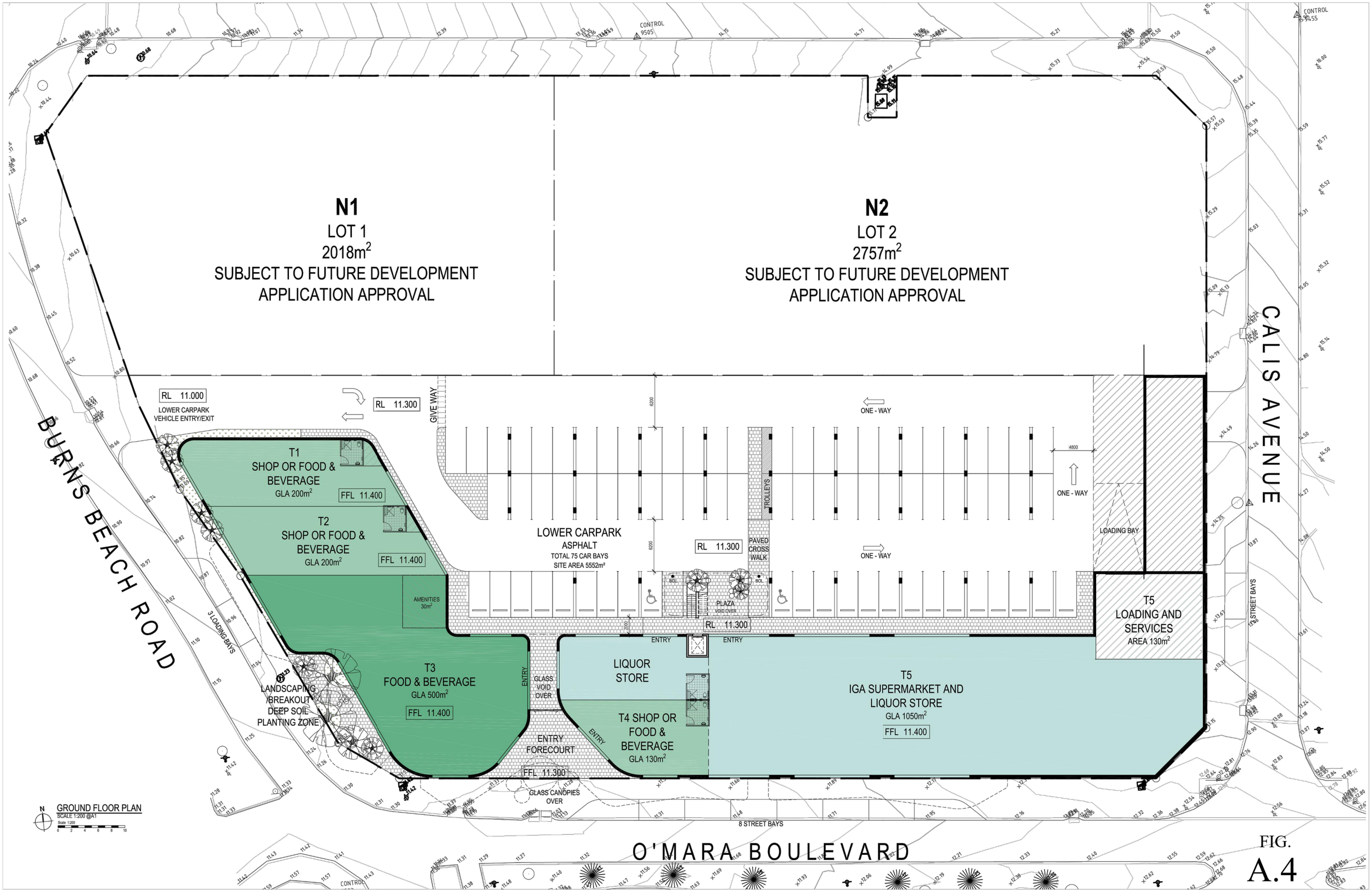


FIG.
A.4

SCALE
1:200 @ A1

PROJECT TITLE
BEAUMARIS BEACH DEVELOPMENT N3
LOT 9040 (#98) O'MARA BOULEVARD, ILUKA
AGEM PROPERTY GROUP

dmg ARCHITECTURE
DESIGN MANAGEMENT GROUP level 2 1008 hay street perth 6000
telephone +61 8 9212 8888 | facsimile +61 8 9212 8822
info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

PROJECT #
18031
DRAWING #
SK.01

N1
LOT 1
2018m²
SUBJECT TO FUTURE DEVELOPMENT
APPLICATION APPROVAL

N2
LOT 2
2757m²
SUBJECT TO FUTURE DEVELOPMENT
APPLICATION APPROVAL

BURNS BEACH ROAD

CALIS AVENUE

T6
CONSULTING OR
OFFICE
GLA 410m²
RL 15.700

T6
CONSULTING OR
OFFICE
GLA 300m²
RL 15.700

SHARED
BREAKOUT

GLASS CANOPY

T7
GYM
GLA 300m²
RL 15.700

AMENITIES
50m²

RECEPTION
LOBBY
55m2

OFFICES
35m²

MEETING
60m²

COTS

NAPPY

PREP

SECURE ACCESS

GROUP 1
50m2
10 PLACES

STAFF

PWDR

PLANNING
17m²

LAUNDRY /
CLEANERS

STAFF
25m²

KITCHEN
30m²

SHARED
PLAY
70m²

WALKWAY

VOID
PLAZA BELOW

RL 15.600

UPPER CARPARK
ASPHALT
TOTAL 69 CAR BAYS
SITE AREA 5552m²

RL 15.600

1:14
RAMP-UP

UPPER CARPARK
VEHICLE ENTRY/EXIT

RL 14.500

T8-CHILDCARE
960m² INTERNAL GLA
570m2 EXTERNAL

RL 15.700

GLASS CANOPIES
OVER

OUTDOOR
PLAY
570m2

CANOPY OVER

PIAZZA
VOID OVER

STORAGE

GROUP 5
85m²
22 PLACES

CHILDRENS
WC

SHARED
ATELIER

GROUP 4
70m²
20 PLACES

OUTDOOR
STORE

STORAGE

STORAGE

GROUP 3
70m²
20 PLACES

ATELIER

WC

CHLD
SHWR

STORAGE

GROUP 2
130m²
26 PLACES

ATELIER

CANOPY BELOW

CANOPY BELOW

CANOPY BELOW

O'MARA BOULEVARD

N

LEVEL 1 FLOOR PLAN
SCALE 1:200 @A1
Scale 1:200
0 2 4 6 8 10

FIG.
A.5

SCALE
1:200 @ A1

PROJECT TITLE
BEAUMARIS BEACH DEVELOPMENT N3
LOT 9040 (#98) O'MARA BOULEVARD, ILUKA
AGEM PROPERTY GROUP

dmg ARCHITECTURE
DESIGN MANAGEMENT GROUP level 2 1008 hay street perth 6000
telephone +61 8 9212 8888 | facsimile +61 8 9212 8822
info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

PROJECT #
18031
DRAWING #
SK.02

A.3 SHARED PARKING ANALYSIS

Table A.1 shows the calculated parking requirements for the proposed development, if calculated separately from the individual parking requirements documented within the various Local Planning Policies under City of Joondalup Local Planning Scheme No. 3.

TABLE A.1
LOCAL PLANNING SCHEME PARKING REQUIREMENTS
PROPOSED ILUKA PLAZA – O'MARA BOULEVARD, ILUKA

LAND USE		LPS PARKING REQUIREMENT [1]	
Item	Amount	Ratio	No. of Spaces
• Ground Level			
- Tenancy T1-T3 (Restaurant/Tavern)	360m² Bar & Dining [2]	1 per 5 m²	72
- Tenancy T4 (Café/Restaurant)	52m² Seating [3]	1 per 5 m²	10
- Tenancy T5 (IGA and Liquor Store)	735m² NLA [4]	1 per 20 m²	37
- Sub-Total			119
• Level 1			
- Tenancy 6A (Consulting Rooms) [5]	4 practitioners	5 per practitioner	20
- Tenancy 6B (Office) [5]	270m² NLA [6]	1 per 50 m²	5
- Tenancy 7 (Gym)	210m² NLA [7]	1 per 20 m²	11
- Tenancy 8 (Child Care)	87 children; 14 staff	11 spaces for 81-88 children, plus 1 bay per staff	25
- Sub-Total			61
• Total LPS Parking Requirement			180

Notes:
1) LPS parking requirements based on individual rates in various Local Planning Policies under Local Planning Scheme No. 3.
2) Bar and dining area assumed to be 40 percent of total floorspace.
3) Tenancy T4 is assumed to be café/restaurant as a worst-case for parking demand. The seating area is assumed as 40 percent of total floorspace.
4) IGA and Liquor Store NLA assumed to be 70 percent of total floorspace.
5) It is expected that one of these tenancies will be Consulting and the other Office, so as a worst-case scenario the smaller one is assumed to be Office.
6) Office NLA assumed to be 90 percent of total floorspace.
7) Gym NLA assumed to be 70 percent of total floorspace.

Source: Uloth and Associates

Table A.2 then shows the expected fluctuation of parking demand for each of the individual land uses, using the LPS requirements calculated above in Table 1 together with the anticipated fluctuation of parking for the various land uses as documented in the *'Shared Parking'* publication by the Urban Land Institute. It can be seen in Table A.2 that the overall peak parking demand, taking into account the fluctuation of demands throughout the day, will be 151 vehicles at 5pm.

TABLE A.2
PARKING DEMAND FLUCTUATIONS AND SHARED PARKING ANALYSIS
PROPOSED ILUKA PLAZA – O'MARA BOULEVARD, ILUKA

LAND USE	LPS [1]	PARKING DEMAND FLUCTUATION (SPACES) [2]															
		6am	7am	8am	9am	10am	11am	12pm	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm
• Restaurant/ Tavern	72	0 (0%)	4 (5%)	7 (10%)	7 (10%)	18 (25%)	32 (45%)	58 (80%)	58 (80%)	50 (70%)	32 (45%)	40 (55%)	58 (80%)	68 (95%)	72 (100%)	72 (100%)	72 (100%)
• Café/ Restaurant	10	3 (30%)	6 (60%)	7 (70%)	8 (80%)	9 (90%)	9 (90%)	10 (100%)	9 (90%)	6 (60%)	6 (60%)	6 (60%)	8 (80%)	8 (80%)	8 (80%)	8 (80%)	7 (70%)
• IGA	37	2 (5%)	4 (10%)	7 (20%)	17 (45%)	26 (70%)	33 (90%)	35 (95%)	37 (100%)	35 (95%)	33 (90%)	33 (90%)	35 (95%)	30 (80%)	20 (55%)	11 (30%)	4 (10%)
• Consulting	20	0 (0%)	0 (0%)	16 (80%)	19 (95%)	20 (100%)	20 (100%)	11 (55%)	19 (95%)	20 (100%)	20 (100%)	19 (95%)	17 (85%)	14 (70%)	6 (30%)	3 (15%)	0 (0%)
• Office	5	0 (0%)	2 (40%)	4 (80%)	5 (100%)	5 (100%)	5 (100%)	5 (100%)	5 (100%)	5 (100%)	5 (100%)	5 (100%)	3 (60%)	1 (20%)	1 (20%)	0 (0%)	0 (0%)
• Gym	11	8 (75%)	5 (45%)	5 (45%)	8 (75%)	8 (75%)	9 (80%)	7 (65%)	8 (75%)	8 (75%)	8 (75%)	9 (80%)	10 (90%)	11 (100%)	10 (90%)	9 (80%)	7 (65%)
• Child Care	25	0 (0%)	10 (40%)	25 (100%)	20 (80%)	15 (60%)	15 (60%)	15 (60%)	15 (60%)	20 (80%)	20 (80%)	20 (80%)	20 (80%)	15 (60%)	8 (30%)	0 (0%)	0 (0%)
• Total	180	13	31	71	84	101	123	141	151	144	124	132	**151**	147	125	103	90

Notes: 1) Local Planning Scheme parking requirements, as calculated in Table A.1.
2) Parking demand fluctuations based on Table 2-5 of *'Shared Parking'* by the Urban Land Institute, with the LPS parking requirements as 100 percent.
Bold figure denotes peak overall parking demand.

Source: Uloth and Associates

A.4 FUTURE TRAFFIC FLOWS AND INTERSECTION OPERATIONAL ANALYSIS

Table A.3 shows the calculated trip generation for the proposed development, based on trip generation rates from the NSW RMS and from the Institute of Transportation Engineers.

TABLE A.3
FUTURE TRIP GENERATION – PROPOSED ILUKA PLAZA - O'MARA BOULEVARD, ILUKA

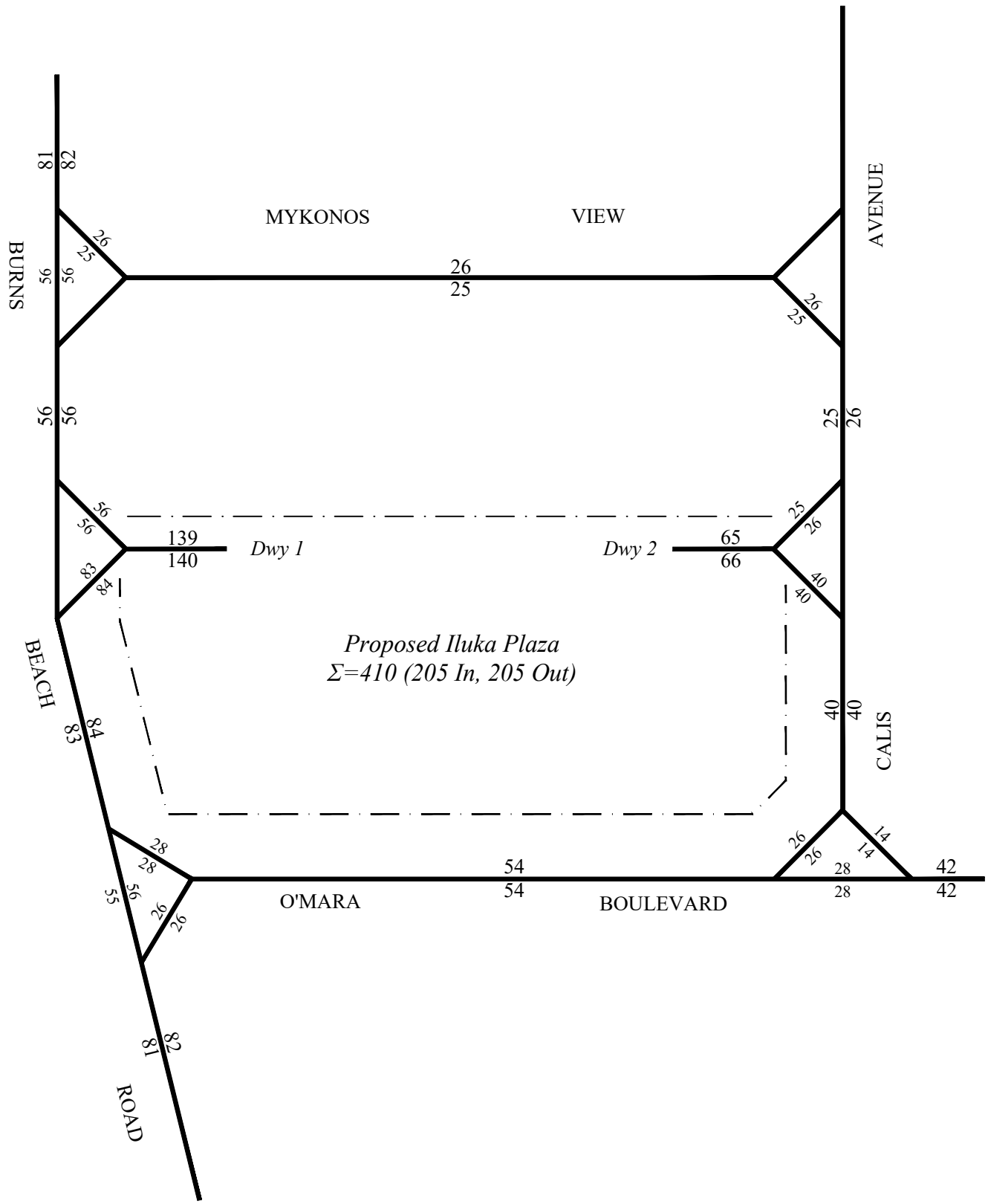
LAND USE	AREA (m^2 GLA)	TRIP GENERATION			
		PM Peak Hour		Daily	
		Assumed Rates	No. of Trips	Assumed Rates	No. of Trips
• Ground Level					
- Tenancy T1-T3 (Restaurant/Tavern) [1]	900	12.2/100m^2	110	68/100m^2	610
- Tenancy T4 (Café/Restaurant) [2]	130	4.6/100m^2	6	55.5/100m^2	70
- Tenancy T5 (IGA and Liquor Store) [3]	1,050	15.5/100m^2	163	147.5/100m^2	1,550
- Sub-Total	2,080		279		2,230
• Level 1					
- Tenancy 6A (Consulting Rooms) [4]	410	8.8/100m^2	37	88/100m^2	360
- Tenancy 6B (Office) [5]	300	2/100m^2	6	10/100m^2	60
- Tenancy 7 (Gym) [5]	300	9/100m^2	27	45/100m^2	140
- Tenancy 8 (Child Care) [6]	1,530	0.7/child	61	3.5/child	310
- Sub-Total	2,540		131		870
• Total	4,620		410		3,100

Note:
1) ITE rate for 'Drinking Place' adopted for PM peak, and assumed to be 18 percent of daily as per Director General of Transport, South Australia.
2) RMS rates for Speciality Shop adopted, since trips will be predominantly linked with Supermarket and Restaurant/Tavern
3) RMS rates for Supermarket adopted.
4) RMS rates for 'Extended-hours Medical Centre' adopted for PM Peak, and assumed to be 10 percent of daily trips.
5) RMS rates for Office and Gym adopted.
6) RMS rates for Child Care Centre adopted for PM peak, with daily rate based on previous Child Care Centre surveys.

Source: Uloth and Associates

Figure A.6 then shows the distribution of the PM peak hour development traffic flows onto the access driveways and adjacent road network, under the assumption that all-movement access can be provided off Burns Beach Road. Taking into account the additional traffic generation of the future residential apartments on the adjacent site (N1), together with the long-term increase of Burns Beach Road traffic to 6,000 vehicles per day, the total future traffic flows at the Burns Beach Road access driveway are shown in Figure A.7.

SOURCE: ULOTH & ASSOCIATES
DATE: 27 NOVEMBER 2018

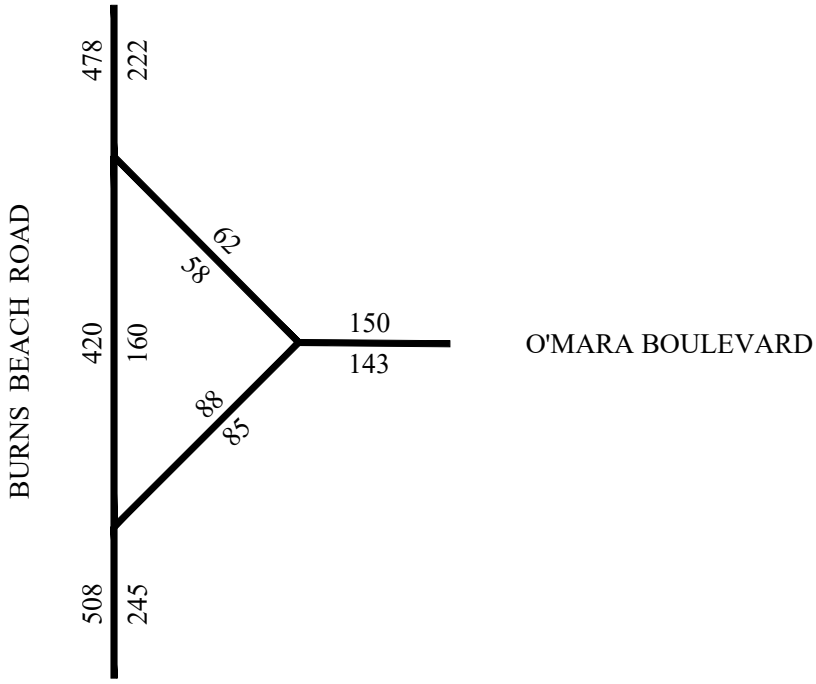


Future PM Peak Development Traffic

PROPOSED ILUKA PLAZA - O'MARA BOULEVARD, ILUKA

FIG. A.6

SOURCE: ULOTH & ASSOCIATES
DATE: 27 NOVEMBER 2018



Future PM Peak Hour Total Traffic

BURNS BEACH ROAD ACCESS DRIVEWAY

FIG.
A.7

A.5 SERVICE VEHICLES AND SWEPT PATHS

Figure A.8 shows the swept paths for a 12.5 metre Heavy Rigid Vehicle circulating within the 'Ground Level' car park to and from the proposed Supermarket loading dock, including the recommended widening of the loading dock area by at least 0.8 metres to accommodate the swept paths as shown.

Figure A.9 shows the corresponding swept paths for a Heavy Rigid Vehicle at the Burns Beach Road access driveway under the assumption that all turning movements may be available.

SOURCE: ULOTH & ASSOCIATES

0 10 20
METRES
SCALE 1 : 400

N

N1
LOT 1
2018m2
SUBJECT TO FUTURE DEVELOPMENT APPLICATION APPROVAL

N2
LOT 2
2757m²
SUBJECT TO FUTURE DEVELOPMENT APPLICATION APPROVAL

Loading area to be widened by 0.8 metres.

MYKONOS VIEW

BURNS BEACH ROAD

O'MARA BOULEVARD

CALIS AVENUE

RL 11.000

Heavy Rigid Vehicle

LOWER CARPARK VEHICLE ENTRY/EXIT

RL 11.300

GIVE WAY

T1
SHOP OR FOOD & BEVERAGE
GLA 200m2
FFL 11.400

T2
SHOP OR FOOD & BEVERAGE
GLA 200m2
FFL 11.400

AMENITIES 30m2

T3
FOOD & BEVERAGE
GLA 500m2
FFL 11.400

LOWER CARPARK
ASPHALT
TOTAL 75 CAR BAYS
SITE AREA 5552m

RL 11.300

PAVED CROSS WALK

TROLLEYS

ONE - WAY

ONE - WAY

ONE - WAY

LOADING BA

PLAZA
VOID OVER

RL 11.300

ENTRY

ENTRY

GLASS VOID OVER

ENTRY

LIQUOR STORE

T4 SHOP OR FOOD & BEVERAGE
GLA 130m2

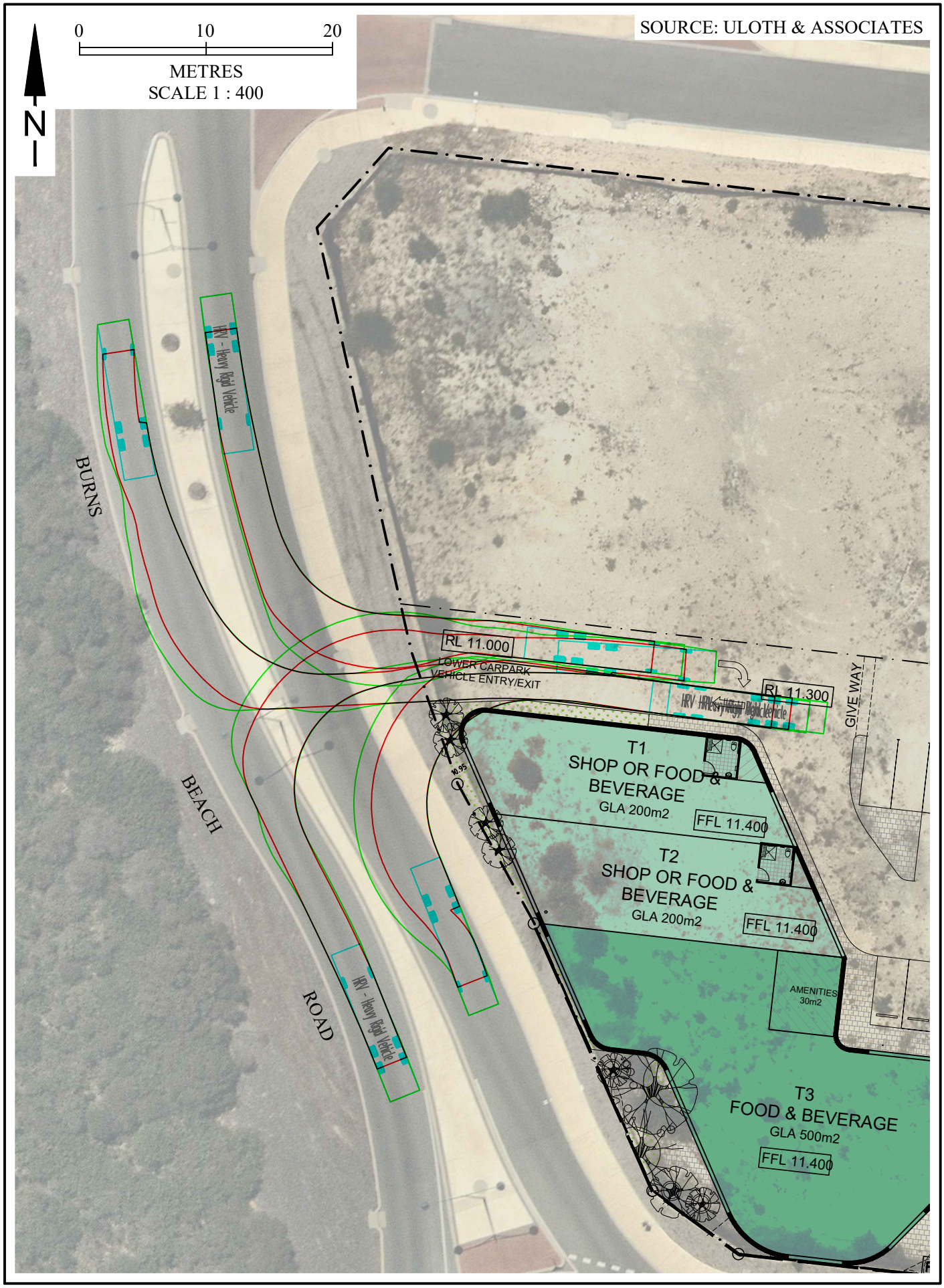
ENTRY FORECOURT
FFL 11.300

T5
IGA SUPERMARKET AND LIQUOR STORE
GLA 1050m2
FFL 11.400

T5
LOADING AND SERVICES
AREA 130m2

Swept Path for HRV (12.5m)
ACCESSING PROPOSED IGA LOADING DOCK

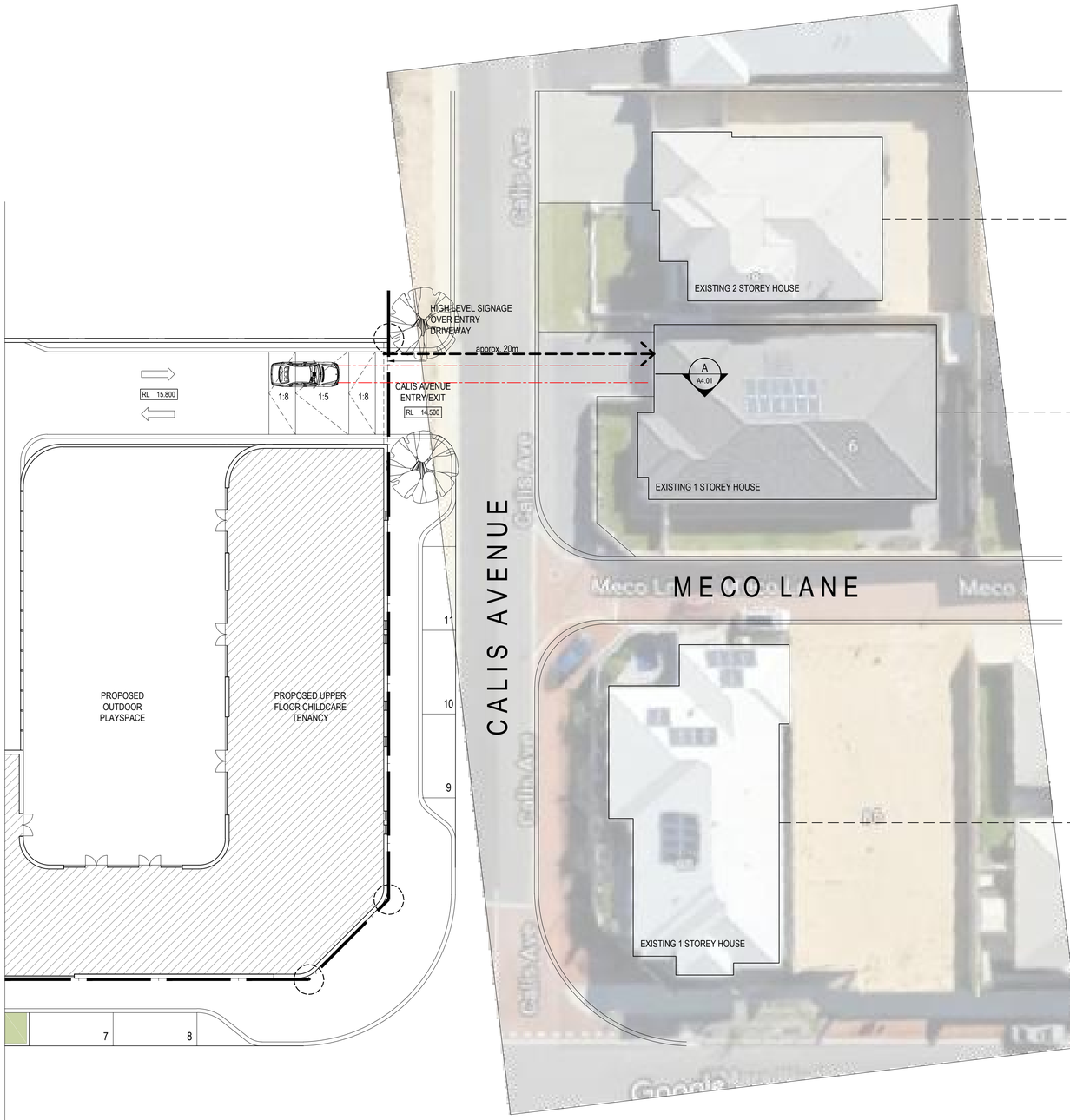
FIG.
A.8



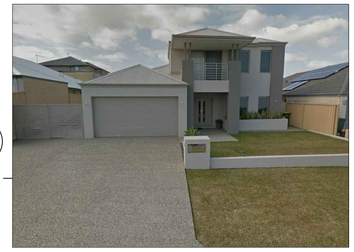
Swept Path for HRV (12.5m)

ACCESSING SITE OFF BURNS BEACH ROAD

FIG.
A.9



A



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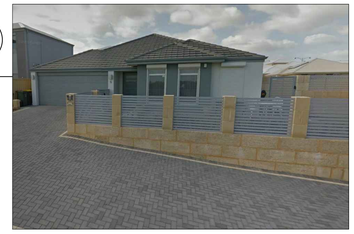
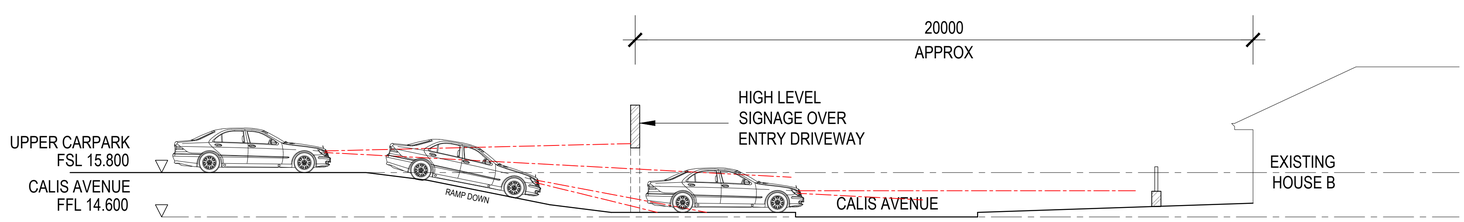


C



SCALE

1:200

PROJECT TITLE

ILUKA COMMERCIAL

CALIS AVENUE SKETCH

dm|g ARCHITECTURE

DESIGN MANAGEMENT GROUP level 2 1008 hay street perth 6000
telephone +61 8 9212 8888 | facsimile +61 8 9212 8822
info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

PROJECT #

18031

DRAWING #

SK01

Natural Area
CONSULTING MANAGEMENT SERVICES

Mykonos View Pty Ltd

BAL-contour Report, Portion of Lot 9040, Burns Beach Road, Mykonos View, Calis Avenue and O'Mara Boulevard, Iluka

V1 – 27 November 2018

Natural Area Holdings Pty Ltd
99C Lord Street, Whiteman, WA, 6076
Ph: (08) 9209 2767
info@naturalarea.com.au
www.naturalarea.com.au

Disclaimer

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- Property Owners and their consultants and/or contractors
- City of Joondalup
- Purchasers of Lots in designated fire prone areas.

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Document Control

Document Title	PS BAL Burns Beach Rd Iluka V1.docx
Location	Client Folders NAC/Planning Solutions/

Version No.	Date	Changes	Prepared by	Approved by	Status
V1	27 November 2018	New document	SB	BC	Final

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1.0 Introduction

Natural Area Holdings Pty Ltd T/A Natural Area Consulting Management Services has prepared this BAL-contour report for a portion of Lot 9040 on Deposited Plan 411177 located at the intersection of Burns Beach Road and Mykonos View, Iluka, within the City of Joondalup for Mykonos View Pty Ltd. The report will support applications for development and/or subdivision. The site faces Burns Beach Road, with areas to the north (Mykonos View) and east (Calis Avenue) developed as residential areas, the Lot south of O'Mara Blvd is cleared ahead of subdivision and development, with the closest vegetation located in the coastal foreshore reserve to the west (Figure 1).

This report details the following:

- site details and location
- vegetation classification
- site slope
- separation distance between proposed Lots and classified vegetation
- fire danger index
- potential bushfire impacts
- indicative Bushfire Attack Level (BAL) zones for the site
- compliance with policy intent and acceptable solutions.

The most recent site assessment was undertaken on Thursday 22 November 2018. This report has been prepared by Sue Brand, an accredited Level 2 Bushfire Planning and Design Practitioner with the Fire Protection Association of Australia.

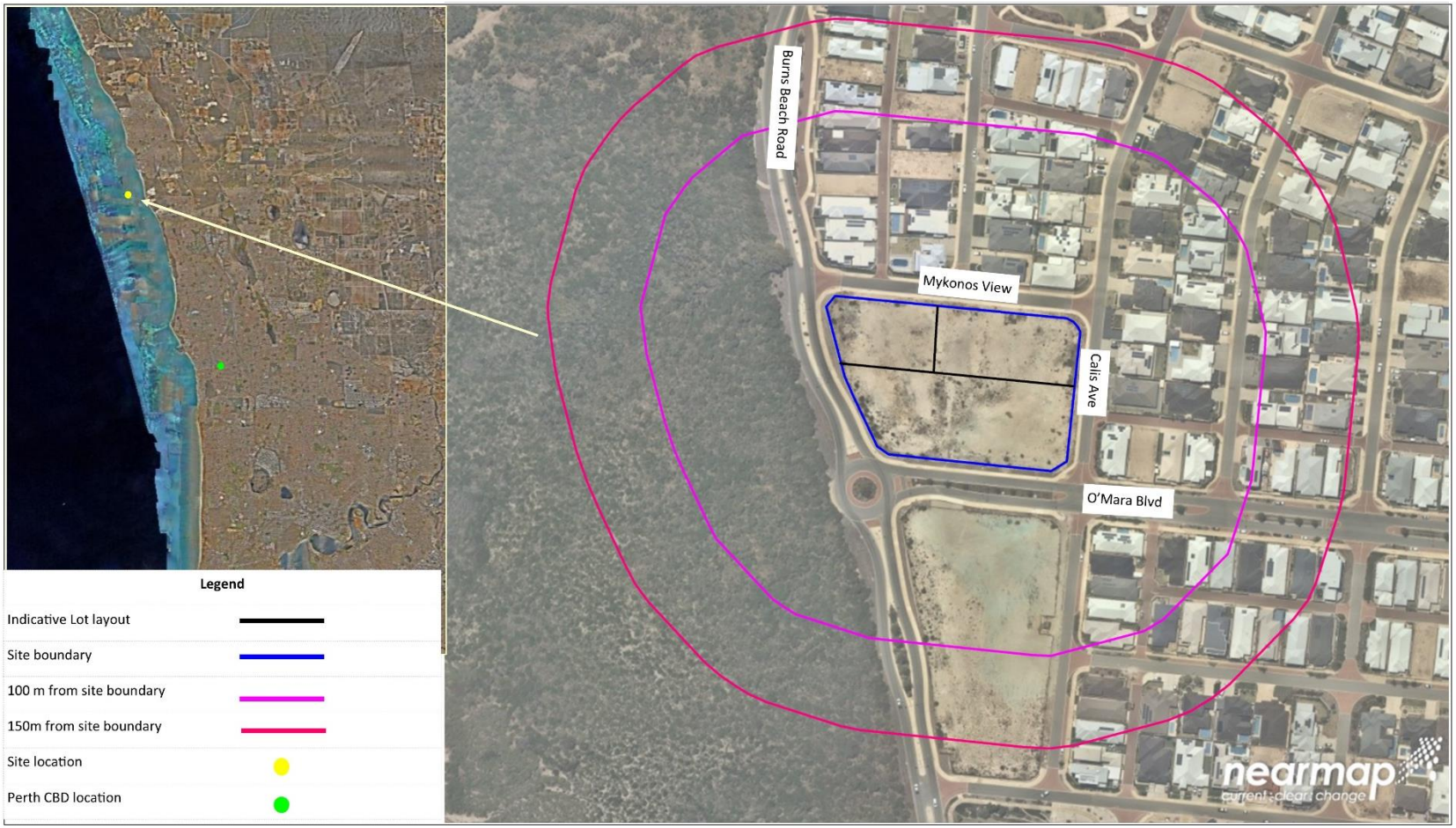


Figure 1: Location
Cnr Burns Beach Road and Mykonos View, Iluka

N

Client: Mykonos View Pty Ltd
Project: BAL-Contour Assessment, Burns Beach Road Iluka
Image Source: NearMap 2018
Prepared by: Sue Brand
Datum: GDA 94, Zone 50

0 47
Metres

2.0 Bushfire Threat

2.1 Site Characteristics

2.1.1 Location

The site is located in the suburb of Iluka within the City of Joondalup (Figure 1); it is bounded by Burns Beach Road and the coastal foreshore reserve to the west, Mykonos View to the north, Calis Avenue to the east and O'Mara Boulevard to the south.

2.1.2 Contours and Slope

The Iluka Foreshore Reserve immediately to the west of the site is the rear of the secondary dune system, meaning that vegetation across from the site is upslope or flat land (Figure 3). The site itself is largely flat with a gentle upward slope to the east. For the purposes of the BAL-assessment, the site is upslope or flat land.

2.1.3 Land Use

The site has been cleared during civil engineering construction works, ahead of any further subdivision and development (Figure 2). Other Lots within the broader subdivision have been built on, with roads and infrastructure already present (Figure 1).

Figure 2: Current land use

2.1.4 Access

Access to the site is via the existing road network (Figure 1), with no additional roads planned.

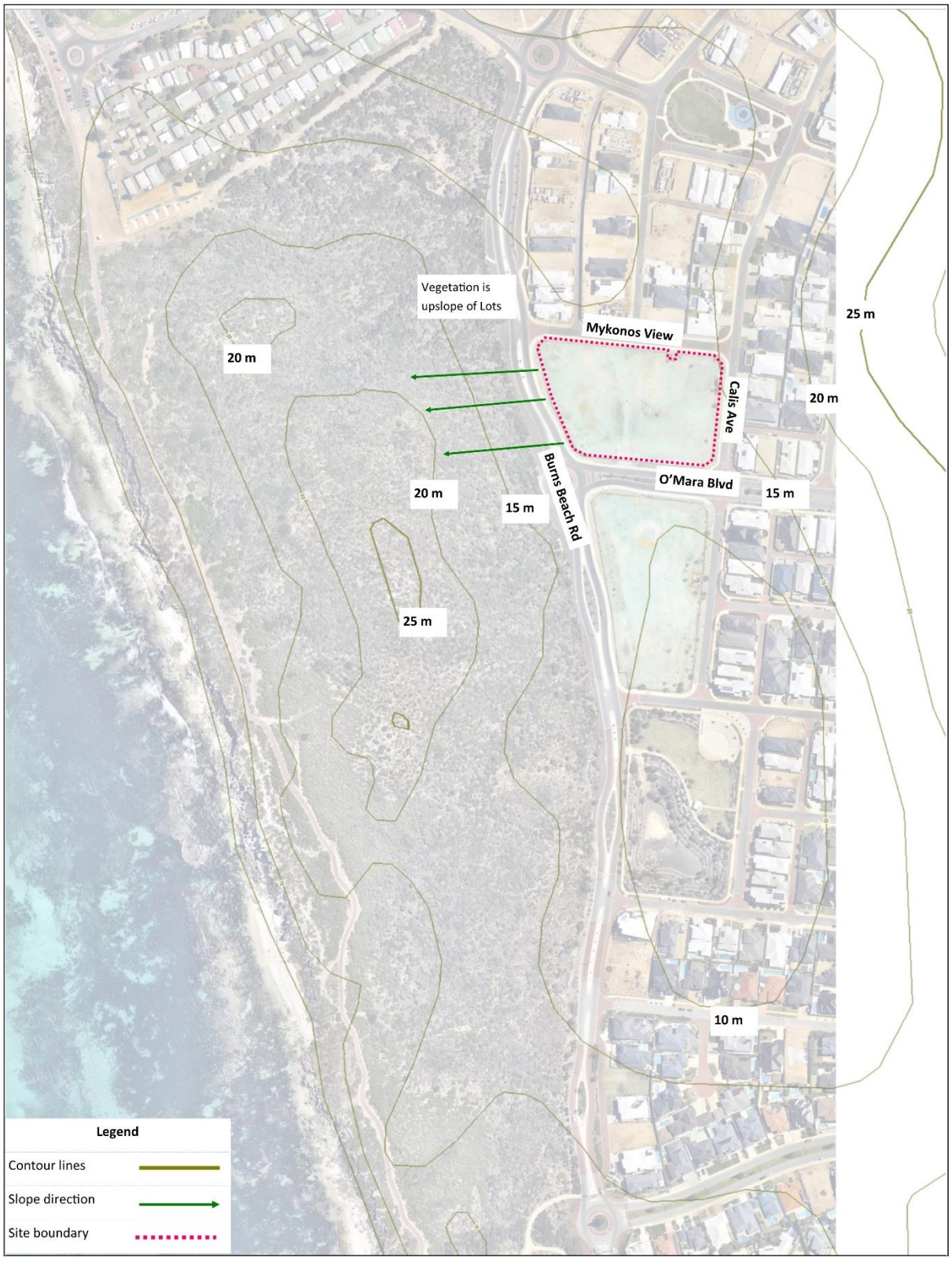


Figure 3: Contours and Slope Subject Site, cnr Burns Beach Road and Mykonos View, Iluka

N

Client: Mykonos View Pty Ltd
Project: BAL Contour Assessment L1754 Burns Beach Rd Iluka
Image Source: NearMap, 2016
Prepared by: Sue Brand
Datum: GDA 94, Zone 50

0 55
Metres

2.2 Vegetation Classification

All vegetation within 100 m of the site was classified in accordance with Clause 2.2.3 of *AS 3959 – 2009 Construction of Buildings in Bushfire-prone Areas*. Each distinguishable area of vegetation with the potential to determine the bushfire attack level (BAL) is discussed (Figure 8).

2.2.1 Area 1 – Class C Shrubland

Area 1 is the Class C Shrubland characterised by low shrubs to 2 m present on the secondary dunes to the west within the Iluka Foreshore Reserve (Figure 4). This vegetation is the co-dominant vegetation type within 100 m of the site and will have the greatest influence on BAL-ratings within the Lots. This vegetation is mature, in a stable condition, and none will be cleared during proposed development works.

Area 1 **Classification or Exclusion Clause** Class C Shrubland (Heath < 2m)

Photo ID: 1

Figure 4: Class C Shrubland within the Iluka Foreshore Reserve

2.2.2 Area 2 – Class D Scrub

The Iluka Foreshore Reserve in proximity to the northern portion of the site contains an area of Class D Scrub (Figure 5) to the north west of the site. This vegetation class is characterised by shrubs from 2 – 4 m with a continuous canopy from ground level, along with the occasional tree. The vegetation is mature and stable and will not be impacted by the development.

Area 2	**Classification or Exclusion Clause**	Class D Scrub (Closed Scrub > 2 m)

Photo ID: 2

Figure 5: Class D Scrub within the Iluka Foreshore Reserve

2.2.3 Area 3 – Low-threat Vegetation

Area 3 is low-threat vegetation located within managed (irrigated) reserves in nearby roundabouts and islands within the road network (Figure 6).

Area 3	**Classification or Exclusion Clause**	Exclusion clause 2.2.3.2 (f) – Low threat vegetation

Photo ID: 3

Figure 6: Low-threat vegetation – intersection of O'Mara Blvd and Burns Beach Road

2.2.4 Area 4 – Non-vegetated Areas

Area 4 are non-vegetated areas associated with cleared land, roads and existing development (Figure 7), and which are subject to exclusion clause 2.2.3.2 (e).

Area	3	**Classification or Exclusion Clause**	Exclusion clause 2.2.3.2 (e) – Non-vegetated areas

Photo ID: 4

Figure 7: Non-vegetated areas

Figure 8: Vegetation Classification
Cnr Burns Beach Road and Mykonos View, Iluka

2.3 Bushfire Hazard Level

2.3.1 Fire History

A review of historic aerial imagery shows no obvious indication of fire within the coastal foreshore reserve.

2.3.2 Bushfire Hazard Assessment

Depending on the vegetation type, a hazard rating of low, moderate or high is assigned. The nature of the remnant vegetation in the coastal foreshore reserve means the hazard rating is moderate-to-extreme, with all other locations within 100 m of the vegetation rated as moderate due to the increased risk.

2.3.3 Bushfire Fuels

Bushfire fuels are present within the remnant vegetation in the coastal foreshore reserve only.

2.3.4 Relevant Fire Danger Index

The fire danger index for this site is FDI 80, as documented in Table 2.4.3 of AS 3959 and which is the nominated FDI for Western Australia.

2.3.5 Potential Fire Impacts

The potential fire impacts to the Lots from the vegetated areas are smoke and ember attack based on separation distances to the classified vegetation (Table 2).

Table 2: BAL- analysis

Area	Vegetation Classification	Effective Slope	Separation (m)	BAL
1	Class C – Shrubland	Upslope or flat land	25	12.5
2	Class D – Scrub	Upslope or flat land	27	12.5
3	Low threat vegetation	Flat land	N/A	Low

2.4 Bushfire Attack Level

Preliminary indications are that the site will be subdivided into three Lots, with the bushfire attack level contours confirming that the site is more than 25 m but less than 100 m from the edge of the classified vegetation within the foreshore reserve, meaning a BAL-12.5 rating will be applied to each Lot (Figure 9); BAL-ratings may differ in the event a different Lot configuration is applied. Residential buildings rated BAL-12.5 will need to comply with the construction requirements described in Clauses 3 and 5 of AS 3959 – 2009, with any commercial buildings complying with the Building Code of Australia requirements.

2.5 Shielding

As the site is rated BAL-12.5, the shielding provisions outlined in clause 3.5 of AS 3959 – 2009 will not apply.

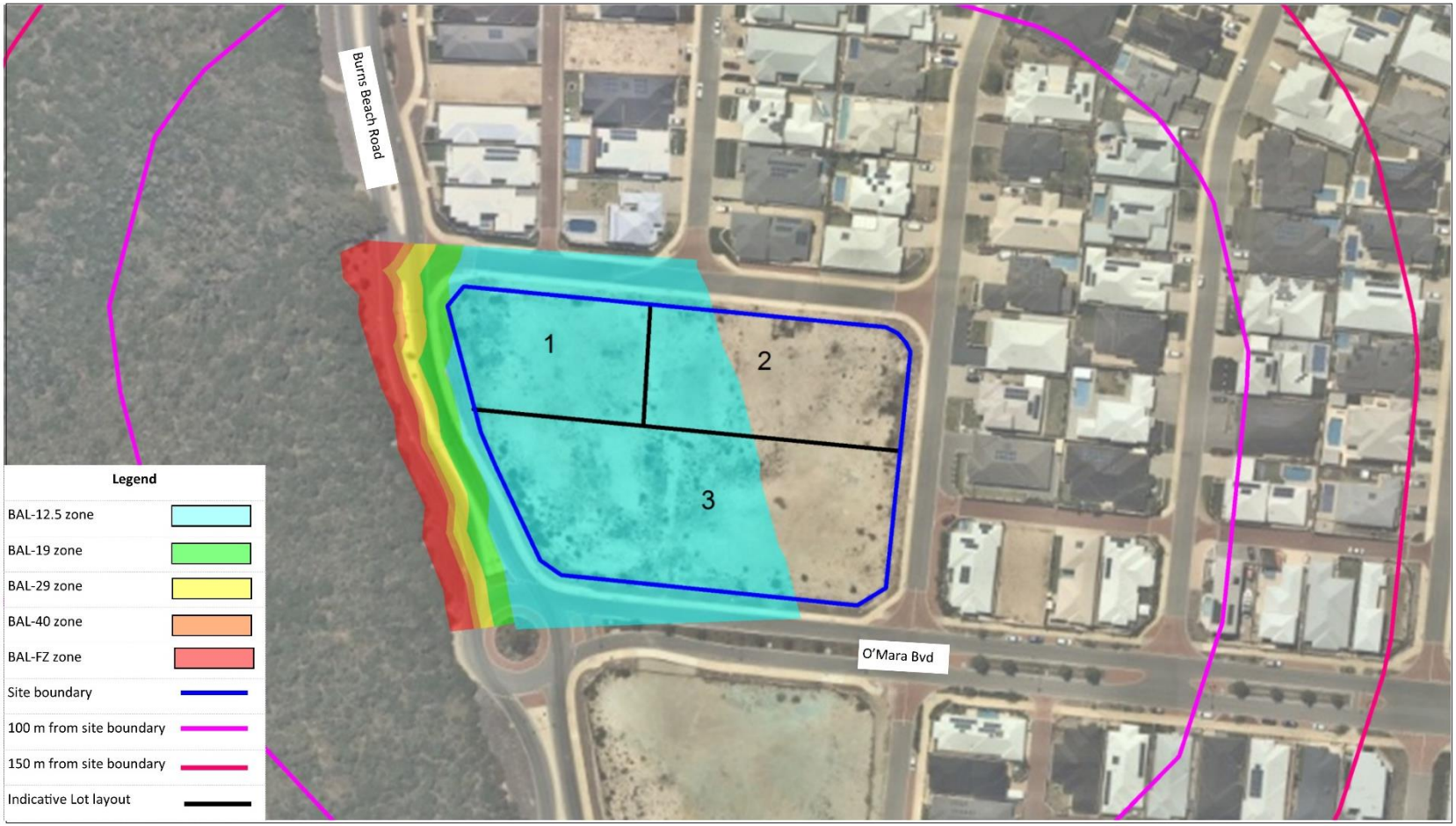


Figure 9: BAL-contours
Cnr Burns Beach and Mykonos View, Iluka

N

Client: Mykonos View Pty Ltd
Project: BAL-Contour Assessment, Burns Beach Road Iluka
Image Source: NearMap 2018
Prepared by: Sue Brand
Datum: GDA 94, Zone 50

0 25
Metres

3.0 Compliance and Justifications

3.1 SPP 3.7 Objectives and Application of Policy Measures

The intent of *State Planning Policy (SPP) 3.7 Planning in Bushfire Prone Areas* (Department of Planning and Western Australian Planning Commission, 2015) is to ensure that bushfire risks are considered in a timely manner and that planning documents demonstrate the appropriate application of the various policy measures. Table 1 summarises the intent and objectives of SPP 3.7 and provides evidence of how the subject site complies.

Table 1: Evidence of compliance with SPP 3.7 intent and objectives

SPP Reference	Description	Evidence of Compliance
Intent	▪ Ensure that risks associated with bushfires are planned using a risk-based approach	▪ Undertaking a BAL-assessment and documenting in report that complies with SPP 3.7 ▪ Hazard assessment indicates risks associated with bushland are manageable
Objective 1	▪ Avoid any increase in the threat of bushfire to people, property and infrastructure	▪ Hazard assessment indicates risks associated with bushland are manageable ▪ The Site is within 100 m of vegetation, so a BAL-contour diagram has been prepared, with the majority of the site being rated BAL-12.5 with the remainder being BAL-Low
Objective 2	▪ Reduce vulnerability to bushfire	▪ Hazard assessment indicates risks associated with bushland are manageable ▪ The Site is within 100 m of vegetation, so a BAL-contour diagram has been prepared, with the majority of the site being rated BAL-12.5 with the remainder being BAL-Low
Objective 3	▪ Ensure that higher order strategic planning documents and proposals consider bushfire protection requirements at an early stage	▪ Planning within the area is well advanced, with the Lots in question remaining as a component of the broader Beaumaris subdivision
Objective 4	▪ Achieve an appropriate balance between bushfire risk management and biodiversity conservation	▪ Site environmental values have been considered during the planning approvals process, with the retention of the foreshore reserve to the west

3.2 Bushfire Protection Criteria

Table 2 demonstrates the site's Compliance with Bushfire Protection Criteria; Figure 10 shows the BAL-contour diagram, with the entire site being within the BAL-12.5 or BAL-low zones. No other bushfire protection mechanisms are required.

Table 2: Compliance with bushfire protection criteria

Intent	Performance Principle	Solution
Element 1: Location		
Ensure subdivision and development applications are located in areas with the least possible risk of bushfire	▪ Bushfire hazard assessment is or will on completion be moderate or low ▪ BAL-rating is BAL-29 or lower	▪ The site is located in an area where the bushfire hazard level is manageable ▪ Bushfire hazard assessment indicates risk is manageable ▪ The Site is within 100 m of vegetation, so a BAL-contour diagram has been prepared, with the majority of the site being rated BAL-12.5 with the remainder being BAL-Low
Element 2: Siting and Design of Development		
Siting and design of development minimises the level of bushfire impact	▪ Siting and design of development is appropriate to the level of bushfire threat and minimises risk to people, property and infrastructure	▪ Bushfire hazard assessment indicates a manageable bushfire risk ▪ The Site is within 100 m of vegetation, so a BAL-contour diagram has been prepared, with the majority of the site being rated BAL-12.5 with the remainder being BAL-Low
Element 3: Vehicular Access		
Vehicular access servicing a subdivision is available and safe during a bushfire event	▪ Internal layout, design and construction of public and private vehicular access and egress in the subdivision allow emergency and other vehicles to move easily and safely at all times	▪ Access will be via the existing road network, with access available to the north, east and south ▪ no additional roads are planned
Element 4: Water		
Water is available to the subdivision, development or land use to enable people,	▪ Subdivision is provided with a permanent and secure water supply that is sufficient for firefighting purposes	▪ The site is located within a reticulated area, with hydrants compliant with Water Corporation design standards

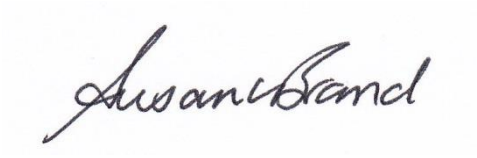
Intent	Performance Principle	Solution
property and infrastructure to be defended from bushfire		

3.3 Compliance with Relevant Documents

Sections 3.1 and 3.2 demonstrate how the site complies with *State Planning Policy 3.7* (Department of Planning and WA Planning Commission, 2015) and *Guidelines for Planning in Bushfire Prone Areas* (Department of Planning, Department of Fire and Emergency Services and WA Planning Commission, V1.3 2017). Each Lot owner must comply with relevant sections of the annual firebreak notice and bushfire information prepared by the City of Joondalup, such as total fire ban and hazard reduction programs.

3.4 Compliance Statement

This BAL-assessment report has been prepared in accordance with the requirements of *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (Department of Planning and Western Australian Planning Commission, 2015) and *Guidelines for Planning in Bushfire Prone Areas* (Department of Planning, Department of Fire and Emergency Services and Western Australian Planning Commission, V1.3, 2017). The BAL-contour map was prepared in accordance with the simple procedure (Method 1) of AS 3959. The BAL-rating contours are accurate as at 26 November 2018.



Signed:
Dated: 26 November 2018
Accreditation Number: 36638
Accreditation Expiry Date: 30 April 2019

BPAD Bushfire Planning & Design Accredited Practitioner Level 2

4.0 References

AS 3959 – 2009 Construction of Buildings in Bushfire Prone Areas (Nov 2011, including Amendment 3)

City of Joondalup, (2017), online mapping, accessed March 2017 from http://www.joondalup.wa.gov.au/.

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ILUKA PLAZA
LOT 9040 (#98) O'MARA BOULEVARD, ILUKA

ENVIRONMENTAL ACOUSTIC ASSESSMENT
FOR DA SUBMISSION

NOVEMBER 2018

OUR REFERENCE: 23778-2-18234

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
(08) 9367 6200
hsa@hsacoustics.com.au

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ENVIRONMENTAL ACOUSTIC ASSESSMENT

DA – ILUKA PAZA

Job No: 18234

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FOR

AGEM PROPERTY GROUP

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APPENDIX

A SITE PLAN

1. INTRODUCTION

Herring Storer Acoustics were commissioned by AGEM Property Group to undertake an preliminary acoustic assessment for the proposed Iluka Paza to be located on at Lot 9040 (#98) O'Mara Boulevard, Iluka for the Development Application.

The objective of this study was to review noise emissions from the proposed development, to the surrounding premises to determine whether compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997* could be achieved. From information received, we believe that this stage will include a supermarket, general retail spaces, medical centre, gym, and child care centre. Therefore, this report not only considers noise emissions from mechanical services and trucks within loading docks, but also children within the outdoor play area of the child care centre.

The assessment has been based on the drawings provided, as attached in Appendix A.

2. SUMMARY

Noise emissions associated with Stage 1 will be able to achieve compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

The preliminary assessment of the mechanical services shows that noise emissions would comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*, provided screening of the mechanical services is included in the design. During the design stage of the project, once the design of the mechanical services has been undertaken and equipment selected, a noise assessment of the mechanical services will be undertaken.

Noise emissions from delivery vehicles within loading docks would comply with the Regulatory requirements at all times.

Finally, noise emissions from children playing within the outdoor play area would also comply with the Regulatory requirements at all times, provided a 1800mm high screen / barrier was incorporated along the northern edge of the outdoor play area.

3. CRITERIA

3.1 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. For noise sensitive premises, the allowable noise level is determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 3.1. For commercial premises, the assigned noise levels are fixed, as listed in Table 3.1.

TABLE 3.1 – ASSIGNED NOISE LEVELS

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises within 15 metres of a dwelling (Highly Sensitive Areas)	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF
Commercial Premises	Any Time	60	75	80

Note: The L_{A10} noise level is the noise that is exceeded for 10% of the time.
The L_{A1} noise level is the noise that is exceeded for 1% of the time.
The L_{Amax} noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness" means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;

"modulation" means a variation in the emission of noise that –

(a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band;
(b) is present for more at least 10% of the representative assessment period; and
(c) is regular, cyclic and audible;

"tonality" means the presence in the noise emission of tonal characteristics where the difference between –

(a) the A-weighted sound pressure level in any one-third octave band; and
(b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

The influencing factor at the existing neighbouring residential premises located across Calis and Santos Avenue have been determined to be +2. Thus, the assigned noise levels would be as listed in Table 3.3.

TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL - NEIGHBOURING RESIDENCE

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A\ 10}$	$L_{A\ 1}$	$L_{A\ max}$
Noise sensitive premises	0700 - 1900 hours Monday to Saturday	47	57	67
	0900 - 1900 hours Sunday and Public Holidays	42	52	67
	1900 - 2200 hours all days	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	37	47	57

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

Given the location of the proposed shopping centre, the neighbouring residences of concern are located to the east of the shopping centre, across Calis and Santos Avenues, as shown on Figure F3.1.

Figure F3.1 – Neighbouring Residences

4. MODELLING

To assess the noise that would be received at the neighbouring residences from noise emissions associated with Iluka Plaza, noise modelling was undertaken using the noise modelling program SoundPlan.

To determine the noise received at the neighbouring premises, noise modelling was undertaken for the following scenarios :

- Mechanical services;
- Delivery Vehicles; and
- Children within the outdoor play area of the child care centre.

Additionally, modelling was undertaken generally in accordance with the *EPA Draft Guidance for Assessment of Environmental Factors No. 8 – Environmental Noise*, including worst case down wind conditions.

Calculations were based on the noise levels for mechanical services, as summarised in Table 4.1. The sound power levels for the delivery trucks are listed in Table 4.2.

TABLE 4.1 – MECHANICAL SERVICES SOUND POWER LEVELS

Item	Noise Level, dB(A)
Air Conditioning Unit	4 @ 72 and 9 @ 76
Exhaust Systems	7 @ 79
Refrigeration	2 @ 82

TABLE 4.2 – DELIVERY TRUCKS SOUND POWER LEVELS

Item of Equipment	Sound Power Level, (dB(A))
Refrigerated Delivery truck	89
Small Delivery Truck	84

With regards to the outdoor play area, acoustic modelling was made on the basis of 50 children playing outside within the outdoor play area at the one time, utilising 5 groups of 10 children sound power levels, as listed in Table 4.3, distributed as plane sources. The noise modelling also includes a 1800mm high screen / barrier along the northern side of the outdoor play area.

TABLE 4.3– OUTDOOR PLAY SOUND POWER LEVELS

Item	Sound Power Level, dB(A)
Children Playing	83 (per 10 children)

The use of the delivery dock is understood to accommodate 19m articulated delivery trucks and have been assumed to be refrigerated trucks (i.e worst case scenario). In addition to the larger deliveries, small delivery vans or trucks (ie for bakery delivery etc) occur in the morning before 7am. These small deliveries have been assessed, based on the delivery vehicle being a 13m rigid truck.

Given the location of the loading dock, noise emission from the delivery trucks would occur for less than 10% of the time and noise from these sources would need to meet the assigned L_{A1} noise levels.

We note that during the night period, most of the mechanical services would not operate. Only the refrigeration equipment and the mechanical services associated with the fast food outlets would operate during the night period. Even then there would be some diversity in the operation for this equipment during various time periods, to be conservative, this diversity has not been included in the modelling or assessment.

5. RESULTS

Calculations were undertaken to residences to the east of the shopping centre located on Calis and Santos Avenue. We note that from "Google Earth" street view that 8 Calis Avenue and 20 Santos Avenue are 2 storey residences. Thus, noise modelling was undertaken to both the ground and first floors for these residences.

The resultant noise levels at the worst case locations for are listed in Table 5.1.

TABLE 5.1 – CALCULATED NOISE LEVELS

Location	Calculated Noise Level (dB(A))				
	Mechanical Services		Refrigerated Truck	Small Delivery	Outdoor Play
	Day / Evening	Night			
8 Calis Ave					
Ground Floor	30 (35)	27 (32)	30 (35)	26 (31)	44
First Floor	33 (38)	30 (35)	30 (35)	26 (31)	45
6 Calis Ave	32 (37)	30 (35)	29 (34)	23 (28)	31
88 O'Mara Blvd	35 (40)	31 (36)	27 (32)	23 (28)	25
22 Santos Ave	32 (37)	29 (34)	25 (30)	18 (23)	25
20 Santos Ave					
Ground Floor	30 (35)	27 (32)	24 (29)	17 (22)	27
First Floor	31 (36)	28 (33)	23 (28)	16 (21)	24

( ) Includes +5 dB(A) penalty for tonal component.

Note: Noise received at the existing neighbouring noise sensitive premises from mechanical services and trucks could be tonal, thus, a +5 dB(A) penalty has been applied to the calculated noise levels. Noise emissions from voices (outdoor play) is broadband and does not contain any annoying characteristics.

Noise emissions from the mechanical services would occur for more than 10% of the time. Thus, noise emissions associated with these sources needs to comply with the assigned L_{A10} noise level. However, noise emissions associated with truck deliveries would take less than 10% of the time. Therefore, noise from deliveries needs to comply with the Assigned L_{A1} noise levels.

It is also noted that play within the outdoor area of the child care is a day period activity. Hence noise from this noise source only needs to comply with the assigned day period noise levels.

Tables 5.2 and 5.3 compares the calculated noise levels for the L_{A10} noise sources, being the mechanical services and patron noise, with the assigned noise levels.

Notes :

1 The following assessment include the appropriate adjustments for penalties.

2 To be conservative and to simplify the assessment, the assessments have been made against the lowest influencing factor and hence, the worst case assigned noise level.

TABLE 5.2 – ASSESSMENT OF MECHANICAL SERVICES NOISE LEVEL EMISSIONS

Location	Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L_{A10} Noise Level (dB)	Level of compliance (dB)
8 Calis Ave Ground Floor	35	Day	47	Complies
	35	Evening Sunday / Public Holiday	42	Complies
	32	Night	37	Complies
8 Calis Ave First Floor	38	Day	47	Complies
	38	Evening Sunday / Public Holiday	42	Complies
	35	Night	37	Complies
6 Calis Ave	37	Day	47	Complies
	37	Evening Sunday / Public Holiday	42	Complies
	35	Night	37	Complies
88 O'Mara Blvd	40	Day	47	Complies
	40	Evening Sunday / Public Holiday	42	Complies
	36	Night	37	Complies
22 Santos Ave	37	Day	47	Complies
	37	Evening Sunday / Public Holiday	42	Complies
	34	Night	37	Complies
20 Santos Ave Ground Floor	35	Day	47	Complies
	35	Evening Sunday / Public Holiday	42	Complies
	32	Night	37	Complies
20 Santos Ave First Floor	36	Day	47	Complies
	36	Evening Sunday / Public Holiday	42	Complies
	33	Night	37	Complies

TABLE 5.3 – ASSESSMENT OF OUTDOOR PLAY NOISE LEVEL EMISSIONS

Location	Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L_{A10} Noise Level (dB)	Level of compliance (dB)
8 Calis Ave Ground Floor First Floor	 44 45	Day	47	Complies
6 Calis Ave	31	Day	47	Complies
88 O'Mara Blvd	25	Day	47	Complies
22 Santos Ave	25	Day	47	Complies
20 Santos Ave Ground Floor First Floor	 27 24	Day	47	Complies

Tables 5.4 and 5.5 compares the calculated noise levels for the L_{A1} noise sources, being the delivery trucks with the critical assigned noise levels.

TABLE 5.4 – ASSESSMENT OF REFRIGERATED TRUCKS NOISE LEVEL EMISSIONS

Location	Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L_{A1} Noise Level (dB)	Level of compliance (dB)
8 Calis Ave Ground Floor	35	Day	57	Complies
	35	Evening Sunday / Public Holiday	52	Complies
	35	Night	47	Complies
8 Calis Ave First Floor	35	Day	57	Complies
	35	Evening Sunday / Public Holiday	52	Complies
	35	Night	47	Complies
8 Calis Ave	34	Day	57	Complies
	34	Evening Sunday / Public Holiday	52	Complies
	34	Night	47	Complies
88 O'Mara Blvd	32	Day	57	Complies
	32	Evening Sunday / Public Holiday	52	Complies
	32	Night	47	Complies
22 Santos Ave	30	Day	57	Complies
	30	Evening Sunday / Public Holiday	52	Complies
	30	Night	47	Complies
20 Santos Ave Ground Floor	29	Day	57	Complies
	29	Evening Sunday / Public Holiday	52	Complies
	29	Night	47	Complies
20 Santos Ave First Floor	28	Day	57	Complies
	28	Evening Sunday / Public Holiday	52	Complies
	28	Night	47	Complies

TABLE 5.5 – ASSESSMENT OF SMALL TRUCKS NOISE LEVEL EMISSIONS

Location	Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L_{A10} Noise Level (dB)	Level of compliance (dB)
8 Calis Ave Ground Floor	31	Day	57	Complies
	31	Evening Sunday / Public Holiday	52	Complies
	31	Night	47	Complies
8 Calis Ave First Floor	31	Day	57	Complies
	31	Evening Sunday / Public Holiday	52	Complies
	31	Night	47	Complies
6 Calis Ave	28	Day	57	Complies
	28	Evening Sunday / Public Holiday	52	Complies
	28	Night	47	Complies
88 O'Mara Blvd	28	Day	57	Complies
	28	Evening Sunday / Public Holiday	52	Complies
	28	Night	47	Complies
22 Santos Ave	23	Day	57	Complies
	23	Evening Sunday / Public Holiday	52	Complies
	23	Night	47	Complies
20 Santos Ave Ground Floor	22	Day	57	Complies
	22	Evening Sunday / Public Holiday	52	Complies
	22	Night	47	Complies
20 Santos Ave First Floor	21	Day	57	Complies
	21	Evening Sunday / Public Holiday	52	Complies
	21	Night	47	Complies

From the above assessment, noise emissions from the mechanical services would comply with the Regulatory requirements at all times. However, it is noted that the design of the mechanical services will need to include screening from the neighbouring residences.

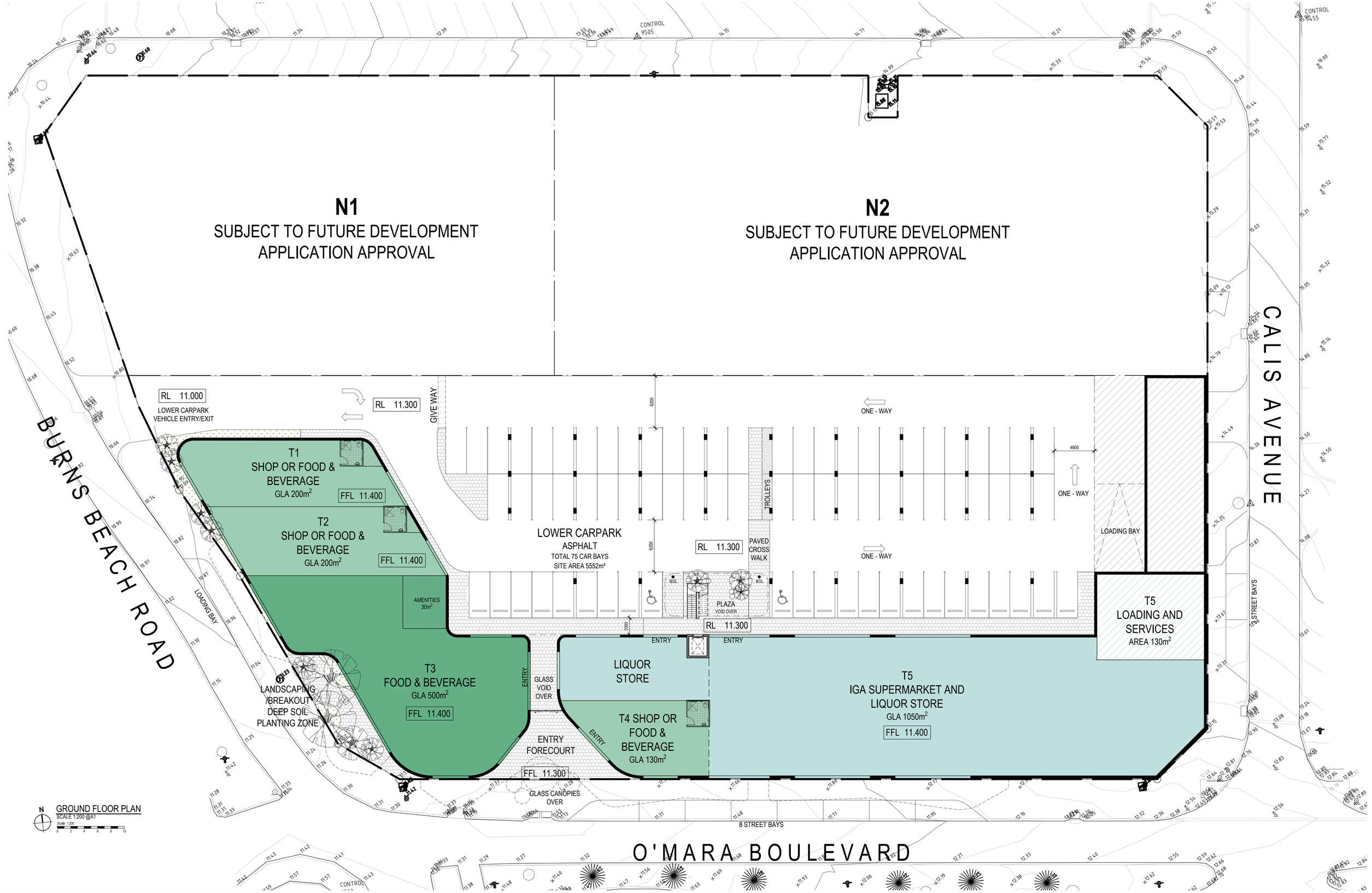
Noise emissions from delivery vehicles would also comply with the Regulatory requirements at all times.

Finally, noise emissions from children playing within the outdoor play area wold also comply with the Regulatory requirements for the day period provided a 1800mm high screen / barrier was incorporated along the northern edge of the outdoor play area.

Based on the above assessment, noise received at the neighbouring residences from the proposed development would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

APPENDIX A

SITE PLAN



N

GROUND FLOOR PLAN
SCALE 1:200 @A1
Scale 1:200
0 2 4 6 8 10

SCALE

1:200 @ A1

PROJECT TITLE

BEAUMARIS BEACH DEVELOPMENT N3

LOT 9040 (#98) O'MARA BOULEVARD, ILUKA

AGEM PROPERTY GROUP

dmg ARCHITECTURE

DESIGN MANAGEMENT GROUP | level 2 1008 hay street perth 6000
telephone +61 8 9212 8888 | facsimile +61 8 9212 8822
info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

PROJECT #

18031

DRAWING #

SK.01

N1
LOT 1
2018m²
SUBJECT TO FUTURE DEVELOPMENT
APPLICATION APPROVAL

N2
LOT 2
2757m²
SUBJECT TO FUTURE DEVELOPMENT
APPLICATION APPROVAL

BURNS BEACH ROAD

CALIS AVENUE

T6
CONSULTING OR
OFFICE
GLA 410m²
RL 15.700

T6
CONSULTING OR
OFFICE
GLA 300m²
RL 15.700

SHARED
BREAKOUT

GLASS CANOPY

T7
GYM
GLA 350m²
RL 15.700

UPPER CARPARK
ASPHALT
TOTAL 59 CAR BAYS
SITE AREA 5552m²

VOID
FLAT BELOW

RL 15.600

RECEPTION
LOBBY
55m2

OFFICES
35m²

MEETING
60m²

COTS

NAPPY

PREP

HIGH CHAIR

GROUP 1
50m2
10 PLACES

STAFF

PWDR

PLANNING
17m²

LAUNDRY /
CLEANERS

STAFF
25m²

KITCHEN
30m²

SHARED
PLAY
70m²

WALKWAY

PIAZZA
VOID OVER

RL 15.600

1:14
RAMP UP

UPPER CARPARK
VEHICLE ENTRY/EXIT

RL 14,500

STORAGE

T8-CHILDCARE
960m² INTERNAL GLA
570m2 EXTERNAL
1530m² TOTAL

RL 15.700

GLASS CANOPIES
OVER

OUTDOOR
PLAY
570m2

CANOPY OVER

GROUP 5
85m²
22 PLACES

CHILDRENS
WC

SHARED
ATELIER

GROUP 4
70m²
20 PLACES

OUTDOOR
STORE

STORAGE

STORAGE

GROUP 3
70m²
20 PLACES

ATELIER

WC

CHILD
SHWR

STORAGE

GROUP 2
130m²
26 PLACES

ATELIER

CANOPY BELOW

CANOPY BELOW

CANOPY BELOW

N

LEVEL 1 FLOOR PLAN
SCALE 1:200 @A1

O'MARA BOULEVARD

SCALE
1:200 @ A1

PROJECT TITLE
BEAUMARIS BEACH DEVELOPMENT N3
LOT 9040 (#98) O'MARA BOULEVARD, ILUKA
AGEM PROPERTY GROUP

design management group level 3 1300 hay street perth 6000
telephone +61 8 9322 6000 | facsimile +61 8 9322 6033

PROJECT #
18031

DRAWING #
SK.02

ILUKA PLAZA
LOT 9040 (#98) O'MARA BOULEVARD, ILUKA

ENVIRONMENTAL ACOUSTIC ASSESSMENT
FOR DA SUBMISSION

NOVEMBER 2018

OUR REFERENCE: 23778-2-18234

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Item	Sound Power Level, dB(A)
Children Playing	83 (per 10 children)

The use of the delivery dock is understood to accommodate 19m articulated delivery trucks and have been assumed to be refrigerated trucks (i.e worst case scenario). In addition to the larger deliveries, small delivery vans or trucks (ie for bakery delivery etc) occur in the morning before 7am. These small deliveries have been assessed, based on the delivery vehicle being a 13m rigid truck.

Given the location of the loading dock, noise emission from the delivery trucks would occur for less than 10% of the time and noise from these sources would need to meet the assigned L_{A1} noise levels.

We note that during the night period, most of the mechanical services would not operate. Only the refrigeration equipment and the mechanical services associated with the fast food outlets would operate during the night period. Even then there would be some diversity in the operation for this equipment during various time periods, to be conservative, this diversity has not been included in the modelling or assessment.

5. RESULTS

Calculations were undertaken to residences to the east of the shopping centre located on Calis and Santos Avenue. We note that from "Google Earth" street view that 8 Calis Avenue and 20 Santos Avenue are 2 storey residences. Thus, noise modelling was undertaken to both the ground and first floors for these residences.

The resultant noise levels at the worst case locations for are listed in Table 5.1.

TABLE 5.1 – CALCULATED NOISE LEVELS

Location	Calculated Noise Level (dB(A))				
	Mechanical Services		Refrigerated Truck	Small Delivery	Outdoor Play
	Day / Evening	Night			
8 Calis Ave					
Ground Floor	30 (35)	27 (32)	30 (35)	26 (31)	44
First Floor	33 (38)	30 (35)	30 (35)	26 (31)	45
6 Calis Ave	32 (37)	30 (35)	29 (34)	23 (28)	31
88 O'Mara Blvd	35 (40)	31 (36)	27 (32)	23 (28)	25
22 Santos Ave	32 (37)	29 (34)	25 (30)	18 (23)	25
20 Santos Ave					
Ground Floor	30 (35)	27 (32)	24 (29)	17 (22)	27
First Floor	31 (36)	28 (33)	23 (28)	16 (21)	24

( ) Includes +5 dB(A) penalty for tonal component.

Note: Noise received at the existing neighbouring noise sensitive premises from mechanical services and trucks could be tonal, thus, a +5 dB(A) penalty has been applied to the calculated noise levels. Noise emissions from voices (outdoor play) is broadband and does not contain any annoying characteristics.

Noise emissions from the mechanical services would occur for more than 10% of the time. Thus, noise emissions associated with these sources needs to comply with the assigned L_{A10} noise level. However, noise emissions associated with truck deliveries would take less than 10% of the time. Therefore, noise from deliveries needs to comply with the Assigned L_{A1} noise levels.

It is also noted that play within the outdoor area of the child care is a day period activity. Hence noise from this noise source only needs to comply with the assigned day period noise levels.

Tables 5.2 and 5.3 compares the calculated noise levels for the L_{A10} noise sources, being the mechanical services and patron noise, with the assigned noise levels.

Notes :

1 The following assessment include the appropriate adjustments for penalties.

2 To be conservative and to simplify the assessment, the assessments have been made against the lowest influencing factor and hence, the worst case assigned noise level.

TABLE 5.2 – ASSESSMENT OF MECHANICAL SERVICES NOISE LEVEL EMISSIONS

Location	Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L_{A10} Noise Level (dB)	Level of compliance (dB)
8 Calis Ave Ground Floor	35	Day	47	Complies
	35	Evening Sunday / Public Holiday	42	Complies
	32	Night	37	Complies
8 Calis Ave First Floor	38	Day	47	Complies
	38	Evening Sunday / Public Holiday	42	Complies
	35	Night	37	Complies
6 Calis Ave	37	Day	47	Complies
	37	Evening Sunday / Public Holiday	42	Complies
	35	Night	37	Complies
88 O'Mara Blvd	40	Day	47	Complies
	40	Evening Sunday / Public Holiday	42	Complies
	36	Night	37	Complies
22 Santos Ave	37	Day	47	Complies
	37	Evening Sunday / Public Holiday	42	Complies
	34	Night	37	Complies
20 Santos Ave Ground Floor	35	Day	47	Complies
	35	Evening Sunday / Public Holiday	42	Complies
	32	Night	37	Complies
20 Santos Ave First Floor	36	Day	47	Complies
	36	Evening Sunday / Public Holiday	42	Complies
	33	Night	37	Complies

TABLE 5.3 – ASSESSMENT OF OUTDOOR PLAY NOISE LEVEL EMISSIONS

Location	Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L_{A10} Noise Level (dB)	Level of compliance (dB)
8 Calis Ave Ground Floor First Floor	 44 45	Day	47	Complies
6 Calis Ave	31	Day	47	Complies
88 O'Mara Blvd	25	Day	47	Complies
22 Santos Ave	25	Day	47	Complies
20 Santos Ave Ground Floor First Floor	 27 24	Day	47	Complies

Tables 5.4 and 5.5 compares the calculated noise levels for the L_{A1} noise sources, being the delivery trucks with the critical assigned noise levels.

TABLE 5.4 – ASSESSMENT OF REFRIGERATED TRUCKS NOISE LEVEL EMISSIONS

Location	Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L_{A1} Noise Level (dB)	Level of compliance (dB)
8 Calis Ave Ground Floor	35	Day	57	Complies
	35	Evening Sunday / Public Holiday	52	Complies
	35	Night	47	Complies
8 Calis Ave First Floor	35	Day	57	Complies
	35	Evening Sunday / Public Holiday	52	Complies
	35	Night	47	Complies
8 Calis Ave	34	Day	57	Complies
	34	Evening Sunday / Public Holiday	52	Complies
	34	Night	47	Complies
88 O'Mara Blvd	32	Day	57	Complies
	32	Evening Sunday / Public Holiday	52	Complies
	32	Night	47	Complies
22 Santos Ave	30	Day	57	Complies
	30	Evening Sunday / Public Holiday	52	Complies
	30	Night	47	Complies
20 Santos Ave Ground Floor	29	Day	57	Complies
	29	Evening Sunday / Public Holiday	52	Complies
	29	Night	47	Complies
20 Santos Ave First Floor	28	Day	57	Complies
	28	Evening Sunday / Public Holiday	52	Complies
	28	Night	47	Complies

TABLE 5.5 – ASSESSMENT OF SMALL TRUCKS NOISE LEVEL EMISSIONS

Location	Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L_{A10} Noise Level (dB)	Level of compliance (dB)
8 Calis Ave Ground Floor	31	Day	57	Complies
	31	Evening Sunday / Public Holiday	52	Complies
	31	Night	47	Complies
8 Calis Ave First Floor	31	Day	57	Complies
	31	Evening Sunday / Public Holiday	52	Complies
	31	Night	47	Complies
6 Calis Ave	28	Day	57	Complies
	28	Evening Sunday / Public Holiday	52	Complies
	28	Night	47	Complies
88 O'Mara Blvd	28	Day	57	Complies
	28	Evening Sunday / Public Holiday	52	Complies
	28	Night	47	Complies
22 Santos Ave	23	Day	57	Complies
	23	Evening Sunday / Public Holiday	52	Complies
	23	Night	47	Complies
20 Santos Ave Ground Floor	22	Day	57	Complies
	22	Evening Sunday / Public Holiday	52	Complies
	22	Night	47	Complies
20 Santos Ave First Floor	21	Day	57	Complies
	21	Evening Sunday / Public Holiday	52	Complies
	21	Night	47	Complies

From the above assessment, noise emissions from the mechanical services would comply with the Regulatory requirements at all times. However, it is noted that the design of the mechanical services will need to include screening from the neighbouring residences.

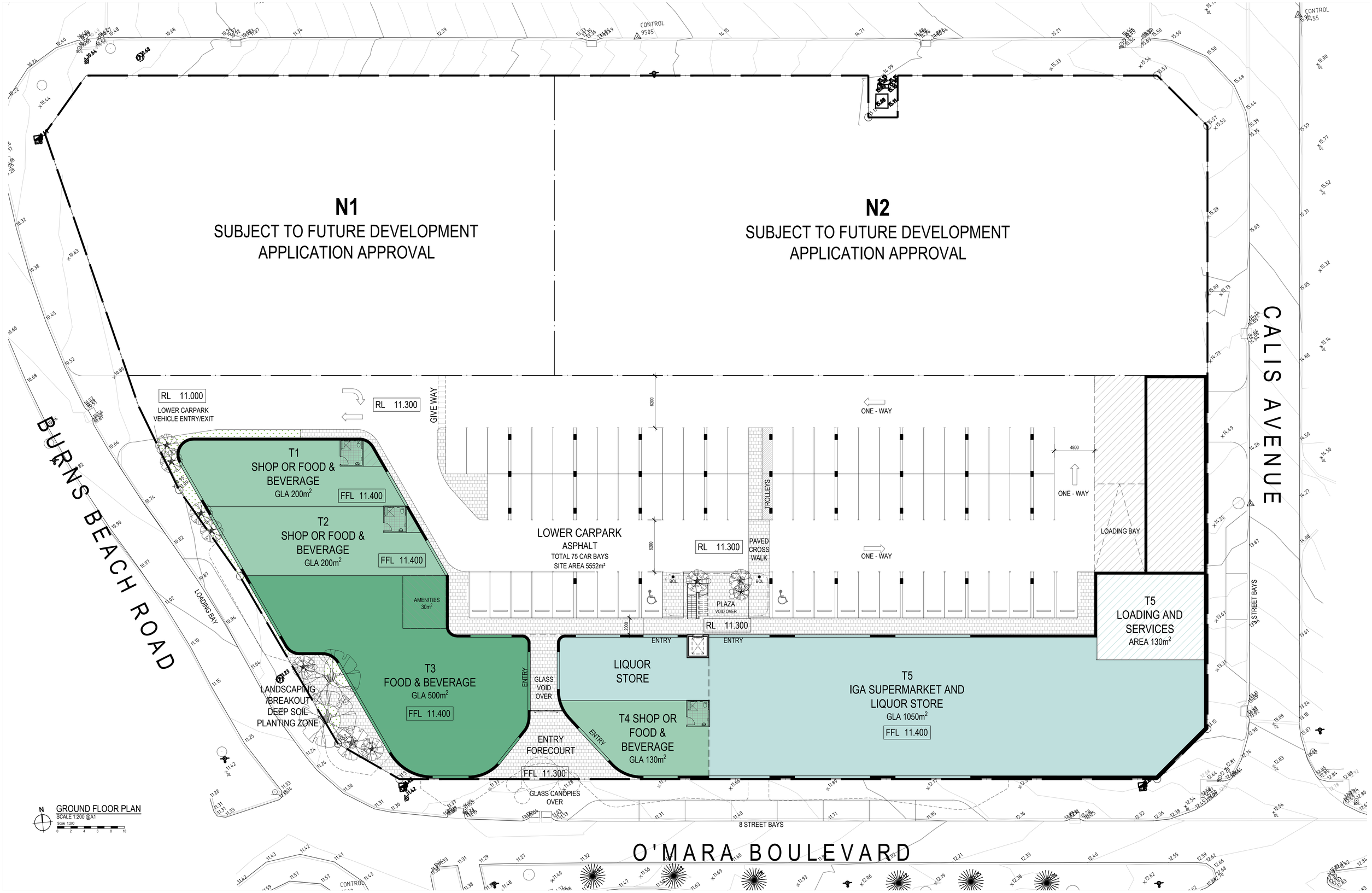
Noise emissions from delivery vehicles would also comply with the Regulatory requirements at all times.

Finally, noise emissions from children playing within the outdoor play area wold also comply with the Regulatory requirements for the day period provided a 1800mm high screen / barrier was incorporated along the northern edge of the outdoor play area.

Based on the above assessment, noise received at the neighbouring residences from the proposed development would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

APPENDIX A

SITE PLAN



N

GROUND FLOOR PLAN
SCALE 1:200 @A1
Scale 1:200
0 2 4 6 8 10

SCALE

1:200 @ A1

PROJECT TITLE

BEAUMARIS BEACH DEVELOPMENT N3

LOT 9040 (#98) O'MARA BOULEVARD, ILUKA

AGEM PROPERTY GROUP

dmg ARCHITECTURE

DESIGN MANAGEMENT GROUP | level 2 1008 hay street perth 6000
telephone +61 8 9212 8888 | facsimile +61 8 9212 8822
info@dmgaustralia.com.au | **www.dmgaustralia.com.au**

PROJECT #

18031

DRAWING #

SK.01

N1
LOT 1
2018m²
SUBJECT TO FUTURE DEVELOPMENT
APPLICATION APPROVAL

N2
LOT 2
2757m²
SUBJECT TO FUTURE DEVELOPMENT
APPLICATION APPROVAL

BURNS BEACH ROAD

CALIS AVENUE

T6
CONSULTING OR
OFFICE
GLA 410m²
RL 15.700

T6
CONSULTING OR
OFFICE
GLA 300m²
RL 15.700

SHARED
BREAKOUT

GLASS CANOPY

T7
GYM
GLA 350m²
RL 15.700

UPPER CARPARK
ASPHALT
TOTAL 59 CAR BAYS
SITE AREA 5552m²

VOID
FLAT BELOW

RL 15.600

RECEPTION
LOBBY
55m2

OFFICES
35m²

MEETING
60m²

COTS

NAPPY

PREP

HIGH CHAIR

GROUP 1
50m2
10 PLACES

STAFF

PWDR

PLANNING
17m²

LAUNDRY /
CLEANERS

STAFF
25m²

KITCHEN
30m²

SHARED
PLAY
70m²

WALKWAY

PIAZZA
VOID OVER

RL 15.600

1:14
RAMP UP

UPPER CARPARK
VEHICLE ENTRY/EXIT

RL 14,500

STORAGE

T8-CHILDCARE
960m² INTERNAL GLA
570m2 EXTERNAL
1530m² TOTAL

RL 15.700

GLASS CANOPIES
OVER

OUTDOOR
PLAY
570m2

CANOPY OVER

GROUP 5
85m²
22 PLACES

CHILDRENS
WC

SHARED
ATELIER

GROUP 4
70m²
20 PLACES

OUTDOOR
STORE

STORAGE

STORAGE

GROUP 3
70m²
20 PLACES

ATELIER

WC

CHILD
SHWR

STORAGE

GROUP 2
130m²
26 PLACES

ATELIER

CANOPY BELOW

CANOPY BELOW

CANOPY BELOW

N

LEVEL 1 FLOOR PLAN
SCALE 1:200 @A1

O'MARA BOULEVARD

SCALE
1:200 @ A1

PROJECT TITLE
BEAUMARIS BEACH DEVELOPMENT N3
LOT 9040 (#98) O'MARA BOULEVARD, ILUKA
AGEM PROPERTY GROUP

design management group level 3 1300 hay street perth 6000
telephone +61 8 9322 6000 | facsimile +61 8 9322 6033

PROJECT #
18031

DRAWING #
SK.02

Government of **Western Australia**
Development Assessment Panels

Form 1 – Responsible Authority Report

(Regulation 12)

Property Location:	Part Lot 9041 (34) Kallatina Drive, Iluka
Development Description:	Commercial Development
DAP Name:	Metro North-West JDAP
Applicant:	Dynamic Planning and Developments
Owner:	Davidson Pty Ltd and Roman Catholic Archbishop
Value of Development:	$8 million
LG Reference:	DA18/1336
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page, Director Planning and Community Development
DAP File No:	DAP/18/01543
Report Due Date:	27 February 2019
Application Received Date:	30 November 2018
Application Process Days:	90 Days
Attachment(s):	1. Location plan. 2. Draft deposited plan. 3. Development plans. 4. Building perspectives. 5. Landscape concept plan. 6. Applicant's DA report. 7. Parking and Access Investigation. 8. BAL Assessment. 9. Acoustic Report.

Officer Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP application reference DAP/18/01543 and accompanying plans (Attachment 3) in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the *Metropolitan Region Scheme* and the City of Joondalup *Local Planning Scheme No.3* subject to the following conditions:

1. Pursuant to clause 26 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 24(1) of the Metropolitan Region Scheme.

2. This approval relates to the commercial development and associated works only. It does not relate to any other development on the lot.

3. The car parking bays, driveways and access points shall be designed, constructed, drained and marked to the specification of the City and 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, driveways and access points shall thereafter be maintained to the satisfaction of the City.

4. The Burns Beach Road access shall be upgraded to a full movement access point at the expense of the applicant, to the specifications of the City of Joondalup. These upgrades shall be inclusive of design, review, approval and construction to the cost of the developer.

5. Eight on-street parking bays on O'Mara Boulevard shall be constructed by the developer, at the developer's expense, prior to the occupation of the development. The detailed design is to be approved by the City prior to construction.

6. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Carparking – Bicycles (AS2890.3-1993 as amended) prior to the development first being occupied. Details of bicycle parking areas shall be provided to the City for approval prior to the commencement of development.

7. An easement in gross for the shared driveway shall be placed on the certificate of title for the subject lot to the satisfaction of the City. The easement shall be at the owner/developer's expense and lodged with the Registrar of Titles for endorsement on the certificate of titles, prior to the occupation of development.

8. A notification, pursuant to section 70A of the Transfer of Land Act 1893, shall be placed on the certificate of title for the subject lot. The notification shall be at the owner/developer's expense and lodged with the Registrar of Titles for endorsement on the certificate of title, prior to the commencement of development. The notification is to state as follows:

   'This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner'.

9. Lighting shall be installed along all driveways and pedestrian pathways and in all common service areas prior to the development first being occupied. Details shall be submitted to and approved by the City prior to the commencement of development. Lighting shall be installed in accordance with the lighting plan to the satisfaction of the City.

10. 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 treatments of the subject site and the adjoining road verges, and shall:

    - provide a minimum of 12 street trees along Burns Beach Road, O'Mara Boulevard and Calis Avenue.
    - The trees along the Calis Avenue frontage should be of a size and scale that will suitably screen the Calis Avenue façade;
    - provide plant species, plant spacing, pot size and quantities and an irrigation design by a Certified Irrigation Designer;
    - provide all details relating to paving, treatment of verges and tree planting;
    - be based on water sensitive urban design and designing out crime principles to the satisfaction of the City;
    - show spot levels and/or contours of the site; and
    - be drawn at an appropriate scale of either 1:100, 1:200 or 1:500.

11. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.

12. A Waste Management Plan, indicating the method of rubbish collection, shall be submitted to and approved by the City prior to the commencement of development. All waste collection shall be in accordance with the approved Waste Management Plan.

13. A Delivery Management Plan, indicating the timing of deliveries, shall be submitted prior to the commencement of development and approved by the City prior to the development first being occupied. Delivery management shall then be undertaken in accordance with the approved plan.

14. A Construction Management Plan shall be 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 and access for the contractors and subcontractors;
    - the management of dust during the construction process;
    - other matters likely to impact on the surrounding properties;

    and works shall be undertaken in accordance with the approved Construction Management Plan.

15. A detailed acoustic report shall be submitted to the City's satisfaction, prior to the commencement of development. The acoustic report shall demonstrate that the design of the building can ensure that all activities, including those occurring within the gymnasium and child care, comply with the *Environmental Protection (Noise) Regulations 1997*. This is to be demonstrated through an implementation section of the report which shall identify appropriate management of the proposal, including, but not limited to, time restrictions on children in outdoor play areas and any restrictions of gymnasium activities or service vehicle movements. The acoustic report shall also consider any impacts to the adjoining residential development to the north.

16. A full schedule of colours and materials for all exterior parts to the development shall be submitted to and approved by the City prior to the commencement of development. With regards to boundary walls on the northern lot boundaries, these are to be aesthetically treated to minimise the visual impact. 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.

17. Any proposed building plant and equipment, including air conditioning units, piping, ducting and water tanks shall be located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the

street. Details shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with these approved details.

18. The nett lettable area for the site shall not exceed 2,991m^2, without prior approval from the City first being obtained.

19. All stormwater shall be collected onsite and disposed of in a manner acceptable to the City.

20. All development shall be contained within the property boundaries.

21. Glazing shall be visually permeable with no signage or internal fixtures, unless otherwise approved by the City.

Advice Notes

1. With respect to the marking of the car park areas, line marking and signage shall adequately convey the one-way configuration of the lower car park.

2. With respect to the upgrades to Burns Beach Road, the detailed design is to include a cross-section with all relevant information to ensure the intersection treatment is designed adequately and all infrastructure (including light poles and storm water drainage pits) can be relocated and meet relevant standards. It is also recommended consultation be undertaken with Main Roads WA for any approvals that may be required for upgrades to Burns Beach Road.

3. The owner/applicant is advised that the subject site has been identified as being within a bushfire prone area as designated by the Fire and Emergency Services Commissioner. As a result:

    a. a notification on the certificate of title is required in accordance with clause 6.10 of *State Planning Policy 3.7 – Planning for Bushfire Prone Areas* (SPP3.7); and

    b. additional construction methods may be required as part of the Building Permit.

    Further information about the designated bushfire prone areas and SPP3.7 can be found on the Department of Fire and Emergency Services website: https://www.dfes.wa.gov.au/ and the Department of Planning website: http://www.planning.wa.gov.au/

4. With respect to the schedule of colours and materials, the City encourages the developer to incorporate materials and colours to the external surface of the building and associated structures, including roofing, that have low reflective characteristics to minimise potential glare from the development impacting the amenity of the adjoining or nearby neighbours.

5. The bin store area shall be provided with a concrete floor that grades evenly to an industrial floor waste that is connected to sewer. A hose cock is to be provided to the bin store area.

6. Each food business is required to be Registered under the *Food Act 2008*.

7. Any existing footpaths and kerbing are to be retained and protected during construction of the development, except where otherwise approved by the City. Should the footpath/kerb be damaged during the construction of the development, it should be reinstated to the satisfaction of the City.

8. The applicant/owner is advised that verge treatments are required to comply with the City's Street Verge Guidelines. A copy of the Guidelines can be obtained at https://www.joondalup.wa.gov.au/verge-treatments/

Details: outline of development application

Zoning MRS:	Urban.
LPS3:	Urban Development.
Iluka LSP:	Commercial, R80.
Use Class:	Various (see below)
Strategy Policy:	Not applicable.
Development Scheme:	City of Joondalup Local Planning Scheme No. 3.
Lot Size:	10,328m² (total); 5,552m^2 (subject portion)
Existing Land Use:	Vacant.

The proposal is for a two storey development with a range of non-residential land uses, including:

Ground Floor
- T1 and T2 – 200m^2 gross floor area (GFA) tenancies for Shop or Food and Beverage (Restaurant/Cafe);
- T3 – 500m^2 GFA tenancy for Food and Beverage (Restaurant/Cafe);
- T4 – 130m^2 GFA tenancy for Shop or Food and Beverage (Restaurant); and
- T5 – 1,050m^2 GFA tenancy for Supermarket and Liquor Store - small.

Upper Floor
- T6 – 410m^2 GFA tenancy for Consulting Room or Office;
- T7 – 300m^2 GFA tenancy for Consulting Room or Office;
- T8 – 350m^2 GFA tenancy for Gym (Recreation - Private); and
- T9 – 1,530m^2 GFA tenancy for Child Care Premises (split into 960m^2 internal and 570m^2 external).

The land uses 'Child Care Premises' and 'Recreation – Private' are discretionary ("D") uses, while 'Shop', 'Restaurant/Café', 'Liquor Store – small', 'Consulting Rooms' and 'Office' are permitted ("P") uses in accordance with Table 3 of the City of Joondalup Local Planning Scheme No. 3 (LPS3).

The development also comprises the following:

- 143 car parking bays (bays) on-site, split between two levels of car parking, with 75 car bays accessed from Burns Beach Road and the remaining 68 car bays accessed from Calis Avenue;
- Eight on-street parking bays proposed on O'Mara Boulevard; and
- Bin/service area internal to the development, accessed from Burns Beach Road.

The development plans and building perspectives are provided as Attachments 3 and 4 respectively.

The applicant has opted that all signage is not included as part of this application and shall be dealt with separately.

Background:

The applicant seeks approval for the development of a two storey commercial building comprising various commercial tenancies on the southern portion of the northern land parcel in the Iluka Local Centre. The development site is bound by Burns Beach Road to the west, Calis Avenue to the east, O'Mara Boulevard to the south and the remaining portion of the subject site to the north. The location of the development site is identified in Attachment 1.

In 2017, a proposed amendment to the existing Iluka Local Structure Plan (Iluka LSP) and two proposed Local Development Plans (LDPs) were submitted for the two land parcels. The proposed LSP amendment and LDPs were advertised and subsequently modified by Council following advertising, and then further modified by the WAPC following Council's consideration. The outcomes were:

- Removal of the 'Centre' zone and replacement with a 'Commercial R80' zone.
- Iluka Local Centre Local Development Plan No. 1 (LDP No. 1) for the land parcel north of O'Mara Boulevard.
- Iluka Local Centre Local Development Plan No. 2 for the land parcel south of O'Mara Boulevard.
- Retention of the three storey height limit with an added restriction of an overall maximum height of 10.5 metres.
- Plot ratio of 1.6.

On 30 October 2018, the WAPC approved a subdivision application to subdivide the northern land parcel bound by O'Mara Boulevard, Mykonos View, Calis Avenue and Burns Beach Road into three lots. The proposed development is consistent with this subdivision approval (refer to Attachment 2). At the time of writing this report, new Certificates of Titles had not been issued for these proposed lots and therefore the land still forms part of the balance Lot 9041 (34) Kallatina Drive, Iluka.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005.*
- *Metropolitan Region Scheme*.
- *Planning and Development (Local Planning Schemes) Regulations 2015 (*Regulations).
- *City of Joondalup Local Planning Scheme No.3*.

State Government Policies

- *State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7).*

Local Structure Plan/Local Development Plan

- *Iluka Local Structure Plan.*
- *Iluka Local Centre Local Development Plan No.1* (LDP No. 1).

Local Planning Policies

- *Commercial, Mixed Use and Service Commercial Zone Policy (Commercial Policy).*
- *Child Care Premises Local Planning Policy (Child Care Premises Policy).*
- *Environmentally Sustainable Design Policy.*

Consultation:

Public Consultation

The application was advertised for a period of 21 days, commencing on 23 January 2019 and concluding on 13 February 2019. Consultation was undertaken in the following manner:

- a letter was sent to owners and occupiers of 202 properties in the vicinity of the subject site;
- two signs were installed on the site - one at the corner of O'Mara Boulevard and Burns Beach Road, and one at the corner of O'Mara Boulevard and Calis Avenue; and
- development plans were made available for public viewing on the City's website and at the City's Administration building.

A total of 113 valid submissions were received during the advertising period, being 88 objections and 25 submissions supporting the development. The valid submissions do not include identical responses received from the same property. The issues raised in the submissions are summarised in the table below:

No.	Issue raised	Applicant's comments	Officer's comments
1	The development will significantly increase traffic and the surrounding roads will not be able to cater for it. People will use Meco Lane as a rat run. Increased traffic will impact on safety for drivers, cyclists and pedestrians.	As noted in the Parking and Access Investigation (PAI) the projected traffic numbers can easily be accommodated by the surrounding road network with no safety concerns for drivers, cyclists or pedestrians. The majority of people accessing the site will be via Burns Beach Road. It is also considered that there would be no reason for Meco Lane to be used as a rat run to access the development as O'Mara Boulevard and Burns Beach Road provide better connections to the surrounding road network.	The City considers that the traffic volumes can be accommodated in the surrounding traffic network and will not have a significant impact on the surrounding area. The site has always been earmarked for a three storey Local Centre and the road layout has been designed to accommodate this.
2	The development will have a significant impact on the	Calis Avenue will be the secondary access point as it has been demonstrated in	The LDP shows a preferred location for any secondary access point on Calis Avenue

No.	Issue raised	Applicant's comments	Officer's comments
	residents of Calis Avenue due to the location of the access. The access from Calis Avenue is not a secondary access. The access from Calis Avenue is not as per LDP No. 1. The access was shown as opposite to Meco Lane and is now opposite residential development. The access, immediately opposite residential development will have frequent trips from the 24 hour gym causing issues with headlight glare.	the PAI that the majority of the vehicles entering the development will be from Burns Beach Road. Whilst it is acknowledged that the Calis Avenue access point has been moved slightly from the preferred access point shown on the LDP, the impact of this change has been appropriately justified and mitigated against. With respect to forecast traffic utilising this access point a comparison of similar developments identifies that there will be very few people utilising the gym after 7pm at night. The impact of headlight glare has been minimised by the inclusion of a sign above the entry point to deflect glare.	on the northern boundary of the lot, opposite Meco Lane. It is important to note, however, that this does not mandate this as the location for a secondary access point. It is also important to note that the proposed location of the access point still aligns with the northern boundary of the lot as shown on the LDP. However, given the approved subdivision plan differs slightly from the notional subdivision layout in the LDP, this means the proposed access point no longer aligns with Meco Lane The City has canvassed the possibility of shifting the access point to align with Meco Lane so as to minimise any impact of this access point on the property at 6 Calis Avenue. However, this would significantly alter the proposed layout of the development and would sterilise useable development area on the site to the north of Meco Lane. The applicant has amended the plan to mitigate any impact of headlight glare on the property at 6 Calis Avenue by including an overhead screening panel to block potential glare where vehicles transition down the ramp.
3	Similar access (from the east) was not permitted for the Brightwater development.	The proposed access points are largely consistent with what has been approved through the Iluka Local Development Plan No. 1.	The 58 Multiple (Aged or Dependent Persons') Dwellings south of O'Mara Boulevard was submitted and assessed in accordance with the Iluka Local Development Plan No. 2. It is noted that the Iluka Local Development

No.	Issue raised	Applicant's comments	Officer's comments
			Plan No. 2 includes the potential for a secondary vehicle access point via Santos Vista, similar to that identified on the Iluka Local Development Plan No. 1.
4	Insufficient car parking will lead to customers parking in the streets and impacting the surrounding residents.	As noted in the PAI there is sufficient parking provided for the proposed uses. This is further demonstrated through the shared parking demand analysis that was completed by Uloth and Associates which determined a maximum demand of 151 bays would be required which is catered for by the development. The proposed development also proposes a number of on-street parking bays to ensure that this type of parking is formalised and doesn't cause a nuisance to residents.	The proposal results in a seven car parking bay shortfall on-site with an additional eight on-street parking bays proposed. It is considered that sufficient car parking has been provided for the development.
5	Large delivery/waste trucks will cause noise and be unsafe for the residents.	A delivery management plan will be put in place to ensure the impact of deliveries will be mitigated as much as possible. This will also ensure safety to any residents.	Deliveries and waste pick up will be internal to the site, with access from Burns Beach Road. If approved, a condition is recommended requiring a waste management plan and delivery management plan to be approved and implemented to the satisfaction of the City.
6	Traffic will cause significant noise from cars coming/going to the development including using the upper deck area by hoons.	The proposed acoustic report demonstrates that noise levels will comply with the applicable *Environmental Protection (Noise) regulations 1997*.	As per the applicant's response an acoustic report has been provided which justifies the impact of the land uses. If approved, a condition is recommended requiring a noise management plan to be submitted and implemented to the satisfaction of the City. This site has always been earmarked for a Local Centre, including commercial uses and the need for parking and servicing of

No.	Issue raised	Applicant's comments	Officer's comments
			these uses.
7	Pedestrians are not adequately catered for to access the surrounding area and beach. Pedestrians will be delayed at the roundabout and crossing of Burns Beach Road and O'Mara Boulevard.	The proposed development is considered to greatly enhance the pedestrian access and amenity to this area by providing an improved streetscape, bicycle parking and awnings over the footpaths. As far as delays at the roundabout and access to the beach, this is a separate issue.	The proposal includes pedestrian connections surrounding the development with existing infrastructure for pedestrians to cross O'Mara Boulevard and Calis Avenue.
8	The proposal will attract anti-social behaviour to the area which will overflow and impact the surrounding quiet residential streets. This will mean more crime in the area.	The proposal will increase the passive surveillance of the streetscapes with a large amount of glazing being provided as well as a range of active uses. The proposed mix of uses will also provide a range of opening hours, including a 24 hour gym, which will generate activity on site before sunrise and after sunset. This is envisaged to deter antisocial behaviour. Further to the above two points, there will be no real back of house created as part of the proposal as all tenancies will have some engagement with the rear parking lot and the proposed IGA back of house and bin services area will all be secure.	Anti-social behaviour is not considered to be created from this development with increased surveillance being provided from the after hours land uses.
9	The development will decrease the property values of residents in Iluka.	Not a relevant planning consideration. It is also considered that a popular commercial centre will increase property values in the area.	Property values is not a relevant planning consideration.
10	The proposal will be an eyesore. The development does not suit the existing residential streetscape and is overdevelopment of the site.	The proposed design of the development has been largely well received by the Joondalup Design Review Panel suggesting that it will not be an eyesore. The development also greatly	The development has incorporated a number of design features and additional landscaping (particularly on the Calis Avenue frontage) in order to reduce the bulk of the development while providing

No.	Issue raised	Applicant's comments	Officer's comments
	The proposal will present a blank wall to Calis Avenue. There is no setback and therefore will not look good to the residents. The design of the development is not of a coastal style.	improves the streetscape and has been underdeveloped as far as plot ratio and building height is concerned. The design is largely compliant with the applicable development requirements which don't require a commercial development with a 'coastal style'.	an aesthetically pleasing design. The maximum height and floorspace requirements have not been exceeded. The development was largely supported by the Joondalup Design Reference Panel, with some modifications made to the final development plans to address comments from the panel.
11	The frontage onto O'Mara Boulevard does not present as a main street with just the rear of the supermarket being proposed.	There are numerous other tenancies proposed along O'Mara Boulevard, all of which are active uses that will engage with the streetscape. In addition to this the supermarket internal floor plan will have low shelving along O'Mara Boulevard and amendments have been made to include highlight windows to increase engagement with the streetscape. The proposed floor levels of the IGA will be such that the eastern end of the store and back of house will be at a lower point than the streetscape which further reduces the impact of the IGA on the streetscape.	The presentation to O'Mara Boulevard is considered satisfactory.
12	The proposed height of the development is excessive and will overshadow surrounding residences.	The proposed development has only two storeys where three is permitted.	The proposal is compliant with the requirements of the Iluka LDP No. 1. Shadow from the development will fall mainly on O'Mara Boulevard.
13	The proposed traffic, litter and increased number of people will impact the wildlife/environment located within the dune system.	This is an unsubstantiated assumption and there is nothing to suggest that the management of the development will result in this occurring.	The proposal is not considered to detrimentally impact the surrounding area, wildlife or natural environment. This site has always been

No.	Issue raised	Applicant's comments	Officer's comments
	The proposal will result in increased litter being dumped in the area and stray trollies being left in front of residents or in bushland.	There is nothing to suggest that there will be a negative impact on the wildlife/environment in the dune system because of this development.	earmarked for a Local Centre.
14	The proposed development of the site will cause significant issues during construction (truck noise, dust, etc). The developer has already undertaken earthworks associated with the development (heavy earth moving equipment already on site). This may have impacts on surrounding residents.	Sufficient construction management plans will be put in place to minimise the impact of construction on surrounding residences.	If approved, a condition is recommended for a construction management plan, prior to the commencement of works, which will address how building works will be staged to minimise disruptions on surrounding residents. This will include dust management, parking arrangements and delivery/storage of materials. This site has always been earmarked for development.
15	The proposal would have less impact if it was developed as residential. There is no need for the development given the proximity of other centres. Many of which include the same services (liquor/gym/shops).	The site is zoned for 'Commercial' purposes and it is proposed to be developed in accordance with the site's zoning. The proposed site is appropriately zoned for commercial uses which was recently addressed in an amendment to the Iluka Local Structure Plan (Iluka LSP). As such, it is considered that the amendment would have addressed retail/commercial needs. In addition to this, leasing interest in the site has been strong suggesting that demand is there for the site as a commercial centre.	The site is identified as commercial under the Iluka LSP and is identified as a centre in the City's Local Commercial Strategy. Commercial viability and duplication of similar services is not a relevant planning consideration.
16	The proposal does not meet the requirements of the *City of Joondalup*	The proposal is entirely consistent with the City's childcare policy.	The proposed child care centre is not considered to have a detrimental impact on the surrounding residential

No.	Issue raised	Applicant's comments	Officer's comments
	Child Care Premises Local Planning Policy for, among other elements, is located in close proximity to residential development.		development.
17	The proposed liquor outlet will not meet the *Liquor Control Ac*t requirements due to its proximity to the child care centre.	Compliance with the Liquor Control Act is a separate matter that will be addressed in subsequent stages. It is considered that compliance will be achieved.	The development application must consider the land uses in accordance with Table 3 of *Local Planning Scheme No. 3*. Compliance with other legislation is the responsibility of the applicant.
18	The proposed food and beverage outlets should not be used for a tavern.	A tavern use would require a separate land use approval as such this is not envisaged to be a concern.	The site does not include any 'Tavern' land use. Under the Iluka LSP 'Tavern' is identified as an incompatible land use for the site.
19	The proposal does not provide the 1,000m^2 community space.	There is no requirement to provide 1,000m^2 of community space.	The original structure plan envisaged the creation of a community purpose site for the City as part of the Local Centre. Since then, the City has invested significant funds in developing the Currambine Community Centre and the community facilities at Bramston Park. The development of these facilities negates the need for an additional City of Joondalup community purpose facility in this location. Therefore, instead of making space available for a further community facility, which is not needed by the City, cash-in-lieu of the site has been provided to the City.
20	A marina was intended for the area however has not been provided.	A marina cannot be accommodated on this site, this concern is not related to our development.	The provision of a marina is not a relevant consideration for this development application.
21	The City of Joondalup did not undertake sufficient consultation for the development	This is an internal City of Joondalup matter. It is assumed that standard procedure was followed with	The application was advertised by way of letters to the owners and occupiers of 202 properties in the

No.	Issue raised	Applicant's comments	Officer's comments
	with many submitters only finding out about the development on social media.	respect to advertising.	vicinity of the subject site. In addition, two signs were placed on the site and plans were available on the City's website.
22	Residents were advised by the developer that the site was intended to be for residential purposes only. If commercial development was proposed it was only a small scale.	There we no promises made for residential development by the developer proposing this development. The site is also zoned for commercial development. The proposal is consistent with the zoning.	The City cannot speak to comments made by any other party in respect to the intended nature of development within the Iluka Local Centre. However, the subject site has always been earmarked for a centre and has had a "Centre" zoning since the Iluka LSP was first approved in 2002. Therefore, there has always been an expectation under the Iluka LSP that non-residential land uses would be proposed within this location.
23	The change of zoning on the subject site was not supported by the public and only done by City of Joondalup to suit its own purposes.	This related to a previous planning process which is unrelated to the development application.	The intended use of this site has not changed. The site has always been earmarked for a Local Centre with the inclusion of commercial uses. The recent structure plan amendment (Amendment No. 4 to Iluka LSP) was did not introduce the possibility of commercial development or grant new development rights which fundamentally altered the original intent for this site.
24	Support the proposal.	Noted.	The support for the proposal is noted.

Consultation with other Agencies or Consultants

Not applicable.

Joondalup Design Reference Panel (JDRP)

The proposal was presented to the JDRP at its meeting held on 19 December 2018. A summary of the JDRP comments, as well as the applicant and the City's response to these items are included below:

No.	JDRP comment	Applicant's comments	Officer's comments
1	Pedestrian awnings	Awnings have been	The increased awning cover is

No.	JDRP comment	Applicant's comments	Officer's comments
	are provided but are not connected around the development (especially the corner of Burns Beach Road and O'Mara Boulevard).	amended to form continuous and at times overlapping canopy cover to trafficable building perimeter. External boundaries in which canopies are not extended are landscaped and do not form pedestrian pathways within the development.	noted and is considered to provide adequate weather coverage for pedestrians on the primary frontage (O'Mara Boulevard) and parts of the secondary frontage (Burns Beach Road).
2	More detail is needed regarding floor plans and frontages to O'Mara Boulevard. Integration is needed and cannot be blankly screened with shelving, etc.	The preliminary IGA plan has been overlaid onto the T5 footprint to show low height shelving to O'Mara Boulevard. Glazing will be retained at highlight level noting the store level averaging 1m below level of the O'Mara / Calis footpath. We consider this element integral to the design of the IGA tenancy allowing natural light through to the area below. Other tenancies on the ground floor, being retail/dining based, will rely on the exposure and interaction with the streetscape to encourage customers.	The provision of the internal floor plan by itself does not ensure that the primary frontage (O'Mara Boulevard) will be an active frontage. This matter is discussed in detail below.
3	There is an ability to incorporate more street trees within the on-street bays on O'Mara Boulevard.	Three additional street trees have been included between on-street car bays.	The additional trees provided will soften the impact of the development.
4	The loading bay on the ground floor appears very tight and may conflict with both cars parked in the closest bays, and the ramp leading up to the first floor.	Refer to plans for turning circle overlay indicating manoeuvrability of loading vehicles. The ramp gradient has been increased to avoid clash. The car bay alignment has been revised to introduce paved separation to aisle.	The applicant has provided a statement from a waste consultant confirming adequate area for the pickup. If approved, a condition is recommended requiring a waste management plan to be approved and implemented to the City's satisfaction.
5	There appears a clash point of access	It is intended that this access point will be	If approved, a condition is recommended requiring further

No.	JDRP comment	Applicant's comments	Officer's comments
	from the residential development sharing the access where the development turns from two way into one way.	appropriately sign posted to ensure no vehicle clashes occur.	details on the line markings and signage to the City's satisfaction.
6	The location of plant equipment needs to be taken into consideration for both usability and ensuring there is no visual impact on the street.	All plant and bins have been nominated to the eastern boundary ensuring no impact or visibility to the street or within the development. This is accessed from the lower carpark.	The location of the plant and bins in the lower parking level is considered acceptable, subject to approval of a waste management plan (as above). If approved, a condition is recommended to require all plant and equipment to be screened, with details to be submitted to the City for approval prior to commencing development.
7	There is confusion between the landscape plans and site plans as to what is proposed on the upper floor. Shade is important to soften any heat island impact. This will also soften any 'hard' outlook.	Larger street trees have been introduced to the perimeter to soften edges and address heat island impact. With respect to the upper floor the ability for deep soil areas is limited. To provide additional shade in this space, a shade structure is proposed.	Whilst shade trees are not provided on the upper levels, the shade structure is considered sufficient to provide weather protection for those using vehicles. This is considered better than vegetation, which will not survive or grow to required heights to have any positive impact.
8	The entry area (funnel) seems tight and needs to be wide enough to allow safe and easy movement.	The entry forecourt splays inwards from 18m width to 3.2m width in the secure entry passage. The width of the corridor itself is determined by the anticipated proportion of pedestrian traffic moving through this zone with the nominated uses adjacent to the common outdoor space.	The distances provided are considered sufficient to cater for the anticipated pedestrian movements.

As outlined above, the City considers that the applicant has adequately addressed the issues raised by the JDRP.

Planning Assessment:

The City has completed an assessment of the proposal against the relevant provisions of the Regulations, LPS3, Iluka LSP, LDP No. 1 and the City's policies. The proposal complies with the majority of these requirements, with the exception of those listed below:

Item	Requirement	Proposal	Compliance
Setbacks under LDP No.1.	All development shall be setback a minimum of 2 metres from all street boundaries, excluding O'Mara Boulevard and Burns Beach Road.	Calis Avenue – Nil setback.	Development is set back from Calis Avenue two metres less than required. See officer comments below.
Car Parking provision under Iluka LSP.	1 bay per 20m^2 NLA. 2,991m2 NLA = 149.55 bays (150)	143 bays on site.	Development results in a seven bay shortfall of on-site parking. See officer comments below.
Windows and Glazing (Commercial Policy).	The ground floor commercial frontage must have a minimum of 50% clear glazed windows.	The frontage to O'Mara Boulevard contains 45% glazing.	Development results in 5% less glazing than required. See officer comments below.
Commercial frontage (Commercial Policy).	Ground floor external tenancies must have an entrance onto the commercial frontage and be outward facing to facilitate activation of the commercial frontage.	Entry to T1, T2 and T5 (IGA) is from the carpark with no outward facing access to facilitate activation.	Tenancies 1, 2 and 5 are accessed from the internal car park. See officer comments below.
Bicycle parking provision (Commercial Policy).	22 bicycle parking bays	12 bicycle parking bays (6 bicycle rails with 2 bicycles each)	10 bicycle parking bay shortfall. See officer comments below.
Motorbike/ Scooter provision (Commercial Policy).	10 scooter/ motorcycle bays/	Five scooter/ motorcycle bays.	Five scooter/motorcycle bays less than required. The variation is not considered to have a major impact as both upper and lower floor have spaces each for scooters or motorcycles. Given the provision of bicycle parking rails and on street parking bays there is considered sufficient parking availability for scooters and motorcycles.
Landscaping	Minimum 8%	1.6% (89m^2)	6.4% less landscaping

Item	Requirement	Proposal	Compliance
(Commercial Policy).	landscaping (445m^2)	landscaping (excluding childcare outdoor area). If the 323m^2 of outdoor play area (not covered by canopy) was included this would result in 7.4% landscaping provided.	than required. See officer comments below.
Location of Child Care Centres under Child Care Premises LPP.	Preferably not located abutting residential.	Located across Calis Avenue from residential development.	The location is not in strict compliance with the requirements of the policy. See officer comments below.
Access to Child Care Centres under Child Care Premises LPP.	Access to the child care premises is not encouraged via Access Roads.	The Child Care Premises includes access from Calis Avenue which is an access road.	The access is not from a Local Distributor Road. See officer comments below.

Officer Comments

Land use

The land uses 'Child Care Premises' and 'Recreation – Private' are discretionary ("D") uses, while 'Shop', 'Restaurant/Café', 'Liquor Store – small', 'Consulting Rooms' and 'Office' are permitted ("P") uses in accordance with Table 3 of LPS3.

The proposed land uses are considered appropriate, are reflective of the local scale of the centre and will serve the needs of the local community.

Traffic and vehicular access

The applicant has provided a Parking and Access Investigation (PAI) to support the proposal (Attachment 7 refers). The PAI has been reviewed by the City and it is considered that the assumptions and content included in this document are acceptable. The development is considered to generate 3,100 vehicle trips per day (vtpd) with 2,230 vtpd generated from the ground floor, and 870 vtpd from the upper floor. On this basis, the access via Burns Beach Road is primary, with the access via Calis Avenue secondary, in accordance with LDP No. 1.

In respect to vehicular access, the application includes reciprocal vehicle access to the development site from the proposed crossover via Burns Beach Road, which is also associated with the proposed residential development adjacent. As the site is ultimately intended to be subdivided and the access way shared between adjoining landowners, a condition of approval is also required to ensure an easement is placed on the certificate of title to allow all visitors and landowners to legally access the land.

A full movement intersection is proposed on Burns Beach Road, requiring modification to existing road infrastructure. If approved, a condition is recommended for detailed designs to be submitted to the City for approval, with the developer being responsible for all costs associated with the works.

With regards to possible impacts of headlight glare from the upper carpark on the property at 6 Calis Avenue, the applicant has included a panel over the vehicle access ramp (Attachment 7 refers). This is considered to adequately stop headlight glare impacting the residential development as vehicles move down the ramp from the upper carpark.

Parking

Car Parking

Clause 6.7.1 of the Iluka LSP requires non-residential parking at a rate of 1 bay per 20m^2 of NLA. The proposal incorporates 2,991m^2 NLA which requires 150 on-site car parking bays.

The development proposes a total of 143 bays on site with 75 bays on the ground floor (accessed via Burns Beach Road) and 68 bays on the upper floor (accessed via Calis Avenue). This results in a seven bay shortfall on-site. The proposal also provides eight bays within the O'Mara Boulevard.

The proposed car parking shortfall is considered acceptable in this instance for the following reasons:

- Eight verge bays are provided which are not included in the on-site calculation. Whilst not solely for the use of the subject development, it is expected that these would be used for customers of the centre during peak times.
- The applicant has also included 12 bicycle parking bays within the development, with end of trip facilities provided in most tenancies.
- A number of uses will have reciprocal use and different peak trading periods, therefore reducing the total demand on the site. This has been shown through the PAI.

It is considered that the shortfall in car parking on-site will not have a detrimental impact on the surrounding area and therefore can be supported.

Bicycle Parking

Under the Commercial Policy, 22 bicycle parking bays are required to be provided. The proposal includes 12 bicycle parking bays (eight on O'Mara Boulevard and four in the internal plaza). While the proposal does not meet the required 22 bicycle parking bays, this is considered adequate for the size of the centre. It will allow alternative methods of travel to the site for staff and customers with end of trip facilities proposed in most tenancies.

O'Mara Boulevard Frontage

In addition to the built form and design requirements of the Commercial Policy, the site is subject to an active frontage requirement of LDP No 1. The active frontage

requirement promotes activation on the street level and encourages the use of design elements such as footpaths, weather protection, clear glazing, alfresco dining and on-street parking.

The layout of the development provides for Tenancies 1, 2 and 5 (IGA) to be accessed directly from the internal carpark area and not from O'Mara Boulevard. The proposal does include two food and beverage tenancies which will have access from the street and opportunities for alfresco dining, as well as glazing of the upper floor balconies for the provision of casual surveillance. The applicant has also amended the design of the façade to address comments made by the Joondalup Design Reference Panel.

Whilst direct access from the street is not provided for all ground floor tenancies, the O'Mara Boulevard frontage includes glazing to allow indirect interaction between those within the tenancies and on the footpath. This level of interaction is considered sufficient and is also considered an appropriate treatment for development.

The applicant has provided an indicative internal layout plan to demonstrate that the IGA tenancy will not need to obscure the glazing to the O'Mara Boulevard frontage. If approved, a condition is recommended to ensure the glazing remains clear and is not obscured.

In accordance with the Commercial Policy, 50% of the commercial frontage is to be glazed. The development has 45% of the frontage glazed.

While not meeting the requirement, as outlined above, the development is considered to have sufficient activation at the street level.

Calis Avenue Interface

In accordance with LDP No. 1 and the Commercial Policy, a setback of 2 metres should be provided for Calis Avenue. The application proposes a nil setback. However, the development has incorporated articulation to this façade through changes in materials, colours and the inclusion of glazing in order to mitigate any impact on the street as a result of the reduced setback. The applicant has also included additional landscaping within the verge which will soften the appearance of the Calis Avenue façade.

Landscaping

In accordance with the Commercial Policy, a minimum of 8% of the lot is to be landscaped, equating to 444m^2. The development proposes 1.6% or 89m^2 located within the site through numerous garden beds around the development. The landscaping excludes the 'outdoor play' area associated with the child care premises as this is fenced off and not available to the public. Should this area be included in the calculation of landscaped area, based on the environmental and aesthetic benefits of the landscaping, the landscaping would be 412m^2 or 7.4%.

In determining the acceptability of the proposed variation to the policy, the impacts of the development on the public realm and natural environment need to be considered.

In this instance it is considered the proposal is acceptable for the following reasons:

- The proposal includes 128m^2 of landscaping within the verge area which will soften the impact of the development providing a high amenity value to the development and overall streetscape.
- 12 trees are provided in the verge for weather protection to work with the awnings provided by the development.
- Whilst not included as part of the calculation, the outdoor play area associated with the child care centre will include numerous medium trees. This will help reduce the heat island impact and provide an overall environmental benefit for the development.

The Commercial Policy also requires uncovered carparks to be provided with one shade tree per four bays. A shade structure has been proposed to the upper car park in lieu of shade trees. This is considered appropriate as the upper deck will have limited ability for large trees to be sustained given the restricted depths of soil to be established.

Child Care Premises

The proposal includes a child care premises located on the upper floor. The child care premises gains access off Calis Avenue, which is an access street, and is located near residential land uses. This is contrary to the preferred requirements of the City's *Child Care Premises Policy*.

However, a child care premises within this commercial centre is considered appropriate and aligns with the intended objective for the centre to include land uses that serve the needs of the local community.

The City has undertaken an assessment of the traffic, as discussed above, and the acoustic report provided by the applicant. It was deemed that both appropriately demonstrate the proposal will not have any significant impact on surrounding residential properties. The acoustic report has demonstrated that the development will comply with the *Environmental Protection (Noise) Regulations 1997*. To ensure compliance, should the development be approved, a condition is recommended requiring a noise management plan to be submitted and approved by the City. This management plan will include details of any restrictions for children's outdoor play (among other factors), to ensure the noise regulations are complied with.

State Planning Policy 3.7: Planning in Bushfire Prone Areas

The applicant has provided a BAL assessment report as part of the development application. The report states that the development site is rated BAL-12.5 and therefore complies with the relevant requirements of SPP3.7.

In accordance with 6.10 of SPP3.7, a 'notice on title' advising that the site is located in a bushfire prone area should be required as a condition of any development approval. As a result, should the JDAP approve the application, a condition is recommended which requires a section 70A notification be placed on the certificate of title consistent with the requirements of SPP3.7.

Options/Alternatives:

Not applicable.

Council Recommendation:

Not applicable.

Conclusion:

As detailed above, the proposed development is considered to meet the intent and objectives of the Iluka LSP and Iluka LDP No.1 and relevant City policies.

Overall, the design and layout of the development is consistent with the zoning of the site and not considered to detrimentally impact the surrounding residential character. The centre will provide for provision of retail needs for a local scale consistent with the Iluka LSP and LDP No. 1.

As a result, it is recommended that the JDAP approve the application subject to conditions.