



Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Friday, 25 June 2021; 9am
Meeting Number: MOJDAP/99
Meeting Venue: via Zoom

To connect to the meeting via your computer - <https://zoom.us/j/94554624673>

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This DAP meeting will be conducted by electronic means open to the public rather than requiring attendance in person.

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Attendance

DAP Members

Mr Ian Birch (Presiding Member)
Ms Sheryl Chaffer (Deputy Presiding Member)
Ms Diana Goldswain (A/Third Specialist Member)
Cr Suzanne Thompson (Local Government Member, City of Joondalup)
Cr Philippa Taylor (Local Government Member, City of Joondalup)

Officers in attendance

Mr Chris Leigh (City of Joondalup)
Mr Tim Thornton (City of Joondalup)

Minute Secretary

Ms Megan Ventris (DAP Secretariat)

Applicants and Submitters

Mr Murray Casselton (element)
Ms Kate Bainbridge (element)
Mr David O'Brien (Taylor Robinson Chaney Broderick)
Mr Darren Levey (Uloth and Associates)
Ms Cassie Rodwell (Wallace PM)
Mr Rhys Bosman (Wallace PM)
Mr Matt Bruce (Wallace PM)

Members of the Public / Media

Nil.

1. Opening of Meeting, Welcome and Acknowledgement

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

This meeting is being conducted by electronic means open to the public. Members are reminded to announce their name and title prior to speaking.

2. Apologies

Mr Jason Hick (Third Specialist Member)

3. Members on Leave of Absence

Nil.

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

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

8.1 Lot 1 (16) Sunlander Drive, Currambine

Development Description: Proposed Commercial Development
Applicant: Element WA
Owner: Southern Cross Care (WA) Inc.
Responsible Authority: City of Joondalup
DAP File No: DAP/20/01921

9. Form 2 – Responsible Authority Reports – DAP Amendment or Cancellation of Approval

Nil

10. State Administrative Tribunal Applications and Supreme Court Appeals

Current SAT Applications				
File No. & SAT DR No.	LG Name	Property Location	Application Description	Date Lodged
DAP/19/01708 DR 138/2020	City of Kwinana	Lot 108 Kwinana Beach Road, Kwinana	Proposed Bulk Liquid Storage for GrainCorp Liquid Terminals	01/07/2020
DAP/01729 DR 176/2020	City of Kalamunda	Lot 130 (74) Warlingham Drive, Lesmurdie	Aged Residential Care Facility	28/8/2020
DAP/20/01764 DR 204/2020	City of Swan	Lot 780 (46) Gaston Road, Bullsbrook	Proposed Stock Feed Grain Mill	8/09/2020
DAP/20/01829 DR 001/2021	City of Swan	Lot 1 (42) Dale Road & Lot 4 (43) Yukich Close, Middle Swan	Aged care and community purpose	08/01/2021
DAP/21/01952 DR 096/2021	City of Rockingham	Lot 265 (40) Talisker Bend, Golden Bay	Mixed commercial development	14/05/2021



11. General Business

In accordance with Section 7.3 of the DAP Standing Orders 2020 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.

12. Meeting Closure

LOT 1 (16) SUNLANDER DRIVE, CURRAMBINE – PROPOSED COMMERCIAL DEVELOPMENT

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer JDAP	
Local Government Area:	City of Joondalup	
Applicant:	Element WA	
Owner:	Southern Cross Care (WA) Inc.	
Value of Development:	\$13.3 million <input checked="" type="checkbox"/> Mandatory (Regulation 5) <input type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Joondalup	
Authorising Officer:	Dale Page	
LG Reference:	DA20/1377	
DAP File No:	DAP20/01921	
Application Received Date:	4 December 2020	
Report Due Date:	2 July 2021	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Location Plan 2. Previous RAR (15 April 2021) 3. Revised Development Plans and Elevations 4. Revised Landscaping Plans 5. Applicant's justification for revised proposal	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input checked="" type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

That the Metro Outer JDAP resolves to:

- Approve** DAP Application reference DAP20/01921 and accompanying plans (Attachment 3) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the City of Joondalup *Local Planning Scheme No. 3* and pursuant to clause 24(1) and 26 of the *Metropolitan Region Scheme*, subject to the following conditions:

Conditions:

1. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.
2. This approval only relates to the shopping centre development and associated works as indicated on the approved plans. Development shall be undertaken in accordance with the approved plan(s), any other supporting information and conditions of approval. It does not relate to any other development on the lot.
3. A Construction Management Plan shall be submitted to and approved by the City prior to the commencement of development. The management plan shall include details regarding mitigation measures to address impacts associated with construction works and shall be prepared to the specification and satisfaction of the City. The construction works shall be undertaken in accordance with the approved Construction Management Plan.
4. A gate is to be provided to the Connolly Drive service area to screen view of, and restrict access to the loading dock outside of approved delivery hours.
5. A schedule of colours and materials for all exterior parts to the development including a detailed design of the service area screen, service area gate and 'click and collect' screen shall be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
6. Any proposed building plant and equipment, including air conditioning units piping, ducting and water tanks shall be located to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, to the satisfaction of the City. 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.
7. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
8. Bicycle parking facilities providing a minimum of four (4) bicycle parking spaces 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 area(s) shall be provided to the City for approval prior to the commencement of development.

9. Detailed landscaping plans shall be submitted to and approved by the City prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of both sites and the adjoining road verge(s), and shall:
- Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - Provide all details relating to paving, treatment of verges and tree planting in the car park;
 - Include shade trees within the Connolly Drive verge;
 - Show spot levels and/or contours of the site;
 - Be based on water sensitive urban design principles;
 - Outline what works are required within the subject site and adjacent verges to ensure compliance with AS3959;
 - Be based on Designing out Crime principles; and,
 - Show all irrigation design details.
10. Landscaping and reticulation within the subject site and the adjacent verge areas shall be established and thereafter maintained by and at the cost of, the landowner/applicant in accordance with the approved landscaping plans, Australian Standards (including AS3959) and best trade practice prior to the development first being occupied to the satisfaction of the City.
11. 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.
12. 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.
13. A Lighting Plan shall be submitted to the City for approval prior to the commencement of construction. The Lighting Plan shall include details on how any lighting, including lighting associated with any signage, has been designed and managed to minimise the impact on any surrounding residential development. Lighting shall be maintained in accordance with the Lighting Plan to the satisfaction of the City.
14. Prior to construction commencing, a detailed acoustic assessment on the chosen mechanical plant equipment which demonstrates compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997* (to the specification of the City), shall be submitted to and approved by the City. Matters to be addressed include:
- Type and specification of selected mechanical plant and equipment;
 - Screening of mechanical plant and equipment; and
 - Delivery and waste vehicle operation on site.

The development shall be constructed and thereafter operated in accordance with the approved detailed acoustic assessment, to the satisfaction of the City.

15. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24 hour duration, is to be provided prior to the development first being occupied and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is to demonstrate collection of all on-site stormwater and is to be approved by the City prior to the commencement of construction.
16. The retail floorspace net lettable area of the development shall not exceed 3,600 square metres.
17. Signage is to be established and thereafter maintained to a high standard to the satisfaction of the City and shall:
 - not include fluorescent, reflective or retro reflective colours; and,
 - use low illumination that does not flash, pulsate or chase.
18. The development shall at all times comply with the requirements and recommendations of the Bushfire Management Plan prepared by Green Start Consulting and dated 27 October 2020.
19. 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/applicants' expense and lodged with the City of Joondalup for execution prior to commencement of development, and placed on the certificate of title prior to occupation of the 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'.
20. All development shall be contained within the property boundaries.

Advice Notes

1. Further to condition 14, City of Joondalup *Local Planning Scheme No. 3* defines 'net lettable area' as:

the area of all floors within the internal finished surfaces of permanent walls but does not include the following areas:

 - (a) stairs, toilets, cleaners' cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;*
 - (b) lobbies between lifts facing other lifts serving the same floor;*
 - (c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building;*
 - (d) areas set aside for the provision of facilities or services to the floor or building where such facilities are not for the exclusive use of occupiers of the floor or building.'*
2. Any existing footpath and kerbing shall be retained and protected during construction of the development and shall not be removed or altered for the purposes of a vehicle crossover. Should the footpath/kerb be damaged during the construction of the development, it shall be reinstated to the satisfaction of the City.

3. 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 <http://www.joondalup.wa.gov.au/Live/Streetscapes/StreetVergeGuidelines.aspx>.
4. In regard to condition 3, the Construction Management Plan shall be prepared using the City's Construction Management Plan template which can be provided upon request.
5. All lighting to the centre is to be designed to minimise light spillage onto the surrounding residential properties and be in accordance with the requirements of Australian Standard AS1158.
6. Food storage, preparation, display and sale to be in accordance with the Food Act 2008.
7. Bin storage areas are required to have a graded floor connected to sewer and a hose cock for water supply.
8. The development shall comply with the provisions of the *Environmental Protection (Noise) Regulations 1997*.
9. 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 (FES) Commissioner. As a result:
 - Condition 17 is required in accordance with clause 6.10 of State Planning Policy 3.7 – Planning for Bushfire Prone Areas (SPP3.7); and,
 - A Bushfire Attack Level (BAL) Assessment and/or additional construction methods may be required as part of the Building Permit.

In the event that the land is cleared or no longer identified as being located within a designated bushfire prone area, condition 18 will no longer apply.

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

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Joondalup <i>Local Planning Scheme No. 3 (LPS3)</i>
Local Planning Scheme - Zone/Reserve	Commercial Mixed Use Residential – R80
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Fast Food Outlet - 'P' Liquor Store – Small - 'P' Lunch Bar - 'P' Office - 'P' Restaurant/café - 'P' Shop - 'P'
Lot Size:	6.27 hectares
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

Proposed Land Use	Shopping Centre/Liquor Store
Proposed Net Lettable Area	3,539m ²
Proposed No. Storeys	One storey
Proposed No. Dwellings	N/A (Commercial development)

The proposal is for a Coles Shopping Centre Development with associated liquor store and café tenancies.

The subject of this report is consideration of amended plans, including a revised design of the northern boundary wall, which seeks to respond to the reasons for deferral set out at the JDAP meeting on 15 April 2021.

Background:

The site is subject to a recently gazetted scheme amendment to *Local Planning Scheme No. 3 (LPS3)* which changed the Residential zoning of a portion of the parent lot to Commercial and Mixed Use, with the balance remaining as Residential R80.

The subject site is now zoned Commercial with the remainder of the site zoned Mixed Use (to the north) and Residential R80 (to the east). The subject site is currently vacant and is bound by Connolly Drive to the west, Currambine Boulevard to the south and a small extent of Silver Fern Avenue to the east (Attachment 1 refers).

The main frontage of the development faces the car park on the building's southern side. The rear of the building will abut the Mixed Use zoned land to the north of the subject site, with a click and collect drive through service facing the Residential zoned land on the opposite side of Silver Fern Avenue to the east.

On 15 April 2021, the Metro Outer Joint Development Assessment Panel (JDAP) considered the original development plans and resolved to defer the application for the following reasons:

1. *To enable the applicant to submit revised plans that:*
 - a) *Enhance the compatibility of the development with the adjoining site to the north by reviewing the overall architectural response to the development and providing a more cohesive appearance to the building. Specifically, treatment options to reduce the impact of the parapet wall including incorporating elements with increased setbacks.*
 - b) *Provide additional information/detail on internal requirements for the operation of the development, including alternative methods to achieve requirements (i.e. noise amelioration).*
2. *To enable the responsible authority's design reference panel to review design changes.*
3. *To enable the responsible authority to prepare a revised RAR following receipt and assessment of the submitted revised plans referred to above.*

The City's previous Responsible Authority Report (RAR) included as Attachment 2, outlines that the development was generally considered to be appropriate and largely complied with the City's *Commercial Mixed Use and Service Commercial Zone Policy (Commercial LPP)*. However, deferral was recommended as the northern boundary wall, which was raised as a concern during both the design review process and public consultation, was not considered an appropriate outcome for both the adjoining property(s) or as viewed from the public realm.

Following the JDAP's decision to defer the application, the applicant provided amended plans detailing different design options for the northern boundary wall. These options were presented to the City's Joondalup Design Reference Panel (JDRP), where a preferred option was then recommended by the Panel.

The applicant has subsequently prepared a final set of amended plans and justification in response to the above deferral reasons (Attachments 3 - 5 refers), including the preferred design option for the northern boundary wall recommended by the JDRP.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005.*
- *Metropolitan Region Scheme (MRS).*
- *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations).*
- *City of Joondalup Local Planning Scheme No. 3 (LPS3).*

State Government Policies

- *State Planning Policy 7.0 Design of the Built Environment (SPP7).*
- *State Planning Policy 3.7: Planning in Bushfire Prone Areas.*

Local Policies

- *Commercial Mixed Use and Service Commercial Zone Policy (Commercial LPP).*
- *Advertisements Local Planning Policy (ALPP).*
- *Planning Consultation Local Planning Policy.*

Consultation:

Public Consultation

The initial proposal was advertised for a period of 14 days to 560 surrounding landowners/occupiers, commencing on 21 January 2021 and concluding on 5 February 2021. A total of 82 submissions were received during the advertising period, with 43 of these opposing the development, 33 in support of the development and six neutral. A summary of submissions from consultation can be found in the previous RAR (Attachment 2 refers).

No further public consultation has been undertaken since the JDAP's decision on 15 April 2021 to defer the application. It is considered that the amended proposal revises a single confined issue in relation to the northern boundary wall and as such broad consultation of the development as a whole is not appropriate in this instance. The adjoining owner impacted by the northern wall provided comment in support of the previous proposal and as the design changes proposed are considered to be an improvement on the previous proposal further direct consultation with this owner is also not considered necessary in this instance.

Referrals/consultation with Government/Service Agencies

The application was previously referred to Department of Planning, Lands and Heritage (DPLH) for comment as the development abuts and proposes access for service vehicles from Connolly Drive, which is classified as an 'Other Regional Road'. DPLH have confirmed their support of the proposed development abutting Connolly Drive and that the proposed access from Connolly Drive is acceptable.

Design Review Panel Advice

The original proposal was referred to the JDRP on 19 August 2020 at preliminary design stage and again on 20 January 2021. The panel's feedback and the applicant's response relating to each of those meetings are outlined in the original RAR (Attachment 2 refers).

A number of treatment and design options were put forward by the applicant and presented to the JDRP at its meeting of 19 May 2021. The primary purpose of design review in this instance was to provide guidance on the design of the development's northern elevation with the goal of addressing the JDAP's reasons for deferral. In addition to the recommendations made regarding the northern boundary wall, the Panel also requested the following information:

- Clarification regarding the type of climber species proposed along the mesh screen on the western elevation.
- The extent of PV cells incorporated as part of the development.
- Requested that trees within the carpark and/or periphery are maximised.

The following table summarises comments made by the JDRP and a summary of the applicant's response:

JDRP comments	Summary of Applicant's response	City comments
Site planning		
The overall siting and layout of the development is the most logical given the various considerations and constraints of the lot.	The Panel agreed that the site planning of the subject site is appropriate.	A number of site layout options were considered and tabled for initial design review. The final design is consistent with the site layout identified as the preferable option.
Northern parapet wall		
Overall the revised finish on the northern parapet wall is commended.	The Panel agreed that the nil setback to the northern boundary is acceptable.	Refer to planning assessment below.
Pre-cast concrete panelling is the preferred treatment option from those presented.	The Panel determined that the pre-cast wall panel finish option as outlined in the amended plans was appropriate with a single step in the parapet height being preferred. The final set of amended plans reflect both of the above.	
A single step parapet wall is the preferred design option from those presented.		
The location of the roof condenser on the roof's northern side does not require relocation.	The Panel also agreed that the proposed condenser location (as shown in the original plans) is appropriate with relocation offering little to no benefit in terms of building appearance or amenity.	
Other		

<p>The type of species growing up the western climber mesh needs to be confirmed.</p>	<p>Star Jasmine is proposed for the western façade screen adjacent to the service area, which is a proven performer in the Perth climate and is expected to do very well. It has an even growth rate that will provide a consistent foliage cover to the proposed screens, which will have perforations large enough for the creeper to grow with easy access up the screen.</p> <p>Whilst the screen may catch the heat in the early stages of development, the foliage of the creeper itself, as well as the provision of verge trees to this area will help shade the screen and prevent it from becoming overly heated by the afternoon sun.</p>	<p>The feedback from the applicant is noted.</p> <p>Should the development be approved a condition of development approval will include the requirement for a detailed landscaping plan to be submitted to the City.</p>
<p>It is requested that trees in the car park and/or periphery area are maximised (acknowledging the constraints discussed regarding lighting in the car park).</p>	<p>It has been identified that four (4) additional trees can be provided within the car park area surrounds. It is a recommendation of the electrical consultant that these additional trees be installed on the perimeter as increasing the density of trees within the car parking area will impact night-time lighting levels as the trees mature (5+ years). The proposed planting density within the car park between shade to the car parking bays and maintaining appropriate lighting levels within the car park as the trees mature.</p> <p>The additional trees would result in a total</p>	<p>As outlined in the previous RAR, the landscaping proposed across the site is considered to meet the objectives of the City's Commercial LPP.</p> <p>Notwithstanding, the revised proposal includes four additional trees on the western boundary which is considered to satisfy the relevant recommendation of the JDRP, who noted the constraints presented regarding lighting requirements in the carpark.</p>

	provision of 41 trees in the car park, with 25 trees to the periphery areas at the retained and lower levels. This means that there will be a total of 66 trees planted.	
Queried details regarding the use of PV cells on the rooftop.	<p>The exact size of the PV system is unable to be determined at this stage as it is designed to suit each specific store, however a nominal area of 950 square metres has been set aside at the rooftop for this purpose. The PV system is intended to provide non mains power supply to the store as well as providing supplementary power for lighting and air conditioning in the public internal mall spaces. The power generated is not used to power any retail or standalone tenancies.</p> <p>The PV system forms part of the head contractor scope of works and must be installed prior to handover to Coles in order for practical completion to be granted.</p>	<p>Comment is noted. An indicative area has been indicated on the development plans, with exact details to be confirmed as part of the building permit.</p> <p>The location of the PV system meets the City's Commercial LPP.</p>

Planning Assessment:

The revised proposal has been assessed against the relevant legislative requirements of the City's LPS3 and State and local planning policies outlined in the Legislation and Policy Section of this report. The amendments, responding to deferral, do not propose any change in discretions to those outlined in the previous RAR (Attachment 2 refers).

Officer Comments

Reasons for deferral

At its meeting on 15 April 2021, the JDAP resolved to defer the proposal in order for the applicant to address concerns relating the design, primarily the northern boundary wall.

As outlined in the reasons for deferral below, a primary concern was how the development would interface with the adjoining site to the north. While the City acknowledged some practical issues associated with providing a setback to the northern boundary, the reduced setback proposed, coupled with the height and scale of the wall, in the City's view remained an outstanding issue. These concerns were shared by the JDRP at their meeting in January 2021.

The applicant has now prepared a revised proposal to address the JDAP's reasons for deferral. The reasons for deferral, the applicant's response and City's comment are outlined in the table below:

Issue raised	Applicant's response	City's comment
<p>1. The architectural response regarding the northern boundary wall should be modified to enhance the compatibility of the development with the adjoining site to the north.</p>	<p>An alternate option was a painted finish to articulate the wall which would have required on-going maintenance, which may not be possible given the unknown nature of the future development to the property to the north.</p> <p>Another option was a graphic concrete finish which is required to be constructed on site but has limited patterns compared to those which can be achieved off-site in a workshop, and increased difficulty controlling these patterns when poured on-site.</p> <p>The preferred option as elected by the JDRP was the pre-cast panels which allow for a high degree of precision in patterning and greater colour and contrast options. This does come at additional cost however ultimately allows for a more articulated and attractive finish. This option also requires minimal to no on-going maintenance.</p>	<p>The original design was a mostly single wall height of 9.5 metres with a painted concrete finish. The revised design proposes to retain the same wall heights but improve the finish and appearance of the wall. The revised design proposes to use pre-cast concrete panels which have the design characteristics embedded in them, rather than painting the surface. This avoids the need of ongoing maintenance associated with a painted finish which would be challenging to manage in terms of access.</p> <p>The wall will incorporate a pattern by including a range of finishes and textures including panel with a relief pattern, textured form finish, off-form concrete finish and honed concrete finish.</p> <p>The JDRP's preferred options regarding both the height and architectural treatment of the northern boundary wall have been incorporated into the revised proposal and are considered acceptable in</p>

		<p>addressing the reason for deferral.</p> <p>The site to the north is currently vacant and zoned 'Mixed Use'. A subdivision approval was issued on 26 March 2021 for the creation of 12 residential lots abutting the northern side of the proposed development. A condition of subdivision approval requires the preparation of a Local Development Plan (LDP) to address potential interface issues with the subject site that may arise.</p>
<p>2. Additional detail/justification to be provided regarding the proposed location of rooftop plant equipment, which formed part of the applicant's original justification for the boundary wall height.</p>	<p>The condenser deck is centrally located above structural columns for efficiency and is also set back from the street to reduce its visibility. The condenser deck is required to be located on the northern side of the development close to the mechanical plant room to minimise both capital and recurrent costs for services.</p> <p>Other existing services would limit the distance that the condenser can be moved further south to a maximum of three metres. This relocation further south would also marginally increase the condenser's visibility vertically due to the slope of the roof. When comparing the marginal benefit of slightly reduced visibility and slightly increased acoustic performance with the substantive increase in cost, such a relocation is not considered feasible or appropriate.</p>	<p>The reasons for providing the plant equipment (condenser) in the proposed location were considered and supported by the JDRP.</p> <p>It was considered that relocation of the plant material further south on the rooftop would not result in an improved interface with the adjoining site to the north.</p>

	This view was affirmed by the City's JDRP and therefore no change to the height of the parapet wall in this location, or relocation of the condenser was recommended.	
3. Design changes resulting from the above reasons for deferral to be reviewed by the City's Design Review Panel.	<p>The JDRP acknowledged that the site planning for the subject site represents the only workable option for the proposed development and that this has dictated the building location being on the northern portion of the site and building up to the northern lot boundary.</p> <p>It would be appreciated if this view can be clearly articulated and expressed in the future RAR.</p>	<p>A number of design options were presented to the JDRP which considered varying wall treatments, heights and positioning of the rooftop plant material.</p> <p>The revised proposal has been designed in accordance with the preferred design option recommended by the Panel.</p>

Options/Alternatives:

Not applicable.

Council Recommendation:

Not applicable.

Conclusion:

As outlined in the previous RAR, the initial proposal was generally considered to meet the objectives and requirements of the City's Local Planning Scheme No. 3 as well as relevant State and local planning policies, with exception of the design of the northern boundary wall.

The revised proposal has addressed the concerns relating to the bulk and scale and potential impact on the adjoining property to the north through patterned articulation and varying material finishes on the northern elevation of the development. The City's JDRP considered the revised proposal to be an acceptable and positive design outcome for the development.

It is considered that the reasons for deferral have been adequately addressed and therefore the application is recommended for approval subject to conditions.



LOT 1 (16) SUNLANDER DRIVE, CURRAMBINE – PROPOSED COMMERCIAL DEVELOPMENT

Form 1 – Responsible Authority Report (Regulation 12)

DAP Name:	Metro Outer JADAP	
Local Government Area:	City of Joondalup	
Applicant:	Element WA	
Owner:	Southern Cross Care (WA) Inc.	
Value of Development:	\$13.3 million <input checked="" type="checkbox"/> Mandatory (Regulation 5) <input type="checkbox"/> Opt In (Regulation 6)	
Responsible Authority:	City of Joondalup	
Authorising Officer:	Dale Page	
LG Reference:	DA20/1377	
DAP File No:	DAP20/01921	
Application Received Date:	4 December 2020	
Report Due Date:	19 February 2021	
Application Statutory Process Timeframe:	90 Days	
Attachment(s):	1. Location Plan 2. Development Plans and Elevations 3. Landscaping Plan 4. Building Perspectives 5. Civil Drawings 6. NLA Plan 7. Bushfire Management Plan 8. Traffic and Access Report 9. Summary of submissions and responses from applicant 10. Referral comments from Department of Planning, Lands and Heritage including revised comments. 11. Environmentally Sustainable Design Checklist 12. Waste Management Plan 13. Acoustic Report	
Is the Responsible Authority Recommendation the same as the Officer Recommendation?	<input type="checkbox"/> Yes	Complete Responsible Authority Recommendation section
	<input checked="" type="checkbox"/> N/A	
	<input type="checkbox"/> No	Complete Responsible Authority and Officer Recommendation sections

Responsible Authority Recommendation

- Defer** DAP Application reference DAP/20/01921 and accompanying plans (dated 4 December 2020) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes)*

Regulations 2015, and the provisions of the City of Joondalup Local Planning Scheme No. 3, for the following reasons:

Reasons:

1. To enable the applicant to submit revised plans that:
 - a) Enhance the compatibility of the development with the adjoining site to the north by reviewing the overall architectural response to the development and providing a more cohesive appearance to the building. Specifically, treatment options to reduce the impact of the parapet wall including incorporating elements with increased setbacks.
 - b) Provide additional information/detail on internal requirements for the operation of the development, including alternative methods to achieve requirements (i.e. noise amelioration).
2. To enable the responsible authority's design reference panel to review design changes.
3. To enable the responsible authority to prepare a revised RAR following receipt and assessment of the submitted revised plans referred to above.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Joondalup <i>Local Planning Scheme No. 3 (LPS3)</i>
Local Planning Scheme - Zone/Reserve	Commercial Mixed Use Residential – R80
Structure Plan/Precinct Plan	N/A
Structure Plan/Precinct Plan - Land Use Designation	N/A
Use Class and permissibility:	Fast Food Outlet - 'P' Liquor Store – Small - 'P' Lunch Bar - 'P' Office - 'P' Restaurant/café - 'P' Shop - 'P'
Lot Size:	6.27 hectares
Existing Land Use:	Vacant land
State Heritage Register	No
Local Heritage	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Heritage List <input type="checkbox"/> Heritage Area
Design Review	<input type="checkbox"/> N/A <input checked="" type="checkbox"/> Local Design Review Panel <input type="checkbox"/> State Design Review Panel <input type="checkbox"/> Other
Bushfire Prone Area	Yes

Swan River Trust Area	No
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Proposal:

Proposed Land Use	Shopping Centre/Liquor Store
Proposed Net Lettable Area	3,539m ²
Proposed No. Storeys	One storey
Proposed No. Dwellings	N/A (Commercial development)

The proposed development includes the following:

- A Coles shopping centre development consisting of a 3,237m² supermarket, 185m² liquor store and 117m² café;
- 186 car parking bays accessed from Silver Fern Avenue (newly created subdivision road) with 54 bays under shade sails;
- A left-out, exit only access point along Currambine Boulevard;
- 588m² landscaping around the site, predominantly on the external face of the site;
- Loading area, service access and bin storage access from Connolly Drive;
- The main façade of the development faces south which includes a mixture of metal sheeting and aluminium framed glazing. Stone facades, pattern screening and perforated metal sheet screening is also proposed; and,
- An eight metre high monolith sign on the corner of Connolly Drive and Currambine Boulevard.

The development plans, landscaping plan, building perspectives and civil drawings are provided in Attachments 2, 3, 4, and 5.

Background:

The site is subject to a recently gazetted scheme amendment to *Local Planning Scheme No. 3 (LPS3)* which changed the Residential zoning of a portion of the parent lot to Commercial and Mixed Use, with the balance remaining as Residential R80.

The subject site is now zoned Commercial with the remainder of the site zoned Mixed Use (to the north) and Residential R80 (to the east). The subject site is currently vacant and is bound by Connolly Drive to the west, Currambine Boulevard to the south and a small extent of Silver Fern Avenue to the east (Attachment 1 refers).

The main frontage of the development faces the car park on the building's southern side. The rear of the building will abut the Mixed Use zoned land to the north of the subject site, with a click and collect drive through service facing the Residential zoned land on the opposite side of Silver Fern Avenue to the east.

Local Commercial Strategy

The City's Local Commercial Strategy (LCS) identifies shop retail floorspace thresholds for commercial areas. These thresholds are not caps, but establish the level above which a development proponent is required to provide a comprehensive Retail Sustainability Assessment to ensure the retail development is acceptable in the retail hierarchy of the City.

Scheme Amendment No. 1 to LPS3 rezoned a portion of the subject site from 'Residential' to 'Commercial' and 'Mixed Use' which has created the opportunity for a new neighbourhood centre with a retail floorspace of up to 3,600m² net lettable area (NLA). As the site was not identified in the City's Local Commercial Strategy (LCS) as an activity centre, the proponent was required to undertake a Retail Sustainability Assessment (RSA) to support the inclusion of a new neighbourhood centre.

The proponent's RSA was peer reviewed by an economic consultant to assess the trade area, market share assumptions and economic impact of the new centre. The overall conclusion of the both the RSA and the peer review was that the proposed centre would not create an unacceptable impact on nearby centres in the long term and would not undermine the retail hierarchy.

In supporting Amendment 1 to LPS3, Council resolved that the retail floorspace threshold of 3,600m² NLA should be reflected in the LCS.

The subject application has been assessed having regard to the City's LCS.

Recent subdivision approvals

A number of subdivision applications have recently been approved that impact the development:

- 159759 – Application approved by the Western Australian Planning Commission (WAPC) for the creation of the subject site. The application was approved on 3 December 2020 and included a condition that restricts vehicle access from Connolly Drive and Currambine Boulevard. The applicant sought reconsideration of the application specifically in relation to the access restriction. The reconsideration application matter was presented to the Statutory Planning Committee (SPC) on 9 March 2021. The SPC approved a modification to the subdivision approval, permitting limited access to Connolly Drive and Currambine Boulevard. The development application reflects the access arrangements approved as part of the reconsideration.
- 159928 – Application approved by the WAPC for the creation of 80 residential lots and three larger development lots. The application was approved on 26 March 2021 and proposes 12 residential blocks abutting the northern side of the development (ie. within the Mixed Use zone). The subdivision approval includes a condition which requires a Local Development Plan (LDP) to be prepared over the residential lots in the Mixed Use zone to address potential interface issues that may arise due to potential noise, lighting, steam, vapour, soot, dust or ash resulting from the adjoining Commercial zoned land (ie. the subject site).

Legislation and Policy:

Legislation

- *Planning and Development Act 2005.*
- *Metropolitan Region Scheme (MRS).*

- *Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations).*
- *City of Joondalup Local Planning Scheme No. 3 (LPS3).*

State Government Policies

- *State Planning Policy 7.0 Design of the Built Environment (SPP7).*
- *State Planning Policy 3.7: Planning in Bushfire Prone Areas.*

Local Policies

- *Commercial Mixed Use and Service Commercial Zone Policy (Commercial LPP).*
- *Advertisements Local Planning Policy (ALPP).*
- *Planning Consultation Local Planning Policy.*

Consultation:

Public Consultation

The proposal was advertised for 14 days, commencing on 21 January 2021 and concluding on 5 February 2021. Consultation was undertaken in the following manner:

- letters sent directly to 560 surrounding landowners and occupiers;
- two signs erected on the site;
- development plans and information provided by the applicant were made available for public viewing on the City's website and at the City's Administration Building.

A total of 82 submissions was received, with 43 of these opposing the development, 33 in support of the development and six neutral. The concerns raised in the submissions and the City's response are included in the table below. The applicant's response to submissions received during consultation is included in Attachment 9.

Issue Raised	Officer comment
Existing shops Proposed Coles will take away business from existing shops in the area.	Amendment 1 to the LPS3 included a retail sustainability assessment and determined an acceptable threshold for retail Net Lettable Area (NLA) permissible on the site. The proposed NLA is less than this threshold as discussed in the Planning Assessment section below.
Land use The development should be for what was originally intended on the site, being aged care.	The land uses proposed are 'P' (permitted) uses in the Commercial zone and are therefore considered to be consistent with the zoning of the site as discussed in the Planning Assessment section below.
Aesthetic East elevation is dominated by a click and collect area, west elevation is a back-of-house area and the north elevation is a boundary wall.	The Joondalup Design Reference Panel (JDRP) reviewed the proposal as part of the assessment and is generally supportive of the built form.

	As outlined in the Planning Assessment section below, it is considered that further consideration is required in relation to the northern elevation to further moderate its potential impact.
Traffic The current road system won't support the development. The development is not consistent with access restrictions granted through subdivision.	A Traffic and Access Report (TAR) has been prepared as part of the application. The City has assessed and supports the findings and conclusions of the TAR. As outlined above, the access arrangements of the proposal are consistent with the subdivision approval (as reconsidered by the SPC).
Parking Additional nine bays on Council land will cause problems. All parking should be contained on site. Parking should be time-limited as the site is close to the train station so people will park here as an overflow.	The car parking located off-site is a requirement of subdivision approval and is therefore outside the scope of this application. Time limitations for parking on private property is a matter for the landowner to consider. Further comment in relation to parking is provided in the Planning Assessment section below.
Landscaping Amount is below the 8% required so there should be something to offset this such as a green wall. No shade trees provided to the interior of the carpark. No shade (trees or canopy structure) provided to the 14 bays at the northern end of the car park.	Landscaping has been proposed on the periphery of the site to improve the streetscape interface. Additional trees, in lieu of shade sails, have also been provided as part of revised plans received following consultation. Further comment in relation to landscaping is provided in the Planning Assessment section below.
Safety Addition of a large carpark next to a bottle shop in close proximity to Currumbine Train station will be a likely attractor of anti-social behaviour after hours. Vehicular access from Connolly Drive conflicts with the existing shared path in the verge.	Potential anti-social behaviour is not a planning consideration that can be taken into account in the assessment of this application. The City has assessed and supports the proposed access arrangements for the site.
Privacy Overlooking from the development into adjoining residential properties on Currumbine Boulevard.	The development is non-residential and a considerable distance from any residential properties on Currumbine Boulevard.
Land values The shopping centre will negatively affect the value the nearby homes.	The perceived impact on property values is not a relevant consideration

	that can be taken into account as part of planning decision-making.
Local Commercial Strategy Proposal NLA exceeds the retail floorspace of 3600m ² contemplated by the Scheme Amendment and is inconsistent with the City's <i>Local Commercial Strategy</i> .	The applicant has made modifications to reduce the NLA and provided further information following consultation to demonstrate that the NLA proposed is less than the threshold set by the LCS. This is discussed in further detail in the Planning Assessment below.
Noise Increased noise from large trucks utilising Connolly Drive more frequently. Noise from the loading dock in close proximity to residential properties to the west. Acoustic report has not taken air-brakes of heavy trucks entering the site into consideration. Noise generated will not comply with noise levels assigned in Table 3.3 of the report.	The City has assessed and supports the findings and conclusions of the Acoustic Report submitted. The noise expected to be generated from the development is considered acceptable subject to ongoing noise management and mitigation measures.
Signage The size of the monolith signage is too high being 4 metres over the policy limit. The signage is also double the allowable width.	The sign has been reduced to eight metres in height following consultation. Further comment in relation to signage is provided in the Planning Assessment section below.
Pollution Will likely attract vermin to the area. Likely to be pollution from excessive runoff from hardstand areas. Increased air pollution from additional vehicles and waste storage area.	It is considered these matters are able to be appropriately addressed through conditions and the requirement of management plans as part of any approval. If the application is to be approved, it is recommended a Waste Management Plan be implemented to outline strategies in relation to vermin and waste storage. It is also recommended that a standard condition requiring the retention of stormwater on-site also be imposed. It is also noted that separate to planning requirements, the development and future tenants will also be required to meet relevant environmental health legislation. Should the application be approved it is recommended that an advice note be included to specify these requirements to be met.

Referrals/consultation with Government/Service Agencies

The application was referred to Department of Planning, Lands and Heritage (DPLH) for comment as the development abuts and proposes access for service vehicles from Connolly Drive, which is classified as an 'Other Regional Road'.

In responding, DPLH noted the inconsistency with the application and subdivision 159759 (as discussed above) as approved on 3 December 2020, specifically relating to access from Connolly Drive and Currambine Boulevard.

Following resolution of the reconsideration request which amended the original approval to allow limited access to Connolly Drive and Currambine Boulevard, further information was sought from DPLH officers. Advice received identifies that as the relevant subdivision conditions have been amended, access via Connolly Drive is now possible. Attachment 10 includes the initial referral response, along with revised comments from DPLH officers.

Design Review Panel Advice

The proposal was initially referred to the Joondalup Design Reference Panel (JDRP) on 19 August 2020 for consideration of the preliminary design. Following submission of a formal development application in December 2020, the proposal was again presented to the JDRP on 20 January 2021. The following table summarises comments made by the JDRP on both occasions and a summary of the applicant's response:

Comments from 19 August 2020

JDRP Comments	Summary of Applicant's Response
Queried whether other locations had been considered for the loading dock, noting that the interface into Connolly Drive is not ideal.	Four separate options were considered. Connolly Drive was deemed to be the preferred location. The following issues were considered: <ul style="list-style-type: none">• avoids impact on the main street (Silver Fern Avenue);• minimises noise impacts on surrounding developments (location of the service yard); and,• minimal disruption to traffic flows on surrounding streets.
More thought is needed as to how the click and collect area will look aesthetically and implications on turning movements.	Details on the click and collect area are provided. The vehicle access has been designed with one-way traffic flow.
Noted two pylons signs and questioned if that is necessary, noting that one of the pylon signs may impact on the nearby residential area.	The two pylon signs have been consolidated into one pylon sign located on the corner of Connolly Drive and Currambine Boulevard.
Agreed that more work will be needed in relation to landscaping, noting that the loading dock will need both landscaping and other options as an approach.	A combination of landscaping and perforated metal screening is proposed as screening for the loading/service area.

January 2021

JDRP comments	Summary of Applicant's response
Concerns were raised regarding the height of the parapet wall on the northern boundary, specifically in relation to potential impacts from heat reflection and a nil setback (in lieu of a three metre requirement as per the City's policy).	The height of the wall provides both an acoustic and visual barrier. Creating a three metre setback would have an adverse impact on the property if it was used as storage, landscaping would not survive, and it would gather rubbish and be difficult to prevent inappropriate access.
Queried whether the development exceeded the NLA threshold of the LCS and suggested that if this the case whether there is a link between the amount of floorspace and amount of landscaping proposed.	The development has been modified and now does not exceed the anticipated floor space specified within the RSA.
The landscaping is appropriate for the site however, more trees are needed on the road verges to provide shading for the footpaths.	Updated landscaping plans provided which include additional landscaping.
Screening along the top of the service area appears very flat and a revised design should be considered.	Additional patterning to the loading dock screen has been added. This screen has increased in height by 0.5 metres so that the tilt up panelling located behind is completely obscured by the screen.
A gate could be introduced to the loading dock area.	We have been advised by Coles that they are amenable to introducing a gate to the loading dock but we would need to have this open during operational and delivery hours so there is not an obstruction for trucks leaving Connolly Drive.
In order to improve the alfresco area outside of the café, it was suggested that two on-street parking bays be removed to provide a pedestrian linkage to the café.	This is outside of the subject site and a matter to be covered in the detailed subdivision design.
Noted potential for another pedestrian crossing on Connolly Drive.	Noted – this is outside of the subject site.

The majority of concerns raised by the JDRP have been satisfied through the provision of revised plans or additional information, as discussed in the Planning Assessment below. It is however noted that the City considers there to be an outstanding matter in relation to the wall along the northern boundary that requires further consideration.

Planning Assessment:

The proposal has been assessed against the relevant legislative requirements of the City's Local Planning Scheme No. 3 and State and local planning policies outlined in the Legislation and Policy Section of this report. The following matters have been identified as key considerations for the determination of this application:

Land Use

The subject site is zoned 'Commercial' under LPS3.

The proposal seeks the following uses designated to make up the development.

- Fast Food Outlet
- Liquor Store – Small
- Lunch Bar
- Office
- Restaurant/café
- Shop

The above uses are all identified as permitted ("P") use in the 'Commercial' zone under LPS3.

The relevant objective of the 'Commercial' zone under LPS3 is to provide for a range of commercial outlets which are compatible with and complementary with urban areas.

The proposed mix of land use is considered to be acceptable within the 'Commercial' zone. The design of the development is compatible with the existing streetscape, with minimal impacts on existing residential development from the proposed design. The development is also located adjacent to a distributor road (Connolly Drive) making the location suitable to be accessed by passing traffic.

Submissions raised concerns regarding the impact of the development on other centres and nearby small businesses. This was considered as part of the scheme amendment to rezone the site prior to the development application being submitted. The development is in keeping with the threshold floor areas established through the scheme amendment process as discussed below.

City of Joondalup Local Commercial Strategy

Net Lettable Area

As per the Background section above, the site was rezoned as part of Amendment 1 to LPS3. Through the rezoning process the City's Local Commercial Strategy (LCS) was also updated to include a threshold retail floorspace of 3,600m² net lettable area (NLA) for this location.

Also as outlined above, the retail floorspace set out in the LCS is not a 'cap' on retail floorspace and outlines the process for considering instances where a threshold in the LCS is exceeded.

Under LPS3, net lettable area (NLA) is defined as;

'means the area of all floors within the internal finished surfaces of permanent walls but does not include the following areas:

- a) stairs, toilets, cleaners' cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;*
- b) lobbies between lifts facing other lifts serving the same floor;*

- c) *areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building;*
- d) *areas set aside for the provision of facilities or services to the floor or building where such facilities are not for the exclusive use of occupiers of the floor or building.'*

The applicant has provided detail regarding the internal layout for the site and has stated that the NLA for the development is 3,539m² and therefore under the threshold set out in the LCS. A plan indicating this has been provided in Attachment 6.

In determining the amount of NLA, the applicant has excluded the following:

- Loading dock and service areas, along with passageway from loading dock to liquor bond room. These areas will be used by both Coles and Liquor land and therefore excluded as per part d) of the NLA definition.
- Areas of double thick walls, reducing internal floor areas.
- Staff rooms and conveniences.
- Cleaners rooms, loading docks and rubbish areas.
- Entry area thoroughfares

The final breakdown of the NLA is included in the table below:

Tenancy	Scheme amendment 1 approved NLA	Proposed NLA
Supermarket	3,200m ²	3,237m ²
Café and liquor store	400m ²	302m ²
Total	3,600m ²	3,539m ²

Given the above it is considered the proposal is within the threshold of the 3,600m² under the LCS and therefore acceptable. In the event the application is approved, it is recommended that a condition is imposed which stipulates this threshold is to be adhered to at all times. Should the applicant wish to increase the NLA of retail floorspace then an application, following the process outlined in the LCS, would be required.

Commercial Local Planning Policy (LPP)

Building setbacks

Provision	Requirement	Proposal	Assessment
5.1 – Building setbacks	3.5 metres to street boundaries (Connolly Drive, Silver Fern Avenue, Currambine Boulevard) 3 metres to side boundaries (north)	<i>Street boundaries</i> Connolly Drive: Nil Silver Fern Avenue: Nil Currambine Boulevard: Greater than 3.5 metres separated via carpark <i>Side boundaries</i> Northern boundary: Nil	Building setbacks to Connolly Drive and Silver Fern Avenue do not comply with the minimum building setback of 3.5 metres to a street. The northern boundary does not comply with the minimum building setback of 3 metres to a side boundary

Setback to Connolly Drive

A store, fire tank and fire pump room are located along the Connolly Drive boundary with the remainder of the building set back in excess of the minimum 3.5 metre requirement of the Commercial LPP.

The proposal includes a 7.49 metre patterned, perforated metal screen on either side of the service area access way to reduce the impact of the store, fire tank and loading dock area.

The applicant has also identified that a gate could be included, however this would not be operational for each delivery and would need to remain open during any delivery hours. This is to ensure that there is no conflict with traffic while vehicles are waiting for the gate to open, potentially resulting in unsafe traffic scenarios with vehicles using Connolly Drive.

The specific pattern and materials of the screen have not been identified. If the proposal is approved it is recommended that a condition be applied to provide specific details of the screen and gate, identifying colours and materials of the development.

It is also noted that there are no surrounding properties that face this elevation of the building and this portion of the building is unlikely to be visible to properties located on the opposite side of Connolly Drive due to the vegetation screening within the western verge of Connolly Drive.

Setback to Silver Fern Avenue

Created through subdivision 159928, Silver Fern Avenue is the access road to the east of the development. Tenancy 1 (Restaurant/Café) has a nil setback to the street boundary, and a 2.8 metre canopy overhang to provide for pedestrian protection. The wall on the boundary is 6.6 metres high from the proposed footpath level, is located on the boundary for approximately 12.5 metres and consists of glazing, stone façade cladding and tiles.

The click and collect area includes a perforated screen along the eastern boundary covered by an awning for weather protection. Landscaping is also included in front of this screen to reduce the impact of the development on future development to the east.

The effect of the reduced setback for this section is not considered to have a detrimental impact on the streetscape as the design includes a number of features which help ameliorate the impact. Items such as the change in materials, glazing and the pedestrian awning for the café, along with landscaping and screening for the click and collect will break up the bulk of the building as viewed from the street and future properties.

Setback to the northern boundary

The proposal includes a wall along the northern boundary with no setback to the boundary in lieu of three metres as required under the Commercial LPP.

The treatment to the north consists of a series of parapet walls which extend along the majority of the northern boundary. The heights vary from 7.59 metres for the service

area (for a length of 7.4 metres), 11 metres for the back of house (for a length of 19 metres), and 9.6 metres for the remainder (for a length of approximately 57 metres).

Subdivision 159928 includes ten, 7.5 metre wide lots along this boundary and will abut the development.

A summary of the applicant's initial justification for the reduced setback is included below:

- *The height of this wall provides an acoustic and visual barrier for any future development to the north.*
- *If a 3 metre setback was provided, this space would potentially be used as a service yard or for storage which would have a more adverse impact than the proposed parapet wall. Alternatively, it would accommodate a landscaping strip which would be difficult to maintain, would likely to collect rubbish, deliver negligible amenity to the subject site or northern neighbouring site and be difficult to secure for inappropriate access and anti-social activity.*
- *Applying setbacks to the shared boundary would have little impact in terms of the perception of building height.*
- *The site to the north is likely to be filled adjacent to the shared boundary, therefore the height of the wall is owner than shown on the plan. There is also a 5-metre wide sewer easement, which means that there will be limited building within the area impacted by the wall.*

Clarification was sought during the assessment process and additional information was provided by the applicant, providing further reasons as to the height of the wall as follows;

- *Springing height of steel to achieve required clearances to service in trading floor and back of house.*
- *Parapet wall height above roof sheet for roof safety (fall arrest).*
- *Parapet wall height provides part of the acoustic screening requirements (balance a condenser deck). The concrete parapet assists by reflecting potential noise breakout from below the condenser deck.*
- *Assists with screening the condenser deck. If lowered, the condenser deck would be more visible from the north.*
- *The parapet height at the north west corner of the development is to accommodate the mezzanine plant room.*

The northern wall has been raised as a concern through design review and as part of public consultation.

Whilst the City notes there may be some practical challenges associated with providing a setback to the northern boundary, the reduced setback that is proposed, coupled with the height and scale of the wall, in the City's view, remains an outstanding issue.

As proposed, the wall located on the northern boundary is not considered an appropriate outcome for both the adjoining property(s) or as viewed from the public realm. The design does not provide a high standard of amenity, and while façade treatment is proposed, no detail has been provided to what this would include and how it would assist in integrating with the surrounding area.

The applicant has provided some rationale and benefits for the heights proposed, such as providing additional visual and acoustic screening, however no detail has been provided in relation to the location of plant on the roof that would allow the City to assess and validate the justification provided. It is also unclear whether alternative locations for the plant equipment have been explored that would reduce visual and acoustic impacts and also allow a reduction in height of the northern wall.

In view of the above, it is considered that the objectives of the Commercial LPP are not being met and further consideration of the northern elevation is required.

In this instance, it is also considered that a condition of approval to address the matter is not appropriate. Modifications to respond to outstanding concerns may require floor space redesign which may change retail floorspace NLA and require more detailed assessment.

Equally, the City is of the view that this outstanding matter does also not present sufficient grounds to refuse the application in its entirety as the proposal is considered to be largely acceptable.

As such, it is recommended that the application be deferred so the applicant can give further consideration to a more appropriate design response to the northern boundary.

Parking

Provision	Requirement	Proposal	Assessment
5.6.1 <i>Car Parking Standards</i>	One bay per 20m ² NLA (177 bays required).	186 bays provided on site in addition to: - Nine on street bays - Three bicycle parking bays	It is considered the car parking, scooter/motorcycle and bicycle parking bay provision is satisfactory as discussed below.
5.6.2 <i>Car Parking Location and Design</i>	The number of crossovers should be kept to a minimum, be located to minimise conflict and enter and exit the site in forward gear.	One access/egress from Silver Fern Avenue, one egress only to Currumbine Boulevard and Service Access from Connolly Drive.	
5.6.3 <i>Scooter and Motor bike parking</i>	Ever 30 th car bay shall be replaced with two scooter/ motorcycle bays (12 scooter/ motorcycle bays)	Four motorcycle bays are provided on site.	
5.6.4 <i>Bicycle Parking Standards</i>	1 per 1500m ² NLA (Employee) 1 per 3000m ² NLA (visitors) Total 3.52 (4)	Three bicycle parking areas	

Car parking

The City's Commercial LPP requires one bay per 20m² of NLA requiring a total of 177 bays for the site. The development incorporates a total of 186 car parking bays. Nine

car bays are also located adjacent to the site in the road reserve and are required to be constructed as part of subdivision approval.

The car parking layout has been assessed by the City and considered to meet the relevant Australian Standards for size and manoeuvring.

Given the number of bays proposed exceeds the requirements of the Commercial LPP, the car parking is considered satisfactory.

Crossovers and Access

The proposal includes one access point to the main car parking area from Silver Fern Avenue, one left-out exit only to Currumbine Boulevard and access to the service area from Connolly Drive. The locations of these access/egress points were included as part of a Traffic and Access Report (TAR) (Attachment 8 refers) provided by the applicant which was considered acceptable by the City.

The locations of these access points are also consistent with the most recent subdivision approval for the commercial site (subdivision 159759).

Bicycle Parking

The proposal incorporates three bicycle racks. As no detail has been given to identify if this could cater for single or double-sided bicycle parking (ie. three or six bicycle parking spaces) it is recommended that, should the application be approved, a condition is imposed that requires the provision of a minimum of four bicycle parking spaces.

Scooter/Motorcycle Parking

The proposal incorporates four scooter/motorcycle parking bays in lieu of 12. The applicant has provided justification to support this amount of scooter/motorcycle parking stating that the centre is designed to provide for weekly shopping requirements and is therefore less likely to be visited by scooter/motorcycle. In addition, the development has excess car parking as provided for above, therefore should scooter/motorcycle frequency increase these bays can be specifically designated for use by scooters/motorcycles. The reduction of scooter/motorcycle bays and ability to alter for future demand mean the departure from the Commercial LPP is considered acceptable.

In considering the above the proposal caters sufficiently for cars, bicycles and scooters/motorcycles. The car parking layout meets the relevant Australian Standards, and access is consistent with the latest subdivision approval.

Traffic

The applicant provided a Traffic and Access Report (TAR) to support the proposal (Attachment 8 refers). This report is in addition to previous studies submitted as part of the scheme amendment proposal and the subdivision process for the commercial, mixed use and residential development proposed and determined that traffic flows can be incorporated within the existing road network. The TAR 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 4,610 vehicle trips per day with 85% of the total traffic flow accessing the site via Silver Fern Avenue, and 15% using the left-turn exit onto Currambine Boulevard.

The findings of the TAR indicate the road network will have sufficient capacity to cater for the new development. SIDRA (signalised and unsignalized intersection design and research aid) modelling has also been used to assess intersection impacts and supports the proposition that there will not be a detrimental impact to any surrounding intersection or access point.

Given the above, it is not considered the development would have an adverse impact on the traffic of the surrounding road network.

Building Design

Section 5.4 of the Commercial LPP sets out a number of built form and design criteria for developments within 'Commercial' zones. These include items such as materials, articulation, glazing, entrances and pedestrian shelter.

The development incorporates:

- Material selections include painted walls, patterned concrete, perforated metal screens, glass entry doors and windows to tenancies, feature stone cladding and fibre cement paneling.
- Frontages to the south and eastern elevations include pedestrian shelters of between 2.76 metres and 4.285 metres in depth.
- 40% of the southern elevation as glazing and 25% of the eastern façade as glazing. This is less than the minimum 50% required.

In considering the design, the overall makeup of the façade is considered acceptable and provides for articulation and an interesting design. The entrance is treated in such a way to provide for visual cues for pedestrians to enter the development and while the glazing does not meet the policy requirements, it provides for activation through areas including the main entrance/forecourt, the café and liquor store.

The design was considered by the JDRP which is generally satisfied with the built form but provided some feedback in relation to façade treatments. Where appropriate, the applicant has revised plans or provided further detail to address the JDRP feedback.

Retaining Walls

The Commercial LPP requires that retaining visible from the boundary is limited to a maximum height of one metre. The details associated with the retaining walls for the proposal have been included as part of the civil drawings (Attachment 5 refers) as well as on elevations drawings, specifically for Connolly Drive. The proposal results in a number of areas in which retaining walls exceed the one metre maximum as outlined in the policy, including numerous instances to the west which reach 1.4 metres and areas to the north east, which reach 1.15 metres.

Whilst a detailed plan has not been provided indicating how all retaining is to be incorporated within the development, specifically to reach the proposed finished floor levels, the retaining does vary over the site based on the undulation of the land.

Combined with the inclusion of landscaping to reduce any bulk, it is not considered that the proposal will have a significant impact on the street.

Should the matter be approved it is considered that a condition be included which requires a detailed retaining wall plan, indicating all retaining walls (including heights) throughout the development.

Landscaping

Provision	Requirement	Proposal	Assessment
5.7 – Landscaping	A minimum of 8% of the site provided as landscaping.	4.89% of the site is proposed as landscaping.	It is considered the landscape provision are satisfactory as discussed below.
	Landscaping strips of at least 1.5 metres in width and 4m ² adjacent to street boundaries.	Silver Fern Avenue: 0.7 metres wide Currambine Boulevard: 0.6 metres wide	
	One shade tree per four uncovered car parking bays.	117 parking bays covered by shade trees. There are 13 bays along the northern edge of the carpark in front of the building which are not provided with shade trees.	

In accordance with the Commercial LPP, a minimum of 8% of the lot is to be landscaped, equating to 961m². The development proposes 4.89% or 588m² located within the site, consisting mainly of garden beds around the development.

In determining the acceptability of the proposal, the impacts of the development on the public realm and natural environment need to be considered. In this instance it is considered acceptable as the proposal includes a significant amount of landscaping around the periphery of the development and within the verge area which will soften the impact of the development as viewed from the street, contributing to an appropriate amenity outcome for the development and overall streetscape.

The development also includes a number of trees on the western boundary which have the potential to provide shade for both vehicles and pedestrians along Connolly Drive. It is noted this is only for a small portion of the footpath and it is recommended that a condition of any planning approval granted includes requirements for a detailed landscaping plan to provide for additional trees within the verge to the satisfaction of the City.

The Commercial LPP also requires uncovered car parks to be provided with one shade tree per four bays. A shade structure has been proposed to the car park closest to the shopping centre, with 12 trees centrally located, and a number of other shade trees being provided. The bays without any form of shade that abut the development and

are considered to be partially sheltered by the development and as such the intent of providing shade that would be afforded by the provision of a tree is met.

Signage

Provision	Requirement	Proposal	Assessment
Freestanding signs	Monolith sign: Maximum height 6 metres Maximum width 2 metres	8 metre high pylon sign is proposed on the corner of Connolly Drive and Currambine Boulevard with a width of 2.5 metres.	The monolith sign exceeds the permitted sign size of 6 metres in height and 2 metres in width.

The City's *Advertisements Local Planning Policy* (ALPP) permits monolith signage to a maximum height of six metres, however notes that pylon signs are permitted to eight metres where they cater for multiple tenancies. The proposal includes one freestanding multi-tenancy monolith sign on the south western corner of the site to a height of eight metres.

The ALPP differentiates pylon signs from monolith signs, in that pylon signs have visible supporting poles, whereas monolith signs do not.

The height of eight metres, and width of 2.5 metres for the sign is considered appropriate as:

- The sign does not immediately abut any residential development and the sign is not considered to have any negative impact on the character or streetscape;
- The sign height is consistent with that of the building and appropriate considering the context of the surrounding commercial development;
- Only one pylon sign is proposed for multiple tenancies, resulting in reduced proliferation of signage; and,
- The sign will not impact the safety and efficiency of the road network.

Given the above, the increased height of the sign is considered appropriate in the proposed location.

Conclusion:

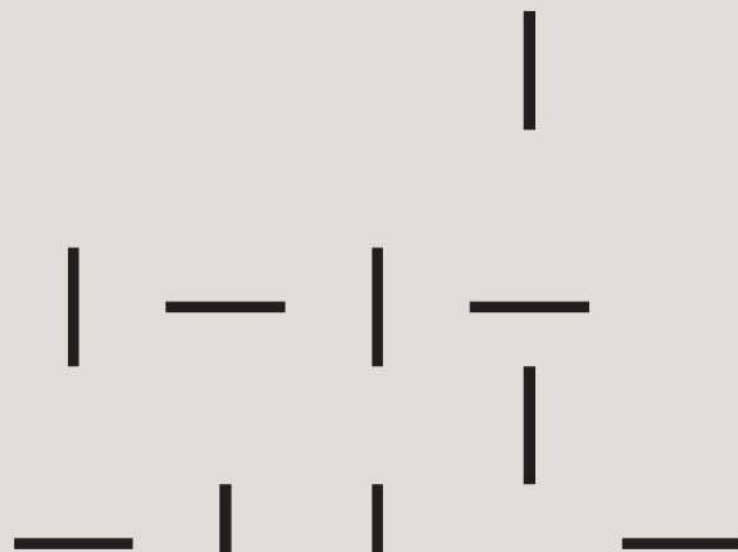
As detailed above, the proposed development is considered to meet the intent, objectives and requirements of the City's Local Planning Scheme No. 3 as well as relevant State and, local planning policies.

The proposed development is generally considered appropriate and largely complies with the design requirements of the Commercial LPP. It is however considered that the design interface to the north does not meet the objectives of the Commercial LPP as proposed and an alternative design should be sought.

As set out above it is not considered appropriate to address this outstanding matter through a condition of approval and nor is it sufficient grounds to refuse the application

in its entirety. As a result, it is recommended that the application be deferred in order for the northern interface to be further considered by the applicant.

|
TAYLOR
— ROBINSON
CHANEY —
BRODERICK
|



**Coles - Currambine
20025**

May 2021

Updated DA Drawings

* **Disclaimer** - All Net Lettable Area calculations are preliminary only and approximated. Final lease area calculations and calculations for any legal purposes should be undertaken by a qualified surveyor from the as-constructed conditions. Areas are likely to adjust during the design development and documentation processes.



LEGEND

- Supermarket - NLA
- T1 - Cafe - NLA
- Liquor - NLA
- Lot Boundary
- Curved Shade Sails
- Areas Excluded from NLA per City of Joondalup Definition (LPS no.3, p31)

Total Site Area 1.2017ha
Total Landscape Site Area 588m²
Landscape Percentage of Site 4.89%

Total Car Bays on Site 186
Total MC Bays on Site 4
Total Car Bays off Site 9
Total Bicycle Racks 3

Shade Sails
Curved bays. 3m high at low point & 4.15m at apex

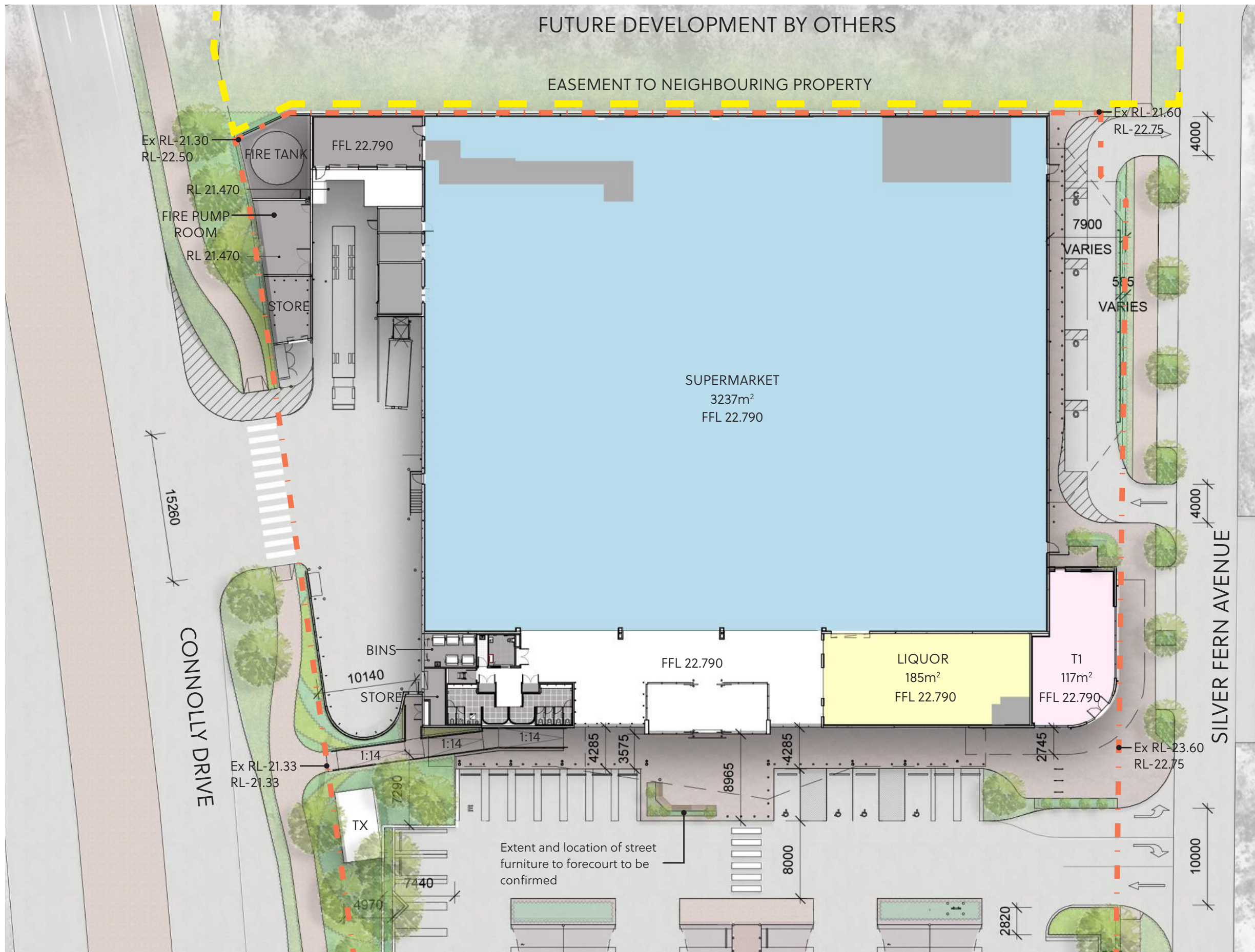
Total Coverage - 54 bays

Supermarket - NLA 3237m²
Liquor - NLA 185m²
T1/Cafe - NLA 117m²
Total NLA 3539m²

Note: All areas are approximate and are subject to change. Areas excluded are as per City of Joondalup Definition of NLA (LPS no.3, p31)

Note: Existing levels on the eastern and northern boundary of the proposed development are subject to change as part of the proposed subdivision works to the surrounding area.

Note: Refer to Civil concept plan for detailed level information



Note: Existing levels on the eastern and northern boundary of the proposed development are subject to change as part of the proposed subdivision works to the surrounding area.

Note: Refer to Civil concept plan for detailed level information

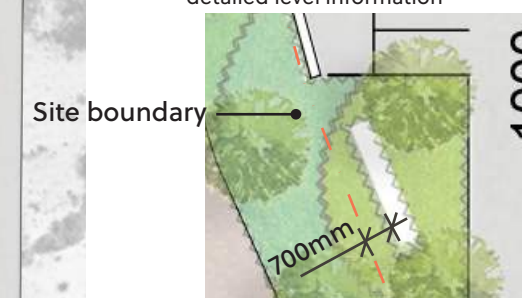


LEGEND

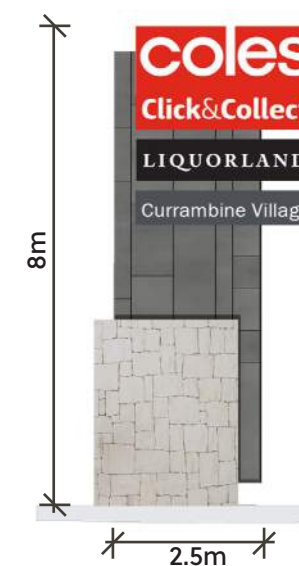
- Supermarket - NLA
- T1 - Cafe - NLA
- Liquor - NLA
- Lot Boundary
- Curved Shade Sails
- Areas Excluded from NLA per City of Joondalup Definition (LPS no.3, p31)

Note: Existing levels on the eastern and northern boundary of the proposed development are subject to change as part of the proposed subdivision works to the surrounding area.

Note: Refer to Civil concept plan for detailed level information



Detail A:
Pylon Sign Plan



Pylon Sign Elevation

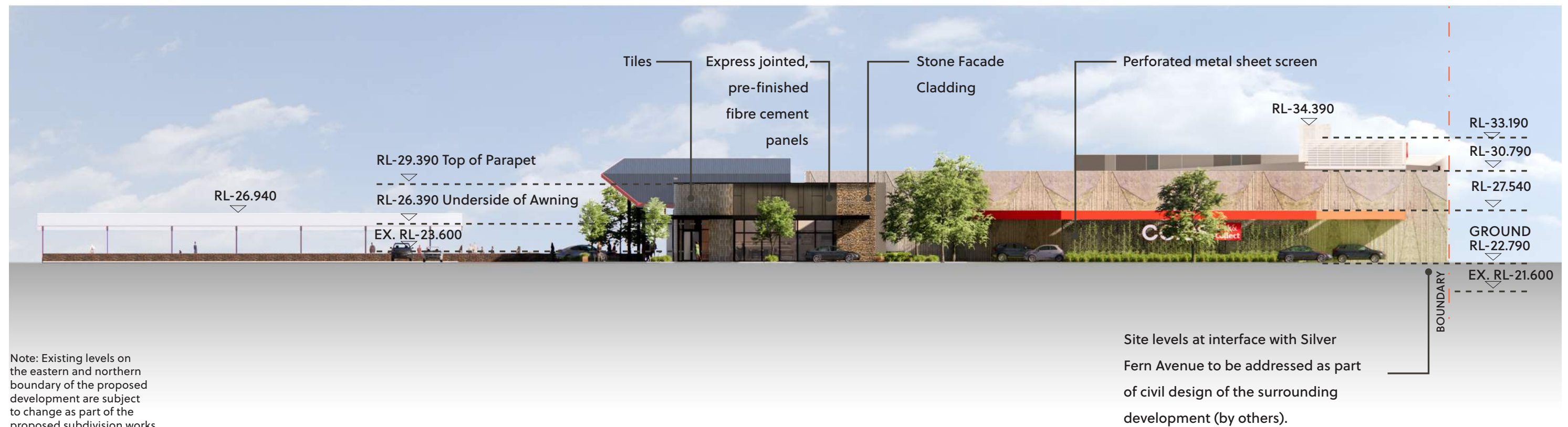
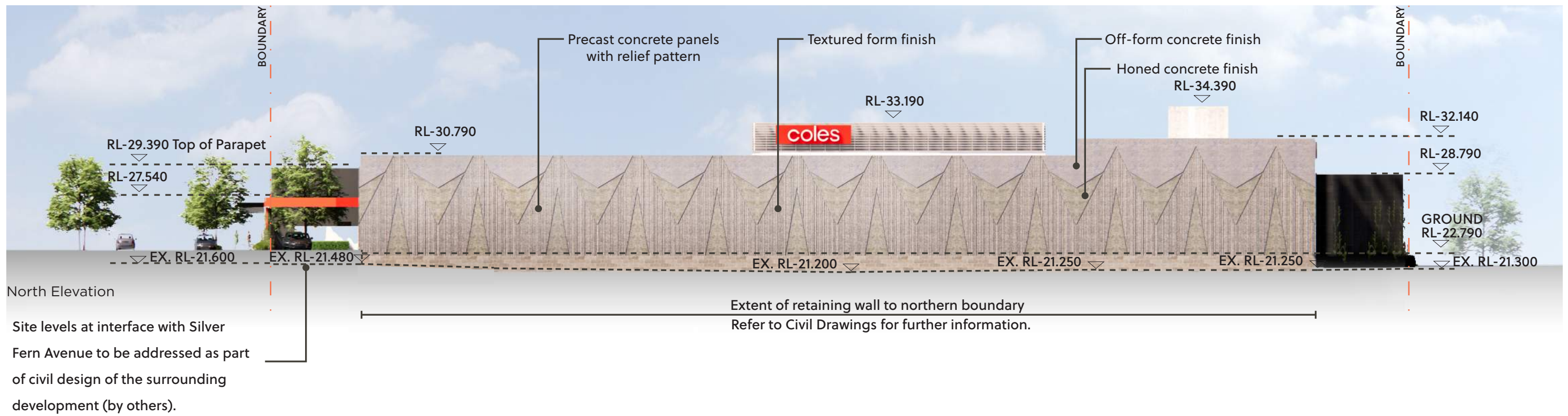




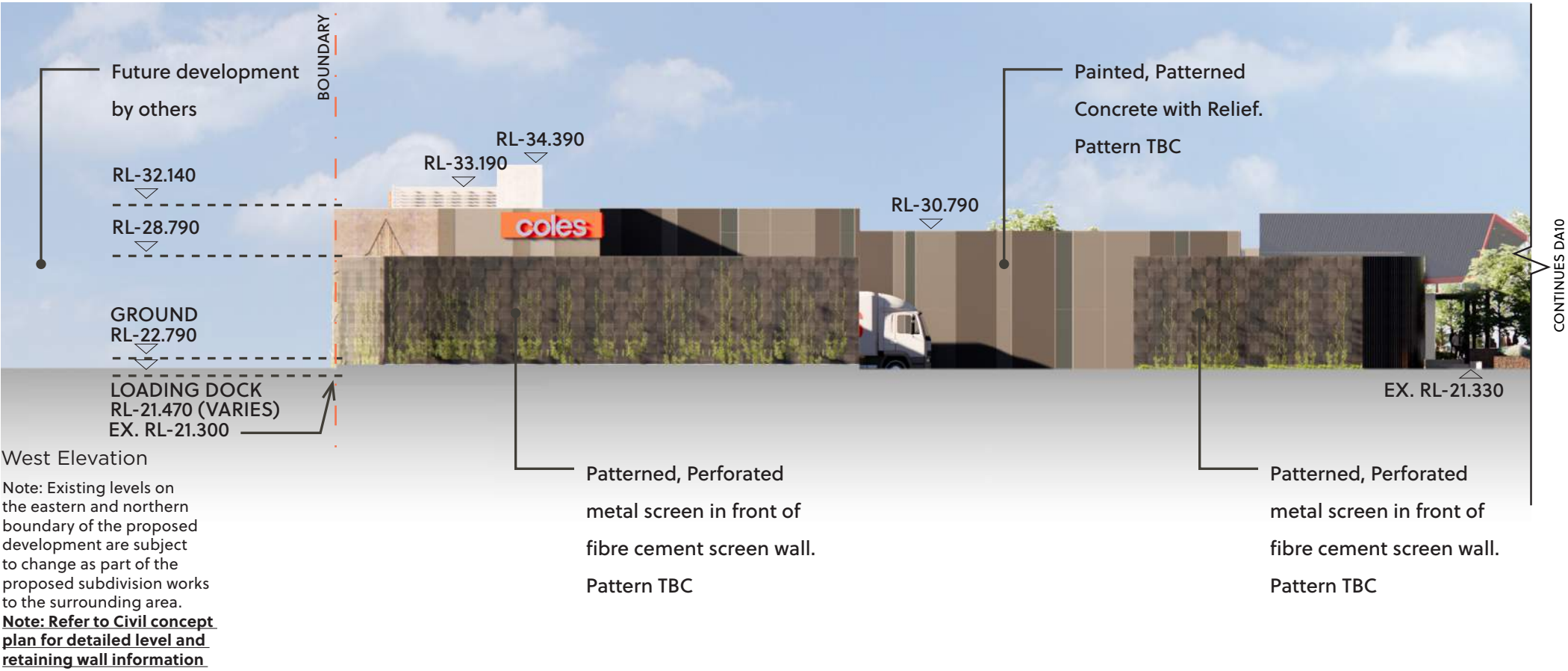








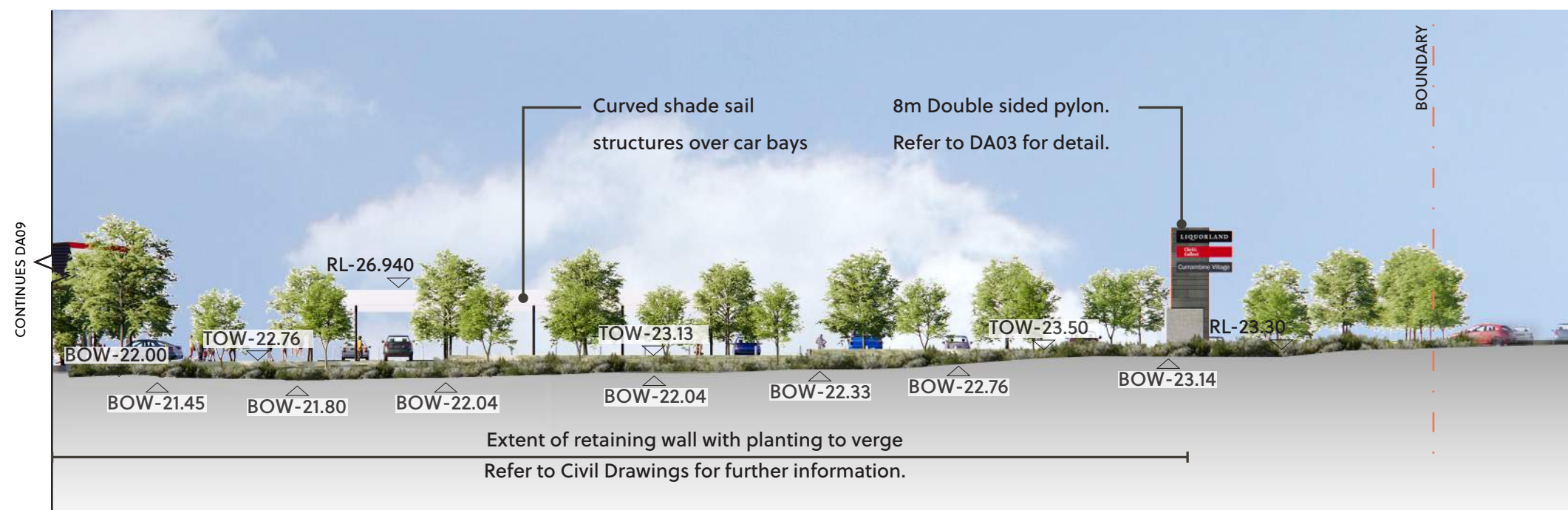
Note: Existing levels on the eastern and northern boundary of the proposed development are subject to change as part of the proposed subdivision works to the surrounding area.
Note: Refer to Civil concept plan for detailed level and retaining wall information



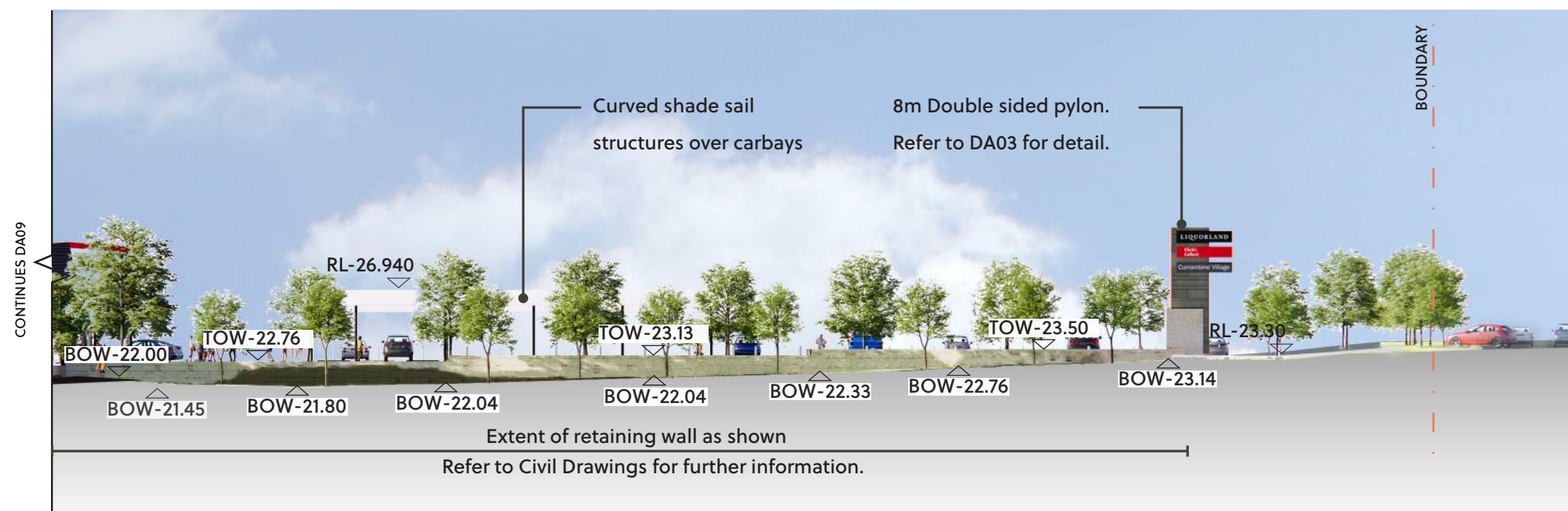
West Elevation

Note: Existing levels on the eastern and northern boundary of the proposed development are subject to change as part of the proposed subdivision works to the surrounding area.

Note: Refer to Civil concept plan for detailed level and retaining wall information



West Elevation (continued) (Connolly Drive) - Extent of Landscape as Shown



West Elevation (continued) (Connolly Drive) - Landscape omitted to show extent of retaining wall



Currumbine Boulevard Elevation

Note: Retaining not required to Currumbine Boulevard. Refer to Connolly Drive and Civil Drawings for full extent of retaining.



Aluminum Framed
Glazed Facade



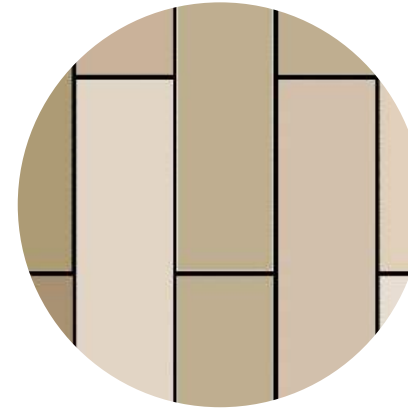
Profiled Metal
Sheeting Barrel



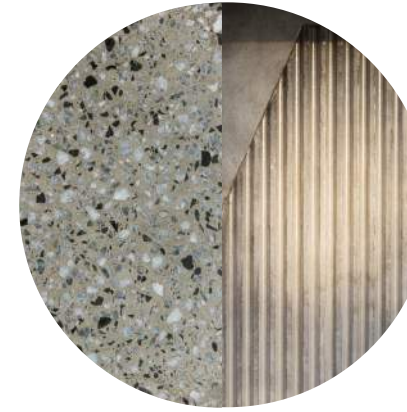
Prefinished Fibre
Cement Cladding



Stone Facade
Cladding *



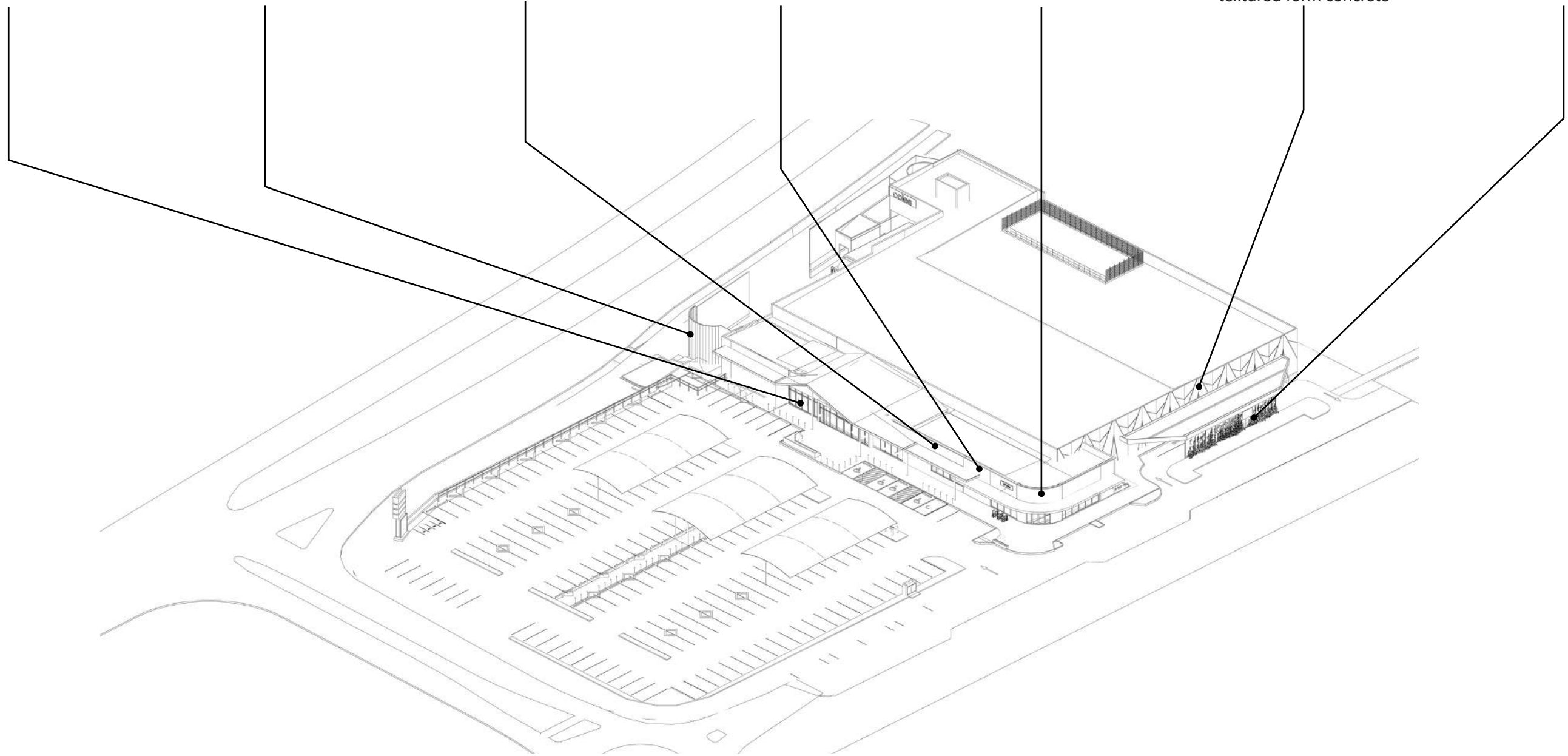
Tiling *



Precast concrete panels with relief,
including honed concrete and
textured form concrete



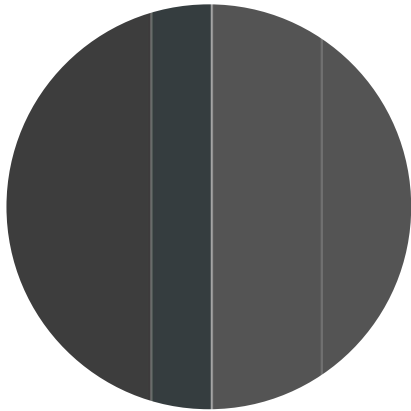
Perforated Metal
Sheet Screening



* Extent and location of tile and stone
cladding to be confirmed.



Perforated Metal Sheet Screening



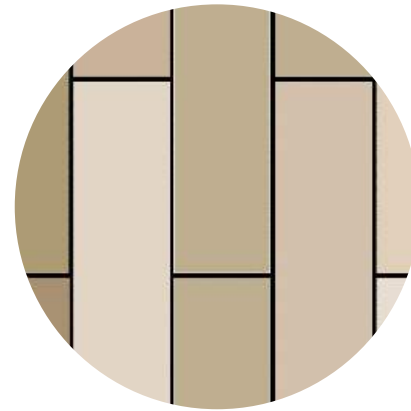
Painted, Patterned Concrete with Relief



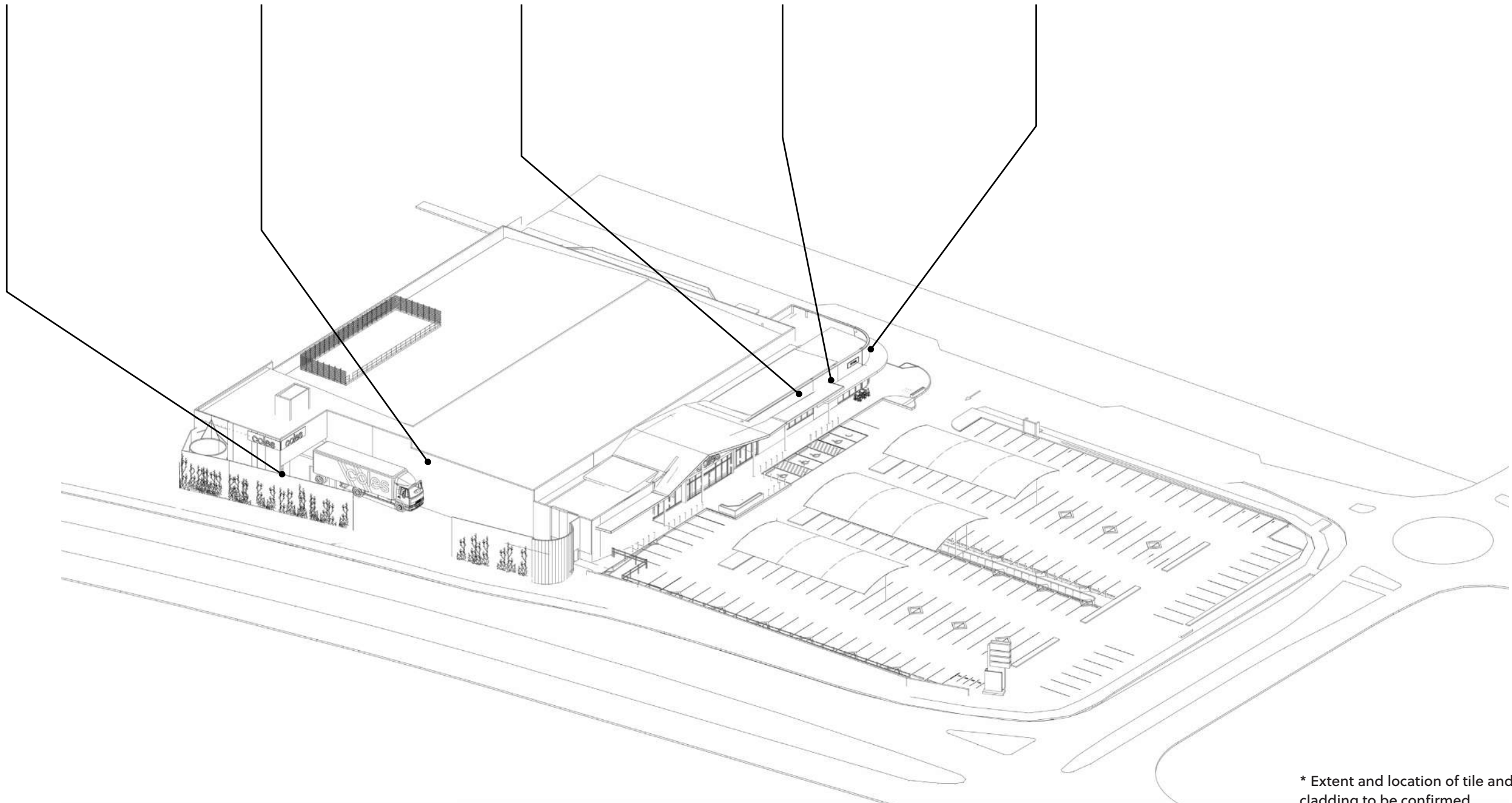
Prefinished Fibre Cement Cladding



Stone Facade Cladding*

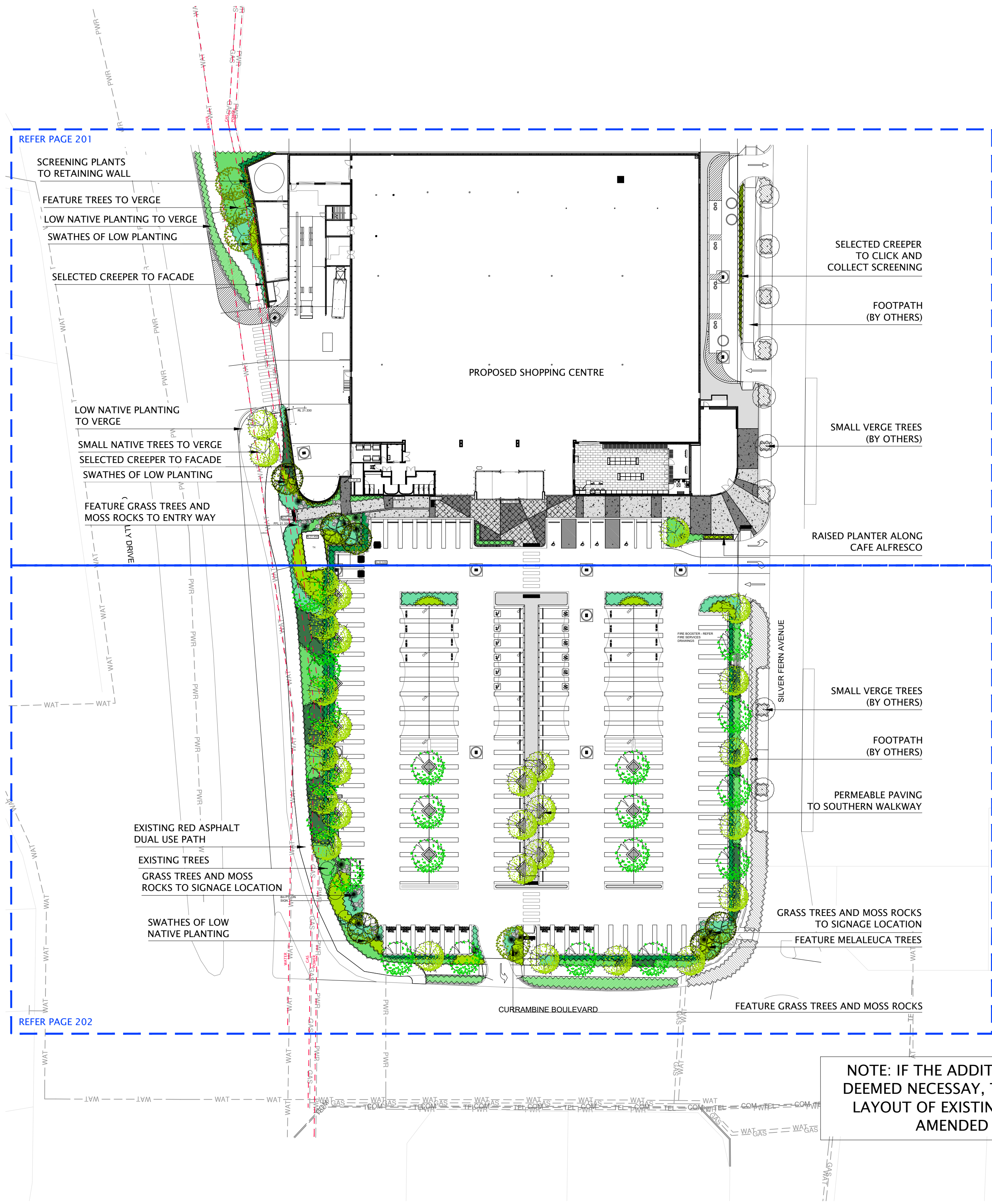


Tiling*



* Extent and location of tile and stone cladding to be confirmed.

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- LEGEND**
- TREES**
- EXISTING TREES TO BE RETAINED
EG. COASTAL SHEOK
 - SELECTED MAJOR FEATURES TREES
EG. MELALEUCA QUINQUENERVIA
 - SELECTED FEATURES TREES
EG. MELALEUCA QUINQUENERVIA
 - SELECTED CARPARK/VERGE TREES
EG. SMALL EUCALYPT SPECIES
 - VERGE TREES (BY OTHERS)
- FEATURE PLANTS**
- GRASS TREES (VARIOUS SIZES)
- PLANTING**
- LOW VERGE PLANTING
 - LOW MIXED PLANTING
 - LOW STRAPPY PLANTING
 - HEDGE/SHRUB PLANTING
 - GREY FOLIAGE PLANTING
 - FEATURE PLANTING
 - CLIMBING PLANTS
 - VERGE LANDSCAPING (BY OTHERS)
- HARD SURFACES**
- MULCH ONLY STRIP (500mm WIDE)
 - MOSS ROCKS (VARIOUS SIZES)
 - EXPOSED AGGREGATE CONCRETE MIX 01
 - EXPOSED AGGREGATE CONCRETE MIX 02
 - STANDARD GREY CONCRETE
 - PERMEABLE PAVING
- SERVICES**
- UNDERGROUND SERVICES

NOTES

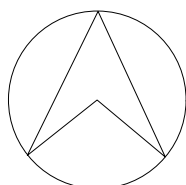
1 GENERAL

- DO NOT SCALE DRAWINGS - WRITTEN DIMENSIONS TAKE PRECEDENCE
- ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
- ALL DIMENSIONS ARE IN MILLIMETERS, UNLESS OTHERWISE NOTED.
- THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS CONTRACTS, SPECIFICATIONS, SCHEDULES, REPORTS AND DRAWINGS.
- SET OUT TO BE UNDERTAKEN BY A LICENSED SURVEYOR OR TO THE DIRECTION OF THE SUPERINTENDENT.
- FOR ALL FINISHED LEVELS, PAVEMENT JOINTS, CURBING, TREE WELLS AND DRAINAGE DESIGN REFER TO CIVIL ENGINEERING DOCUMENTATION.
- FOR ALL ASSOCIATED IRRIGATION DESIGN REFER TO IRRIGATION DOCUMENTATION AND SPECIFICATION.
- FOR ALL LIGHTING LOCATIONS REFER TO ELECTRICAL ENGINEERS DOCUMENTATION.
- FOR RAISED PLANTER AND FURNITURE DETAILS, REFER TO ARCHITECTURAL DOCUMENTATION.
- ALL MATERIALS SHALL BE SOURCED LOCALLY WHERE POSSIBLE. IF UNAVAILABLE, SUBSTITUTION TO BE APPROVED BY SUPERINTENDENT BEFORE INSTALLATION.
- USE REFERENCED AUSTRALIAN STANDARDS (INCLUDING AMENDMENTS) AND THE RELEVANT BCA FOR THE STATE/TERRITORY WHICH ARE CURRENT THREE MONTHS BEFORE THE DATE OF CONTRACT. LOCAL AUTHORITY REQUIREMENTS SHALL TAKE PRECEDENCE.
- DRAWING ISSUE**
- THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS REVISED 'ISSUED FOR CONSTRUCTION' AND SIGNED AND APPROVED BY PROJECT MANAGER/SUPERINTENDANT.
- SURFACE FINISHES**
- CONTRACTOR TO SET OUT ALL HARD SURFACES AND VERIFY WITH SUPERINTENDENT PRIOR TO CONSTRUCTION.
- ANY DISCREPANCIES WITH EXISTING CONDITIONS TO BE REPORTED IMMEDIATELY.
- CONTRACTOR TO INSTALL EXPANSION JOINTS WHERE DIFFERENT CONCRETE MIXES MEET AND AND IN LINE WITH COLES GROUP SPECIFICATIONS. ADDITIONAL EXPANSION JOINTS TO BE AT A MAXIMUM OF 5m CENTERS. REFER ENGINEERING DETAILS.
- ALL PEDESTRIAN TRAFFICABLE SURFACES TO COMPLY WITH AS1428.1 FOR VERTICAL TOLERANCES
- ALL PAVEMENTS TO COMPLY WITH AS 4586 AND 4663 FOR SLIP RESISTANCE AND MEET 'R10' CLASSIFICATION FOR PEDESTRIAN SURFACES.
- ALL SERVICE RUNS UNDERNEATH PAVEMENT TO BE INSTALLED PRIOR TO WORKS BEGINNING.
- SUB BASE - REFER DETAILS SHEET AND CIVIL ENGINEER DOCUMENTATION.
- EXISTING SURFACE FINISHES AND LEVELS ALONG MAIN STREET TO MATCH IN WITH PROPOSED. SET OUT TO BE APPROVED BY SUPERINTENDENT BEFORE INSTALLATION.
- PLANTING**
- REFER TO PLANTING SCHEDULE FOR SPECIES AND SIZES.
- IF SPECIES ARE UNAVAILABLE (OR IN SIZES SPECIFIED), SUBSTITUTES MUST BE APPROVED BY SUPERINTENDENT BEFORE DELIVERY AND INSTALLATION.
- SUPERINTENDENT TO REVIEW SAMPLES OF ALL TREE SPECIES AND PLANTS AT SOURCE OR BY PHOTOGRAPH PRIOR TO DELIVERY AND INSTALLATION.
- LANDSCAPE CONTRACTOR TO PEG OUT ALL TREE LOCATIONS FOR APPROVAL BY SUPERINTENDENT PRIOR TO INSTALLATION.
- TREES TO BE LOCATED 1M AWAY FROM KERBS WHERE POSSIBLE. ALL TREES WITHIN 1M OF KERBS/FOOTPATHS TO BE INSTALLED WITH ROOT BARRIER AS SPECIFIED. REFER TO DETAILS.
- PLANTING AREAS SOIL PROFILES TO BE PREPARED AS SPECIFIED AND REVIEWED BY SUPERINTENDENT BEFORE PLANTING AND IRRIGATION.
- ALL FINISHED PLANTING AND MULCH LEVELS TO BE AS SPECIFIED AND IN ACCORDANCE TO COLES GROUP GUIDELINES.



CURRAMBINE VILLAGE SHOPPING CENTRE LANDSCAPE GENERAL ARRANGEMENT PLAN

COLES GROUP PROPERTY DEVELOPMENTS CNR CONNELLY DRV + CURRAMBINE BLVD, CURRAMBINE



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REFER DWG LS-202 FOR CONTINUATION

REV	DATE	DWN	APP	DESCRIPTION
0	12.04.2021	KD	KD	80% ISSUE FOR TENDER
1	03.05.2021	KD	KD	80% ISSUE FOR TENDER
2	23.05.2021	KD	KD	UPDATED TREE NUMBERS

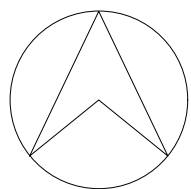
PLANTING SCHEDULE

Symbol	Species	Common Name	Quantity	Size
Trees:				
CASequ	Casuarina equisetifolia	Coastal Sheoak	4	200L
EUCtor	Eucalyptus torquata	Coral Gum	21	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	34	100L
MELqui	Melaleuca quinquenervia	Broad-leaved Paperbark	7	100L
Shrubs and Groundcovers:				
ADEcun	Adenanthos cuneatus	Coral Carpet	256	140mm
ANlamb	Anigozanthos flavidus 'Amber Velvet'	Amber Velvet	179	140mm
ANlgol	Anigozanthos flavidus 'Gold Velvet'	Gold Velvet	125	140mm
ANlreg	Anigozanthos flavidus 'Regal Velvet'	Regal Velvet	125	140mm
CALgre	Callistemon 'Green John'	Green John	166	200mm
CONcan	Conostylis candicans	Grey Cottonheads	162	140mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	84	140mm
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	162	140mm
FICnod	Ficinia nodosa	Knotted Club Rush	164	140mm
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	256	140mm
LEUbro	Leucophyta brownii	Silver Cushion Bush	162	140mm
LOMcon	Lomandra 'Little Con'	Little Con	164	140mm
LOMTan	Lomandra 'Tanika'	Tanika	271	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	256	140mm
TRAJas	Trachelospermum jasminoides	Star Jasmine	145	140mm
WESaus	Westringia 'Aussie Box'	Aussie Box	288	200mm
Feature Plants:				
XANpre	Xanthorrea pressii	Grass Tree	16	MTP
Verge Planting:				
EREblu	Eremophila 'Blue Horizon'	Blue Horizon	84	tubestock
GREgin	Grevillea 'Gin Gin Gem'	Gin Gin Gem	84	tubestock
HEMPun	Hemiandra pungens	Snake Bush	84	tubestock

NOTES

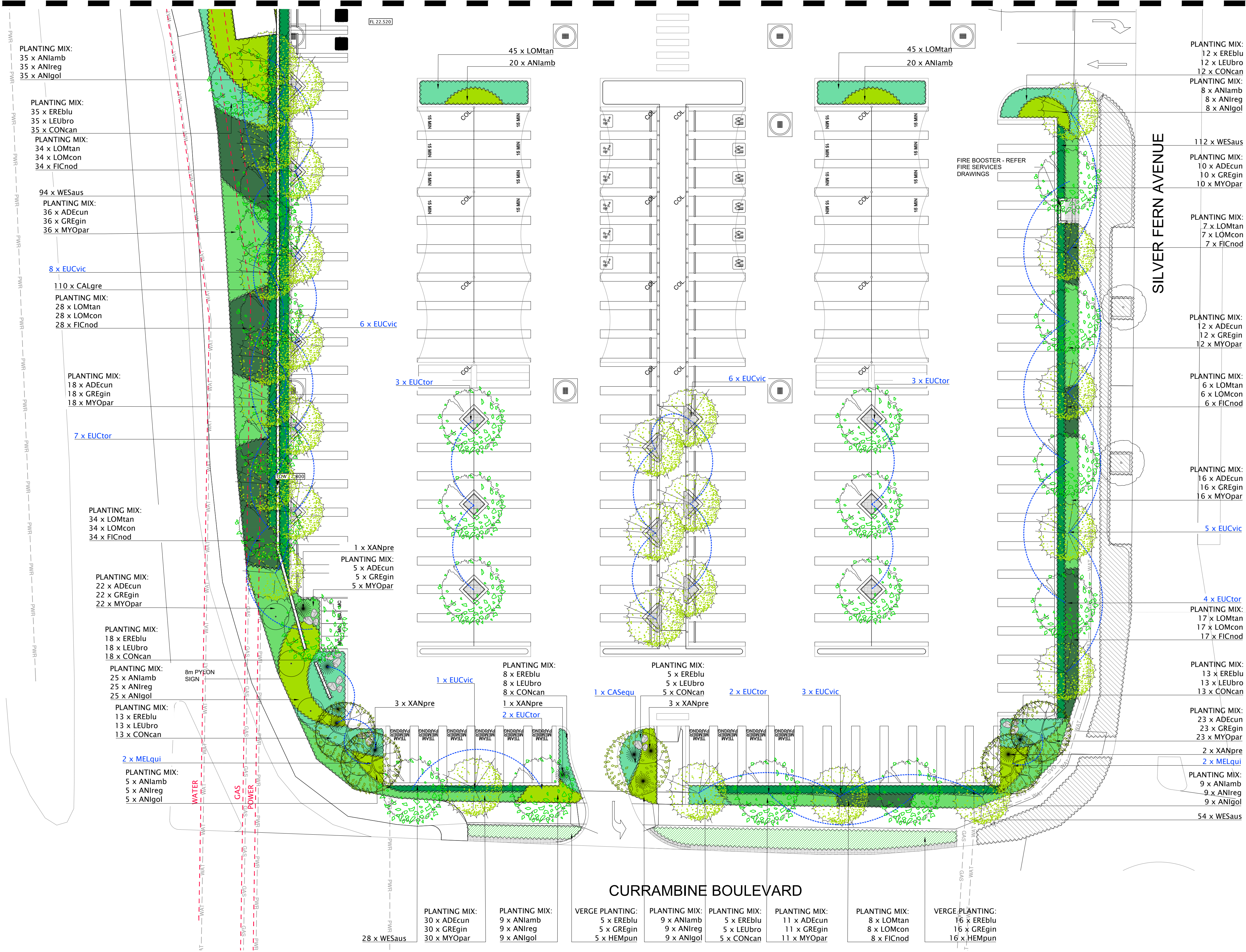
- GENERAL
 - ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE.
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 - THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL RELEVANT SCHEDULES, REPORTS AND DRAWINGS AND PROJECT SPECIFICATIONS.
 - FOR ALL FINISHED LEVELS, PLANTER HEIGHTS, DRAINAGE DESIGN AND WATER CONNECTION POINTS REFER TO ASSOCIATED PROJECT DOCUMENTATION (BY OTHERS).
 - FOR ALL ASSOCIATED IRRIGATION DESIGN REFER TO IRRIGATION DOCUMENTATION AND SPECIFICATION.
 - PLANTING SETOUT SHOULD BE CHECKED BY SUPERINTENDENT BEFORE INSTALLATION BEGINS.
- SOIL PREPARATION
 - ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
 - SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEViate IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
 - PLANTED AREAS SHALL BE BOXED OUT AND SPREAD WITH 300mm OF APPROVED SANDY LOAM IN ACCORDANCE WITH COLES CAR PARKING STANDARDS 2.2.13 LANDSCAPE GUIDELINES. A MINIMUM OF 50mm STANDARD SOIL CONDITIONER SHALL BE RIPPED INTO SOIL TO A MIN. DEPTH OF 200mm. [REFER DETAIL 04|301]
 - FILL SOIL TO RAISED PLANTER AREAS TO BE APPROVED LANDSCAPE MIX. [REFER DETAIL 05|301]
 - REFER TERRAVALT SET OUT PLAN FOR AREAS TO BE PREPARED WITH SUB SURFACE TERRAVALT MODULES.
 - PLANTING AREA SOIL PROFILES TO BE PREPARED AS SPECIFIED AND REVIEWED BY SUPERINTENDENT BEFORE PLANTING AND CONNECTING IRRIGATION.
 - ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.
- PLANTING
 - PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC WOODCHIP MULCH (OR APPROVED SUBSTITUTE) UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
 - TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
 - REFER TO PLANTING SCHEDULE FOR SPECIES AND SIZES [REFER DETAIL 01|301].
 - GRASSTREES TO BE SUPPLIED AND INSTALLED BY GRASSTREES AUSTRALIA (OR APPROVED REPUTABLE COMPANY) WITH 12 MONTH WARRANTY.
 - PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
 - IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR 3.
 - PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.
 - IF SPECIES ARE UNAVAILABLE (OR IN SIZES SPECIFIED), SUBSTITUTES MUST BE APPROVED BY SUPERINTENDENT BEFORE DELIVERY AND INSTALLATION.
 - SUPERINTENDENT TO REVIEW SAMPLES OF ALL TREE SPECIES AND PLANTS AT SOURCE OR BY PHOTOGRAPH PRIOR TO DELIVERY AND INSTALLATION.
- IRRIGATION
 - PLANTING TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
 - WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 85L/pm AT 330KPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
 - CONTROLLER TO BE LOCATED IN NEAR FIRE TANK (REFER IRRIGATION DESIGN).
 - SLEEVES BENEATH PAVED SURFACES AND TO RAISED PLANTING AREAS TO BE PROVIDED BY OTHERS.
 - PLEASE REFER TO IRRIGATION DRAWING SET FOR FINAL LAYOUT AND SCHEDULE.

REFER PAGE 202 FOR PLANTING
LEGEND AND IMAGES



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REFER DWG LS-201 FOR CONTINUATION



REV	DATE	DWN	APP	DESCRIPTION
0	12.04.2021	KD	KD	80% ISSUE FOR TENDER
1	03.05.2021	KD	KD	80% ISSUE FOR TENDER
2	23.05.2021	KD	KD	UPDATED TREE NUMBERS

LEGEND

TREES

EXISTING TREES
TO BE RETAINED

SELECTED MAJOR FEATURES TREES
EG. COASTAL SHEOAK

SELECTED FEATURES TREES
EG. MELALEUCA QUINQUENARIA

SELECTED CARPARK/VERGE TREES
EG. SMALL EUCALYPT SPECIES

VERGE TREES (BY OTHERS)

FEATURE PLANTS

GRASS TREES
(VARIOUS SIZES)

PLANTING

LOW VERGE PLANTING
(TUBESTOCK 1/m2)

LOW MIXED PLANTING
(3/m2)

LOW STRAPPY PLANTING
(3/m2)

HEDGE/SHRUB PLANTING
(2/lin.m)

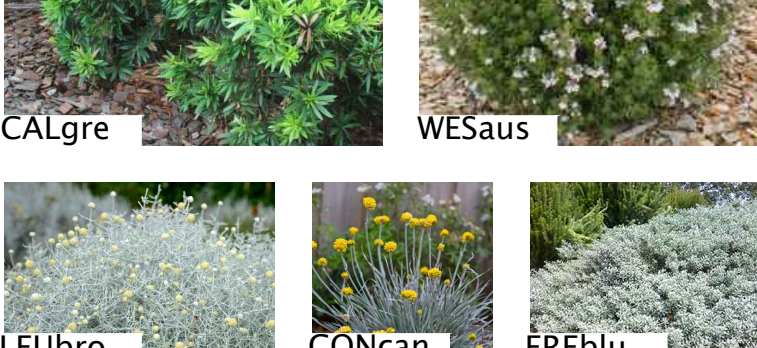
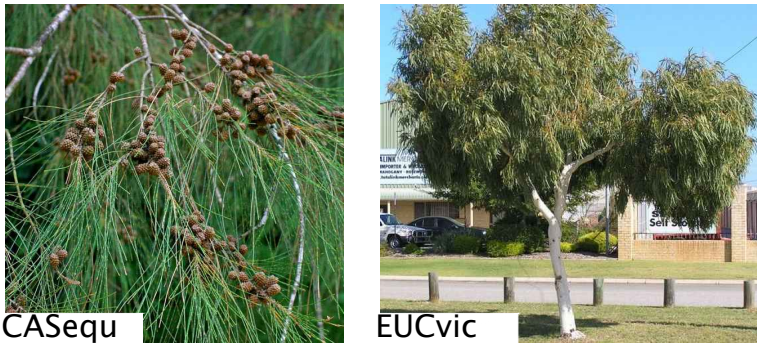
GREY FOLIAGE PLANTING
(3/m2)

FEATURE PLANTING
(3/m2)

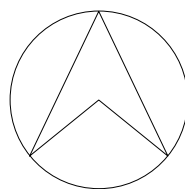
CLIMBING PLANTS
EG. STAR JASMINE

VERGE LANDSCAPING
(BY OTHERS)

MULCH ONLY STRIP
(500mm WIDE)



REFER PAGE 201 FOR PLANTING
NOTES AND SCHEDULE



Your Ref: DA20/1377
DAP Ref: DAP/20/01921
Our Ref: 20-008

1 June 2021

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

Attention: Tim Thornton – Senior Urban Planner

Dear Tim,

**LOT 1 (NO. 16) SUNLANDER DRIVE, CURRAMBINE – DEVELOPMENT APPLICATION
FOR PROPOSED NEIGHBOURHOOD CENTRE – SUBMISSION OF REVISED PLANS
AND LANDSCAPING PLAN**

I refer to the Joint Development Assessment Panel (JDAP) meeting on the 15 April 2021 and subsequent City of Joondalup (the City) Design Reference Panel (DRP) meeting held on the 19 May 2021. In response to the outcomes of and feedback from both meetings please find enclosed amended architectural plans and landscaping plans in relation to the abovementioned development application.

Reason for Deferral

At the JDAP meeting, the application was deferred with the City's Responsible Authority Report (RAR) deferral recommendation adopted as follows:

"To enable the applicant to submit revised plans that:

- a) Enhance the compatibility of the development with the adjoining site to the north by reviewing the overall architectural response to the development and providing a more cohesive appearance to the building. Specifically, treatment options to reduce the impact of the parapet wall including incorporating elements with increased setbacks.*
- b) Provide additional information/detail on internal requirements for the operation of the development, including alternative methods to achieve requirements (i.e., noise amelioration)".*

In the information presented to the City's DRP various options were detailed for the finish and the height of the northern parapet wall. Additionally, the DRP presentation identified the two options for the condenser deck location and clear justifications for the preference to keep the condenser deck in the originally proposed location.

DRP Feedback

At the DRP meeting held on the 19 May 2021, the project team presented additional information in relation to the lack of ability to provide setbacks to the northern boundary, how the northern parapet wall could be finished and articulated in terms of height and more information in relation to the required parapet wall height and plant room and condenser location.

The panel agreed that the site planning of the subject site is appropriate and that the nil setback to the northern boundary is acceptable. Furthermore, the DRP determined that the pre-cast wall panel finish option as outlined in the amended plans was appropriate with a single step in the parapet height being preferred. The panel also agreed that the proposed condenser location (as shown in the original plans) is appropriate with relocation offering little to no benefit in terms of building appearance or amenity.

In addition to the above, there were a few new items raised by the DRP that the City has requested further information on as follows:

- *Species growing up the western climber mesh.*
- *Any detail regarding use of PV cells (although understood this is generally firmed up at building permit stage).*
- *It is requested that trees in the car park and/or periphery area are maximised (acknowledging the constraints discussed regarding lighting in the car park).*

These matters are addressed in turn below.

Importantly, the DRP also noted that the site planning for the subject site represents the only workable option for the proposed development and that this has dictated the building location being on the northern portion of the site and building up to the northern lot boundary. This was acknowledged by the DRP in their comments back to the project team and it would be appreciated if this view can be clearly articulated and expressed in the future RAR.

Landscaping

Notwithstanding the cited deferral reasons, it is also noted that additional comments were made by the JDAP members in relation to the landscaping provided on site. Further to this, the DRP also raised the issue of maximising planting within car parking areas.

Following consultation with the project electrical consultant, it has been identified that four (4) additional trees can be provided within the car park area surrounds. It has been recommended by the electrical consultant that these additional trees be installed on the perimeter as increasing the density of trees within the car parking area will impact lighting levels as the trees mature (5+ years). The current planting density within the car park allows for shade to the car parking bays whilst maintaining appropriate lighting levels within the car park as the trees mature. This allows for a total provision of 41 trees to the car park and surrounds. With 25 trees to the periphery areas at the retained and lower levels, this means that there will be a total of 66 trees will be planted. Additional trees are not able to be provided within the car parking area without negatively impacting on night-time lighting levels and/or causing maintenance conflict with the proposed shade sails.

Trachelospermum jasminoides (Star Jasmine) is proposed for the mesh adjacent to the click and collect facility on the eastern façade of the building and will be the creeper used for all 'green walls' including to the service area. Star Jasmine is a proven performer in the Perth climate and growing conditions and is expected to do very well. It has an even growth rate that will provide a consistent foliage cover to the proposed screens. The western facade screen adjacent to the service area will be detailed to have perforations large enough for the creeper to grow with easy access up the screen. Whilst the screen may catch the heat in the early stages of development, the foliage of the creeper itself, as well as the provision of verge trees to this area will help shade the screen and prevent it from becoming overly heated by the afternoon sun.

In terms of the quality of the proposed landscaping cover, the total canopy cover at maturity will be 1,425m² which is approximately 12% of the overall site area. Three mature trees are also proposed to be retained to the south west corner (verge) which will bring total canopy cover in the immediate vicinity of the site up to approximately 1,463m².

In respect to the above, whilst the City's Commercial Mixed Use and Service Commercial Zone Local Planning Policy stipulates a landscaping requirement of 8% of the lot area, key qualitative

requirements such as appropriate species and maturity of 'shade trees' is not specifically defined. Given the maturity and species of the shade trees and the space provided for the trees to establish – the proposed planting program associated with the development along with the proposed shade sails represents a very high quality outcome for the subject site and balances the need to provide immediate amenity and longer-term improvements to the tree canopy for the subject site and surrounding public realm.

Attachment 1 – Landscaping Plan

Solar PV Cells

In relation to the use of PV cells, please see attached roof plan (A2.41) which demonstrates the area set aside for the installation of PV cells (red hatched area of 950m²). The structure below has also been sized to accommodate the installation of the PV system. Additional relevant information is as follows:

- The actual size of the PV system is unable to be determined at this stage as it is designed to suit each specific store. Typically, the optimal size of the system is 100kW and it is anticipated that a PV system of this size would be installed for this development. As a comparison, the new Coles at Whiteman Edge (nearing completion), which is a similar sized supermarket to the proposed supermarket in this development, has a PV system of 100kW installed.
- The PV system is intended to provide non mains power supply to the store as well as providing supplementary power for lighting and air conditioning in the public internal mall spaces. The power generated is not used to power any retail or standalone tenancies.
- The PV system (design, supply, and installation) forms part of the head contractor scope of works and must be installed prior to handover to Coles in order for practical completion to be granted.
- The head contractor must engage with a PV contractor from the Coles approved supplier list and they must be CM3 pre-qualified. To be eligible for the Coles approved supplier list, the PV contractor must be a Clean Energy Council (CEC) Member and have a demonstrated record of successful commercial scale PV project installations across Australia up to and preferably exceeding 100kW. All approved supplier team members and subcontractors working on the project in a design or installation capacity (excluding data cabling) are required to be accredited CEC designers or installers.

Attachment 2 – Roof Plan

Revised Plans

Please see the attached revised plans which address the finish and height of the northern parapet wall as per the DRP comments (provided above). Earlier options considered a painted finish to articulate the wall which would have required on-going maintenance, which may not be possible given the unknown nature of the future development to the property to the north. Another option explored was the provision of a graphic concrete finish which is required to be constructed on site but has limited patterns compared to those which can be achieved in a workshop and have more difficulty to control these patterns when poured on site.

The preferred option as elected by the DRP was the pre-cast panels which allow for a high degree of precision in patterning and greater colour and contrast options. This does come at additional cost due to smaller panels and increased construction time, but ultimately allows for a more articulated and attractive finish. This option also requires minimal to no on-going maintenance.

Attachment 3 – Amended Plans

Noise and Other Issues

The height of the northern parapet wall is a response to several interrelated issues and requirements

including acoustic performance, servicing requirements, fire rating, amenity and site planning. In terms of acoustic performance, the acoustic consultant for the project has advised that the parapet wall provides part of the attenuation of noise levels associated with mechanical plant on the rooftop of the centre. The balance of the attenuation is achieved by the screening barrier to the condenser deck with the parapet wall considered pertinent to this, especially regarding the unknown future use of the area to the north of the Coles development.

The height of the parapet wall at the mezzanine plant room is determined by the level of the roof over the plant and internal clearance height required for the plant room equipment as well as associated clearances for installation and servicing. The plant room slab height is determined by the clearance required below to access the loading dock as well as for services to reticulate the loading area. The plant room also requires permanent access to the loading dock area to enable access for equipment maintenance and replacement.

The condenser deck is ideally located to be central to structural columns for efficiency and is also away from the street elevations of the development to reduce its visibility. The condenser deck is required to be located close to the mechanical plant room to minimise both capital and recurrent costs for services. If it was required to be relocated there would be substantive structural costs as well as additional servicing materials required. In addition to this, other existing services limit the distance that the condenser can be moved further south with to a maximum of three (3) metres. This relocation further south would also marginally increase the visibility vertically due to the slope of the roof. When comparing the marginal benefit of slightly reduced visibility and slightly increased acoustic performance with the substantive increase in cost, such a relocation is not considered feasible or appropriate. This view was affirmed by the City's DRP and therefore no change to the height of the parapet wall was recommended in this location. Further information in relation to the above is provided within the DRP package as presented to the DRP.

Attachment 4 – DRP Pack

Conclusion

We hope that the above additional information enables the City to finalise their RAR and recommendation to the JDAP to determine the application favourably. Should you have any queries or require clarification on the above matter, please do not hesitate to contact Kate Bainbridge or the undersigned on 9289 8300.

Yours sincerely

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Murray Casselton
Director