



Subject Area
Sorrento Activity Centre
2 Drakes Walk, Sorrento
2 & 4 Padbury Circle, Sorrento
128, 130, 134 & 136 West Coast Drive, Sorrento

LEGEND

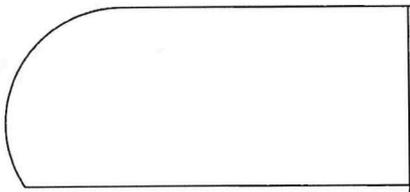
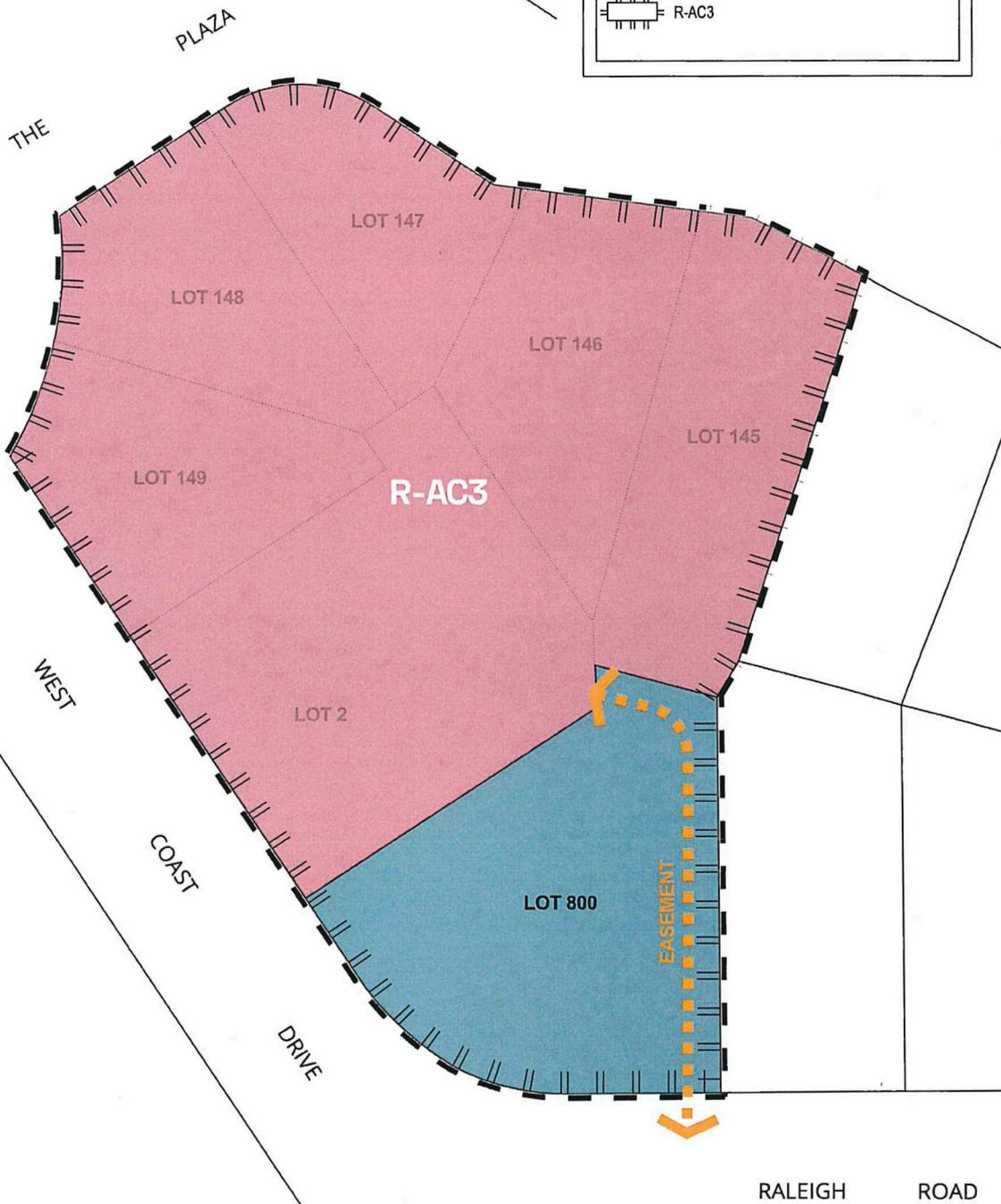
-  PRECINCT STRUCTURE PLAN BOUNDARY
-  EXISTING CADASTRAL BOUNDARY

ZONES

-  COMMERCIAL
-  MIXED USE

CODING

-  R-AC3



PS ref: 7629

8 June 2022

City of Joondalup
PO BOX 21
JOONDALUP, WA 6919

Attention: Planning Services

To whom it may concern,

**SORRENTO PRECINCT STRUCTURE PLAN
PROPOSED AMENDMENT TO SORRENTO ACTIVITY CENTRE PLAN**

Planning Solutions acts on behalf of WCD Pty Ltd, the proponent of the proposed Sorrento Precinct Structure Plan (Sorrento PSP) at Lots 2, 148 and 149 West Coast Drive, Lots 146 and 147 Padbury Circle, and Lot 145 Drakes Walk, Sorrento (subject site).

This proposal seeks to amend the existing Sorrento Activity Centre Plan (SACP) to ensure the applicable planning framework is appropriate and current for the Sorrento PSP area.

Since the original approval of the SACP in 2018, the site has not been developed in accordance with the stated purpose of the SACP. The purpose of the SACP was to *"facilitate the redevelopment of the centre for a mix of commercial and residential purposes, aligning the centre more closely with the principles and objectives of the Western Australian Planning Commissions State Planning Policy 4.2 – Activity Centres for Perth and Peel"*.

In order to ensure the Sorrento PSP can deliver its vision, the following amendments are proposed to ensure the Sorrento PSP area is revitalised to best achieve its potential:

- Amending the boundary of the PSP area to include Lot 145 Drakes Walk, which is consistent with the 'centre' zoning under LPS3.
- Amend the density and dwelling target to reflect the landowner's aspirations for the site.
- Modifying the built form requirements, to appropriately address the local context and redistribute building bulk away from adjoining residential properties and Geneff Park.
- Rationalise access and parking to reflect the site being developed in a holistic manner, given the Sorrento PSP area is under sole ownership.
- Replace redundant references to Part 6 of the R-Codes Volume 1.
- To introduce requirements for development incentives for community benefits.
- Update part two to address the amendments made to part one, including co-consultant inputs.
- Bring the PSP format into line with the prescribed format under SPP7.2.

JUSTIFICATION FOR AMENDMENTS

The SACP was originally prepared in 2014 and was initiated for public consultation in April 2015. Over the next 3 years, the SACP underwent several significant modifications through the assessment and endorsement process, before being finally approved by the Western Australian Planning Commission (WAPC) in October 2018.

The SACP originally proposed 3-6 storeys. This was reduced to 3-4 storeys when supported by Council in 2017, a finally approved at 3-5 storeys by the WAPC in 2018.

For the reasons discussed below, the existing SACP is outdated and incapable of being implemented in its current form and was compromised by specific circumstances that no longer exist. The effect of these constraints on the SACP is to mandate a comparatively poor development outcome, an outcome which the previous proponent in 2017 stated may not be viable, and which has been subsequently proven to be the case, further blighting the existing centre to the detriment of the community.

SAPC Boundary anomaly

As a result of a late addition to the original Scheme Amendment to create the activity centre zoning, the 'Centre' zone under LPS3 does not align with the current boundary of the SACP. Specifically, the existing SACP omits Lot 145 (2) Drakes Walk, which is nonetheless zoned 'Centre' under LPS3, and as such requires an Activity Centre Plan (now Precinct Structure Plan) prior to development. Accordingly, Lot 145 has been included in the Sorrento PSP area.

BP Redevelopment

Redevelopment of the BP service station on Lot 800 was approved in 2019, following the approval of the SACP. The service station has been in continuous operation for more than 50 years, and Lot 800 is owned by an entity of BP. The BP redevelopment is largely inconsistent with the objectives and provisions of the SACP as it is a single-storey car-based development without a residential component, whereas the existing SACP requires a minimum height of 3 storeys and encourages mixed use development. The original SACP was fundamentally flawed in that it failed to contemplate the redevelopment and continuation of the service station use for the foreseeable future.

The key impact of the BP redevelopment is the sterilisation of a substantial portion of the SACP area. Consequently, the 'view corridors' required under the current SACP are redundant, as the views are obtained over the service station buildings. In addition, the dwelling targets for the precinct require reconsideration of the built form to achieve the target yield for infill development in accordance with state government objectives. This is one of the contributing factors which made the existing SACP incapable of being implemented in its current form, for the foreseeable future.

Outdated Provisions

After commencing in 2014, the SACP was finally adopted in 2018. As such, notwithstanding the relatively recent final endorsement, much of the SACP reflects planning principles and provisions that are more than 7 years old. The approach to infill development in Perth has changed significantly in that time, with an increasingly sophisticated approach to the design of the built environment being driven by the State Government and WAPC.

Specifically, subsequent to approval of the SACP, as part of the DesignWA reforms, the State Government adopted State Planning Policy 7.0 – Design of the Built Environment (SPP7.0), and State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments (SPP7.3). These instruments represent a significant shift in the approach to design of the built environment, and prioritise amenity, open space, and high-quality design outcomes. Arguably, the objectives and requirements of SPP7.0 and SPP7.3 are incompatible with elements of the SACP, in particular:

- The existing SACP specifically states that no open space is required, across the entire SACP area.
- The SACP does not require any landscaping, other than a narrow strip along the edge of the BP site.
- The SACP establishes a long, flat, squat building envelope along the length of West Coast Drive, with no separation requirements or plot ratio control.
- The building orientation required by the SACP prevents appropriate responses to prevailing winds and afternoon sun.

In addition to the incompatibility with contemporary design principles, the SACP references outdated clauses of the (former) R-Codes which are no longer in force, resulting in misalignment with the planning framework as it now exists.

Unnecessarily Compromised Outcomes

Further, it is considered the current SACP is unavoidably compromised by circumstances that existed when the original SACP was adopted, but which no longer exist. The removal of the compromising circumstances now allows for integrated development of the site to better respond to the site context and opportunities. Specifically:

- At the time of the adoption of the SACP, the land was in fragmented ownership. As a result, the SACP was required to contemplate a wide range of potential scenarios, and facilitated independent development by individual landowners, with no certainty as to staging. This necessitated compromises, such as the public access easement running from Padbury Circle through to Raleigh Road, to allow vehicle access to parking.
- Fragmented ownership resulted in view corridors aligned to existing lot boundaries, rather than topography and actual sightlines from existing dwellings and public places.
- SACP shows a large area within the site set aside for vehicle parking, as it was not known whether basement parking would be provided, nor whether each lot would seek to be self-sufficient in parking provision. Development of the site as a single integrated development allows for consolidation of vehicle parking screened from the public realm and adjoining properties.
- Development intentions for the BP site were not known at the time of SACP adoption. Now that the form of the BP development is known, development of the remaining SACP land can respond with certainty.
- At the time of the original SACP, the proponent had not publicly progressed the design of any buildings on the site. As a result, the proponent was not able to demonstrate, by reference to fine-grain detailed design or supporting analysis, the appropriateness (or otherwise) of the proposed built form. With only generic massing models to inform decision-making, the Council and WAPC were denied the level of detail that would reasonably be required to consider the impacts of additional height on the site and, consequently, were not prepared to support additional height beyond a relatively conservative height of 5 storeys. Similarly, the community had no certainty regarding the quality of the ultimate built form, and understandably had concerns about unanticipated outcomes.

The inevitable compromises resulting from the above circumstances have resulted in a sub-optimal built form outcome in the SACP. This PSP, planning for an integrated development of the PSP area, removes the need for these compromised outcomes, and provides a significantly greater level of detail allowing for more informed decision-making.

Public Benefit

The current SACP delivers very little benefit to the wider community. Other than a non-specific provision for adjacent verge and footpath areas to be upgraded, the SACP does not require a developer to make any contribution to improvement of Sorrento beyond the property boundaries. It may be inferred this reflects the comparatively poor community engagement preceding the original SACP and is partly responsible for the poor reception in the local community. This amended SACP proposes provisions for significant public benefits in various sections throughout this amended SACP report.

We look forward to confirmation this Precinct Structure Plan has been received, and respectfully request we are contacted to arrange payment of any required administration fee.

We respectfully request an invite to any Committee or Council meeting of the City or Western Australian Planning Commission at which this matter is considered.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer.

Yours faithfully,



ROBERT WALKER
SENIOR PLANNER

COMPARISON OF CURRENT BUILT FORM PROVISIONS: SORRENTO ACTIVITY CENTRE PLAN AND SORRENTO PRECINCT STRUCTURE PLAN			
Provision	Sorrento Activity Centre Plan	Sorrento Precinct Structure Plan	City comment
Subdivision	Subdivision applications to the WAPC shall demonstrate that the subdivision would not prejudice the built form outcomes of this Activity Centre Plan.	Subdivision applications to the WAPC shall demonstrate that the subdivision would not prejudice the built form outcomes of this Precinct Structure Plan.	No change.
Zoning and land use permissibility	<p>Zoned 'Commercial' with the exception of Lot 146 (2) Padbury Circle which is zoned 'Residential'.</p> <p>Lot 145 (2) Drakes Walk is not included in the structure plan boundary.</p> <p>Land use permissibility shall be in accordance with the corresponding zone or reserve under LPS3.</p> <p>LPS3 includes a provision stating that land use permissibility in accordance with Table 3 (Zoning Table) with the exception of:</p> <ul style="list-style-type: none"> • The following uses being not permitted ('X') uses in the 'Commercial' zone: grouped dwelling, motor vehicle, boat or caravan sales, night club, restricted premises, veterinary hospital. • Multiple dwelling is permitted in the 'Commercial zone' 	<p>Zoned 'Mixed Use' with the exception of Lot 800 which is zoned 'Commercial'.</p> <p>Land use permissibility shall be in accordance with the corresponding zone or reserve under LPS3.</p> <p>a) In addition to the land use permissibility for the 'Mixed Use' and 'Commercial' zones of the Scheme, respectively, the following uses as permitted ('P' uses) within the Sorrento PSP area:</p> <ul style="list-style-type: none"> • Liquor Store – Small • Multiple Dwelling • Restaurant/Café • Shop • Small Bar <p>b) Notwithstanding the land use permissibility for the 'Mixed Use' and 'Commercial' zones of the Scheme, respectively, the following uses are prohibited ('X' uses) within the Sorrento PSP area:</p> <ul style="list-style-type: none"> • Fast Food Outlet • Nightclub • Restricted Premises 	<p>Refer to discussion in the report.</p> <p>It is recommended that the following modifications are made to the draft SPSP:</p> <ul style="list-style-type: none"> • Lot 145 (2) Drakes Walk is zoned 'Residential' • The proposed changes to land use permissibility be incorporated into LPS via a scheme amendment, to be progressed by the applicant.

COMPARISON OF CURRENT BUILT FORM PROVISIONS: SORRENTO ACTIVITY CENTRE PLAN AND SORRENTO PRECINCT STRUCTURE PLAN

Provision	Sorrento Activity Centre Plan	Sorrento Precinct Structure Plan	City comment
Dwelling yield and residential density	77 dwellings R80 density	75 dwellings R-AC3 density	Refer to discussion in the report. It is recommended the density code be modified to R-AC4.
Land use distribution and location	Active uses such as restaurants, cafes and retail shops must be provided at the ground floor level of development. Residential uses shall not be permitted at the ground floor level of development.	<u>'Mixed Use' zone</u> Active Commercial uses, such as retail shops, liquor stores, restaurants, and cafes, should be provided on the ground floor level fronting West Coast Drive and The Plaza, to promote an active interface to the street frontages. Ground level residential uses may be approved fronting Padbury Circle and Drakes Walk. <u>'Commercial' zone</u> Active Commercial uses, such as retail shops, liquor stores, restaurants, and cafes, should be provided on the ground floor level of development, to promote an active interface to the street frontages. Residential land uses are not preferred on the ground floor.	The development provisions are generally consistent.
Retail net lettable area (NLA)	The retail floor space NLA for the Activity Centre Plan is to be in accordance with the maximum 'recommended threshold' NLA available under the relevant Council Policy, Strategy or other planning control.	The maximum retail floor space NLA for the Sorrento PSP is to be in accordance with the maximum recommended threshold NLA available under the relevant Council Policy, Strategy or other planning control. Additional NLA beyond the recommended threshold may be approved where a	The development provisions are generally consistent, acknowledging the City's <i>Local Commercial Strategy</i> indicative figure of shop/retail NLA of 1,500m ² . As it is proposed that the majority of the activity centre will be a single development, it is appropriate to not have a provision

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	<p>NLA beyond the recommended threshold may be approved where a proposal (for greater NLA) is supported by a Retail Sustainability Assessment Report and where the requirements of State Planning Policy 4.2 Activity Centres for Perth and Peel are met to the satisfaction of the City of Joondalup.</p> <p>The recommended NLA threshold shall be distributed across the Activity Centre Plan area on a pro-rata land area basis per Table 1 with the exception of Lot 146 on which commercial/retail land use is prohibited.</p>	<p>proposal is supported by a Retail Sustainability Assessment Report, and where the requirements of State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2) are met to the satisfaction of the City of Joondalup.</p> <p>As the development of the Sorrento PSP area will occur in a holistic manner, the maximum NLA does not need to be distributed across the various lots in the subject site, which will likely be amalgamated in future development proposals.</p>	<p>regarding distribution of the shop/retail NLA across the sites.</p>
Plot ratio	<p>No maximum plot ratio applies to the Activity Centre Plan Area.</p>	<p>Plot ratio shall be in accordance with the requirements of the applicable R-Code as depicted on the Precinct Structure Plan Map.</p> <p>R-AC3 = 2.0 plot ratio under R-Codes Vol 2.</p>	<p>Refer to discussion in the report.</p> <p>It is recommended that plot ratio is removed as a requirement and therefore remain consistent with the existing SACP.</p>
Building height	<p>A minimum building height of 10.6m (3 storeys) measured from natural ground level and a maximum building height of 17.0m (5 storeys) applies to the following lots:</p> <ul style="list-style-type: none"> • Lot 148 The Plaza • Lot 149 West Coast Drive; and • Lot 2 West Coast Drive <p>The fifth storey element is to be focused around The Plaza and western frontage and detailed through</p>	<p>A maximum building height of 6 storeys, as measured from ground level, is permissible in the Sorrento PSP area.</p> <p>Additional 'bonus' height up to a maximum overall height of 8 storeys may be considered where all of the following community benefits are provided in association with the development.</p> <p>Building height should be 'tiered' away from the adjoining low density residential</p>	<p>The draft SPSP proposes a maximum height of eight storeys (subject to delivering community incentives), increasing from the current five storey height limit.</p> <p>This is not considered appropriate, with a maximum height of six storeys recommended, as discussed further in the report.</p>

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Provision	Sorrento Activity Centre Plan	Sorrento Precinct Structure Plan	City comment
	<p>the development application process.</p> <p>A maximum building height of 13.m (4 storeys) from natural ground level applies to the following lots:</p> <ul style="list-style-type: none"> • Lot 147 Padbury Circle • 153 West Coast Drive; and • 154 Raleigh Road. <p>A maximum building height of 10.6m (3 storeys) measured from natural ground level applies to Lot 146 Padbury Circle.</p>	<p>development, in accordance with the built form controls map of the SPS (Plan 2) with the height being focused towards West Coast Drive.</p> <p>The maximum building height for Lot 800 (existing service station) is 2 storeys or equivalent non-habitable structure height.</p> <p>A minimum podium height of 2 storeys is applicable.</p> <p>A maximum height of 4 storeys is applicable to development directly adjacent to Padbury Circle.</p>	
Street setbacks	<p><u>Commercial zone</u> Minimum: nil Maximum: 2.0m</p> <p>Minor variations permitted for building entries and architectural articulation.</p> <p><u>Residential zone</u> Minimum: 2.0m</p>	<p>Street setbacks are to comply with the requirements of the applicable R-Code.</p> <p>Note: R-Code allows for nil setbacks to the ground floor commercial, otherwise 2m setback is required.</p>	The development controls are consistent.
Lot boundary setbacks	<p>Building setbacks shall be in accordance with the R-Codes unless otherwise stipulated below.</p> <p>An 8.0m wide view corridor shall be provided between Lot 2 and Lot 153 which is to comprise of a 4.0m side boundary setback above the 3rd storey of development to the north-western</p>	<p>Building setbacks from lot boundaries shall be in accordance with the built form controls plan (Plan 2).</p> <p>Buildings directly abutting a residential zone shall have a minimum ground level setback of 2.0m.</p>	<p>Due to changes in building height, including Lot 800 being restricted to a maximum height of two storeys, the draft SPSP does not require setbacks between sites for view corridors.</p> <p>The lot boundary setbacks to the adjoining residential zone are discussed further in the report, noting that the draft SPSP</p>

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Provision	Sorrento Activity Centre Plan	Sorrento Precinct Structure Plan	City comment
	<p>boundary of Lot 153 and a 4.0m side boundary setback shall be provided above the 3rd storey of development to the south-western boundary of Lot 2.</p> <p>Side boundary setbacks between Lot 146 Padbury Circle and Lot 145 Drakes Walk shall be in accordance with the R-Codes.</p> <p>A 3.0m rear setback shall be provided above the 3rd storey of development to Lots 153, 154 and 2.</p> <p>The side boundary setback between Lot 154 and Lot 155 Raleigh Road shall be 9.0m, comprising a 6.0m access easement and a 3.0m landscaping strip.</p>		<p>requirement of 2m conflicts with the built form control plans (Plan 2 and Plan 3). It is recommended a minimum three metre setback be provided to the adjoining residential properties.</p>
Awnings	<p>A continuous awning shall be provided along the street frontage (excluding Lot 146).</p> <p>Awning and colonnades: Minimum clearance: 2.75m Minimum depth: 2.0m Maximum depth: 2.5m</p>	<p>A continuous awning should be provided along each street frontage, excluding Padbury Circle and Lot 800.</p> <p>Awning and colonnades: Minimum clearance: 2.75m Minimum depth: 2.0m</p>	<p>Development provisions are generally consistent.</p> <p>It is recommended that an awning to Lot 800 still be required. While the current service station does not provide an awning for the entirety of the frontage, it should still be a requirement for any future redevelopment.</p>
Glazing and articulation	<p>Minimum 60% of the total length of the building façade at the ground floor level is to be clear glazing.</p> <p>Lot 154 is to address building bulk and privacy impacts on Lot 155 through the</p>	<p>Minimum 60% of the total length on-residential building façade along the ground floor of West Coast Drive and The Plaza is to be clear glazing.</p> <p>Development should contain elements of</p>	<p>Development provisions are consistent.</p>

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Provision	Sorrento Activity Centre Plan	Sorrento Precinct Structure Plan	City comment
	design and architecture of the building with particular regard to side walls facing Lot 155.	vertical and horizontal articulation to create visual interest and mitigate building bulk.	
Materials and finishes	<p>Buildings must be constructed of high-quality materials including but not limited to stone, concrete, brick, timber and glass. Materials should be durable and suited to a high-quality coastal location.</p> <p>Buildings must incorporate appropriate design features to enhance the appearance, create visual interest and reduce blank walls, including a combination of the following:</p> <ul style="list-style-type: none"> • Varied colours, textures, finishes and materials • Varied roof forms and design • Balconies and balustrades • Windows, screens and sun shading devices • Design features that respond to the natural environment and architecture character of the area. <p>Architectural character and visual interest is to be provided to all sides of buildings that are viewed from the public realm. This can be achieved with articulation, colour and/or materials (including glazing).</p> <p>Blank walls fronting the street are not</p>	<p>Buildings must be constructed of high-quality materials including but not limited to stone, concrete, brick, timber and glass. Materials should be durable and suited to a high-quality coastal location.</p> <p>Buildings must incorporate appropriate design features to enhance the appearance, create visual interest and reduce blank walls, including a combination of the following:</p> <ul style="list-style-type: none"> • Varied colours, textures, finishes and materials • Varied roof forms and design • Balconies and balustrades • Windows, screens and sun shading devices, especially on western and southwestern facades. 	While the development provisions vary, the matters to be considered are similar.

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Provision	Sorrento Activity Centre Plan	Sorrento Precinct Structure Plan	City comment
	<p>permitted.</p> <p>Corner buildings are to be designed to address both street frontages with equal importance.</p>		
Landscaping	<p>Where fronting streets, landscaped areas are to be integrated with the streetscape including the use of consistent materials and planting and accommodate pedestrian movement, alfresco and seating areas in a shaded environment where appropriate.</p> <p>Durability of landscape elements, paving materials and street furniture shall be of high quality, and easy to maintain to the satisfaction of the City.</p> <p>Landscaped areas shall be designed for high water efficiency through use of 'waterwise' planting and preferably use species native to the area, or which reinforce existing landscape character of nearby parks and reserves.</p> <p>Landscaping is to include trees and plants native to the area of which reinforce existing landscape character of nearby parks and reserves.</p> <p>The landscaping and communal open space requirements of the R-Codes Vol 2 are not applicable.</p>	<p>Where fronting streets, landscaping areas are to be integrated within the streetscape, including the use of consistent materials and planting and accommodate pedestrian movement, alfresco and seating areas in a shaded environment where appropriate.</p> <p>Durability of landscape elements, paving materials and street furniture shall be of high quality, and easy to maintain to the satisfaction of the City.</p> <p>Landscaped areas shall be designed for high water efficiency using waterwise planting and demonstrate use of water sensitive urban design principles.</p> <p>Planting species should respond to the local context and reflect the existing landscape character of nearby parks and reserves.</p> <p>Planting species, including trees, should be durable and hardy enough to thrive in the coastal context of the Sorrento PSP area.</p> <p>The provision of landscaping is to be consistent with the Landscape Concept Plan, comprising both deep soil planting and</p>	<p>The draft SPSP requires a greater amount of landscaping. In particular, the requirement under the draft SPSP for developments to comply with the R-Codes Vol 2 significantly increases the requirement for landscaping, trees and communal open space. These requirements are not applicable under the SACP.</p> <p>The landscaping concept plan includes elements that are not supported, particularly those in the public realm. It is therefore recommended that reference to this landscaping concept plan is removed from the provision, with landscaping to be addressed through a development application.</p>

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Provision	Sorrento Activity Centre Plan	Sorrento Precinct Structure Plan	City comment
		<p>on-structure planting.</p> <p>Landscape and communal open space requirements of the R-Codes Vol 2 are applicable.</p>	
Public realm and street interface	<p><u>Street interface</u> Developments are to activate the street frontages and create a safe urban environment in accordance with the Crime Prevention Through Environmental Design ('CPTED') principles.</p> <p>Adjacent verge and footpath areas are to be upgraded to a high quality and facilitate space activation.</p> <p>Development addressing primary streets to provide a minimum of 80% activated frontage at street level.</p> <p><i>An active frontage is defined as a ground floor space where there is visual engagement between those in the street and those on the ground floors of buildings.</i></p> <p><u>Building entrances</u></p> <p>Building entrances to the building must be easily identifiable.</p> <p>The main entrance must be easily accessible from the primary street.</p>	<p>Adjacent verge and footpath areas should be upgraded to a high quality, to facilitate space activation.</p> <p>The area fronting The Plaza and West Coast Drive is to be a highly activated area, accommodating activities such as alfresco dining, seating and passive recreation.</p> <p>To satisfy the community benefits criteria, landscaping and paving treatments within The Plaza should be upgraded to a high quality, in accordance with the Landscape Concept Plan.</p> <p>Verge and footpath upgrades are to employ Crime Prevention Through Environmental Design (CPTED) principles, to create a safe urban environment.</p> <p>Active street frontages should be provided where possible. Active street frontages should provide a minimum of 80% activated frontage at the street level, to West Coast Drive and The Plaza.</p> <p>Development addressing Padbury Circle and Raleigh Road to provide a minimum of 50% activated street frontage at the street level.</p>	<p>Generally the development outcome being sought is consistent.</p> <p>The additional criteria in the SPSP regarding the community benefit is discussed further in the report.</p>

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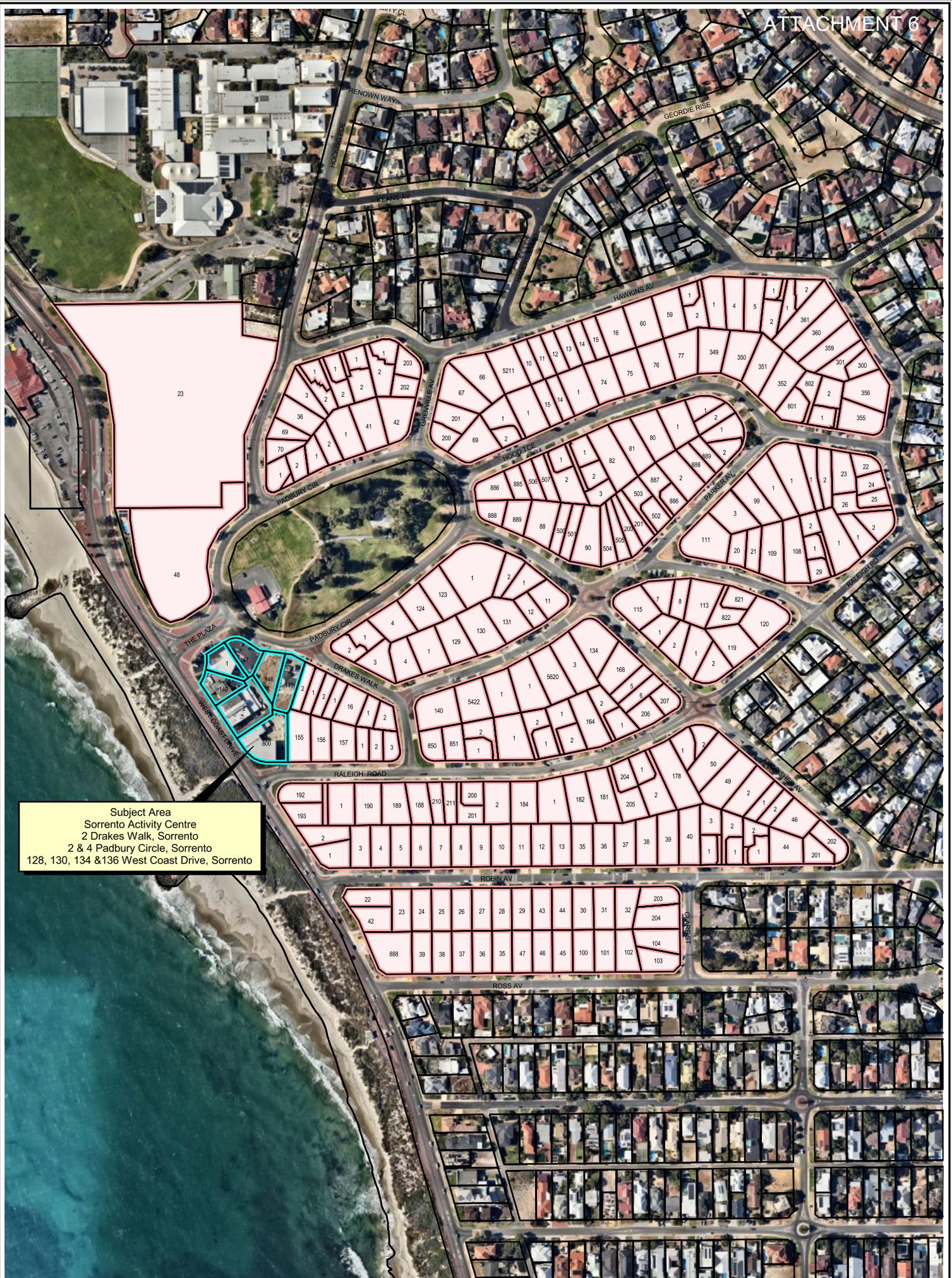
Provision	Sorrento Activity Centre Plan	Sorrento Precinct Structure Plan	City comment
		<p>Activated frontage is defined as ground floor space where there is visual engagement between those in the street and those on the ground floors of buildings.</p>	
<p>Parking and access</p>	<p>Residential parking: As per R-Codes.</p> <p>Non-residential parking: 1 bay per 20m² NLA</p> <p>Carparking should contained within building envelope or sleeved behind the development.</p> <p>Screened from view from public realm.</p> <p>Shared parking arrangements permitted between the following lots:</p> <ul style="list-style-type: none"> i) Lots 146-148 ii) Lots 149 and 2 iii) Lots 153 and 154. <p>The existing bays within The Plaza road reserve may only be credited to the subject lots and count toward the overall parking provision if access is maintained. It is the City's preference that these bays are removed and all car parking provided on-site.</p>	<p>Residential parking: As per R-Codes.</p> <p>Non-residential parking: 1 bay per 20m² NLA</p> <p>Carparking should contained within building envelope or sleeved behind the development.</p> <p>Screened from view from public realm and adjoining residential properties.</p> <p>Existing bays within The Plaza road reserve are to be removed. To achieve required community benefits, a minimum of 10 additional non-residential bays shall be provided on-site, above the minimum commercial requirement.</p>	<p>The parking provisions are considered appropriate. It is noted that it is not the responsibility of this development site to provide parking to address general parking demand from other visitors to the beach.</p> <p>Containing the car parking within the building envelope and not visible from the street and adjoining properties is appropriate.</p> <p>Community development incentives are discussed further in the report. It is noted that there are currently 14 public bays within The Plaza.</p>
<p>Bicycle parking</p>	<p><u>Non-residential:</u> Secure parking at a rate of 5% of all parking bays provided. Minimum of two (2) spaces to be provided per</p>	<p><u>Non-residential</u> Provided at a rate of 5% of all parking bays provided for non-residential development.</p>	<p>Development provisions are consistent.</p> <p>Based on the submission from the Department of Transport it is recommended</p>

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	<p>development site.</p> <p>Visitor bicycle parking for non-residential development is to be provided at a rate of 1 space per 500m² NLA. Minimum two spaces per development site. Located close proximity to main entrances and accessible for parking use.</p>	<p>Located in close proximity to main entrances of buildings.</p> <p>Easily accessible for public use and easily viewable from the public realm.</p> <p><u>Residential:</u> Comply with the R-Codes.</p>	<p>that the bicycle parking standards are amended as indicated in Attachment 8.</p>
End of trip facilities	<p><u>Per development site:</u> One (1) unisex accessible toilet and shower for the first secure 10 non-residential bicycle bays or part thereof. One (1) secure locker for each bicycle parking bay.</p>	<p>One (1) unisex accessible toilet and shower for the first 10 non-residential bicycle bays.</p> <p>Separate male and female end of trip facilities where >10 non-residential bicycle bays.</p>	<p>Development provisions are consistent.</p> <p>Based on the submission from the Department of Transport it is recommended that the bicycle parking standards are amended as indicated in Attachment 8.</p>
Vehicle access	<p>Vehicular access shall be limited to the three access points as shown on Plan 2.</p> <p>A minimum 6.0m wide public access easement is to be provided to connect Raleigh Road to Padbury Circle generally in accordance with the alignment depicted on Plan 1 and 2.</p>	<p>Vehicle access shall be limited to the access points shown in the movement network plan, excluding the access already provided in Lot 800.</p>	<p>The changes to the vehicle access points are considered appropriate, reflecting the activity centre being developed in a holistic manner.</p>
Utilities and facilities	<p>Plant service equipment and lift overruns should not be visible from the street or public realm.</p> <p>Service access/yards screened from view from the street or public realm must be provided to cater for the</p>	<p>Not included.</p>	<p>For residential/mixed use development, this will be assessed in accordance with the R-Codes Vol 2 which contain appropriate development provisions to address these requirements.</p> <p>For commercial development with no</p>

COMPARISON OF CURRENT BUILT FORM PROVISIONS: SORRENTO ACTIVITY CENTRE PLAN AND SORRENTO PRECINCT STRUCTURE PLAN

Provision	Sorrento Activity Centre Plan	Sorrento Precinct Structure Plan	City comment
	loading and unloading of goods and waste collection.		residential component, provisions of the City's <i>Commercial and Mixed Use Local Planning Policy</i> would be applicable.
Infrastructure upgrades	<p>Infrastructure upgrades to support the ultimate development of the activity centre are to be undertaken in accordance with the recommendations of the Transport Assessment dated 15 February 2017.</p> <p>A separate Transport Assessment shall accompany any subsequent development application to determine the extent of infrastructure upgrades that are required to support the proposal (as applicable).</p>	None proposed.	<p>It is recommended that the draft SPSP be amended to include a statement that infrastructure upgrades shall be undertaken to support the ultimate development of the activity centre. This has been included in the schedule of modifications (Attachment 8).</p> <p>The draft SPSP does include the requirement for a transport assessment for development applications.</p>



Subject Area
Sorrento Activity Centre
2 Drakes Walk, Sorrento
2 & 4 Padbury Circle, Sorrento
128, 130, 134 & 136 West Coast Drive, Sorrento

Draft Sorrento Precinct Structure Plan - schedule of submissions

Total number of submissions		
General position	Comments included	Total
Support	With comments: 109 No comments: 25	134 (29%)
Support, with changes	With comments: 114 No comments: 1	115 (25%)
Do not support	With comments: 202 No comments: 13	215 (46%)
	TOTAL	464
Submissions from service authorities		5

THEME: CHARACTER/BUILT FORM			
Summary of submitter comments	Number of mentions	Applicant response	City response
Bulk and scale too large for the area	Support with changes: 49 Do not support: 108	<p><i>The PSP proposes redistribution of building mass with no greater yield permitted to that proposed in the existing Sorrento Activity Plan (75 dwellings as compared to 77) and adds numerous community benefits to meet the development incentives as detailed in the "seriously entertained" Sorrento Precinct Structure Plan (SPSP).</i></p> <p><i>It is acknowledged that the surrounding residential development is predominantly single houses of 1-2 storeys in height, and this is reflective of the lack of housing diversity in the locality. The subject site is a 'Centre' zone, and it is expected that development within a 'Centre' zone will be of a different scale and form to the low-density housing in the 'Residential' zone.</i></p>	<p>As an activity centre, the scale of development is expected to be of a greater intensity to the surrounding area. However, the building height and setback to the eastern boundary are not supported and it is recommended that the draft SPSP is modified to ensure the scale of future development is appropriate for the activity centre.</p>
Not against development, but not too the scale proposed	Do not support: 16		

THEME: CHARACTER/BUILT FORM			
Summary of submitter comments	Number of mentions	Applicant response	City response
		<i>The design of the building carefully steps the height away from the adjoining residential properties, mitigating the impacts of building bulk in comparison to the current SACP building envelope.</i>	
Does not meet current requirements	Support with changes: 11 Do not support: 29	<i>The existing SACP is considered incomplete, outdated, incapable of being implemented, and compromised by specific circumstances that no longer exist. Refer to the cover letter of the PSP.</i>	
Will block views, especially ocean views	Support with changes: 3 Do not support: 11	<i>The PSP area sits in the lowest part of the surrounding landscape and is designed specifically so the upper levels are continuously setback from the adjacent residences, minimising impact on views and view corridors.</i>	
Building materials are not adequate given harsh environment	Do not support: 2	<i>The building materials outlined in the PSP are recommended as they adequately fit into the harsh coastal context. The PSP requires all materials selected in developments to be of a high quality and durable, so as to maximise development quality.</i>	
Lack of setbacks to adjoining properties	Do not support: 3	<i>As demonstrated in Plan 2 of the PSP, a setback ranging between 3.5m and 1.5m is proposed to the adjoining residential property at Lot 91 Padbury Circle.</i>	
Will have a privacy impact	Do not support: 5	<i>The building has been designed to direct views to the coast and ocean, especially from apartments in the south and east orientations, as there is significant opportunities for views to the ocean and south west.</i>	

THEME: CHARACTER/BUILT FORM			
Summary of submitter comments	Number of mentions	Applicant response	City response
		<p><i>All views are more than the cone of vision required for areas coded R50 or lower as per clause 3.5 of R -Codes Vol 2.</i></p> <p><i>Fixed louver screening is provided to ensure complete privacy for adjoining properties.</i></p>	
Extending the core development further along The Plaza brings it closer to residential areas	Do not support: 1	<i>The bulk of the development has been intentionally shifted away from the Plaza, towards the corner of West Coast Drive and the BP site. The Plaza has been dedicated to creating a pedestrian realm, with alfresco dining opportunities and extensive landscaping.</i>	

THEME: BUILDING HEIGHT			
Summary of submitter comments	Number of mentions	Applicant response	City response
Eight storeys is too high for the area	Support with changes: 87 Do not support: 45	<p><i>The Development proposes redistribution of building mass with no greater yield to that proposed in the Sorrento Activity Plan (75 dwellings as compared to 77) and adds design excellence and numerous community benefits to meet the development incentives as detailed in the “seriously entertained” Sorrento Precinct Structure Plan (SPSP).</i></p> <p><i>It is acknowledged that the surrounding residential development is</i></p>	The building height proposed in the draft SPSP is not supported and it is recommended the structure plan is modified to permit a maximum height of six metres central to the activity centre and three storeys on Lot 145 (2) Drakes Walk. Refer to comments in the report.

THEME: BUILDING HEIGHT			
Summary of submitter comments	Number of mentions	Applicant response	City response
		<p><i>predominantly single houses of 1-2 storeys in height, and this is reflective of the lack of housing diversity in the locality. The subject site is a 'Centre' zone, and it is expected that development within a 'Centre' zone will be of a different scale and form to the low-density housing in the 'Residential' zone.</i></p> <p><i>The design of the building carefully steps the height away from the adjoining residential properties, mitigating the impacts of building bulk in comparison to the current SACP building envelope.</i></p>	
Will set a precedent	Support with changes: 11 Do not support: 9	<p><i>The site is zoned "Centre" and is an iconic and strategic coastal node to make the Sorrento community proud and provide important amenities to an area in desperate need of upgrades.</i></p> <p><i>Other areas adjoining the coast are zoned for "Residential" development only and this will not set a precedent for high density development along the coast, nor is development envisaged or allowed in any planning framework for the site to have built form outcomes like Scarborough or the Gold Coast.</i></p>	
Should not exceed current height on the site	Do not support: 3	<i>The existing height controls, in combination with no plot ratio limit under the existing SACP, would allow for excessive bulk and massing spread</i>	

THEME: BUILDING HEIGHT			
Summary of submitter comments	Number of mentions	Applicant response	City response
		<i>across the site, which would likely have a greater impact on the amenity than what's proposed in this PSP. The PSP seeks to redistribute permissible building heights, providing a taller, yet slimmer development stepping away from adjacent residential properties.</i>	
Support a three storey maximum	Support with changes: 5 Do not support: 8	<i>Refer above.</i>	
Support a four storey maximum	Support with changes: 21 Do not support: 11		
Support a five storey maximum	Support with changes: 10		
Support a six storey maximum	Support with changes: 7		
Support a two storey maximum	Do not support: 2		
Will cause overshadowing of the beach and footpaths	Support with changes: 13 Do not support: 14	<p><i>There is no significant overshadowing of the beach as per SPP 2.6. noting:</i></p> <ul style="list-style-type: none"> <i>• During the summer solstice, Marmion Beach is free from shadow by 6:20am with the bulk of shadow occurring over a 10-minute window between 0550 and 0600.</i> <i>• Importantly at 9am on the summer solstice the shadow is completely clear of the water and dunes, and this was the original measure the professional expert planning officers used in recommending approval for 6 storeys in the existing SACP.</i> <p><i>See pages 31-37 of the 10 Principal Design Report by MJA Studio</i></p>	
Impact of overshadowing to adjoining properties	Do not support: 11	<i>Between 9am and 3pm on the 21st of June, no overshadowing occurs to neighbouring sites zoned less than R80, including Lot 4 Drakes Walk.</i>	

THEME: BUILDING HEIGHT			
Summary of submitter comments	Number of mentions	Applicant response	City response
		<i>While any shadow does not appear until later in the afternoon there is already 4 hours before 12 noon for compliance with clause A3.2.4 of SPP 7.3.</i>	
Building height should be three storeys adjacent residential property	Do not support: 1	<i>Refer justification for building height provided above and in the development application report.</i>	
Does not meet current requirements	Support with changes: 11 Do not support: 3		

THEME: LAND USE			
Summary of submitter comments	Number of mentions	Applicant response	City response
A petrol station is not appropriate for the area	Support with changes: 2	<i>The petrol station is an existing approved development, and is not being proposed, nor modified as part of this PSP.</i>	The redevelopment of the BP service station was approved by the Metro Joint Development Assessment Panel (JDAP) in 2019. Given its recent redevelopment it is likely that the service station will remain for the life of the structure plan (10 years).
Needs other uses than café/restaurant (e.g shop, medical)	Support with changes: 2	<i>The uses proposed are considered appropriate for the local centre, and generally reflect the existing uses on site.</i>	The draft SPSP does not restrict the land uses on the site to café/restaurant and therefore allows other land uses to be considered.
Oppose short stay accommodation	Support with changes: 2 Do not support: 1	<i>Noted. Short Stay accommodation is not proposed.</i>	Short stay accommodation could be considered. Any development application would be assessed against the draft SPSP and <i>Short Stay Accommodation Local Planning Policy</i> .
Support providing eating and drinking destinations	Support with changes: 3	<i>Noted.</i>	Noted.
Will generate employment opportunities	Support with changes: 1	<i>Noted.</i>	Noted.
Changing land uses to permitted 'P' uses means a development application would not be required	Do not support: 1	<i>Noted, subject to meeting all requirements of the planning framework. If a proposed development</i>	Change of land use to a permitted 'P' use does not require development approval. It is recommended that the

THEME: LAND USE			
Summary of submitter comments	Number of mentions	Applicant response	City response
		<i>did not meet the requirements of the planning framework, a development application would be required.</i>	zoning under the draft SPSP is modified to require Lot 145 (2) Drakes Walk to be 'Residential'. This will assist in providing a buffer between the commercial land uses and adjoining lower density residential.
Lot 155 Raleigh Road has been indicated as a green buffer	Do not support: 1	<i>Lot 155 itself is a separate Lot not subject to this PSP. A green buffer has been identified along the boundary of the PSP area and Lot 155, which was originally identified on the SACP, to provide a buffer between the local centre and adjacent property.</i>	Lot 155 is not part of the structure plan and is zoned Residential with a density code of R20. 'Green buffer' indicated on Lot 155 has an arrow linking to the green buffer on the eastern boundary of the activity centre.

THEME: RESIDENTIAL DENSITY												
Summary of submitter comments	Number of mentions	Applicant response	City response									
Will provide more housing choice	Support: 1	<i>Noted.</i>	Noted.									
75 dwellings is too many for the area	Do not support: 21	<p><i>The proposed density of the development is largely unchanged from that approved under the current SACP, where there was an expected yield of 77 dwellings, with 75 dwellings being proposed in this PSP. It's acknowledged that the BP site can no longer be developed under the lifetime of the current Structure Plan (developed for at least 25 years in 2019) and Lot 145 Drakes Walk is now included in the SPSP. See direct comparison Table Below:</i></p> <table border="1"> <thead> <tr> <th></th> <th>2018 ACP</th> <th>2022 SPSP</th> </tr> </thead> <tbody> <tr> <td><i>Dwelling Yield</i></td> <td>77</td> <td>75</td> </tr> <tr> <td><i>Site Area</i></td> <td>6385</td> <td>5777</td> </tr> </tbody> </table>		2018 ACP	2022 SPSP	<i>Dwelling Yield</i>	77	75	<i>Site Area</i>	6385	5777	The number of dwellings is consistent with what could be developed under the current SACP.
	2018 ACP	2022 SPSP										
<i>Dwelling Yield</i>	77	75										
<i>Site Area</i>	6385	5777										

THEME: RESIDENTIAL DENSITY						
Summary of submitter comments	Number of mentions	Applicant response	City response			
		<table border="1"> <tr> <td>Density</td> <td>R120</td> <td>R129</td> </tr> </table> <p><i>Importantly there are a similar number of dwellings provided to meet density targets and increase housing stock of apartments in an area with an aging population and a disproportionate number of single houses on large suburban lots.</i></p>	Density	R120	R129	
Density	R120	R129				
The R-AC3 density codes exacerbates development integrating with the lower density residential area	Do not support: 1	<i>The PSP has been specifically designed to ensure building mass and bulk are shifted away from the adjoining residences to avoid negatively impacting on amenity.</i>	Refer to comments in the report. It is recommended that a density code of R-AC4 be applied to the activity centre.			
Allowing BP to be redeveloped has effectively sterilised that site and therefore the number of dwellings should be reduced as it can't be developed.	Do not support: 1	<i>The number of dwellings proposed is considered appropriate within the local centre context, and is generally consistent with the density outlined in the existing SACP.</i>	Notwithstanding that the BP site has been recently redeveloped, the draft SPSP does provide provisions that could accommodate residential development.			

THEME: COMMUNITY BENEFIT			
Summary of submitter comments	Number of mentions	Applicant response	City response
Community benefit is not actual benefits and facilities are already in the area and they will primarily serve to benefit the development	Do not support: 6	<p><i>This PSP seeks to ensure substantial community benefit is provided in future developments, including:</i></p> <ul style="list-style-type: none"> <i>Substantial upgrades to public realm fronting site, including provision of showers, dog water fountains, trees and landscaping;</i> 	Refer to comments in the report. The community benefits proposed are not considered to outweigh the amenity impact of the additional height.

THEME: COMMUNITY BENEFIT			
Summary of submitter comments	Number of mentions	Applicant response	City response
		<ul style="list-style-type: none"> • <i>Public car parking bays, in addition to the bays required for the commercial uses.</i> • <i>Minimum 5 star environmental sustainability rating;</i> • <i>Provision of underground power;</i> • <i>Various commercial uses.</i> 	
Commercial uses are not a community benefit. They will conflict with residential apartments and the development is taking away from existing businesses	Do not support: 2	<i>Provision of a mix of uses is considered a community benefit, as a mix of land uses / services and goods will be provided for community access.</i>	As an activity centre, a mixed use development (incorporating commercial and residential) is considered an appropriate outcome for the sites.
Community benefits are not commensurate with the bonuses offered (height)	Do not support: 1	<i>In order to achieve a 2 storey height bonus, 6 community benefits need to be achieved, all of which specifically relate to the proponent upgrading the public realm surrounding the subject site. We strongly reject this opinion.</i>	Refer to comments in the report. The community benefits proposed are not considered to outweigh the amenity impact of the additional height.
Bus stop should not be moved	Support with changes: 3 Do not support: 2	<i>The most appropriate location of bus stop will be decided in collaboration between Department of Transport and applicant.</i>	The community benefits proposed in the draft SPSP (including the relocation of the bus stop) are not supported. It is therefore recommended that these requirements are removed from the draft SPSP.
Need bicycle racks for recreational cyclists	Support with changes: 1	<i>The PSP requires bicycle parking to be provided in accordance with the R-Codes, in a location easily accessible for public use. Exact location of bike racks will be regulated by the local authority during the development application process.</i>	The draft SPSP includes provisions for bicycle parking to be provided. The location of these and final numbers would be determined through the development application process.

THEME: TRAFFIC

Summary of submitter comments	Number of mentions	Applicant response	City response
Increased congestion in the area	Support with changes: 29 Do not support: 51	<i>The PSP is supported by expert traffic reporting. The Transport Impact Assessment (TIA) confirms that future development of the site in line with the requirements of the PSP will not have a substantial impact on the surrounding road network.</i>	Refer to comments in the report. There will be the need to upgrade some intersections as part of future redevelopment. This will be assessed and determined as part of the development application process. To acknowledge the need for infrastructure upgrades, it is recommended that the draft SPSP is modified to include a provision in Part 1 that require this to be considered as part of the development application process.
Safety issues from increased traffic and additional foot traffic in the area	Do not support: 1	<i>The PSP requires the upgrading of the public realm surrounding the site. This is to ensure the public realm is upgraded to maximise safety and legibility around the site.</i>	
Access points are not consolidated and changing from the previous access points exacerbates traffic problems	Do not support: 1	<i>The PSP proposes 2 vehicle access points, as demonstrated by the various plans in the PSP (not including the BP site). Given the sites current fragmented ownership, there are 4 access points to the subject site. The PSP seeks to consolidate access points by removing two crossovers. The specific design details of each crossover will be assessed in more detail during the development application process.</i>	
Need signalised pedestrian crossing on West Coast Drive	Support with changes: 2	<i>All intersections have been assessed in the TIA and confirmed functional, considering the density proposed in the PSP.</i>	
Need a roundabout on West Coast Drive and The Plaza intersection	Support: 1		

THEME: PARKING			
Summary of submitter comments	Number of mentions	Applicant response	City response
Concern there will not be enough parking	Support: 2 Do not support: 52	<i>The PSP requires the provision of residential parking to comply with the R-Codes. On top of the requirement for commercial parking bays, the PSP also requires the provision of an additional 10 parking bays dedicated to the community, to accommodate peak seasonal demand for the beachside local centre.</i>	Refer to comments in the report. The parking ratios proposed in the draft SPSP is considered appropriate.

THEME: GENERAL SUPPORT			
Summary of submitter comments	Number of mentions	Applicant response	City response
Support redevelopment of the site	Support: 56 Support with changes: 6	<i>The support for the project is acknowledged.</i>	Noted.

THEME: OTHER			
Summary of submitter comments	Number of mentions	Applicant response	City response
Will increase antisocial behaviour	Do not support: 4	<i>The PSP will facilitate the renewal of a dilapidated site, The introduction of additional commercial uses and residential uses will assist facilitate passive surveillance to the public realm. The PSP also requires upgrades to the public realm, to ensure pedestrian infrastructure is of high quality and safe.</i>	The future development on the site will need to demonstrate that it is meeting the Crime Prevention Through Environmental Design principles which act to ensure development discourages antisocial behaviour.

THEME: OTHER			
Summary of submitter comments	Number of mentions	Applicant response	City response
This is developer greed with no regard to the community	Do not support: 13	<i>Extensive community engagement was undertaken by the proponent. Refer to section 3 of the PSP for a summary of this engagement.</i>	Noted.
The developer's community engagement was poor	Do not support: 5		The City was not part of the community engagement process undertaken by the developer.
The developer's community engagement results do not represent the community	Do not support: 8		In accordance with the LPS Regulations, community consultation has been undertaken as part of the City's assessment of the draft SPSP, with the results considered independently of the developer's community engagement.
Removal of easements is to advantage the development, with no community benefit	Do not support: 1	<i>The easements were put in place to provide access to all landowners to public accessways and driveways. This was largely due to the fragmented ownership of the site. Since the site is now under sole ownership, there is no need for the easements across the parcels of land.</i>	The removal of easements is not identified as a community benefit. With the exception of the BP service station site, the easements currently across the sites would become redundant given the building footprint and new access arrangements.
Impact on property values	Do not support: 1	<i>This is not a valid planning consideration.</i>	The impact on property values is not a valid planning consideration.
Heritage value should be conserved	Do not support: 1	<i>No Indigenous or European heritage sites have been identified within the PSP area.</i>	The sites are not identified has being on a heritage list.
Noise impact	Do not support: 1	<i>Section 8 of the PSP outlines additional information required to be supported in any future development application lodged on the site. An acoustic report is listed as a future requirement and would be assessed by the local authority.</i>	Future development on the site will need to comply with the <i>Environmental Protection (Noise) Regulations 1997</i> .

THEME: OTHER			
Summary of submitter comments	Number of mentions	Applicant response	City response
Imaging and information from the applicant has been selective and is misleading	Do not support: 1	<i>There are a range of renders with a range of viewpoints, close and far away from the building, and the building has been designed with upper-level setbacks and darker colours to give it a recessed appearance to lessen impact.</i>	Noted.
The lots are still under multiple land ownership	Do not support: 1	<i>The proponent has confirmed that all Lots are now under sole ownership.</i>	The Certificates of Title included in the draft SPSP are from 2018. WCD Pty Ltd now own the majority of sites within the activity centre. The schedule of modifications (Attachment 8) include the Certificate of Titles being updated.
A singular and overly specific outcome increases the risk of the plan not being implemented	Do not support: 1	<i>A development application is currently being assessed by the SDAU, seeking approval for a development generally complying with the requirements of this PSP.</i>	The draft SPSP does reflect the development application currently being assessed by the State Development Assessment Unit. Should the development not proceed in the manner anticipated by the draft SPSP, any other development that is not consistent with the development provisions may require further amendment to the draft SPSP.
Restricting Lot 800 reduces potential for overall and comprehensive development of the activity centre	Do not support: 1	<i>Noted, however it's acknowledged the BP service station has recently been redeveloped on the site. It's highly unlikely the current situation with the service station will change during the 10-year timeline of this PSP.</i>	Noted. The BP service station was approved by the Metro Joint Development Assessment Panel, despite not complying with the current SACP.
Will have a negative impact on dune vegetation	Do not support: 1	<i>The PSP does not propose to and will not affect the dune vegetation. The PSP</i>	Refer to comment in the report. The overshadowing of the foreshore is

THEME: OTHER			
Summary of submitter comments	Number of mentions	Applicant response	City response
		<i>establishes requirements to ensure landscaping is reintroduced into the subject site.</i>	expected to have minimal impact on the dune vegetation.
Shift in wind velocity	Do not support: 2	<i>This submission is not understood.</i>	Noted.

Response from service authorities			
Service authority	Summary of submission	Applicant response	City response
Department of Transport	<ul style="list-style-type: none"> • Not supported as a Coastal Hazard Risk Management and Adaptation Plan has not been developed or provided. • If the CHRMAP was addressed, would support in principle subject to travel plan. • Recommended the draft SPSP be determined prior to the development application. • Acknowledged that while the City of Joondalup is preparing a CHRMAP there are no guarantees when this will be finalised. • A travel plan that contemplates mode share targets should be developed. These targets will set the context in which to plan the provision of pedestrian and cycling infrastructure. • The non-residential bicycle parking rate is done as a proportion of non-residential car parking bays, which is not best practice. An alternative would be: <ul style="list-style-type: none"> ○ 0.15 bicycle parking spaces per staff member or a minimum of 4 parking spaces (whichever is greater). ○ One space for every 200 staff (or part thereof), or a minimum of 4 spaces. Bike parking should be in increased for food outlets with high levels of delivery pick-ups by bikes. ○ Lockers at a minimum of two lockers per non-residential bicycle parking spaces. 	<p><i>The City has released a 'Coastal Infrastructure Adaption Plan 2018-2026' and in addition, the City in the process of preparing a 'Coastal Hazard Risk Management and Adaptation Plan' with high-level risk management planning and detailed adaption responses for the City's entire coastline.</i></p> <p><i>We have liaised with the City's officers in the Environmental Services team to confirm the current stages of preparation for their CHRMAP.</i></p> <p><i>As a result, we have been advised that the City is anticipating to release the draft CHRMAP for community consultation and workshops in early 2023, with the aim to have the CHRAMP finalised and released by mid 2023.</i></p> <p><i>Given that the City is in the process of preparing the mentioned CHRMAP with an anticipated finalisation date not far away, it is not considered necessary to undertake further</i></p>	<p>It is recommended that the draft SPSP is modified to include:</p> <ul style="list-style-type: none"> • the requirement for a CHRMAP. • Bicycle parking and end of trip facilities as recommended by Department of Transport.

Response from service authorities			
Service authority	Summary of submission	Applicant response	City response
	<ul style="list-style-type: none"> ○ Minimum of 2 female and 2 male showers located in separate change rooms should be provided for up to the first 10 non-residential bicycle spaces. Additional showers to be provided at a rate of one male and one female for every 20 bicycle spaces. ○ Minimum of 2 accessible toilets for the first 10 showers (or part thereof). At least one should be a unisex facility, with the option of allocating the remaining toilets to male and female changerooms. Further toilets should be provided at a rate of 1 for each additional five showers. 	<p><i>site-specific coastal erosion studies and preparation of a CHRMAP for the proposed Sorrento Activity Centre.</i></p>	
	<ul style="list-style-type: none"> ○ The City of Joondalup may want to consider community benefits. ● It is recommended that (some) on-street bays are provided for pick up and drop off (PUDO) to support the use of on-demand transport. ● DoT supports provision of a minimal amount of car parking to support access to the precinct by vehicle and recommends management of the car parking, both on-street and off-street, public and private, within the Sorrento Precinct. 	<p><i>We believe that preparation of an additional and separate CHRMAP for the site could also potentially conflict with the findings or risk management actions from the City's CHRMAP.</i></p> <p><i>We note that the need for a CHRMAP aligns with the requirements under State Planning Policy 2.6 – Coastal Planning, and the City's preparation of a CHRMAP including the Sorrento Activity Centre site should satisfy this requirement for the development.</i></p> <p><i>It's also noted a CHRMAP was not prepared was not required or prepared for the previously approved SACP.</i></p>	
Main Roads WA	<ul style="list-style-type: none"> ● No objection as the proposal does not have direct impact on the state road network. ● The management of traffic impacts to the local road network will be the responsibility of the City. 	<p><i>Noted.</i></p>	Noted
Water Corporation	<ul style="list-style-type: none"> ● Reticulated sewerage and water are available. 	<p><i>Noted.</i></p>	Noted

Response from service authorities			
Service authority	Summary of submission	Applicant response	City response
	<ul style="list-style-type: none"> Extensions and connections need to be consolidated and easily accessible. 		
Department of Local Government, Sport and Cultural Industries	<ul style="list-style-type: none"> No immediate concerns. Any future liquor license will be assessed on its merits. 	<i>Noted.</i>	Noted
ATCO	No objections.	<i>Noted.</i>	Noted

DRAFT SORRENTO PRECINCT STRUCTURE PLAN
City of Joondalup recommended modifications

Clause	Comment	Recommended modifications
All	<ul style="list-style-type: none"> There are inconsistent references to the Sorrento Precinct Structure Plan. 	<ul style="list-style-type: none"> Update references to the Structure Plan to the Sorrento PSP.
Table of Modifications	<ul style="list-style-type: none"> New PSP and not an amendment to the Sorrento Activity Centre Plan. 	<ul style="list-style-type: none"> Delete table.
Executive summary	<ul style="list-style-type: none"> The Sorrento Activity Centre is not expanding Estimated lot yield will be 2 as Lot 800 will remain a separate lot. 	<ul style="list-style-type: none"> Delete 'an expansion of the existing Sorrento Activity Centre'. Replace "1" in Estimated Lot Yield with "2".
Table 1: Summary Table	<ul style="list-style-type: none"> New PSP and not an amendment Lot 145 (2) Drakes Walk is to be zoned Residential 	<ul style="list-style-type: none"> Delete 'amendment' Amend area of each land use proposed to include 'Residential'.
PART ONE - IMPLEMENTATION		
5. Subdivision and Development Requirements	<ul style="list-style-type: none"> States Plan 1 outlines land use. Outlines density, zones and coding. 	<ul style="list-style-type: none"> Replace "land use" with "density".
5.2 Land Use Permissibility		
5.2(a)(b)	<ul style="list-style-type: none"> Land use permissibility needs to be incorporated into LPS3 and Table 8 of LPS3 modified to reflect changes. 	<ul style="list-style-type: none"> A scheme amendment will be required to capture proposed land use changes within LPS3. No scheme amendment has been initiated by the applicant.
5.2(c)	<ul style="list-style-type: none"> "Drive through fast food outlet" is not a land use under LPS3. The definition "Fast Food Outlet" within LPS3 includes premises with a drive through facility. 	<ul style="list-style-type: none"> Delete "Drive Through"
5.2.1(a) and (b)	<ul style="list-style-type: none"> The residential density and dwelling yield target applies across the activity centre, not just the mixed use zone. R-AC4 is considered the appropriate density code for the activity centre. 	<ul style="list-style-type: none"> Delete criteria and reallocate clauses accordingly. Add 5.2(d): "The residential density code that applies to the Sorrento PSP area is R-AC4. The minimum dwelling yield target for the Sorrento PSP is 75 dwellings."
5.2.1(c)	<ul style="list-style-type: none"> "Retail shops and Liquor Stores" is not the correct land use terminology. Liquor Store – 	<ul style="list-style-type: none"> Delete "retail". Include "- small" after liquor store

Clause	Comment	Recommended modifications
	Large is a not permitted 'X' use in the Mixed Use zone.	
5.2.2(a)	<ul style="list-style-type: none"> • "Retail shops and Liquor Stores" is not the correct land use terminology. 	<ul style="list-style-type: none"> • Delete "retail". • Include "- small and large" after liquor store
5.2.2(b)	<ul style="list-style-type: none"> • Not considered appropriate for residential land uses on the ground floor 	<ul style="list-style-type: none"> • Modify 'not preferred' to 'not permitted'.
5.2.2(c)(d)(e)	<ul style="list-style-type: none"> • The NLA provision applies across both the Mixed Use and Commercial zones. 	<ul style="list-style-type: none"> • Insert separate heading "Retail NLA" and move 5.2.2(c), (d) & (e) within this section. • Replace 'Retail Sustainability Assessment Report' with 'Impact Test'
	<ul style="list-style-type: none"> • Lot 145 (2) Drakes Walk is recommended to be zoned 'Residential' 	<ul style="list-style-type: none"> • Insert separate heading "Residential Zone" and include objectives for this zone to acknowledge the transition between the lower density residential and the activity centre.
5.3 Plot ratio		
5.3(a)	<ul style="list-style-type: none"> • Plot ratio is not considered to be required as the other built form requirements are considered to appropriately control the building mass. 	<ul style="list-style-type: none"> • Replace "shall be in accordance with the requirements of the applicable R-Code as depicted on the Precinct Structure Plan Map" with "is not applicable."
5.4 Building Height		
5.4(a)	<ul style="list-style-type: none"> • The City of Joondalup <i>Non-Residential Buildings Local Planning Policy</i> no longer exists. 	<ul style="list-style-type: none"> • Delete 5.4(a) • Reallocate clauses accordingly.
5.4(b)	<ul style="list-style-type: none"> • Natural ground level is not relevant in assessing height in storeys. • Clause to align with Plan 2 to ensure no ambiguity. 	<ul style="list-style-type: none"> • Reword 5.4(b) to "Building height shall be in accordance with Plan 2."
5.4(c)	<ul style="list-style-type: none"> • The extent of community benefit proposed to be delivered is not considered to outweigh the adverse amenity impacts that will result. 	<ul style="list-style-type: none"> • Delete 5.4(c) • Reallocate clauses accordingly.
5.4(e)	<ul style="list-style-type: none"> • There are no specific height limitations for non-habitable structures. Height across Lot 2 should all be limited to 2 storeys. 	<ul style="list-style-type: none"> • Delete "or equivalent non-habitable structure height."
5.4(g)	<ul style="list-style-type: none"> • Building height is covered under 5.4(b) 	<ul style="list-style-type: none"> • Delete 5.4(g)

Clause	Comment	Recommended modifications
5.4(h)	<ul style="list-style-type: none"> This provision is contained in SPP2.6 as a planning criterion. Inclusion is not warranted given need to assess/consider under SPP2.6. 	<ul style="list-style-type: none"> Delete 5.4(h)
5.5 Street setbacks		
5.5(a)	<ul style="list-style-type: none"> The provisions align with the R-Codes but does not cover off potential non-residential development at Lot 800. 	<ul style="list-style-type: none"> Include "(including non-residential development)" after "street setbacks".
5.6 Lot Boundary setbacks		
5.6(a)	<ul style="list-style-type: none"> The setback to the eastern boundary is to provide an appropriate transition to the lower density. 	<ul style="list-style-type: none"> Amend Plan 2 to show a setback of 3.0m between the activity centre and adjoining residential zone.
5.6(b)	<ul style="list-style-type: none"> Requirements of this clause are addressed through 5.6(a). 	<ul style="list-style-type: none"> Delete 5.6(b).
5.7 Built Form		
5.7(b)	<ul style="list-style-type: none"> The provision excludes Lot 800. Should the service station be redeveloped in the future, awnings should be provided along active frontages. 	<ul style="list-style-type: none"> Delete "and Lot 800."
5.7(d)	<ul style="list-style-type: none"> The glazing component does not specify maximum sill height meaning that the 60% could be provided above 1.6m and not achieve an active frontage. Provision required to address future redevelopment of Raleigh Road. 	<ul style="list-style-type: none"> Include "with a maximum sill height of 0.5m from finished floor level". Delete "and" between "West Coast Drive" and "The Plaza". Include "Raleigh Road" after "The Plaza."
5.7(f)	<ul style="list-style-type: none"> Provision is a repeat of clause 5.4(d). 	<ul style="list-style-type: none"> Delete 5.7(f)
5.8 Landscaping		
Reference to landscaping concept plan	<ul style="list-style-type: none"> Parts of the Landscape Concept Plan are not supported and reference to this plan in Part 1 should be removed. 	<ul style="list-style-type: none"> Delete "The provision of landscaping should be consistent with the Landscape Concept Plan (Figure 13), comprising both deep soil planting and on-structure planting."
5.8(c)	<ul style="list-style-type: none"> The use of locally native waterwise planting is preferred. 	<ul style="list-style-type: none"> Insert "Locally native" between "using" and "waterwise planting."
5.9(c)	<ul style="list-style-type: none"> The bonus building height is not supported and therefore the community benefit criteria is not applicable. 	<ul style="list-style-type: none"> Delete 5.9(c)
5.10 Parking and Access		

Clause	Comment	Recommended modifications
5.10.1(d)	<ul style="list-style-type: none"> Community benefits criteria in section 5.4(c)(iii) is recommended to be deleted (refer above). 	<ul style="list-style-type: none"> Delete 5.10.1.(d)
5.10.2(b)	<ul style="list-style-type: none"> Advice from Department of Transport (DoT) states applying a rate of bicycle parking based on proportion of non-residential parking bays is not best practice. It is recommended that the clause be updated with the DoT advice. 	<ul style="list-style-type: none"> Replace “5% of all parking bays provided for non-residential development” with “0.15 bicycle parking spaces per staff member or a minimum total of four parking spaces whichever is greater and a rate of one space for every 200 staff or part thereof, or a minimum total of four spaces, whichever is greater.”
5.10.3(a)(b)	<ul style="list-style-type: none"> Advice from DoT is that the rate for end of trip facilities should be increased. It is recommended that the clause be updated with the DoT advice. DoT state that lockers should be provided at a minimum rate of two lockers per non-residential bicycle parking space. It is recommended the clause be updated with the DoT advice. 	<ul style="list-style-type: none"> Delete (a) and (b). Replace with: “(a) A minimum of two female and two male showers, located in separate changing rooms, should be provided for up to the first ten non-residential bicycle spaces. Additional showers to be provided at a rate of one male and one female for every 20 bicycle spaces (or part thereof) thereafter.” Replace with: “(b) At least two accessible toilets should be provided for the first ten showers of part thereof. At least one should be a unisex facility, with the option of allocating the remaining toilets to male and female changerooms. Further toilets should be provided at a rate of one for each additional five showers.” Include additional provision (c) “Lockers should be provided at a minimum rate of two lockers per non-residential bicycle parking space.”
7 Other requirements	<ul style="list-style-type: none"> The Traffic Impact Assessment (TIA) provided as Appendix 6 refers to the need for some modifications to the existing road network, including, but not limited to, changes to create a shared space along West Coast Dive and upgrades to the intersection at The Plaza. 	<ul style="list-style-type: none"> Delete “Nil” and replace with: “7.1 Infrastructure Upgrades Infrastructure upgrades to support the ultimate development of the activity centre are to be undertaken.

Clause	Comment	Recommended modifications
	The SPSP should appropriately address the need for these upgrades.	A separate transport assessment shall accompany any subsequent development application to determine the extent of infrastructure upgrades that are required to support the proposal (as applicable.)”
8 Additional Information	<ul style="list-style-type: none"> City of Joondalup <i>Coastal Local Planning Policy</i> requires that a CHRMAP is undertaken by proponents of larger scale developments on land subject to coastal hazard risk. Department of Transport have additionally sought the provision of a CHRMAP. 	<ul style="list-style-type: none"> Include row under “Additional information” for “Coastal Hazard Risk Management and Adaptation Planning” Under “Consultation required” insert “City of Joondalup and Department of Transport.”
Plan 1 – Precinct Structure Plan Map	<ul style="list-style-type: none"> R-AC4 is considered the appropriate density code for the activity centre. Lot 145 (2) Drakes Walk to be zoned “Residential” to ensure an appropriate transition between the centre and adjoining residential (R20) zone. 	<ul style="list-style-type: none"> Replace “R-AC3” with “R-AC4” within the map and legend. Modify legend to include zone “Residential”, update map accordingly to reflect Lot 145 as “Residential”.
Plan 2 – Built Form Controls Tower Plan	<ul style="list-style-type: none"> Additional height proposed through community benefits is not supported. Lot 145 (2) Drakes Walk is to provide an appropriate transition to the lower density residential area. The setback to the eastern boundary is to provide an appropriate transition to the lower density. 	<ul style="list-style-type: none"> Modify building height for Lot 145 (2) Drakes Walk to be three storeys. Modify built form as shown to provide a 3.0m setback between Lot 145 and Lot 91.
PART TWO – EXPLANATORY REPORT		
Figures 1-3	<ul style="list-style-type: none"> The images provided within the figures are outdated. 	<ul style="list-style-type: none"> Update images to reflect current 2022 aerial mapping.
2.1 Location and context	<ul style="list-style-type: none"> Paragraph 3 references “Marmion Beach Foreshore to the west.” Correct reference is “Sorrento Foreshore Reserve.” Figure 1 and 2 both reference Marmion Beach. 	<ul style="list-style-type: none"> Replace “Marmion Beach Foreshore” with “Sorrento Foreshore Reserve”. Replace ‘Marmion Beach’ label on Figure 1 and 2 with “Sorrento Foreshore Reserve.”
2.2 Legal description and ownership	<ul style="list-style-type: none"> Table 2 does not reflect current ownership details. Appendix 1 certificate of titles do not reflect current ownership details. 	<ul style="list-style-type: none"> Update Table 2 to show ownership of Lots 146, 147 and 148 as WCD Pty Ltd. Update Appendix 1 to reflect 2022 versions of titles.

Clause	Comment	Recommended modifications
3.1.1 Engagement with City of Joondalup	<ul style="list-style-type: none"> First reference to SACP within the Sorrento PSP. The acronym should be expanded to reference Sorrento Activity Centre Plan in full. 	<ul style="list-style-type: none"> Expand acronym to full reference "Sorrento Activity Centre Plan (SACP)".
3.2 Community Engagement	<ul style="list-style-type: none"> First sentence incorrectly references SACP. Should be Sorrento Activity Centre. Paragraph 4 references public realm works and public car parking being ratified by the City of Joondalup. This statement is incorrect and should be removed. 	<ul style="list-style-type: none"> Replace "SACP" with Sorrento Activity Centre. Delete "...since ratified by the City of Joondalup with reference to public realm works and public car parking."
5.3.2 State Planning Policy 3 – Urban Growth and Settlement	<ul style="list-style-type: none"> Refers to the document as a minor modification to the structure plan. The document is a new precinct structure plan. 	<ul style="list-style-type: none"> Delete "proposed minor modification to the structure plan" and replace with "PSP".
5.3.5 State Planning Policy 7.3 – Volume 2 Apartments	<ul style="list-style-type: none"> R-AC4 is considered the appropriate density code for the activity centre. 	<ul style="list-style-type: none"> Replace "R-AC3" with "R-AC4".
7.2.2 Building Height	<ul style="list-style-type: none"> A height of 8 storeys or the associated community benefit development criteria is not supported. R-AC4 is considered the appropriate density code for the activity centre. 	<ul style="list-style-type: none"> Delete within paragraph four "(8, if achieving the development criteria)". Replace in paragraph five "RAC-3" with "R-AC4".
7.3.1 Land Use Mix and Location	<ul style="list-style-type: none"> R-AC4 is considered the appropriate density code for the activity centre. 	<ul style="list-style-type: none"> Replace "R-AC3" with "R-AC4".
7.3.3 Community & Educational Facilities	<ul style="list-style-type: none"> Paragraph 3 incorrectly describes the plaza as being to the north-eastern portion of the site. 	<ul style="list-style-type: none"> Replace "north-eastern" with "north-western."
7.5.4 Parking	<ul style="list-style-type: none"> The community benefit development incentives are not supported. 	<ul style="list-style-type: none"> Section to be updated to remove reference to extra commercial bays being provided through development incentives.
8. Implementation	<ul style="list-style-type: none"> This section refers to the document as being an amendment to the SACP. The Sorrento PSP is a new plan which, if approved, will require the revocation of the SACP. 	<ul style="list-style-type: none"> Update implementation to remove references to this Sorrento PSP being an amendment to the SACP.
Other	Comment	Recommended modifications
Aboriginal context	<ul style="list-style-type: none"> The Sorrento PSP does not consider incorporating Aboriginal cultural elements as part of any future development of the activity 	<ul style="list-style-type: none"> Review and consider inclusion within the Sorrento PSP.

Clause	Comment	Recommended modifications
	centre within Part One as recommended by SPP7.2.	
Utilities and services	<ul style="list-style-type: none"> • The Sorrento PSP should include an analysis and demonstration of utilities and services that may be required in the public realm as recommended by SPP7.2. 	<ul style="list-style-type: none"> • Review and consider inclusion within the Sorrento PSP.