

GLENGARRY SHOPPING CENTRE REDEVELOPMENT

**PROPOSED MIXED USE DEVELOPMENT –
SHOP, OFFICE, RESTAURANT/CAFE, AND
SPECIALTY TENANCIES**

**LOT 1 (NO.59) ARNISDALE ROAD,
DUNCRAIG WA 6023**

PREPARED FOR

FABCOT PTY LTD

MAY 2025

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We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

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1. EXECUTIVE SUMMARY

This planning report has been prepared by Urbis on behalf of Woolworths (Fabcot Pty Ltd) as part of an application for development approval for the redevelopment of the Glengarry Shopping Centre, located on the corner of Glengarry Drive and Arnisdale Road, at 59 Arnisdale Road in Duncraig.

The proposed development represents an exciting opportunity for the delivery of a modern Woolworths facility and revitalisation of a centre which is nearly 45 years old. This application proposes a retail and commercial centre development on the subject site within a two-storey building, comprising a Woolworths supermarket (with associated signage), a small format supermarket, various specialty retail stores, food and beverage, office uses and associated car parking and landscaping.

This report has considered the planning context of the proposed development and provides an assessment of the application against the relevant state and local planning framework to demonstrate its compliance and merit.

The information contained in this report confirms that the proposed retail and commercial centre development is an appropriate and consistent outcome that reflects the applicable planning framework, most specifically the City of Joondalup's Local Planning Scheme No. 3 and relevant Local Planning Policies.

The report has been set out in the following manner:

- Site Details and Context
- The proposed development
- Design and Architectural Merit
- Key Technical Considerations, and
- State and Local planning assessments

A summary of the development site is provided in **Table 1** below.

Table 1 – Summary of Development Site

Property Location:	Lot 1 (No. 59) Arnisdale Road, DUNCRAIG WA
Existing Land Use/s:	Shopping centre with associated carparking.
Total Lot Area:	1.0918ha
MRS Zoning:	Urban
LPS Zoning:	Commercial
Local Planning Scheme:	City of Joondalup Local Planning Scheme No. 3
Structure Plan:	N/A
Local Development Plan:	N/A
Bush Forever/Bush Fire Prone Area:	N/A
Heritage Considerations:	N/A

2. SITE DETAILS AND CONTEXT

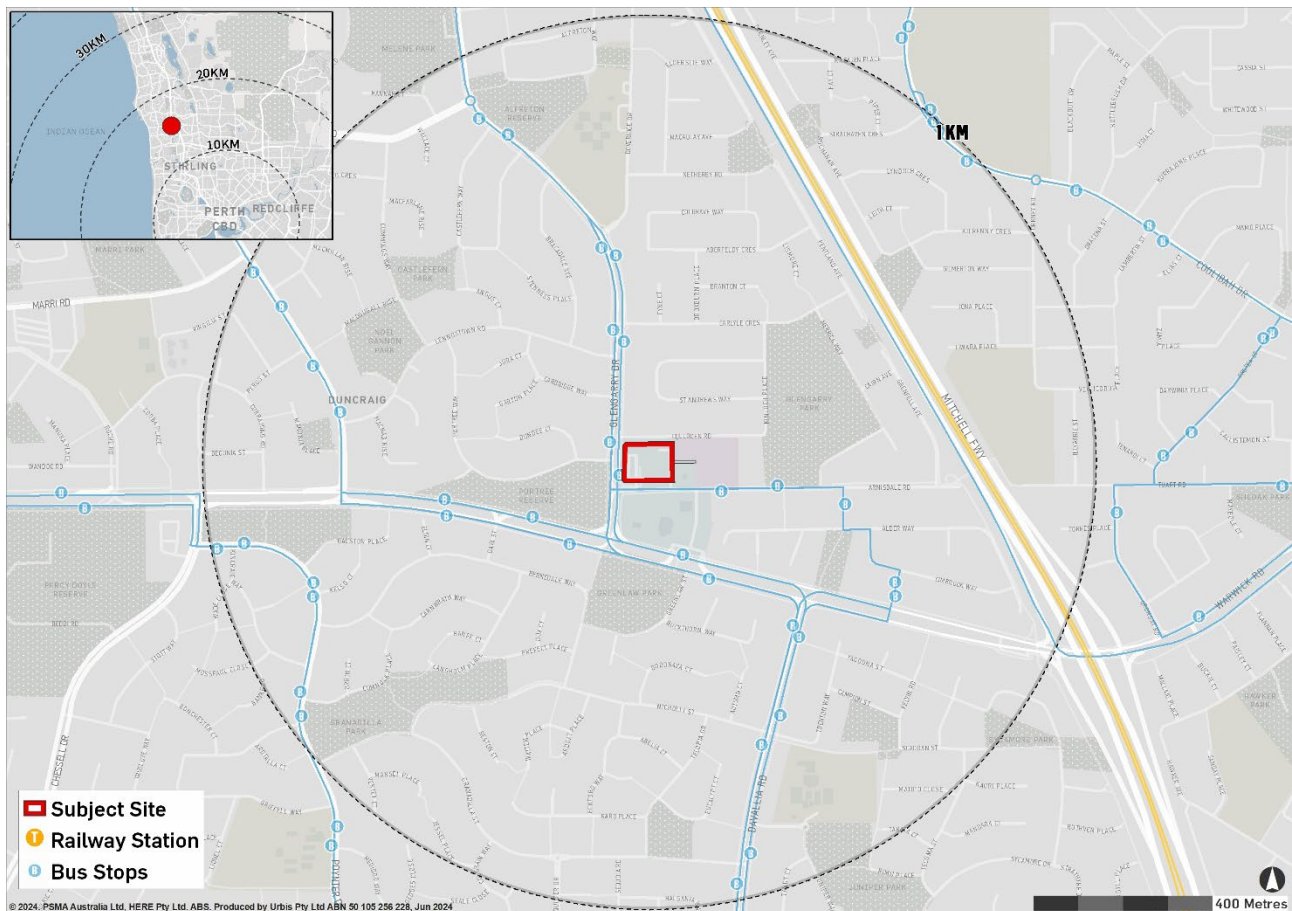
2.1. REGIONAL CONTEXT

The subject site is located approximately 4km east of the Hillary's Boat Harbour, 15km northwest of the Perth Central Business District (**Perth CBD**) and is located in the suburb of Duncraig within the City of Joondalup (**the City**) local government area. More broadly, the site is approximately 20km northwest of the Perth Airport, and 24km north of the Fremantle Port.

The site has relatively direct access to Warwick Road, which is a prominent east-west connector that runs from Marmion through to Greenwood and provides access to a series of prominent connector roads, as well as Perth's orbital highway system (with a direct connection to the Mitchell Freeway).

The regional context of the site is illustrated in Figure 1 below.

Figure 1 – Regional Context



Source: Urbis 2024

2.2. LOCAL CONTEXT

The Glengarry Shopping Centre is located on Glengarry Drive (west), between Culloden Road (north) and Arnisdale Road (south), and adjacent to the Glengarry Hospital. The site forms part of a broader commercial area to the south of the site that fronts Warwick Road, which comprises a range of fast-food outlets, restaurants, a petrol station, a large format liquor store and various medical and community uses.

Directly west of the subject site (across Glengarry Drive) is Portee Reserve, which is a local park / greenspace. To the north, the site interfaces with residential dwellings that front Culloden Road (approximately seven of which will directly front the existing shopping centre / the proposed development site).

More broadly, residential development surrounds the subject site, including to the north and west on the adjoining side of Glengarry Drive. The suburb is predominantly a low density, suburban area.

The local context of the subject site is illustrated in Figure 2 below.

Figure 2 – Local Context



Source: Nearmaps 2024

2.3. THE SITE

The proposal sits wholly within Lot 1 (No. 59) Arnisdale Road, Duncraig as highlighted in **Table 2** below. The subject site is regular in shape, aside from the access leg that extends out of the eastern side of the site and connects the site with Glengarry Hospital.

The Certificate of Title for the site lists numerous caveats and easements primarily for drainage and access purposes.

A copy of the Certificate of Title is provided at **Appendix A** of this report.

Table 2 – Lot Details

Lot	Diagram	Vol/Folio	Proprietor	Encumbrances
1	51368	2169/291	Su-Rama Holdings Pty Ltd	Refer Certificate of Title

Figure 3 – Cadastre Plan



Source: Urbis 2024

2.4. EXISTING DEVELOPMENT

The existing Glengarry Shopping Centre was constructed in the late 1970s and has seen minimal change or improvement since that time. The Shopping Centre currently comprises an IGA and 18 small speciality retailers of different offerings.

The existing Glengarry Shopping Centre is relatively disconnected from the surrounding streetscape and is an internalised centre with minimal external activation. This is due to a significant level difference with the street edge, with the existing building sitting noticeably below the surrounding street level.

The site encompasses the carparking / servicing areas associated with the Glengarry Shopping Centre. Further, the site is benefitted from existing vegetation (mature trees) scattered along the northern, western and southern boundaries, most of which are proposed to be retained as part of this proposal.

The current site is accessible via two primary vehicle access points located off Arnisdale Road on the southern boundary of the lot.

In addition to the two direct access points serving the Glengarry Shopping Centre, there are two other access points along Arnisdale Road that allow for access via the laneway to the site.

2.5. PRE-LODGEEMENT ENGAGEMENT

Prior to Development Application lodgement, the following pre-lodgement tasks have been undertaken:

- x1 Pre-lodgement Meeting with City of Joondalup officers (including the Manager of Planning Services and Principal Urban Planner of Planning Approvals).
- Door knock of nearby residents and tenants of the existing centre.
- Community Information Evening held on 1 August 2024 held at Ellersdale Park Clubrooms.
- An active website hosted by Woolworths providing information on the proposed development <https://www.woolworthsduncraig.com.au/>.
- Briefing of federal, state and local elected members.
- Commencement of a City of Joondalup Design Review Panel process.

3. THE PROPOSED DEVELOPMENT

3.1. OVERVIEW AND DEVELOPMENT DESCRIPTION

The application proposes a two-storey development comprising the following key components:

- Total of 3999sqm. retail floor space/net lettable area across the site. Given leasing negotiations are yet to take place for the retail and specialty tenancies, an accurate NLA cannot be determined, but a reduction of up to 10% has been assumed to account for BOH/service areas which do not count towards the total RFS/NLA. A breakdown of the NLA consists of:
 - 2,460sqm. NLA Woolworths on the ground floor in the centre of the development
 - 742.5sqm. NLA of general supermarket floor space located on the ground floor
 - Eight speciality retail facilities totalling 462.6sqm. NLA, and a 22.5sqm NLA kiosk, at ground level with frontages to on-site parking
 - Four food and beverage tenancies at ground level totalling 311.4sqm. NLA.
- 774sqm. of commercial office space located on level 1 of the development.
- Basement and ground level parking, totalling 282 standard bays and 6 Direct to Boot bays.


A summary of the tenancy breakdown is provided in **Table 3** below, with a copy of the architectural drawings at **Appendix B**.



Table 3 – Summary of Proposal

Land Use	Tenancy No. / Building Level	GFA (sqm.)	NLA (sqm.) <i>Note: 10% deducted to account for BOH services unless otherwise stated.</i>
Supermarket (Shop)	Woolworths (Ground Floor)	3843	2460 (as shown on plan)
	Tenant (Ground Floor)	825	742.5
Supermarket Total		4668.00sqm	3202.50sqm
Speciality	Spec 5 (Ground Floor)	47	42.3
	Spec 6 (Ground Floor)	46	41.4
	Spec 7 (Ground Floor)	47	42.3
	Spec 8 (Ground Floor)	47	42.3
	Spec 9 (Ground Floor)	66	59.4
	Spec 10 (Ground Floor)	87	78.3
	Spec 11 (Ground Floor)	86	77.4
	Spec 12 (Ground Floor)	88	79.2
	Kiosk (Ground Floor)	25	22.5

Land Use	Tenancy No. / Building Level	GFA (sqm.)	NLA (sqm.) <i>Note: 10% deducted to account for BOH services unless otherwise stated.</i>
Specialty Total		539.00sqm	485.10sqm
Food and Beverage	F&B 1 (Ground Floor)	97	87.3
	F&B 2 (Ground Floor)	76	68.4
	F&B 3 (Ground Floor)	76	68.4
	F&B 4 (Ground Floor)	97	87.3
Food and Beverage Total		346sqm.	311.40 sqm
Total Retail Floorspace (NLA)			3999.00sqm
Commercial (Office)	Office 1 (First Floor)	194	Not included.
	Office 2 (First Floor)	193	Not included.
	Office 3 (First Floor)	193	Not included.
	Office 4 (First Floor)	194	Not included.
Commercial (Office) Total		774sqm.	N/A
Grand Total		6327.00sqm.	3999.00sqm

This application successfully delivers a redevelopment vision of the site which comprises:

	<p>A significant redevelopment of an aging site within the City of Joondalup, providing a significantly improved gateway building that is respectful and integrated into the built form of its location.</p> <p>The redevelopment site will contribute to the activation of the broader Glengarry precinct and provide a refreshed retail and community offering. The activation of the site is a step forward into establishing the area as a vibrant centre for Duncraig.</p>
	<p>A new retail and commercial hub in Duncraig that offers additional convenience retail and services to the local community in one location. The development engages an underutilised and aging shopping precinct, activating the site and bringing life to the area of Duncraig.</p>
	<p>Landscaping and additional tree canopy along Arnisdale Road, Glengarry Drive and Culloden Road frontages including deep soil tree planting zones and shrub planting buffers between proposed building and the streets.</p>

	<p>A significant redevelopment of an aging site within the City of Joondalup, providing a significantly improved gateway building that is respectful and integrated into the built form of its location.</p> <p>The redevelopment site will contribute to the activation of the broader Glengarry precinct and provide a refreshed retail and community offering. The activation of the site is a step forward into establishing the area as a vibrant centre for Duncraig.</p>
	<p>Multiple vehicle access points along Arnisdale Road, including primary vehicle access via Arnisdale Road and secondary access via Culloden Road.</p> <p>A managed internalised car parking area located over two levels, being basement and ground floor with a total of 282 car parking bays and six (6) dedicated direct to boot delivery bays.</p>




3.2. LANDSCAPE STRATEGY

The Urbis landscape team have prepared a detailed Landscape Report that is included in **Appendix C**. The report provides a landscape concept design/plan for the public realm associated with the proposed development. The development comprises a total of 2030sqm. for deep soil planting (19.08% of the site), softscape and planting on the building/structures. The landscape concept proposes the following key outcomes:

- Retention of 4 mature trees, 1 large tree within the lot boundary and 3 medium to small trees on the verge.
- 7 x new trees within the site boundary
- 32 x new trees on verge
- Use of shrubs, groundcovers and tree typologies to 'soften' the physical separation and screen landscape.

Culloden Road is proposed to be predominantly deep soil tree planting zone and shrub planting buffer between the proposed building and the high traffic environment. The Glengarry Drive and Arnisdale Road public realm/streetscapes are proposed to be characterised by new street trees to comply with the City of Joondalup's urban greening strategy.

3.3. VEHICLE, SERVICE AND PEDESTRIAN ACCESS

	<p>Surrounding the site, a pedestrian footpath system is in place, offering multiple access points into the site. These footpaths will be complemented with thoughtful landscaping and vegetation, softening the urban environment and creating a green, welcoming atmosphere in the area.</p>
	<p>The proposed development will have multiple vehicle access points along Arnisdale Road, including primary vehicle access via Arnisdale Road and secondary access via Culloden Road (for times delivery vehicles only).</p>
	<p>Specifically, the Woolworths delivery vehicles will enter via the Culloden Road crossover to the North and exit from Arnisdale to the south, with supermarket docking bay facilities located in the northeast of the site. Delivery vehicles for the smaller supermarket will enter via Arnisdale Road and exit via Culloden Road. Accessible parking bays are available at main entry points, as well as direct to boot delivery bays.</p>

4. DESIGN EVOLUTION

4.1. DESIGN REVIEW PANEL FEEDBACK AND RESPONSE.

To inform the design evolution of the proposal, Woolworths, Hames Sharley and Urbis, presented the most recent design to the City's DRP on 14 February 2024 to inform the design finalisation leading up to lodgement of this application.

A summary of the key comments and the associated design response is provided in Table 5 with a full copy of the DRP Minutes provided at **Appendix D**. An assessment against the ten design principles of SPP7.0 and the comments received can be found below in section 6.2.2.

Table 4 – Summary of Response to DRP Comments

Principle	DRP Feedback/Recommendation	Design Response
Context and Character	<p>Comments</p> <ul style="list-style-type: none"> The street block in which the site is located has existing adjacent neighbours to the east of the Hospital and a freestanding Pharmacy building. The proposed redevelopment likely will impact on these existing uses and any possible future options for integrating their redevelopment within the street block. <p>Recommendations</p> <ul style="list-style-type: none"> Provide more extensive context and site analysis, to ensure development integration within street block. Improve the eastern elevation to minimise its bulk. Consider potential impacts of the redevelopment on existing infrastructure. 	<ul style="list-style-type: none"> The site itself is not currently level with the street, it is several metres below Glengarry rive and adjacent natural reserve. The redevelopment will bring the site up to Glengarry Drive street level. The interface is finished to a high quality and that will upgrade the existing buildings which are deteriorating. The interface to the east and the hospital and pharmacy has been considered in detail and responded to. The carpark access to the pharmacy has been retained and improved on the current existing scenario. The hospital has no habitable outlook to the west and the service access to the Woolworths service dock will be an improvement on the current scenario. A detailed context and character analysis is located at Appendix E – Architectural Design Statement.
Landscape Quality	<p>Comments</p> <ul style="list-style-type: none"> Strong landscape characteristics for this suburban context are the existing trees and green edges around and within the site. Consider maintaining the 'green' character in the redevelopment. The existing trees are a valuable asset. Provide a plan showing the existing trees to be retained with an 	<p>The proposal maintains focus on 'green edges' at the interfaces of the Precinct.</p> <p>Buildings will be developed with integrated green landscapes, maintaining the existing 'green' character of the context and site.</p> <p>Landscape response to Culloden to soften the development interface with</p>

Principle	DRP Feedback/Recommendation	Design Response
	<p>assessment of their long-term viability in the redevelopment.</p> <ul style="list-style-type: none"> To complement the quality of the proposed new Woolworths redevelopment, consider upgrading the landscape in the street verges in conjunction with pedestrian accessibility. <p>Recommendations</p> <ul style="list-style-type: none"> Maintain the existing 'green' character of the context and site. Provide details of tree retention and maintaining longevity. Upgrade the verge landscape and external pedestrian accessibility. Provide generous tree canopy and true deep soil zones around the site, including the car park. 	<p>the residential edge and break down the 'bulk'.</p> <p>Retention of significant verge trees where possible. Four mature trees retained along Culloden Road.</p>
Built Form and Scale	<p>Comments</p> <ul style="list-style-type: none"> Provide further details on the northern elevation and perspectives of the proposal in context. The pitched roof design for the north facing portion of the larger scale Woolworths 'box' assists in reducing the bulk impact to the existing residences on Culloden Road. However, the northern wall is blank for almost 60m length. Consider the materials and texture of the elevation, more glazing where possible, together with opportunities for additional landscape. <p>Recommendations</p> <ul style="list-style-type: none"> Improve the northern elevation of the Woolworths' 'box' to minimise its bulk and scale. Improve eastern elevation to minimise its bulk. 	<p>The northern elevation has been improved to minimise its bulk and scale through the incorporation of improved materials and finishes, including screening and feature timber cladding to alleviate the blank façade and increase articulation.</p> <p>Building height is limited to two floors (with a basement) and complies with the City's building height provisions.</p>

Principle	DRP Feedback/Recommendation	Design Response
Functionality and Build Quality	<p>Comments</p> <ul style="list-style-type: none"> Provide information on the parking and bike/EOT allocation for the different uses, including the office. The Proponent is reminded to provide details on the waste management strategy, and integration of external utilities and services, including a/c plant, and to ensure minimal impact on the amenity of the public realm and existing neighbours. <p>Recommendations</p> <ul style="list-style-type: none"> Provide parking and bike/EOT allocation for the different uses. Provide a waste management strategy and unobtrusive integration of external utilities and services. 	<p>The proposal includes end of trip facilities (160sqm.) in the basement. Whilst subject to more detailed design, the facility will accommodate 4 showers and a minimum of 13 staff bicycle bays as required.</p> <p>A minimum of 8 visitor bicycle bays will be provided at the ground floor level within up to 3 separate bicycle racks.</p> <p>A detailed Waste Management Plan has been prepared and is in Appendix F.</p>
Sustainability	<p>Comments</p> <ul style="list-style-type: none"> The DRP commends the intent to install canopies for pedestrian shelter, solar panels and EV charging stations, however given this is large redevelopment, provide a detailed report on a comprehensive sustainability package that includes passive and active initiatives together with an ESD measurement and performance target. Consider the flexibility of the southern supermarket and how, for example, future smaller tenancies could occupy the space with the elevations reflecting the partitioning. <p>Recommendations</p> <ul style="list-style-type: none"> Provide a Sustainability report, including passive and active measures and an ESD measurement and performance target. Consider future proofing the southern supermarket building for possible other future tenancy uses and sizes. 	<p>Abundance of shaded canopies throughout the pedestrian path provides passive solar shading to shopfronts and F&B tenancies.</p> <p>Ventilated alfresco spaces and semi outdoor spaces make the most of Perth's climate.</p> <p>External facing mall arrangement (in lieu of internalised mall) minimises high demand on air-conditioned spaces.</p> <p>Large roof areas designed to accommodate solar PV collection initiatives.</p> <p>Woolworths is committed to the delivery of a 4.5 star NatHERS rating for the centre.</p>

Principle	DRP Feedback/Recommendation	Design Response
Amenity	<p>Comments</p> <ul style="list-style-type: none"> To enable a greater diversity of use and amenity for the community, consider widening the east-west pedestrian link to create a better proportioned and landscaped “Village Square”. To better meet the Proponent’s “Character Principle” on ‘a welcome place with diverse spaces’, consider providing the stated children’s play area. As the south-western al fresco would be subject to strong breezes, consider including north facing al fresco for the double-sided F & B tenancies. <p>Recommendations</p> <ul style="list-style-type: none"> Widen the east-west pedestrian link to create a better proportioned and landscaped “Village Square”. Provide a children’s play area. Consider additional north facing al fresco for the F&B tenancies. 	<p>The main public amenity feature is a tree-lined pedestrian plaza that connects Glengarry Drive and the Woolworths main entrance, creating a pedestrian-friendly, village atmosphere. This plaza features food and beverage alfresco seating with integrated landscape planters.</p> <p>An internal travelator provides direct access from the basement carpark to the front door of Woolworths. Full-service amenities are available to all customers at each level of the development.</p> <p>The Food & Beverage tenancies have the opportunity to extend out and utilise the alfresco area which will allow for an informal outdoor seating arrangement.</p>
Legibility	<p>Comments</p> <ul style="list-style-type: none"> Consider prioritising pedestrian movement from all sides into the site and ensure an interconnected and legible pedestrian network within the site, including the ground level carpark. Provide a pedestrian path, preferably without steps, from the existing Glengarry Drive bus stop to the site. <p>Recommendations</p> <ul style="list-style-type: none"> Prioritise external pedestrian movement and access to the site and within a legible path network on-site. 	<p>The design ensures clear and legible vehicle access points, along with well-defined pedestrian pathways within and surrounding the site.</p> <p>Pedestrian movement from all sides into the site is prioritised, creating an easily navigable pedestrian network.</p> <p>An accessible pedestrian path, without steps/level change is planned from the existing Glengarry Drive bus stop to the site. Pedestrian access from Culloden Road to the site has also been reintroduced.</p> <p>Distinct design and materiality choices for different buildings and uses, such as the Food & Beverage lane, Specialty Stores, and Offices, enhance visibility and legibility.</p>

Principle	DRP Feedback/Recommendation	Design Response
	<ul style="list-style-type: none"> Provide a universally accessible pedestrian path from the Glengarry Drive bus stop to the site. Reintroduce the pedestrian access from Culloden Road to the site. Improve the site's south-western corner for legibility and visibility of Woolworths from the intersection. 	The site's south-western corner has been improved to increase visibility of Woolworths from the intersection. This includes clear circulation spaces, prominent entrances, activated shopfronts, and corner signage opportunities.
Safety	<p>Comments</p> <ul style="list-style-type: none"> To resolve potential conflicts between the movement of cars, delivery trucks and pedestrians at the intersection of Arnisdale Road and the north-south access road (eastern side of the site), consider improving the legibility and safety overall of the site's south-eastern corner. <p>Recommendations</p> <ul style="list-style-type: none"> Improve the legibility and safety of the site's south-eastern corner. 	<p>The proposal includes clear separation of pedestrian and vehicular routes and entries in the south-eastern corner.</p> <p>Enclosed loading dock located away from public access and pedestrians to ensure low acoustic impact to the neighbours. Public traffic remains limited to Arnisdale Road.</p>
Community	<p>Comments</p> <ul style="list-style-type: none"> The local Duncraig community should benefit from the redevelopment of the site as a contemporary design "Village Centre" facility with an expected broader range of commercial tenancies and outdoor meeting areas. <p>Recommendations</p> <ul style="list-style-type: none"> Note the comments generally on improving the proposal within its context and for the community's use and enjoyment. 	<p>The design maintains the neighbourhood's village scale while minimising impact on the surrounding residential area. It features comfortable paths, a gateway connecting both sides of the street, and buildings with 'social edges' that open to streets and spaces.</p> <p>It aims to help locals identify with the precinct and accommodates diverse uses such as food and beverage outlets, children's play spaces, local businesses, and a lifestyle hub.</p>
Aesthetics	<p>Comments</p> <ul style="list-style-type: none"> To better reflect a local sense of place, consider the area's warmer coloured tones and earthy materials for the aesthetic. To in-build greater flexibility for the southern supermarket and office space, consider reducing the 	The design responds to the suburban architectural language and built form of the Duncraig suburb. The design incorporates local materials with a lighter pallet to respond to the coastal character of the surrounding Duncraig area. It acknowledges the broader region, incorporating contextual aesthetics.

Principle	DRP Feedback/Recommendation	Design Response
	<p>continuous length of windows and incorporating a finer architectural grain and ground floor 'shop front' design that also should suit possible future internal subdivision for smaller tenancies.</p> <p>Recommendations</p> <ul style="list-style-type: none"> ▪ Consider a more contextual aesthetic ▪ Enable and reflect greater flexibility of the possible future uses in the southern building on the facade's aesthetic. 	<p>The design incorporates metal and timber cladding, and light concrete look finishes to remain consistent with the broader region's coastal character.</p>

5. SPECIALIST TECHNICAL INPUTS

A number of technical reports have been prepared to inform the proposal. Each of these is summarised below and included in the relevant appendices.

5.1. LANDSCAPE DESIGN

Landscape Concept Design Report prepared by Urbis (Appendix C)

Urbis has prepared a Landscape Architecture Concept Report for the proposed development. A description of the plan and overall landscape strategy is provided at **Section 3.2**.

5.2. WASTE MANAGEMENT

Waste Management Plan prepared by Talis Consultants (Appendix F)

Talis Consultants has prepared a Waste Management Plan (WMP) to identify how waste is to be stored and collected from the proposed development. The WMP demonstrates that the development provides a sufficiently sized bin storage area for the storage of refuse and recyclables, based on the estimated waste generation volumes and configuration of the bins.

- The WMP recommends five 1,100 litre refuse bins collected four times weekly and three 1,100 litre recycling bins for the collected four times weekly.
- The bin storage area has been designed to accommodate this, and a private contractor will service the Proposal onsite, directly from the Bin Storage Area.
- The private contractor's waste collection vehicle will enter and exit the Proposal in forward gear via Culloden Road.

Centre management will oversee the relevant aspects of waste management at the Proposal.

5.3. ACOUSTIC ASSESSMENT

Environmental Acoustic Assessment prepared by Herring Storer Acoustics (Appendix G)

Herring Storer Acoustics prepared an environmental acoustic report to assess noise emissions from delivery vehicles and mechanical services and provide a series of recommendations to ensure the noise sensitive premises surrounding and located at the subject site is compliant with the requirements of the *Environmental Protection (Noise) Regulations 1997*. It has also taken into consideration external noise impact on the proposed childcare centre site.

The assessment identifies that the development is compliant with relevant Regulations as follows:

- Refrigerated truck deliveries have been calculated to comply at all times.
- Smaller truck deliveries, such as bakery deliveries, have been calculated to comply at all times.
- Noise levels associated with the typical mechanical plant assumed for the purposes of this preliminary assessment have been calculated to comply at all times.

5.4. RETAIL SUSTAINABILITY

Needs Assessment & Net Benefit Test prepared by Location IQ (Appendix H)

LocationIQ have provided an independent assessment of the demand, need and benefit for retail uses as a part of the proposed development in Duncraig, in the City of Joondalup. The assessment focuses on examining the trade area, including projected population and retail spending levels. The assessment concluded the following outcomes:

- The site occupies a high-profile and easily-accessible location for the local resident population – capitalising on the existing infrastructure and uses at the precinct.
- The development would provide a significant improvement in the range of retail facilities and services that would be available to existing and future residents.

- The proposal aligns with the core strategic policy objectives of a neighbourhood centre as referenced in SPP 4.2 Activity Centres for Perth and Peel and the City of Joondalup's Local Commercial Strategy.
- Approximately 631 jobs are likely to be created both directly and indirectly because of the proposed development - including ongoing employment (197 net additional jobs), construction (95) and multiplier effects (339).
- No trade impact on surrounding centres greater than 10% (in accordance with SPP 4.2), with the greatest impact being Greenwood Village (-8.2%).

5.5. TRAFFIC AND TRANSPORT

Transport Impact Assessment prepared by Stantec (Appendix I)

A Transport Impact Assessment (TIA) has been prepared by Stantec to consider the traffic and transport impacts of the proposed development on the adjacent transport network with a detailed focus on carparking provision, bicycle parking and end of trip facilities, service vehicle swept path analysis and traffic impacts.

The TIA concludes the following:

- The proposed development generates a two-way trip generation of approximately 285 vehicles during the weekday AM peak hour, 412 vehicles during the weekday PM peak hour and 420 vehicles during the weekend peak hour, all of which can be accommodated for within the existing road network.
- The existing footpath and cycling amenities surrounding the site are adequate to make it widely accessible for pedestrians and cyclists.
- SIDRA analysis has determined that all surrounding existing intersections (Warwick and Glengarry, Glengarry and Arnisdale, Culloden and Glengarry) will all continue to operate at acceptable level of service.
- Three vehicular access points are proposed to the development: 2 along Arnisdale Road and 1 on Culloden Road and these can operate safely with minimum pedestrian conflict.
- The proposed car parking supply exceeds requirement by 49 bays, with 223 required and 272 bays provided. Note this does not include the 6 Direct to Boot Bays.

5.6. CIVIL SERVICING

Civil Services Assessment prepared by Pritchard Francis (Appendix F)

Pritchard Francis has prepared a Civil Services Assessment which identifies the existing site conditions, services and any potential upgrades required to facilitate the proposed development. Based on the proposed subdivision works, Pritchard Francis were able to confirm the following:

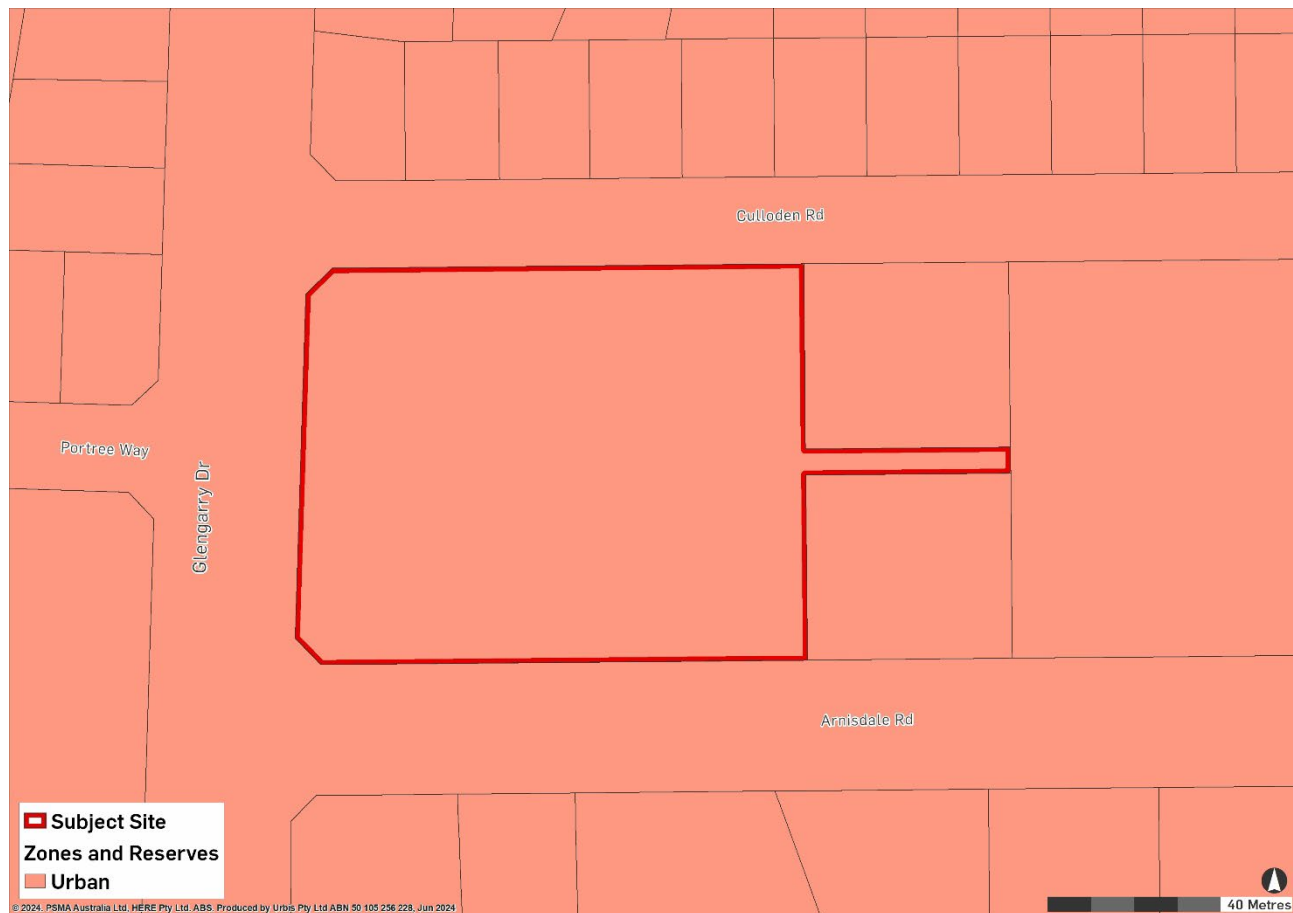
- Geology – The report outlines that the site is founded on sand and pale yellow-brown angular quartz and is therefore geotechnically suitable for development. It is expected that subdivision works will undertake site remediation and bulk earthworks in a manner which achieves a site classification of 'A'.
- Sewer Reticulation – Existing Water Corporation sewer to be maintained and protected in the eastern portion of the lot, in accordance with Water Corporation technical standards.
- Water Reticulation – Pumps and tanks may be best positioned on the western boundary of the site (glengarry drive) due to the larger water main available within the western road reserve
- Stormwater Drainage – Due to the basement being trapped with no overland flow path, the development will detain a 100 ARI (1%AEP) of critical duration to ensure no flooding within the development site, nor overland flow to the road reserves.

6. STATE PLANNING FRAMEWORK ASSESSMENT

6.1. METROPOLITAN REGION SCHEME

The metropolitan region scheme is the highest-level statutory planning framework which divides land within metropolitan Perth area into broad zones and reservations. The subject site is zoned 'Urban' as indicated by the figure below. This zone allows for a variety of land uses including residential, commercial, and light industry. This proposal is consistent with Urban zone in that it proposes a supermarket, speciality retail shops and commercial office space.

Figure 4 – MRS Zoning Map



6.2. STATE PLANNING POLICIES

6.2.1. State Planning Policy 4.2 – Activity Centres for Perth & Peel

State Planning Policy 4.2 (**SPP4.2**) applies throughout the Perth and Peel region and is intended to guide the preparation and review of local planning strategies, schemes and structure plans, and provide retail development controls.

The proposed development comprises of 3999sqm. of total NLA along with 774sqm. of commercial office space. As discussed previously, an RSA report has been prepared to ensure future development align with the objectives of the retail centre.

The proposed development aligns with the desired outcomes of both the State's desired planning outcomes for secondary centres, including development of services, facilities and employment opportunities. These uses will perform an important role in the area's economy, and provide improved, essential services to the catchment.

6.2.2. State Planning Policy 7.0 – Design of the Built Environment

This policy addresses design quality and built form outcomes in Western Australia. It seeks to deliver the broad economic, environmental, social, and cultural benefits that derive from good design outcomes and supports consistent and robust design review and assessment processes across the State.

The proposals consistency with SPP7.0 and specifically the 10 principles of good design is summarised in the table below:

Table 5 – SPP 7.0 Assessment

Design Principles	Assessment
Context and Character	<p>The proposal responds to Duncraig's developing growth as an established residential area, well serviced by a range of diverse amenities.</p> <p>The proposal compliments Arinsdale Road's existing character as a main provider of shopping and retail amenities, that service the surrounding suburbs and residents.</p> <p>The proposal provides an attraction for a mixture of retail and specialised tenancies, complimenting the context of the area.</p>
Landscape Quality	<p>The proposal incorporates a high-quality and bespoke landscape response to provide a high amenity streetscape that is attractive and encourages pedestrian movement, whilst buffering street frontages from surrounding dwellings.</p> <p>The design has been informed and developed by Landscape Architect consultants (See attached landscape concept plan and report Appendix E).</p> <p>The proposal incorporates high quality landscape utilisation to create landscape buffers along the edges of Arnisdale Road, Glengarry Drive and Culloden Road.</p> <p>The proposal incorporates extensive vegetation types to develop a suitable and diverse 'green' feel to the subject site, complimenting the areas leafy green character.</p>
Built Form and Scale	<p>The proposal responds to both the existing and future planning contexts to ensure food experience for end-users and a built form which do not compromise the future intentions of the area.</p> <p>Located at Glengarry Shopping Centre, the proposal will be the begging of an urban revitalisation of the currently underutilised centre. The proposal will provide improved, modern amenities for a drastically improved pedestrian experience.</p> <p>Building height is limited to two floors, being a basement and ground floor, not impeding on the current scale of Glengarry Shopping Centre.</p>

Design Principles	Assessment
Functionality and Build Quality	<p>The proposal has been designed and orientated to ensure that maximum street activation and accessibility for all building users, ensuring a functional and high-quality development.</p> <p>The proposal incorporates high quality weather protection design and sustainable design measures.</p> <p>The proposal utilises high-quality functionality and build quality to ensure continued and increased pedestrian activation at the site, and little disruption to surrounding residents.</p>
Sustainability	<p>A variety of sustainability elements are incorporated into the development such as:</p> <ul style="list-style-type: none"> ▪ Well shaded walkways and glazing ▪ Water sensitive design ▪ High quality/durable materials ▪ Passive environmental design ▪ Sustainable waste management ▪ Vibrant mix of land uses ▪ Community facilities ▪ Mix of diverse tenancies ▪ Building to meet commercial demand
Amenity	<p>Amenity aspect is satisfactory and includes:</p> <ul style="list-style-type: none"> ▪ Supermarket, specialised tenancies, food and beverage tenancies and commercial office space. ▪ High quality parking amenities within the site and on the basement level. ▪ Pedestrian walkways along street frontages surrounding site.
Legibility	<p>Legibility is satisfactory and includes:</p> <ul style="list-style-type: none"> ▪ Pedestrian access from Glengarry Drive bus stop, into the shopping precinct. ▪ Re-introduced pedestrian access from Culloden Road
Safety	<p>Aspects considered satisfactory include:</p> <ul style="list-style-type: none"> ▪ Passive surveillance provided by shop frontages looking over main car park on site, facing west and south.
Community	N/A
Aesthetics	Aesthetic aspects are satisfactory and include:

Design Principles	Assessment
	<ul style="list-style-type: none"> ▪ Warm-coloured earthy materials that match the localities aesthetic. ▪ Detailed and diverse landscaping including a wide range of plant species to compliment the areas 'green' aesthetic.

7. LOCAL PLANNING FRAMEWORK ASSESSMENT

7.1. CITY OF JOONDALUP LOCAL PLANNING STRATEGY

The strategy was endorsed by the Western Australian Planning Commission in November 2017 and enables the Council and the community to determine the vision and strategic planning direction for the City of Joondalup for the next 10 to 15 years.

The proposed development meets the overarching objectives of the strategy to:

- Develop attractive, successful commercial centres that are accessible and well-connected to residents.
- To achieve greater employment self-sufficiency.

The development is an initiative that aligns with the strategy's overarching objectives by delivering an attractive and diverse mixed-use commercial centre, that will service local and surrounding residents.

The mixed-use nature of the development also contributes to its success as a commercial centre. By combining an anchor supermarket, retail, dining, and office spaces, it creates a vibrant environment that attracts a diverse range of visitors and encourages repeat visits. The development is designed to be pedestrian-friendly, with wide walkways, outdoor alfresco areas, and active shop frontages, making it accessible and inviting to residents. The development will generate a significant number of employment opportunities within the centre, ranging from retail and hospitality roles to speciality food and beverage stores. The introduction of an improved commercial centre directly aligns with the City's vision.

7.2. CITY OF JOONDALUP LOCAL COMMERCIAL STRATEGY

The City's commercial strategy was developed to provide a framework to guide decision making with respect to the growth and maturation of activity centres within Joondalup. The strategy highlights projected population in the northwestern corridor of the Perth Metropolitan Region is expected to increase by 110 000 by 2031.

Glengarry Shopping Centre is identified as a neighbourhood centre within the Commercial Strategy with an allocated retail floorspace threshold of 4000sqm. As noted previously, the total NLA retail floor space proposed is 3999sqm.

Aside this level of compliance, a Retail Needs and Net Benefit Test was conducted, and provides extensive assessment of the potential impact of the proposal on Duncraig. This assessment can be found in **Appendix H**.

7.3. CITY OF JOONDALUP LOCAL PLANNING SCHEME NO.3

The subject site is under provision of the City of Joondalup Local Planning Scheme No. 3 (LPS3). Below is a detailed assessment of the development against the provisions of LPS3.

7.3.1. Zoning

- The subject site is zoned 'Commercial' under the City of Joondalup Local Planning Scheme No. 3 (LPS3). The LPS3 zone objectives and the developments response are detailed in the table below.

Table 6 – LPS3 Zone Objectives

Zone Objectives	Applicant's Response
<ul style="list-style-type: none">▪ <i>To provide for a range of shops, offices, restaurants and other commercial outlets in defined townsites or activity centres.</i>▪ <i>To maintain the compatibility with the general streetscape, for all new buildings in terms of scale, height, style, materials, street alignment</i>	<p>The proposal will be consistent with the zone objectives as it will:</p> <ul style="list-style-type: none">▪ Provide a range of shops including speciality retail, food and beverage and supermarket tenancies.

Zone Objectives	Applicant's Response
<p><i>and design of facades or improve the existing streetscape.</i></p> <ul style="list-style-type: none"> <i>To ensure that development is not detrimental to the amenity of adjoining owners or residential properties in the locality.</i> 	<ul style="list-style-type: none"> Align with the existing character of the area, and develop complimentary facades and streetscapes, lined with extensive landscaping, improving the overall streetscape. Provide a development that is appropriate scale, height, materiality and respectful of surrounding residential and non-residential development.

Figure 5 – LPS3 Zoning Map



7.4. LAND USE PERMISSIBILITY

Table 7 below provides an overview of the land use permissibility associated with each land use proposed within this application.

Table 7 – Land Use Permissibility

Proposed Land Use	Use Permissibility (Commercial Zone)	Compliance
Shop	P	✓

Proposed Land Use	Use Permissibility (Commercial Zone)	Compliance
Office	P	✓
Restaurant/Café	P	✓

7.5. LOCAL PLANNING POLICIES AND GUIDELINES

The proposed development has been assessed in detail against the following relevant local planning policies:

7.5.1. Advertisements Local Planning Policy

Table 8 – Advertisements Local Planning Policy Assessment

Advertisements LPP	
Requirement	Provided
<p>Freestanding signs (including pylon signs, monolith signs, and hoarding signs)</p> <ul style="list-style-type: none"> A maximum of one free standing sign per Green Title lot per street frontage. Multi-tenancy pylon sign <ul style="list-style-type: none"> (i) Maximum area 12 square metres. (ii) Maximum height 8 metres. Minimum clearance 2.75 metres Located at least 15 meters from the intersecting point of corner truncations. Located so as to not impede vehicle sightlines within the lot for access to and from the property. • Located so as to maintain pedestrian access to and within the property. Where there are multiple tenancies, all signs are incorporated into 1 composite sign. 	<p>1x Pylon sign located on Arnisdale Road frontage. Below required area and height.</p> <p>More than 15m from nearest intersecting point of corner truncations.</p> <p>Sign does not impede vehicle sightlines or access to the site.</p>

7.5.2. Commercial, Mixed Use and Service Commercial Local Planning Policy

Table 9 – Commercial, Mixed Use and Service Commercial LPP Assessment

Provision	Proposed	Compliant/Justification
5.1 Building Setbacks		
(a) Street setback: 3.5 metres, with the exception of an awning which may be setback at 1.5 metres.	Street setback: 3.2m (Glengarry Drive) Street Setback: 3.2m (Culloden Road)	Justification: Minor shortfall of 0.3m is seen as a minimal shortfall. The proposed setbacks are consistent with the character and build form of the surrounding area.
(b) Side/rear setbacks: 3.0 metres	Street Setback: 4.5m (Arnisdale Road)	
(c) Right of way/laneway setback: Nil	Side setback (east boundary): minimum 6.9m	
5.2 Building Height		
Commercial R80*	2 storey and approx. 11.93 metres in maximum height on the north-east corner of Culloden Road.	Complies.
Maximum total building height: 15 metres	(Top of Roof RL 24.86, NGL 12.93)	
5.4 Built Form and Design:		
(a) Materials	The development will be finished with a range of high-quality finishes including:	Complies
(i) Buildings must be constructed of high quality materials including but not limited to stone, concrete, brick, timber and glass. (ii) Concrete walls that are visible from an adjoining property or public realm must be painted and provided with an articulated or detailed finish.	<ul style="list-style-type: none"> ▪ Texture finish ▪ Glazed entrances and windows ▪ Slatted aluminium screening ▪ Timber cladding ▪ Patterned and painted concrete 	
(b) Articulation	The development will minimise blank facades and increase streetscape appeal through incorporation of varying finishes, colours, and setbacks.	Complies
(i) Buildings must incorporate appropriate design features to enhance appearance, create visual interest and reduce blank walls, including a	The design proposes a layered approach of varying openings,	

Provision	Proposed	Compliant/Justification
<p>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. 	heights and frames to create a point of interest.	
<p>(c) Windows and Glazing</p> <p>(i) The ground floor commercial frontage must have a minimum of 50% clear glazed windows.</p> <p>(ii) The ground floor commercial frontage windows must have a maximum sill height of 700mm above finished floor level.</p> <p>(iii) Where window security devices are provided, they must be installed on the inside of a window and be 75% visually permeable.</p> <p>(iv) Windows in an external wall which faces north, east or west must be protected from direct summer sun.</p>	The development proposes visually permeable glazing to all ground floor commercial tenancies.	Complies
<p>(d) Commercial Frontage</p> <p>(i) Ground floor external tenancies must have an entrance onto the commercial frontage and be outward facing to facilitate activation of the commercial frontage.</p>	All ground floor commercial tenancies either face the street or main car parking area and incorporate an awning to define the entrance for easy way finding.	Complies
<p>(e) Building Entrances</p>	All building entrances are clearly defined and accessible. All shop	Complies

Provision	Proposed	Compliant/Justification
<ul style="list-style-type: none"> (i) Building entrances must be clearly defined and easily identifiable from the street and public realm. (ii) Building entrances must directly front the street, car park and key pedestrian routes 	frontages are directed towards the main car park, with entrances visible and accessible from main car park.	
(f) Pedestrian shelter <ul style="list-style-type: none"> (i) Buildings must provide a continuous pedestrian shelter along all commercial frontages to a minimum height of 3 metres and a minimum depth of 1.5 metres. 	Canopy cover is provided over main pedestrian pathways to allow for weather shelter. All awnings achieve the minimum height clearance required at 3.5 metres.	Complies
5.5 Retaining Walls:		
(a) Retaining walls visible from a street or car park greater than 1 metre in height must be tiered so no tier is greater than 1 metre in height. A landscaping area of no less than 1 metre in width shall be provided between tiers.	The proposal will be utilising the existing retaining walls on site as part of this development. All retaining walls are stepped to minimise bulk impact to the street where possible, with new high-quality landscaping proposed along the verge between the site and street to further alleviate any hardscape that may result.	Complies.
5.6.1 Parking and Access:		
Shop/ Shopping Centres* under 30,000sqm.: 1 per 20sqm. NLA	215 required and 282 bays (67 surplus). This does not include the 6 Direct to Boot Bays.	Complies
5.6.2 Car Park Location and Design		
(a) Car Park Design <ul style="list-style-type: none"> (i) Car parks should be consolidated where practicable. (ii) Car parks shall be designed in accordance with Australian Standards AS 2890.1 and/or AS 	The development incorporates a basement level car park to maximise practicable car park consolidation. All ground level car parking is consolidated together to optimise access to main entrances to shops and centre.	Complies

Provision	Proposed	Compliant/Justification
2890.2 as amended from time to time.		
(b) Vehicle Access (i) The number of crossovers should be kept to the minimum to provide efficient ingress and egress. (ii) The location of crossovers should minimise traffic or pedestrian hazards and not conflict with pedestrian/cyclist paths. (iii) Vehicles are required to enter and exit the site in forward gear.	<p>The proposal utilised two existing vehicle crossovers on Arnisdale Road to provide entrance to both pedestrian and service vehicles. One additional crossover to the north is proposed to ensure optimal service vehicle access to loading supermarket loading bays.</p> <p>Vehicle crossovers are located at the main entrance points to the ground floor car park. Crossovers are clearly marked to minimise potential pedestrian hazard.</p> <p>Pedestrian and service vehicles can enter and exit the site in forward gear. The proposed crossover on Culloden Road in the North, allows service vehicles to enter and exit in forward gear.</p>	Complies
(c) Pedestrian Access (i) A footpath must be provided from the car park and the street to the building entrance and along the street frontages.	<p>Pedestrian footpaths are available around the northern, western and southern site boundaries, with direct access into the site's car park/entrance from each boundary.</p>	Complies
(d) Reciprocal car parking and access (i) Where car parking and access is approved on neighbouring properties that relies on the reciprocal movement of vehicles and pedestrians across those properties, the necessary reciprocal access and parking shall be allowed at all times to the local government's satisfaction.	<p>All parking is compliant and contained on site.</p>	Complies.
5.6.3 Scooter and Motorbike Parking Standards		

Provision	Proposed	Compliant/Justification
For every 30 car bays required, the 30th car bay shall be replaced with two scooter/motorcycle parking bays to be designed in accordance with relevant Australian standards. The car parking bays required under 5.6.1 shall be reduced accordingly.	7 required. Current Drawings do not depict any motorcycle or scooter bays.	Woolworths is accepting of a condition of development approval requiring the provision of 7 scooter/motorcycle bays. Both the basement and ground plane provide a number of opportunities for the provision of such bays (incl. the transferral of 1-2 private vehicle bays).
5.6.4 Bicycle Parking Standards		
<p>Shop/ Shopping Centres* under 30,000sqm.:</p> <p>Employee Bicycle Parking:</p> <p>1 per 300sqm. for shop uses and 1 per 200sqm. for office uses.</p> <p>Visitor Bicycle Parking:</p> <p>1 per 500sqm. for shop uses and 1 per 1000sqm. for office uses.</p>	<p>13 employee bays required.</p> <p>8 visitor bays required.</p> <p>160sqm. EoT provided.</p>	<p>13 employee bays will be provided for within the EoT (design to be determined). 8 visitor bays will be provided for in rack on the ground plane (design to be determined at building permit).</p>
5.6.5 End of Trip Facilities		
<p>All developments that are required to provide 6 or more employee bicycle parking bays must provide end of trip facilities, designed in accordance with the following criteria:</p> <p>(e) A minimum of one female and one male shower, located in separate change rooms or a minimum of two separate unisex showers and change rooms.</p> <p>(f) Additional shower facilities to be provided at a rate of one shower for every 10 additional bicycle parking bays.</p>	<p>Development provides EOT facilities located on the basement floor.</p>	<p>Complies. Showers, change rooms and 13 cycle bays will be provided for within EoT.</p>

Provision	Proposed	Compliant/Justification
(g) A locker for every bicycle parking bay provided.		
(h) The end-of-trip facilities are to be located as close as possible to the bicycle parking facilities.		
5.7 Landscaping		
(i) Landscaping (i) A minimum of 8% of the area of a lot shall be landscaped. (ii) The landscaped area shall include a minimum strip of 1.5 metres wide adjacent to all street boundaries.	A total of 21.03% of the site is to be landscaped. 19% being deep soil zones. Each street boundary includes a strip of landscaping exceeding 1.5m.	Complies
(j) Size (i) Any landscaped area shall have a minimum width of 1.0 metre and distributed in areas of not less than 4.0 square metres.	The development proposes landscaped areas with a width of more than 1m and in areas more than 4.0sqm. See Appendix C landscaping report.	Complies
(k) Shade trees (i) Shade trees shall be provided and maintained in uncovered car parks at the rate of one tree for every four car parking bays.	A total of 39 trees are proposed. There are a total of 72 standard bays located on the ground level.	Complies
5.8 Fencing:		
(a) Any fence located between the street alignment and 6 metres from the street alignment, or the street alignment and a building, whichever is the lesser distance, must be visually permeable above 0.75 metres from natural ground level, and must have a maximum height of 2.0 metres from natural ground level.	A street wall is provided to on the corner of Glengarry Drive and Arnisdale Road to accommodate for the main shopping centre signage.	Complies
5.9 Servicing:		

Provision	Proposed	Compliant/Justification
(a) Service Access (i) Service access must be provided to all commercial buildings to cater for the loading and unloading of goods, and waste collection.	Service area is provided on the northeastern corner of the site. The space provides access for all relevant servicing vehicles as mentioned in the above assessments.	Complies
(b) Bin Storage Areas (i) Bin storage areas must be screened from view by a wall not less than 1.8 metres in height, constructed of brick, masonry or other approved material. (ii) Bin storage areas must be accessible to waste collection vehicles and not adversely affect car parking and vehicular or pedestrian access.	Bin stores and service areas are proposed to be located either within the basement area or behind the main building alignment and will not be visible from the public realm. Proposed bin stores located at loading area. It is anticipated that this aspect can be addressed through a condition of approval.	Complies
(c) External fixtures (i) External fixtures must be screened from view from the street through building design and located on the roof, basement or at the rear of the building.	External fixtures will be integrated into the built form and screened from street view. It is anticipated that this aspect can be addressed through a condition of approval.	Complies

7.5.3. Environmentally Sustainable Design Local Planning Policy

Table 10 – Environmentally Sustainable Design LPP Assessment

Environmentally Sustainable Design LPP	
Design Principles	Applicants Response
<ul style="list-style-type: none"> Designing and constructing buildings to preserve the natural features of the site. 	The design approach will prioritise the preservation of the site's natural features, ensuring that the construction process minimises disruption to the existing landscape.
<ul style="list-style-type: none"> Designing and constructing buildings to include passive solar design. 	Development orientation is optimised to enhance passive solar design. Shaded canopies throughout the pedestrian path provides passive solar shading to shopfronts and F & B tenancies.

Environmentally Sustainable Design LPP	
<ul style="list-style-type: none"> Increasing the energy efficiency of buildings by using low energy technologies for lighting, heating and cooling, appliances and equipment. 	The proposal incorporates sustainable design principles that optimise energy efficient services and appliances throughout the development.
<ul style="list-style-type: none"> Using renewable energy technologies. 	The development incorporates large roof areas designed to accommodate solar PV collection initiatives.
<ul style="list-style-type: none"> Increasing water efficiency and encouraging water reuse and water recycling for buildings and landscaping. 	The development will incorporate water effective design to ensure optimal water efficiency on site, including building services and surrounding landscaping.
<ul style="list-style-type: none"> Selecting sustainable building materials, such as locally sourced and recycled content. 	<p>The proposal will utilise sustainable building materials throughout.</p> <p>All landscaping will incorporate a wide range of local tree and plant species.</p>
<ul style="list-style-type: none"> Reducing the amount of waste that is created through the construction process by implementing waste management practices on site. 	See waste management plan (Appendix F)
<ul style="list-style-type: none"> Encouraging adaptability in the design and construction to ensure longevity of the building. 	The design and nature of the development ensures prolonged and sustainable character and practicality for the area and surrounds.
<ul style="list-style-type: none"> Utilising water wise and native gardening techniques. 	See landscaping plan (Appendix C)

7.5.4. Joondalup Design Review Panel Local Planning Policy

The project was initially presented to the City's Design Review Panel before formal submission. The project team has considered the feedback received during this review process and has addressed these comments either through modifications to the plans or through written responses. A comprehensive evaluation of the proposal, in line with key design principles derived from the City's comments and SPP 7.0, can be found in **Table 5, Section 6.2** above.

7.5.5. Planning Consultation Local Planning Policy

Urbis understand that the proposed development is subject to advertising as per the City's Planning Consultation Local Planning Policy. Urbis understands the above application and development proposal is subject to the City's relevant consultation requirements.

CONCLUSION

The proposed Development Application for the redevelopment of the Glengarry Shopping Centre in Duncraig has been designed with architectural context and planning merit in mind and will deliver benefits of convenience retail and community services, local amenity and day/nighttime activity to the surrounding community. The architectural excellence of the building is reflected through its high level of articulation, sympathetic materiality, site/level repair and associated improved street activation. The design has also carefully considered the interface to the existing centre elements (hospital and pharmacy) to the east and the residential interface to the north.

The proposal's planning merit has been demonstrated through an assessment against the relevant state and local planning frameworks, revealing its general compliance with the development requirements associated with its zoning and the land uses proposed.

Whilst a much-loved suburban centre, it is clear the site is ripe for redevelopment and the over-arching sentiment through-out the pre-lodgement consultation process has been that the timing is now right for a refreshed Glengarry centre.

It is respectfully requested that this application be approved, subject to fair and reasonable conditions.

DISCLAIMER

This report is dated 8 May 2025 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Fabcot Pty Ltd (**Instructing Party**) for the purpose of Development Application (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.