



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: Wednesday 7 March 2012, 2pm
Meeting Number: 4
Meeting Venue: City of Stirling
25 Cedric Street, Stirling

Attendance

DAP Members

Mr Ms Karen Hyde (Presiding Member)
Mr Paul Drechsler (Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr Rod Willcox (Local Government Member – Item 8.1)
Cr Giovanni Italiano (Local Government Member – Item 8.1)
Cr Liam Gobbert (Local Government Member – Item 8.2)
Cr Mike Norman (Local Government Member – Item 8.2)

Officers in attendance

Ms Sue Burrows (Department of Planning)
Mr Shau Chong (Department of Planning)
Ms Anika Chhabra (Department of Planning)
Mr Ross Povey (City of Stirling)
Mr Andre Gillot (City of Stirling)
Mr Chris Leigh (City of Stirling)
Mr Paul Giamov (City of Stirling)
Ms Dale Page (Director Planning and Development, City of Joondalup)
Mr Jamie Parry (Director Governance and Strategy, City of Joondalup)

Local Government Minute Secretary

Ms Toni Fry (City of Stirling)

1. Declaration of Opening

The Presiding Member, declares the meeting open and acknowledges the past and present traditional owners and custodians of the land on which the meeting is being held.

2. Apologies

3. Members on Leave of Absence

4. Noting of Minutes

Minutes of the Metro North-West JDAP meeting 3 held on the 13 February 2012.

5. Disclosure of Interests

Member/Officer	Report Item	Nature of Interest
Ms Karen Hyde	Item 8.1	Impartiality Interest
Ms Karen Hyde	Item 8.2	Impartiality Interest

6. Declarations of Due Consideration

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

7. Deputations and Presentations

- 7.1 Presentations by Mr Trevor Hardie (Challenger Listed Investments Limited - Owner), Mr Graham Taylor (for Applicant - Taylor Robinson), Mr Jeff Malcolm (MGA Town Planners - Applicant) and Mr Jacob Martin (for Applicant – Cardno) regarding development issues.
- 7.2 Presentation by Mr Brian Ham (Woodlands/Doubleview Progress Association) regarding development issues.

8. Responsible Authority Reports

- 8.1a** Application Details: Mixed Use Development Comprising of Office Building, an Entertainment Venue, Retail Space, Shop Tenancies and a Pedestrian Oriented Internal Street at the Innaloo Cinema Centre Site.
- Property Location: Lot 1(No. 57) Liege Street, Woodlands
Applicant: MGA Town Planning
Owner: Challenger Listed Investments Limited
Responsible authority: Department of Planning
Report date: 15 February 2012
DoP File No: 20-50401-1 & DP/11/02655
- 8.1b** Application Details: Mixed Use Development Comprising of Office Building, an Entertainment Venue, Retail Space, Shop Tenancies and a Pedestrian Oriented Internal Street at the Innaloo Cinema Centre Site.
- Property Location: Lot 1(No. 57) Liege Street, Woodlands
Applicant: MGA Town Planning
Owner: Challenger Listed Investments Limited
Responsible authority: City of Stirling
Report date: 22 February 2012
DoP File No: DA11/3138
- 8.2** Application Details: Proposed Showrooms, Offices, Restaurants, Medical Centre, Take Away Food Outlet and Shop
- Property Location: Lot 5002 (No. 74) and Lot 5001 (No. 86)
Delamere Avenue, Currambine
Applicant: Harden Jones Architects
Owner: Currambine District Centre One Pty Ltd
Currambine District Centre Two Pty Ltd
Responsible authority: City of Joondalup
Report date: 24 February 2012
DoP File No: DA11/1358 & DP/11/02687

9. Amending or cancelling DAP development approval

Nil.

10. Appeals to the State Administrative Tribunal

Nil.

11. Meeting Closure



Minutes of the Metropolitan North-West Joint Development Assessment Panel

Meeting Date and Time: Monday, 13 February 2012, 2.00pm
Meeting Number: 3
Meeting Venue: City of Stirling, Parmelia Room
25 Cedric Street, Stirling

1. Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Paul Drechsler (Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr Giovanni Italiano (City of Stirling Local Government member)
Cr Rod Willox (City of Stirling Local Government member)

Officers in attendance

Mr Shau Chong (Department of Planning)
Mrs Noelene Jennings (Department of Planning)
Mr Ross Povey (Director Planning and Development, City of Stirling)
Mr Andre Gillot (Manager Approvals, City of Stirling)
Mr Neil Maull (Senior Development Officer, City of Stirling)
Mr Chris Leigh (Senior Development Assessment Officer, City of Stirling)

Local Government Minute Secretary

Ms Emma O'Callaghan (City of Stirling)

Applicant(s), Submitters and Members of the Public

Nil.

2. Declaration of Opening

The Presiding Member, Ms Karen Hyde declared the meeting open at 2.00pm on Monday, 13 February 2012 and introduced and welcomed the DAP members and City of Stirling staff to the first of these meetings held at the City of Stirling. The Presiding Member also acknowledged the past and present traditional custodians of the land, the Nyoongar People.

The Presiding Member stated that in accordance with section 5.14 relating to No Recording of Meetings, which states 'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of a DAP meeting unless the Presiding Member has given permission to do so' advised that she has granted permission for the electronic recording of the meeting for the purpose of recording the minutes only.



Karen Lyall

The Presiding Member further advised that the proceedings of the meeting are in accordance with the DAP Standing Orders 2011 under the Planning and Development (Development Assessment Panels) Regulations 2011.

3. Apologies

Mr Matthew Selby (Department of Planning)

4. Leave of Absence

Nil.

5. Noting of minutes

The Presiding Member advised that the minutes of the Metropolitan North-West Joint Development Assessment Panel (JDAP) meeting of 5 December 2011 have been confirmed and endorsed and that these have been published on the City of Wanneroo and Department of Planning websites.

6. Disclosure of interests

Nil.

7. Declaration of Due Consideration

All members confirmed they had been given due consideration.

8. Deputations and presentations

Nil.

9. Responsible Authority reports

9.1	Application Details:	Alterations and Additions Waterman's Bay Marine Research Laboratories
	Property Location:	Lot 1 (86) West Coast Drive, Waterman's Bay
	Applicant:	Ferguson Architects
	Owner:	Minister for Fisheries
	Responsible authority:	Department of Planning
	Report date:	25 January 2012
	DoP File No:	DP/11/02659 and 20-500402-1

REPORT RECOMMENDATION:

Moved by: Councillor Rod Willox

Seconded by: Fred Zuideveld

That the Metropolitan North-West JDAP resolves to:

- A. **Approve** DAP Application reference DA11/3114 and accompanying plans Site Plan WSK11/1, Floor Plan (Lower Level 1) WSK11/2, Floor Plan (Upper Level 2) WSK11/3a, Roof Plan WSK11/4, North, South and East Elevations WSK11/5,



Karen Hogle

West Elevation, Sections A & B WSK11/6 and Sections C, D & E WSK11/7 in accordance with Part IV of the Metropolitan Region Scheme, subject to the following conditions:

1. Stormwater from all roofed and paved areas to be collected and contained on site (Local Authority).
2. The proposed roofing is to be treated so as to minimise glare (Local Authority).
3. No development including fill, building materials, rubbish or any other deleterious matter shall be deposited on the foreshore reserve or allowed to enter the ocean as a result of the development to the specifications of the local government and to the satisfaction of the Western Australian Planning Commission.
4. Landscaping to utilise sustainable, coastal species of native vegetation to the satisfaction of the Western Australian Planning Commission.

ADVICE NOTES

1. If the development the subject of this approval is not substantially commenced within a period of two years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.
2. Where the approval has so lapsed, no development shall be carried out without the further approval of the Council having first been sought and obtained.
3. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licences required under any other law, and to commence and carry out development in accordance with all relevant laws.
4. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development.
5. Compliance with the provisions of the Building Code of Australia.
6. Noisy construction work outside the period 7.00am to 7.00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.
7. Submission of acceptable plans showing the details of paving, stormwater drainage and disposal with the Building Licence Application. Such plans and any other stormwater drainage requirements and/or conditions of approval are to be to the satisfaction of the Manager, Engineering Operations.
8. Development is to comply in all respects with the attached approved plans which have been stamped accordingly.



Karen Byggh

AMENDMENTS TO THE RECOMMENDATION:

Moved by: Paul Drechsler

Seconded By: Fred Zuideveld

That Advice Note 5 be REWORDED as follows:-

5. Compliance with the provisions of the Building Code of Australia including universal access provisions at entry and in internal layout.

Reason: to ensure universal access throughout the Development.

The motion was put and carried unanimously

PRIMARY MOTION (AS AMENDED):

Moved by: Councillor Rod Willox

Seconded by: Fred Zuideveld

That the Metropolitan North-West JDAP resolves to:

A. **Approve** DAP Application reference DA11/3114 and accompanying plans Site Plan WSK11/1, Floor Plan (Lower Level 1) WSK11/2, Floor Plan (Upper Level 2) WSK11/3a, Roof Plan WSK11/4, North, South and East Elevations WSK11/5, West Elevation, Sections A & B WSK11/6 and Sections C, D & E WSK11/7 in accordance with Part IV of the Metropolitan Region Scheme, subject to the following conditions:

1. Stormwater from all roofed and paved areas to be collected and contained on site (Local Authority).
2. The proposed roofing is to be treated so as to minimise glare (Local Authority).
3. No development including fill, building materials, rubbish or any other deleterious matter shall be deposited on the foreshore reserve or allowed to enter the ocean as a result of the development to the specifications of the local government and to the satisfaction of the Western Australian Planning Commission.
4. Landscaping to utilise sustainable, coastal species of native vegetation to the satisfaction of the Western Australian Planning Commission.

ADVICE NOTES

1. If the development the subject of this approval is not substantially commenced within a period of two years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.
2. Where the approval has so lapsed, no development shall be carried out without the further approval of the Council having first been sought and obtained.
3. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licences required under any other law, and to commence and carry out development in accordance with all relevant laws.



Karen Hyde

4. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development.
5. Compliance with the provisions of the Building Code of Australia including universal access provisions at entry and in internal layout.
6. Noisy construction work outside the period 7.00am to 7.00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.
7. Submission of acceptable plans showing the details of paving, stormwater drainage and disposal with the Building Licence Application. Such plans and any other stormwater drainage requirements and/or conditions of approval are to be to the satisfaction of the Manager, Engineering Operations.
8. Development is to comply in all respects with the attached approved plans which have been stamped accordingly.

B. Advises the applicant and the City of Stirling of its decision accordingly.

For: Ms Karen Hyde (Presiding Member)
Councillor Giovanni Italiano (City of Stirling Local Government Member)
Councillor Rod Willox (City of Stirling Local Government Member)
Mr Fred Zuideveld (Specialist Member)
Mr Paul Drechsler (Deputy Presiding Member)

Against: Nil.

The motion was put and CARRIED UNANIMOUSLY.

10. Amending or cancelling DAP development approval

Nil.

11. Appeals to the State Administrative Tribunal

Nil.

12. Meeting Close

There being no further business, the Presiding Member reminded members that under Standing Order 7.3 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment. The Presiding Member declared the meeting closed at 2.15pm.



Responsible Authority Report (Regulation 12, 17)

Application Details:	Mixed Use Development comprising an office building, an entertainment venue, a retail space, shop tenancies and a pedestrian oriented internal street at the Innaloo Cinema Centre site
Property Location:	Lot 1 (No.57) Liege Street, Woodlands
DAP Name:	Metropolitan North-West Joint Development Assessment Panel
Applicant:	MGA Town Planning
Owner:	Challenger
LG Reference:	DA11/3138
Responsible Authority:	Department of Planning and City of Stirling
Authorising Officer:	Sue Burrows Executive Director Perth Peel Planning
Application No and File No:	20-50401-1
Report Date:	15 February 2012
Application Receipt Date:	14 December 2011
Application Process Days:	68
Attachment(s):	1 Location Plan - MRS 2 Excerpt from TPS 38 - Precinct 8 3 Aerial Photograph 4 Draft Stirling City Centre Structure Plan 5 Development Plans (01.0, 01.1, 02.0 - 02.5, & 03.0 - 03.11) 6 Notional Masterplan for the Site 7 Modified Site Plan (01.1b)

RECOMMENDATION:

That the Metropolitan North-West Joint Development Assessment Panel resolves to:

1. **Approve** DAP Application reference DA11/3138 and accompanying plans (01.0, 01.1b, 02.0 - 02.5, & 03.0 - 03.11 (comprising a site survey, proposal plans, perspectives & elevations) in accordance with the provisions of the Metropolitan Region Scheme, subject to the following conditions and advice:

Conditions

1. The applicant is to prepare and implement a Parking Management Plan for the subject site, to the satisfaction of the Western Australian Planning Commission.
2. The development shall provide visually permeable bus stops on Liege Street at full cost to the developer, the design of which shall be to the satisfaction of the City of Stirling.
3. Cycling bays and end-of-trip facilities being provided to the specification of the Department of Transport's Cycling Infrastructure Policy Unit and to the satisfaction of the Western Australian Planning Commission.

Advice to Applicant

- (i) All development must comply with the provisions of the City of Stirling Town Planning Scheme No. 38, Health Regulations, Building Code of Australia, Public Building Regulations, and all other relevant Acts, Regulations and Local Laws. This includes the provision of access and facilities for people with disabilities in accordance with the Building Code of Australia.
- (ii) With regard to Condition 1, the Parking Management Plan is to address, but not be limited to,:
 - Who is responsible for the plan's implementation, ongoing operation and review.
 - The management strategies that will be used to ensure the requirements of the planning approval are met.
 - What data and performance measures are going to be used to measure performance and adherence to the planning approvals.
 - How the landowner/manager will demonstrate to the responsible planning authority that they are in conformity with the elements of the planning approval that relate to site access and parking.

The applicant is advised to liaise direct with the Infrastructure Planning and Coordination section of the Department of Planning (ph: 6551 9210) in respect of the above requirements.

BACKGROUND:

Insert Property Address:	Lot 1 Liege Street, Woodlands
Insert Zoning	MRS: Central City Area
	TPS: City Centre
Insert Development Scheme:	Metropolitan Region Scheme
Insert Lot Size:	6.8243 hectares
Insert Existing Land Use:	Innaloo Cinema Complex
Value of Development:	\$50 million

The subject land is affected by a Clause 32 Resolution (No.59 - Stirling and Glendalough Stations Precinct), put in place to promote increased residential density of development and employment within close proximity of the train station. Accordingly, this report considers the following issues:

- Compliance of the proposed development with the WAPC's SPP 4.2;
- Impact of the proposed development on the existing road network; and
- Other transport issues (inclusive of public transport provision).

All other issues relating to the proposal's compliance with the local planning scheme are to be addressed by the City of Stirling in its responsible authority report to the Development Assessment Panel (DAP).

The subject site is located in Stirling, approximately 7 km north of the Perth CBD. It comprises the Innaloo Cinema Complex which includes the Event Cinema's (8121m² of floor space), restaurant outlets (1905m² of floor space), a Dome Cafe (25m² of floor space), a 'Time Zone' entertainment venue (505m² of floor space), and associated car parking. The site is zoned "Central City Area" under the Metropolitan

Region Scheme (MRS) (**Attachment 1: Locality Plan**) and "City Centre" under the City of Stirling's Town Planning Scheme No. 38 (TPS 38).

The subject site is 'Precinct 8: Entertainment and Residential Precinct' within TPS 38, for which certain Development Criteria apply. (**Attachment 2: Excerpt from TPS 38 - Precinct 8**)

The Westfield Innaloo Shopping Centre is located within 100 metres of the subject site, north of Scarborough Beach Road. The subject land is bound to its immediate north by lots with established commercial buildings and a large shared car parking area north of those buildings. Access to the car parking area is obtained via a shared internal road, which is accessed directly from Scarborough Beach Road or via Odin Road through a signalised intersection that enables access from the north across Scarborough Beach Road (**Attachment 3: Aerial Photograph**).

Stirling City Centre is identified as a Strategic Metropolitan Centre under the Western Australian Planning Commission's State Planning Policy 4.2 (SPP 4.2) 'Activity Centres for Perth and Peel'. The Stirling Alliance was formed (comprising local and state government agencies, the private sector and the local community) to progress planning for the City Centre and which incorporates:

- Development of a long term transport solution to address the congestion issues currently impacting the project area (and surrounding area).
- Preparation of detailed road designs for Scarborough Beach Road, the future Stephenson Boulevard and the Mitchell Freeway interchange.
- Preparation of a structure plan to guide future development.

The Draft Stirling City Centre Structure Plan ("the Draft Structure Plan") that has been prepared includes the Innaloo Shopping Centre, Stirling Civic Centre precinct, Osborne Park Hospital, part of the Osborne Park industrial area, the Greater Union Theatre and some residences. It comprises six precincts, one of which is the Woodlands Precinct within which the subject site falls. (**Attachment 4: Draft Stirling City Centre Structure Plan**)

The Draft Structure Plan was advertised for public comment from 19 June 2011 to 30 July 2011 but has not yet received final approval by the City of Stirling or has been presented to the WAPC for its assessment and potential endorsement. Concurrent to preparation of the Structure Plan, a MRS amendment was approved to rationalise road reservations within the Structure Plan area as well as modify boundaries of the Stirling City Centre as identified under the MRS, TPS 38 (and in the future, TPS 6).

DETAILS: OUTLINE OF DEVELOPMENT APPLICATION

The development application proposes:

- Establishment of a small pedestrian oriented internal street environment in an east-west alignment in the northern portion of the subject land and which extends from Liege Street to the future extension to Odin Road.
- A six storey building at the north eastern corner of the subject land, fronting both Liege Street and the internal street, comprising a total of 7550m² net lettable area. It will feature an activated ground floor featuring a Cafe establishment of 150m² fronting Liege Street and the internal street.

- An entertainment venue including a bowling alley, skirmish, games and karaoke attached to the northern side of the existing centre fronting the internal street (1500m² in floor area).
- An IGA supermarket attached to the north western edge of the cinema complex (with a total area of 950m²).
- Shop tenancies located adjacent to the northern edge of the centre embracing the northern entrance, forming a combined shopping floor space area of 1050m² (and intended to accommodate complementary outlets predominantly including restaurant/cafe establishments).
- A total of 1415 car parking bays, distributed across the subject site at ground level and at basement level under the office building. (**Attachment 5: Proposed Development Plans**)

LEGISLATION & POLICY:

Legislation

Planning and Development Act 2005

Metropolitan Region Scheme

City of Stirling Town Planning Scheme No. 38 - Precinct 8: Entertainment and Residential Precinct

State Government Policies

State Planning Policy 4.2 Activity Centres for Perth and Peel
Directions 2031 and Beyond

CONSULTATION:

Public Consultation

Clause 5.4.5 of TPS 38 requires that where development applications propose land use(s) that are not 'Preferred' or 'Contemplated' for a specific Precinct, then the City of Stirling may consider the application only after appropriate advertising for public submissions and notification of affected landowners. The 'Office' and 'Shop' uses proposed in this application accordingly warranted advertising.

The City advertised the proposal from 9 January for a period of 21 days. Eleven submissions were received, nine objecting to the proposal, one in support, and one in general support (just opposing the proposed supermarket). The objections to the proposal in the context of regional implications, as well as the applicant's response to those issues, is discussed further below.

Consultation with other Agencies or Consultants

Comments were obtained from the Department of Planning's (DoP) Infrastructure Planning and Coordination (IPAC) section, the Stirling Alliance ('the Alliance'), and the Public Transport Authority (PTA). IPAC advised of its support in principle for the proposed development, but raised a number of outstanding issues it required

information on prior to being able to provide its full support (these are discussed below). The Alliance and PTA support the proposal subject to conditions.

There was also liaison with the City of Stirling with regards to traffic assessment, and the extension of Odin Road in the context of the Scheme costs paid by the landowner for the site.

PLANNING ASSESSMENT:

The proposal relates to the first stage of redevelopment of the existing Innaloo Cinema Centre, and forms part of an overall notional staged Masterplan (**Attachment 6: Notional Masterplan for the Site**).

State Planning Policy 4.2 - Activity Centres for Perth and Peel

The Stirling City Centre, including the land the subject of this proposal, is designated under SPP 4.2 as a Strategic Metropolitan Centre. SPP 4.2 provides for activity centre structure plans to be prepared prior to approval of any major development within an activity centre, and for development to comply with the endorsed activity centre structure plan and be located in an appropriate level centre of the activity centre hierarchy.

The proposed development accords with the Draft Stirling City Centre Structure Plan in respect of the Woodlands Precinct, for which the character statement is:

- * new development to be scaled to integrate with the existing low density, low scale residential neighbourhoods to the west and south.
- * quality mixed use development to front the Northern part of Liege Street.
- * potential for the cinema site to be redeveloped for a new medium to high density residential neighbourhood with mixed use development facing Liege Street, with a possible new local main street.
- * new development would be well connected to the surrounding urban fabric and benefit from adjacency with the southern parts of the green corridor/urban stream and Herdsman Regional Park.

Notwithstanding the above, the Draft Structure Plan has not received final approval by the City of Stirling nor has it been endorsed by the WAPC and should therefore be afforded weight accordingly in the assessment of this application.

Transport Issues

Proposed Internal Link Road

The proposal complies with the Statement of Intent for Precinct 8 in TPS 38, for the provision of a new link road in the northern part of the Precinct, to encourage development such as restaurants to face an internal plaza or courtyard. The internal link road will also encourage activity through the precinct as well as provide a connection to Scarborough Beach Road. The applicant proposes the construction of this internal road as well as the Odin Road extension (including demolition of existing buildings), which extends outside the lot boundaries of the subject site through Lot 457 Scarborough Beach Road, at full cost to the developer.

Odin Road Extension

The development application proposes the construction of the internal link road and a new vehicle access point via Lot 457 Scarborough Beach Road to connect with Odin Road. The existing building on Lot 457 is currently occupied by the Stirling Alliance, the City of Stirling's Rights of Way Team, and the Tamala Park Regional Council.

TPS 38 was gazetted in July 1997. It specifies a range of scheme works to be undertaken within the scheme area as well as provides for the appointment of general and precinct costs for the scheme works between the owners of land within the 9 precincts. For this application, these scheme works relevantly include:

"Land acquisition costs in respect of the Odin Road extension south of Scarborough Beach Road as well as closure of existing roads and disposal of surplus road reserves."

In accordance with the above, the landowner paid all contributions attributed with the subject site and the City subsequently acquired Lot 457. Whilst Clause 3.9.3(b) of TPS 38 provides for the Council to enter into arrangements for the use of land (including buildings) it acquires under TPS 38 for the purpose of securing any objective of TPS 38 for such period and on such terms as the Council thinks fit, any such arrangement cannot delay or interfere with the carrying out of any scheme works.

Further, the impact of the proposed development on the existing road network has been modelled based on the Odin Road extension occurring, and both IPAC and the City's traffic engineers have advised that should the extension not go through the proposed development becomes unfeasible on the existing road network. Accordingly, this application is considered on the basis that as depicted in TPS 38 and in the Draft Structure Plan, the Odin Road extension is to proceed. Actual timing of construction of this road by the applicant in the context of the existing leases within the building on Lot 457 is an issue that is addressed under the terms of TPS 38 and it is acknowledged that this is a matter for the City and proponent.

IPAC's Transport Assessment

(i) Additional Access via Odin Road

The SIDRA analysis for the Scarborough Beach Road/Odin Road intersection, including the Ewen Street connection, shows that the development is likely to result in the left-turn and through movements from the south operating beyond capacity without mitigation measures. The Transport Assessment report prepared by Cardno Eppell Olsen (November 2011) for the proposed development recommends a 30m left-turn slip lane on the left approach of this intersection. SIDRA analysis of the intersection incorporating this mitigation measure shows that this would significantly rectify the problem.

(ii) Parking

The application does not include information about changes in parking supply and demand for Stages two and three (as per Attachment 6). The 1415 parking bays proposed for Stage one represents a provision rate of 207 bays per hectare, and is within the limits proposed in the Draft Structure Plan.

In accordance with the principles that will form the basis for a proposed State Planning Policy for parking in activity centres it is expected that:

- * subsequent staged developments of the site will need to demonstrate a reasonable need for the proposed extra parking even though the number sought may not exceed the proposed cap of 1706 bays.
- * onsite parking be managed as one common resource and that parking facilities be provided and operated to maximise their efficiency (with sharing of parking facilities to serve multiple users and destinations, appropriate sizing and management for frequent usage of those bays, for the most desirable spaces to be managed to favour higher priority users, and that importance be placed on aesthetics, security, accessibility and legibility).
- * it does not support the exclusive use of 136 bays for the proposed office complex on the basis that it contradicts the WAPC principle that no parking bays be allocated to individual properties as part of any lease agreement.
- * bicycle parking supply for both onsite employees and visitors needs to be increased.

Active ongoing management of all parking within the Centre's boundary by landowner(s), their agents/property manager and tenants is essential to achieving the desired outcome of a centre readily accessible to the general community by a range of modes across the day/week. Additionally, it will be necessary to ensure parking bays are not dominated by a particular group to the loss of other user groups. Accordingly, a Parking Management Plan should be prepared for the site. This condition is considered appropriate as it will ensure issues relating to, but not limited to, prioritisation of parking, percentage allocation of short stay and longer visit parking bays, bicycle parking, as well as responsibility for management of parking allocation and compliance are appropriately managed.

With regard to the proposed exclusive use of the 136 parking bays for the office complex (9.6% of the total number of bays), the applicant argues compliance with Clause 5.3.2 of SPP 4.2 through the provision of 1415 parking bays that will satisfy demand arising from the variety of users and destinations included in the proposal. Clause 5.3.2 of SPP 4.2 indicates that the planning of activity centre should take account of the need for access and parking priority accorded to different users and modes, including public transport, freight/delivery, people with a disability, bicycles and pedestrians and private cars, and balancing of those competing user needs.

Further, the applicant states that the office basement parking will not be immediately visible and is removed from the other proposed uses, which may present security issues such as a lack of passive surveillance (particularly in the evening). The applicant advises that depending on the type of tenants utilising the office, use of the basement parking area may be available on public holidays or outside of office hours, being times of peak demand for the entertainment venues. This was not assumed in the reciprocal parking modelling undertaken and whilst the outcome would be of benefit, it would require explicit onsite management. Given the above considerations, the general intent of the WAPC's shared parking principle will not be adversely impacted by the provision of 136 bays solely for the office complex.

Cycling

The proposed development does not comply with the cycle parking requirements for the office complex as defined in Austroads (Cycling Aspects of Austroad Guides, page 139). For the office complex, Austroads requires 36 spaces to be provided for

employees and 10 spaces for visitors to the offices. This is the absolute minimum in accordance with the requirements of Clause 5.3.2(5) of SPP 4.2 for 5 - 10% of all parking bays to be bicycle spaces.

However, given the importance of the Activity Centre location and the need to encourage non-car related trips, the developer should be providing more than the absolute minimums mentioned above and should be looking instead at a mode share of 15 - 20% of all employees by bicycle. Accordingly, 50 employee and 10 visitor spaces for bicycles are recommended for the office complex. In addition to the above, adequate end of trip facilities (showers and storage facilities) are to be provided for the office development to support pedestrian and cyclist trips to work.

The applicant has been advised of the above requirements, and is amenable to a condition being imposed for cycling bays and end-of-trip facilities being provided to the specification of the DoT's Cycling Infrastructure section and the satisfaction of the WAPC. A condition to the above effect is accordingly to be recommended.

Public Transport

Following on from meetings with the community in respect of the proposed development, the Stirling Alliance recommends that the developer contribute to the upgrading of the Liege Street road reserve by way of the following conditions:

"The development shall provide visually permeable bus stops and bus embayments on Liege Street at full cost to the developer. The design of the embayment and bus shelters shall be to the satisfaction of the City."

and

"A Public Transport Assessment is to be submitted to the satisfaction of the City prior to commencement of the development."

PTA does not support the provision of bus embayments adjacent to the site as they are not 'timed stops', and states that buses should not be dwelling at these stops other than to pick up passengers, so that disruption to traffic flows is minimal. Further, whilst the Road Code requires general traffic to give way to buses exiting embayments, this frequently doesn't happen and accordingly delays bus passengers. Accordingly, it is recommended a condition be imposed for the provision of bus shelters, on advice from the City of Stirling and the PTA.

With regard to the request for a Public Transport Assessment however, the proposed development is serviced by a number of bus routes on Scarborough Beach Road and Liege Street. The applicant's Transport Assessment advises that each bus route runs a frequency of around 10 to 20 minutes during the Thursday PM and every approximately 30 minutes during the Saturday peak. These buses access the Glendalough Train Station, in relatively close proximity. Accordingly, and supported by IPAC, it is considered that the condition for a public transport assessment not be imposed.

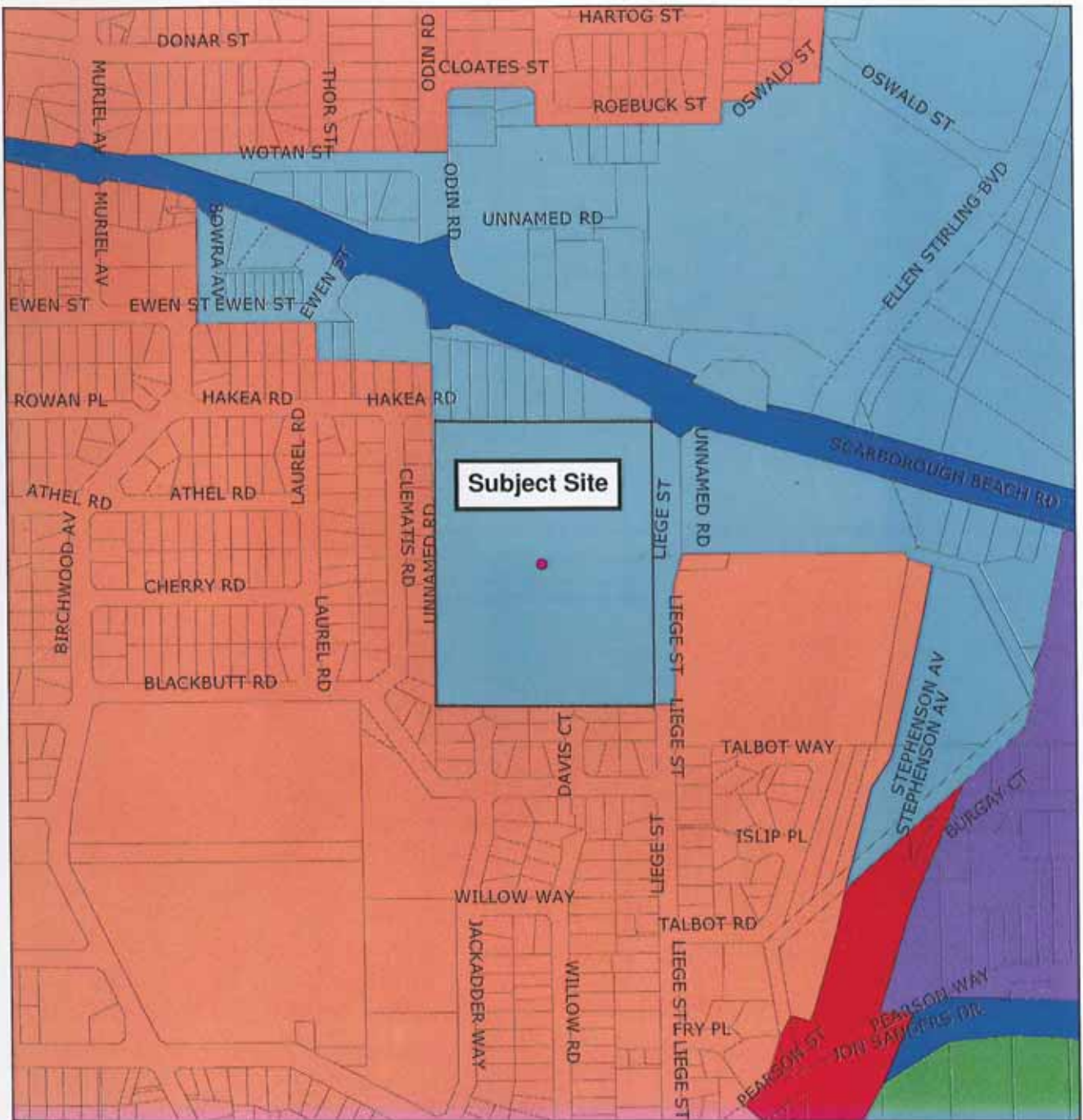
Other Issues

Modified Site Plan

In response to concerns from the City regarding uncertainty of future proposed uses, the applicant has provided a modified site plan and that shows proposed uses for tenancies 1 - 8 and tenancies A - C, based on TPS 38 definitions (at **Attachment 7**). It is recommended that this plan replace the original site plan (01.1).

Conclusion:

The proposed development will increase the employment density within close proximity of the Glendalough and Stirling train stations, and provision of ancillary land uses which will benefit the greater local community. The proposal accords with SPP 4.2 and the Draft Structure Plan for the Stirling City Centre. Accordingly, conditional approval is recommended.



- Cadastre with Lot Numbers
- URBAN
- CENTRAL CITY AREA
- INDUSTRIAL
- PRIMARY REGIONAL ROADS
- OTHER REGIONAL ROADS
- PARKS & RECREATION

Scale 1:6,207
 0 125 m

Prepared by: achhabra
 Prepared for:
 Date: Thursday, December 22, 2011 12:06
 Plot Identifier: P20111222_1206



Government of Western Australia
 Department of Planning

MRS Plan

DP INTERNAL USE ONLY

5.11.5 Closure of Portion of Scarborough Beach Road Reserve

The Council has acquired lands for the re-alignment of Scarborough Beach Road in the vicinity of Precinct 7. Existing dedicated road reserve is available for development if approval from the Minister for Lands to the closure of any such portion of road reserve is received. Schedule 7 indicates these land resubdivision proposals.

With respect to the landholdings to be extended as a result of the realignment of Scarborough Beach Road, as depicted on Schedule 7 - Schedule Map 2, Council shall not initiate closure of any part of the current road reserve until such time as agreements for disposal have been reached with owners of adjoining land and those owners request closure.

5.12 Precinct 8 : Entertainment and Residential Precinct

5.12.1 Statement of Intent

This Precinct delineated on the Scheme Map comprises the Greater Union site and includes the existing cinema complex and the Metro Drive-In site.

It is proposed to provide a new link road in the northern portion of the Precinct to encourage development such as restaurants to face an internal plaza or courtyard with car parking, access and servicing primarily from Scarborough Beach Road and the new access road.

Although entertainment facilities will be encouraged in close proximity to the Stirling Railway Station, the existing cinema complex and restaurant areas can capitalise on improved vehicular accessibility and exposure.

It is the intention to promote Precinct 8 as a viable entertainment and restaurant Precinct and to allow development that complements these uses. This will ensure that the Centre has two operative entertainment Precincts which will have a regional significance.

Council will encourage a portion of the Greater Union site to be developed for Residential R40 use.

5.12.2 Preferred Uses

These are the "Preferred Uses":

- | | |
|------------------|----------------------|
| ◆ Cinema/Theatre | ◆ Restaurant |
| ◆ Hall | ◆ Public Amusement |
| ◆ Amusement Area | ◆ Grouped Dwelling |
| ◆ Car Park | ◆ Retirement Village |

5.12.3 Contemplated Uses

These are the "Contemplated Uses":

- ◆ Entertainment Venue
- ◆ Recreation Facilities
- ◆ Club Premises
- ◆ Serviced Apartments
- ◆ Public Utility

5.12.4 Development Criteria

- a) Height, Scale and Density of Buildings
 - i) Commercial expansion shall be restricted to the height of the existing building and be in keeping with the scale and character of surrounding development.
 - ii) Decked parking stations shall be restricted to the height of the existing cinema complex. Stations shall be designed to minimise impact on residential development to the west and south.
 - iii) Residential development shall not exceed a density of R40. Up to 60 new dwellings can be accommodated in the Precinct but shall be designed having regard to the character, style and amenity of adjoining residential development to the south and west. Council will prefer designs comprising a mixture of single and two storey dwellings with two storey structures confined to the site's eastern and northern boundaries and single storey villas with extensive landscaping and open space areas in the southern and western parts of the development.
- b) Appearance and Orientation
 - i) No major changes to the external appearance of the cinema building are envisaged. However, Council may encourage improvements to the exterior foyer and front car parking areas to continue planting and paving themes undertaken as part of streetscape works. This is to encourage pedestrian flows to Precinct 9 (across Liege Street) and Precinct 7 to the north.
 - ii) Attractive entry statements (including paving and landscaping) will be required as part of the new access road developed off Liege Street to service Precincts 7 and 8.
 - iii) A site for a new decked parking station in the north-western corner of the Precinct is to be determined by Council in consultation with the owners. The structure itself will be designed and situated so as to minimise impact on adjoining residential development existing outside the Scheme Area and future group housing to the south.

- c) Function
 - i) Development of the northern and eastern portion of the Precinct should be of a commercial (entertainment) nature. This part of the Precinct is to be visually and physically linked via pedestrian networks and car parks with complementary cultural and entertainment facilities in the Precincts to the north and east, and across Liege Street. Development and car parking is to be centred around and accessed off a new road linking Precincts 7 and 8 via the northern portion of Liege Street to Scarborough Beach Road.
 - ii) The south-western part of the Precinct is to function as a predominantly residential area. Pedestrian links to the entertainment facilities will be encouraged. However, design features such as screen fencing and extensive landscaping may be required as buffer treatment between the two distinctly different land uses within the Precinct.
- d) Floor Area, Plot Ratio and Site Cover for Non-residential and Partially Non-residential Development
 - i) Site cover for non-residential development will be determined on the basis of ensuring adequate on-site parking, provision of external civic/community spaces, pedestrian/cycle networks and adequate landscaping buffers to existing and future residential areas.
 - ii) Floor areas will be limited where necessary so that all car parking associated with development can be accommodated on site.
 - iii) The maximum plot ratio shall be as determined by Council, having regard to the matters mentioned in Clause 5.12.4. d) ii).
- e) Setbacks
 - i) Council will require non-residential development to be set back ten metres from all roads. This setback may be reduced at the discretion of Council for corner sites to five metres to the secondary road. Council may also consider reducing the setback to Liege Street where Council is satisfied that development involves a use or works within the front setback area which would complement streetscape works in Liege Street, where the development is designed to encourage pedestrian activities.
 - ii) All non-residential buildings (including parking stations) shall be set back ten metres from existing or designated residential boundaries, and that setback area shall be predominantly used for pedestrian/cycle facilities and/or landscaping.

- f) Landscaping
- i) All landscaping within Precinct 8 shall be in conformity with any Policy adopted pursuant to Part 2 of the Scheme.
 - ii) Council may require the following specific landscape provision in Precinct 8:
 - as part of additional commercial development, existing and proposed open air car parking areas to be extensively planted;
 - decked parking stations to be screened and landscaped elements provided to each decked level, particularly to the western and southern facades;
 - a minimum 5 metre wide landscaping area containing pedestrian/cycle facilities to the satisfaction of Council to be provided between existing residential development and non-residential building/s; and
 - additional landscaping may be required in setback areas between residential and non-residential development.
 - iii) Council may require retention and/or enhancement of existing trees and native remnant bushland as part of development proposals. Council may vary development standards or requirements specified in the Scheme where retention of trees or existing native remnant bushland is incorporated into the development.
- g) Car Parking and Access
- i) The number of car parking spaces required will be as specified in Table 1 of the Scheme. A minimum of 50% of the car parking associated with commercial or mixed commercial/residential developments shall be provided in a decked car parking station.
 - ii) Extensive areas of open air car parking in Precinct 8 will not be supported and the extent of existing parking areas within the Precinct is to be reduced in any future development.
- h) Pedestrian/Cycle Access
- i) The provision of pedestrian areas as part of individual development proposals is required to ensure that all Precincts are interlinked and that key nodes of the Centre are accessible by cyclists and pedestrians at all times.
 - ii) Landscaping and car parking areas shall be integrated with pedestrian and cyclist networks.

- i) Relationship to Other Precincts and Development Outside the Scheme Area
 - i) Landscaping, cycle and pedestrian facilities in Precinct 8 will link with landscaped cycle/pedestrian networks in Precincts 7 and 9.
 - ii) Development in the north-western corner of Precinct 8 is to have regard to the close proximity of existing or future residential development.
- j) Major Requirements Prior to Development Commencement

No development shall commence until the following has occurred or arrangements have been made to the satisfaction of the Council for:

- i) Construction of new access roads from Liege Street and Scarborough Beach Road to service the Precinct.
- ii) Determination of locations for car parking station/s within the Precinct.
- iii) Sewer extension to service the development
- iv) Designation of the extent and location of the site to be set aside for group housing development within the Precinct.
- v) Payment of any relevant General Costs or Precinct Costs associated with Scheme Works as outlined in the Scheme,

and Council may impose on any development approval a condition prohibiting commencement until written notification to proceed is given to the applicant by the Council.

5.13 Precinct 9 : Mixed Use/Service Commercial Nookanburra Precinct

5.13.1 **Statement of Intent**

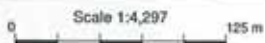
This Precinct delineated on the Scheme Map comprises the Nookanburra Hotel. The possibility for streetscape improvements in Liege Street could provide the opportunity to integrate uses and developments in Precincts 8 and 9.

Redevelopment of the existing hotel to accommodate a tavern, liquor store and al fresco restaurants with orientation and pedestrian links via Liege Street to the cinemas is desirable, and the provision of a new access road is favoured linking Precincts 6, 7, 8 and 9 exiting onto Scarborough Beach Road at the junction of that road with the realigned Oswald Street.



Cadastre with Lot Numbers

2011 Metro Peel Aerial Photography



Prepared by: achhabra
Prepared for:
Date: Monday, February 20, 2012 12:02
Plot identifier: P20120220_1200

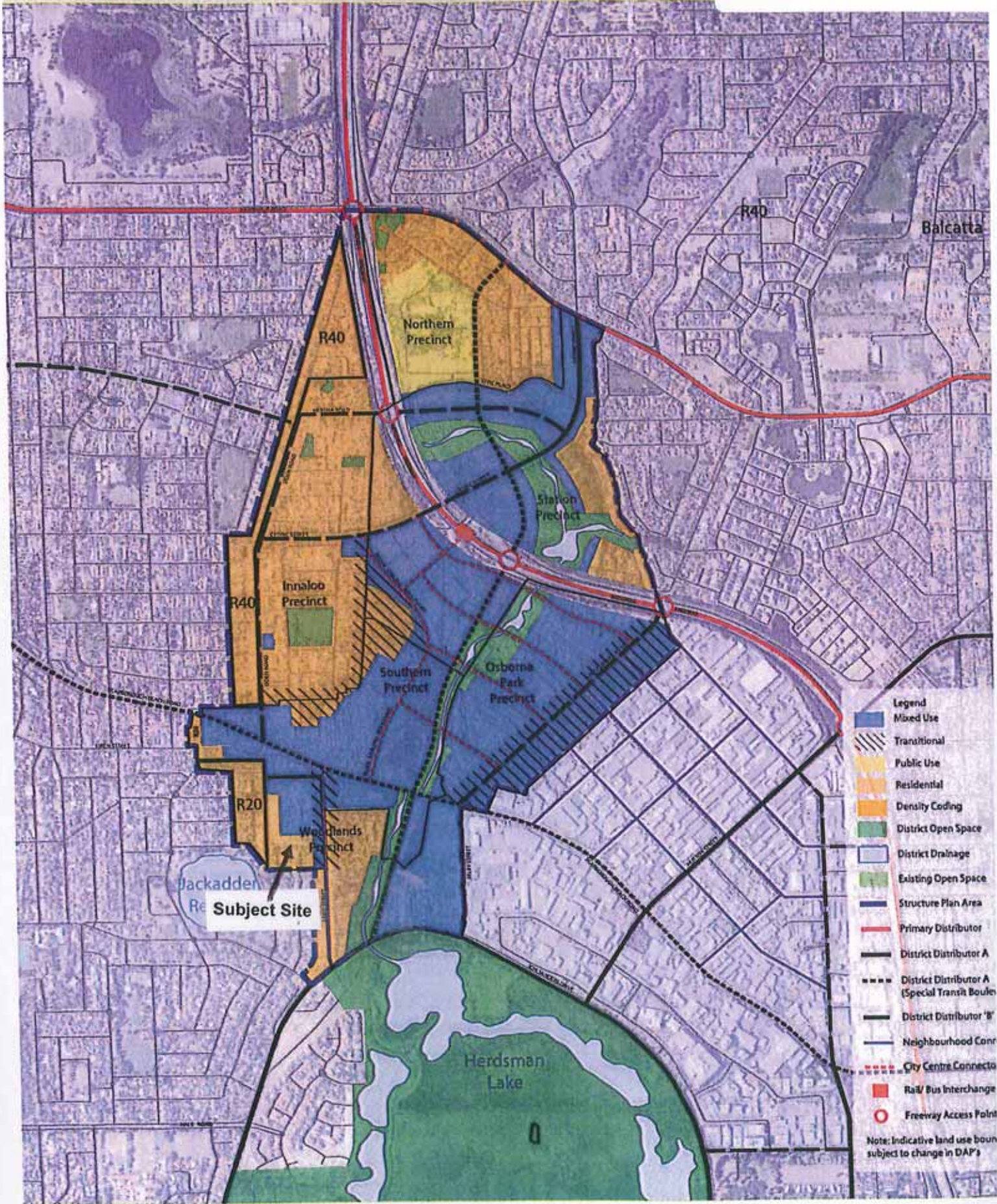


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Department of Planning

Aerial Photograph



8. Structure plan

SCARBOROUGH

BEACH

ROAD

STREET

LIEGE

LOT 457 LOT 456 LOT 455 LOT 60 LOT 61 LOT 62 LOT 63 LOT 8 LOT 11

SITE BOUNDARY 228.8

SITE BOUNDARY 298.7m

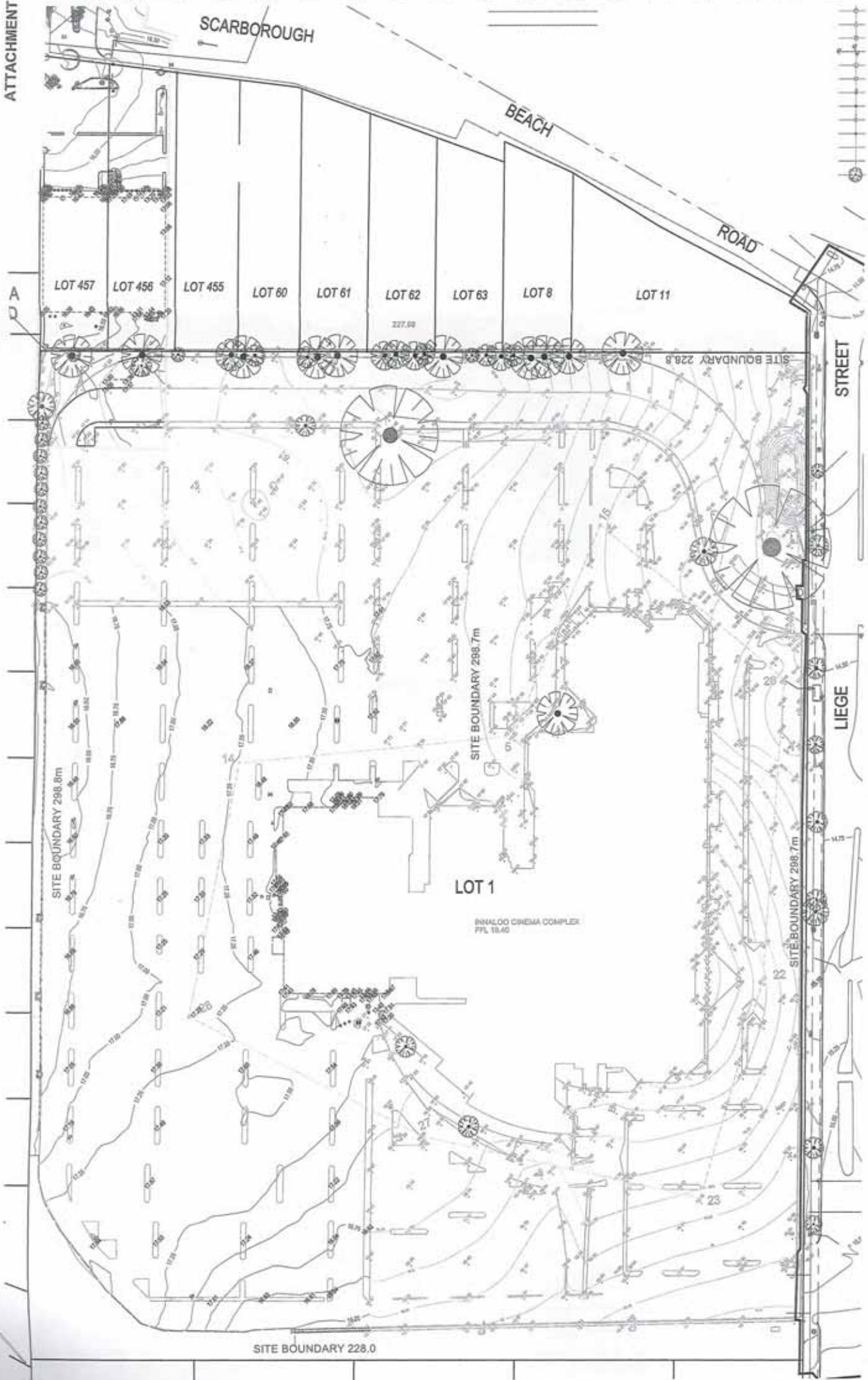
SITE BOUNDARY 288.8m

SITE BOUNDARY 298.7m

SITE BOUNDARY 228.0

LOT 1

INNALOO CINEMA COMPLEX
PFL 18/40



innaloo: liege street
cinema complex retail expansion
development application

challenger



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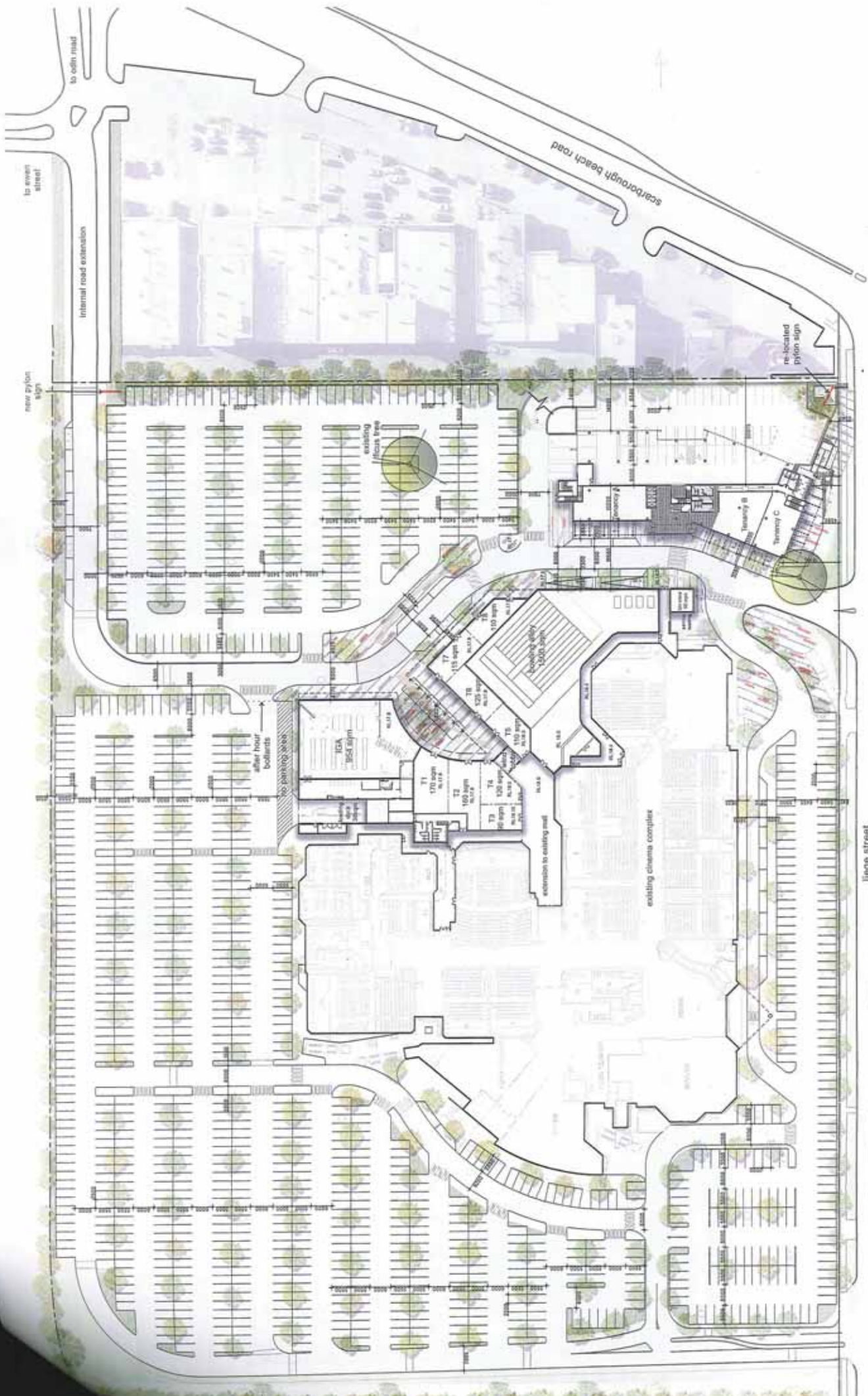
1156

NOVEMBER 2011

12000 @ A3 / 11000 @ A1



01.0



innaloo: LIEGE STREET
 cinema complex retail expansion
 development application



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1156
 november 2011

01.1

1:2000 @ A3 / 1:1000 @ A1



to olyn street

liege street

D



innaloo: LIEGE STREET
cinema complex retail expansion
development application



challenger



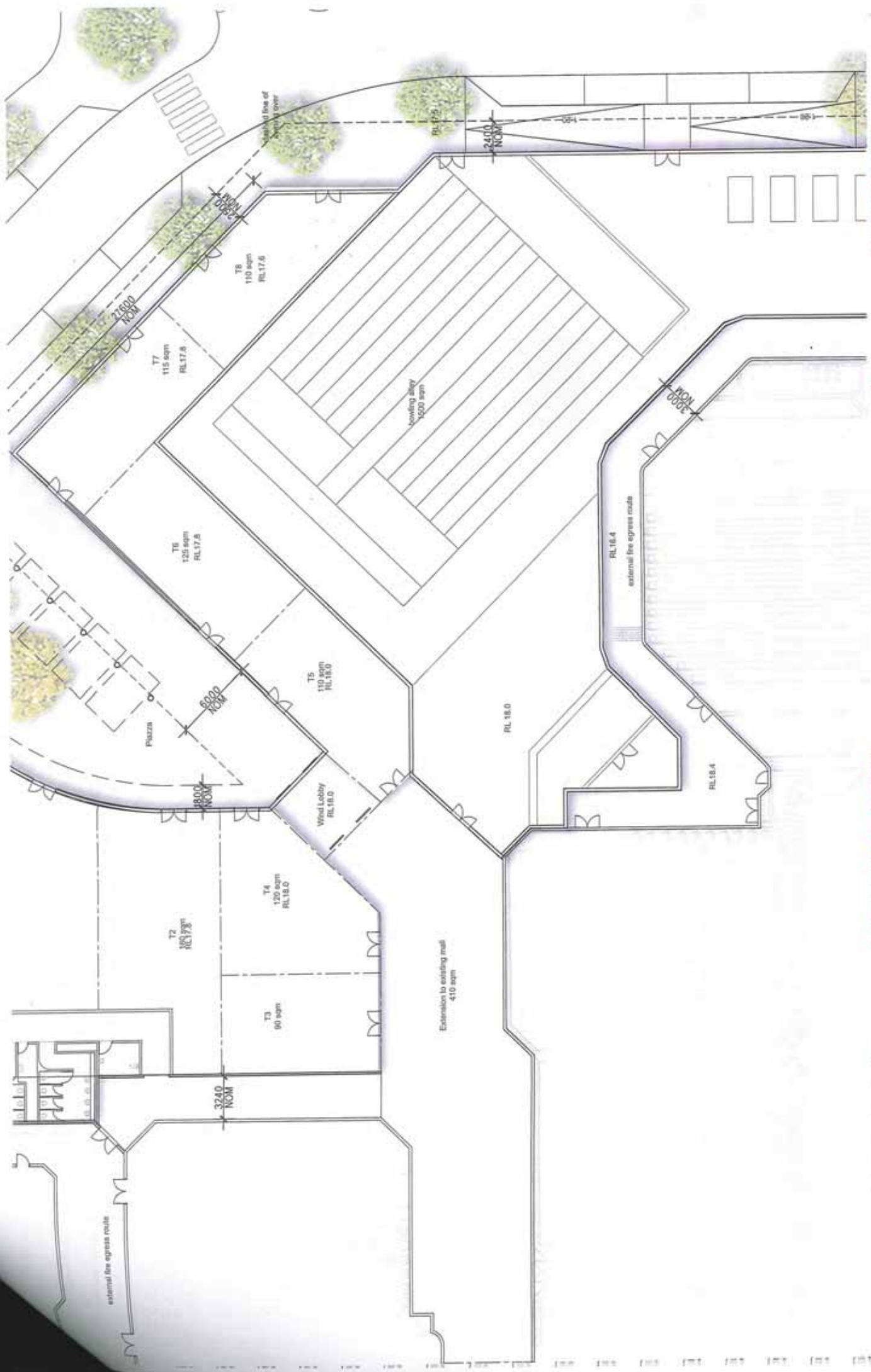
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november 2011

02.0



centre expansion ground floor plan (east)
INNALOO: LIEGE STREET
 mixed use development application



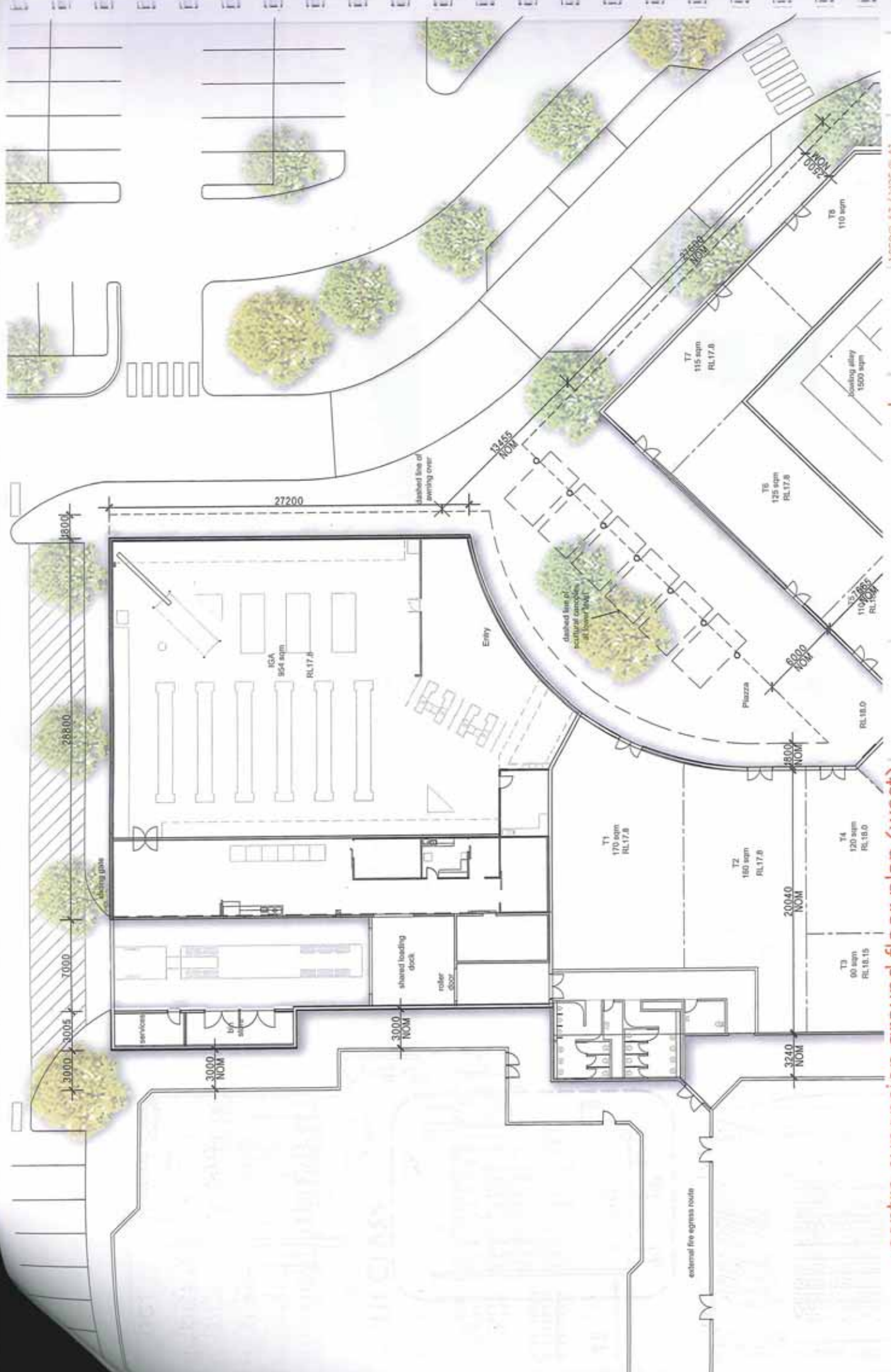
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1156
 november 2011
 drawn by GT + ND

1:250 @ A3 / 1:105 @ A1

02.1



centre expansion ground floor plan (west)
INNALOO: LIEGE STREET
 mixed use development application

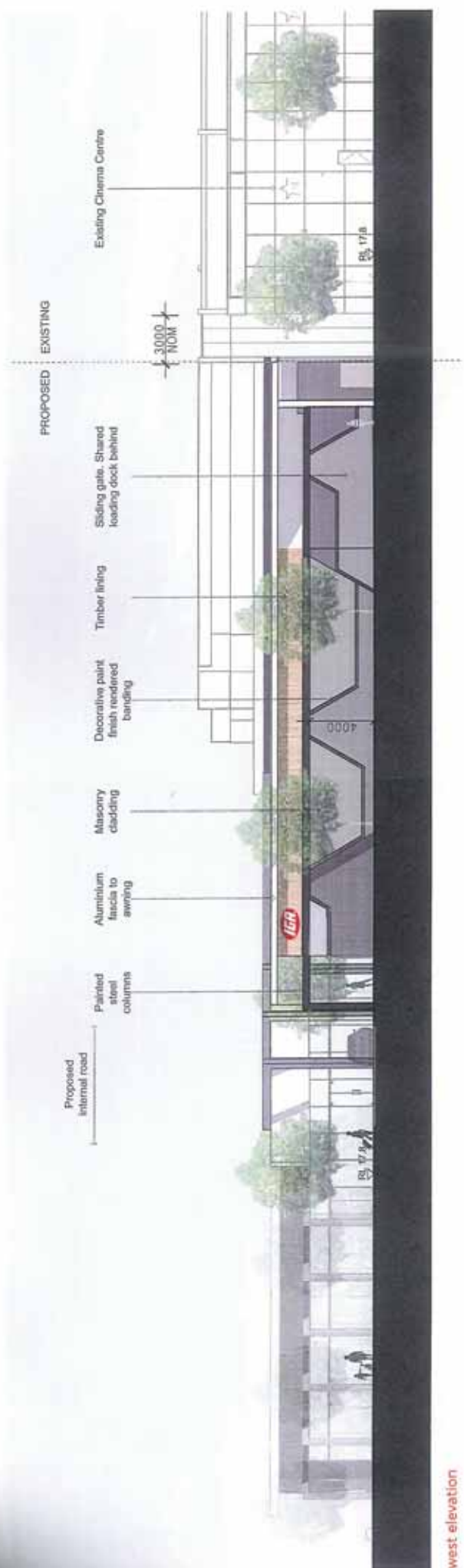


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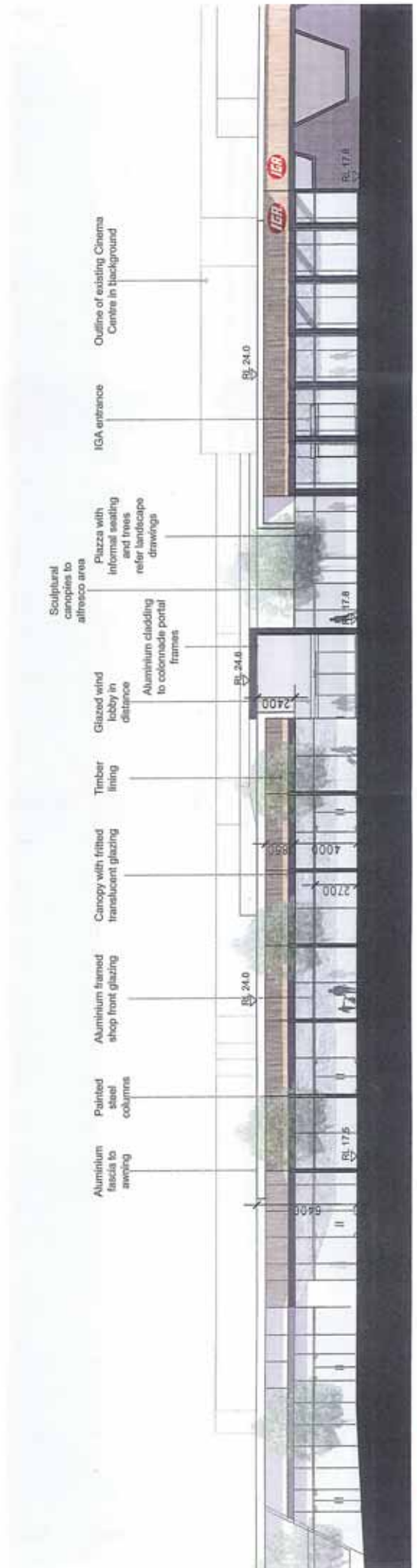


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1:250 @ A3 / 1:125 @ A1
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west elevation



north-west elevation

centre expansion elevations
INNALOO: LIEGE STREET
 mixed use development application



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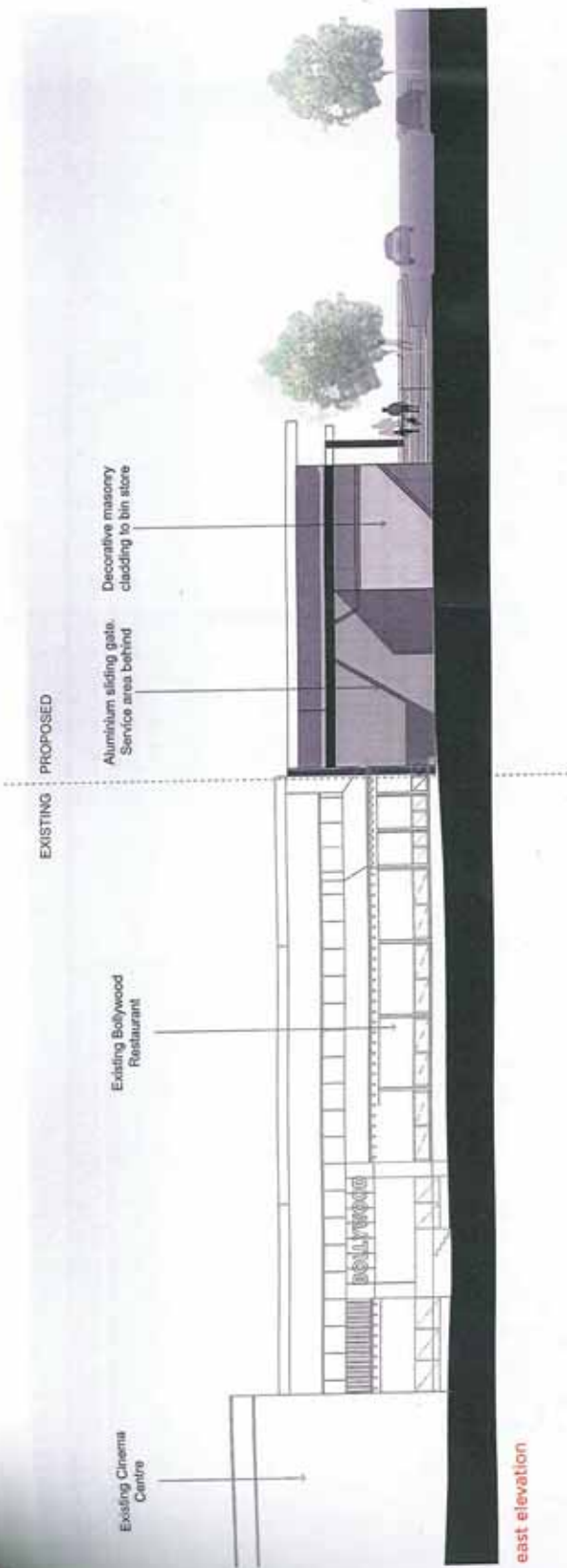
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02.3



east elevation



north elevation

centre expansion elevations
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 mixed use development application



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FOR ILLUSTRATIVE PURPOSES ONLY

perspectives of centre expansion
INNALOO: LIEGE STREET
 mixed use development application

challenger

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02.5



liege street perspective
INNALOO: LIEGE STREET
cinema complex retail expansion
development application

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03.0



GBA - 2375 sqm

office - undercroft plan
INNALOO: LIEGE STREET
 mixed use development application



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1:250 @ A3 / 1:125 @ A1

03.1



GBA - 1070 sqm
 NLA - 540 sqm

office - ground floor plan
INNALOO: LIEGE STREET
 mixed use development application



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relocation of pylon sign on top of existing substation

15000

continuous horizontal sunshades to curtain wall glazing

battened screening to windows

aluminum vertical sunshades

tenancy 585 sqm

lobby

air riser

tenancy 925 sqm

dashed line of slab over

tilted glass canopy

outline of awning below

existing focus tree

site boundary

aluminum vertical sunshades

glazing to fire egress stair landings

outline of awning below

continuous horizontal sunshades to curtain wall glazing

office - first floor plan
INNALOO: LIEGE STREET
 mixed use development application

GBA - 1815 sqm
 NLA - 1510 sqm

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1250 @ A3 / 1105 @ A1

03.3



GBA
 NLA (level 2 + 3) - 1950 sqm
 NLA (level 4) - 1685 sqm
 - 1625 sqm

office - level 2 - level 4 floor plan
INNALOO: LIEGE STREET
 mixed use development application



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GBA
NLA

1775 sqm
505 sqm

office - level 5 floor plan

INNALOO: LIEGE STREET

mixed use development application

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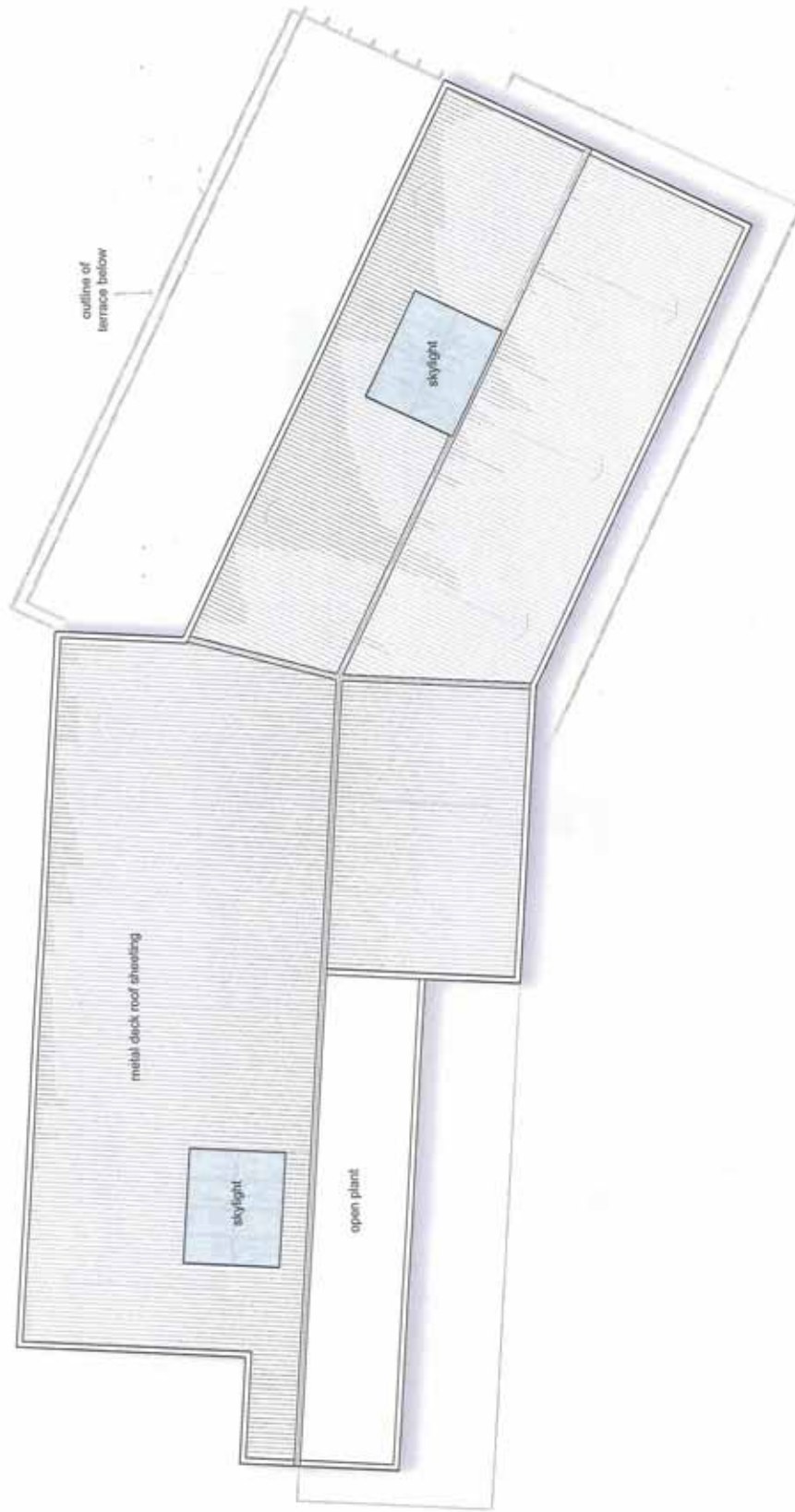
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03.5

site boundary

site boundary



office - roof plan
INNALOO: LIEGE STREET
mixed use development application

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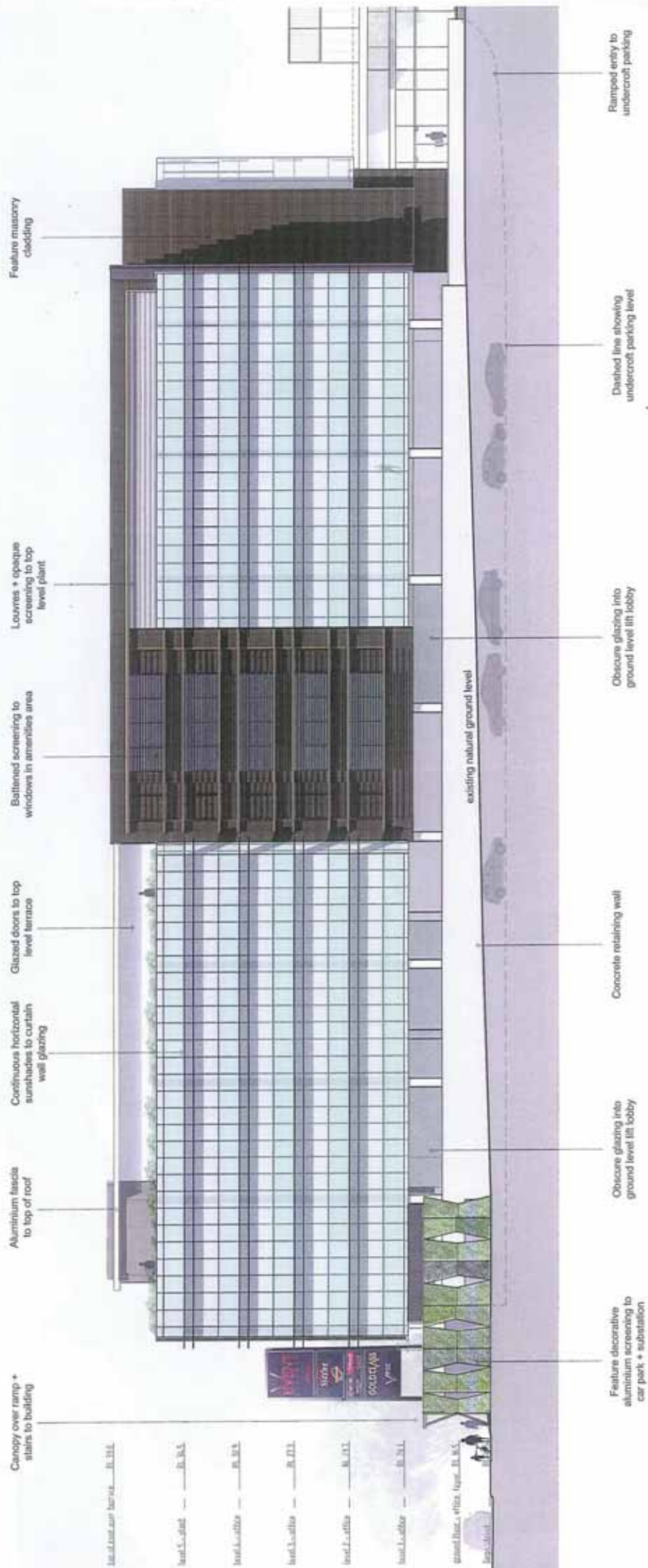
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TOWN PLANNERS

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03.6



Canopy over ramp + stairs to building

Aluminium fascia to top of roof

Continuous horizontal sunshades to curtain wall glazing

Glazed doors to top level terrace

Battered screening to windows in amenities area

Louvers + opaque screening to top level plant

Feature masonry cladding

Level 5.000 - B. 311

Level 4.000 - B. 315

Level 3.000 - B. 313

Level 2.000 - B. 311

Level 1.000 - B. 311

Level 0.000 - B. 311

Ground floor + office space - B. 315

Level 0.000 - B. 311

existing natural ground level

Feature decorative aluminum screening to car park + substation

Obscure glazing into ground level lift lobby

Concrete retaining wall

Obscure glazing into ground level lift lobby

Dashed line showing undercroft parking level

Ramped entry to undercroft parking

office elevation - north
INNALOO: LIEGE STREET
 mixed use development application



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L250 @ A3 / 1125 @ A1

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03.7

Outline of proposed retail in background

Glazed curtain walling with decorative aluminium bead capping

Aluminium blade fins supporting roof at top level

Clear glazing to stair wells

Vertical aluminium sun shades

Glazed doors to top level terrace

Feature masonry cladding

Continuous horizontal sunshades

Glazed curtain walling

Existing ficus tree

Fritted glass canopy to colonnade

Aluminium blade fins supporting doors at ground level

Covered external seating area

Feature masonry cladding

Feature decorative aluminium screen to car park + substation

Level 10 car lift

Level 9 office

Level 8 office

Level 7 office

Level 6 office

Level 5 office

Level 4 office

Level 3 office

Level 2 office

Level 1 office

office elevation - east
INNALOO: LIEGE STREET
mixed use development application

challenger

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Glazed curtain walling with decorative aluminium bead capping

Feature masonry cladding

Clear glazing to lift lobby areas

Aluminium fascia to top of roof

Glazed doors onto top level balcony

Aluminium blade fins supporting roof at top level

Planting to embankment

- Level 1 - office - B.13
- Level 2 - office - B.13
- Level 3 - office - B.13
- Level 4 - office - B.13
- Level 5 - office - B.13
- Level 6 - office - B.13
- Level 7 - office - B.13
- Level 8 - office - B.13
- Level 9 - office - B.13
- Level 10 - office - B.13
- Level 11 - office - B.13
- Level 12 - office - B.13
- Level 13 - office - B.13
- Level 14 - office - B.13
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- Level 20 - office - B.13
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- Level 22 - office - B.13
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- Level 25 - office - B.13
- Level 26 - office - B.13
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- Level 92 - office - B.13
- Level 93 - office - B.13
- Level 94 - office - B.13
- Level 95 - office - B.13
- Level 96 - office - B.13
- Level 97 - office - B.13
- Level 98 - office - B.13
- Level 99 - office - B.13
- Level 100 - office - B.13

Entry to office car park

Terracotta cladding

Fitted glass canopy to colonnade

Feature decorative aluminium screen to entry foyer

Revolving entry doors to foyer

Glazing to ground + first level setback from floors over

Aluminium blade fins at ground + upper levels

External covered seating area

Existing ficus tree

office elevation - south
INNALOO: LIEGE STREET
 mixed use development application



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12509 A3 / 1125 @ A1
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03.9



- Level 05 - office - R. 311
- Level 04 - office - R. 312
- Level 03 - office - R. 313
- Level 02 - office - R. 314
- Level 01 - office - R. 315
- Level 00 - office - R. 316

Office car park

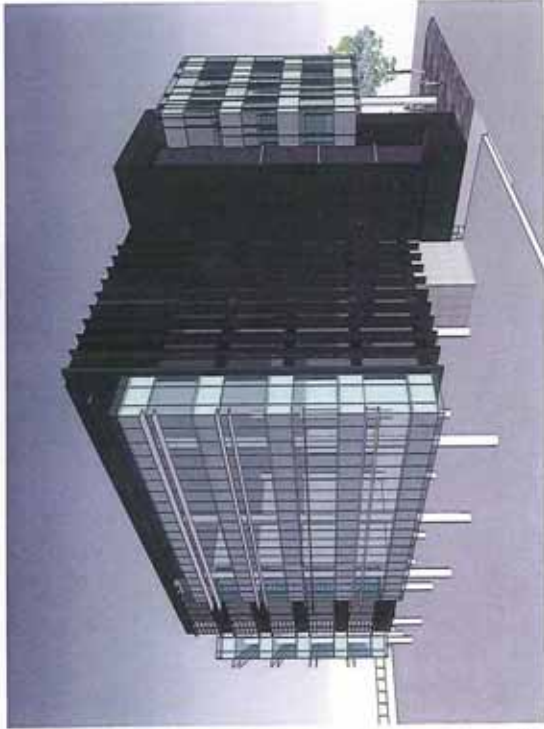
Outline of proposed retail/leisure development adjacent

office elevation - west
INNALOO: LIEGE STREET
 mixed use development application



MGA
 TOWN PLANNERS
 1250B A3 / 1125 @ A1
 1156
 november 2011
 drawn by GT + ND

03.10



perspectives of office building
INNALOO: LIEGE STREET
mixed use development application

challenger 


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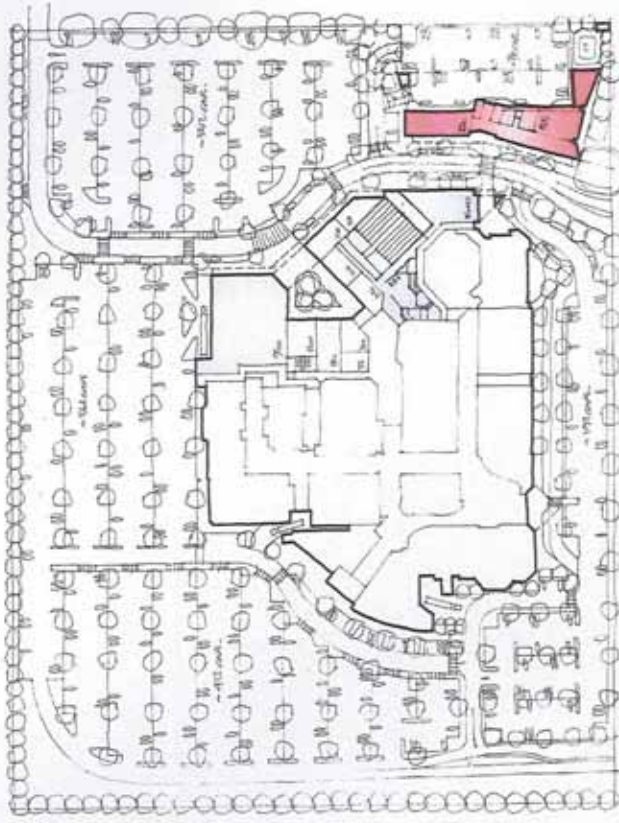


Figure 5 : Leige St - 'Little Oxford' Mixed Use Notional Masterplan Stage One

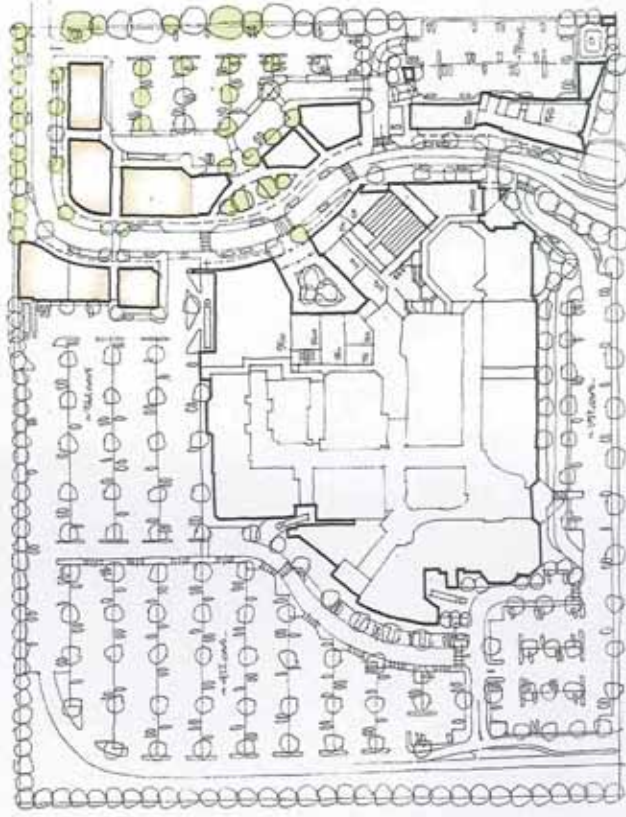
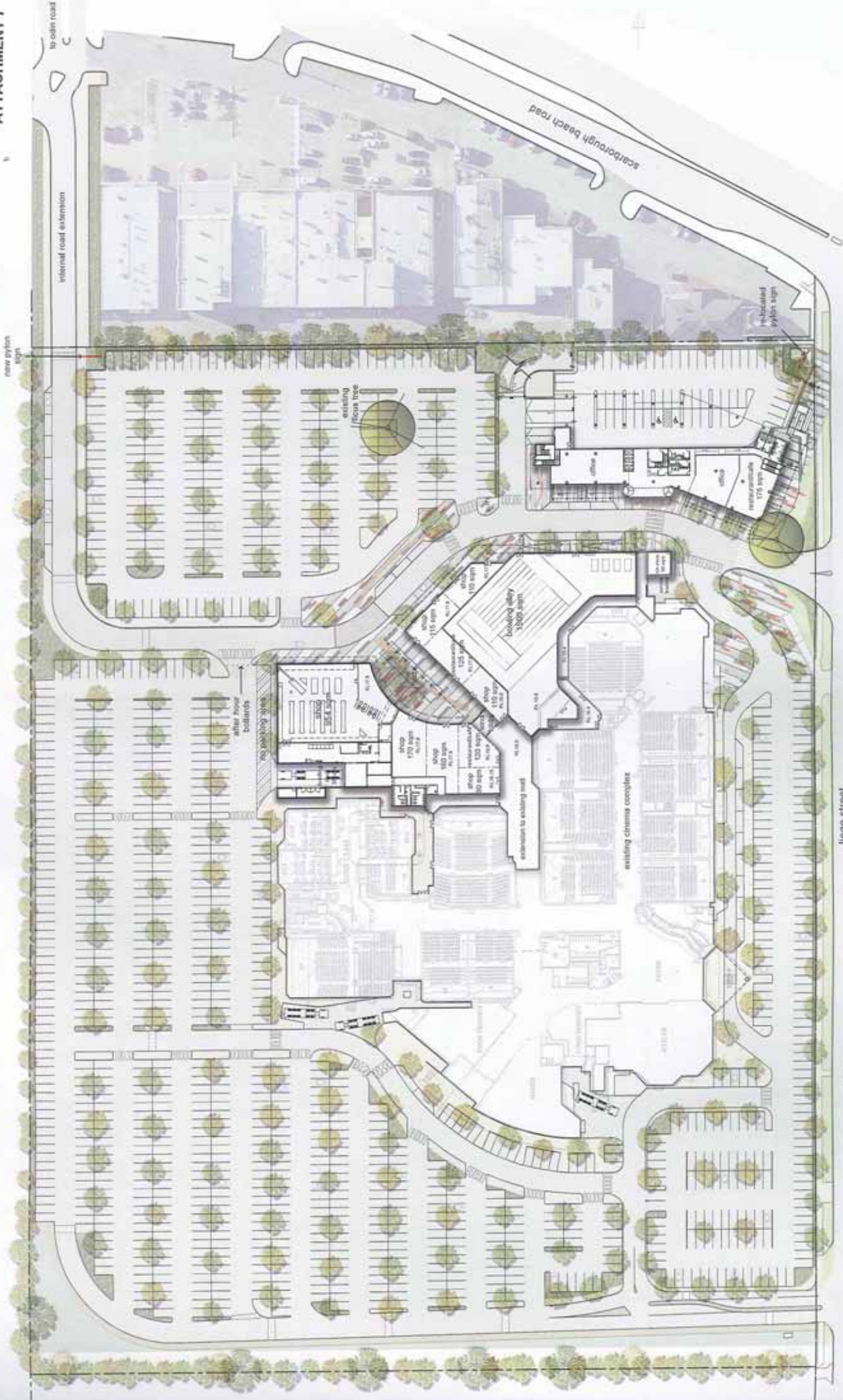


Figure 7 : Leige St - 'Little Oxford' Mixed Use Notional Masterplan Stage Three



Figure 6 : Leige St - 'Little Oxford' Mixed Use Notional Masterplan Stage Two



innaloo: LIEGE STREET
 site plan
 cinema complex retail extension
 development application



TAYLOR ROBINSON
 www.taylorrobinson.com.au



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 1156
 16 November 2011

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Responsible Authority Report (Regulation 12, 17)

Application Details:	Mixed Use Development
Property Location:	Lot 1, House Number 57 Liege Street, Woodlands
DAP Name:	Metropolitan North-West JDAP
Applicant:	MGA Town Planning
Owner:	Challenger Listed Investments Limited
LG Reference:	DA11/3138
Responsible Authority:	City of Stirling Western Australian Planning Commission
Authorising Officer:	Ross Povey Director Planning and Development
Application No and File No:	DA11/3138 and 20-50401-1
Report Date:	22 February 2012
Application Receipt Date:	1 December 2011
Application Process Days:	83
Attachment(s):	<ol style="list-style-type: none">1. Location Plan2. Location Plan – Aerial3. Town Planning Scheme No. 38 Precinct Plan4. Development Plans5. Development Perspectives6. Schedule of submissions

Recommendation:

That the Metropolitan North-West JDAP resolves to:

1. **Refuse** DAP Application reference 20-50401-1 and accompanying plans (Attachment 4) in accordance with Clause 2.8.2 of the City of Stirling Town Planning Scheme No. 38, subject to the for the following reasons:
 - a) The proposal is contrary to clause 5.12.2 and clause 5.12.3 of Town Planning Scheme No. 38 in that Office and Shop land uses are neither preferred or contemplated uses in Precinct 8: Entertainment and Residential Precinct and do not satisfy the Statement of Intent for the precinct;

- b) The proposal is contrary to clause 5.12.4 c) Function of Town Planning Scheme No. 38;
- c) The proposal is contrary to clause 5.12.4 e) Setbacks of Town Planning Scheme No. 38;
- d) The proposal is contrary to clause 5.12.4 j) Major Requirements Prior to Development Commencement as the timing for the construction of a new access road from Scarborough Beach Road (Odin Road extension) to the subject site has not been agreed with the City of Stirling;
- e) The proposal will have an adverse impact on the surrounding traffic network, particularly on the intersection of Liege Street and Scarborough Beach Road; and
- f) The proposal does not provide a mixed use development fronting the northern part of Liege Street as contemplated by the Character Statement of the Woodlands Precinct of the draft Stirling City Centre Structure Plan.

2. Advises the applicant and the City of Stirling of its decision accordingly.

Background:

Insert Property Address:	Lot 1, House Number 57 Liege Street, Woodlands
Insert Zoning	MRS: Central City Area
	TPS38: Precinct 8: Entertainment and Residential Precinct
Insert Use Class:	Cinema/Theatre Public Amusement Restaurant Shop Office
Insert Strategy Policy:	N/A
Insert Development Scheme:	N/A
Insert Lot Size:	6.8216 hectares
Insert Existing Land Use:	Cinema/Theatre Public Amusement Restaurant
Value of Development:	\$50 million

- The subject site is known as the Innaloo Megaplex Cinema site.
- The site was developed for a cinema approximately 30 years ago and previously included a drive-in cinema function.
- The site has undergone a number of expansions and now contains:
 - 4 'Gold class' theatres
 - 1 'Vmax' theatre

- 11 regular theatres
 - 1 public amusement facility (Timezone)
 - 5 restaurant/ cafe establishments
- The site is zoned 'Precinct 8: Entertainment and Residential Precinct' under the City of Stirling's Town Planning Scheme No. 38 (TPS38).
 - The site is located in the 'Woodlands Precinct' of the Stirling City Centre and the Draft Stirling City Centre Structure Plan.

Details of the development application

The application proposes development on the existing Innaloo Megaplex Cinema site that includes:

- Retention of the existing cinema, restaurant and public amusement land uses of the site;
- A six (6) storey office building at the north-eastern corner of the subject land, fronting Liege Street and a proposed internal street (7550m² net lettable area);
- An entertainment venue (bowling alley, skirmish, games and karaoke) attached to the northern side of the existing cinema complex (1500m² net lettable area);
- A supermarket attached to the north western edge of the cinema complex (950m² net lettable area);
- Various shop (755m² net lettable area) and café (420m² net lettable area) tenancies located adjacent the northern edge of the centre; and
- Reconfiguration of car parking for the site to provide a total of 1415 car parking bays.

Legislation & policy:

Legislation

- Planning and Development Act 2005
- Metropolitan Region Scheme
- City of Stirling Town Planning Scheme No. 38
- Draft Stirling City Centre Structure Plan

State Government Policies

Not applicable. It should be noted that the site is subject to a Clause 32 resolution under the Metropolitan Region Scheme. Determination by the Western Australian Planning Commission is required in addition to a determination under the City of Stirling's Town Planning Scheme No. 38. Accordingly, no assessment against State Government Policy was undertaken as part of this report.

Local Policies

- Stirling City Centre Design Guidelines
- Stirling City Centre Town Planning Scheme No. 38 Landscape Guidelines

Consultation:

Public Consultation

The application was advertised for a period of 21 days, commencing on Tuesday, 17 January 2012 and concluding on Tuesday, 7 February 2012, in accordance with the City of Stirling's Planning Consultation Procedure for "TPS 38 – Non Preferred or Contemplated Use". The consultation included:

- Local newspaper notice;
- Letters to adjoining properties within a 100m radius of the subject site boundaries;
- Notification given to relevant community groups;
- Information placed on the City of Stirling's 'Community Consultation' webpage; and
- Erection of a sign on site for the duration of the consultation period.

At the conclusion of the consultation period, 11 submissions were received.

Consultation with other Agencies or Consultants

Western Australian Planning Commission

It should be noted that the site is subject to a Clause 32 resolution under the Metropolitan Region Scheme. Accordingly, determination for the Western Australian Planning Commission is required in addition to a determination by the City of Stirling under Town Planning Scheme No. 38. Accordingly, comments from the Western Australian Planning Commission are not included in this report, as a separate report by the Department of Planning is to be presented to the Development Assessment Panel addressing comments from the Western Australian Planning Commission.

Stirling Alliance

The Stirling Alliance, a Public Private Community Partnership of state government agencies, local government and community, provided supportive comment in relation to the proposal, subject to a number of conditions.

Planning Assessment:

1. City of Stirling Town Planning Scheme No. 38

Town Planning Scheme No. 38 is the current local planning scheme affecting the subject lot. TPS38 was gazetted and became operative in July 1997. The subject site is zoned Precinct 8: Entertainment and Residential Precinct under TPS38. The table below outlines the proposal's performance against the development provisions of TPS38 applicable to Precinct 8.

Clause	Provision	Comment	Complies ?
5.12.1	<p>This Precinct delineated on the Scheme Map comprises the Greater Union site and includes the existing cinema complex and the Metro Drive-In site.</p> <p>It is proposed to provide a new link road in the northern portion of the Precinct to encourage development such as restaurants to face an internal plaza or courtyard with car parking, access and servicing primarily from Scarborough Beach Road and the new access road.</p> <p>Although entertainment facilities will be encouraged in close proximity to the Stirling Railway Station, the existing cinema complex and restaurant areas can capitalise on improved vehicular accessibility and exposure.</p> <p>It is the intention to promote Precinct 8 as a viable entertainment and restaurant Precinct and to allow development that complements these uses. This will ensure that the Centre has two operative entertainment Precincts which will have</p>	<p>The development proposes to establish a new link road at the north-western corner of the site by extending the existing Odin Road south of Scarborough Beach Road. The proposed road will link with the existing northern access point on Liege Street.</p> <p>The new link road has been proposed by the applicant as a private street. The City considers it would be more appropriate for the new link road to be created as a public road as part of the development to maintain traffic permeability at all times.</p> <p>Furthermore, the development proposes to erect 'after hours bollards' on the site. The City considers these bollards inappropriate and would recommend their deletion from any approval as they may have an adverse impact on the traffic permeability through the site.</p> <p>A proposed supermarket along with commercial (shop and restaurant) tenancies will face the new link road. Furthermore, the development proposes the creation of an internal plaza accessed via the proposed link road.</p> <p>The development retains the existing cinema, restaurant and public amusement land</p>	No

	<p>a regional significance.</p> <p>Council will encourage a portion of the Greater Union site to be developed for Residential R40 use.</p>	<p>uses and proposes additional restaurant and public amusement uses along with office and shop land uses.</p> <p>No residential component has been proposed as part of this development.</p>	
5.12.2	<p>The Preferred Uses are:</p> <ul style="list-style-type: none"> • Cinema/Theatre • Hall • Amusement Area • Car Park • Restaurant • Public Amusement • Grouped Dwelling • Retirement Village 	<p>The development proposes the following land uses:</p> <ul style="list-style-type: none"> • Cinema/Theatre • Public Amusement • Restaurant • Shop • Office <p>The Shop and Office land uses are not preferred uses under Town Planning Scheme No. 38.</p>	No
5.12.3	<p>The Contemplated Uses are:</p> <ul style="list-style-type: none"> • Entertainment Venue • Recreation Facilities • Club Premises • Serviced Apartments • Public Utility 	<p>The development proposes the following land uses:</p> <ul style="list-style-type: none"> • Cinema/Theatre • Public Amusement • Restaurant • Shop • Office <p>The Shop and Office land uses are not contemplated uses under Town Planning Scheme No. 38.</p>	No
5.12.4	Development Criteria		
5.12.4 a)	<p>Commercial expansion shall be restricted to the height of the existing building and be in keeping with the scale and character of the surrounding development.</p> <p>Decked parking stations shall be restricted in height of the existing cinema complex. Stations shall be designed to minimize impact on residential</p>	<p>The portion of the development that adjoins the existing cinema building is consistent with the height of the cinema building.</p> <p>The proposal also incorporates a 6-storey office building located in the north-eastern corner of the lot which exceeds the height of the existing cinema building.</p> <p>No decked parking stations are proposed as part of the application.</p>	No

	<p>development to the west and south.</p> <p>Residential development shall not exceed a density of R40. Up to 60 new dwellings can be accommodated in the Precinct but shall be designed having regard to the character, style and amenity of adjoining residential development to the south and west. Council will prefer designs comprising a mixture of single and two storey dwellings with two storey structures confined to the site's eastern and northern boundaries and single storey villas with extensive landscaping and open space areas in the southern and western parts of the development.</p>	<p>No residential component has been incorporated into the proposal.</p>	
5.12.4 b)	<p>Appearance and Orientation</p> <p>No major changes to the external appearance of the cinema building are envisaged. However, Council may encourage improvements to the exterior foyer and front car parking areas to continue planting and paving themes undertaken as part of streetscape works. This is to encourage pedestrian flows to Precinct 9 (across Liege Street) and Precinct 7 to the north.</p> <p>Attractive entry statements (including paving and landscaping) will be required as part of</p>	<p>The development does not propose to modify the existing cinema building with the exception of additions to the northern portion.</p> <p>The proposal incorporates landscaping and access to encourage pedestrian movement within the precinct and between adjoining precincts.</p> <p>The proposal incorporates an entry statement by virtue of the orientation and setback of the proposed office building, the extent and nature of landscaping proposed in addition to the retention of a mature tree located at the northern entrance point on Liege Street.</p> <p>A decked parking station has</p>	No

	<p>the new access road developed off Liege Street to service Precincts 7 and 8.</p> <p>A site for a new decked parking station in the north-western corner of the Precinct is to be determined by Council in consultation with the owners. The structure itself will be designed and situated so as to minimise impact on adjoining residential development existing outside the Scheme Area and future group housing to the south.</p>	not been included in the proposal.	
5.12.4 c)	<p>Function</p> <p>Development of the northern and eastern portion of the Precinct should be of a commercial (entertainment) nature. This part of the Precinct is to be visually and physically linked via pedestrian networks and car parks with complementary cultural and entertainment facilities in the Precincts to the north and east, and across Liege Street. Development and car parking is to be centred around and accessed off a new road linking Precincts 7 and 8 via the northern portion of Liege Street to Scarborough Beach Road.</p> <p>The south-western part of the Precinct is to function as a</p>	<p>The development proposes to locate commercial development in the northern and eastern portion of the Precinct, however it should be noted that the majority of the land uses are office and shop and therefore not 'entertainment' in nature.</p> <p>A new road is proposed to link Precinct 7 and Precinct 8 (extension of Odin Road south of Scarborough Beach Road) and continue to the northern entrance to the site via Liege Street. Car parking accessible via the proposed internal road as is the proposed new development.</p> <p>The south-western part of the Precinct is not affected by the proposal and is intended to remain as car parking for the time being.</p>	No

	<p>predominantly residential area. Pedestrian links to the entertainment facilities will be encouraged. However, design features such as screen fencing and extensive landscaping may be required as buffer treatment between the two distinctly different land uses within the Precinct.</p>		
5.12.4 d)	<p>Floor Area, Plot Ratio and Site Cover for Non-residential and Partially Non-residential Development</p> <p>Site cover for non-residential development will be determined on the basis of ensuring adequate on-site parking, provision of external civic/community spaces, pedestrian/cycle networks and adequate landscaping buffers to existing and future residential areas.</p> <p>Floor areas will be limited where necessary so that all car parking associated with development can be accommodated on site.</p> <p>The maximum plot ratio shall be as determined by Council, having regard to the matters mentioned in Clause 5.12.4. d) ii).</p>	<p>Site cover, floor area size and plot ratio are linked to the parking demand for proposed development.</p> <p>Parking for the site is currently deficient by 21 bays.</p> <p>The proposed development will increase this deficiency to a total of 228 bays.</p> <p>Parking is considered in greater detail further in this report.</p>	No
5.12.4 e)	<p>Setbacks</p> <p>Council will require non-residential development to be set back ten metres from all roads. This</p>	<p>The office building component of the development proposes a minimum setback to the Liege Street property boundary of 2.345m, which then tapers away from the boundary to a</p>	No

	<p>setback may be reduced at the discretion of Council for corner sites to five metres to the secondary road. Council may also consider reducing the setback to Liege Street where Council is satisfied that development involves a use or works within the front setback area which would complement streetscape works in Liege Street, where the development is designed to encourage pedestrian activities.</p> <p>All non-residential buildings (including parking stations) shall be set back ten metres from existing or designated residential boundaries, and that setback area shall be predominantly used for pedestrian/cycle facilities and/or landscaping.</p>	<p>setback of 16.185m.</p> <p>The buildings are setback more than 10m to existing residential boundaries.</p>	
5.12.4 f)	<p>Landscaping</p> <p>All landscaping within Precinct 8 shall be in conformity with any Policy adopted pursuant to Part 2 of the Scheme.</p> <p>Council may require the following specific landscape provision in Precinct 8:</p> <p>as part of additional commercial development, existing and proposed open air car parking areas to be extensively planted;</p> <p>decked parking stations to be screened and</p>	<p>The development incorporates landscaping that is generally consistent with the City of Stirling's Landscape Guidelines.</p> <p>It is considered appropriate that any approval granted be subject to the provision of a detailed landscaping plans for approval by the City of Stirling to ensure the site is appropriately landscaped.</p> <p>The proposal intends to retain two mature ficus trees on site.</p>	Yes

	<p>landscaped elements provided to each decked level, particularly to the western and southern facades;</p> <p>a minimum 5 metre wide landscaping area containing pedestrian/cycle facilities to the satisfaction of Council to be provided between existing residential development and non-residential building/s; and</p> <p>additional landscaping may be required in setback areas between residential and non-residential development.</p> <p>Council may require retention and/or enhancement of existing trees and native remnant bushland as part of development proposals. Council may vary development standards or requirements specified in the Scheme where retention of trees or existing native remnant bushland is incorporated into the development.</p>		
5.12.4 g)	<p>Car Parking and Access</p> <p>The number of car parking spaces required will be as specified in Table 1 of the Scheme. A minimum of 50% of the car parking associated with commercial or mixed commercial/residential developments shall be provided in a decked car parking station.</p>	<p>The office building proposes a two level basement car park.</p> <p>No decked car parking station has been provided as part of the proposal and as such the remainder of parking of on the site is proposed as 'at grade' open air car parking.</p> <p>The proposed development will occupy areas that are currently used as car parking bays and hence it is considered that the extent of</p>	No

	Extensive areas of open air car parking in Precinct 8 will not be supported and the extent of existing parking areas within the Precinct is to be reduced in any future development.	open air car parking is being reduced as part of the proposal.	
5.12.4 h)	<p>Pedestrian/Cycle Access</p> <p>The provision of pedestrian areas as part of individual development proposals is required to ensure that all Precincts are interlinked and that key nodes of the Centre are accessible by cyclists and pedestrians at all times.</p> <p>Landscaping and car parking areas shall be integrated with pedestrian and cyclist networks.</p>	It is considered that adequate pedestrian/cycle access and links have been provided as part of the proposal subject to footpaths being a minimum width of 2.5m and designed to allow for universal access.	Yes
5.12.4 i)	<p>Relationship to Other Precincts and Development Outside the Scheme Area</p> <p>Landscaping, cycle and pedestrian facilities in Precinct 8 will link with landscaped cycle/pedestrian networks in Precincts 7 and 9.</p> <p>Development in the north-western corner of Precinct 8 is to have regard to the close proximity of existing or future residential development.</p>	<p>The pedestrian and cycle facilities are linked with the existing footpath network outside the Precinct associated with Precincts 7 and 9.</p> <p>No development in the north-western corner of the Precinct is proposed with the exception of the new link road.</p>	Yes
5.12.4 j)	Major Requirements Prior to Development Commencement	The development proposes to construct an extension of Odin Road south of Scarborough	No

	<p>No development shall commence until the following has occurred or arrangements have been made to the satisfaction of the Council for:</p> <ol style="list-style-type: none"> a. Construction of new access roads from Liege Street and Scarborough Beach Road to service the Precinct. b. Determination of locations for car parking station/s within the Precinct. c. Sewer extension to service the development d. Designation of the extent and location of the site to be set aside for group housing development within the Precinct. e. Payment of any relevant General Costs or Precinct Costs associated with Scheme Works as outlined in the Scheme, f. Council may impose on any development approval a condition prohibiting commencement until written 	<p>Beach Road to service the Precinct.</p> <p>No car parking stations have been included as part of the application.</p> <p>Connection to sewer would be a condition of any approval recommendation.</p> <p>The proposal has not designated a location for residential development in the Precinct.</p> <p>The owner of the subject site has met their obligations in respect to Precinct Costs associated with Scheme Works.</p>	
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	notification to proceed is given to the applicant by the Council.		
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2. Draft Stirling City Centre Structure Plan

At Council meeting on 21 June 2011, Council adopted the Draft Stirling City Centre Structure Plan for the purpose of public consultation (Council Resolution 0611/057 refers). The draft structure plan was advertised from 19 July 2011 to 30 August 2011. The Draft Stirling City Centre Structure Plan is considered to be a 'seriously entertained planning document.'

The subject site is located in the 'Woodlands Precinct' and proposed to be zoned 'Mixed Use' under the draft structure plan. The table below outlines the proposal's response to the relevant provisions of the draft structure plan.

Provision	Comment	Complies ?
<u>Character Statement</u> <ul style="list-style-type: none"> New development will be scaled to integrate with the existing low density, low scale residential neighbourhoods to the west and south. Quality mixed use development would front the Northern part of Liege Street. Cinema site could be redeveloped for a new medium to high density residential neighbourhood with mixed use development facing Liege Street, with possible new local main street. New development would be well connected to the surrounding urban fabric and benefit from adjacency with the southern parts of the green corridor/urban stream and Herdsman Regional Park. 	<p>The six storey office building that forms part of the building is not consistent with the existing low density, low scale residential neighbourhoods to the west and south of the precinct. Notwithstanding this, the location of the office building is such that it is situated on the north-east corner of the lot and therefore substantially setback from the existing residential properties to the west and south. Accordingly, the impact of the proposed office building, in terms of its propose height, is considered unlikely to have a significant detrimental impact on existing low density residential properties in the Woodlands Precinct.</p> <p>The site is abuts the northern part of Liege Street. The proposal incorporates minimal mixed use development along Liege Street.</p> <p>The proposal does not incorporate any residential development, however, it is noted that a large portion of the western and southern part of the site remains as car parking. These areas could be developed for residential purposes.</p>	No

	<p>The development proposes an internal 'main street'. The frontages to the internal street are predominantly car park. In a distance of 32m, there is a blank wall to the supermarket tenancy, one entrance to the Bowling Alley (the other opening to the Bowling Alley appears to be an emergency exit).</p> <p>Of the total frontage to the new road of approximately 520m² only 140m² has an 'Active' frontage (25%). This is not considered appropriate for a City Centre.</p>	
<p><u>Dwelling Targets</u></p> <ul style="list-style-type: none"> • Desired target – 1,200 • Minimum target – 777 	<p>The development does not incorporate any residential land uses and therefore does not contribute to the dwelling targets for the Woodlands Precinct.</p>	<p>No</p>
<p><u>Key Issues</u></p> <ul style="list-style-type: none"> • Need to ensure no adverse impacts on adjoining established housing • Manage through traffic on Liege Street. 	<p>The location of the development on the site is such that it is situated on the northern and eastern portion of the lot and therefore substantially setback from the existing residential properties to the west and south.</p> <p>Accordingly, the impact of the proposed office building, in terms of its propose height, is considered unlikely to have a significant detrimental impact on existing low density residential properties in the Woodlands Precinct.</p> <p>The City of Stirling has reviewed the Transport Assessment Statement and additional information provided by the applicant and has concern with regard to the potential traffic impact the development may have on Liege Street. Traffic impact is considered in greater detail further in the report.</p>	<p>Yes</p>

Public consultation comments

The table below outlines the key issues raised throughout the public consultation period along with the applicant's response to them:

ISSUE	COMMENT	APPLICANT RESPONSE
Land use	Oppose karaoke land use and object to any form of retail outlet liquor store	<p>Karaoke is confirmed not to be a proposed use.</p> <p>The locality currently includes liquor stores. The establishment of a liquor store would first be subject to consideration by the City and Liquor Licensing Commission.</p>
	Residential development is needed, not offices	Improving local employment self – sufficiency beyond population driven employment opportunities is deemed a higher priority.
	Question the need for another supermarket and more shops given those already established in the immediate locality	Retail modeling undertaken indicated the small convenience supermarket is viable and will result in no significant adverse trade impacts affecting surrounding food retailing. Shop uses are consistent with the draft Stirling City Centre Structure Plan and may be approved under TPS38.
Height	The office complex along this boundary will have a visual impact over the commercial properties facing Scarborough Beach Road	The office will cause no overshadowing impact or loss of significant views from the commercial buildings. Most importantly, the office building will not conceal visibility of any existing commercial premises from adjoining streets.
Traffic	An existing bad traffic situation will be worsened by the development	Traffic report has been submitted in support of the development.
Amenity	The development will not enhance the neighbourhood as we already have rubbish bins being emptied all night long, rubbish constantly flying over the fence, people doing	The proposal will reduce the likelihood of antisocial behaviour given the presence of new lighting and security infrastructure associated with the office building and retail premises.

	burn outs all night long.	
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Planning considerations

The following items do not comply with the provisions contained within Town Planning Scheme No. 38 for the Precinct:

- Land uses that are neither preferred or contemplated;
- The height of the proposed office building;
- The setback of the proposed office building to Liege Street;
- The proposal does not incorporate a residential component;
- The proposal does not incorporate decked car parking;
- The impact of traffic and the extension of Odin Road south of Scarborough Beach road require further consideration.

In addition to the above, the proposal is also contrary to the statements of intent contained within the draft Stirling City Centre Structure Plan for the site:

- The Cinema site could be redeveloped for a new medium to high density residential neighbourhood with mixed use development facing Liege Street, with possible new local main street.

In relation to the determination of Development Applications, clause 2.8.1 of Town Planning Scheme No. 38 (TPS38) states the following:

“2.8.1 The Council having regard to:

- a) any matter which it is required by the Scheme to consider;*
- b) any submission received as a result of a referral or notification of a development application pursuant to Clause 2.7;*
- c) any relevant Policy made pursuant to this Scheme;*
- d) the requirements of orderly and proper planning;*
- e) the preservation of the amenity of the area; and*
- f) the provisions of Clause 4.5.1.”*

Clause 4.5.1 of TPS 38 states:

“4.5.1 In determining a development application on land within a Precinct where residential development is not indicated as a preferred use, the Council shall have regard to the requirements of Part 5 for the relevant Precinct and any relevant Policy. Without limiting the generality of the

foregoing, Council may have regard to, and may impose conditions in respect of the following matters:

a) the intensity and nature of the proposed use, including its environmental impact by way of noise, emissions, illumination and hours of operation;

b) whether excessive loads would be placed on any existing or projected servicing infrastructure, community infrastructure or similar services;

c) the number of employees likely to be accommodated;

d) the location and extent of outdoor manufacturing and storage;

e) the parking accommodation as provided for in Table 1 - Parking Requirements and the plot ratio under Part 5;

f) the form, layout, appearance and materials of buildings;

g) the site coverage, setbacks and height of buildings;

h) the height, position, form and materials of fences and walls;

i) the way in which buildings relate to the street and adjoining lots, including their effects on landmarks, vistas, the landscape or the streetscape, and on the privacy, daylight and sunlight available to private open space and buildings;

j) the design of landscaping and open space generally, including the effects of the development on existing trees;

k) the extent to which the natural contours of the land may be altered by filling and excavation;

l) vehicular and pedestrian access and circulation, and the provision for service vehicles and in particular whether a road or right-of-way needs to be created or enlarged to service the proposed development, in which case the Council may require the dedication of such road or right-of-way;

m) whether parking for vehicles is adequate, convenient, safe, unobtrusive, landscaped and adequately surfaced and marked, and in any particular case whether parking should be provided elsewhere;

n) whether adequate provision has been made for cyclists and disabled persons, including access, storage, toilets and showers;

o) in the case of commercial buildings, whether advertising signs are likely to be required, in which case the Council may require that the application be amended to incorporate or make provision for such signs;

p) the position of signs;

- q) *compliance with a performance standard for the use,*
- r) *compliance with the objects of the Scheme and the Stirling Regional Centre Structure Plan; and*
- s) *any other relevant matters.”*

In relation to decision for the non-compliance of a Scheme standard, clause 2.15 of TPS38 states:

“2.15.1 Subject to Clause 4.11, Subclause 2.8.1 and Part 5 of the Scheme, if a development proposal the subject of a development application does not comply with the development criteria prescribed by the Scheme which otherwise would be applicable, the Council if it is satisfied that:

- a) *the development would be consistent with:*
 - i) *the orderly and proper planning of the Precinct; and*
 - ii) *the interests of the amenity of the Precinct, and*
- b) *the non-compliance will not have any significant adverse effect upon:*
 - i) *the occupiers or users of the proposed development;*
 - iii) *the occupiers or users of land and buildings in the Precinct;*
or
 - iv) *the desirable future development of the Precinct,*

may approve the application unconditionally or subject to such conditions as it deems fit.”

In relation to the relaxation of development standards, clause 4.11 of TPS38 states:

“Without affecting the generality of Clause 2.15, the Council may vary the parking requirements in Table 1, the plot ratio and any development criteria specified in the Scheme in regard to any development application where the Council is of the opinion that;

- a) *such a variation will not prejudice the achievement of the objectives of the Scheme;*
- b) *such a variation will not detract from the amenity of the locality of the proposed development or the streetscape;*
- c) *sufficient area is set aside in the form of additional landscaping to permit the subsequent construction of additional parking bays;*

- d) different uses on the land will generate parking demand at different times, allowing parking spaces to be shared;*
- e) the number of parking spaces required under Table 1 can only be provided in a manner which results in a built form in conflict with the existing development in the locality;*
- f) contractual arrangements have been made for the parking or shared use of parking areas which are in the opinion of the Council satisfactory;*
- g) a contribution has been made to be credited to a Special Fund in the Council Accounts for the provision of public parking space in a locality where the development will generate the need for such parking space; or*
- h) the development is within 800 metres of the Stirling Railway Station.”*

Land Use

1. Office and Shop Uses

The proposal incorporates Office and Shop land uses that are both neither preferred nor contemplated uses for Precinct 8: Entertainment and Residential Precinct. The Statement of Intent for the precinct encourages the promotion of the precinct as a viable entertainment and restaurant precinct. Furthermore, the statement of intent also proposes the provision of a new link road in the northern portion of the Precinct to encourage development such as restaurants to face an internal plaza or courtyard.

The proposed involves a new internal link road and internal piazza, consistent with the statement of intent for the Precinct. The proposed piazza will be surrounded by restaurant and shop tenancies.

A number of submissions raised concern with respect to the uses proposed being contrary to the intent of the precinct, particularly with respect to the inclusion of a supermarket tenancy and the lack of a residential component.

The applicant contends that the supermarket and retailing land uses are viable and retail modelling undertaken as part of the proposal indicated that the proposed retail tenancies would not have an adverse impact on existing surrounding outlets. Furthermore, the applicant contends that the proposed uses are consistent with the draft Stirling City Centre Structure Plan, Woodlands Precinct Plan and coming Detailed Area Plan which has not been developed and provided to the City of Stirling.

The draft Stirling City Centre Structure Plan has been advertised for public comment, however, the outcomes of consultation have not been reported to Council. Accordingly, the draft structure plan is considered to be a ‘seriously entertained planning document’.

The draft structure plan notes that the Cinema site could be redeveloped for a new medium to high density residential neighbourhood with mixed use development facing Liege Street, with possible new local main street.

A local main street typically incorporates retail (shop) land uses and therefore it could be considered that the proposal is consistent with the draft structure plan in this regard. Notwithstanding this, the development proposes shop tenancies primarily fronting an internal plaza and therefore not fronting the possible new local main street. The frontages to the internal 'main street' are predominantly car park. In a distance of 32m, there is a blank wall to the supermarket tenancy, one entrance to the Bowling Alley as well as another opening to the Bowling Alley that appears to be an emergency exit). Of the total frontage to the new road of approximately 520m², only 140m² has an 'Active' frontage (25%). This is not considered consistent with typical main street principles.

2. Residential Use

One of the major requirements prior to the commencement of development, as outlined in TPS38, is the designation of the extent and location of the site to be set aside for group housing development within the Precinct.

Additionally, the draft Stirling City Centre structure plan indicates that the Cinema site could be redeveloped for a new medium to high density residential neighbourhood with mixed use development facing Liege Street, with possible new local main street.

The applicant notes that the development application does not include the development of housing. Furthermore, the applicant notes that the extent of site to be set aside for future grouped housing is depicted in the Draft Woodlands Precinct Plan, which is currently informing the preparation of the Woodlands Detailed Area Plan by the Stirling Alliance. This has not been endorsed by the City of Stirling.

Clause 4.2 of TPS38 provides the following in relation to the agreement to guarantee a residential component in a development:

"4.2 Agreement to Guarantee Residential Component"

4.2.1 If the Council in determining a development application resolves in accordance with the provisions of the preceding clause that the development application will be approved subject to the provision of a stipulated residential component within the development, the Council may enter into an agreement with the applicant and/or the owner or owners of any affected land and any other relevant person to guarantee the provision of the required residential component either on the subject land or on other land in the locality.

4.2.2 If the Council and any other person enter into an agreement pursuant to the provisions of the preceding subclause, in addition to any other provisions required by the Council, the agreement shall include:

- a) the details of the site upon which the residential component will be constructed;*
- b) the terms and conditions under which the person will be required to construct the residential component;*
- c) the details of a bond, guarantee or letter of credit to be given by the person or other party acceptable to the*

Council to ensure compliance with the provisions of the agreement;

d) any other provision considered by Council to be appropriate to secure the highest possible quality of residential design and development.”

The Draft Woodlands Precinct Plan, which is currently informing the preparation of the Woodlands Detailed Area Plan have not been prepared to a level whereby they carry any statutory weight and can not be relied upon to guide decision making. The location of a residential land use for the subject site depicted in the Draft Woodlands Precinct Plan is generally consistent with the intent of the current provisions of Town Planning Scheme No. 38.

Given the current work being undertaken by the Stirling Alliance in this regard, coupled with the ability to enter into an agreement to guarantee the residential component, it is considered acceptable to not have the residential component detailed as part of this development application. It should however be noted that the provision of the residential land use will impact on car parking for the commercial land uses on site.

It is considered acceptable that the extent of residential development on the subject has not been provided as part of this application, subject to the applicant entering into an agreement with the City of Stirling to guarantee a future residential component.

With respect the shop/supermarket uses, the land use is considered contrary to the statement of intent of TPS38 for Precinct 8: Entertainment and Residential Precinct. Although it is noted that the uses may be appropriate on the site as envisioned by the draft Stirling City Centre Structure Plan, the configuration of the tenancies is not considered to contribute toward a future local main street.

With respect to the office land use, the land use is considered contrary to the statement of intent of TPS38, and contrary to the provision of mixed use development along the northern portion of Liege Street as envisioned by the draft Stirling City Centre Structure Plan.

Building Height

The proposed 6-storey office building exceeds the TPS38 height requirement of restricting the height of commercial expansion to that of the existing cinema building. The draft Woodlands Detailed Area Plan envisages a 5 storey building in the north-east corner of the site (where the proposed 6 storey building is located).

There was little opposition to the height of the proposed office building, with the exception of one (1) concern which noted the visual impact over the commercial properties facing Scarborough Beach Road that the building may have.

The applicant has indicated that the office building will cause no overshadowing impact or loss of significant views from the commercial buildings. Most importantly, the office building will not conceal visibility of any existing commercial premises from adjoining streets. Furthermore, the applicant has indicated that the building height is not inconsistent with the Woodlands Precinct Plan.

The commercial properties front Scarborough Beach Road and have the rear building and vehicle access areas adjacent the proposed building. Furthermore, the commercial tenancies fronting Scarborough Beach Road are located north of the subject site and therefore not subjected to overshadowing. It is therefore considered that the potential impact on the commercial properties fronting Scarborough Beach Road is negligible.

The location of the 6 storey office building on the site is considered appropriate as it has been situated in an area least impacting on surrounding residential land uses to the west and south of the site.

Comment provided by the Stirling Alliance has encouraged a greater degree of vertical articulation of the office building above the awning level. Accordingly, it is considered that the height of the building could be supported, subject to a condition requiring amended elevations detailing greater vertical articulation.

Building Setbacks

Town Planning Scheme No. 38 requires all non-residential development to be setback 10 metres from all road frontages. Setback reductions to Liege Street can be considered where Council is satisfied that development involves a use or works within the front setback area which would complement streetscape works in Liege Street and where the development is designed to encourage pedestrian activities.

The office building component of the development proposes a minimum setback to the Liege Street property boundary of 2.345m, which then tapers away from the boundary to a setback of 16.185m.

The applicant has indicated that the setback of the building from Liege Street has been designed to accommodate the existing Ficus Tree and provide a more shaded and peaceful environment for the café, away from traffic noise and fumes, along with a desirable landscaped setting for the office building and natural entry statement to the subject land.

The design intent behind the setback associated with the the portion of building which proposes a café tenancy is noted and considered to satisfy the provisions of TPS38 which would allow for reduced setbacks.

Notwithstanding the above, the remaining portion of the building, which is setback closer to the Liege Street boundary than the café tenancy, is predominantly a blank façade, recessed building entrance and decorative aluminium screening for car parking. This function is not considered to encourage pedestrian activities and therefore not considered to satisfy the provisions of TPS38 that would support a reduced setback to Liege Street.

Car Parking

The latest approval for the site results in a parking shortfall of 21 bays when accounting for existing land uses. These existing land uses are intended to continue unchanged in addition to the proposed development.

The following table outlines the parking demand and provision for the site when accounting for the additional uses along with the reconfigured car parking area:

PROPOSED LANDUSE	PARKING PROVISION		VARIABLE	BAYS REQUIRED		BAYS PROVIDED
	<i>Min.</i>	<i>Max.</i>		<i>Min.</i>	<i>Max.</i>	
Public Amusement	2.5 bays per lane		12 lanes	30		
Restaurant	1 bay per 10sqm gross floor area	1 bay per 7sqm gross floor area	420sqm	42	60	
Shop	1 bay per 20sqm net lettable area	1 bay per 14.5sqm net lettable area	1709sqm	85	118	
Office	1 bay per 50sqm gross floor area	1 bay per 30sqm gross floor area	8515sqm	170	284	
EXISTING				1334		
TOTAL				1661	1826	1415

It should be noted that TPS38 does not provide a parking standard for a Public Amusement use. Clause 4.5.5 of TPS38 states that where no parking standard is provided under the Scheme, Council shall determine the parking requirement. In view of the foregoing, it was considered appropriate to apply the Public Amusement parking standards provided by the City of Stirling's Local Planning Scheme No. 3.

The applicant has advised that 136 bays are intended to be used for the exclusive use of the office building. These bays are located in the bottom of the 6 storey office building and intended to be secured from public use. It is considered this arrangement has merit given the location of the bays. It is noted however, that the office building is therefore 34 bays deficient, based on the minimum parking provision of TPS38.

The number of bays available for the remaining uses is therefore 1279, resulting in an additional 194 bay deficiency.

Accordingly, there is a 228 bay deficiency across the site created by the proposed development.

As previously outlined, Council has the ability to vary parking requirements for development in accordance with clause 4.11 of TPS38. Notwithstanding this, clause 4.11 needs to be considered in the context of clause 4.5.3 a) of TPS38 which states:

“4.5.3 Parking Provision

a) *Car parking spaces shall be provided as follows:*

i) *not less than the minimum requirement stipulated in Table 1; or*

ii) *to a level agreed by the Council, but where the Council agrees to allow less than the minimum level stipulated in Table 1, any shortfall shall be made up by way of contribution of money to the Special Fund referred to in Clause 3.3 at a rate per bay equal to the Parking Contribution.”*

In relation to calculating the cost of cash in lieu payable, clause 4.5.2 of TPS38 states:

“4.5.2 Parking Contribution

a) *For the purposes of Clause 4.5.3, the Parking Contribution shall be the cost of a parking bay calculated in accordance with the following paragraph.*

b) *The Council may from time to time calculate or estimate the cost of providing a parking bay within the Scheme Area including but not limited to:*

i) *the market value of the land required for the parking bay and the necessary access and manoeuvring space;*

ii) *any structure required; and*

iii) *other improvements including forming, paving, kerbing, drainage, landscaping, crossovers and lighting.*

c) *The Parking Contribution may be calculated in respect of the Scheme Area as a whole, or in respect of any Precinct, reflecting the differences in the market value of land in the different Precincts.*

d) *The Council may from time to time vary or adjust the Parking Contribution to reflect changes in values and costs.”*

It is expected that the office use will have its peak demand Monday to Friday, during normal business hours and therefore typically outside the peak hours for the remaining uses, particularly the cinema use. Accordingly, the 34 bay deficiency associated with the office component could be accommodated by the remaining parking provided on site in a reciprocal scenario between land uses on the site.

Additionally, the applicant, through on site surveys and door counts of the existing uses on site, has provided a theoretical peak demand of the existing uses of 1136 car parking bays.

When considering theoretical peak demand (1136) coupled with the parking required for the proposed uses (with the exclusion of the office land use as it is proposed to provide separate parking and have an alternative peak demand) the total peak

demand for the site is 1293 (1136 + 157 bays). This theoretical peak demand is 14 bays greater than the 1279 bays provided, exclusive of those in the office building.

Furthermore, it is considered that there would be some multi-purpose trips associated with the land uses for the site. For example, a meal at a restaurant on site in addition to a trip to the cinema.

Accordingly, it is considered that the parking demand generated by the uses on site, could be accommodated by the car parking proposed. Notwithstanding this, TPS38 requires the provision of parking shortfall to be accommodated through the provision of a cash-in-lieu payment in accordance with clause 4.5.3. Any approval recommendation would need to reflect a cash-in-lieu contribution for the 228 bay deficiency.

Town Planning Scheme No. 38 requires 50% of the car parking associated with commercial or mixed commercial /residential developments to be provided in a decked car parking station. The application has not included any decked car parking stations as part of the proposal.

The applicant has indicated that given the limited scale of the first stage of development of the site (the current proposal) and availability of existing parking areas, the additional of a decked parking structure beyond that provided in the basement of the office building is not necessary or viable at this time.

TPS38 promotes the reduction of open air parking, which the proposal does by virtue of locating additional built form in existing parking areas. Furthermore, it is considered that the parking provided is acceptable, subject to a cash-in-lieu contribution as already discussed. A large portion of the site remains as open air car parking which could accommodate decked car parking stations in the future as additional development occurs. Accordingly, it is considered acceptable that parking has not been provided in a decked arrangement as part of this application, as the opportunity for this exists on the site upon future development.

Traffic Impact

The potential adverse impact that the development may have on traffic, particularly on Liege Street, was a frequently raised item of concern throughout the public consultation period.

The development proposes to introduce a new access point to the site by extending Odin Road south of Scarborough Beach Road. This will improve vehicle permeability to and from the site.

The Transport Assessment Report submitted by the applicant recommends the modification of the Scarborough Beach Road/Odin Road intersection through the introduction of a left turn slip lane to improve intersection performance.

Confirmation from Main Roads Western Australia and the City of Stirling would be required to ensure land availability for this, however the City of Stirling's Engineering Design Business Unit consider it reasonable as a condition of any approval.

Greater concern has been raised by the City of Stirling's Engineering Design Business Unit over the performance of the Scarborough Beach Road/Liege Street

intersection. The City of Stirling's Engineering Design Business Unit provided the following comment in relation to the proposal:

"The intersections along Scarborough Beach Road currently operate at a poor level of service, with many of the critical movements operating at or above capacity. It is acknowledged that the proposed development may not generate as much additional traffic as normal regional traffic growth. It is also acknowledged that any development which might occur on the subject site would impact on the operation of the adjacent intersections, and the proposed development will not generate its peak traffic generation at the same time. However, the proposed development will still result in a decreased level of service and increased delays and queues on Scarborough Beach Road and Liege Street. Given the constraints on the existing road reserve, there are no feasible short-term intersection modifications for Scarborough Beach Road-Liege Street that would reduce the impact of the proposed development."

Odin Road Extension

The proposal intends to create a new vehicle access point to the north-western portion of the lot, by extending Odin Road south of Scarborough Beach Road.

The proposed extension would result in the construction of a road through Lot 457, House Number 369, Scarborough Beach Road, Innaloo (owned by the City of Stirling). Furthermore, the extension would result in the demolition of the existing building on Lot 457, House Number 369, Scarborough Beach Road, Innaloo. The existing building is currently occupied by the Stirling Alliance, the City of Stirling's Rights of Way Team and the Tamala Park Regional Council.

The extension of Odin Road south of Scarborough Beach Road was a scheme work when Town Planning Scheme No. 38 was originally gazetted in July 1997. Amendment 2 to the Scheme (gazetted in January 2004) revised the scheme work to only the purchase of the site to facilitate the extension.

The construction of a new access road from Scarborough Beach Road to service the Precinct (the subject site) is a major requirement to be undertaken prior to the commencement of development in the Precinct.

Ultimately, the extension of Odin Road is supported in principle, in accordance with the provisions of TPS38. The timing in which this is to occur and the costs associated with the road extension are pertinent factors for Council to consider.

The matter of the Odin Road extension was considered by Council at its meeting on 21 February 2012, in which it was resolved:

The owner of Lot 1, House Number 57, Liege Street, Woodlands be ADVISED that Council will require that the cost for the construction (including but not limited to the demolition of the existing building located on Lot 457, House Number 369, Scarborough Beach Road, Innaloo) of the Odin Road extension south of Scarborough Beach Road will be borne by the owner of Lot 1, House Number 57, Liege Street, Woodlands."

To date, there has been no agreement reached between the applicant/owner and the City of Stirling with respect to the timing of the extension of Odin Road south of Scarborough Beach Road. The application relies, in part, on this road extension for additional traffic permeability to and from the site as well as the financial viability of some of the proposed uses. Accordingly, it is considered that the application not be supported until such time as an agreement is reached between the applicant/owner and the City of Stirling in relation to the timing of the road extension.

Options/Alternatives

Notwithstanding the officer recommendation, should the Metropolitan North-West JDAP consider the proposal appropriate for the subject site and consistent with the objectives of the City of Stirling Town Planning Scheme No. 38 and the draft Stirling City Centre Structure Plan, the following conditions are recommended:

1. The cost for the construction (including but not limited to the demolition of the existing building located on Lot 457, House Number 369, Scarborough Beach Road, Innaloo) of the Odin Road extension south of Scarborough Beach Road will be borne by the owner of Lot 1, House Number 57, Liege Street, Woodlands;
2. The Odin Road extension south of Scarborough Beach Road is to be constructed to the satisfaction of the City of Stirling Manager Engineering Design and is to be restricted to left in, left out movement only and to include the provision of pedestrian and cyclist access to Hakea Road;
3. A left turn slip lane is to be provided at the intersection of Scarborough Beach Road and Odin Road to the satisfaction of the City of Stirling Manager Engineering Design at cost to the owner of Lot 1, House Number 57 Liege Street, Woodlands;
4. Payment of a cash in lieu contribution for the parking shortfall of 228 parking bays based on the value of 21m² of land area per bay prior to the commencement of development (valuation being obtained from the Valuer Generals Office at a cost to the applicant), and construction costs (to be determined by the City of Stirling Manager Engineering Design);
5. Prior to the commencement of development, the landowner shall enter into a legal agreement with the City of Stirling and caveat placed on the property title guaranteeing the provision of housing and identifying the location, extent and timing of future housing development on the site. The plan shall include, but not be limited to:
 - a. Future housing development including four (4) storey residential development located above commercial land uses adjacent to the internal access road with nil setback to the internal access road, to the west of the development the subject of this approval;
 - b. Commitment by the landowner to meet the residential yields outlined in the draft Stirling City Centre Structure Plan;

- c. Management and redistribution of car parking for the site.
6. Vehicular parking, manoeuvring and circulation areas indicated on the approved plan being sealed, the parking spaces being marked out and maintained in good repair to the satisfaction of the City of Stirling;
 7. A landscape plan to be submitted to the satisfaction of the City of Stirling Manager Parks and Reserves prior to the commencement of development. The landscape plan shall incorporate:
 - a. The two (2) existing mature ficus trees located in proximity of the northern and north-eastern lot boundaries are to be retained and protected. The severing of any roots during construction is to be carried out by a qualified tree surgeon.
 - b. An Arborist is to submit an 'end of development' Arboricultural Report to the City of Stirling in relation to the two (2) existing mature ficus trees.
 - c. The proposed tree species *platanus orientalis* shall be development and replaced with *platanus hybridia*, as identified in the concept landscape plan. The *platanus hybridia* shall be planted adjacent to the internal access road for the entire length between the Odin Road extension and Liege Street.
 - d. The proposed tree species *robinia pseudo umbraculifera* shall be deleted.
 - e. A minimum of one (1) tree being planted every four (4) car parking spaces in accordance with the Stirling City Centre Town Planning Scheme No. 38 Landscape Guidelines.
 - f. All landscaping areas shall be serviced with irrigation to the satisfaction of the City of Stirling.
 8. All landscaped area being developed on practical completion of the buildings to the satisfaction of the City of Stirling. All landscaped areas are to be maintained in good condition thereafter;
 9. The internal access road is to be constructed to the satisfaction of the City of Stirling and is to include:
 - a. Vehicle lanes not to exceed 3.0m in width;
 - b. The elevated section road surface treatment adjacent to the piazza entrance is to be paved;
 - c. The existing vehicle access point from Liege Street for vehicles entering from the south is to be modified;
 - d. A pedestrian refuge is to be provided in the median of the vehicle entrance point to the site dor pedestrians travelling north-south on the footpath on the western side of Liege Street.

10. Prior to the commencement of development, the landowner shall enter into a legal agreement with the City of Stirling to cede the internal access road free of cost to the City upon completion of the development;
11. Footpaths shall be a minimum width of 2.5m on both sides of the proposed internal road, and are to connect seamlessly with existing footpaths on Liege Street;
12. Footpaths connecting the proposed office building to the internal access road, Liege Street and Odin Road are to meet Universal Design standards;
13. The northern façade of the proposed bowling alley, adjacent to the internal access road, shall incorporate a minimum of four (4) glazed panels or similar architectural treatment to create architectural interest, to the satisfaction of the City of Stirling;
14. Detailed office building elevations incorporating a greater degree of vertical articulation above awning level, particularly on the northern elevation, shall be submitted to and approved by the City of Stirling prior to the commencement of development;
15. All awnings shall comply with the following:
 - a. Be no higher than 3.5m above ground level;
 - b. Be a minimum of 2.5m width;
 - c. Incorporate a minimum setback of 0.9m inside the curb;
 - d. No be constructed of clear glazing; and
 - e. Be incorporated on all development adjacent to Liege Street and the internal access road.
16. The owner shall convert the existing overhead electricity distribution network on the western side of Liege Street to underground for the extent that the network abuts Lots 1, House Number 57 Liege Street, Woodlands;
17. The owner shall provide visually permeable bus shelters to the existing bus stops located on Liege Street adjacent the subject site prior to the completion of development. The design of the bus shelters are to be to the satisfaction of the City of Stirling Manager Engineer Design. All costs associated with the bus shelters are to be borne by the owner;
18. A Site Management Plan to the satisfaction of the City of Stirling Manager Approvals shall be submitted prior to the issue of a Building Licence;
19. A Stormwater Management Plan to the satisfaction of the City of Stirling Manager Engineering Design shall be submitted prior to the commencement of development;
20. The proposed 'after hours bollards' do not form part of this approval; and

21. Any on-site floodlights not being positioned or operated in such a manner so as to cause annoyance to surrounding residents, uses or passing traffic.

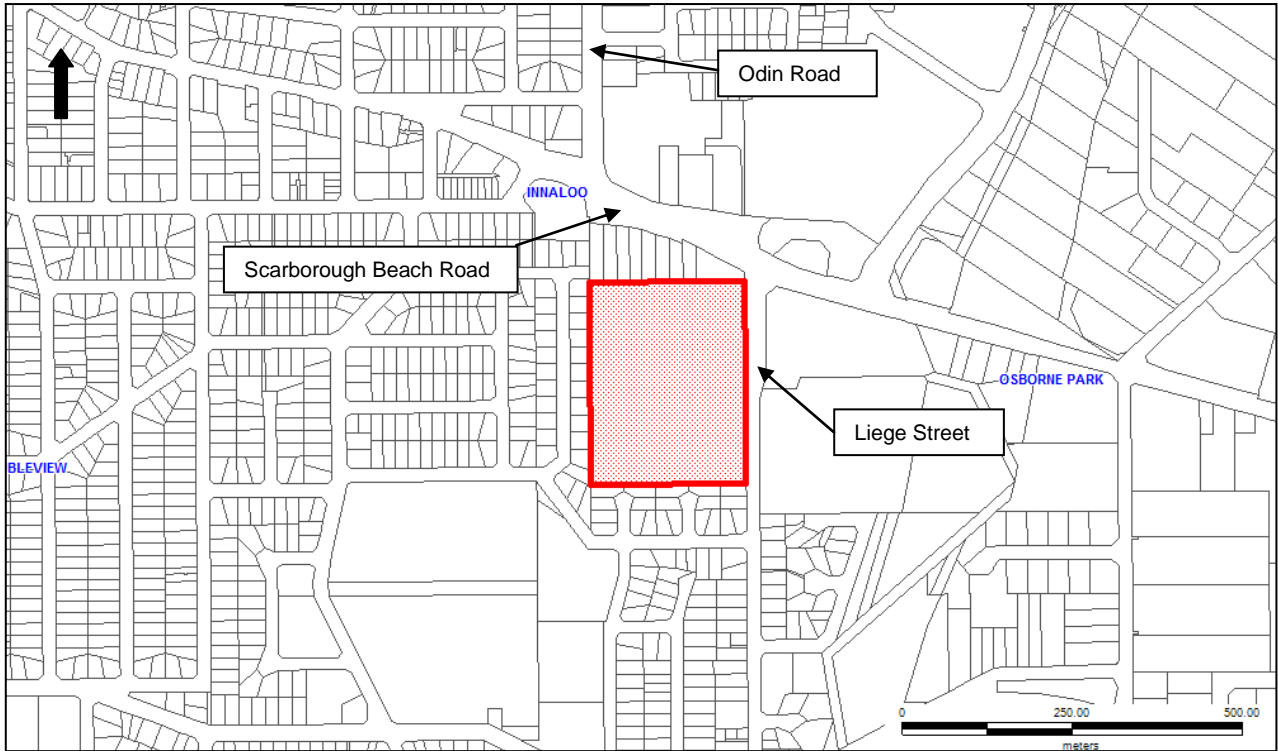
In addition to the above conditions, the following applicant is to be advised of the following:

1. The applicant is to liaise with the City of Stirling to obtain agreement in relation to the timing of the Odin Road extension south of Scarborough Beach Road; and
2. Signage does not form part of this approval. A separate signage strategy to be submitted to the City for approval prior to the issue of any sign licences and erection of signs on site.

Conclusion:

On balance, it is considered that the proposal is beyond that which is envisioned by the current planning framework of Town Planning Scheme No. 38 and premature and contrary in some respect to what is envisioned by the draft Stirling City Centre Structure Plan, Woodlands Precinct Plan and Woodlands Detailed Area Plan. Accordingly, it is recommended that the application be refused for the reasons previously outlined. Notwithstanding, should the Metropolitan North-West JDAP conclude that the proposal is appropriate for the subject site, conditions have been provided accordingly.

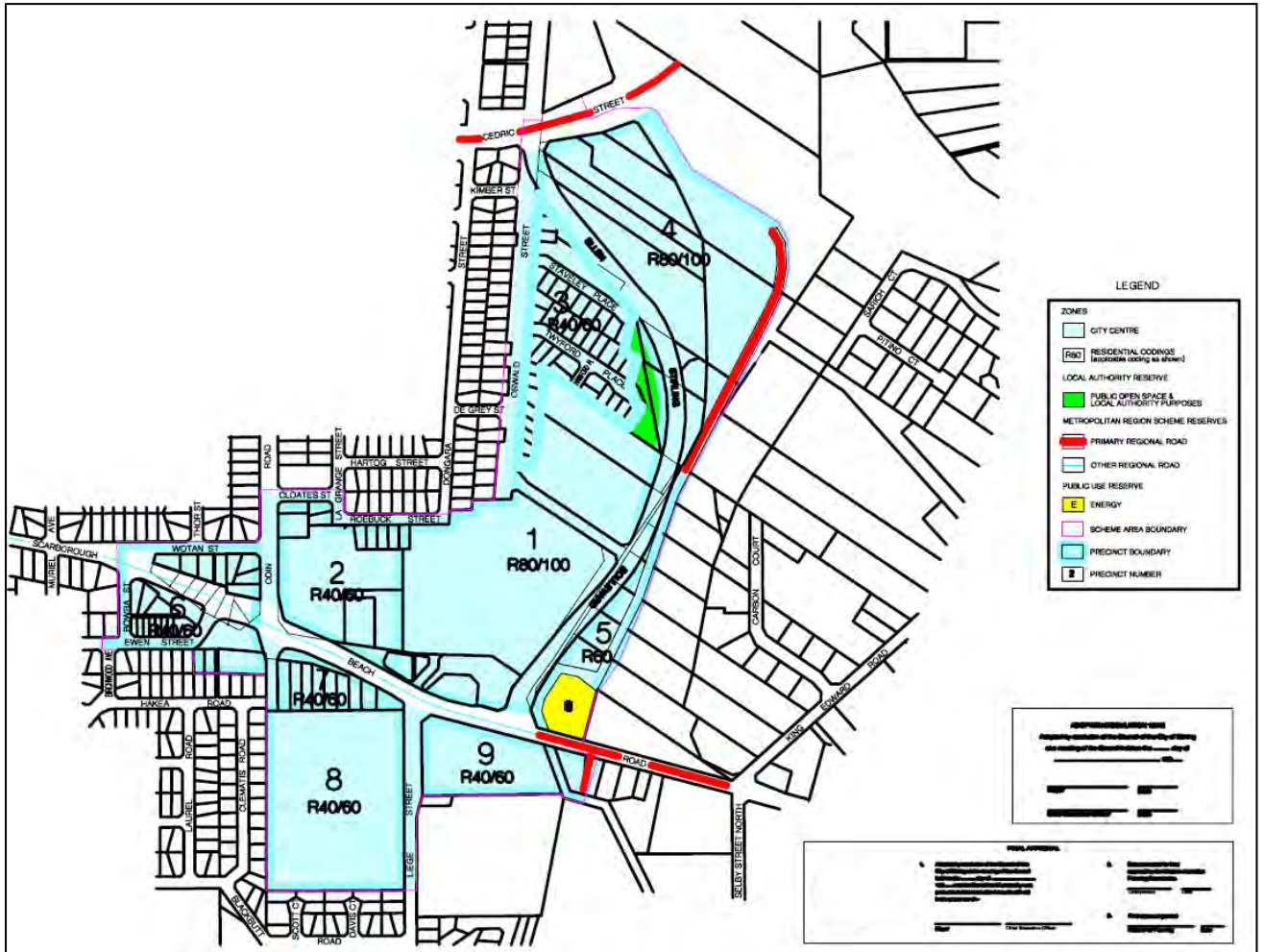
Attachment 1: Location Plan



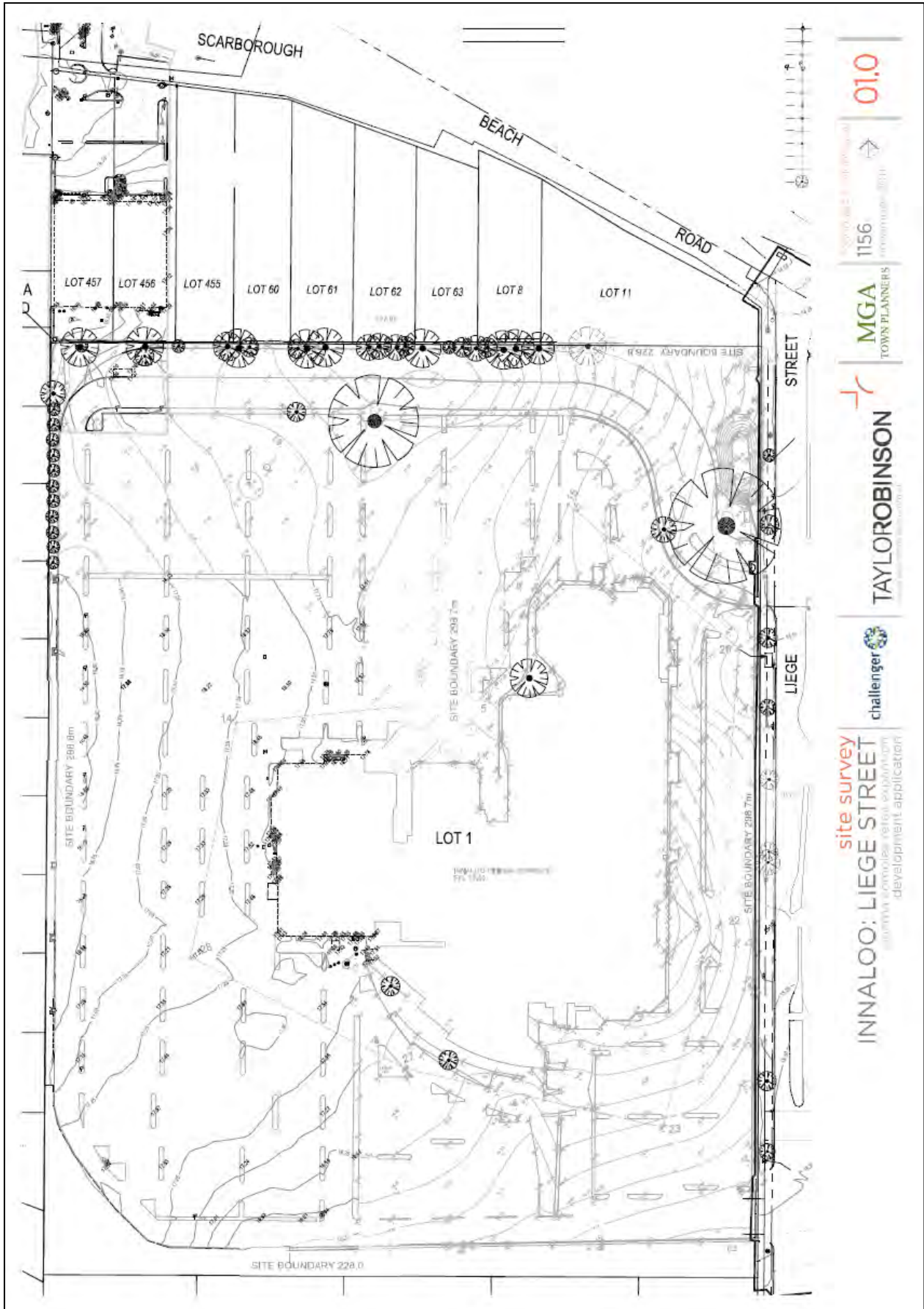
Attachment 2: Location Plan (Aerial)



Attachment 3: Town Planning Scheme No. 38 Precinct Plan



Attachment 4: Development Plans



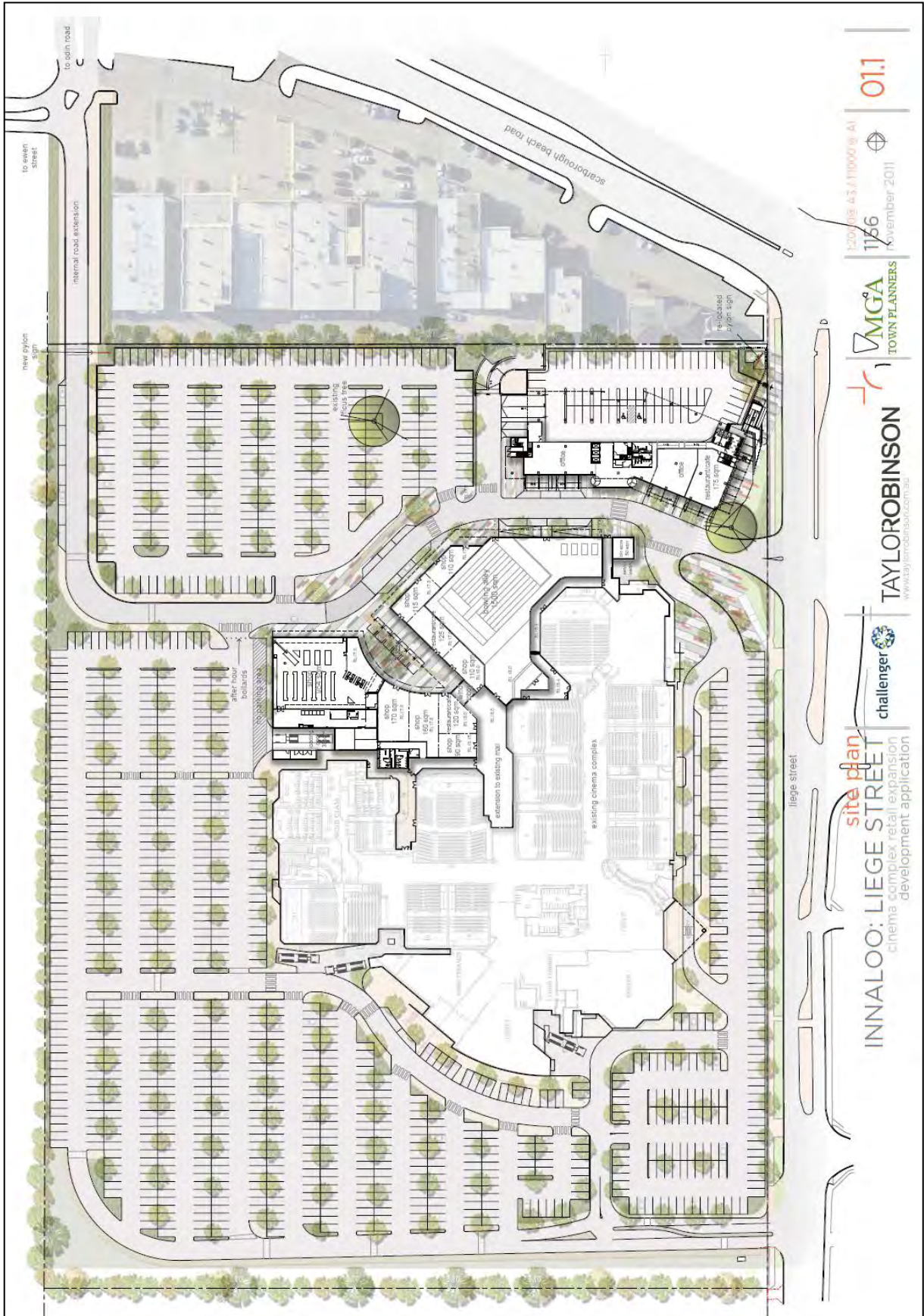
site survey
INNALOO: LIEGE STREET
development application

challenger

TAYLOR ROBINSON
www.taylorrobinson.com.au

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November 2011

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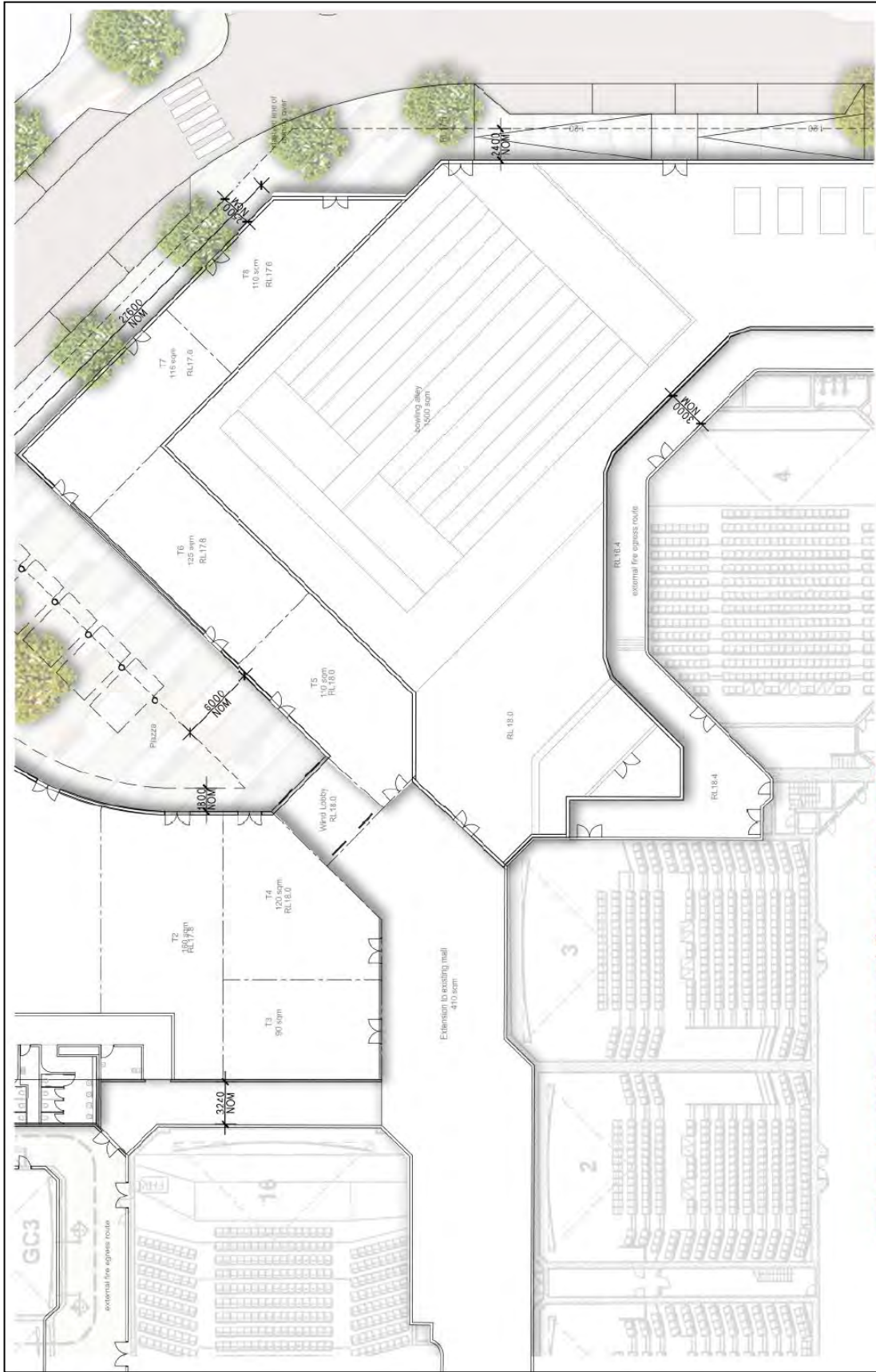
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innaloo: LIEGE STREET
cinema complex retail expansion
development application

site plan

01.1



centre expansion ground floor plan (east)
INNALOO: LIEGE STREET
 mixed use development application


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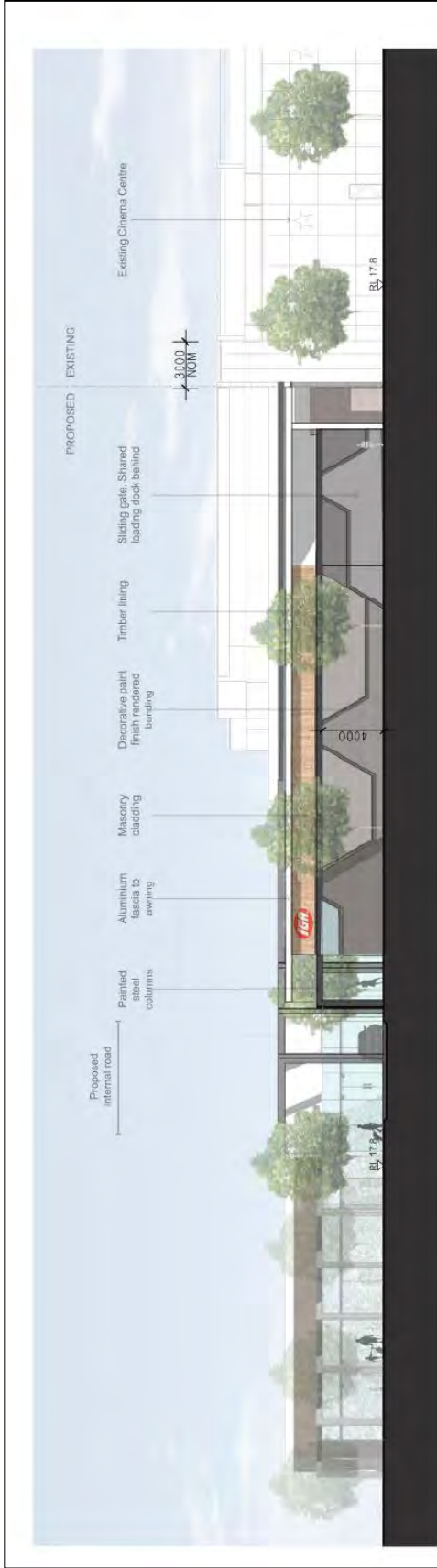
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 1156
 November 2011
 drawn by GT + MD
02.1



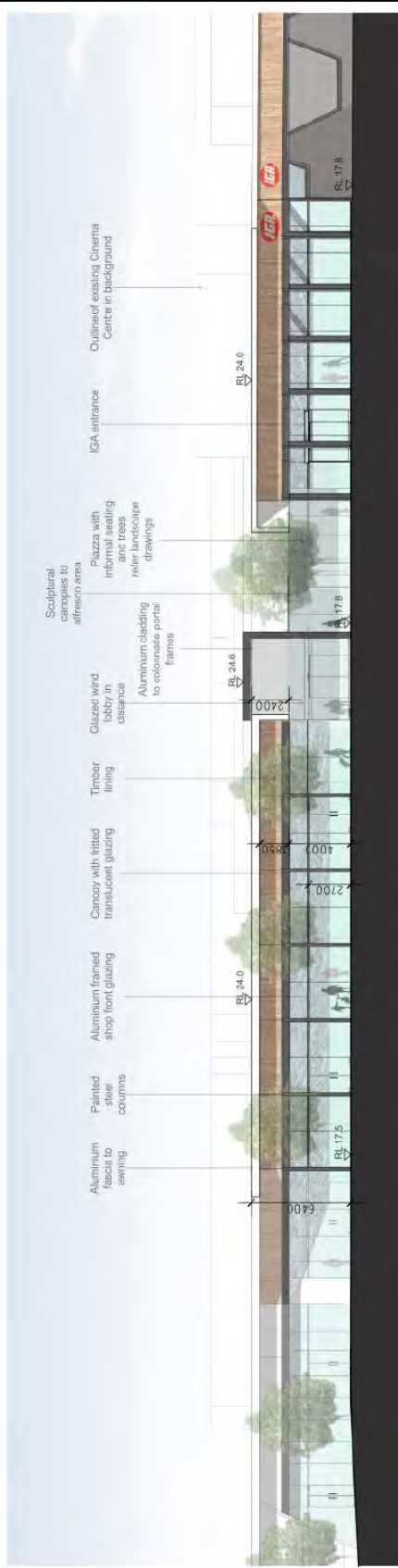
centre expansion ground floor plan (west)
 INNALOO: LIEGE STREET
 mixed use development application

1:350 @ A2 / 1:125 @ A1
 1156
 NOVEMBER 2011
 drawn by: GT * ND

02.2



west elevation



north-west elevation

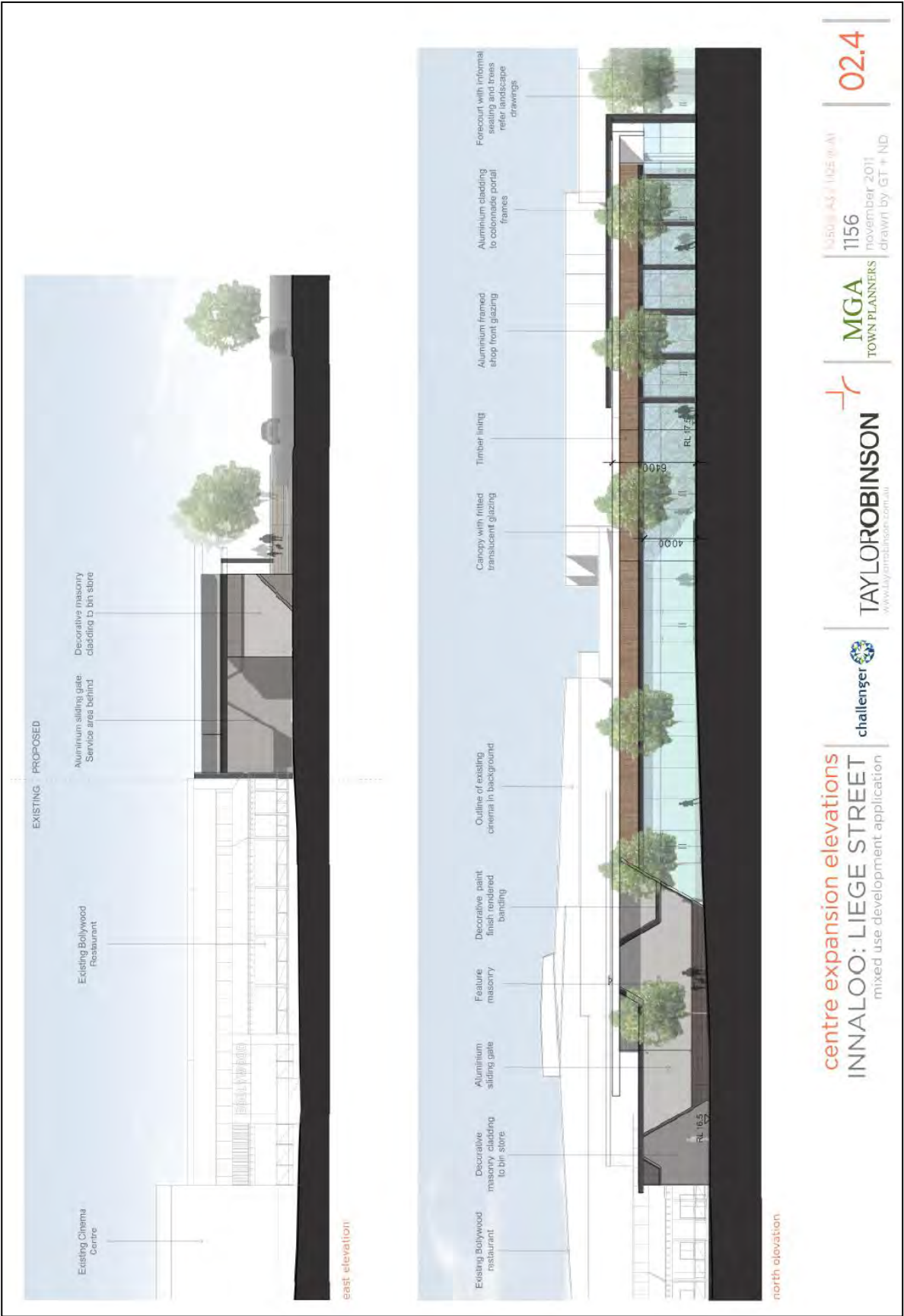
centre expansion elevations
INNALOO: LIEGE STREET
 mixed use development application



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02.3

1:500 @ A2 / 1:105 @ A1



centre expansion elevations
INNALOO: LIEGE STREET
 mixed use development application



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MSO AS / 1025 (0-A)
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02.4



GBA - 2375 sqm

office - undercroft plan
INNALOO: LIEGE STREET
 mixed use development - application

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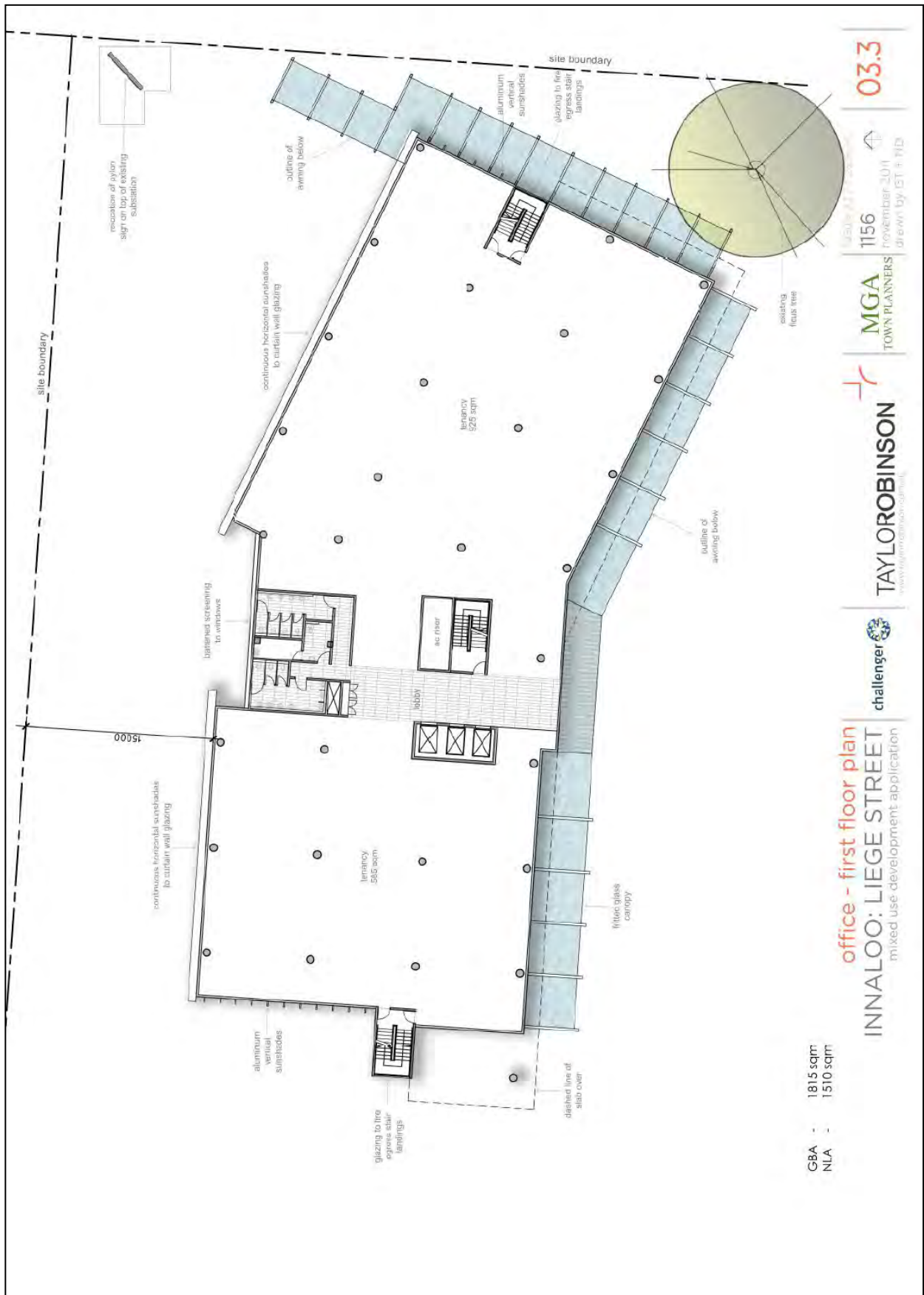
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12/05/2011 11/19/2011
 NOVEMBER 2011
 DRAWN BY G.T. + M.D.

03.1



GBA - 1815 sqm
 NLA - 1510 sqm

office - first floor plan
INNALOO: LIEGE STREET
 mixed use development application



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 drawn by IST & MID

03.3



GBA
 NLA (level 2 + 3) - 1950 sqm
 NLA (level 4) - 1685 sqm
 - 1625 sqm

office - level 2 - level 4 floor plan
INNALOO: LIEGE STREET
 mixed use development application









GBA 1775 sqm
 NLA 505 sqm

office - level 5 floor plan
INNALOO: LIEGE STREET
 mixed use development application



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03.5

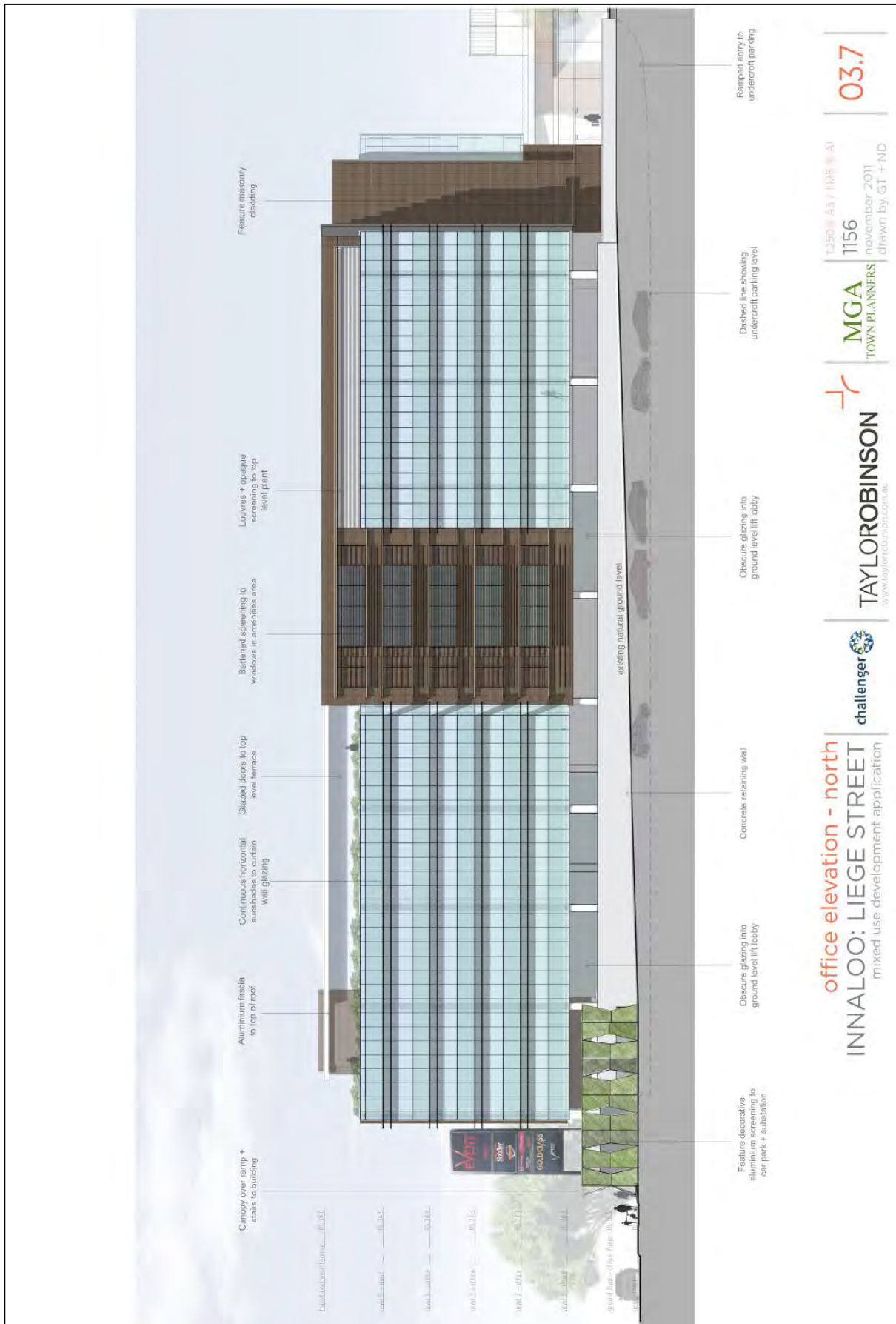


office - roof plan
INNALOO: LIEGE STREET
 mixed use development application



U2500/AS1/058/41
 1156
 november 2011
 drawn by GT + MD

03.6



Canopy over ramp + stairs to building

Aluminum fascia to top of roof

Continuous horizontal sunshades to curtain wall glazing

Glazed doors to top level terrace

Battered screening to windows in amenities area

Louvers + opaque screening to top level plant

Feature masonry cladding

Feature decorative aluminum screening to car park + substation

Opaque glazing into ground level lift lobby

Concrete retaining wall

Opaque glazing into ground level lift lobby

Dashed line showing undercroft parking level

Ramped entry to undercroft parking

office elevation - north
INNALOO: LIEGE STREET
 mixed use development application

challenger

TAYLOR ROBINSON
 10 Evelyn Road, Melbourne VIC 3000
 taylorrobinson.com.au

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 TOWN PLANNERS

1250 A37 1125 A41
1156
 november 2011
 drawn by GT + ND

03.7



Outline of proposed retail in background

Glazed curtain walling with decorative aluminium bead capping

Aluminium blade fins supporting aluminium roof at top level

Clear glazing to steel walls

Vertical aluminium sun shades

Glazed doors to top level terrace

Feature masonry cladding

Continuous horizontal sunshades

Glazed curtain walling

Fritted glass canopy to colonnade

Aluminium blade fins supporting doors at ground level

Covered external seating area

Feature masonry cladding

Feature decorative aluminium screen to car park + substation

Existing focus trees

office elevation - east
 INNALOO: LIEGE STREET
 mixed use development application

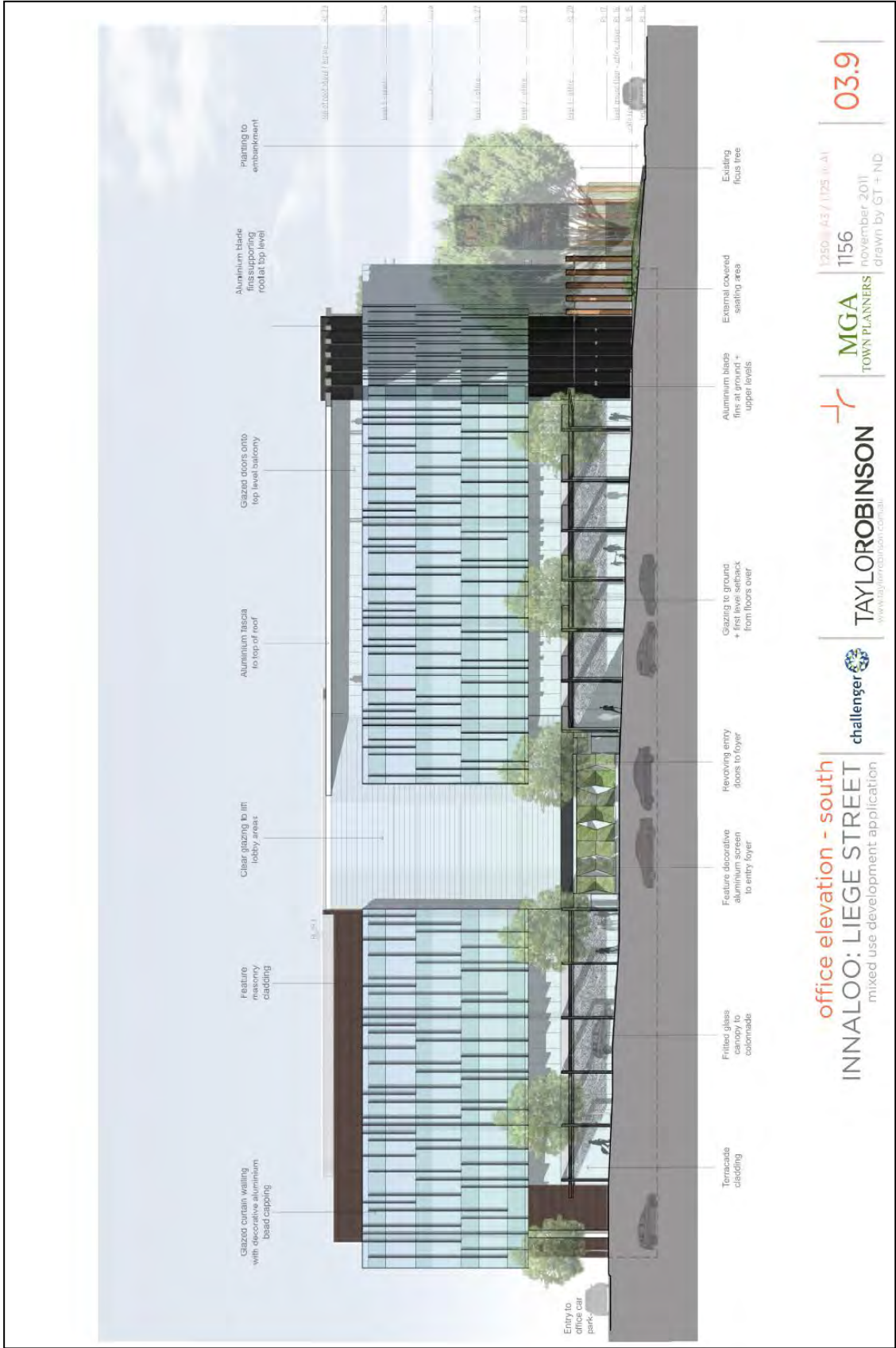
challenger

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MGA
 TOWN PLANNERS

1156
 november 2011
 drawn by GT + ND

03.8



office elevation - south
INNALOO: LIEGE STREET
 mixed use development application



1250 A3 / 1125 R-A1
 1156
 NOVEMBER 2011
 drawn by GT + ND

03.9



office elevation - west
INNALOO: LIEGE STREET
 mixed use development application



1:250 @ A3 / 1:125 @ A1
1156
 november 2011
 drawn by GT + ND

03.10

Attachment 5: Development Perspectives



piazza perspective
INNALOO: LIEGE STREET
 cinema complex retail expansion
 development application



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MGA 1156
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 november 2011

02.0



FOR ILLUSTRATIVE PURPOSES ONLY

perspectives of centre expansion
INNALOO: LIEGE STREET
 mixed use development application



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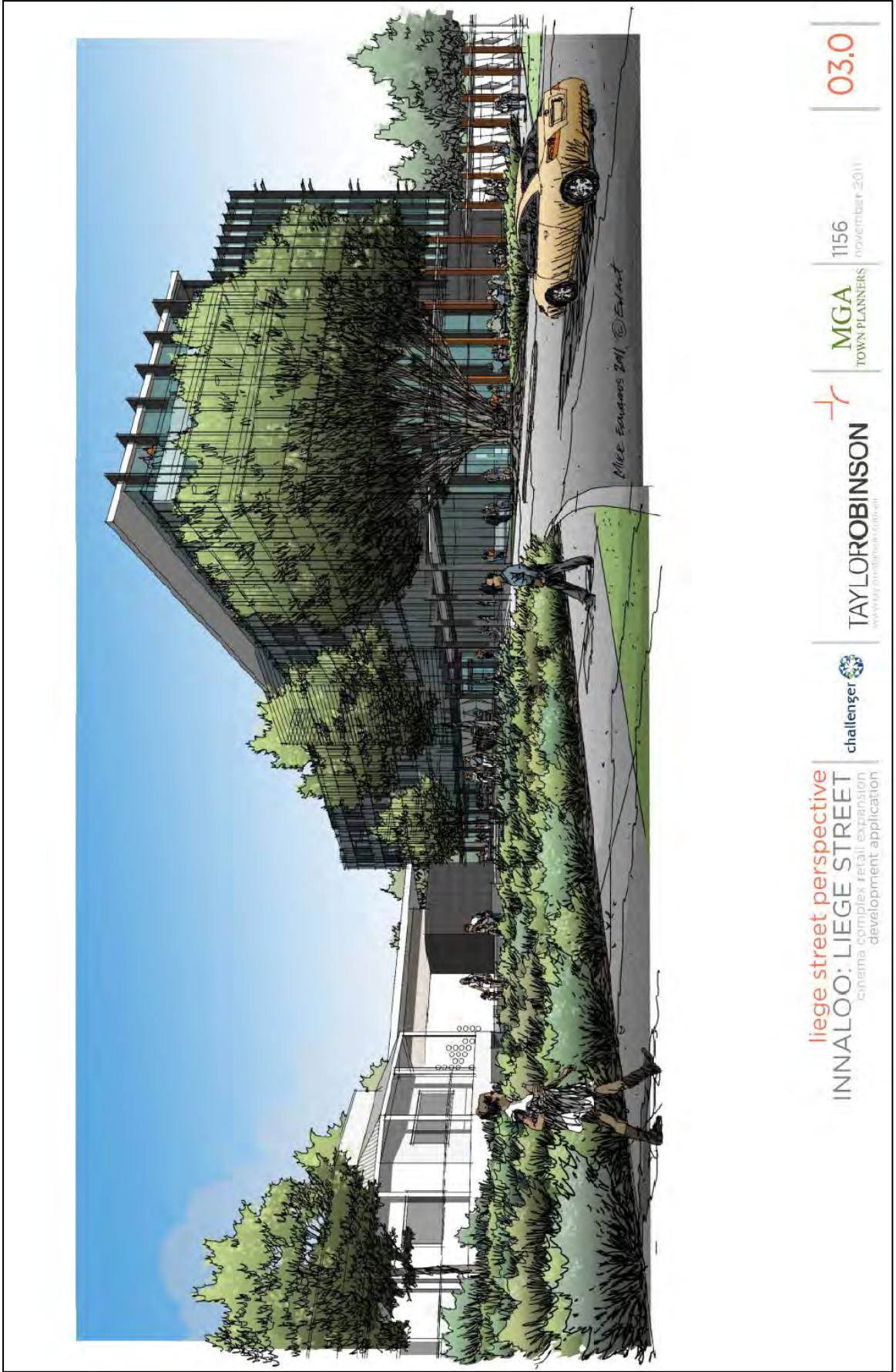


MGA
 TOWN PLANNERS

not to scale

1156
 November 2011
 Drawn by GT + ND

02.5



liege street perspective
INNALOO: LIEGE STREET
 cinema complex retail expansion
 development application

challenge



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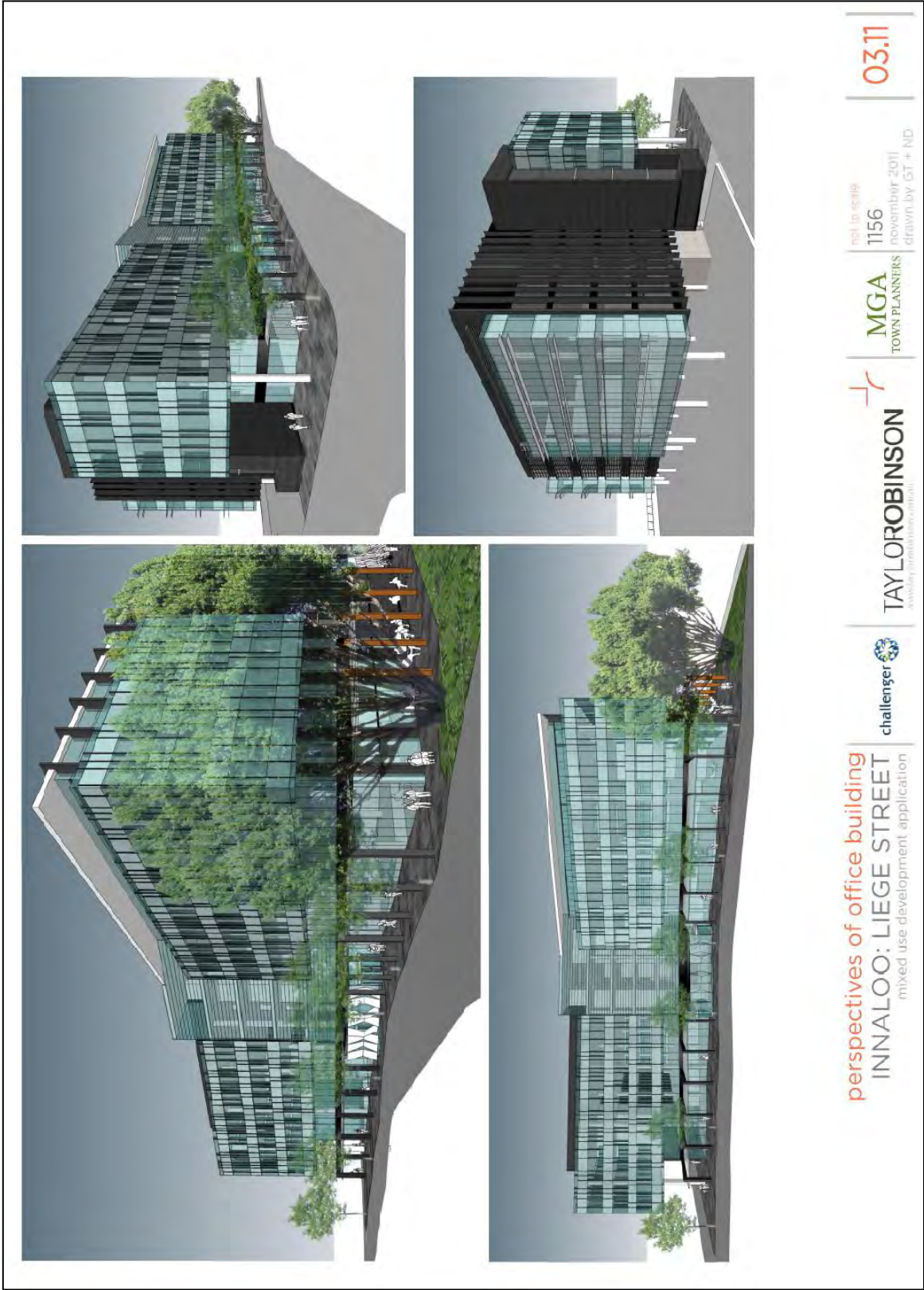


MGA
 TOWN PLANNERS

1156

ROADMETER 2011

03.0



Attachment 6: Schedule of Submissions

	Object/Support	Comment
1	Object	<p>Oppose karaoke use.</p> <p>Object to any form of retail outlet liquor except where it is sold at a restaurant with a meal.</p> <p>Do not see a need for another supermarket.</p> <p>There should be left in left out only on Liege Street and a max speed limit of 30kmh for the new length of road proposed.</p>
2	Object	<p>Object to karaoke as one of the uses.</p> <p>An objection to any form of a direct liquor outlet such as a 'bar' or 'bottle shop'.</p> <p>Support left in left out only from Liege Street and discourage any 'rat running' through the site.</p> <p>Also question the need for another supermarket considering the three located in Westfield Precinct and another at the Woodlands Village Shopping Centre.</p>
3	Object	<p>Insufficient detail provided covering the movement of both vehicle and pedestrian traffic between the site and adjoining commercial properties facing Scarborough Beach Road. Historically, there has been continued movement between the properties and ongoing damage as a result of this.</p> <p>The construction of the office complex along this boundary will have a visual impact over the commercial properties facing Scarborough Beach Road and sufficient information has not been provided in relation to what shielding will be adopted on this development.</p> <p>Suggest that the developer provided a wall with sufficient height (at least 3m) to prevent movement between the properties and add a degree of privacy.</p>
4	Object	<p>Do not believe the development will adequately address the safety and traffic problems currently faced by the community.</p> <p>As the site is affected by Planning Bulletin 33, has the Dept of Planning been contacted and given its consent for the development?</p>

	<p>As the development will effect the road system/flow/networks, has Main Roads been contacted and given consent?</p> <p>Has the Stirling City Centre Alliance been consulted and given consent to the development?</p> <p>The development will encourage more vehicles in the area and there is already a huge traffic problem which has not been addressed.</p> <p>The development will cause more noise (day and night) from the uses and the bins being emptied along with fly away rubbish.</p> <p>No plan has been provided with respect to the management of delivery times and bin emptying times.</p> <p>There is already a development approval from Stirling for two office blocks on the Nookburra site 10m from this proposal which will severely impact upon traffic, accidents and noise pollution.</p> <p>Where is the residential component in this development in accordance with the ethos of the Stirling City Centre?</p> <p>Under TPS38 this is an entertainment precinct, not for offices or supermarket.</p> <p>This modification will encourage more noise, more fumes (lead emissions) and more traffic accidents in the area and especially within 50m of people's housing.</p> <p>Where is the justification for the supermarket? There is already one at Woodlands and a number in the Westfield centre.</p> <p>The plan does not show access, cycling pathways, and sufficient space for wheelchairs, gophers and prams and this is in conflict with the Stirling City Centre objectives and Stirling Council's sustainability policy.</p> <p>The supermarket is planned to be in close proximity of residents who already suffer from lack of residential aspect from current businesses.</p> <p>At the Stirling City Centre workshop years ago the community said that the Odin Road extension was not to occur and Stirling said they will uphold this.</p> <p>Where is the evidence that the community is in support of</p>
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		<p>this office tower, supermarket and the extension of Odin Road?</p> <p>Where is the evidence that this modification will improve the traffic flow especially when the community has had to deal with the same owner and architect over the Nookanburra development traffic issues, which still have not been addressed?</p> <p>Where is the traffic management plan, as the one of the Nookanburra development still had not presented to the community?</p> <p>The various shops will create a ghetto area.</p>
5	Object	<p>The development will not enhance the neighbourhood as we already have rubbish bins being emptied all night long, rubbish constantly flying over the fence, people doing burn outs all night long.</p> <p>The traffic is dreadful and will become worse with this development.</p> <p>We don't need office blocks, we need some town houses.</p>
6	Object	<p>This is an opportune time to consider manipulating Liege Street to provide easier and safer access from Parkland Villas.</p> <p>The proposed development may add to increased traffic volumes and more hazards.</p>
7	Support	<p>The development will enhance the lifestyle and shopping opportunities without the need to cross Scarborough Beach Road.</p> <p>Request that City of Stirling and the developer incorporate a designated crosswalk at Liege Street.</p> <p>Also request that the City of Stirling and the developer provide a bus shelter along Liege Street to service the patrons of the proposed development as well as the Parkland Villa residents/visitors.</p>
8	Object	<p>We are concerned about the traffic in the area. Since the redevelopment of the Nookanburra site the traffic is horrific.</p> <p>Walking in the area is also very difficult and would be impacted further by the development.</p>
9	Object	<p>Stephenson Avenue is not being utilised for its intended</p>

		<p>purpose. Liege Street, a two lane road, will be closer to the proposed development and could not possibly cope with the volume of traffic that will exacerbate an already dangerous, and frustrating situation on Liege Street.</p>
10	Object	<p>Supports the redevelopment of the subject site where it is consistent with the strategic vision for the Stirling City Centre. As such, the proposal for office and entertainment uses on the site, as would any proposal for residential land use.</p> <p>Strongly object to the proposal for a supermarket and other retail tenancies on the site as this is contrary to the intent of TPS38 and the draft Stirling City Centre Structure Plan.</p> <p>Under TPS38, Precinct 8 is promoted as an entertainment and residential precinct.</p> <p>The proposal is clearly contrary to TPS38 as retail uses are not listed as preferred or contemplated uses in the precinct. The proposal is also contrary to the draft Stirling City Centre Structure Plan, which promotes the Woodlands precinct as a residential and mixed use area.</p> <p>The strategic intent for Precinct 8 is to promote a mixed use area comprising entertainment and ancillary uses, together with medium to high density residential development. The residential component is important in achieving the housing targets identified in Directions 2031, State Planning Policy 4.2, TPS 38 and the draft Stirling City Centre Structure Plan.</p> <p>The intent of TPS38 and the draft Stirling City Centre Structure Plan is for retail uses to be focused within Precinct 1. TPS38 identifies Precinct 1 as the 'retail commercial' precinct of the Stirling City Centre and promotes retail expansion of the shopping centre. The draft Stirling City Structure Plan promotes shopping uses within the southern precinct to serve the local population and surrounding region, and promotes the redevelopment of the shopping centre.</p> <p>The proposal for retail uses on the subject site will undermine the strategic intent of concentrating retail activity within Precinct 1, as identified in TPS38 and the draft Stirling City Centre Structure Plan. The proposal for the subject site essentially represents a standalone Neighbourhood Centre.</p> <p>The surrounding area is already well served by</p>

		<p>supermarkets including the Westfield Innaloo shopping centre and the Woodlands Neighbourhood Centre.</p> <p>Serious concerns are raised about the traffic impacts of the proposed development. The proposal would funnel traffic from Odin Road into a narrow local street and would create a short cut to Liege Street. It is noted that the submission states that the new local street is designed so that a 'rat run' is not created. We contend however, that the supermarket will rely on substantial passing trade to be viable and that traffic will be able to access Liege Street through the existing car parking area on the site. The proposed supermarket would also change the nature of activity on the site, from retail uses that operate during predominantly off peak/after hours times, to a supermarket and retail outlets that would create a peak hour destination.</p>
11	Object and Support	<p>Retention of the existing cinema use of the site is acceptable.</p> <p>A 6-storey office building we find acceptable, provided provision is made to accommodate the drainage sump on the building area, with electrical supply and lifts above flood level and not in the basement.</p> <p>Various shop tenancies at the northern edge of the centre are acceptable.</p> <p>A supermarket in this location would be a traffic generator, would extend new retail use into a residential suburb, and is unnecessary with four existing supermarkets nearby and we object in this respect.</p> <p>A karaoke bar, with nightclub implications, is undesirable so near to residences, so we object in this respect, along with any other establishment of any direct or indirect liquor outlet on the site, as the adjacent Botanica is more than adequate for these purposes.</p> <p>The proposed internal road connecting the Odin Road/Scarborough Beach Road intersection to Liege Street is potentially a major problem and we object to it as a through road. We would only find it acceptable if its construction was delayed under after the construction of the Stephenson Boulevard north to the Freeway, if the junction with Liege Street was restricted to left in/left out and if the road design was in accordance with the principles enunciated at the many Stirling Alliance meetings on this subject. That is, low speed, single lane, pedestrian friendly etc. We would object most strongly to</p>

		any attempt to use this 'little' road as a bypass for the chronic traffic problems on the adjacent section of Scarborough Beach Road.
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Responsible Authority Report (Regulation 12, 17)

Application Details:	PROPOSED SHOWROOMS, OFFICES, RESTAURANTS, MEDICAL CENTRE, TAKE AWAY FOOD OUTLET AND SHOP
Property Location:	Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine
DAP Name:	Metro North JDAP
Applicant:	Harden Jones Architects
Owner:	Currambine District Centre One Pty Ltd Currambine District Centre Two Pty Ltd
LG Reference:	DA11/1358
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Development
Application No and File No:	DAP 11/1358
Report Date:	24 February 2012
Application Receipt Date:	07 December 2011
Application Process Days:	57 working days
Attachment(s):	1. Location Plan 2. Development Plans 3. Parking Management Strategy Plans 4. Traffic Statement Reports 5. City of Joondalup Environmentally Sustainable Design Checklist

Recommendation:

That the Metro North JDAP resolves to:

- A. **Approve** DAP Application reference DAP11/1358 and accompanying plans (refer Attachments 2 and 3) in accordance with Clause 6.9 of the City of Joondalup District Planning Scheme No. 2, subject to the following conditions:

Conditions

- 1. A Construction Management Plan being submitted and approved prior to the commencement of construction. The management plan shall detail how it is proposed to manage:**
 - all forward works for the site;
 - the delivery of materials and equipment to the site;
 - the storage of materials and equipment on the site;
 - the parking arrangements for the contractors and subcontractors;
 - other matters likely to impact on the surrounding properties;
- 2. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to the commencement of construction.**

3. **The lodging of detailed landscaping plans with the Building Licence Application based on water sensitive urban design and Designing Out Crime principles to the satisfaction of the City. For the purpose of this condition a detailed landscaping plan shall be drawn to a scale of 1:100. All details relating to paving, treatment of verges and tree planting in the car park, are to be shown on the landscaping plan;**
4. **Landscaping, reticulation and all verge treatments, based on water sensitive urban design principles, are to be established in accordance with the approved plans prior to the development first being occupied and thereafter maintained to a high standard to the satisfaction of the City;**
5. **Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of construction;**
6. **An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be shown on the Building Licence submission and be approved by the City prior to the commencement of construction;**
7. **The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.**
8. **Bicycle parking facilities shall be provided in accordance with the Australian Standard for Offstreet Carparking – Bicycles (AS2890.3-1993) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided and approved by the City prior to the commencement of construction.**
9. **The retaining walls shall be treated with non-sacrificial anti-graffiti coating;**
10. **No obscure or reflective glazing is permitted at ground floor level on the building facades facing Delamere Avenue, Cuba Way and Tyger Entrance;**
11. **All signage shall be the subject of a separate Development Application;**
12. **A lighting plan detailing all external pole and fixture positions, lux levels and light spillage shall be submitted with the Building Licence Application for the approval of the City;**

13. Lighting shall be installed along all driveways and pedestrian pathways and in all common service areas in accordance with the approved lighting plan prior to the development first being occupied to the satisfaction of the City;
14. The car parking shade trees as indicated on the approved plans shall be installed prior to the development first being occupied. The trees shall be located within tree wells and protected from damage by vehicles and maintained to the satisfaction of the City;
15. All awnings shall have a minimum clearance of 2.75 metres above the level of the footpath;
16. Car parking bay 21 on Lot 5002 (74) Delamere Avenue shall be constructed, marked and set aside as a small car bay only, as detailed in the Australian Standard for Offstreet Car Parking (AS2890.1 2004) and fully contained within the lot boundary;
17. Adequate sightlines shall be provided at northern egress point of the undercroft car park at Lot 5001 (86) Delamere Avenue (Advice Note 3 refers);
18. A notification under section 70A of the Transfer of Land Act is to be prepared at the applicant's cost and in a form acceptable to the City and lodged with the Registrar of Titles for endorsement on the certificates of title for lot 5002 (74) Delamere Avenue and lot 5001 (86) Delamere Avenue prior to the commencement of any development or works. The notification is to give notice that the approved plans make provision for 41 car parking bays to be provided on lot 5001 (86) Delamere Avenue for the exclusive use of patrons of, and visitors to, and employees of the occupiers of, lot 5002 (74) Delamere Avenue and that if, for any reason, including the sale or redevelopment of lot 5001, the car parking bays to be provided on lot 5001 become unavailable then the use of lot 5002 may be contrary to a condition of the development approval and may constitute an offence under the City of Joondalup District Planning Scheme No. 2.
19. The 41 car parking bays shown on the approved plans, and located on Lot 5001 (86) Delamere Avenue, as being provided for parking, exclusively by:
 - (a) patrons of, and visitors to, the development on Lot 5002 (74) Delamere Avenue; and
 - (b) employees of the occupiers of Lot 5002 (74) Delamere Avenue,are to be available, at all times for those purposes.
20. The development on Lot 5002 (74) Delamere Avenue is not be used or occupied if the car parking bays referred to in condition 19 are not available at all times for the purposes referred to in condition 19.

21. Condition 20 applies at all times, except in the event that the development on Lot 5001 (86) Delamere Avenue is undergoing construction. This exemption is to only apply for a maximum period of 24 months commencing on the date of issue of a certificate of classification, or certificate of construction compliance (as the case may be) for the development on Lot 5002 (74) Delamere Avenue.
22. Pedestrian access between Lot 5002 (74) Delamere Avenue and Lot 5001 (86) Delamere Avenue shall be constructed in accordance with the approved parking management strategy plans. Proposed pedestrian access routes shall be indicated on the Building Licence submission and be approved by the City prior to the commencement of construction.
23. All car parking bays depicted on the parking management strategy plans as being for the purposes of customer parking on Lot 5002 shall be marked and permanently set aside for this purpose.

Advice Notes:

1. In reference to condition 2 it is considered the use of 240 litre carts would be appropriate in this instance due to the limited manoeuvring space for refuse vehicles;
2. In reference to condition 2 a refuse management plan is required which must consider the total amount of waste that would be expected, the number and type of bins proposed, the frequency of collection, method of collection and other issues affecting the handling of waste.
3. Further to condition 17 the applicant/owner is advised that relocation of the egress point three bays south will allow for the provision of adequate sightlines upon exit from the undercroft at Lot 5001 (86) Delamere Avenue.
4. In reference to condition 21 above, the applicant is advised that the 41 parking bays required on Lot 5001 (86) Delamere Avenue, shall be provided at the time of commencement of operations for any or all of the development on Lot 5002 (74) Delamere Avenue, until such time as construction substantially commences on Lot 5001 (86) Delamere Avenue. These bays must then be made available permanently, and in perpetuity, within 24 months of the issue of the certificate of classification for the development at Lot 5002 (74) Delamere Avenue.
5. The applicant and the owner are advised that, there is an obligation to design and construct the premises in compliance with the requirements of the *Environmental Protection Act 1986*.
6. The development shall comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971*.
7. The bin storage areas shall be provided with a concrete floor graded to a 100mm industrial floor waste gully connected to sewer. A hose cock must be provided to bin store area.

8. Food premises shall comply with all requirements of the *Food Act 2008*.

B. Advise the applicant and the City of Joondalup of its decision accordingly.

Background:

Property Address:	Lot 5002 (74) and Lot 5001 (86) Delamere Avenue, Currambine
Zoning	MRS: Urban
	TPS: Business
Use Class:	Restaurant – ‘P’ use Showroom – ‘P’ use Office – ‘P’ use Take Away Food Outlet – ‘P’ use Medical Centre – ‘P’ use Shop – ‘X*’ use
Strategy Policy:	N/A
Development Scheme:	City of Joondalup District Planning Scheme No. 2 (DPS2) Currambine District Centre Structure Plan (CDCSP)
Lot Size:	Lot 5002 (74) Delamere Avenue – 4,627m ² Lot 5001 (86) Delamere Avenue – 7,659m ²
Existing Land Use:	Vacant
Value of Development:	\$11,000,000.00

The subject sites are located to the east of the existing Currambine Central shopping centre and Cinema complex and south of the City’s Civic and Cultural zoned site at Lot 1574 (52) Delamere Avenue, Currambine (Attachment 1 refers).

The sites are zoned “Urban” under the Metropolitan Region Scheme, and fall within the “Business” zone under the City’s District Planning Scheme No. 2. (DPS2). All proposed uses are permitted “P” uses within the Business zone aside from the proposed shop which is a non-permitted “X*” use and subject to the conditions of clause 3.6.3 of DPS2.

Clause 3.6.3 of DPS2 states that a shop may be permitted within the Business Zone, subject to Council’s discretion provided that the following conditions are met:

- (a) Shopping floor space does not exceed 200m² NLA;
- (b) The parcel of land is on a separate green title lot of not less than 1000m²;
- (c) The aggregate shopping NLA on any group of adjoining or adjacent lots in the Business and Mixed Use Zones must not exceed 1000m²; and
- (d) The direct street frontage of any lot containing a shop must be at least 20 metres in width.

The proposed shop meets the conditions of Clause 3.6.3 and is considered an appropriate land use in this instance.

The sites are also subject to the requirements of the Currambine District Centre Structure Plan (CDCSP). The Currambine District Centre is bound by Marmion Avenue to the west, Shenton Avenue to the south, and Delamere Avenue to the north and east.

At its meeting held on the 17 March 2009, Council granted conditional approvals for the construction of developments on both the subject sites consisting of showrooms, offices, food hall, convenience store and shop.

Those approvals were not acted on and have since lapsed.

A further application for development at Lot 5002 (74) Delamere Avenue, Currambine was previously lodged with the City on the 31 June 2011, with that application now superseded by this proposal.

Details:

The proposed development will be comprised of the following:

Lot 5002 (74) Delamere Avenue

- A 55 bay undercroft car park immediately adjacent to the western boundary;
- A two storey building immediately adjacent to the western boundary above the undercroft, comprising of offices and showrooms;
- A two storey restaurant on the northern portion of the site, incorporating both an inside and outside dining area. This is intended to be used as a Dome Cafe;
- A single storey building on the street boundary (Delamere Avenue), comprising a take away food outlet, office and medical centre (dental surgery) for two practitioners; and
- 40 at-grade car parking bays with a shade tree provided for every four car bays.

Lot 5001 (86) Delamere Avenue

- A 132 bay undercroft car park immediately adjacent to the western boundary;
- A two storey building immediately adjacent to the western boundary above the undercroft comprising of offices and showrooms;
- A single storey building immediately adjacent to the northern boundary comprising a shop and restaurant;
- A single storey building on the southern boundary comprising showrooms and offices; and
- 75 at-grade car parking bays.

Legislation & policy:

Legislation

- City of Joondalup District Planning Scheme No. 2

3.6 *The Business Zone*

3.6.3 *A shop may be permitted in the Business Zone, subject to Council's discretion after giving notice in accordance with Clause 6.7, and provided the following conditions have been met:*

- (a) Shopping floor space does not exceed 200m² NLA;*
- (b) The parcel of land is on a separate green title lot of not less than 1000m²;*
- (c) The aggregate shopping NLA on any group of adjoining or adjacent lots in the Business and Mixed Use Zones must not exceed 1000m²; and*
- (d) The direct street frontage of any lot containing a shop must be at least 20 metres in width.*

4.5 *Variations to site and development standards and requirements*

4.5.1 *Except for development in respect of which the Residential Planning Codes apply and the requirements set out in Clauses 3.7.3 and 3.11.5, if a development is the subject of an application for planning approval and does not comply with a standard or requirement prescribed under the Scheme, the Council may, notwithstanding that non-compliance, approve the application unconditionally or subject to such conditions as the Council thinks fit.*

4.5.2 *In considering an application for planning approval under this clause, where, in the opinion of Council, the variation is likely to affect any owners or occupiers in the general locality or adjoining the site which is subject of consideration for the variation, the Council shall:*

- (a) Consult the affected parties by following one or more of the provisions for advertising uses pursuant to clause 6.7.1; and*
- (b) Have regard to any expressed views prior to making its decision to grant the variation.*

4.5.3 *The power conferred by this clause may only be exercised if the Council is satisfied that:*

- (a) Approval of the proposed development would be appropriate having regard to the criteria set out in Clause 6.8; and*
- (b) The non-compliance will not have any adverse effect upon the occupiers or users of the development or the inhabitants of the locality or upon the likely future development of the locality.*

4.8 *Car Parking Standards*

4.8.2 *The number of on-site car parking bays to be provided for specified development shall be in accordance with Table 2. Where development is not specified in Table 2 the Council shall determine the parking*

standard. The Council may also determine that a general car parking standard shall apply irrespective of the development proposed in cases where it considers this to be appropriate.

6.8 Matters to be considered by Council

6.8.1 *The Council when considering an application for Planning Approval shall have due regard to the following:*

- (a) interests of orderly and proper planning and the preservation of the amenity of the relevant locality;*
- (b) any relevant submissions by the applicant;*
- (c) any agreed Structure Plan prepared under the provisions of Part 9 of the Scheme;*
- (d) any planning policy of the Council adopted under the provisions of clause 8.11*
- (e) any other matter which under the provisions of the Scheme the Council is required to have due regard;*
- (f) any policy of the Commission or its predecessors or successors or any planning policy adopted by the Government of the State of Western Australia;*
- (g) any relevant proposed new town planning scheme of the Council or amendment or proposed Metropolitan Region Scheme Amendment insofar as they can be regarded as seriously entertained planning proposals;*
- (h) the comments or wishes of any public or municipal authority received as part of the submission process;*
- (i) the comments or wishes of any objectors to or supporters of the application;*
- (j) any previous decision made by the Council in circumstances which are sufficiently similar for the previous decision to be relevant as a precedent, provided that the Council shall not be bound by such precedent; and*
- (k) any other matter which in the opinion of the Council is relevant.*

- Currambine District Centre Structure Plan

City of Joondalup Local Planning Policies

- Environmentally Sustainable Buildings in the City of Joondalup

Encouraging the integration of environmentally sustainable design principles rather than mandating them, the policy requires applicants to complete the City's Environmentally Sustainable Checklist demonstrating that the development has been designed and assessed against a national recognised rating tool. (Attachment 5 refers).

State Government Policies

- Nil

The proposal generally complies with the aforementioned legislation and polices, with details of where discretion is sought contained in the following sections of this report.

Consultation:

Public Consultation

The proposed development was advertised for a period of 21 days. A total of 128 adjoining and nearby owners were advised in writing, a sign was erected on each of the sites and the details of proposals were placed on the City's website. Consultation ended on 6 February 2012.

A total of 10 responses were received during the consultation period, of which 2 were objections, and the remaining 8 submissions stated no objections to the proposal.

It should be noted that the previous development application for Lot 5002 (74) Delamere Avenue was advertised for a period of 21 days ending on the 31 August 2011. A total of 16 responses were received to that proposal, of which 10 were objections, and the remaining 6 submissions stated no objections.

Consultation with other Agencies or Consultants

The application was not required to be referred to any other agency or consultant.

Planning assessment:

The application is for a new development over two lots bounded by Currumbine Central shopping centre to the west, a proposed Community Centre and public open space to the north, a vacant lot to the south and Delamere Avenue and existing residential properties to the east.

The site is located within the Business Zone of the CDCSP, which guides development within the area. The objectives of the Business Zone are:

- To create an active focus for the community with a diversity of non-retail mainstreet uses that generate day and evening activity;
- To allow appropriate businesses to locate and develop in close proximity to residential areas for the convenience of the community;
- Encourage high standards of "Main Street" built form and an active edge to create an attractive facade to vehicle and pedestrian routes providing visual amenity and interaction;
- Provide efficient vehicle access and circulation with pedestrian priority; and
- Encourage a high level of passive surveillance of public and private spaces.

Land Use

The proposed land uses within the development are all permitted land uses; other than the proposed shop land use which is an "X*" use under the City's District Planning Scheme No 2 and are considered to be compatible with one another and the existing and proposed surrounding uses, including the Currumbine residential area.

The proposed uses will contribute to the mixture of day time and night time commercial, retail and entertainment services that the Currambine District Centre is expected to provide to the surrounding community and satisfy the objectives of the Business Zone of DPS2 and the CDCSP.

Design variations to the CDCSP

The proposed development is subject to the provisions of both the Business zone and Commercial zone of the CDCSP. The proposal seeks to vary the following requirements of the CDCSP, with those items of non-compliance summarised below in bold:

Provision	Lot 5002 (74) Delamere Avenue	Lot 5001 (86) Delamere Avenue
(ii) Urban edges are to be zero setbacks other than for minor recesses of up to 1.5m deep and a maximum of 3.0m long.	Setbacks of between 1.4m and 6.2m	Setbacks of between nil and 6.0m
(iv) Urban and non-urban edges shall be designed to have active frontages towards vehicle and pedestrian routes and at grade parking areas with continuous awnings and/or colonnades	Active frontages to all edges with differing openings and entrance points. Continuous awnings not provided to external building edges.	Active frontages to all edges with differing openings and entrance points. Continuous awnings not provided to external building edges.
(vi) Loading bays are to be located away from the Urban edge and are to be no more than 15 metres wide or otherwise located in a service yard away from pedestrian use.	Loading bay to the Delamere Avenue frontage.	All loading bays located internally to the site and less than 15.0m in width.
(ix) Other than for areas of blank facade allowed for under previous clauses, building frontages are to comprise a minimum 70% if windows and visually permeable doors. Window sills shall be set no less than 600mm from the ground floor level, open shop fronts are encouraged	Delamere Avenue frontage = 34.5% glazing Cuba Way frontage = 20% glazing Sill heights set to the ground	Delamere Avenue frontage = 26.5% glazing Cuba Way frontage = 24% glazing Tyger Entrance frontage = 25% glazing Sill heights set to the ground
(x) Access and circulation shall reinforce the creation of sub blocks akin to a fine grain town centre. Urban edges and non-urban	Delamere Avenue access 42.5m wide Cuba Way access 15.0m	Delamere Avenue access 14.4m wide Cuba Way access 14.0m wide

edges may include breaks for access of up to 15m wide. These shall be no closer than 40 metres apart.		Tyger Entrance access 14.0m wide
(xi) A continuous footpath (3m minimum) shall be provided along the building edge other than where a loading bay abuts the building or vehicle crossover is present.	No continuous footpath to external building edges. 3.0m wide footpaths provided internally.	No continuous footpath to external building edges. 3.0m wide footpaths provided internally.

Design variations to the DPS2

The proposal also seeks to vary the following requirements of DPS2, with those items of non-compliance summarised in bold below:

Provision	Lot 5002 (74) Delamere Avenue	Lot 5001 (86) Delamere Avenue	Total
4.8.2 The number of on-site car bays in accordance with Table 2	95 bays provided with 136 bays required	208 bays provided with 168 bays required	303 bays provided with 304 bays required.
4.12.1 A minimum of 8% of an area of a development site shall be designed, developed, maintained as landscaping	8.9%	5.4%	N/A
4.12.2 When a proposed development includes a car parking area abutting a street, an area no less than 3.0 metres wide within the lot along the street boundaries shall be designed, developed and maintained as landscaping	Landscaping strip of nil, increasing to 6.0m at Delamere Avenue Minimum landscaping strip provided for the remainder.	Landscaping strip of 0.7m at Tyger Entrance. Minimum landscaping strip provided for the remainder.	N/A
4.12.3 Landscaping shall be carried out on all those areas of a development site which are not approved for buildings, accessways, storage purposes or car parking with the exception that shade trees shall be planted and maintained by	Landscaping provided as required. Shade trees provided.	Landscaping provided as required. No shade trees provided to the western at grade portion of car parking.	N/A

the owners in car parking areas at the rate of one tree for every four (4) car parking bays to the Council's satisfaction.			
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Setback to urban edges

The CDCSP requires buildings to have a nil setback to the front property where that boundary is designated as an 'urban edge.' This is to provide for interaction with the streetscape in order to encourage and frame street activity.

In the case of Lot 5002 (74); Delamere Avenue and Cuba Way are dedicated urban edges. The applicant proposes setbacks of between 1.4 and 6.2 metres to these frontages.

In the case of Lot 5001 (86); Delamere Avenue, Cuba Way and Tyger Entrance are dedicated urban edges. The applicant proposes setbacks of between nil and 6.0 metres to these frontages.

It is noted that the urban edge frontages proposed are not consistent with the objectives of the CDCSP, however, the developments still generally provide an attractive and interactive frontage through the use of glazing and pedestrian entry points, with visual exposure maintained on both sites to those buildings located at the western boundaries.

Building Frontages with less than 70% glazing

	Required	Proposed	Complies
Lot 5002 (74)			
Delamere Avenue frontage	70%	34.5%	No
Cuba Way frontage	70%	20%	No
Lot 5001 (86)			
Delamere Avenue frontage	70%	26.5%	No
Cuba Way frontage	70%	24%	No
Tyger Entrance	70%	25%	No

The applicant seeks approval for reduced glazing to the dedicated urban edge building frontages of both developments as required under the CDCSP. Where the structure plan requires 70% glazing, the majority of the glazing provided accumulates to less than 30% per frontage.

The glazing provided however does still allow for surveillance onto all urban edge boundaries, with large ground floor windows and pedestrian entry points.

The structure plan also requires all windows to be a minimum of 600 millimetres above ground floor level. This proposal incorporates a number of windows on both sites which begin at ground level. Whilst this is a variation to CDCSP requirements, this is consistent with other developments approved in the Currumbine District Centre.

Loading bay adjacent to the urban edge

Approval is sought for a screened loading bay at Lot 5002 (74) Delamere Avenue located adjacent to the Delamere Avenue frontage and nearby pedestrian footpath. The loading bay is considered acceptable as it is screened from view from the pedestrian foot path by a solid wall and landscaping area along Delamere Avenue.

Footpaths

The CDCSP requires all developments to have footpaths with a minimum width of three metres surrounding the proposed building. 3.0 metre paths have been provided internally to both sites; however no footpaths have been proposed surrounding the buildings.

The development has been designed for the majority of entry points to be internal to the developments. Existing footpaths are currently in place along the Delamere Avenue frontages and along the Cuba Way frontage of Lot 5002 (74) Delamere Avenue.

The applicant proposes to extend pedestrian paths at Lot 5001 (86) Delamere Avenue towards the Currambine Central shopping centre to the east on the Tyger Entrance verge. It is considered that the existing and proposed extensions to the pedestrian network are sufficient in this instance, providing a safe and efficient route for pedestrian traffic.

Access and Circulation

Urban and non-urban edges may include breaks for vehicles up to 15.0 metres wide. In this instance discretion is sought for a break of 42.5m at the Delamere Avenue, urban edge frontage of Lot 5002 (74) Delamere Avenue.

It is considered that despite a break of 42.5 metres, commercial exposure is maintained, with visual exposure provided additionally to the two storey building to the western boundary, heightening interest. Pedestrian priority is still maintained with an existing 2.4m shared footpath providing access within the break.

No continuous awnings to external building frontages

The applicant seeks to vary the CDCSP requirement for continuous awnings to the external building frontages. This is considered a minor variation which is appropriate given that canopies are proposed within the development to those areas where there is expected to be a high volume of pedestrian traffic. The proposed locations of the canopies are sufficient in providing adequate weather protection, encouraging pedestrian priority.

Landscaping

The proposal includes a variation to the 3.0m landscaping strip that is required by DPS2 where a car parking area abuts a street. This variation occurs on Lot 5002 (74) Delamere Avenue where the car park abuts the Delamere Avenue frontage and on Lot 5001 (86) Delamere Avenue where the car park abuts Tyger Entrance. Both are considered minor variations to the requirement of DPS2, with sufficient landscaping strips provided to the remainder of the development.

A variation is also sought for Lot 5001 (86) Delamere Avenue with approval sought for total landscaping to 5.4% of the site in lieu of the DPS2 requirement of 8%. It is considered that sufficient landscaping has been provided to soften the development as seen from all frontages, with a large amount of landscaping to be provided within the existing verge.

Lot 5001 (86) Delamere Avenue also seeks to vary the DPS2 requirement for trees to be provided within the car park area at a rate of one per every four car parking bays. Whilst shade trees have been provided for the at grade car park which has access to Delamere Avenue as well as within a portion of the at grade car park with access to both Cuba Way and Tyger Entrance, no trees are proposed to the western portion of this car park.

It is considered that due to the undercroft car park being constructed underneath this car park, it would be difficult for the planting of shade trees to occur and as such it is appropriate to vary this requirement.

Car Parking

Car parking is calculated based on the individual land uses proposed in accordance with Table 2 in DPS2. The following table sets out the car parking requirements of DPS2:

No 74 (Lot 5002) Delamere Avenue	
Proposed Use	Required by DPS2
Restaurant (Greater of 1 per 5m ² of dining room or one per four guests)	312m ² dining area = 62.4 (63) bays
Take Away Food Outlet (One per four guests in seated area plus seven per 100m ² NLA for non seating service areas)	66m ² = 7 bays
Showroom/Office (One bay per 30m ² of NLA)	1655m ² NLA = 55.16 (56) bays
Medical Centre (Five bays per practitioner)	2 practitioners = 10 bays
Total Bays Required	136 bays
Total Bays Provided	95 bays
No 86 (Lot 5001) Delamere Avenue	
Proposed Use	Required by DPS2
Shop (7 bays per 100m ² NLA)	200m ² NLA = 14 bays
Restaurant (1 Per 5m ² of dining)	260m ² = 52 bays
Showroom/Office (One bay per 30m ² of NLA)	3040m ² = 101.3 (102) bays
Total Bays Required	168 bays
Total Bays Provided	208 bays
Overall Bays Required	304 bays
Overall Bays Provided	303 bays

A combined car parking shortfall of 0.3% is sought with 303 bays provided in lieu of the required 304 bays.

A shortfall of 30.14% or the equivalent of 41 bays is sought for Lot 5002 (74) Delamere Avenue, however it is proposed that any car parking shortfall will be addressed through the surplus of car parking available at Lot 5001 (86) Delamere Avenue.

A parking management strategy has been included as part of this submission (Attachment 3 refers), which indicates that staff parking for those employed to work on Lot 5002 will be provided, for the most part, within the undercroft of Lot 5001.

Twenty six staff bays are proposed to be provided within the undercroft of Lot 5002, effectively leaving 69 bays remaining for customer parking. A condition has been recommended by the City for all staff parking bays to be marked and permanently set aside to ensure parking is sufficiently managed.

Pedestrian links between the two sites have been incorporated into the design of the development, with pedestrian access between the lots defined by the inclusion of indicative bollards at pedestrian crossing points and raised plateau paving (Attachment 3 refers). It is considered that the proposed modes of crossing are satisfactory in ensuring the pedestrian priority objective of the structure plan is maintained as well as completed in a safe manner for both pedestrian and vehicle access.

The City also recommends a condition of approval requiring a section 70a notification to be placed on the titles of the two properties, and any resulting strata titles. The notification is to give notice to the owners and prospective purchasers that the approved plans make provision for 41 car parking bays to be provided on Lot 5001 (86) Delamere Avenue.

The reciprocity between the two sites is considered sufficient in justifying the proposed car parking shortfall at Lot 5002 (74) Delamere Avenue and ensuring that potential spill over effects onto Delamere Avenue are minimised. A condition of approval is recommended to ensure that the reciprocity between the two sites is maintained in perpetuity.

Public Consultation

Public consultation was undertaken as part of the assessment process (refer to the Consultation details section of this report). The following outlines concerns raised by the objectors:

Key issues arising from public consultation

- The proposed take away food outlet is in close proximity to residential dwellings. These uses would promote odours, littering and anti-social behaviour;

City response: Take away food outlets are a permitted "P" use under DPS2 within the Business zone. The City cannot require that takeaway food outlets not be developed on this site.

- Concerns that it is difficult to ensure that overflow parking from Lot 5002 (74) Delamere Avenue would be adequately addressed within Lot 5001 (86) Delamere Avenue given the distance between the two sites; and

City response: Refer to car parking section of this report for a detailed response on this issue.

- Whether a 250 seat Dome Cafe is necessary on the site?

City response: A restaurant is a permitted "P" land use for the site. The proposal has been assessed against DPS2 and the City has used this to determine the appropriateness of the scale of the proposed restaurant.

An application which was previously submitted for Lot 5002 (74) Delamere Avenue was subject to the same consultation process in August 2011. The following outlines additional concerns raised by those objectors:

Key issues arising from previous public consultation

- Take away food outlets would be more appropriate along Marmion Avenue, alongside existing food outlets;

City Response: Take away food outlets are a permitted "P" use under DPS2 within the Business zone. The City cannot require that takeaway food outlets not be developed on this site.

- Insufficient car parking on site may lead to parking along Delamere Avenue, impacting on the safety of the area for vehicles and pedestrians;

City Response: A car parking shortfall on Lot 5002 (74) Delamere Avenue has now been addressed through a car parking surplus on Lot 5001 (86) Delamere Avenue.

- The development would lead to an increase in traffic along Delamere Avenue and potential hoon behaviour;

City response: At the time of development of the CDCSP, a traffic impact study conducted by Jonathan Riley Consulting Engineers accounted for the increase in traffic that would eventuate as a result of developments throughout the district centre. The existing road network was determined to have sufficient capacity to accommodate increases in traffic.

- The proposed undercroft car park may become an unsafe area promoting anti-social behaviour; and

City response: Visual surveillance to the undercroft car parks is only available from Cuba Way, Tyger Entrance and the Currambine Central shopping centre. It is anticipated that Cuba Way and Tyger Entrance would be used infrequently during the evening, providing access only to the proposed loading bay at the subject site, and access to the loading dock at Currambine Central Shopping Centre.

- Property values would be significantly impacted by the proposed development.

City response: Property values are not able to be taken into consideration as part of a planning assessment of a development application.

Conclusion:

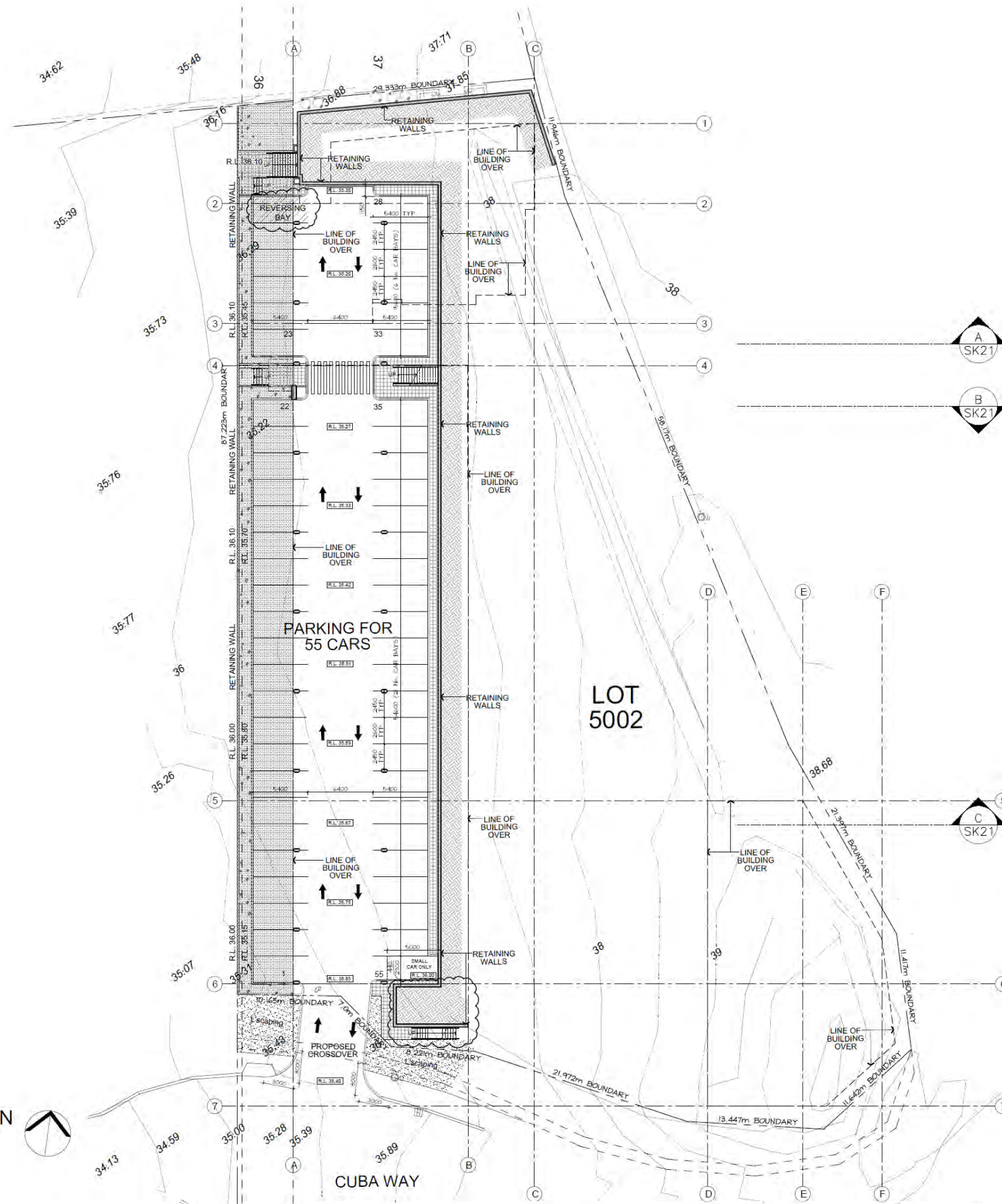
The proposed development generally complies with the requirements of DPS2 and the CDCSP with the exception of the matter discussed in this report. It is considered that the design variations should be supported as the proposal meets the objectives of the Currumbine District Centre Structure Plan and the variations requested will not have an adverse impact on the amenity of adjoining or nearby properties, or the locality.

The subject sites are an appropriate and acceptable location for the development of the uses proposed, with street activity to the urban edge frontages provided for in an acceptable way which is sensitive to the proximity of the development to the existing residential area.


The proposed uses will contribute to the mixture of commercial and retail services that the Currumbine District Centre is expected to provide to the surrounding community.

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





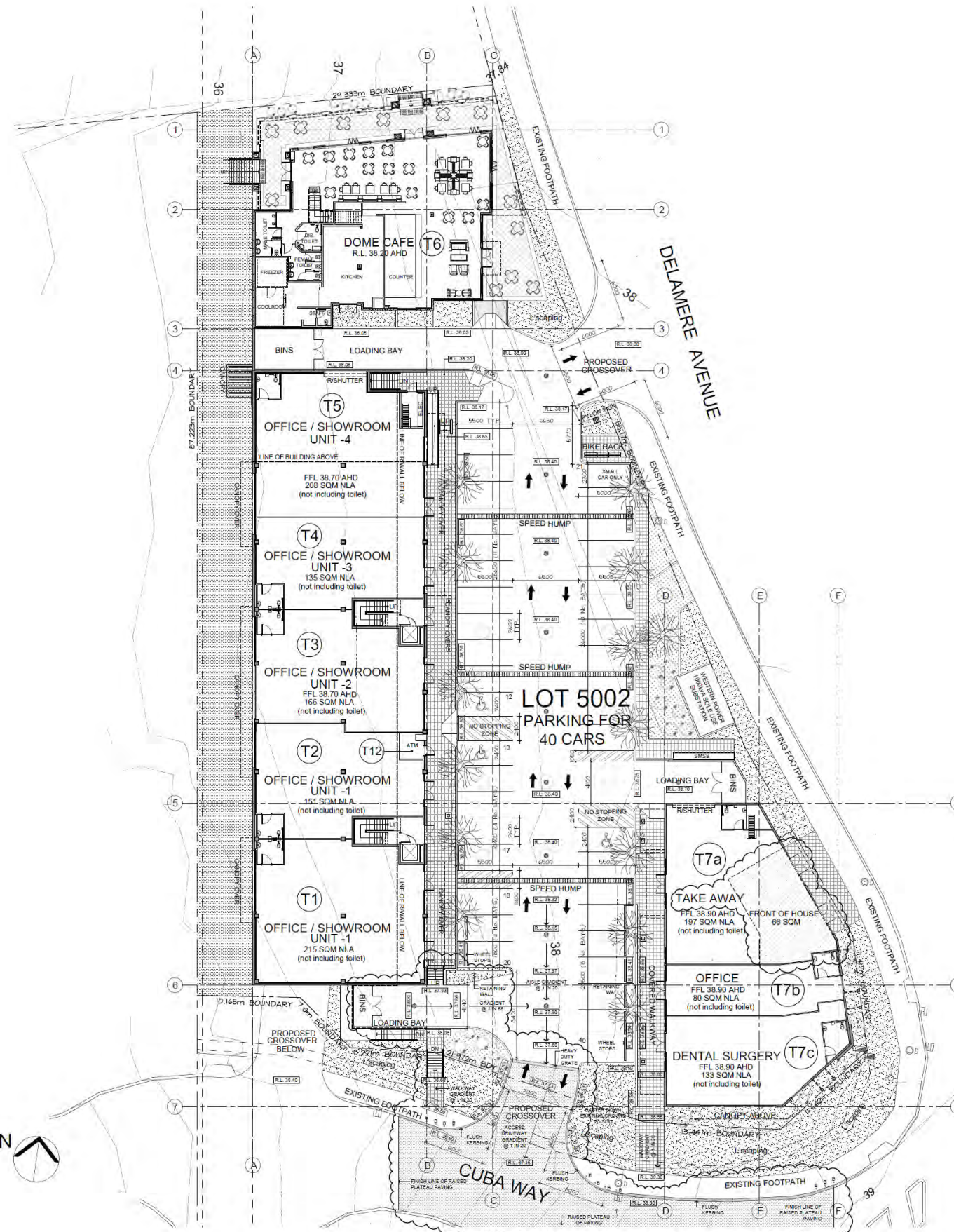
SITE / UNDERCROFT FLOOR PLAN
SCALE 1:200

 SEWER EASEMENT

4	END PARKING BAY CHANGED TO REVERSING BAY & STORE ROOM DELETED	AK	PH	16.02.2012
3	RESUBMIT FOR PLANNING APPROVAL	AK	PH	05.12.2011
2	ISSUED FOR PLANNING APPROVAL	AK	PH	31.08.2011
1	CROSSOVER WINGS AMENDED, CAR BAY DIMENSIONS ADDED FOR CLARITY	AK	PH	02.06.2011
1	ISSUED FOR PLANNING APPROVAL	AK	PH	02.06.2011

Revision/Issue	Description	Drawn	Checked	Date
Project	PROPOSED COMMERCIAL DEVELOPMENT	AK	PH	
Location	LOT 5002 DELAMERE AVE. CURRAMBINE	AK	PH	
Scale	1:200	AK	PH	2nd JUNE 2011
Project no.				
Drawn by				
Checked by				

Hedge Collard Procter
 Third Floor, 35 Elizabeth Street, West Perth, WA 6005
 PO Box 743, West Perth, WA 6005



SCHEDULE OF ACCOMMODATION (NLA)

OFFICES (T8a to T11b & T7d)	780 SQM
OFFICE / SHOWROOM (T1 to T5)	875 SQM
ATM (T12)	6 SQM
DENTAL SURGERY (T7c: 2 No. practitioners)	133 SQM
TAKE AWAY (T7a: Front of House = 66sqm)	197 SQM
DOME CAFE (T6: Total number of seats = 249 No.; Total dining area = 312sqm) Ground Floor - Inside Dining Area = 95 No. seats Outside Dining Area = 48 No. seats First Floor - Inside Dining Area = 54 No. seats Outside Dining Area = 52 No. seats	483 SQM
TOTAL	2,689 SQM

CAR PARKING REQUIRED:

OFFICE / SHOWROOM = 56 CAR BAYS (1 car bay per 30sqm)
 DENTAL SURGERY = 10 CAR BAYS (5 car bays per practitioner)
 TAKE AWAY = 7 CAR BAYS (7 car bays per 100sqm of non-seated serving area)
 CAFE = 62 CAR BAYS (Greater of 1 per 55sqm of dining area or 1 per 4 guests)
PARKING REQUIRED TOTAL = 135 CAR BAYS

CAR PARKING PROVIDED:

ON GRADE PARKING = 40 CAR BAYS
 PROPOSED UNDERCROFT PARKING = 55 CAR BAYS
TOTAL = 95 CAR BAYS

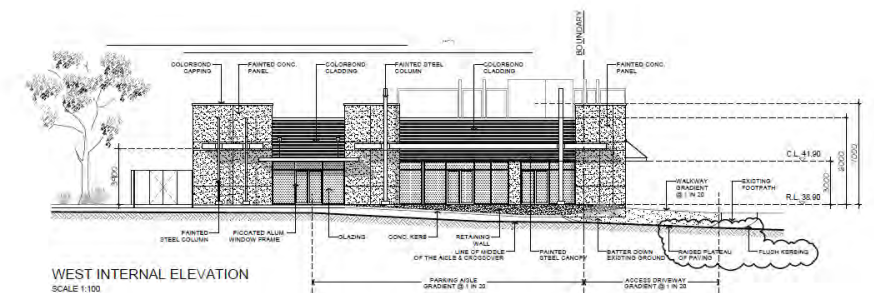
PARKING SHORTFALL = 40 CAR BAYS

LANDSCAPING REQUIRED:

LOT AREA = 4,627sqm
 REQUIRED LANDSCAPING - 8% OF LOT AREA = 371sqm

LANDSCAPING PROVIDED:

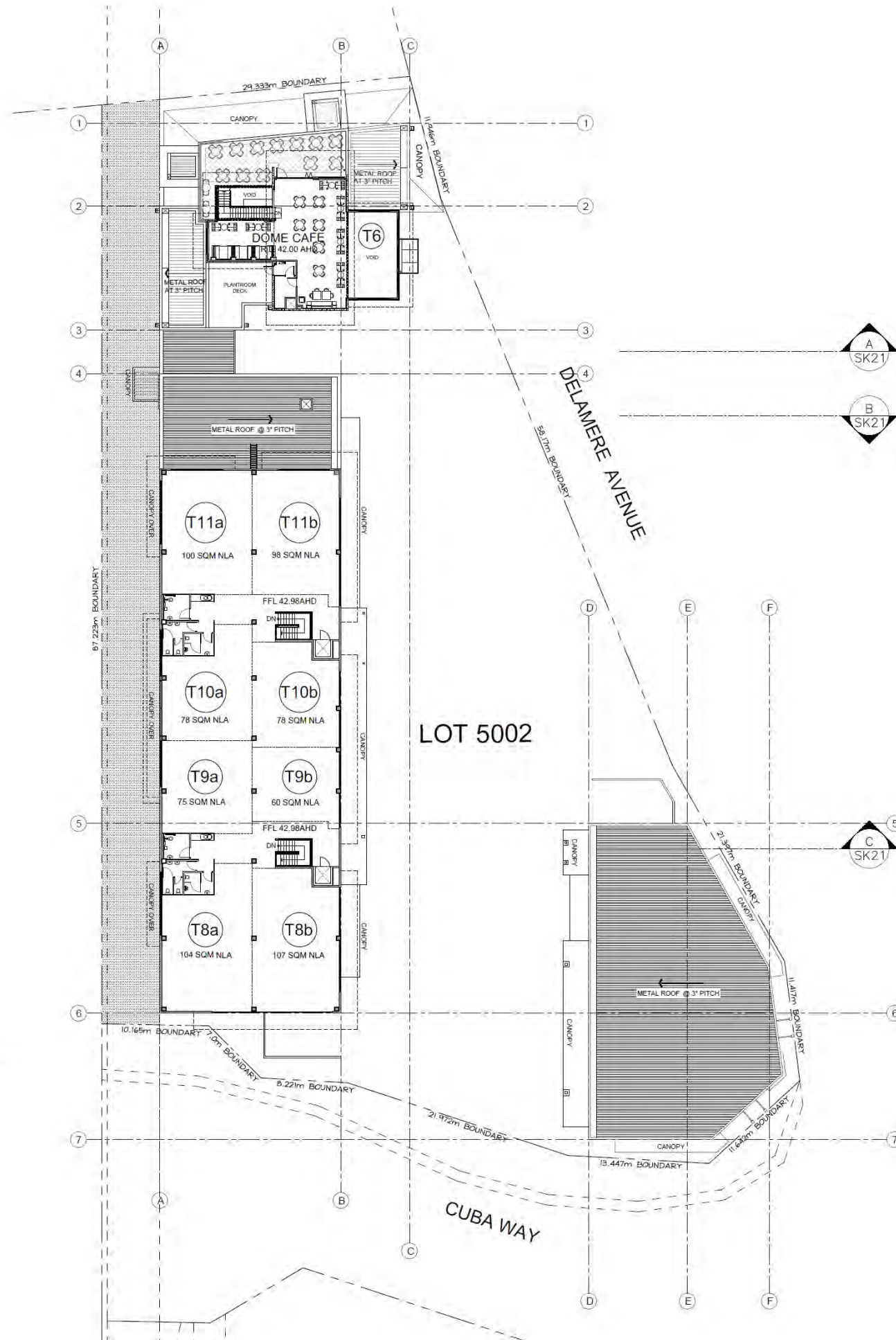
UNDERCROFT LEVEL = 138sqm
 GROUND FLOOR LEVEL = 274sqm
TOTAL = 412sqm (i.e. 8.9%)




SITE / GROUND FLOOR PLAN
SCALE 1:200

SEWER EASEMENT

3	LOADING BAY R/L LOWERED; STAIRS REVISED & ADDED; HEAVY DUTY GRATE ADDED; RAISED PLATFORM OF PARKING & FLUSH HEIGHT ADDED; RESTAURANT USE CHANGED TO TAKE-AWAY; - RESSUE FOR PLANNING APPROVAL	AK	PH	16.02.2012
2	ISSUED FOR PLANNING APPROVAL	AK	PH	05.12.2011
1	ISSUED FOR PLANNING APPROVAL	AK	PH	23.11.2011
Project	PROPOSED COMMERCIAL DEVELOPMENT	Drawn	AK	25.11.2011
Location	LOT 5002 DELAMERE AVE. CURRUMBINE	Checked	PH	
Scale	1:200	Project No.	20.11	Rev No.
Client	Hodge Collard Preston	Drawn	B1	SK28
Address	Third Floor, 32 Nicholas Street, West Perth, WA 6005 PO Box 243, West Perth, WA 6872 Ph: (08) 9322 5144 Fax: (08) 9322 2746 Email: info@hodgepreston.com.au	Checked		3

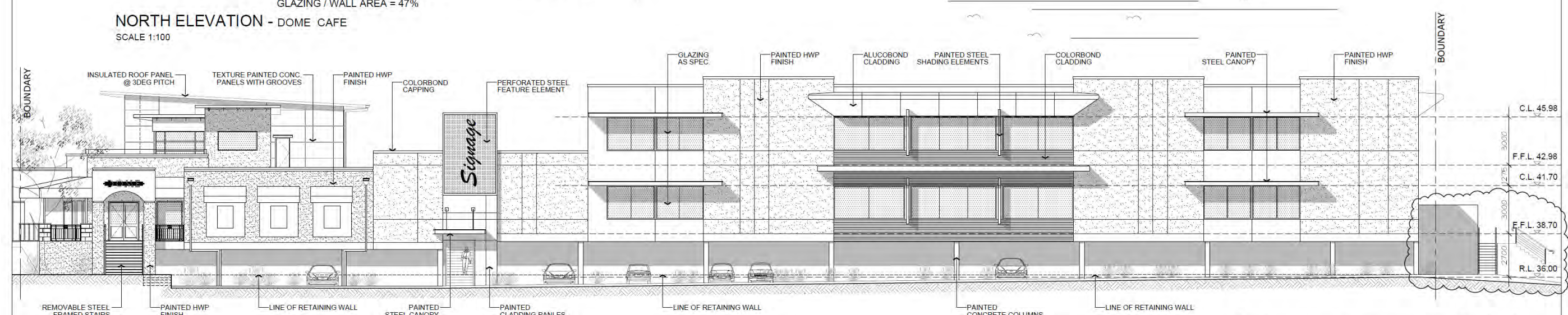
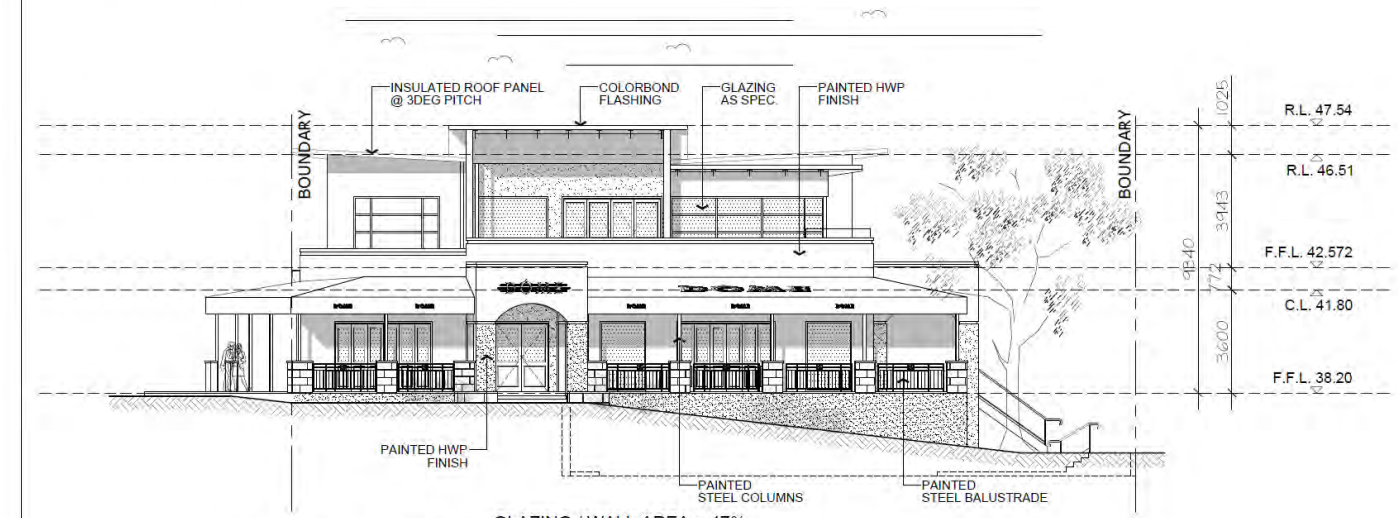
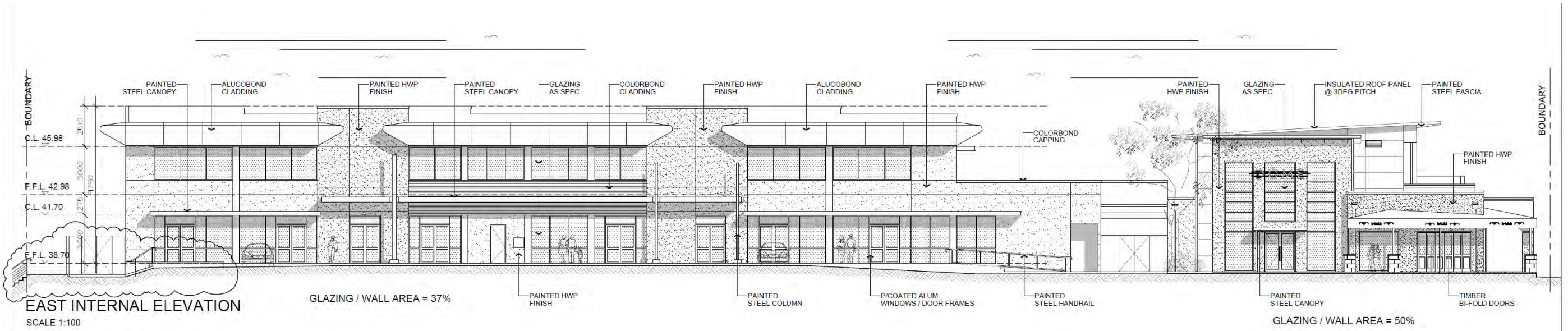


SITE / GROUND FLOOR PLAN
SCALE 1:200

 SEWER EASEMENT



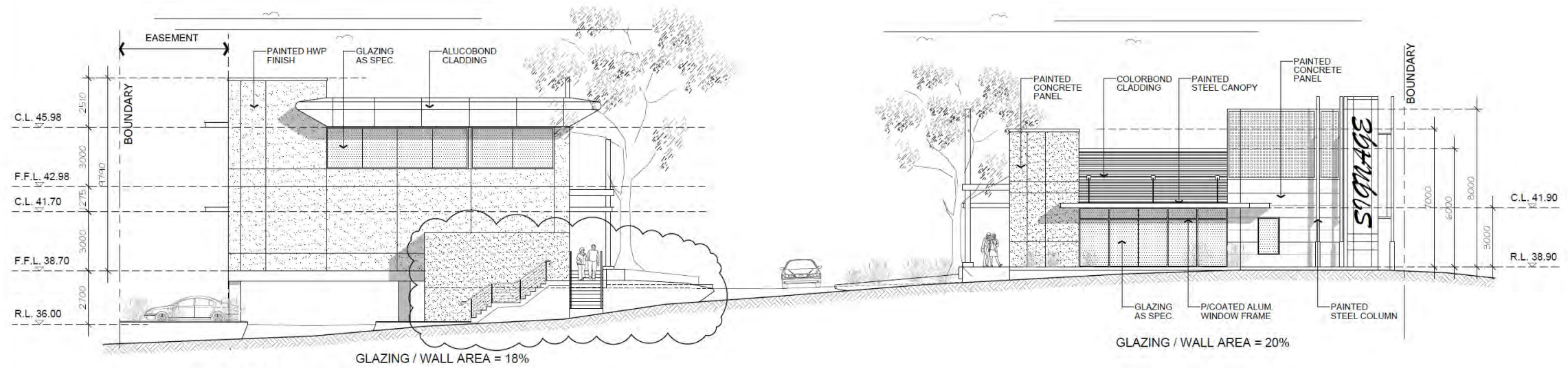
3	ISSUED FOR PLANNING APPROVAL	AK	PH	16.02.2011
2	ISSUED FOR PLANNING APPROVAL	AK	PH	05.12.2011
1	ISSUED FOR PLANNING APPROVAL	AK	PH	03.06.2011
Author/	Description	Drawn	Checked	Date
Project	PROPOSED COMMERCIAL DEVELOPMENT	Drawn	AK	PH
Location	LOT 5002 DELAMERE AVE. CURRAMBINE	Checked	PH	PH
Scale	1:200	Date	3rd JUNE 2011	
Project no.	20.11	Sheet no.	SK18	
Hodge Collard Preston ARCHITECTS		3		



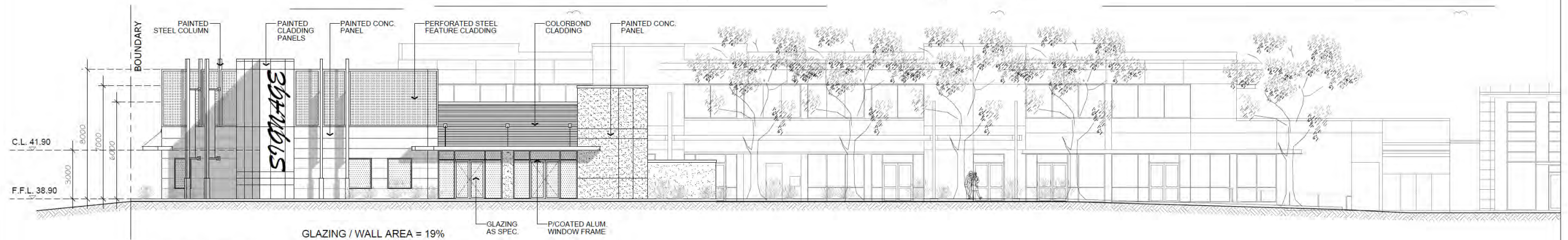
1	LOADING BAY R.L. LOWERED, STAIRS REVISED & STORE ROOM DELETED	AK	PH	16.02.2012
2	ISSUE FOR PLANNING APPROVAL	AK	PH	05.12.2011
3	GLAZING PERCENTAGE ADDED	AK	PH	02.06.2011
4	ISSUED FOR PLANNING APPROVAL	AK	PH	02.06.2011
5	REVISION / DESCRIPTION	drawn	checked	date
Project	PROPOSED COMMERCIAL DEVELOPMENT	Drawn	AK	AK
Location	LOT 5002 DELAMERE AVE. CURRAMBINE	Checked	PH	PH
Scale	1:100	Project No.	20.11	SK19
Drawn	AK	Date	1st JUNE 2011	
Checked	PH			
Project No.	20.11	Sheet No.	3	
Scale	1:100			

Hodge Collard Preston ARCHITECTS

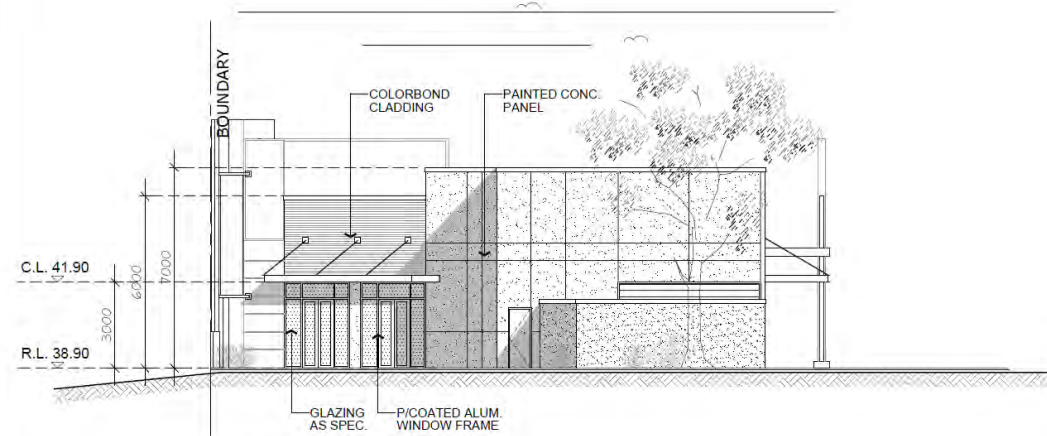
1700 North St, Brisbane QLD 4000
 PO Box 212, North Town, QLD 4082
 Ph: (07) 8322 3144
 Fax: (07) 8322 3140
 Email: info@hodgecollard.com.au



SOUTH ELEVATION (CUBA WAY)
SCALE 1:100

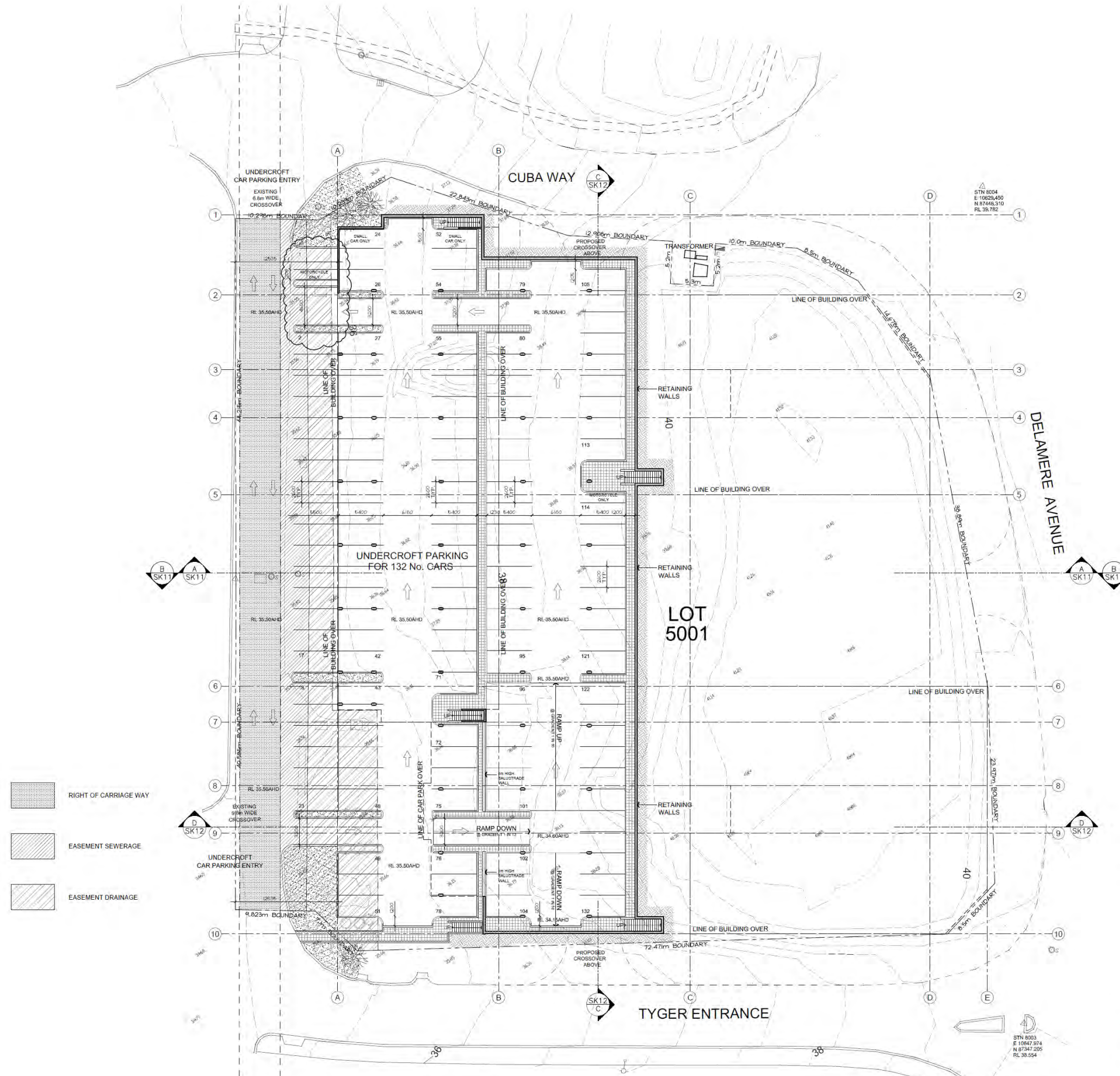


EAST ELEVATION (DELAMERE AVENUE)
SCALE 1:100



NORTH ELEVATION - SHOWROOM / OFFICE
SCALE 1:100

4	LOADING BAY RIL LOWERED & STAIRS REVISED & ADDED - NEEDED FOR PLANNING APPROVAL	AK	PH	16.02.2012
3	GLAZING PERCENTAGE ADDED	AK	PH	05.12.2011
2	RELT INTERNAL ELEVATION MOVED TO DRAWING 2011 SK27 REV 1	AK	PH	23.10.2011
1	ISSUES FOR PLANNING APPROVAL	AK	PH	02.06.2011
reviser/	description	drawn/	checked/	date
Project	PROPOSED COMMERCIAL DEVELOPMENT	Drawn	AK	Description
Location	LOT 5002 DELAMERE AVE. CURRAMBINE	Checked	PH	ELEVATIONS SHEET -2
Scale	1:100	Date	2nd JUNE 2011	
Hodge Collard Preston ARCHITECTS		Project No.	20.11	SK20
1001 Pitt St, Sydney NSW 1500 Tel: (02) 922 5144 Fax: (02) 922 5140 Email: hcp@hodgecollard.com		Sheet No.	B1	4



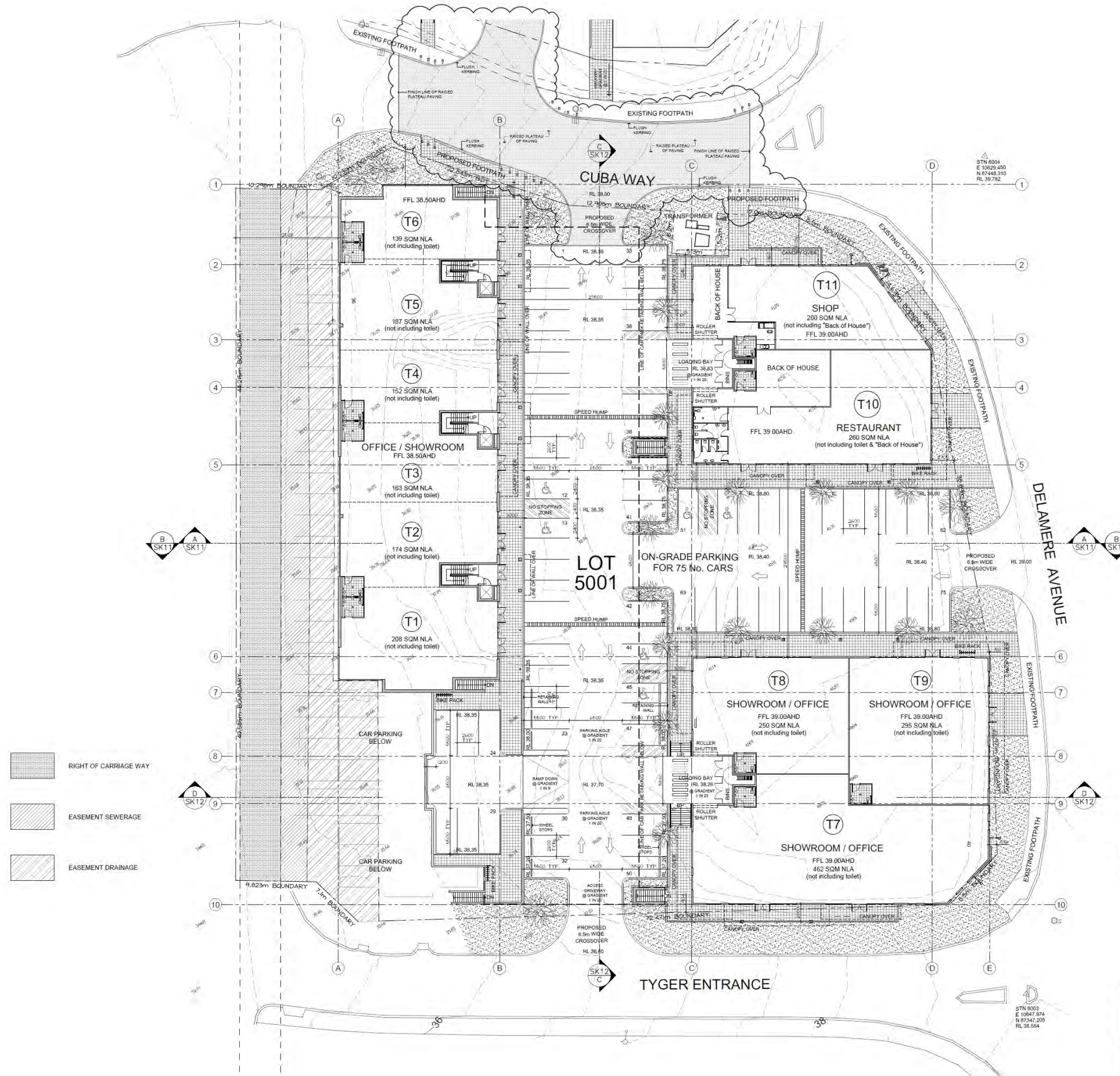
UNDERCROFT FLOOR PLAN
SCALE 1:200



3	DELETE PARKING BAY NEXT TO BAY 1 - REISSUE FOR PLANNING APPROVAL	AK	PH	16.02.2012
2	GRID LINES & SECTION LINES ADDED, TRAFFIC ARROWS DELETED, RAMP LABEL ADDED & UNDERCROFT PARKING ENTRY LABEL ADDED	AK	PH	05.12.2011
1	ISSUED FOR PLANNING APPROVAL	AK	PH	25.11.2011
revision/issue	description	drawn	checked	date
PROJECT	PROPOSED COMMERCIAL DEVELOPMENT	AK	PH	UNDERCROFT FLOOR PLAN
LOCATION	LOT 5001 DELAMERE AVE. CURRUMBINE	AK	PH	
SCALE	1:200	AK	PH	23.11.2011
PROJECT NO.	80.11	AK	PH	SK08
DATE	23.11.2011	AK	PH	3

HODGE + COLLARD
ARCHITECTS

1088 Hwy. 37, Redcliffe Stn., West Pym., W. 6050
PO Box 745, West Pym., W. 6052
PH: (08) 9322 5144, Fax: (08) 9322 5145
Email: admin@hodgecollard.com



SCHEDULE OF ACCOMMODATION (NLA)

OFFICES (T12 to T20)	1,010 SQM
OFFICE / SHOWROOM (T1 to T9)	2,030 SQM
SHOP (excluding "Back of House") (T11)	200 SQM
RESTAURANT (T10; Dining Area = 260sqm)	373 SQM
TOTAL	3,613 SQM

CAR PARKING REQUIRED:

OFFICE = 34 CAR BAYS (1 car bay per 30sqm)
OFFICE / SHOWROOM = 67 CAR BAYS (1 car bays per 30sqm)
SHOP = 14 CAR BAYS (7 car bays per 100sqm)
RESTAURANT = 52 CAR BAYS (Greater of 1 per 5sqm of dining area or 1 per 4 guests)
PARKING REQUIRED TOTAL = 167 CAR BAYS

CAR PARKING PROVIDED:

ON GRADE PARKING = 75 CAR BAYS
PROPOSED UNDERCROFT PARKING = 132 CAR BAYS
TOTAL = 207 CAR BAYS

PARKING SURPLUS = 40 CAR BAYS

LANDSCAPING REQUIRED:

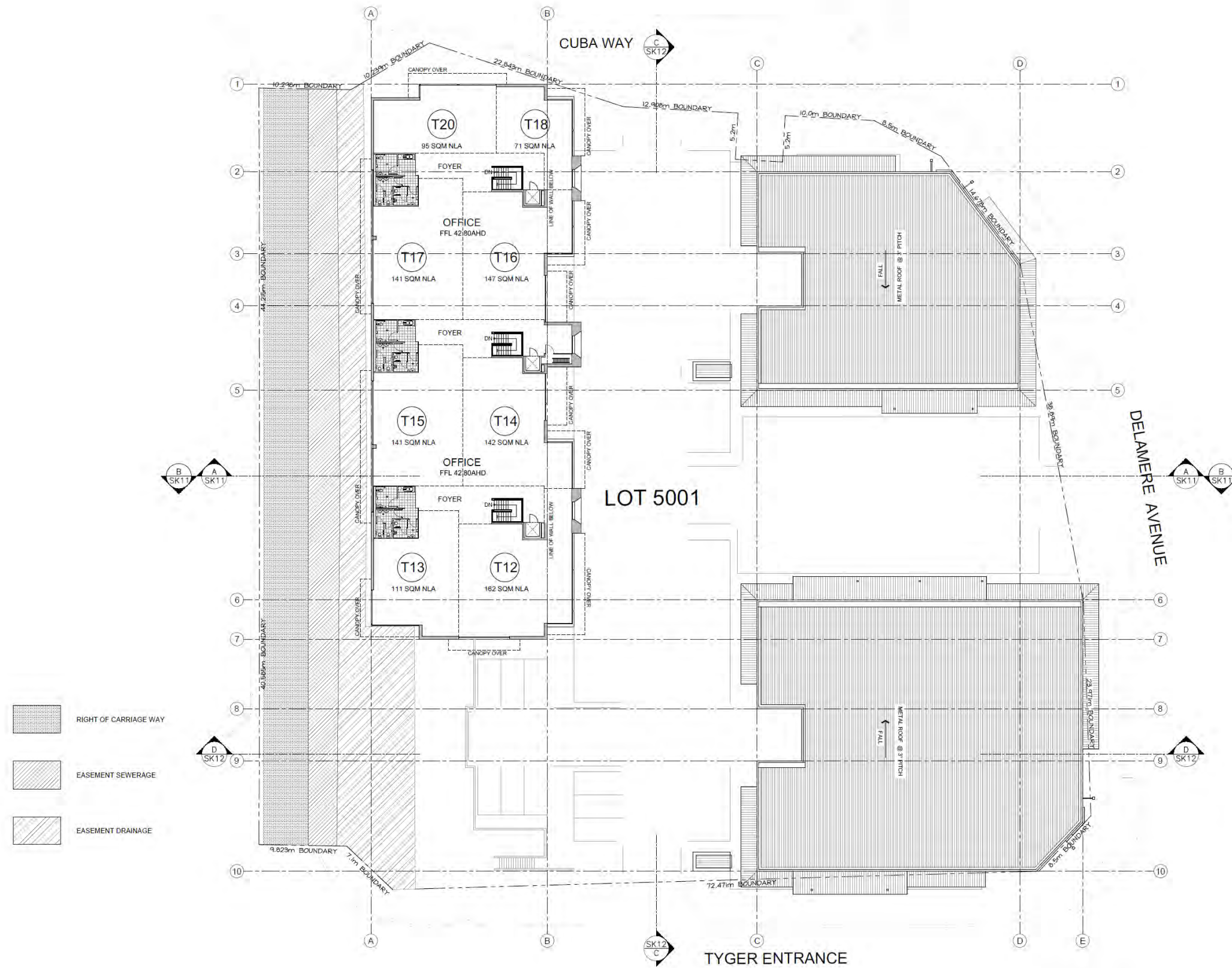
LOT AREA = 7,659
REQUIRED LANDSCAPING - 8% OF LOT AREA = 613sqm

LANDSCAPING PROVIDED:

UNDERCROFT LEVEL = 126sqm
GROUND FLOOR LEVEL = 289sqm
TOTAL = 415sqm (l.e. 5.4%)

SITE / GROUND FLOOR PLAN
SCALE 1:200

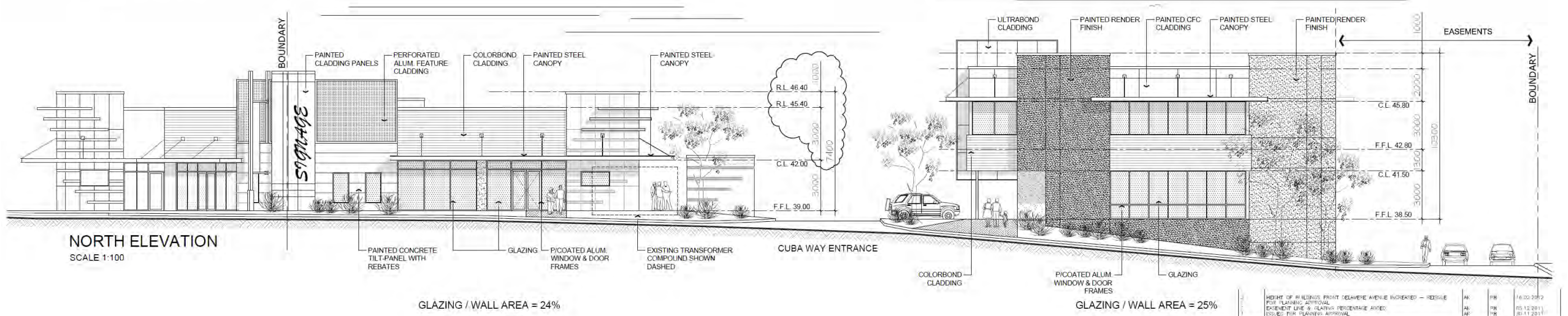
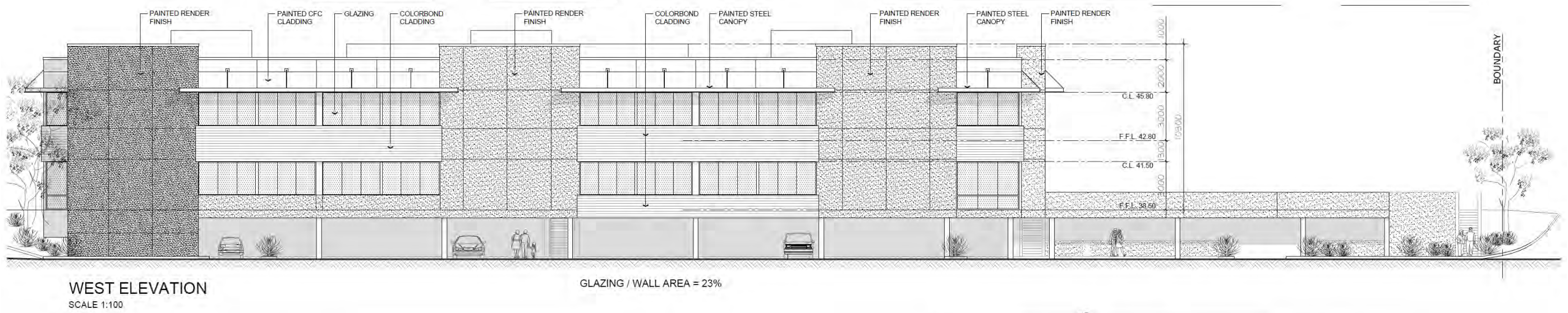
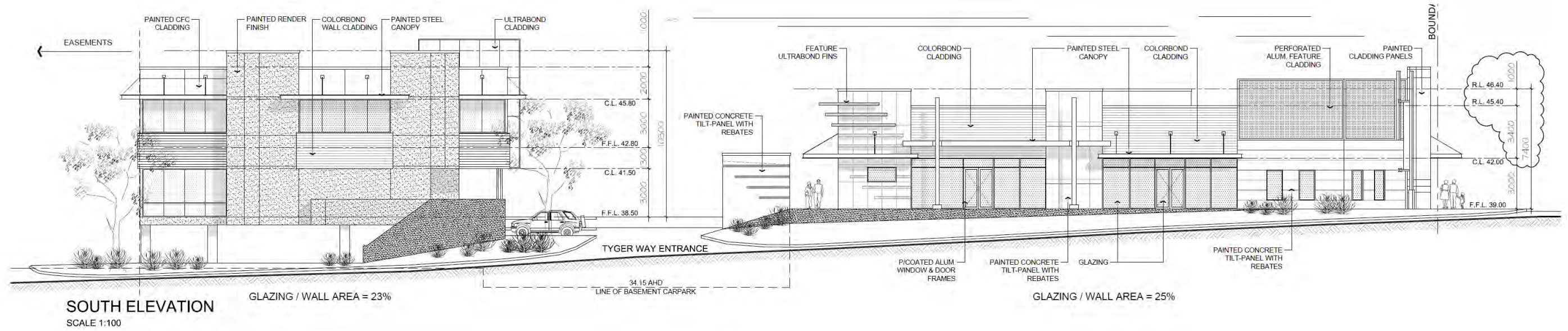
1	RAISED PLATEAU OF PAVING ON CUBA WAY & REVISED ADJACENT CROSSOVERS - REVISION FOR PLANNING APPROVAL	AK	PH	18.02.2012																	
2	GRID LINES & SECTION LINES ADDED	AK	PH	05.12.2011																	
3	STAIRS ADDED ADJACENT TO LOADING DOCK - REFER REVISION LOG	AK	PH	01.12.2011																	
4	ISSUED FOR PLANNING APPROVAL	AK	PH	25.11.2011																	
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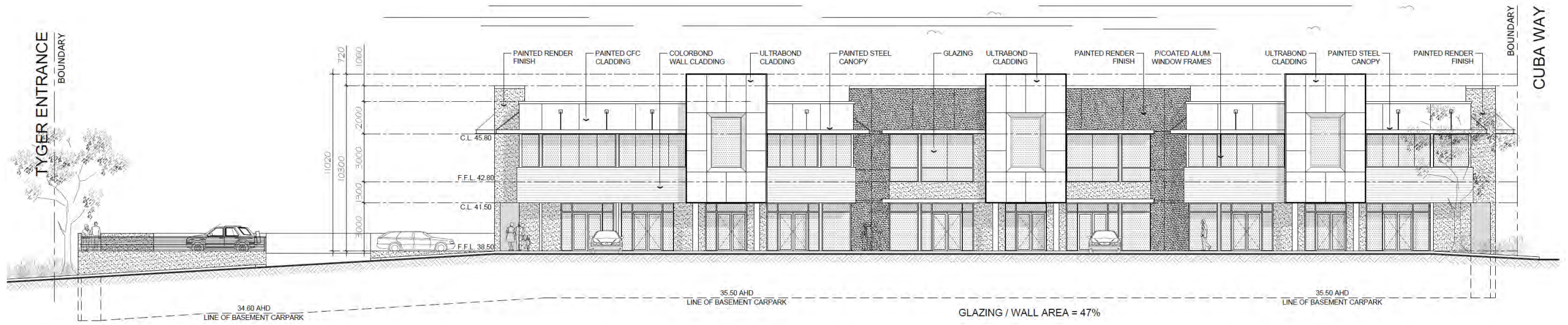
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revision/draw	description	drawn	checked	date
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LOCATION	LOT 5001 DELAMERE AVE, CURRAMBINE	PH		
SCALE	1:200	DATE	23.11.2011	
HODGE + COLLARD ARCHITECTS	3741 River St, Northbridge, WA 6006 PO Box 745, West Perth, WA 6872 PH: (08) 9322 5144 Fax: (08) 9322 5142 Email: info@hodgecollard.com	PROJECT NO.	80.11	DWG NO. SK09
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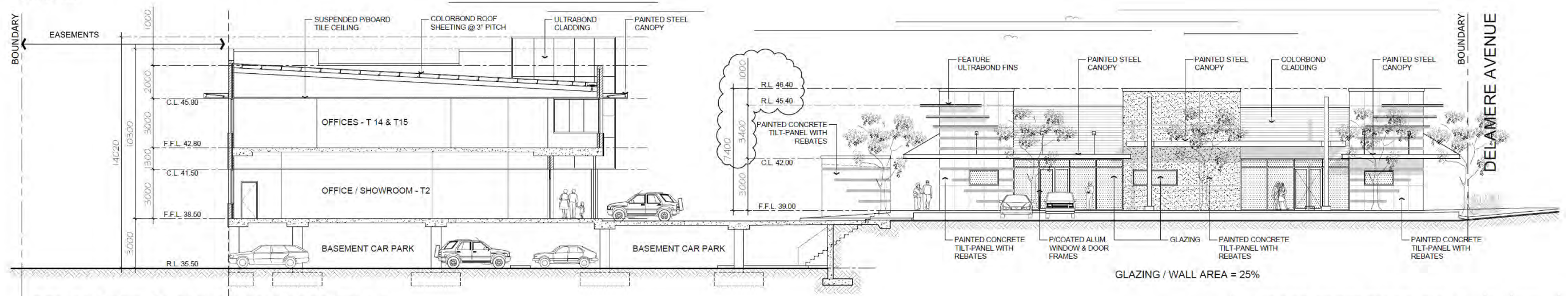
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Project	AK	PH	05.12.2011	
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		Sheet No.	3	



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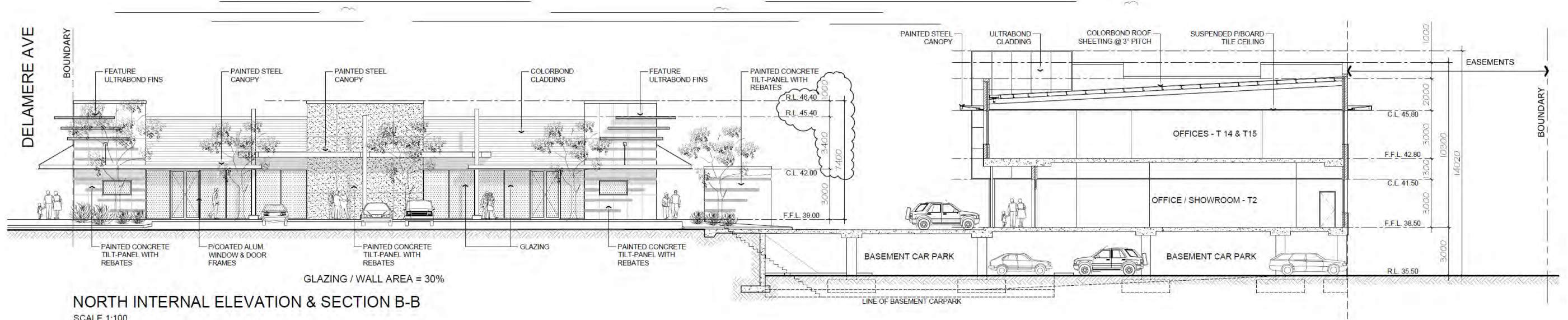


EAST ELEVATION (DELAMERE AVE.)
SCALE 1:100



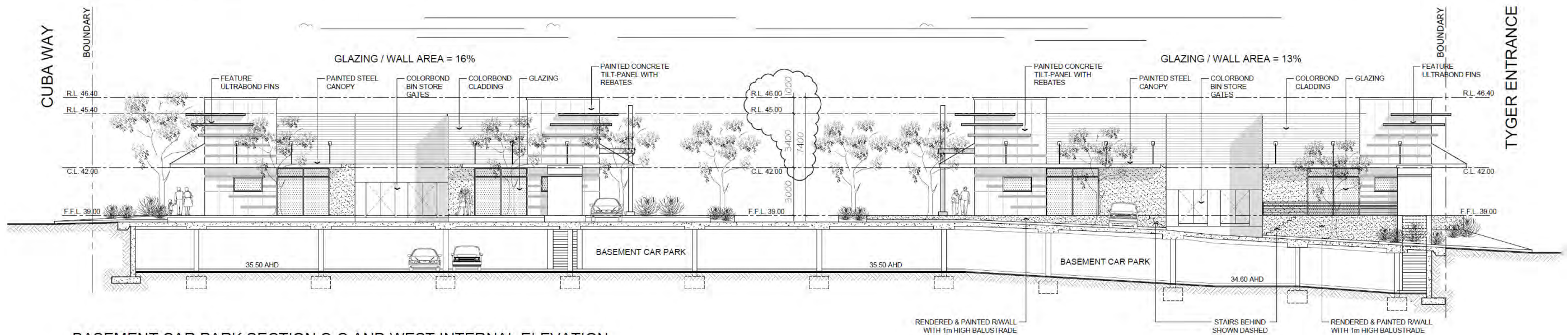
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Scale:	1:100	Date:	25.11.2011	Project No.:
HODGE + COLLARD ARCHITECTS	80.11	SK11	3	



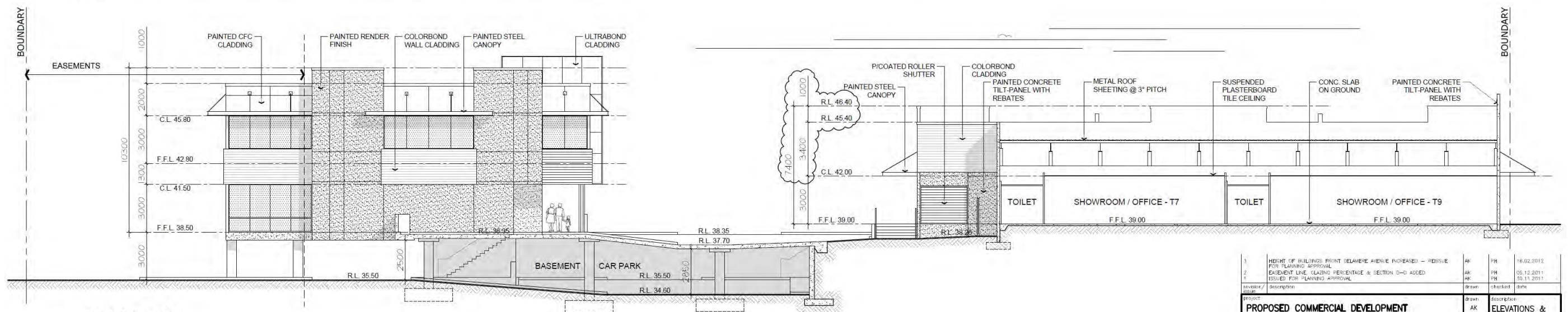
NORTH INTERNAL ELEVATION & SECTION B-B

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BASEMENT CAR PARK SECTION C-C AND WEST INTERNAL ELEVATION

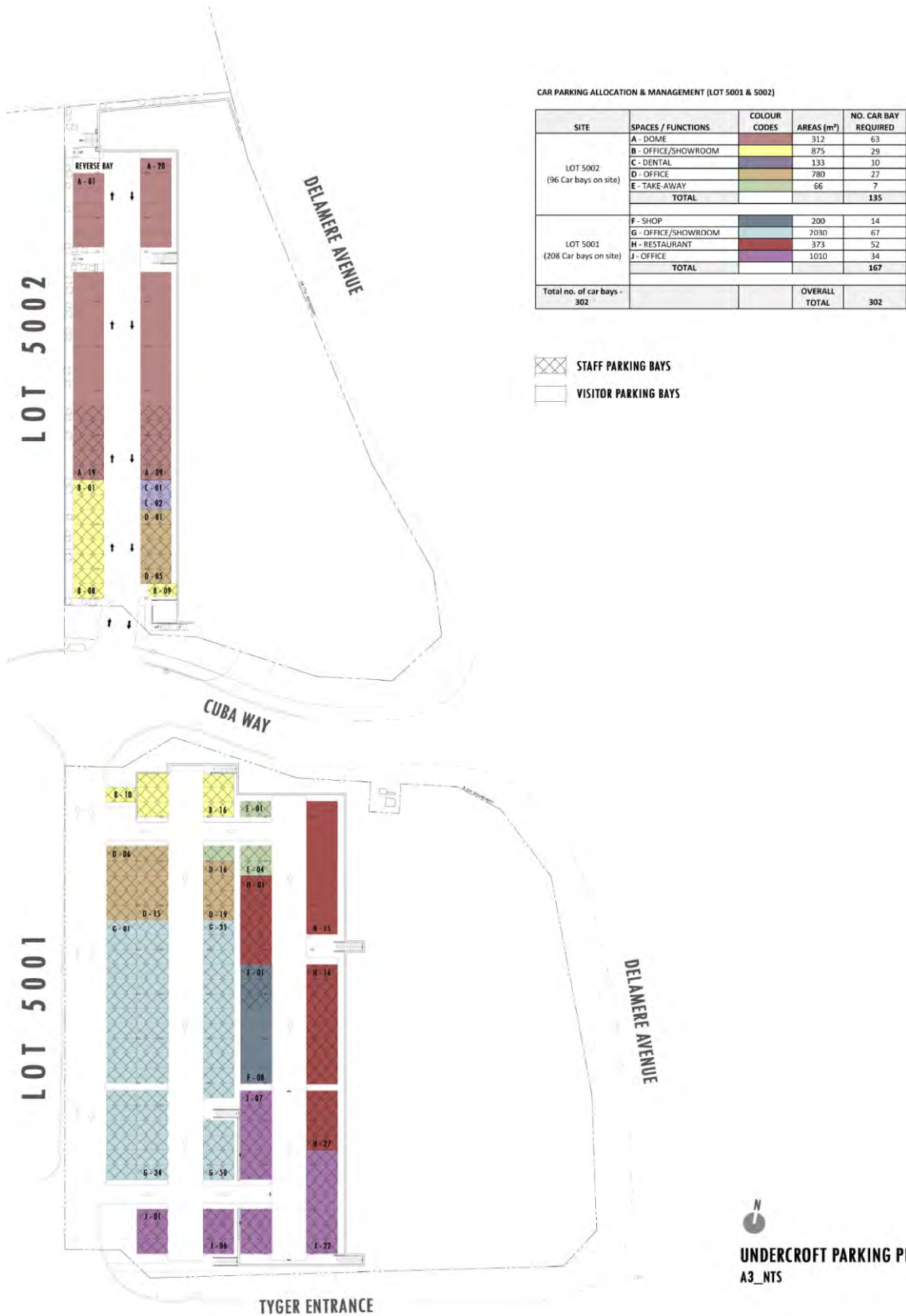
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SECTION D-D

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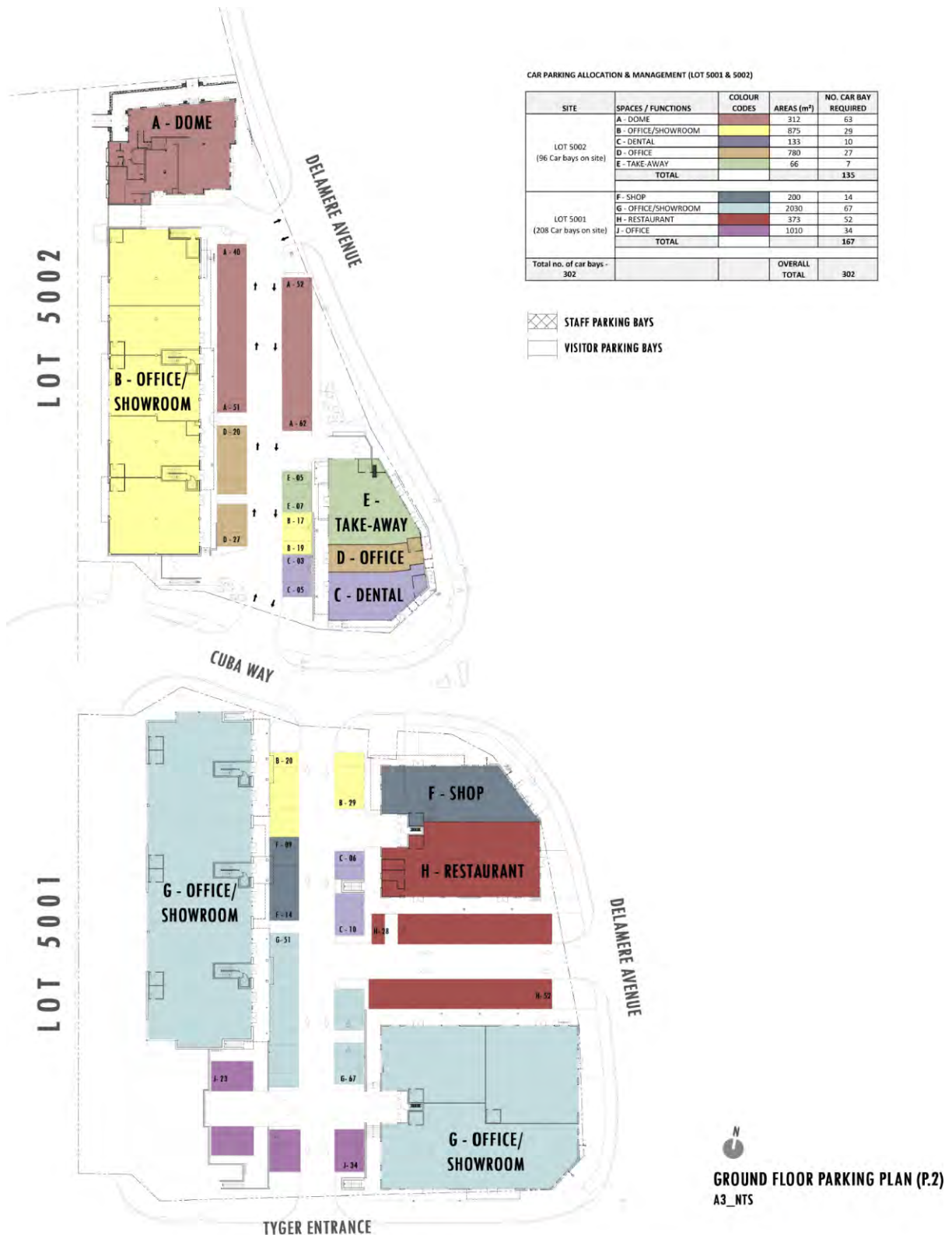
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Revised/Issue	Description	Drawn	Checked	Date
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Location	LOT 5001 DELAMERE AVE, CURRAMBINE	PH	PH	
Scale	1:100	AK	PH	29.11.2011
Project No.	80.11	B1	PH	SK12
HODGE + COLLARD ARCHITECTS Third Floor, 58 Stirling Street, West Perth, WA 6005 PO Box 742, West Perth, WA 6002 Ph: (08) 4322 5144 Fax: (08) 4322 5140 Email: info@hodgecollard.com				



CAR PARKING ALLOCATION & MANAGEMENT (LOT 5001 & 5002)

SITE	SPACES / FUNCTIONS	COLOUR CODES	AREAS (m ²)	NO. CAR BAY REQUIRED
LOT 5002 (96 Car bays on site)	A - DOME		312	63
	B - OFFICE/SHOWROOM		875	29
	C - DENTAL		133	10
	D - OFFICE		780	27
	E - TAKE AWAY		66	7
	TOTAL			135
LOT 5001 (208 Car bays on site)	F - SHOP		200	14
	G - OFFICE/SHOWROOM		2030	67
	H - RESTAURANT		373	52
	J - OFFICE		1010	34
	TOTAL			167
Total no. of car bays - 302			OVERALL TOTAL	302





CAR PARKING ALLOCATION & MANAGEMENT (LOT 5001 & 5002)

SITE	SPACES / FUNCTIONS	COLOUR CODES	AREAS (m ²)	NO. CAR BAY REQUIRED
LOT 5002 (96 Car bays on site)	A - DOME		312	63
	B - OFFICE/SHOWROOM		875	29
	C - DENTAL		133	10
	D - OFFICE		780	27
	E - TAKE-AWAY		66	7
	TOTAL			135
LOT 5001 (208 Car bays on site)	F - SHOP		200	14
	G - OFFICE/SHOWROOM		2030	67
	H - RESTAURANT		373	52
	J - OFFICE		1010	34
	TOTAL			167
Total no. of car bays -				
			OVERALL TOTAL	302

STAFF PARKING BAYS
 VISITOR PARKING BAYS



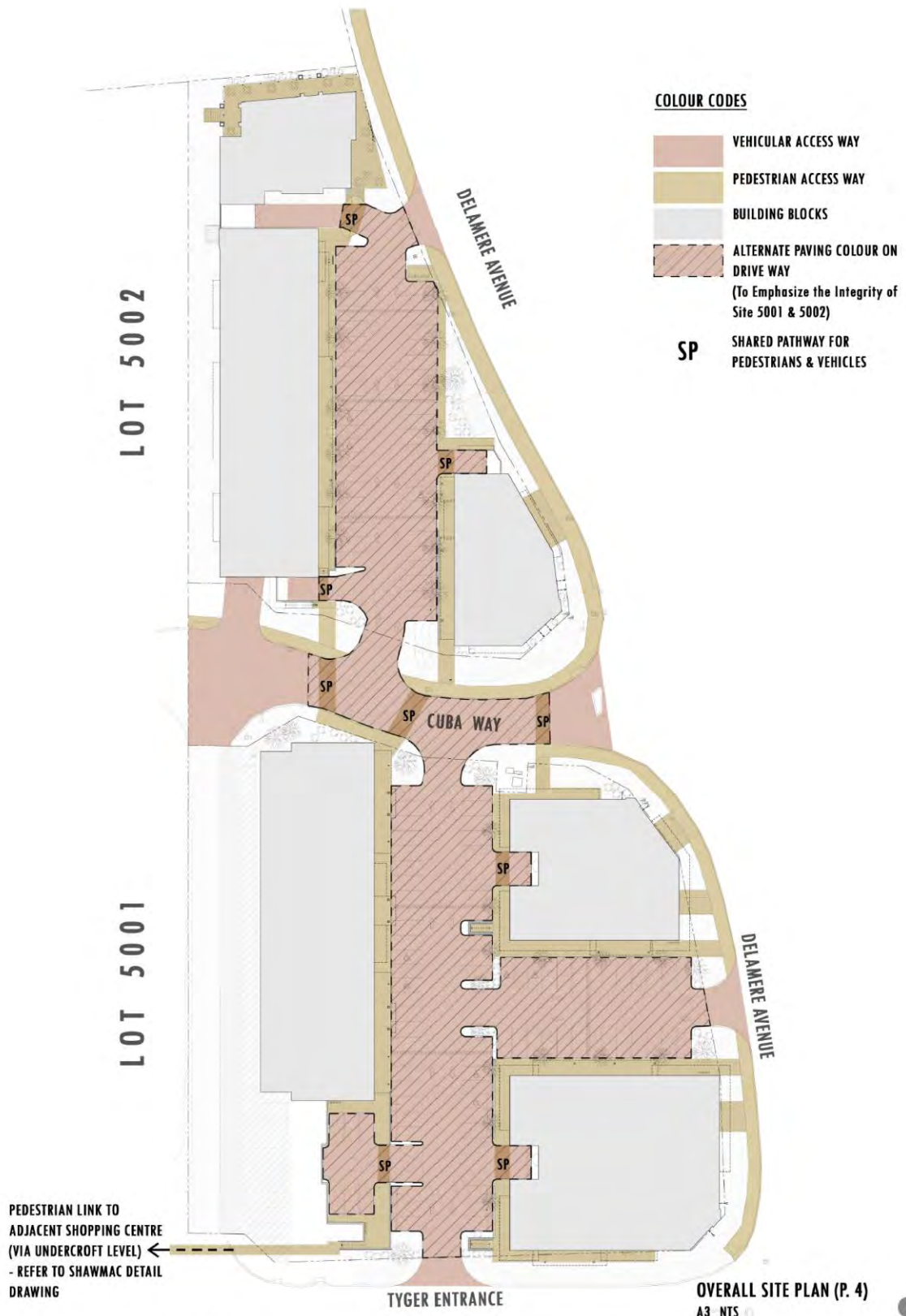
CAR PARKING ALLOCATION & MANAGEMENT (LOT 5001 & 5002)

SITE	SPACES / FUNCTIONS	COLOUR CODES	AREAS (m ²)	NO. CAR BAY REQUIRED
LOT 5002 (96 Car bays on site)	A - DOME		312	63
	B - OFFICE/SHOWROOM		875	29
	C - DENTAL		133	10
	D - OFFICE		780	27
	E - TAKE-AWAY		66	7
	TOTAL			135
LOT 5001 (208 Car bays on site)	F - SHOP		200	14
	G - OFFICE/SHOWROOM		2030	67
	H - RESTAURANT		373	52
	J - OFFICE		1010	34
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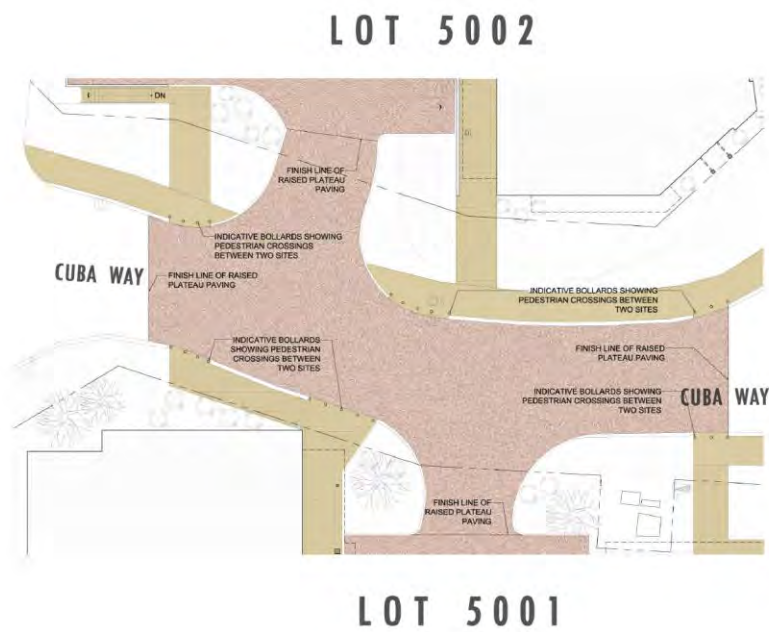
FIRST FLOOR PARKING PLAN (P.3)
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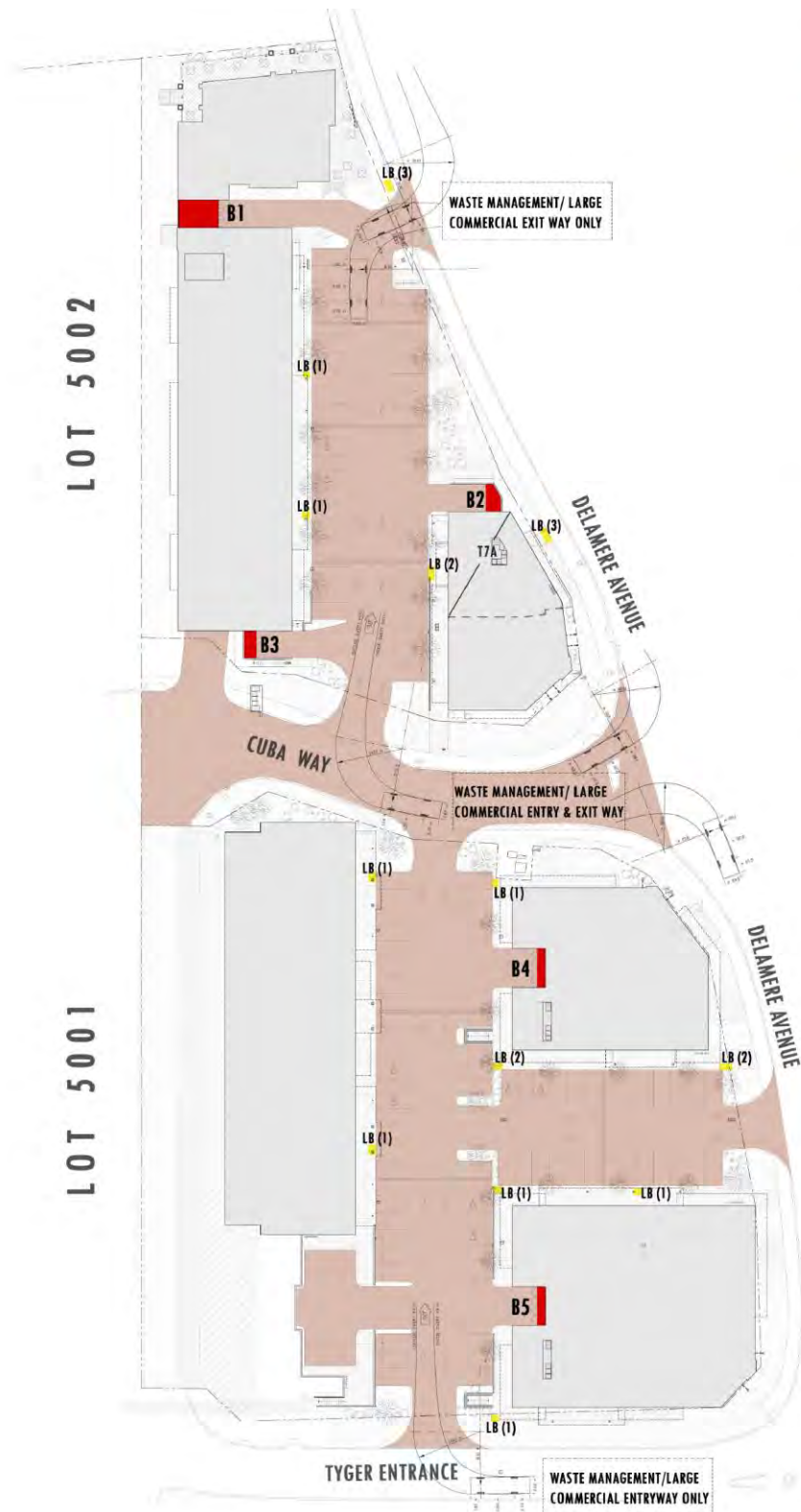
COLOUR CODES

-  PEDESTRIAN PATH
-  BUILDING BLOCKS
-  ALTERNATE PAVING COLOUR ON DRIVE WAY
(To Emphasize the Integrity of Site 5001 & 5002)



EXAMPLE OF DETAIL PLAN (P.5)
A3_NTS



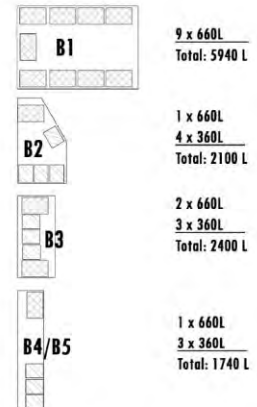


KEYS

- VEHICULAR ACCESS WAY
- BINS STORE
- BUILDING BLOCKS
- PUBLIC LITTER BINS (INDICATIVE LOCATIONS)
- LB (n) LITTER BIN ('NO. BINS')

NOTES:

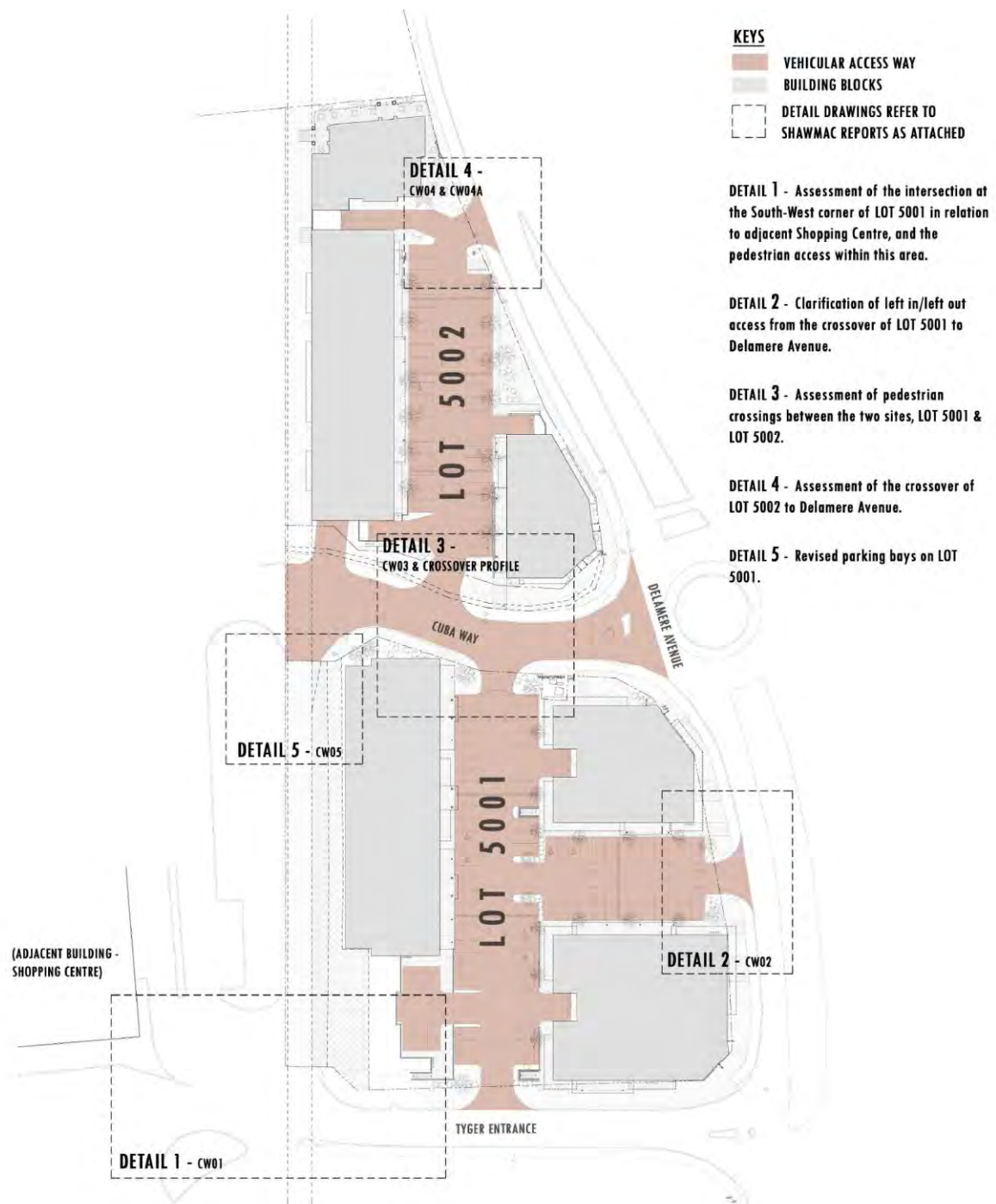
1. EACH COMMERCIAL OPERATOR IS ALLOWED TO CONTRACT THEIR OWN REMOVAL OF WASTE.
2. REMOVAL OF WASTE TO BE SERVICED MORE THAN ONCE A WEEK THROUGHOUT SITE LOT 5001 & 5002.
3. TYPE OF TRUCK PROPOSED:
10.0m L/5.5m WB/2.6m W
4. NO ACCESS FROM REAR OF OUTLET T7A ON SITE LOT 5002 TO BIN STORE (B2) NEXT TO IT.
5. ALL BIN BAYS TO HAVE WASHDOWN FACILITY AND DRAIN, TO COMPLY WITH BCA & AS.
6. TYPES OF BINS PROPOSED INCLUDE:
 - 660L (1260mm x 780mm)
 - 360L (848mm x 680mm)
 - 8-10L Litter Bins
 INFO/DETAILS REFER TO SULO ENVIRONMENTAL TECHNOLOGY
7. INDICATIVE BIN STORE LAYOUTS SHOWN AS BELOW:



OVERALL TOTAL CAPACITY OF BINS: SITE 5001 - 3480 L
SITE 5002 - 10440 L
Total: 13920 L

OVERALL SITE PLAN (P.6)
A3_NTS





KEYS

- VEHICULAR ACCESS WAY
- BUILDING BLOCKS
- DETAIL DRAWINGS REFER TO SHAWMAC REPORTS AS ATTACHED

DETAIL 1 - Assessment of the intersection at the South-West corner of LOT 5001 in relation to adjacent Shopping Centre, and the pedestrian access within this area.

DETAIL 2 - Clarification of left in/left out access from the crossover of LOT 5001 to Delamere Avenue.

DETAIL 3 - Assessment of pedestrian crossings between the two sites, LOT 5001 & LOT 5002.

DETAIL 4 - Assessment of the crossover of LOT 5002 to Delamere Avenue.

DETAIL 5 - Revised parking bays on LOT 5001.

OVERALL SITE PLAN (P.7)
A3_NTS





CONSULTING CIVIL & TRAFFIC ENGINEERS, RISK MANAGERS



Project: Transport Statement
OFFICE / COMMERCIAL DEVELOPMENT
Delamere Avenue, Currambine

Client: **HARDEN JONES ARCHITECTS**

Author Geoff Miles. BE CPEng ME Dip LG(Clerk) MIEA FIPWEA, SRSA

Signature:

Date: 21 December 2011

1 ST. FLOOR, 908 ALBANY HIGHWAY, EAST VICTORIA PARK WA 6101.

PHONE +61 8 9355 1300

FACSIMILE +61 8 9355 1922

EMAIL giles@shawmac.com.au



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PHONE +61 8 9355 1300

FACSIMILE +61 8 9355 1922

EMAIL gmiles@shawmac.com.au



Document Status

Rev No.	Author	Reviewed by	Date	Issued for	Signature	Date
A	G Miles			Client Review		21/12/11

SHAWMAC PTY LTD

ABN 51 828 614 001

PO BOX 937

SOUTH PERTH WA 6951

T: + 61 8 9355 1300

F: + 61 8 9355 1922

E: admin@shawmac.com.au

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1. SUMMARY

This report provides a transport statement for the proposed development of the presently vacant sites at Lot 5001 and Lot 5002 Delamere Avenue, Currambine. The development comprises six new buildings across the two lots with some being single storey and some multi-storey to best utilise the natural ground conditions and contours.

The report was commissioned by the Harden Jones Architects on behalf of Currambine District Centre One Pty Ltd as the developer and was prepared by Shawmac Pty Ltd.

The key transport focus is on how the traffic generated by the temporary development interacts with the existing transport network.

The transport statement concluded that:

- The development would generate an increase of 759 vehicle movements around the site and they would be distributed over the eight proposed access locations.
- The greatest increase in vehicular traffic is expected on Delamere Avenue in the section to Shenton Avenue with an increase of 440vpd.
- In the evening peak period some queuing can be expected internally for exiting the site depending upon the future development on other vacant sites within the entire precinct.
- The public road infrastructure can accommodate the calculated increase in traffic volume.
- The proposed parking off-street could cater for the generated maximum parking demand taht is calculated to be 237 vehicles for the daytime land uses.
- The night-time land uses have a calculated peak parking demand of 120 vehicles.
- The parking was designed to comply with the Australian Standards. Some small matters of clearance around bays in the basement car park areas need to be reconsidered.
- The proposed redevelopment would not adversely affect traffic movements on the adjacent road network.

2. INTRODUCTION AND BACKGROUND

The statement considers the impact that the development of the mixed office and commercial use facility on Lot 5001 and Lot 5002 Delamere Avenue, Currumbine will have on the road network through increased traffic and parking demands.

The report is prepared in response to a request from Harden Jones Architects as the architect of the building on behalf of the owner of the site, Currumbine District Centre One Pty Ltd.

The development location in relation to the major road network is shown in Figure 1.

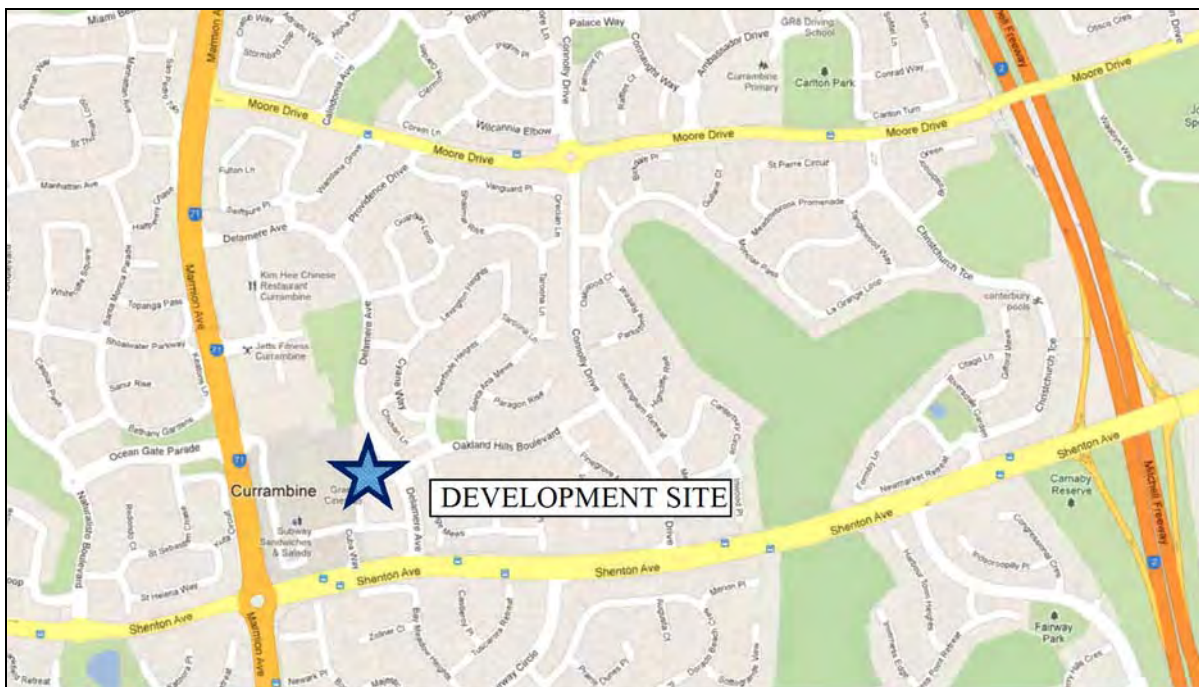


Figure 1 - Site Locality

The development site is in Delamere Avenue at the intersection with Oakland Hills Boulevard and Cuba Way as shown on Figure 2. The intersection has traffic control in the form of a four way roundabout.

The site comprises a two vacant properties being Lot 5002 to the north of Cuba Way and Lot 5001 between Cuba Way and Tyger Entrance as shown in Figure 3. The land area totals 12,286m². The site has been cleared and has some previous earthworks commenced however it is presently undeveloped.

Along the western side of the properties are easements for three different purposes. A right-of-carriageway exists along the full length of both lots. A drainage easement and a sewerage easement also exist along the length of Lot 5001.



Figure 2 - Development Location



Figure 3 - Cadastral Property Identification

The site is in an area identified by the City of Joondalup in the District Planning Scheme No.2 as being part of a business zone. The DPS No.2 describes the intent of the business zone:

The Business Zone is intended to accommodate wholesaling, retail warehouses, showrooms and trade and professional services and small scale complementary and incidental retailing uses, as well as providing for retail and commercial businesses which require large areas such as bulky goods and category/theme based retail outlets that provide for the needs of the community but which due to their nature are generally not appropriate to or cannot be accommodated in a commercial area.

The objectives of the Business Zone are to:

- (a) provide for retail and commercial businesses which require large areas such as bulky goods and category/theme based retail outlets as well as complementary business services;

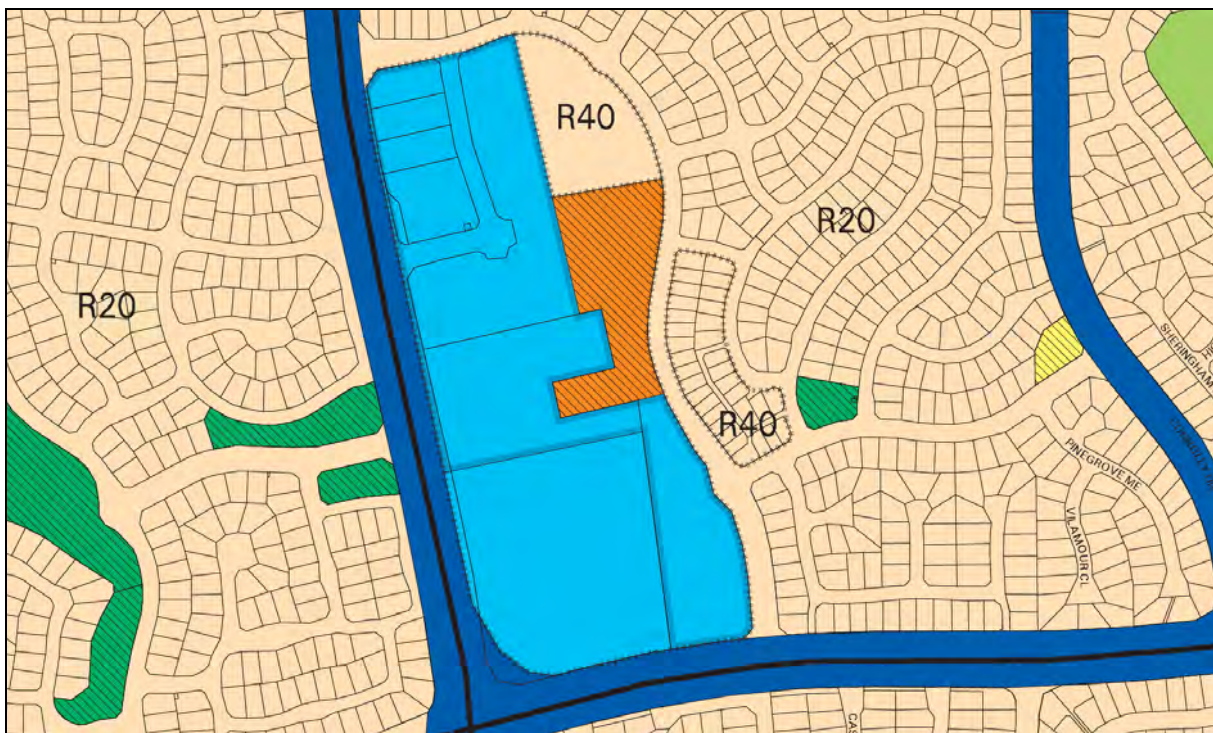


Figure 4 - Town Planning Zoning

The surrounding land use zones are:

- to the north - 'civic and cultural' purposes
- To the west - commercial purposes
- To the east - residential - part R40 and part R20
- To the south - business purposes

Direct vehicular access to Delamere Avenue is not permitted from the residential properties along the east side in the proximity of this development however on-street parking is permitted with designated embayed areas provided for that purpose.

This statement's purpose is to identify specific transport issues with respect to this site and is not to access the overall transport impacts generated by the other land uses close to this property.

3. PROPOSED DEVELOPMENT

The proposed new development incorporates the provision of six separated buildings with car parking and pedestrian pathways between them. Two of the buildings utilise the gradient change across the site from high on the east to low on the west to incorporate basement level car parking. Those two buildings are proposed to have a second floor level for office use.

The general development concept is shown in Figure 5. The proposed development site is shown in more detail in Attachment 2.

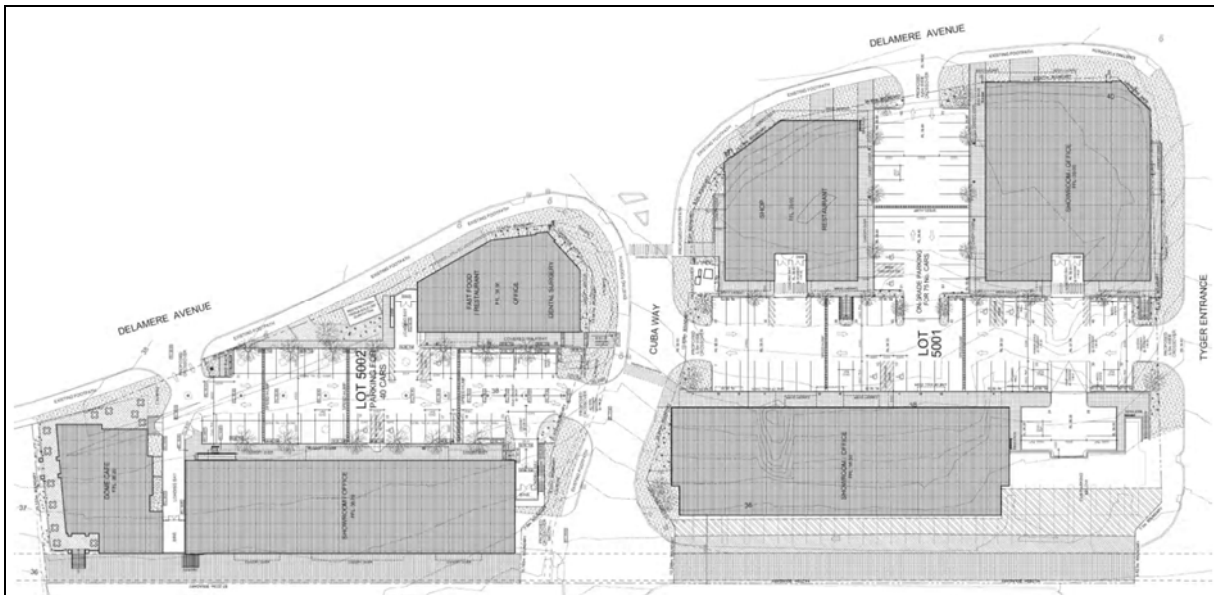


Figure 5 - Proposed Development Layout

The proposed uses for the unit spaces within the buildings are identified into the groups listed in Table 1 with the associated source for traffic generation rates.

The distribution of unit use across the site is:

Lot 5001	Building 1	Showroom / Office	3 units	250m ² to 462m ²
	Building 2	Showroom / Office	6 units	139m ² to 208m ²
		Offices	8 units	71m ² to 162m ²
		Car park basement	133 car bays 1 motorcycle	
	Building 3	Shop	1 unit	200m ²
		Restaurant	1 unit	260m ²
General Parking	Car park ground level	63 car bays 6 Universal bays		



Lot 5002	Building 1	Office	1 unit	80m ²
		Fast Food / Take-away restaurant	1 unit	197m ²
		Dental Surgery	1 unit	133m ²
	Building 2	Showroom / Office	5 units	135m ² to 215m ²
		Offices	8 units	60m ² to 107m ²
		Car park basement	44 car bays	
	Building 3	Dome Restaurant / Cafe	1 unit - 2 storey	483m ²
		Car park basement	11 car bays 1 turning area/bay	
	General Parking	Car park ground level	37 car bays 3 Universal bays	

Applying the generation rates identified produced the estimated total traffic volumes shown in Figure 6 and the estimated morning and evening peak hour movements shown in Figure 7.

Use Type	Traffic Generation Rate Source / Comments
Office	NSW RTA Guide to Traffic Generating Developments – Identified as Office and Commercial
Office / Showroom	NSW RTA Guide to Traffic Generating Developments – Identified as Office and Commercial
Dental Surgery	NSW RTA Guide to Traffic Generating Developments – Identified as Professional consulting Rooms – Only evening hourly rate provided in RTA reference Prefer to use ITE with daily and peak hour rates.
	Institution of Transportation Engineers - Trip Generation – Identified as Medical Dental Office
Coffee Shop / Cafe (Dome)	NSW RTA Guide to Traffic Generating Developments – No survey data rates identified for coffee shop – Rates for restaurant can be applicable
Lunch Bar / Evening Take-Away	NSW RTA Guide to Traffic Generating Developments – No survey data rates identified for small take-away unit in RTA document – Apply restaurant rate to lunch time demand having consideration of survey rates for franchised fast food outlets
Shop	NSW RTA Guide to Traffic Generating Developments – Survey results most applicable to shopping centres of 10,000m ² to 40,000m ² GLA Prefer to use ITE with daily and peak hour rates for retail/showroom type use.
	Institution of Transportation Engineers - Trip Generation – Identified as Retail Furniture Store with lower patronage than a full sized shopping centre/ shopping mall unit.
Restaurant	NSW RTA Guide to Traffic Generating Developments – Rates for restaurant for evening use can be applied

Table 1 - Traffic Generation Rate Sources for Land Use Type

Land use	Generation rate per 100m ²			Unit	Quantum	Estimated Generation		
	ADT	AM Peak	PM Peak			ADT	AM Peak	PM Peak
Lot 5001								
Office	10.00	2.00	2.00	GFA (m2)	1010	101	20	20
Office / Commercial	10.00	2.00	2.00	GFA (m2)	2030	203	41	41
Shop	6.00	0.17	0.46	GFA (m2)	200	12	0	1
Restaurant- evening patrons	60.00	0.00	5.00	GFA (m2)	260	156	0	13
Lot 5002								
Office	10.00	2.00	2.00	GFA (m2)	780	78	16	16
Office / Commercial	10.00	2.00	2.00	GFA (m2)	875	88	18	18
Dental Surgery	8.91	0.53	1.06	Employee	2	18	1	1
Restaurant - Dome café	60.00	0.00	5.00	GFA	483	290	0	24
Restaurant - Lunch Bar / take-away	60.00	0.00	5.00	GFA	197	118	0	10
Total						759	35	82

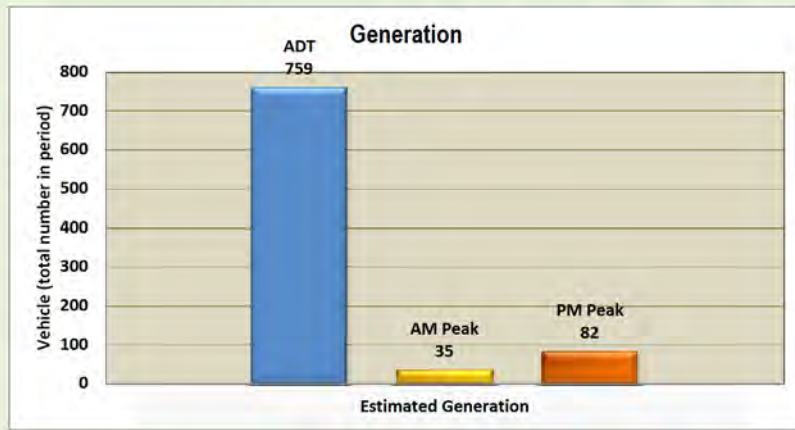


Figure 6 - Estimated Traffic Generation

Land use	Peak Distribution			
	AM Peak in	AM Peak out	PM Peak in	PM Peak out
Lot 5001				
Office	18	2	3	17
Office / Commercial	36	5	7	34
Shop	0	0	0	1
Restaurant- evening patrons	0	0	13	0
Lot 5002				
Office	14	2	3	13
Office / Commercial	15	2	3	15
Dental Surgery	1	0	0	1
Restaurant - Dome café	0	0	11	13
Restaurant - Lunch Bar / take-away	0	0	4	5
Total	30	4	34	48

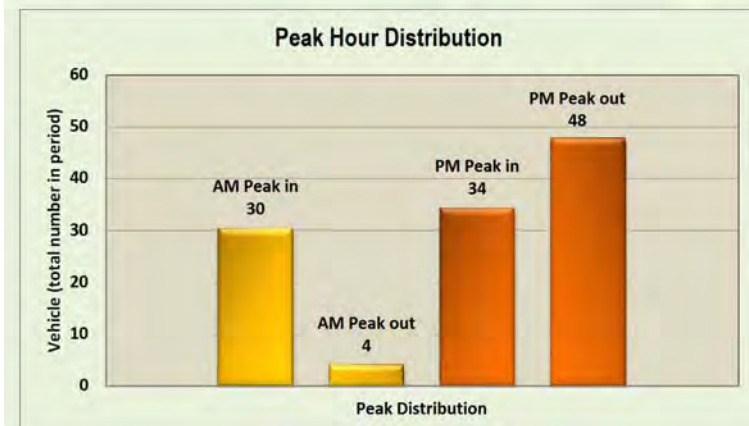


Figure 7 - Estimated Peak Hour Movements

4. VEHICLE ACCESS AND PARKING

4.1. Access Location

The proposed vehicle access is for 5 crossover accesses to the public roads from the ground level car parks, 1 crossover access to one basement car park and two accesses from the right-of carriageway into the second basement car park. The crossover access widths are proposed to be 6.5m.

The right of carriageway, sewerage and drainage easement areas will be used directly as a car park aisle and bays at the basement car park level creating multiple access points along the side of Lot 5001.

4.1.1. Delamere Avenue Accesses

There are two accesses proposed along Delamere Avenue. One would be between Tyger Entrance and Cuba Way and the second would be north of Cuba Way.

Southern Access

The separation between Tyger Entrance and Cuba Way is 110m and the proposed access is half way between the intersections at those two roads. Delamere Avenue is a divided carriageway with a single lane in each direction in this section. It is not proposed to have a median island break as the roundabout at Cuba Way about 45m away allows for traffic to easily travel towards the south from this location.



Photo 1 - Proximity to Roundabout at Cuba Way

Delamere Avenue has traffic flows recorded in 2005 at a location north of the Shenton Avenue intersection of 2,015vpd northbound and 2,065vpd southbound. This includes a portion of traffic that

is expected to be moving to / from the shopping centre and petrol station that exist to the west of this development site.

The ability for the crossover to be used safely to merge into the traffic flow can be assessed from the available sight distances and the probability of there being available gaps in the traffic flow. The Austroads documents AGRD04A-09 Guide to Road Design - Part 4A: Unsignalised and Signalised Intersections and AGTM02-08 Guide to Traffic Management - Part 2: Traffic Theory contains the reference information by which sight distance and gap availability can be assessed.

The gap acceptance theory indicates that there is a 28% probability of vehicles exiting from this access will be delayed. However the delay would average 1.1seconds. The access would have the capacity to operate with no impact on most vehicles.

The safety of entering the road is related to the available sight distance. For vehicles travelling from Shenton Avenue there is a clear line of sight for 125m to the proposed access location. For vehicles travelling at 50km/h the recommended minimum gap sight distance is 69m and the safe intersection sight distance is 97m.

For vehicles turning from Tyger Entrance left into Delamere Avenue the sight distance available is about 47m to the access location. The turning vehicles would begin moving along Delamere Avenue at 15 to 20km/h. For vehicles travelling at 20km/h the recommended minimum gap sight distance is 42m and the safe intersection sight distance is 40m.

There is suitable sight distance and available gaps in existing traffic flows for this access to operate satisfactorily.

The level difference between the existing road at RL39.00 and the car park at RL38.40 indicates a fall into the site. The crossover would have to be vertically curved to prevent water runoff from the road in the typical rainfall event. The gradient of the access across the boundary is expected to be 7.8% or 1 in 12.8 instead of the AS2890.1 recommended 1 in 20. The internal car park level could have minor adjustment to reduce the gradient along the access.

Northern Access

The proposed access is about 90m north of Cuba Way and just north of the existing median island. Delamere Avenue is a two-lane two-way road at that location. The road width is 8.4m and a 20m long parking embayment exists on the east side of the road.

Delamere Avenue has traffic flows recorded in this section in 2005 of 1,105vpd northbound and 1,224vpd southbound.

The gap acceptance theory indicates that there is a 14% probability of left turning vehicles and 23% of right turning vehicles exiting from this access will be delayed. However the delay would average 0.4second for left turns and 1.2seconds for right turns. Similarly for the right turn entry movement

the delay would be related to gaps in the approaching traffic so less than 12% of turning traffic would be delayed and the average delay time would be 0.25seconds.

The access would have the capacity to operate with no impact on most vehicles.



Photo 2 - Access Location approximately position of vehicle

Sight distance to the south from this proposed access location is satisfactory towards the roundabout at Cuba Way. To the north the curve in Delamere Avenue in conjunction with the street landscaping appears to limit the sight distances. Photo 3 and Photo 4 show the view from and to the north side of the access location.



Photo 3 - View to north from Northern Delamere Avenue Access Location



Photo 4 - View to the Northern Delamere Avenue Access Location

The available sight distance is estimated to be between 85m and 90m for the approach to the rear of a stopped vehicle doing a right turn. That is near but below the recommended minimum SISD.

The proposed location of the access could not be practically moved and retain the building and car park layout. The option to be considered would be the removal of the turning vehicle from the through vehicle's path. Within the existing 8.4m wide carriageway, three lanes could not be created, however if the City would permit a small widening on the west side by 1.2m northwards from the proposed access location then three lanes of 3.2m width could be accommodated.

The gradient of the crossover is to be 2.8% with the car park to be slightly higher than the road. The crossover shape is designed so that car park rain runoff waters would not flow onto the road in most rainfall events.

4.1.2. Tyger Entrance Access

The proposed access is to be located about 60m from the Delamere Avenue intersection so compliance exists for sight distances for traffic turning from that intersection.

The gradient of the access is noted on the design to be at the 1 in 20 recommended as a maximum in AS2890.1.

4.1.3. Cuba Way Accesses

There are three accesses proposed from Cuba Way. One would be to Lot 5001 on the south side and two to Lot 5002 on the north side.

Southern Access

The access is to be about 30m from Delamere Avenue and 40m from the right of carriageway intersection. The possibility exists for vehicles slowing to turn left into the access will require a following vehicle to slow. The fact that following vehicles have just left a roundabout where the circulation and turning speeds are safe at 20km/h there is adequate stopping distance available.

The design levels show the gradient would be a slight fall into the car park. The fall along Cuba Way is steeper and that would be the direction of water flow therefore only shallow vertical curves in the access would be necessary for drainage purposes.

Northern Central Access

The access is proposed to be located about 25m from the right-of carriageway intersection. Sight distances of 40m will exist in both directions due to the horizontal alignments. That would comply with the required minimum of 40m for vehicles turning at the intersections at 20km/h.

The gradient of the access is noted on the design to be at the 1 in 20 recommended as a maximum in AS2890.1. The internal car park drainage generally falls towards this access therefore the access would have to have minimal vertical curves to reduce the potential runoff of rainfall waters onto the road.

Northern Basement Car Park Access

The access forms a four-way intersection with Cuba Way, the existing pavement along the easement across Lot 5001 and the service road at the rear of the shopping centre. Clear sight distances exist relevant to the different approach speeds along the different legs.

The design level show a slight fall from the car park to the road. As this is a basement car park mostly covered by a building the rainfall catchment is small and little or no runoff onto the road is expected.

Relative Positions

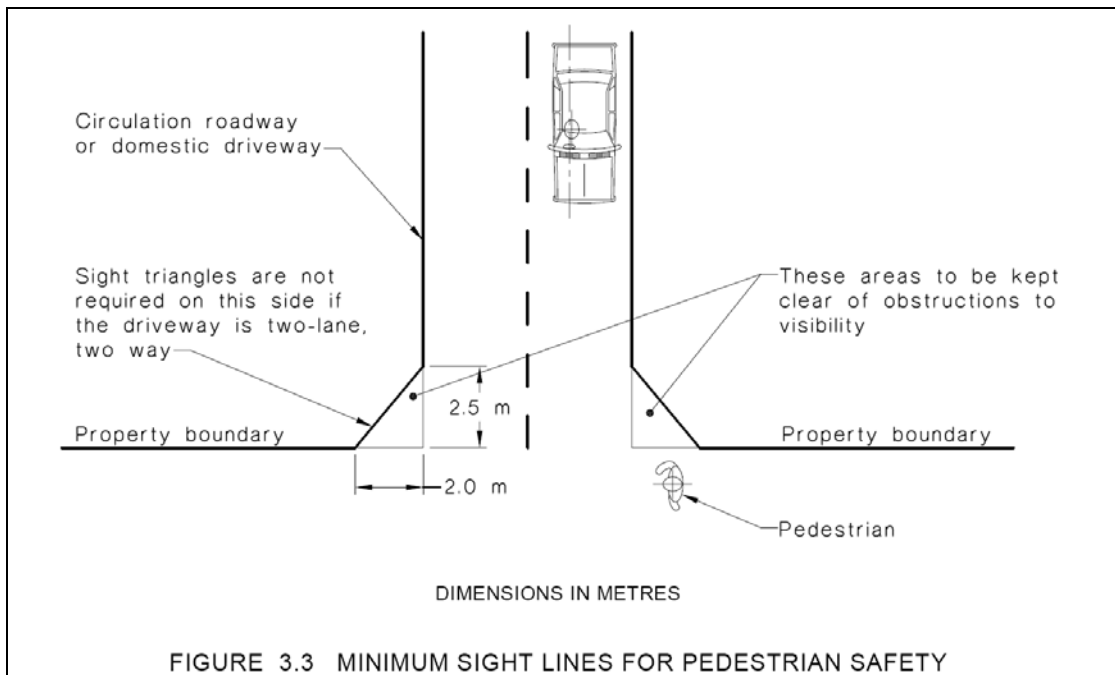
The separation of the basement car park access from the other two accesses is sufficient to reduce potential interaction of traffic flow between them. A left turning vehicle exiting the basement car park may have to wait for vehicles entering the other northern access to clear Cuba Way. There is internal queuing length in the basement so that would not create a hazard.

The separation of the Northern Central Access and the carriageway along the easement is sufficient that compliant drivers can make turning movements and remain lane correct. There is a potential for non-compliant drivers to attempt to travel 'straight line' between the two T-junctions. That is a hazard and could be reduced by incorporating short median splitter islands in Cuba Way and in the easement. As Cuba Way is over 8.2m wide two lanes of 3.2m and a 1.8m wide median island could be designed.

The separation of the Northern Central Access and the Southern Access is about 10m at the closest kerb lines. There is the hazard that non-compliant drivers will drive diagonally across Cuba Way. The location is indicated on the design as being part of the pedestrian desire line for walking between the two properties. The conflict is recognised and requires treatment to reduce the potential risk. Treatments such as a pedestrian refuge island that also separates the traffic flows and blocks the diagonal movement may be considered.

4.2. Access Pedestrian Sight Distance

The Australian Standard AS2890.1:2004 provides details for sight lines and distances for pedestrian movements across an access to a car park. Those details are shown in the AS2890.1 Figure 3.3 extract. All access locations have the exit left side clearance and do not require the exit right side clearance as they are two-lane two-way accesses.

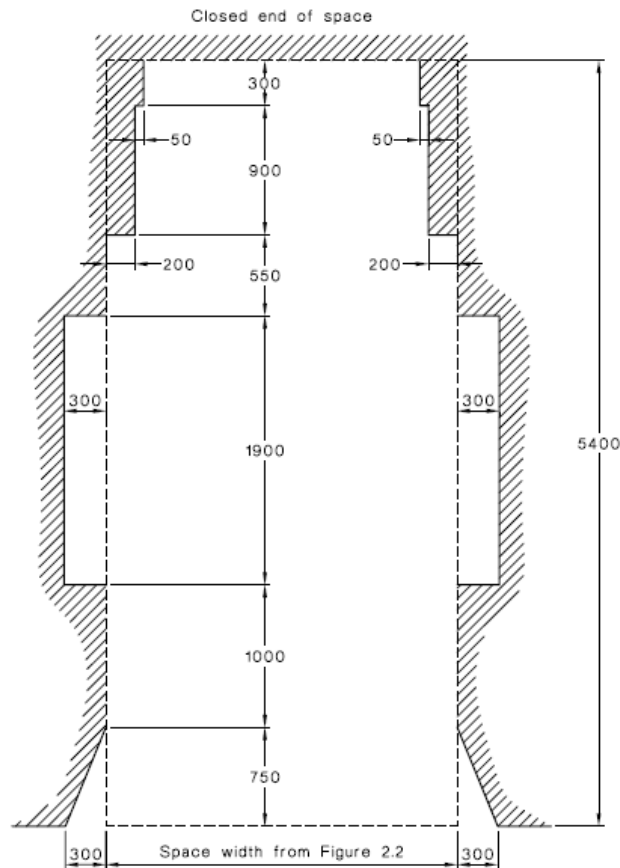


4.3. Parking Bay Dimensions

The classification of the off-street car park in accordance with AS2890.1 is a combination of User Class 1A and 3A as some use of the parking is to be allocated for employee use while the majority of the parking will be for patrons of the commercial businesses. For this assessment the parking design has been considered as needed to comply with Class 3A.

The parking bay dimensions recommended in AS2890.1 for 90° bays are 5.4m deep and 2.6m wide with an aisle width of 6.6m.

For parking near obstacles AS2890.1:2004 in its Figure 5.2 provides dimensions for clear zones to be provided around a parked car. This is relevant when columns or walls occur near the sides of the bays.



NOTE: The design envelope provides for structural elements to be clear of all four side doors.

DIMENSIONS IN MILLIMETRES

FIGURE 5.2 DESIGN ENVELOPE AROUND PARKED VEHICLE TO BE KEPT CLEAR OF COLUMNS, WALLS AND OBSTRUCTIONS

The designed 90° parking bays dimensions are 5.5m by 2.6m and the aisles are to 6.5m. The total provided distance across two bays and one aisle would be 17.5m where AS2890.1 recommends a minimum of 17.4m. Therefore while the precise balance between bay length and aisle width is not numerically the same the intent of AS2890.1 has been complied with.

The majority of basement level car parking is expected to be reserved for parking allocated with the lease of the office units above. The use of that type of parking is usually for senior employee parking and as such the width requirement of AS2890.1 would be 2.4m. Most of bays are 2.6m wide and would provide the clear zones sufficient for manoeuvring and opening of doors. It is noted that some bays at 2.3m wide have been notated for use by small cars only. That can be acceptable in accordance with AS2890.1 section 2.4.1(a)(iii) however the clear zone adjacent to walls / stairs may not be provided in every location.

The Australian Standards AS2890.6:2009 Parking Facilities - Off-Street Parking for People with Disabilities requires the width of the parking bay to be 2.4m dedicated as the parking bay with a further 2.4m shared area adjacent to the dedicated area. The shared area can include pathways

provided there if no uneven change of grade in surface across the areas. The total width for use by persons with a disability is to be 4.8m.

The design for the Universal Bays is in excess of that width and therefore complies with AS2890.6.

4.4. Number of Parking Bays

The City of Joondalup DPS No.2 in Table 2 lists the minimum parking to be:

- Consulting Rooms 5 bays per practitioner
- Office 1 bay per 30m² NLA
- Restaurant Greater of 1 per 5m² of dining area or 1 per four guests
- Showroom 1 bay per 30m² NLA
- Take-away fast food outlet 1 per 4 guests in seated areas plus 7 per 100m² NLA for non seating serving areas

The DPS No.2 car parking calculation for the total development is then:

	Quantum	Daytime Bays	Evening Bays
Office	1,010m ² + 780m ²	60	
Office / Showroom	2,030m ² + 875m ²	97	
Dental Surgery	1	5	
Shop (isolated)	200m ²	7	
Restaurant - evening use	260m ²		52
Restaurant - Dome cafe	312m ² or 249 seats	63	Same 63
Fast Food Restaurant	66m ² serving area	5	Same 5
Maximum Parking Provision		237	120

The parking provided in the design comprises 288 car bays, 9 universal bays and 1 motorcycle bay for a total vehicle parking provision of 298 bays.

Recognising that the main restaurant use is in the evening with patrons arriving after the normal office and shopping hours means that 52 bays utilised during the day for office use will be available for the restaurant use.

Therefore adequate parking is provided in the design.

4.5. Internal Car Park Movements

The basement car parking from internal aisles is expected to mostly be employee parking with reserved bays therefore the drivers expect the bays to be available. The provision has been designed for reversing vehicles out of bays and turning so that they can be driven forwards out of all aisles.

In the basement car park on Lot 5002 there is an advantage to having some public parking under the Dome Cafe to increase the number of customer bays near that single high demand facility. If that is allocated then an area previously identified as a car bay would have to be provided as a clear zone for turning vehicles in when all other bays are utilised and more public drivers attempt to find parking at the end of a long aisle.

In the ground level car park most accesses and aisles are continuous and aisles meet at right angles. Car parking off aisles start close to the property boundaries and use of the first bays from the boundary could result in stopping a following vehicle. There is sufficient length on the access / crossover to have one vehicle queue clear of the through traffic along the public roads. It is unlikely though possible that at some time more than two vehicles will want to enter the car park by the same access and the queuing will interrupt through traffic along the road for less than a minute.

By the Delamere Avenue northern access the aisles meet the access at an oblique angle and corner cutting could adversely affect safety at that junction and stop vehicles before they are clear of the through traffic along Delamere Avenue. The defining of the intended traffic lanes by the use of flush islands would reduce the unintended corner cutting.

The definition of entry from exit lanes at all accesses could benefit by the use of flush islands.

5. PROVISION FOR SERVICE VEHICLES

The demand for access by service vehicles is expected to include the regular collection of domestic and office waste and the delivery of supplies to the restaurants / food preparation units.

Several dedicated storage areas for mobile bins are identified on the site. Waste collection from these bin areas will be collected by trucks operating within loading bays or car park areas. Waste collection will not be from along the public roads.

Vehicle access for the movement of goods using medium / large rigid commercial vehicles can be through the car parks. The use of semi-trailers is possible though undesirable as they would have to operate from within the car park aisles for parking and moving loads in that environ is a hazard.

The manoeuvring into the bin and loading bay adjacent to the Dome Cafe will require the use of part of the nearby crossover for aligning trucks to allow for reversing movements.

6. HOURS OF OPERATION

The office / commercial tenements are not expected to operate outside the normal business hours of 8:00am to 6:00pm for 6 days a week.

Restaurant / food provision facilities can be expected to operate any day of the week and up till 11:00pm as a typical latest closing time.

7. DAILY TRAFFIC VOLUMES AND VEHICLE TYPES

The traffic volumes along the adjacent roads have not been recorded since 2005 and then only for Delamere Avenue. The observed traffic flows in 2011 indicated the numeric value of the traffic may have increased by the typical metropolitan annual traffic increase. The observations were that Delamere Avenue, Oakland Hills Boulevard and Tyger Entrance were the most used roads. Cuba Way had very little traffic.

2011 estimated traffic volumes are estimated to be:

Delamere Avenue	Shenton Avenue to Tyger Entrance	5,300vpd
Delamere Avenue	Tyger Entrance to Cuba Way	4,400vpd
Delamere Avenue	North of Cuba Way	2,900vpd
Oakland Hills Boulevard	East of Delamere Avenue	2,600vpd
Tyger Entrance		3,000vpd
Cuba Way		50vpd
Easement		30vpd

The development is calculated to generate 759vpd. That traffic can reach the site from Delamere Avenue or through the shopping centre car park from Shenton Avenue. The peak hour traffic flows have been presented in Figure 7 and will mostly comprise employee movements. Those peak hour movements would then be mainly at the accesses to the basement car parks. The morning peak in arrivals of 30vph is expected to be spread evenly over the 3 accesses and will not result in regular delays entering the site.

The evening peak leaving the site is greater at 48vph and any queuing at accesses can be accommodated within the site.

The greatest increase in traffic flow is expected along Delamere Avenue towards Shenton Avenue. If that increase represented 60% of the traffic generated it would be 455vpd or an 8% increase in that traffic flow.

That increase in traffic volume is within the capacity of the road infrastructure.

The vehicle types generated from this proposed redevelopment will be mostly passenger cars with the occasional commercial vehicle.

8. TRAFFIC MANAGEMENT ON FRONTAGE STREETS

The site is located on access roads. Shenton Avenue is the closest distributor road.

The speed limit along all adjacent roads is the default built-up area limit of 50km/h.

The observed traffic behaviour was of general compliance to the speed limit in this area due to the geometry of the roads and the number of intersections in proximity to this site.

Specific additional treatments for the control of vehicle speed along the public roads was not identifiable from the existing road conditions and the proposed development.

9. PUBLIC TRANSPORT ACCESS

The site is serviced by three bus services along the one route being Shenton Avenue about 200m from this development site.

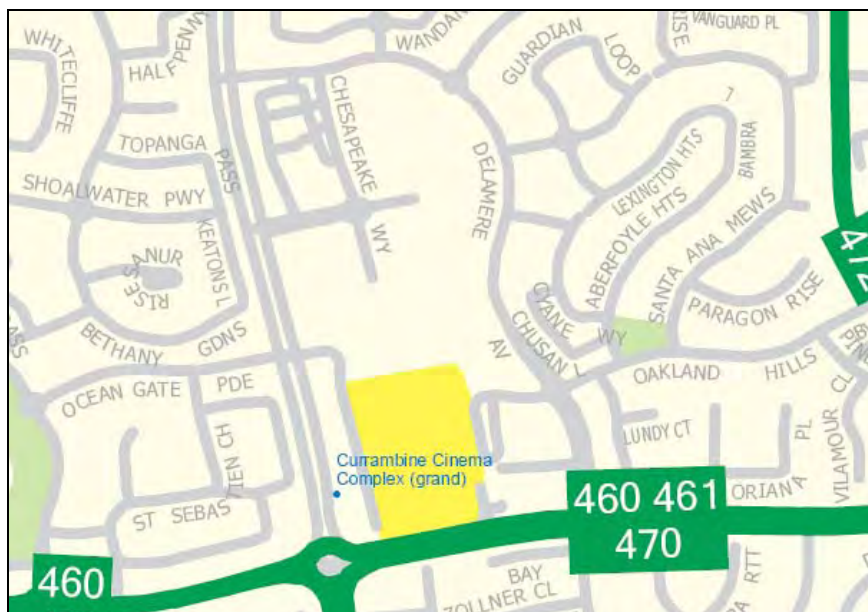


Figure 8 - Public Bus Routes

Pedestrian and cycle access is available to the bus services by existing footpaths.

10. PEDESTRIAN ACCESS

Pedestrian movement is accommodated with existing footpaths along the public roads.

At the western end of Tyger Entrance and Cuba Way there are no direct pathway links for safe pedestrian movement into the shopping centre site.

At Tyger Entrance the pathways actually direct movement across a busy intersection. That is a deficiency in the shopping centre pedestrian linkage.

Pedestrian access to the proposed redeveloped site is via at-grade accesses from the public streets and the ground level car parks.

Access from the basement car park is via several sets of stairs or by using the public roads and pathways.

Pedestrian links to the existing pathway facilities the public streets are identified in the designs to be made.

The designs do not indicate every kerb ramp that will need to be installed along the pedestrian desire lines for movement around the sites.

At Cuba Way the design indicates the preferred pedestrian crossing locations by the use of regulatory crosswalk line marking. The warrants do not exist for those line markings so approval from Main Roads WA is not expected. The crossing locations should be delineated with kerb ramps and median refuge islands.

11. CYCLE ACCESS

Cycle accessibility is available from all public streets via the vehicle accesses and potentially via the pedestrian pathway links.

Cycling is possible on-road along the local streets and a shared pathway along Delamere Avenue.

The Perth Bike Network plans show the site is served by good riding environments.



Figure 9 - Perth Bike Plan Extract

The proposed development incorporates three bicycle rack parking areas to encourage alternate transport to motorised vehicles.

12. SITE SPECIFIC ISSUES

This development site is on local access roads and is close to a major distributor road.

The development of this site would have no traffic issues that are different to those on the other commercial / business properties in the precinct.

Vehicle noise is generated from the vehicle engine/exhaust, tyre squeal while manoeuvring and travelling noise dependant upon the speed of vehicles. The proposed vehicle access and parking areas being partially undercover has the potential to dampen general distribution of noise. The nearest residential properties are screened by fencing and landscaping along Delamere Avenue.

13. SAFETY ISSUES

A review of the road network in the vicinity of the development site did not indicate any unacceptable risks that may arise from the increased traffic flows associated with the development.

14. CONCLUSIONS

The development of the properties at Lot 5001 and Lot 5002 Delamere Avenue, Currambine is not expected to increase traffic flows on the adjacent road network above the capacity of the existing infrastructure. The maximum peak increase in traffic may be 82vph in the evening peak hour. The total traffic flow around the site is estimated to increase by 759vpd.

The greatest traffic increase is expected to be to Shenton Avenue with about a 440vpd increase.

Existing public transport services, cyclist and pedestrian facilities servicing this area are considered to be adequate and do not require adjustment or improvement.

No changes to the existing surrounding major transport network are proposed due to the development proceeding.

The parking demand generated by the development will be a combination of daytime and evening parking. The maximum parking demand is calculated to be 237 vehicles and the design provides for the parking of 298 vehicles.




Attachment 1. ASSESSMENT CRITERIA

Checklist for a transport statement of a development

Item	Status	Comments / Proposals
Summary	✓	
Introduction/Background		
name of applicant and consultant	✓	
development location and context	✓	
brief description of development	✓	
key issues	✓	
background information	✓	
Development proposal		
proposed land uses	✓	
existing land use	✓	
context with surrounds	✓	
Vehicular access and parking		
access arrangements	✓	
public, private, disabled parking	✓	
set down / pick up		
Service vehicles (non-residential)		
access arrangements	✓	
on/off-site loading facilities	✓	
Service vehicles (residential)	✓	Not applicable
rubbish collection and emergency vehicle access		
Hours of operation (non-residential only)	✓	
Traffic volumes		
daily or peak traffic volumes	✓	
type of vehicles (eg cars, trucks)	✓	
Traffic management on frontage streets	✓	
Public transport access		
nearest bus/train routes	✓	
nearest bus stops/train stations	✓	
pedestrian/cycle links to bus stops/train station	✓	
Pedestrian access/facilities		
existing pedestrian facilities within the development (if any)	✓	
proposed pedestrian facilities within development	✓	



existing pedestrian facilities on surrounding roads	✓	
proposals to improve pedestrian access	✓	
Cycle access/facilities		
existing cycle facilities within the development (if any)	✓	
proposed cycle facilities within development	✓	
existing cycle facilities on surrounding roads	✓	
proposals to improve cycle access	✓	
Site specific issues	✓	
Safety issues	✓	
identify issues	✓	
remedial measures	✓	

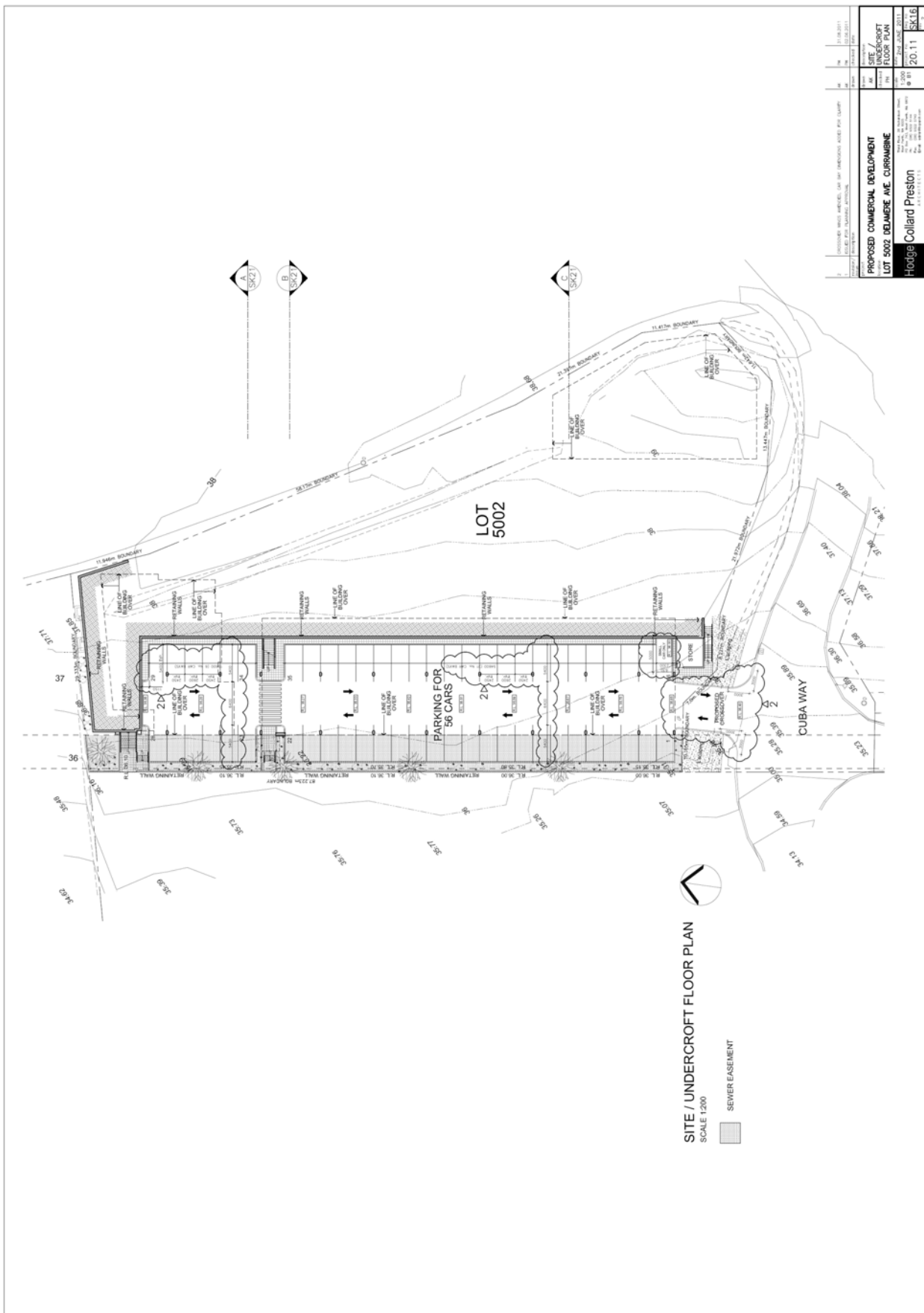
Proponent's name	Company	Signature	Date
Transport assessor's name	Company	Signature	Date
Geoff Miles	Shawmac Pty Ltd		21/12/11

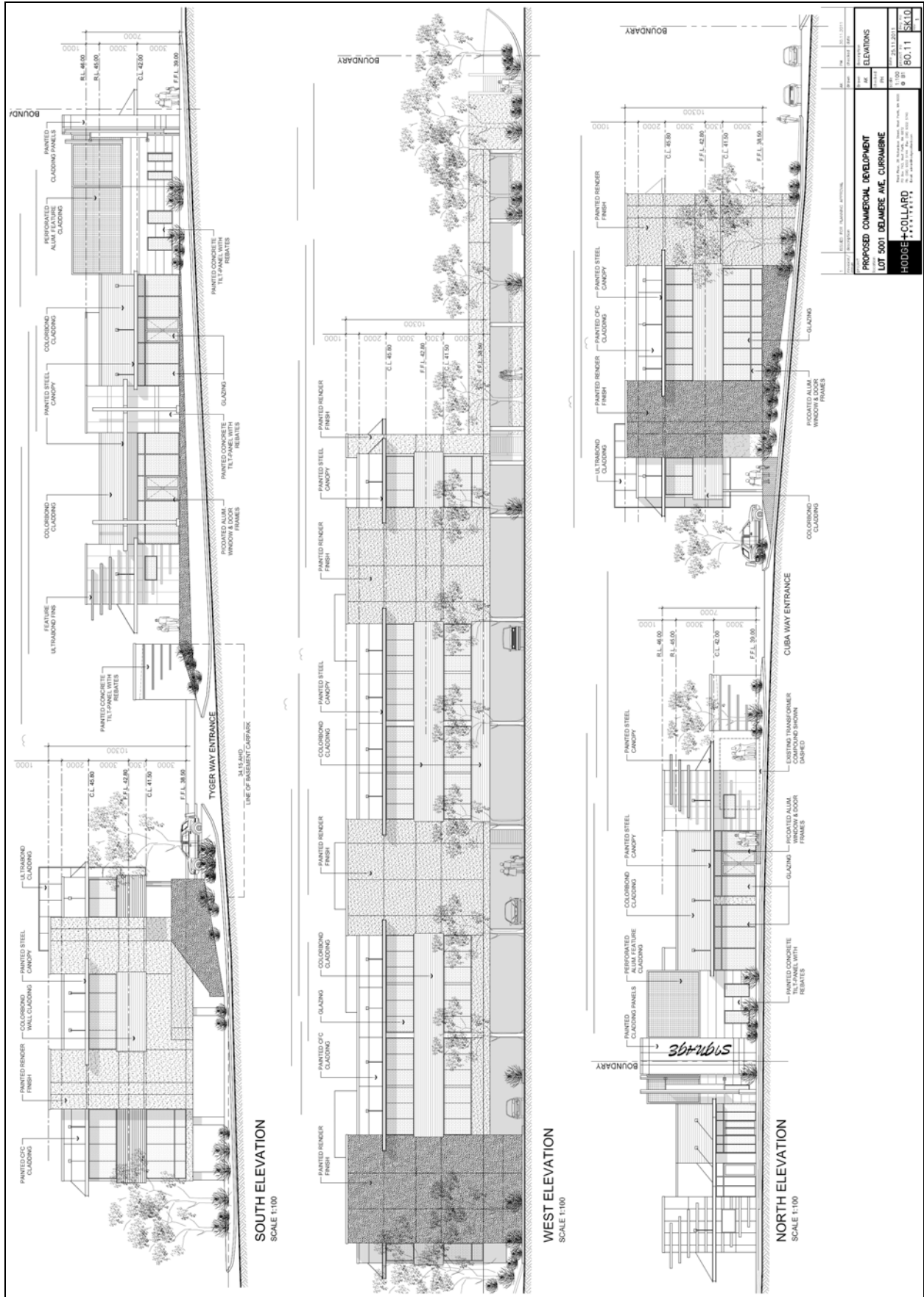


Attachment 2. DEVELOPMENT PLANS

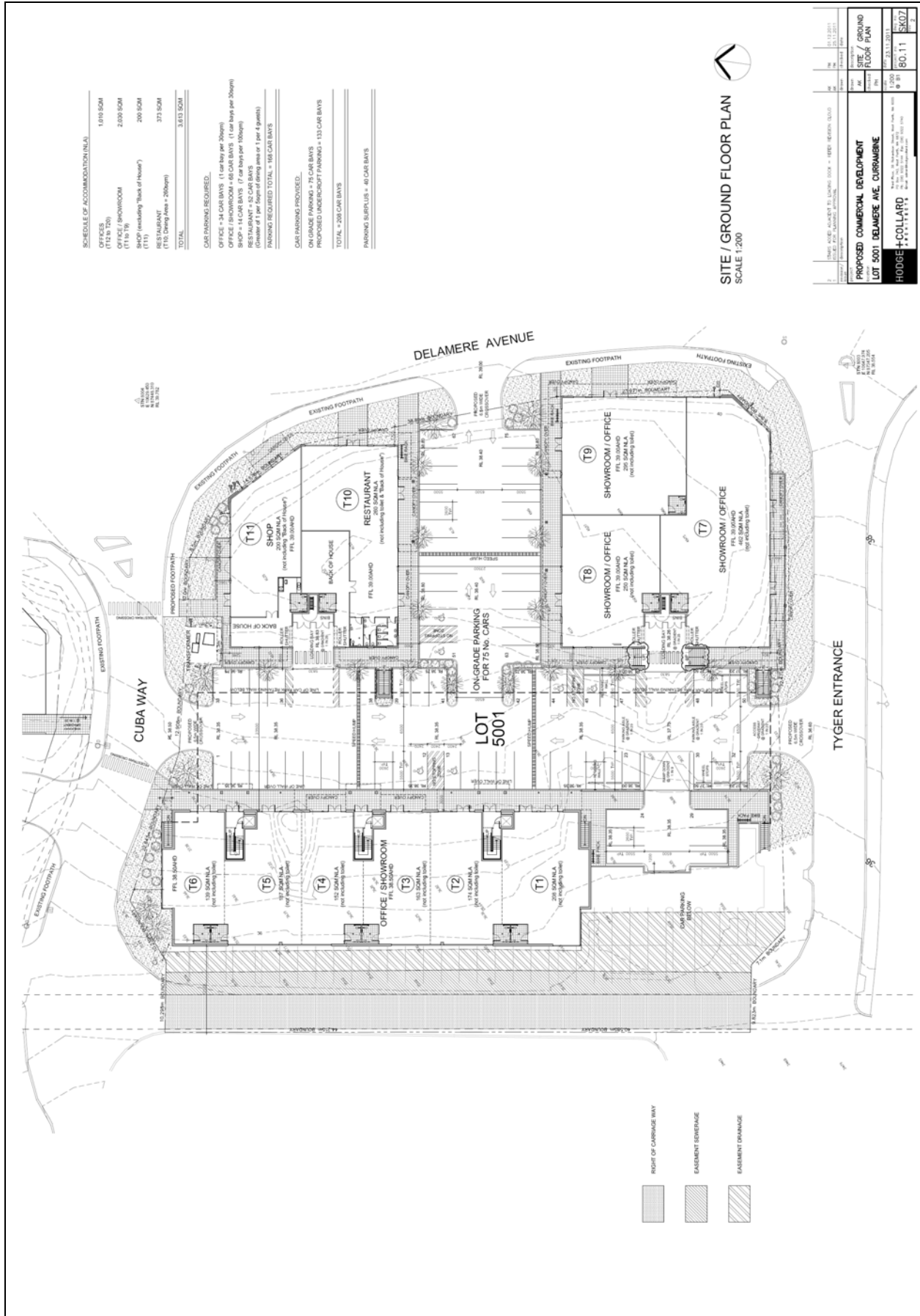








PROPOSED COMMERCIAL DEVELOPMENT		ELEVATIONS	
LOT 5001 DEBAMBE AVE, CURRAMBINE		DATE	23.11.2017
RODGER COLLARD ARCHITECTS		SCALE	9:81
		PROJECT NO.	80.11
		SKETCH	SK10



SCHEDULE OF ACCOMMODATION (NLA)

OFFICES (T2 to T3)	1,619 SQM
OFFICE SHOWROOM (T1 to T9)	2,059 SQM
SHOP (excluding 'back of house') (T11)	208 SQM
RESTAURANT (T10, Dining Area = 26sqm)	373 SQM
TOTAL	3,659 SQM

CAR PARKING REQUIRED:

OFFICE = 34 CAR BAYS (1 car bay per 30sqm)
OFFICE SHOWROOM = 68 CAR BAYS (1 car bay per 30sqm)
SHOP = 14 CAR BAYS (7 car bays per 100sqm)
RESTAURANT = 52 CAR BAYS
SHOP (including 'back of house') = 17 CAR BAYS (1 car bay per 12sqm)
PARKING REQUIRED TOTAL = 185 CAR BAYS

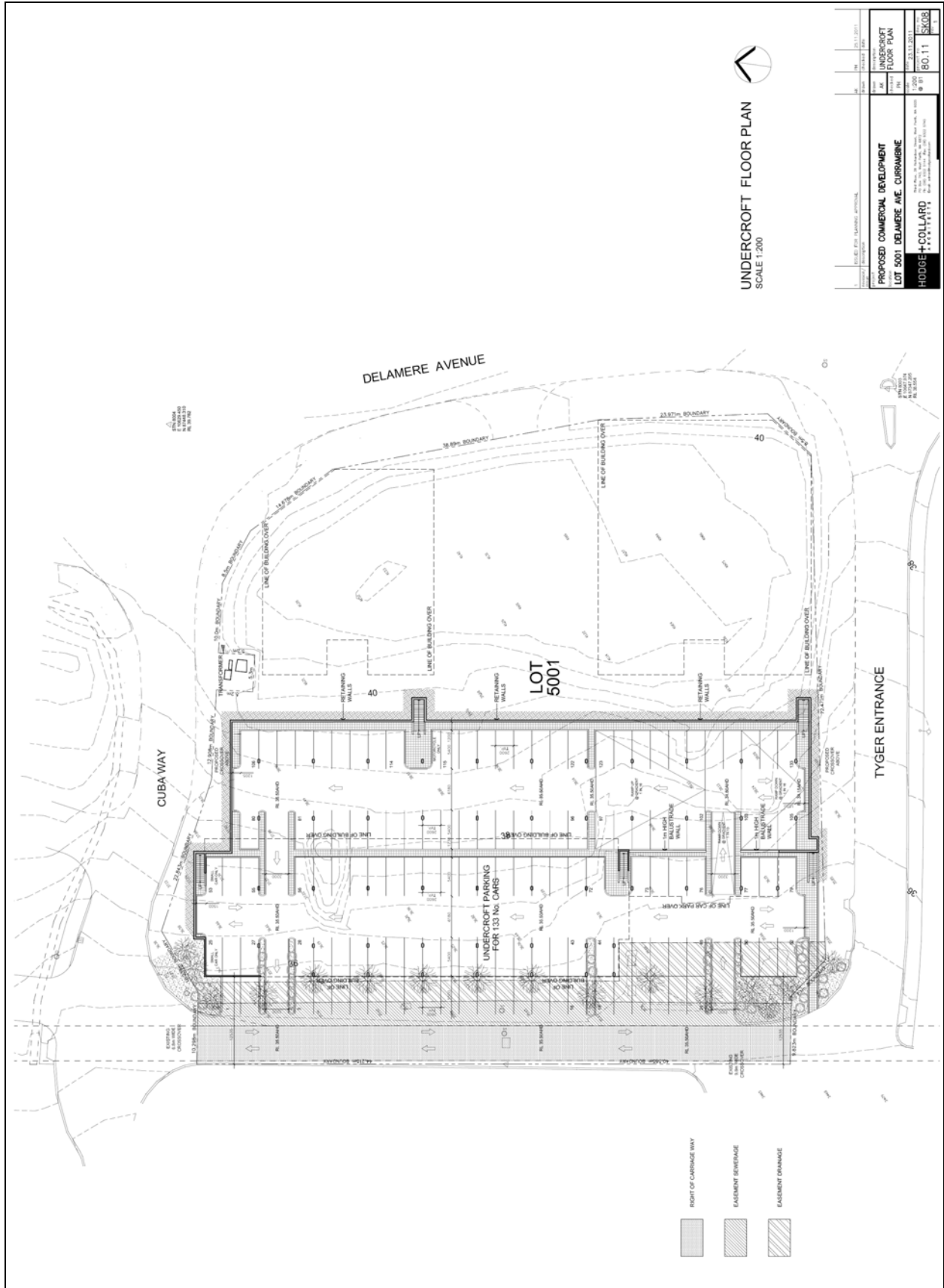
CAR PARKING PROVIDED:

ON GRADE PARKING = 75 CAR BAYS
PROPOSED UNDERCROFT PARKING = 133 CAR BAYS
TOTAL = 208 CAR BAYS

PARKING SURPLUS = 40 CAR BAYS

SITE / GROUND FLOOR PLAN
SCALE 1:200

PROJECT NO.	2018/01
DATE	21.11.2017
PROJECT NAME	PROPOSED COMMERCIAL DEVELOPMENT
CLIENT	LOT 5001 DELAMERE AVE, CURRAMBINE
SCALE	1:200
DATE OF ISSUE	21.11.2017
PROJECT NO.	2018/01
DATE	21.11.2017
PROJECT NAME	PROPOSED COMMERCIAL DEVELOPMENT
CLIENT	LOT 5001 DELAMERE AVE, CURRAMBINE
SCALE	1:200
DATE OF ISSUE	21.11.2017
PROJECT NO.	2018/01
DATE	21.11.2017
PROJECT NAME	PROPOSED COMMERCIAL DEVELOPMENT
CLIENT	LOT 5001 DELAMERE AVE, CURRAMBINE
SCALE	1:200
DATE OF ISSUE	21.11.2017



UNDERCROFT FLOOR PLAN
SCALE 1:200

PROJECT NO.	100-111
DATE	20.11.2011
PROJECT NAME	PROPOSED COMMERCIAL DEVELOPMENT
LOT NO.	LOT 5001 DELAMERE AVE CURRAMBINE
UNDERCROFT FLOOR PLAN	
DATE	10.11.2011
SCALE	1:200
PROJECT NO.	100-111
DATE	20.11.2011
PROJECT NAME	PROPOSED COMMERCIAL DEVELOPMENT
LOT NO.	LOT 5001 DELAMERE AVE CURRAMBINE
UNDERCROFT FLOOR PLAN	
DATE	10.11.2011
SCALE	1:200
PROJECT NO.	100-111
DATE	20.11.2011
PROJECT NAME	PROPOSED COMMERCIAL DEVELOPMENT
LOT NO.	LOT 5001 DELAMERE AVE CURRAMBINE
UNDERCROFT FLOOR PLAN	
DATE	10.11.2011
SCALE	1:200



MEMORANDUM.

To: Giles Harden Jones
From: Bob Garton
Date: 10/02/12
Subject: Delamere Avenue, Currambine.

Giles,

- 1) The vehicle access off Cuba Way was checked for access and vertical clearance with the road pavement modified to provide a plateau surface approximately 150mm above existing pavement level. No issues were identified with access.

The driveway pavement crossfall should be modified to provide a uniform one-way crossfall. This would require the proposed drainage gully adjacent to the first parking bay being relocated to the western side of the driveway.

- 2) The swept path for an 8.8m service vehicle was checked for the vehicle access off Cuba Way and this is shown on the attached sketches. Vehicle movements can be made but not lane correct. This is not an atypical situation for parking area access but may result in conflict with vehicles moving in the opposite directions.
- 3) The access at the northern end of the parking area was checked for the service vehicle and as shown on the attached sketch the entry manoeuvre cannot be completed without conflict with a number of parking bays opposite.
- 4) The swept path for a standard passenger vehicle was checked for access to the one-way entry off the lane along the western side of Lot 5001. As shown on the attached sketch the manoeuvre cannot be achieved without conflict with the adjoining parking bays.



Consulting Traffic & Civil Engineers, Risk Managers.

1st. Floor, 908 Albany Highway, East Victoria Park, WA 6101.

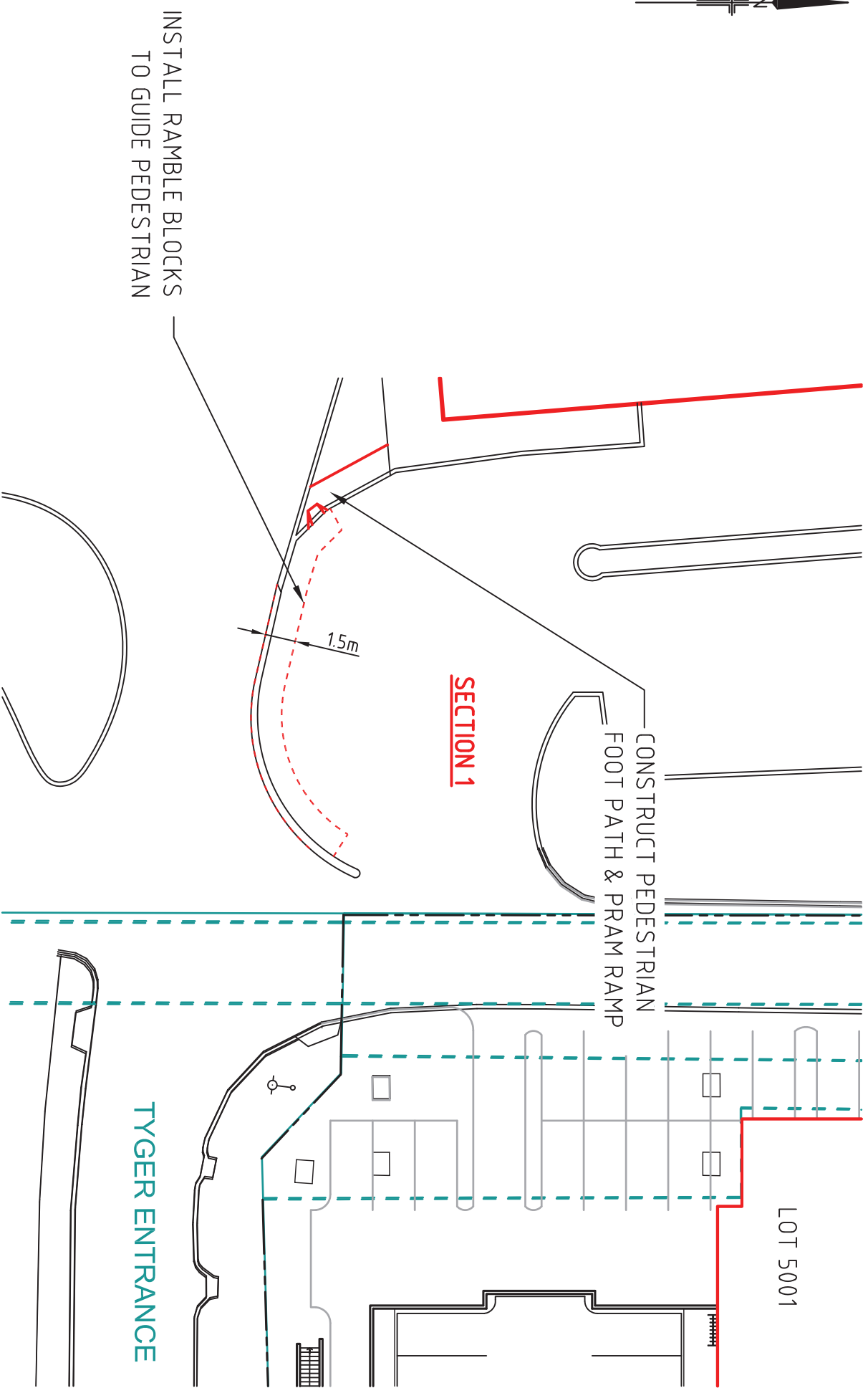
P +61 8 9355 1300, F +61 8 9 355 1922, E shawmac@upnaway.com

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- 5) Sight distance along Delamere Avenue are satisfactory for a posted speed zone of 60km/h. The following is an extract from the Transport Statement for this development: -

The safety of entering the road is related to the available sight distance. For vehicles travelling from Shenton Avenue there is a clear line of sight for 125m to the proposed access location. For vehicles travelling at 50km/h the recommended minimum gap sight distance is 69m and the safe intersection sight distance is 97m.

For vehicles turning from Tyger Entrance left into Delamere Avenue the sight distance available is about 47m to the access location. The turning vehicles would begin moving along Delamere Avenue at 15 to 20km/h. For vehicles travelling at 20km/h the recommended minimum gap sight distance is 42m and the safe intersection sight distance is 40m.



INSTALL RAMBLE BLOCKS
TO GUIDE PEDESTRIAN

CONSTRUCT PEDESTRIAN
FOOT PATH & PRAM RAMP

SECTION 1

1.5m

LOT 5001

TYGER ENTRANCE

**PASSENGER VEHICLE SWEEP PATH
TO THE EASTERN ACCESS ON
TYGER ENTRANCE**



SHAWMAC PTY. LTD.
P.O. Box 937. SOUTH PERTH
Ph. 9355 1300 Fax. 9355 1922
Email shawmac@upnaway.com

Scale N T S Date FEB 2012

Client

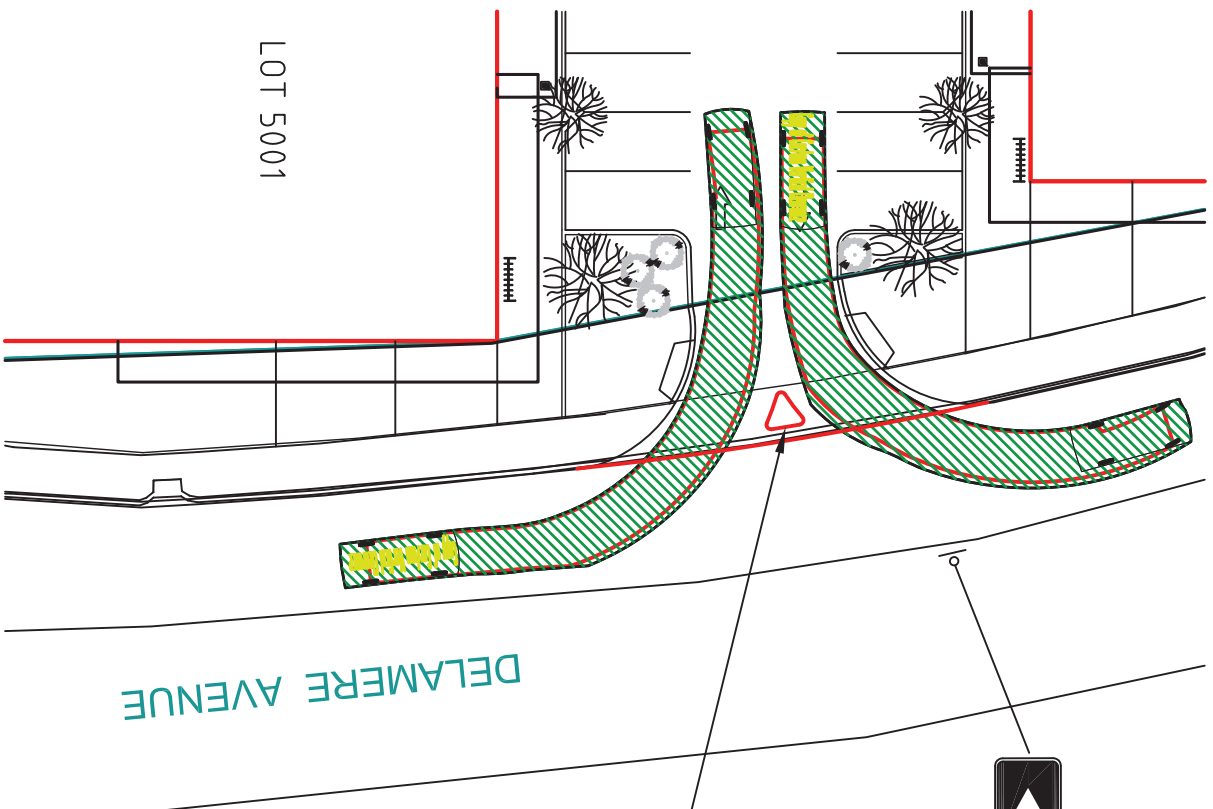
HARDEN JONES ARCHITECTS

Job No.

Drawing No.
CW-01

Title

**PASSENGER VEHICLE SWEEP PATH
TO THE EASTERN ACCESS ON
TYGER ENTRANCE**



CONSTRUCT SEAGULL ISLAND WITH
FLUSH KERB AND BRICK INFILL

SECTION 2

LOT 5001

DELAMERE AVENUE

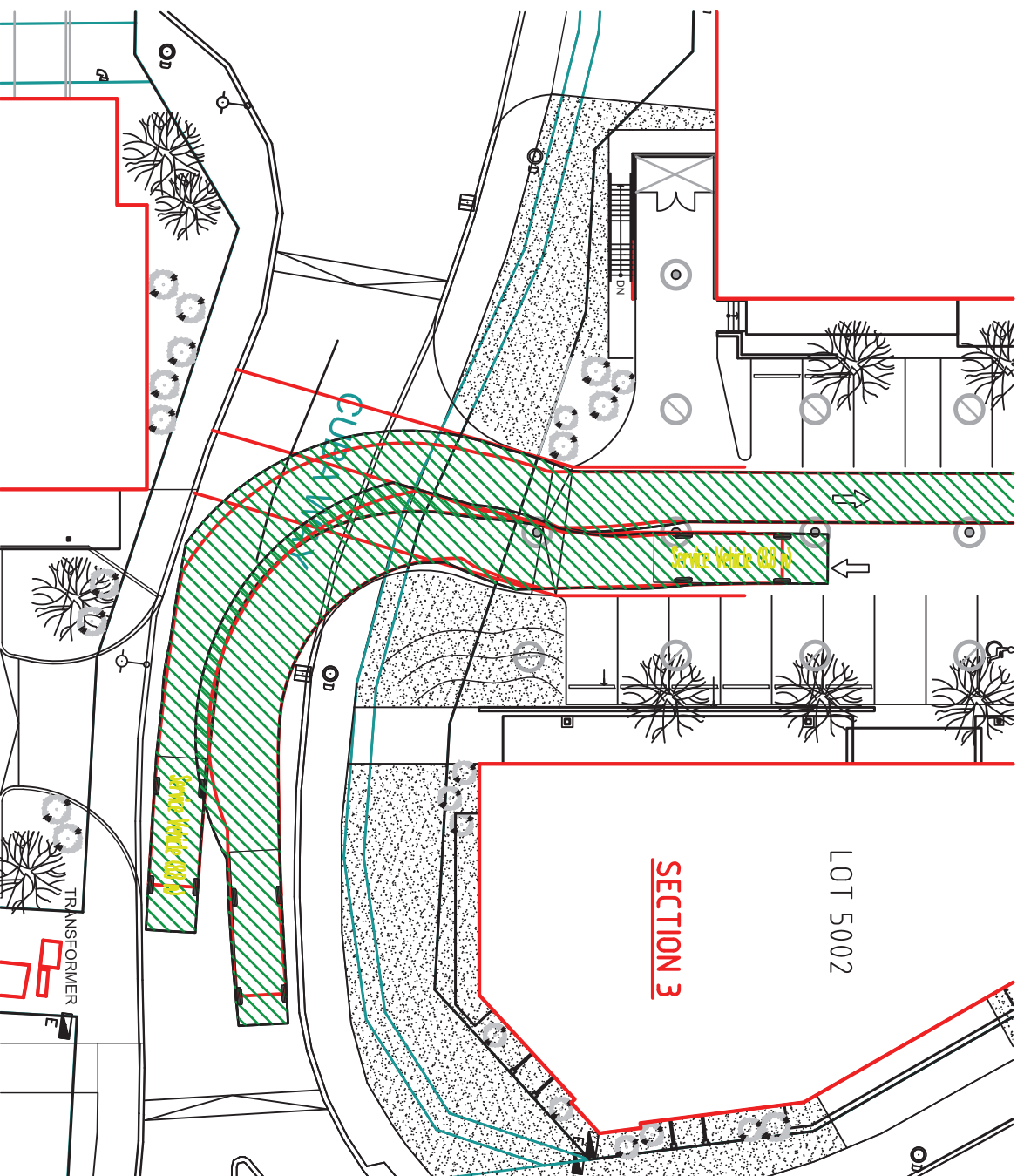


SHAWMAC PTY. LTD.
P.O. Box 937, SOUTH PERTH
Ph. 9355 1300 Fax. 9355 1922
Email shawmac@upnaway.com

Scale N T S Date FEB 2012
Client HARDEN JONES ARCHITECTS

Job No. Drawing No.
CW-02

Title
**PASSENGER VEHICLE SWEEP PATH
TO THE EASTERN ACCESS ON
DELAMERE AVENUE**



SHAWMAC PTY. LTD.
 P.O. Box 937, SOUTH PERTH
 Ph. 9355 1300 Fax. 9355 1922
 Email shawmac@upnaway.com

Scale N T S Date FEB 2012

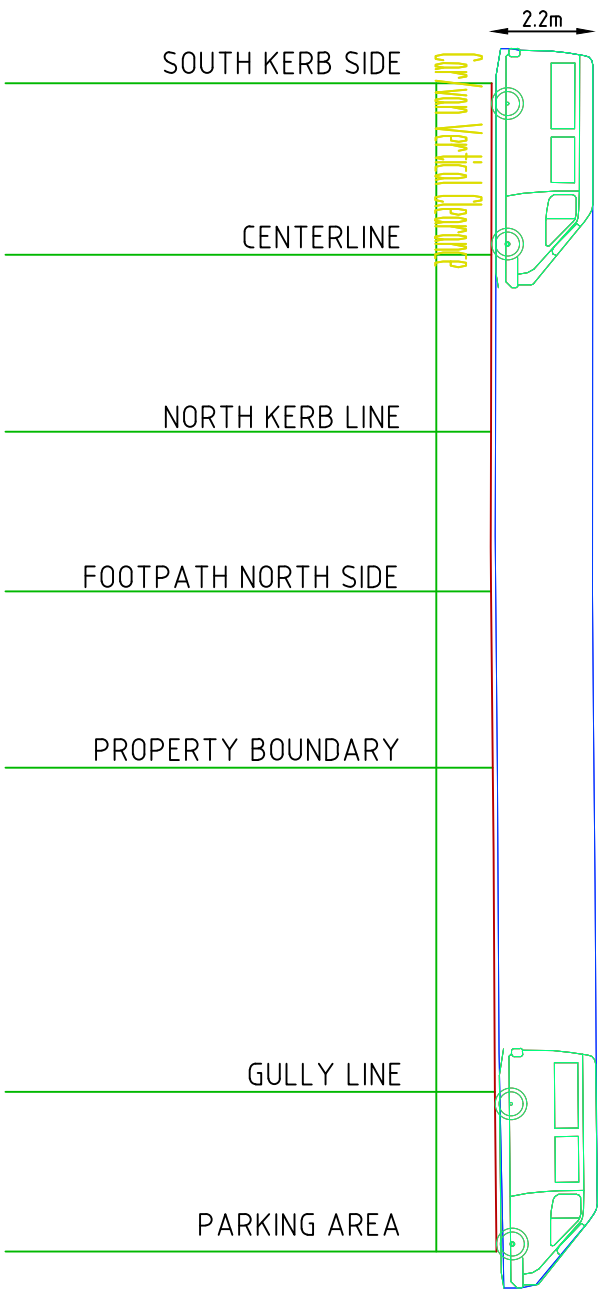
Client HARDEN JONES ARCHITECTS

Job No.

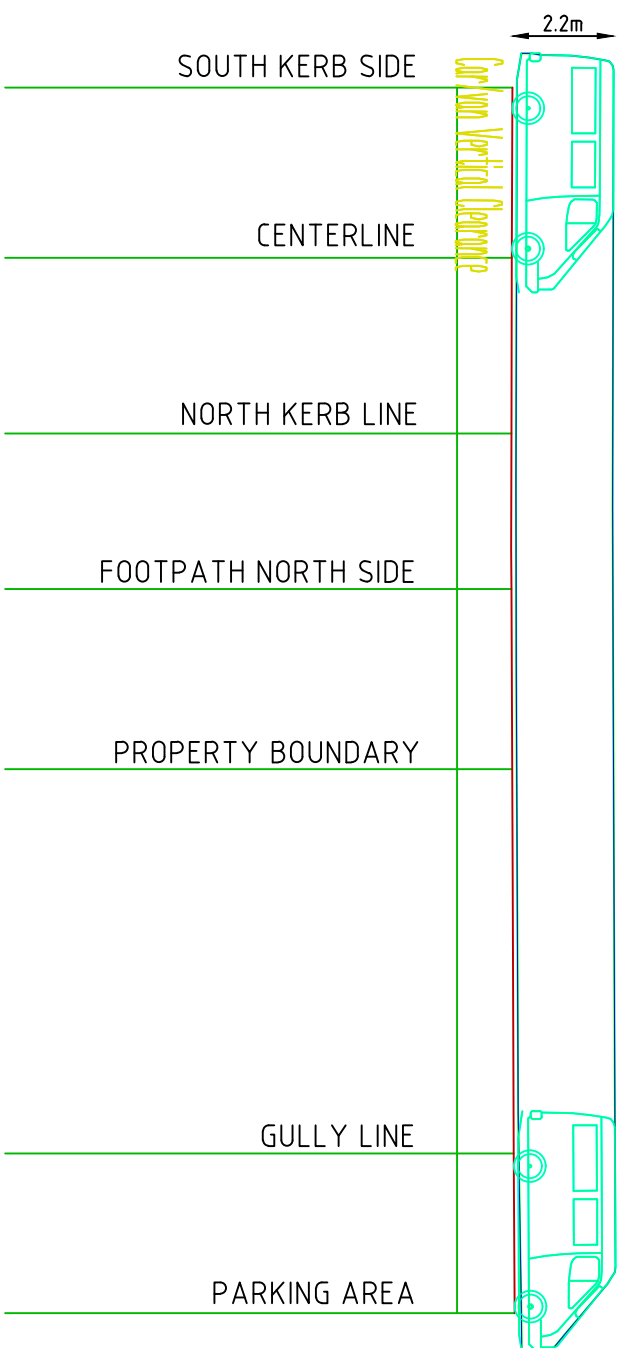
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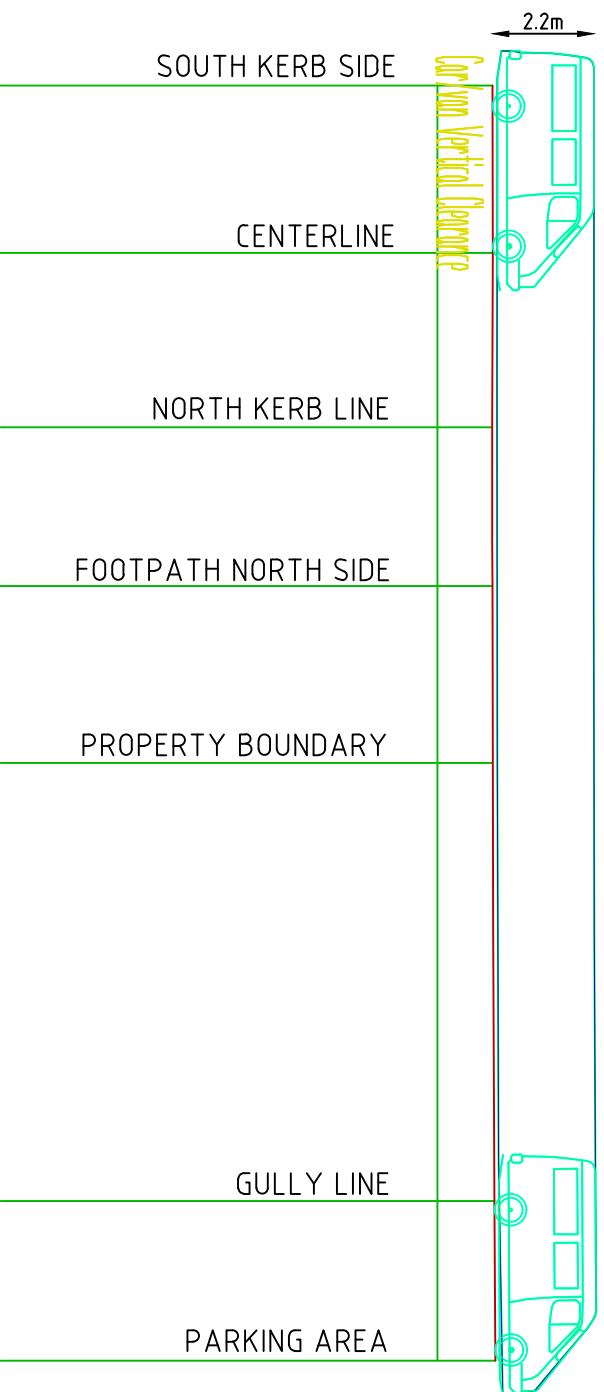
**SERVICE VEHICLE SWEPT PATH TO
 THE NORTHERN ACCESS ON
 CUBA WAY**



WEST SIDE PROPOSED CROSSOVER



CENTERLINE PROPOSED CROSSOVER



EAST SIDE PROPOSED CROSSOVER



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Ph. 9355 1300 Fax. 9355 1922
Email shawmac@upnaway.com

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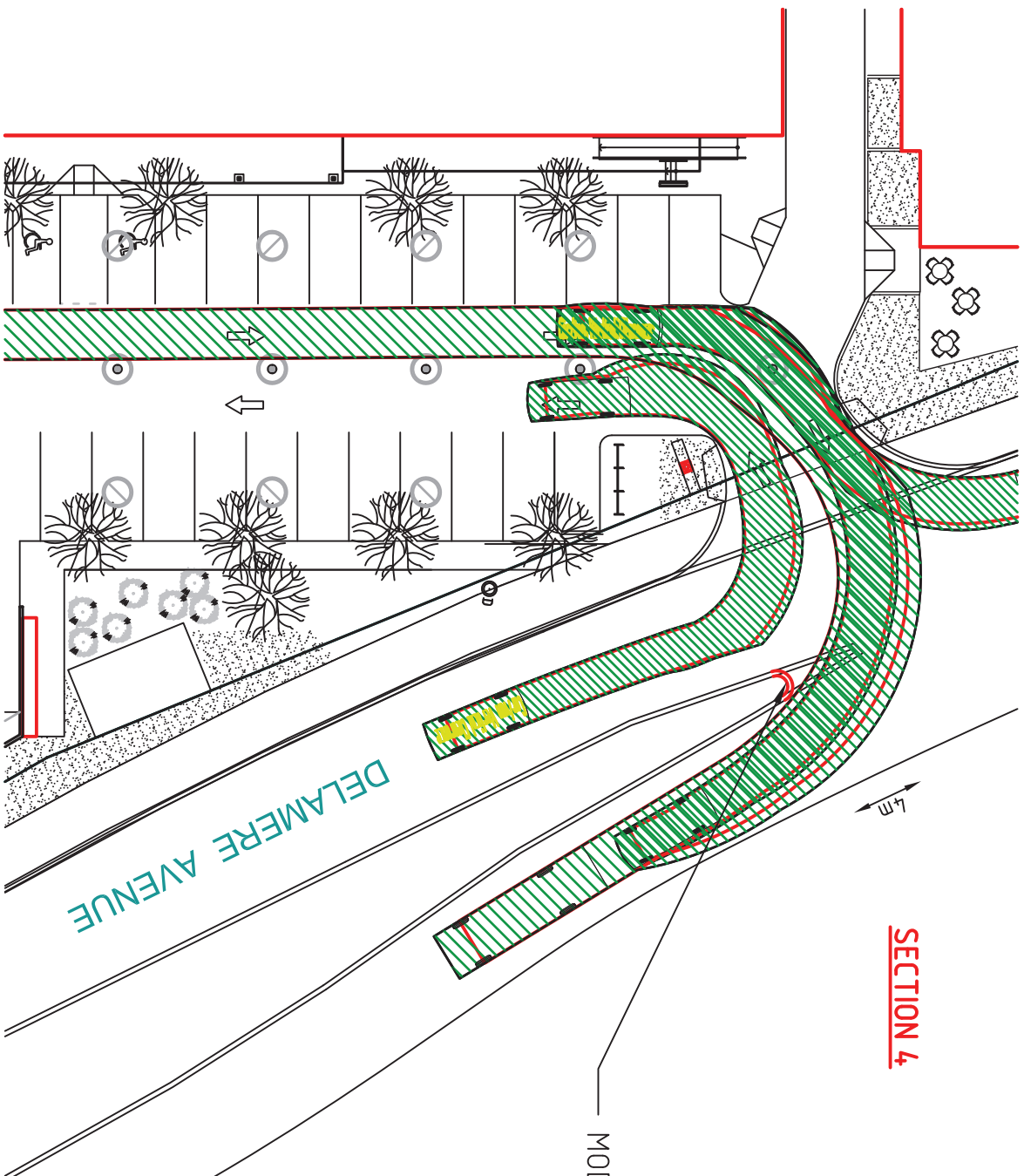
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Drawing No.

CW-01

Title

PROPOSED CROSSOVER PROFILE
CUBA WAY, CURRAMBINE



SECTION 4

MODIFY MEDIAN LAYOUT

DELAMERE AVENUE



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 P.O. Box 937. SOUTH PERTH
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Client

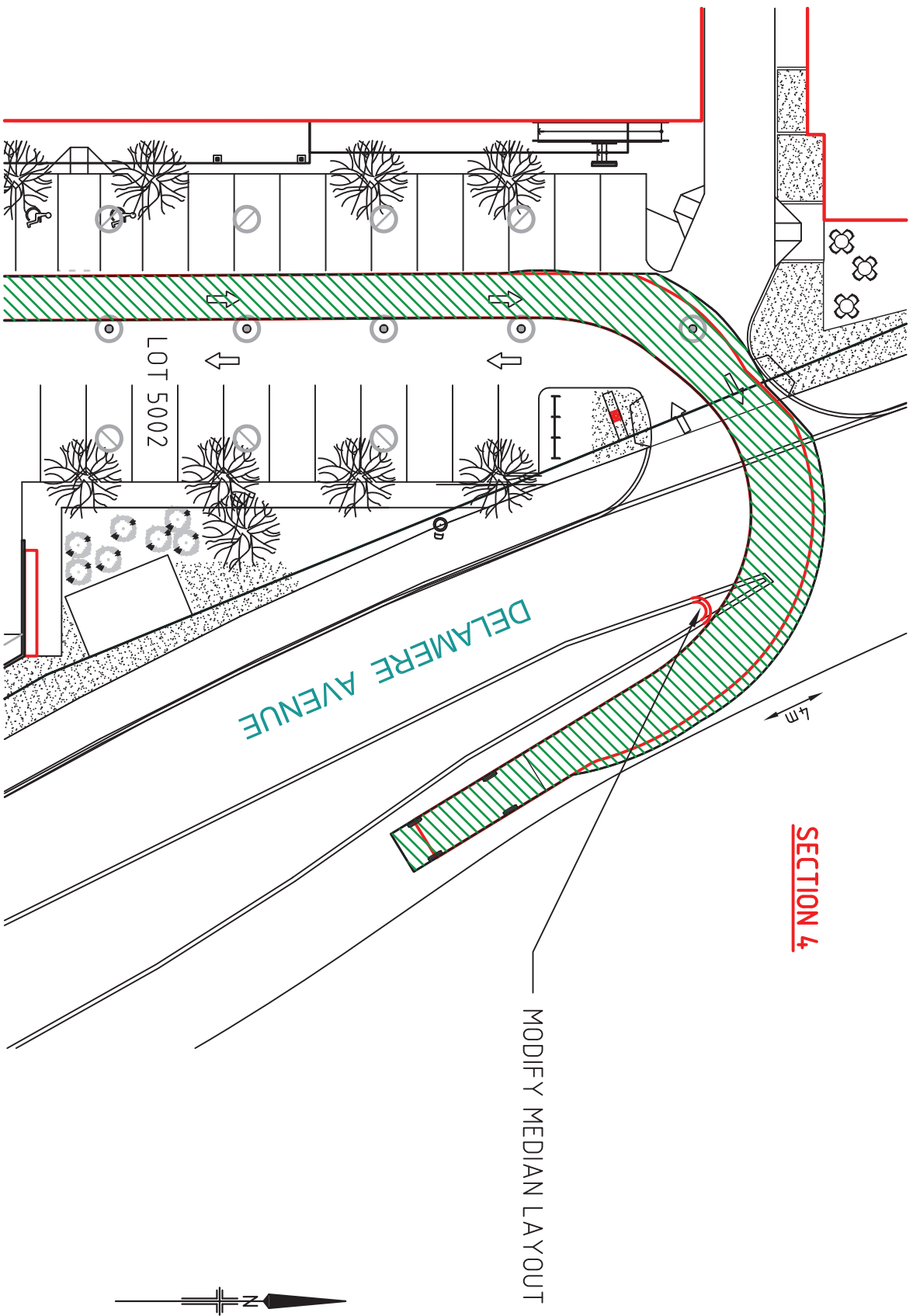
HARDEN JONES ARCHITECTS

Job No.

Title

Drawing No.
 CW-04

**PASSENGER VEHICLE SWEPT PATH
 TO THE NORTHERN ACCESS ON
 DELAMERE AVENUE**



SECTION 4

MODIFY MEDIAN LAYOUT

DELAMERE AVENUE

LOT 5002

SHAWMAC PTY. LTD.

P.O. Box 937, SOUTH PERTH
 Ph. 9355 1300 Fax. 9355 1922
 Email shawmac@upnaway.com



Scale

N T S

Date

FEB 2012

Client

HARDEN JONES ARCHITECTS

Job No.

Drawing No.
 CW-04A

Title

**SERVICE VEHICLE SWEEP PATH TO
 THE NORTHERN ACCESS ON
 DELAMERE AVENUE**



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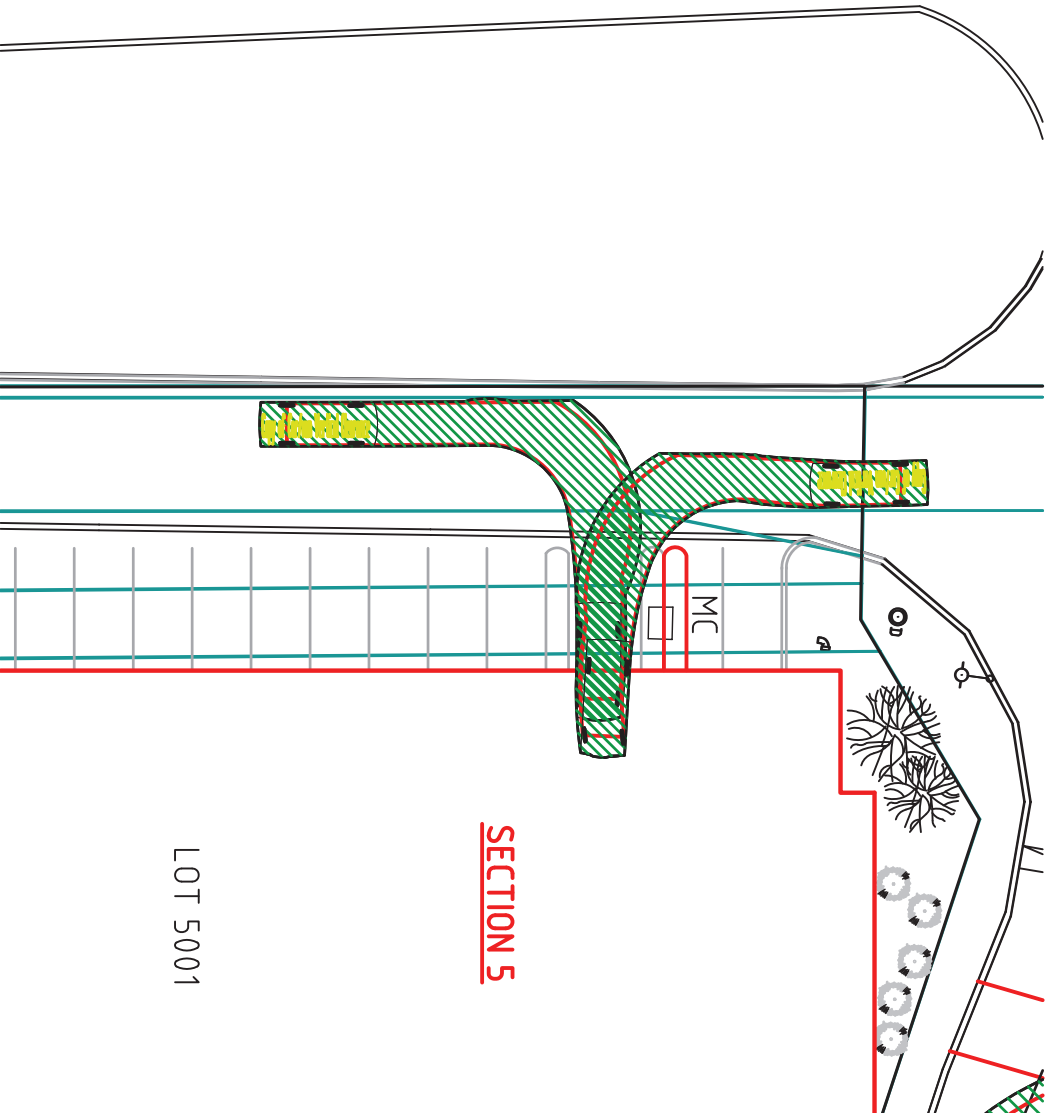
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Client
Date FEB 2012

HARDEN JONES ARCHITECTS

Job No.
Drawing No.
CW-05

Title

**PASSENGER VEHICLE SWEPT PATH
TO THE WESTERN ACCESS**



SECTION 5

LOT 5001





Environmentally Sustainable Design – Checklist

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

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

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

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

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

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

Siting and structure design efficiency

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

Does your development retain:

- existing vegetation; and/or *N/A*
- natural landforms and topography *N/A*.

Does your development include:

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

Energy efficiency

Environmentally sustainable design aims to reduce energy use through energy efficiency measures that can include the use of renewable energy and low energy technologies.

Do you intend to incorporate into your development:

- renewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
- low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
- natural and/or fan forced ventilation

Water efficiency

Environmentally sustainable design aims to reduce water use through effective water conservation measures and water recycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient technologies.

Does your development include:

- water reuse system(s) (e.g. greywater reuse system); and/or
- rainwater tank(s)

Do you intend to incorporate into your development:

- water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc)

Materials efficiency

Environmentally sustainable design aims to use materials efficiently in the construction of a building. Consideration is given to the lifecycle of materials and the processes adopted to extract, process and transport them to the site. Wherever possible, materials should be locally sourced and reused on-site.

Does your development make use of:

- recycled materials (e.g. recycled timber, recycled metal, etc)
- rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
- recyclable materials (e.g. timber, glass, cork, etc)
- natural/living materials such as roof gardens and "green" or planted walls

Indoor air quality enhancement

Environmentally sustainable design aims to enhance the quality of air in buildings, by reducing volatile organic compounds (VOCs) and other air impurities such as microbial contaminants.

Do you intend to incorporate into your development:

- low-VOC products (e.g. paints, adhesives, carpet, etc)

'Green' Rating

Has your proposed development been designed and assessed against a nationally recognised "green" rating tool?

- Yes
- No / TBA

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

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

If you have not incorporated or do not intend to incorporate any of the principles of environmentally sustainable design into your development, can you tell us why:

LOT 5002: LOT 5002 IS CURRENTLY WITH COUNCIL FOR B.L. ASSESSMENT
THEREFORE ENERGY ASSESSMENTS & CERTIFICATIONS SHOULD
BE ON RECORD

LOT 5001. AS AT 01/05/2012, THE BCA REQUIRES ALL BUILDINGS
TO BE SIX STAR RATED. LOT 5001 IS YET TO REACH
WORKING DRAWINGS,

Is there anything else you wish to tell us about how you will be incorporating the principles of environmentally sustainable design into your development:

When you have checked off your checklist, sign below to verify you have included all the information necessary to determine your application.

Thank you for completing this checklist to ensure your application is processed as quickly as possible.

Applicant's Full Name: HARDEN JONES ARCHITECTS. Contact Number: 9380 9900

Applicant's Signature: _____ Date Submitted: _____

Accepting Officer's Signature: _____

Checklist Issued: March 2011

harden jones architects
P| 08 9380 9900 F| 08 9380 9909
Suite 8, 300 Rokeby Road, Subiaco WA 6008
admin@hjarchitect.com.au
www.hjarchitect.com.au

G. Harden Jones 17.02.2012.