

**ITEM 16 PROPOSED EXTENSIONS TO LAKESIDE SHOPPING CENTRE
FRONTING GRAND BOULEVARD AND BOAS AVENUE ON
PART OF LOT 504 JOONDALUP DRIVE – [08431]**

WARD: Lakeside

RESPONSIBLE David Djulbic
A/DIRECTOR: Planning and Community Development

PURPOSE

To request Council's determination of an Application for Planning Approval for extensions to the Lakeside Shopping Centre in the Joondalup Central Business District (CBD).

EXECUTIVE SUMMARY

The application is for extensions to the Lakeside Shopping Centre located in the area bounded on the western side by the existing shopping centre, Boas Avenue on the south, Grand Boulevard on the west Collier Pass on the north. The proposal envisages a two storey extension of the centre, comprising approximately 29,000 square metres of additional retail and office floorspace, with the ground floor at the level of the existing centre and upper level shops at the Grand Boulevard level. The corner of Grand Boulevard and Boas Avenue would feature a prominent two storey building above ground with shops at street level and offices above. Most shops, including a new major supermarket and discount department store, would be focused on internal malls with additional street front shopping on Grand Boulevard and Boas Avenue. Three levels of car parking with 1710 car bays are proposed, attached to the southern side of the building with access off Grand Boulevard and Collier Pass. The total number of car bays on-site would increase to 3929 bays. Servicing would be via internal service yards accessed off Boas Avenue. The estimated value of works is \$115 million.

A department store is not part of the application but provision has been made in the current design for one in the future.

Part of the eastern end of the existing centre, where it interfaces with the new extensions, would be modified by converting the existing food hall to shops and moving the food hall into the new extensions.

The original Application For Approval To Commence Development submitted in April 2005 did not meet a number of criteria in the Joondalup City Centre Development Plan and Manual (which is the Western Australian Planning Commission endorsed structure plan for the Joondalup Strategic Regional Centre). Following discussions between the City of Joondalup and the applicants an amended application was resubmitted in August 2005. The August version, comprising five parts, substantially accords with the requirements of the Development Manual and the City of Joondalup District Planning Scheme No 2 (DPS2).

The traffic report (Part 3 of the application) proposes a number of improvements to surrounding roads which, while not part of the development application per se, would be required over time to meet the increased traffic in the city centre generated by the new development (if approved). If approval was granted, it is proposed that the costs of some of these, where directly related to access into the site, would be paid for by the applicant. Where improvements result in a loss of on-road car parking, particularly all-day parking in Collier Pass, the applicants propose to provide on-site replacement parking in addition to, and separate from, the 1710 parking bays which form part of the extension to the shopping centre.

The application was advertised for public comment from 12th September 2005 to close of business 3rd October 2005. Letters were also sent to adjoining landowners. Eight submissions were received, three in support, two in support but raising concerns over traffic congestion and a request for greater diversity of shops. Three submissions objected for various reasons.

The application meets the criteria in the WAPC Statement of Planning Policy 4.2 (Metropolitan Centres Policy) and is therefore within the Council's authority to determine without reference to the Department of Planning and Infrastructure (DPI).

A prominent two storey building with shops on the ground floor and offices above proposed on the corner of Grand Boulevard and Boas Avenue would be different to the characteristic theme of most buildings in the CBD in style and materials used. The proposals contained in the application comply (with minor exceptions) with the design policies in the Joondalup City Centre Development Plan and Manual (JCCDPM) and DPS2.

By 2008 when the extensions to Lakeside Shopping Centre open, there would be sufficient trade potential (based on the Metropolitan Centres Policy floor space guidelines for Regional Centres and DPI population projections for the north-west corridor) to sustain the proposed extensions to Lakeside Shopping Centre.

It is recommended that the subject development application (August 2005 version in five parts) be approved subject to conditions.

BACKGROUND

Suburb/Location:	Lots 504 and 454 Joondalup Drive, Joondalup.
Applicant:	Cameron Chisholm & Nicol, Architects for ING Retail Property Fund Australia
Owner:	ING Retail Property Fund Australia
Zoning:	DPS: Centre Zone
	MRS: City Centre
Structure Plan:	JCCDPM
Site Particulars:	Lot 504 (East and West) CT/Folio 2202/798, Diagram 27661, Area 23.0540 ha. Lot 454 (Air Rights) CT/Folio 1852/437, Diagram 17248, Area 1.0552 ha

The site comprises one lot dissected north to south by a Western Australian Government owned railway reserve but linked by an Air Rights Lease which allows development to occur over the sunken rail line. This Air Rights Lease is currently in the process of being

converted into a freehold title. The site area of 23.0540 hectares, plus the Air Rights Lease over 1.0552 hectares of rail reserve combine to give a total development site area of 24.1092 hectares. The existing shopping centre and car park occupies 17.903 hectares of the total available development site area. The extensions are proposed to be over and to the east of the railway extending to Boas Avenue and Grand Boulevard.

Figure 1. The Site.



The existing Lakeside Shopping Centre is on Lot 504 (West). The proposed development would be on Lot 504 (East), fronting Boas Avenue and Grand Boulevard and over the Air Rights. The Air Rights area (Lot 454) over the railway lines shown cross hatched is owned by the Centre Owners.

Format for the Submission for Development Approval

The original Submission for Development Approval was submitted in April 2005. Through the process of evaluation by the City over the following months a number of changes were made to the design which reflected the City's design objectives for the Central Business District. A revised submission in five parts which incorporated the outcomes of the evaluation process was submitted in August 2005.

Rather than have the original Submission comprehensively altered with each improvement resulting from the evaluation process, the City agreed that the new ideas could be partly reflected in a revised submission and partly as Appendices to the original submission which make up the five parts. This is considered beneficial because it allows comparisons to be made between the changes and the original design.

The amended August 2005 version in five parts is therefore the subject of this application for planning approval, which are identified below:

- Parts 1 & 2 are bound together. Part 1 comprises the main explanatory report to the submission by CCN Architects – August 2005.
- Part 2 (Appendix 1) comprises plans and elevations of the new extensions in the context of the existing centre by CCN Architects – August 2005
- Part 3 (Appendix ii) is bound separately. It comprises Traffic and Parking Report by Uloth and Associates Traffic Engineers - August 2005.
- Part 4 & 5 (Appendices iii & iv) by CCN Architects are bound together.
- Part 4 comprises additional plans, elevations, sketches and documentation required as part of the evaluation process.
- Part 5 comprises artist's perspectives of various views of the centre to clarify various issues raised during the evaluation process.

History

In 1970, Joondalup was nominated as the most northerly of the four sub-regional centres. *Metroplan*, the Strategic plan for Perth adopted by the Government in 1990 confirmed Joondalup as one of the Perth metropolitan region's eight strategic regional centres, with the State Government recognising the significance of its function and location as critically important to the future growth of the region. Joondalup will be one of the major business and employment centres of the metropolitan region with a substantial range of employment, social, education and urban living opportunities.

The existing Lakeside Shopping Centre opened in 1992. It is located on the western side of the railway on the part of Lot 504 bounded on the south by Collier Pass, the west by Joondalup Drive, the north by Daglish Way and the east by the railway line. The centre currently contains two discount department stores, two supermarkets, a restaurant court, a cinema complex, and a large range of specialty shops. The centre itself comprises 40,075m² NLA with a further 1,782m² NLA in freestanding developments along Joondalup Drive. There are 2,493 on-site car parking spaces of which 261 are located east of the railway line.

In 1995, the Joondalup City Centre Development Plan and Manual (JCCDPM) was produced and endorsed by the WAPC. This document combines the 1990 Development Plan and the Development Manual for the Joondalup City Centre (previously adopted by the City of Wanneroo and approved by the then Minister of Planning) and constitutes the manual as prescribed by the City of Wanneroo Town Planning Scheme No 1 (this scheme has been superseded by the City of Joondalup DPS2). It describes the physical framework within which development should take place to accommodate the diverse functions of an economically viable city. The current proposal has been assessed against the criteria in the JCCDPM and DPS2.

DETAILS

The design concept for the extensions to Lakeside Shopping Centre is generally based on the existing centre - the dominating feature is proposed to be the translucent tensile fabric roof. The proposed additions will replicate those on the existing centre, located over specific features such as the 'great space' in Station Square (see below) which are junctions of malls and pedestrian routes.

The extension proposal comprises (mostly) a two storey extension to the existing Lakeside Shopping Centre. It is proposed to be located on the east side of the existing

shopping centre on land bordered by Boas Avenue on the north and Grand Boulevard on the east.

Schedule of Areas

The extension would increase the existing NLA of Lakeside shopping centre from 42,074.5m² to 71,128.7m². The breakdown of the areas is as follows:

EXISTING TENANCY AREAS SCHEDULE - NLA									
Existing Tenancies NLA							42,074.5 sq.m		
(This includes 660.17 sq.m of the existing food court area to be redeveloped)									
TOTAL							42,074.5 sq.m		

NEW TENANCY AREAS SCHEDULE - NLA								
GROUND LEVEL - RL 42.50								
Discount Dept Store (DDS)	Mini Majors (MM)		Spec Shops	Kiosks	Amenities	Storage	Food Court	Offices
DDS 7,417.0	MM-1	1,244.3	71.0	18.0	267.5	176.4	44.2	N/A
	MM-2	977.1	81.7	18.0		102.4	43.2	
ADD:-			318.8	18.0		157.9	43.1	
(i) Mezzanine Floor			114.2	18.0			43.1	
(ii) Dock Area at RL 48.00			1,047.1	18.0			42.8	
			140.2	22.0			42.1	
			138.2	28.0			43.2	
TOTAL:- 7,931.4			157.2	30.0			43.2	
			749.1				43.0	
			619.6				51.3	
			NB: 1,827.9					
TOTAL	7,931.4	2,221.4	5,265.0	170.0	267.5	436.7	482.4	N/A

NB: NET SPEC SHOPS RESULTING FROM EXISTING FOOD COURT INTERNAL REDEVELOPMENT (Proposed - 2,499m2 deduct existing 671.1m2 = 1,827.9m2)

TOTAL GROUND LEVEL RL 42.50: **WITH AMENITIES & STORAGE** **16,774.4 sq.m**
WITHOUT AMENITIES & WITH STORAGE **16,506.9 sq.m**

UPPER LEVEL - RL 48.00								
Discount Dept Store (DDS)	Mini Majors (MM)		Spec Shops	Kiosks	Amenities	Storage	Food Court	Offices
Supermarket 3889.3	MM-3	749.5	130.3	18.0	70.0	NIL	N/A	671.9
	MM-4	1162.5	166.3	18.0				(Upper Floor
			178.4	16.0				RL 54.00)
ADD:-			234.7	18.0				Corner Boas
(i) Dock Area at RL 48.00 82.3			239.2					Avenue
			200.9					
			591.1					
			638.9					
			367.8					
			295.5					
			378.3					
			93.0					
			534.6					
			402.9					
			354.8					
			603.5					
			334.2					
			177.4					
TOTAL	3971.6	1912.0	5921.8	70.0	70.0	NIL	N/A	671.9

TOTAL UPPER LEVEL RL 48.00: **WITH AMENITIES & STORAGE** **12,617.3 sq.m**
WITHOUT AMENITIES & WITH STORAGE **12,547.3 sq.m**

TOTAL BOTH LEVELS:	WITH AMENITIES & STORAGE	29,391.7 sq.m
	WITHOUT AMENITIES & WITH STORAGE	29,054.2 sq.m

Not all of the floorspace in the above schedule is classified as retail floorspace for the purposes of calculating shopping centre size in the Metropolitan Centres Policy. For example, the 671.9m² of offices included in the schedule is not counted towards the upper limit for retail floorspace of 80,000m² NLA set in the Centres Policy.

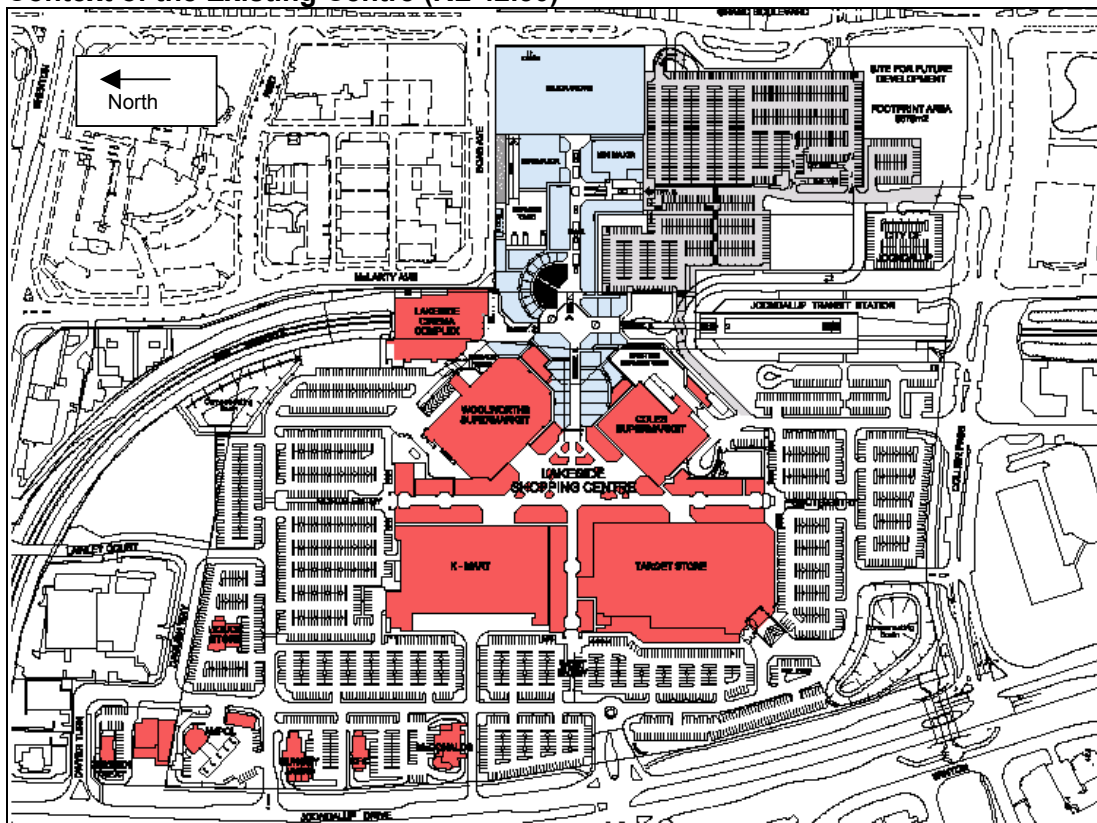
The lower level would be at the existing shopping centre arcade level, with the upper floor shops at approximately the Grand Boulevard level. A feature two storey building is proposed (attached to the shopping centre, but without direct access into it) to be

wrapped around the Boas Avenue/Grand Boulevard intersection. Shops would be located at street level with offices above.

Car parking for the extensions is proposed to be accommodated in a three level parking structure (ground, mezzanine and upper levels) attached to the southern side of the building. The parking at the lowest level is proposed to be accessed off Collier Pass. The upper level is proposed to be accessed from Grand Boulevard with the deck being built at approximately that level (RL 48.0). The mezzanine level is proposed to be accessed via internal ramps from the ground level and upper decks. Parking for 1710 cars is proposed to be provided for the extension.

Lower Level

Figure 2. Proposed Extensions to Lakeside Shopping Centre Lower Level in the Context of the Existing Centre (RL 42.50)



The existing centre is shown dark grey. The extension and redeveloped food hall and new parking areas are shown grey. Note the new food hall is the semicircular arrangement shown east of Station Square.

At RL 42.50 (the existing centre arcade level) the existing East Mall is proposed to be extended across the railway air space. It would:

- Be anchored¹ by the discount department store of 7,900m² NLA, linking the existing centre with the extension forming a strong east-west axis.
- Have two mini-majors² with 1,900m² NLA.

¹ 'Anchored' in the shopping centre sense means being the main attraction on which the smaller shops depend to draw customers past them.

² Mini majors are essentially large specialty stores of 300m² and upwards.

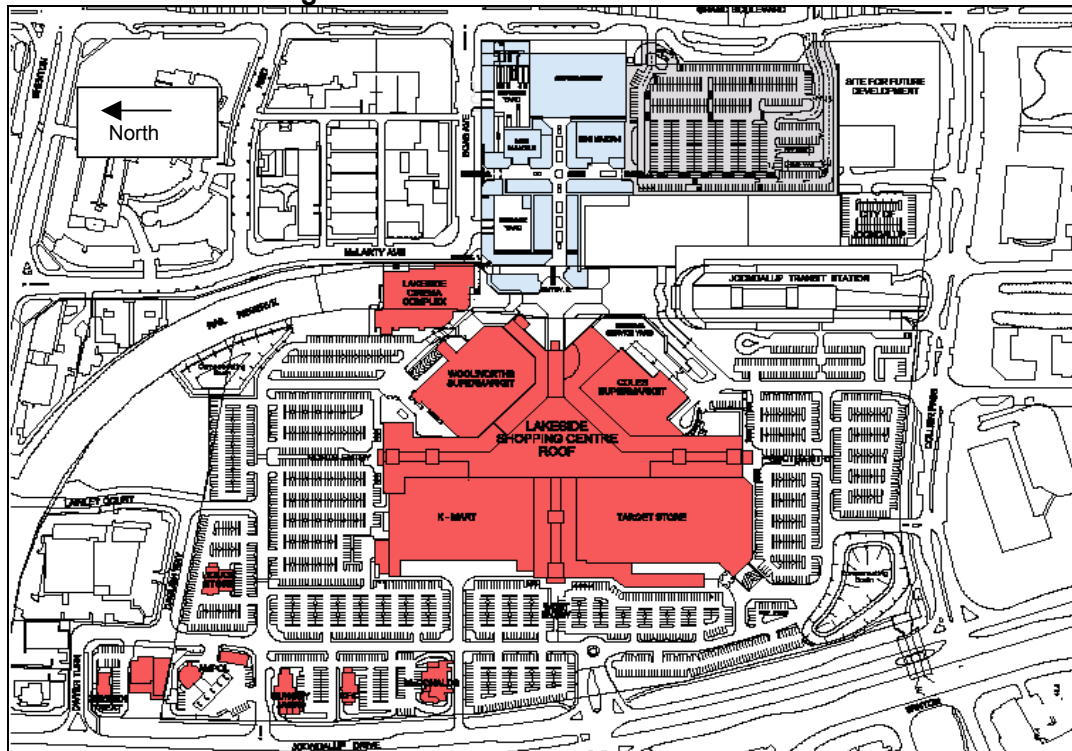
- Have specialty shops with 3,400m² plus.
- Have eight kiosks and a food hall (the food hall relocated from the existing centre).

The current link between the Joondalup Transit Station and the cinemas through the lower level is proposed to be maintained as the north-south axis. The junction of both axes is known as 'Station Square' and is discussed in more detail below. The food hall in the existing centre is proposed to be redeveloped for shops and a new food hall would be included in the new part of the extensions just east of Station Square.

Entrances into the extended ground floor level would be via the existing centre and via entrances directly from the ground floor parking areas.

Upper Level

Figure 3. Proposed Extensions to Lakeside Shopping Centre Upper Floor in the Context of the Existing Centre at RL 48.00



The existing centre roofs are shown dark grey. New work and new parking areas are shown light grey. Note that access to the upper deck parking is off Grand Boulevard.

The upper level mall shown above is proposed at RL 48.00 which is approximately the level of Grand Boulevard. The anchor tenant on this level is proposed to be a large chain supermarket at the far (east end) of the upper mall. Two mini majors of 1,900m² NLA and 5,900m² of speciality shops are proposed. Most specialty shops are internally focused on the mall but there are also externally focused street front shops on Boas Avenue and Grand Boulevard. The upper mall is accessed from the lower level at 'Station Square' by lift, steps and escalator. Other accesses to the malls would be by travelator and lift adjacent to the southern car park area entries (RL 42.50, 45.25 and 48.00). These are in addition to the pedestrian access points from Boas Avenue.

Street entrance into the upper level of the centre is proposed to be off Boas Avenue with a lesser entry to upper floor offices off Grand Boulevard. Entry statements at these points would have feature roofs and canopies using low maintenance materials such as natural aluminium metallic cladding on walls, roofs and soffits with a high level of lighting using combinations of down and up-lighters. The same design and materials theme has been carried throughout all entries with some of these features being carried through to the building on the corner of Boas Avenue and Grand Boulevard. All street front shops would have awnings which meet the requirements of the JCCDPM. Where the street slopes from east to west in Boas Avenue the shop floor levels would be stepped down accordingly to comply with the JCCDPM. See Figure 4 below

Figure 4. An Artist's Perspective of the Main Boas Avenue Entrance Showing Stepped Down Street Front Shops with Awnings



View looking west from the northern side of Boas Avenue. Note the architectural entrance statement to Station Square entrance at the corner of Boas Avenue and McLarty Avenue. Note too that shop floors have been stepped down to match the slope down Boas Avenue. The graphics shown above - the awnings are indicative and would be subject of a separate Development Application.

Materials selected have not been specified however, the applicants state that they would be appropriate for use in a city centre and suitable for street front retail and would be designed where practical to inhibit anti-social behaviour. They state that options for street front design are limited, but where practical and economical, locally produced materials would be promoted. Details of materials to be used should be to the Council's satisfaction and should be a condition of Development Approval.

Figure 5. The Building Proposed for the Corner of Grand Boulevard and Boas Avenue at day.



Indicative view looking westwards along Boas Avenue to McLarty Avenue junction. The tower to articulate the corner is a light tower illuminated at night. The entry statement to Station Square (lower right corner) would be visible from Grand Boulevard.

Figure 6. The Building Proposed for the Corner of Grand Boulevard and Boas Avenue at night.



The same indicative view at night showing the effect of the light tower. The searchlights are not part of the Development Application. The types of shop and detail design of the shops fronts are indicative only.

The corner of Boas Avenue and Grand Boulevard shown on the Figures above is considered to be an important nodal corner in the City. The JCCDPM requires that the

buildings on such corners '*should be designed to articulate the corner*'. The two storey building would be enhanced by a vertical light box tower illuminated at night extending about 3 metres above the building at the corner. The upper floor office would comprise 672m² of floor space.

Without being specific, the applicants state that the colours and materials would take cognisance of the local landscape where the selection is practical. Generally the colours would complement the existing centre but a palette of colours satisfactory to the City could be developed based on existing developments in Joondalup. Some stronger colours based on the theme in the existing centre could be used to highlight entrances.

Station Square

The JCCDPM requires that Station Square, the approximately rectangular space above the covered railway line between the railway station and Boas Avenue be given architectural prominence as a bona fide public space and focal point for the city centre. At present it is an open landscaped area above the covered railway line between the northern end of the Station and the cinema complex. It is at the level of the existing mall which opens out on to it. Being private property Station Square could not be a public space in the sense of say, Forrest Place in the City of Perth, which is public domain. Nevertheless, in the context of private property and the expansion of Lakeside Shopping Centre, Station Square has been recognised as an important public space for the City and has been treated accordingly. The proposal is that Station Square should comprise three different spaces:

1. The Station Forecourt

Figure 7 Station Forecourt Looking North from the Station Exit



Indicative view looking northwards from the exit of the station towards the 'Station Square Great Space'.

The proposed Station Forecourt is an open landscaped forecourt park linking the station and the southern entrance to the 'Station Square Great Space' – part of the internal mall. The paved area with landscaped islands indicated on Figure 7 is a link road in front of

the station between the new car parking to the east of the railway and the existing car parking on the west of the railway line (See Figure 2). The Public Transport Authority has agreed in principle to support such a link road at this location, but detailed design for traffic calming and pedestrian priority at the Building License stage should be subject to PTA approval.

2. The Station Square “Great Space”

Figure 8. Station Square “Great Space” Looking North from the Entrance off the Station Forecourt



Indicative view through the ‘Great Space’ looking north. This space would link the existing centre on the left with the expanded two storey centre on the right. Pedestrians from the station could proceed to Boas Avenue via the stairs or escalators on the right, then turn left to a direct exit. Alternative access to Boas Avenue would be straight through the Space to the Cinema Forecourt Piazza to a lift or steps providing direct access to Boas Avenue.

Figure 8 shows the proposed translucent covered ‘Great Space’ between the East Mall of the existing centre and the new eastern mall. It is also the link between the cinemas to the north of the ‘Great Space’ and the Transit Station to the south. The area would be used for promotions, social interaction and a transit space between the Transit Station and cinemas.

3 The Cinema Forecourt Piazza

Figure 9 on the next page shows the proposed open cinema forecourt piazza. This area between the existing cinemas and the proposed ‘Great Space’ would be a paved open cinema forecourt piazza primarily used as an entertainment precinct with access off Boas Avenue (RL 48.00) by lift, stairs and escalators, and from the existing centre north-east car park. It should be noted that the alfresco dining area shown on the artist’s perspective is indicative and not part of the current development application. (No allocation of retail floor space for such activities has been included in the Schedule of Floor Areas on Page 5).

Figure 9. The Cinema Forecourt Piazza Looking South to the 'Great Space'



Indicative view from the bottom of the existing stairs to the existing cinema complex looking south towards the 'Great Space'. Note that graphics and advertising indicated would be subject to a separate Development Application.

Figure 10. The Feature Sign for Station Square



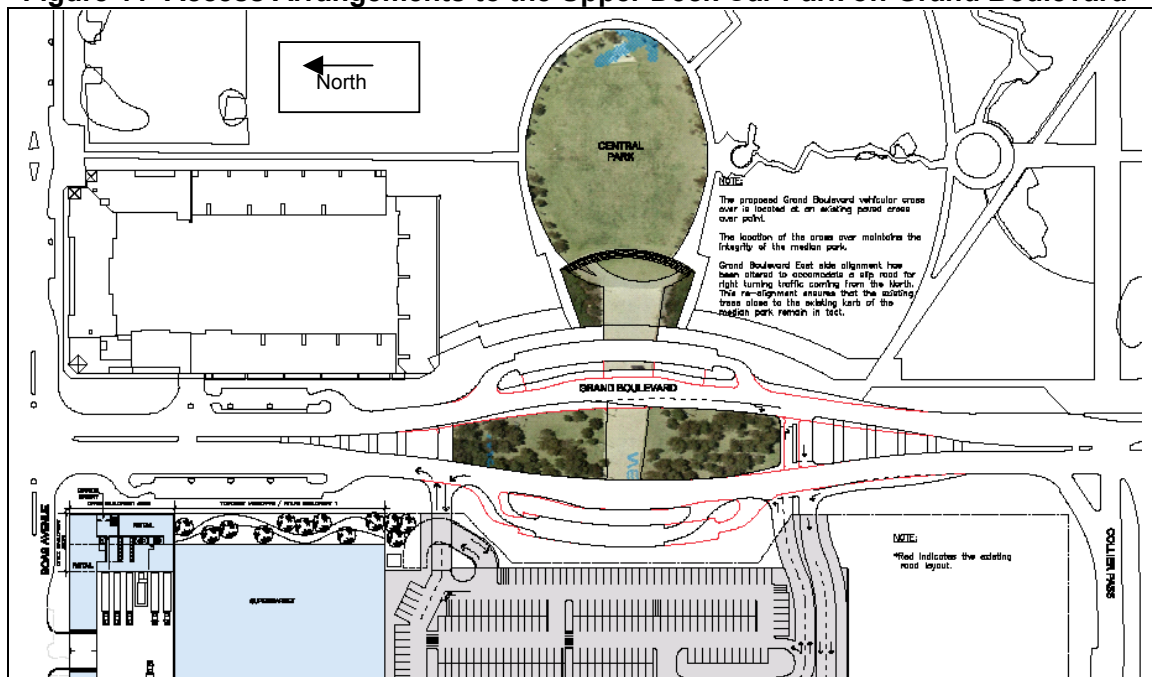
Indicative view showing the proposed Station Square entry statement. Note the lift to the lower level Cinema Forecourt Piazza below as part of the same structure. The entry to the left of the entry statement also provides after hours access to the railway station via the Great Space. Graphics are indicative and subject to a separate DA.

To identify Station Square as the main after hours access to the station from Boas Avenue and the residential areas to the north and north east, a prominent architectural entry statement is proposed to be constructed adjacent to the existing cinemas and Hogs Breath Café as part of the lift well structure. It would be visible from the intersection of Boas Avenue and Grand Boulevard (see Figure 10 above).

Vehicular Access to Parking Areas

Three levels of car parking attached to the southern side of the building are proposed. Access/egress to/from the upper level car park at RL 48.0 would be at two places on Grand Boulevard. The main two way entrance is proposed to be located 130 metres north of Collier Pass. The location of this access has been placed to minimise the impact on the landscaped area and existing established trees in the median park strip in Grand Boulevard. It would provide for movements into and out of the site from both north and south along Grand Boulevard across the existing median island. A secondary left in-left out access is proposed off Grand Boulevard approximately 140 metres south of the intersection of Grand Boulevard and Boas Avenue. Access to the mezzanine parking floor at RL 45.25 would be via internal ramps. The Grand Boulevard car park entrances would serve primarily the upper car deck (RL 48.00) but with ramp connections to the other levels (RL 45.25 and RL 42.50). In the long term these entries could also provide upper deck access to any future development on the unused part of the site, south of the car park.

Figure 11 Access Arrangements to the Upper Deck Car Park off Grand Boulevard



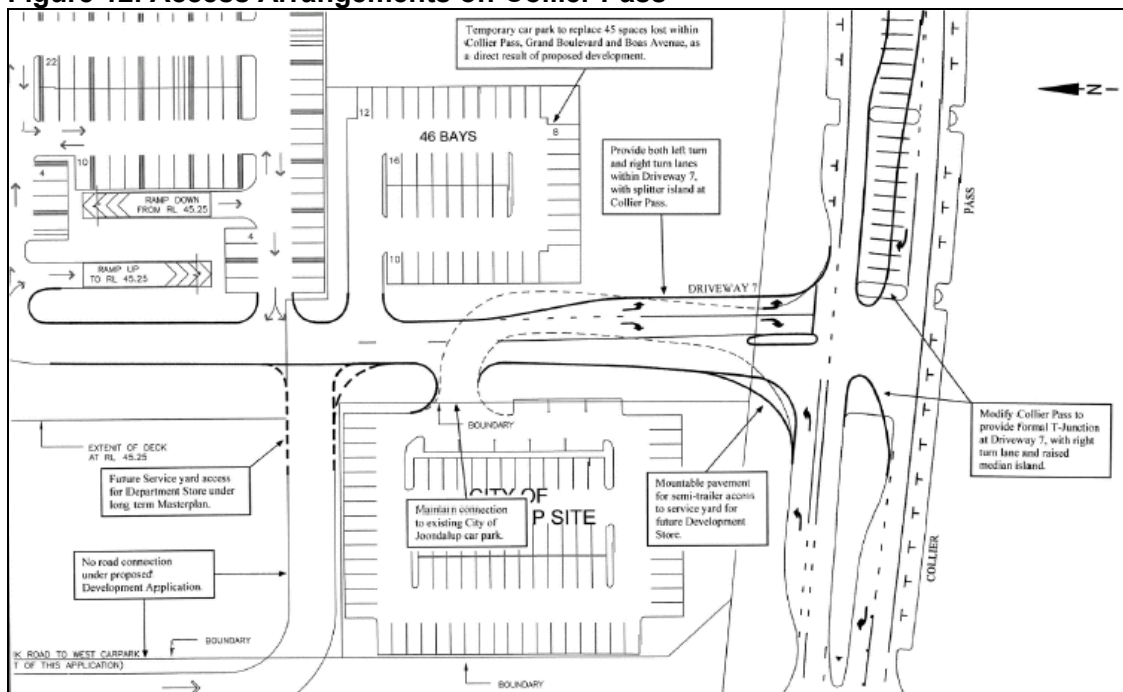
Note. Where the existing carriageways are proposed to be changed the existing are shown as red with the resulting configuration melded into the existing in grey.

Figure 11 indicates that the access points off Grand Boulevard would require modifications to Grand Boulevard. The proposed changes would involve:

- A reduction in the width of the crescent island on the eastern side of the south-bound carriageway to allow the southbound (eastern) carriageway to be shifted east to permit a right turn slip lane into the parking area.
- A minor reduction to the median island on the west side of the south bound carriageway for a right-turn lane into the parking area.
- A reduction in and alteration to the crescent parking area and its entry/exit on the western side of the north bound carriageway to accommodate access points into and out of the parking area. (Replacement parking would be provided).
- The widening of an existing paved crossing point across the median island (140 metres north of Collier Pass) to create the main two way entrance on to the upper deck parking.
- Widening of the western side of the north bound carriageway to permit a left hand turn land into the main entrance.

The proposed access to the ground level car parking at RL 42.50 would be via the existing access off Collier Pass upgraded as shown on Figure 12. This access would also serve the existing Council car park just east of the station and a new car park on the other side of the driveway for replacement parking. (The Council is under contract with the Public Transport Authority to provide commuter parking bays in Collier Pass, 35 of which may be removed to make way for improvements to Collier Pass required because of the expansion). The access off Collier Pass would also provide service access in the longer term to the service dock for the future department store and also future development on the undeveloped part of the site just north of Collier Pass.

Figure 12. Access Arrangements off Collier Pass



The existing driveway off Collier Pass into the existing Council parking area is shown dashed. The proposed improvements are in black. Note the separate car park for 46 long-term parking to replace parking which may be lost in Collier Pass (35), Grand Boulevard (7) and Boas Avenue (4).

In order to accommodate traffic flows expected to be generated from the expanded shopping centre certain improvements to the configuration of the road carriageways in Collier Park are proposed. If implemented 35 commuter parking bays serving the station

would be lost. Access to the car park and service areas would also cause the loss of additional bays in Grand Boulevard and Boas Avenue.

The 35 car bays that would be lost due to the road amendments proposed to Collier Pass and the other 10 bays lost due to proposed access works on Grand Boulevard (7) and Boas Avenue (4) would be replaced at RL 42.50 on the south side of the shopping centre car park, as indicated on Figure 12 above. This area of parking would be designated for commuters using the Transit Station and is capable of operating independently of the shopping centre car park.

An internal road link is proposed passed the northern end of the station to link the new car parking areas to the east with the existing car park on the west of the railway line. Traffic calming design would be used to ensure pedestrian priority and safety exiting the station. Also, there would be weight restrictions for vehicles using this link to ensure the structural integrity of the railway cut and cover tunnel underneath.

Parking Provision

Parking requirements for the shop and office uses are determined under DPS2 subclause 4.9.2 – Table 2. They are summarised in the following table.

Parking Schedule

Use	Required	Provided	Over/Under Supply
Shopping Centre retail floorspace with extensions = 69,963m ² NLA (for parking purposes) comprising 42,075m ² existing plus 28,382m ² proposed retail space minus 494m ² for the existing service station which has its own parking.	3,958	2219 (existing) ^(a) 1710 (proposed) 3929 total	(-)29
Proposed office floorspace (672 m ²)	23	0	(-)23
Total	3,981	3,929	(-)52
Disabled bays included in above total. 1% - 2% of total bays provided (AS 2890.1). See below.	40-80	59	0
Replacement parking. (Referred to above)	46	46	0
Temporary Construction Workers Parking. See below	To be determined	To be determined	Not applicable

(a) The figure of 2219 existing bays excludes 261 existing bays east of the railway, which would be removed as part of the proposed extension.

The proposed extension would have 1710 car parking spaces (excluding 46 bays to replace those lost on Collier Pass, Grand Boulevard and Boas Avenue) provided at 3 different levels, of which 1047 would be fully under cover and 235 would be under tensile

fabric shade structure at RL 48.00. The additional 1710 car bays would increase the overall shopping centre car parking numbers from 2219 to 3929 (this figure excludes the existing 261 car bays currently located on site to be redeveloped).

In designing the shopping centre car park, parking aisles are proposed to be aligned in either a north-south or east-west orientation in a way that maximises the accessibility of all parking aisles, while minimising pedestrian/vehicle conflicts, particularly in the vicinity of the shopping centre entrances.

The design of the proposed car park is based on a square column grid within the multi-level car park with square (or round) columns that provide exactly the same parking module dimensions in either direction. The proposed parking module dimensions are consistent with the dimensions specified in Australian Standard AS/NZS 2890.1 (Class 3) for city centre short term parking spaces (discussed further below).

Where suitable, parking aisles are proposed to be oriented in a way that permits pedestrians to walk within the parking aisles towards the major entrances. However, in areas of high circulating traffic, separate pedestrian facilities would be provided by removing parking bays and marking zebra crossings within the circulation roads and parking aisles.

A pedestrian pathway with stairs and a lift linking Grand Boulevard to the northern end of the Railway Station through the parking decks is also accommodated within the proposed plans.

Disabled Parking

There are 35 existing disabled parking bays at Lakeside Shopping Centre. Twenty four more parking bays for the disabled are proposed adjacent to entrances into the mall of the extended centre from the parking areas – making a total of 59. Of the 24 new disabled bays, four are proposed on the upper (Grand Boulevard) deck, eight on the mezzanine parking deck and twelve on the ground floor providing easy access to Station Square and the new ground level mall.

Australian Parking Standards AS 2890.1 requires that between 1% and 2% of the total number of bays provided be for disabled drivers. There would be 3,929 bays on the site including the proposed parking. The 59 disabled bays represent 1.5% of the total bays provided.

Provision for Taxis

A taxi rank for four taxis would be provided on the upper (Grand Boulevard) deck near the entrance to the mall.

Parking for Temporary Construction Workers

While not part of the application *per se*, temporary on-site or alternative parking for construction workers is required to ensure that street parking and other parking areas serving the existing business community around the site is not monopolised by workers. Resolution of these matters through negotiation between the applicants and the City should be made a condition of approval.

Pedestrian Access - During Trading Hours

The Joondalup station and bus interchange is the major pedestrian generator in the City and is likely to become increasingly so in the future. There are currently three major pedestrian movements to and from the station/bus interchange.

- Between the station and Edith Cowan Campus via Collier Pass. This would not be affected by the proposed extensions to Lakeside.
- Between the station and Boas Avenue through the three space elements comprising Station Square described above.
- A diagonal movement from the northern end of the station to Edith Cowan campus along a path referred to as 'Campus Walk' which is over an as yet undeveloped part of the shopping centre site. Provisions proposed to retain this pedestrian movement are described below.

During normal business hours all the entrances into the proposed extended centre and the internal malls, escalators and lifts would become public thoroughfares which would cater for access into the centre as well as the through pedestrian movements described above.

During normal business hours access into the extended centre would be as follows:

- From within the existing centre (East Mall)
- From Boas Avenue to upper level (RL 48.00) two entries :
 - One adjacent to the existing cinema building giving access to RL 48.00 and 42.50 (by lift and stairs)
 - One to the mall linking the south car park to Boas Avenue.
- From parking levels RL 42.50, 45.25 and 48.00.
- From 'Station Square' (RL 42.50) as described on Pages 10-12 above.
- From Grand Boulevard two walkways (at RL 48.00) adjacent to the north and south car park access/egress. These access points would cater for pedestrians (including students) from the south-east side of Grand Boulevard and with a vertical link to RL 42.50 would connect with the Transit Station, 'Station Square Great Space' and cinemas. There would also be an escalator and lift connection to Boas Avenue within the 'Station Square Great Space'.

Pedestrian Access - After Trading Hours

After business hours access through the Centre would be retained for as long as is required to provide access to and from the station/bus interchange. Exact hours for maintaining after hours access through the Centre would be negotiated with the City and the Public Transport Authority.

- Between the station and Boas Avenue the entrances and mall through the proposed 'Great Space' (see page 12 above) would remain open to provide after hours connection from the station through Station Square at the lower level. At

this level, access would either be via a lift and stairs by the Cinema complex at the northern end of Station Square, or via internal steps (or escalator if agreed with the PTA) from the lower mall to the upper mall then to an entrance at Boas Avenue. Security to the closed parts of the centre would be by roller shutters across the closed malls.

- Between Station Square and Grand Boulevard (and Edith Cowan Campus) the proposed lifts and steps providing access from the ground level car park to the upper deck car park would remain open and operational as required to meet station access needs.

Disabled Access

All access points would be designed to cater for disabled persons. At all changes of floor level there would be lifts or ramps. After hours service would apply to the lift serving access between the Station and Grand Boulevard via the parking levels and the lift between the station and Boas Avenue near the cinemas.

Treatment of Pedestrian Paths

Within the shopping centre site, where provision is proposed to be made for pedestrian movement into and through the shopping centre through the car parks and Station Square, the pedestrian paths would be constructed to continue the theme of pedestrian paths in the CBD (as shown in Appendix 2 of the JCCDPM).

Provision for Bicycles

Proposed facilities for cyclists would include:

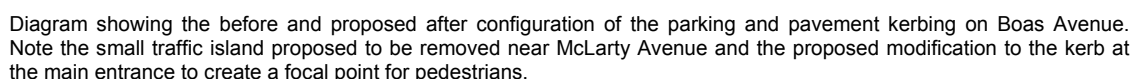
- Customer bicycle parking is proposed to be provided at or near entrances into the shopping centre from the car parks and Station Square. These would be as two racks of six bicycle holders each – twelve at each location.
- Secure staff bicycle parking and associated change rooms and amenities. The bicycle parking would be located in the north east corner of the west service yard with the change rooms located nearby with access via a service passage off the service yard.

Servicing and Service Access

Two service yards are proposed with access directly off Boas Avenue, with a third proposed at ground level accessed from within the proposed upper eastern service yard:

- Boas Avenue (east) service yard from RL 48.00 would serve the following:
 - Supermarket, mini-majors and specialty shops
 - The discount department store (at RL 42.50) by lift
 - It would also provide a ramp access down to a service yard at RL 42.50 to service the food court, restaurants, mini majors and other specialty shops.
- Boas Avenue (west) service yard from RL 48.00 would serve the specialty shops at RL 48.00.
- The third service yard is proposed to be at ground level (RL 42.5) beneath Boas Avenue (west) service yard above. It is to service the food court and would be accessed via a ramp from within the Boas Avenue (east) service yard.

Figure 13 Diagram Showing the Existing Configuration of Boas Avenue with Changes Required to Accommodate Entries into the Service Yards



Part of the pedestrian traffic island in Boas Avenue near McLarty Avenue indicated on Figure 13 would need to be removed to allow access into and out of the western service yard. This proposal is not acceptable to the City and should be modified at the cost of the applicants.

In order to facilitate traffic movement on Boas Avenue the owners are prepared to negotiate a clause within the major retailers' lease to the effect that large articulated

trucks using the eastern service yard should (wherever possible) operate outside normal trading hours.

Roads and Traffic Issues

According to Uloth³, the proposed expansion of Lakeside Shopping Centre by 29,392m² (including storage and amenities) could increase the traffic generation of the existing centre from 29,280 vehicles per day (VPD) to 48,870 VPD. The overall increase in external traffic around Lakeside Shopping Centre taking account of adjacent developments could increase from 34,820 VPD to 53,520 VPD.

To accommodate these increases and also facilitate movements in and out of the new car parking areas Uloth recommends a number of improvements to roads. Collier Pass, between the railway line and Grand Boulevard, has recommended improvements which would require the removal of the existing median all day parking (35 bays) in favour of a median traffic island. Uloth suggests that provision for replacement parking could be on the shopping centre site, as has been shown on Figure 12 above.

Uloth also recommends improvements for turning movements at the Grand Boulevard - Collier Pass intersection. The improvements would include the provision of a median island in Collier Pass over the existing median parking bays (35 bays) to allow for right turning movements from Collier Pass into Grand Boulevard and a left turn slip lane from Grand Boulevard into Collier Pass. With these improvements Uloth believes the signalised intersection at Grand Boulevard and Collier Pass would operate at a Level of Service C, which Uloth considers acceptable.

At the Joondalup Drive - Collier Pass junction, Uloth recommends traffic signals in the future to facilitate movements into and out of Collier Pass from Joondalup Drive. Uloth believes that the City has programmed to have traffic signals installed at this intersection as part of its road improvement program. A left hand turn lane from Collier Pass into Joondalup Drive - headed south - is also recommended.

In support of the proposed access points into and out of the proposed extensions off Grand Boulevard, Uloth identified future traffic flows and carried out detailed intersection operational analyses for the Grand Boulevard - Boas Avenue signalised intersection under the alternative scenarios. The analysis showed that the Grand Boulevard - Boas Avenue signalised intersection would (in Uloth's opinion) operate at a Level of Service D, indicating poor but manageable operating conditions, with manageable queue lengths within Boas Avenue.

In Uloth's opinion, the analysis also showed that the junctions of the proposed parking access driveways in both Grand Boulevard and Collier Pass would operate, unsignalised, at Levels of Service B and C, indicating (in Uloth's opinion) good and satisfactory operating conditions, respectively.

Longer Term Traffic Assessment

Uloth also carried out an analysis to assess the longer term effects of further (hypothetical) expansion at Lakeside (to include a department store and other extensions envisaged in the long term - see Figure 14 below) to 110,00m² of retail floor

³ *Parking and Traffic Study, Uloth and Associates. Amended August 2005.* (Uloth). (Part 3 of the Development Application as described above)

space plus a nominal 11,000m² expansion of the city to the north of Boas Avenue. This long-term scenario reflects what Uloth believes is the full retail development scenario envisaged in the existing Masterplan for Joondalup.

This analysis, Uloth believes, shows that all of the intersections and junctions adjacent to Lakeside Joondalup Shopping City (with the various improvements discussed above), would continue to operate at acceptable Levels of Service. However, Uloth also believes the analysis shows that the Grand Boulevard - Boas Avenue intersection would need to revert back to its original layout at some time in the future, with two through lanes in each direction.

Landscaping

Owing to the extent of the footprint of the current extension there would be limited scope for detailed permanent landscaping within the site. The areas available for varying degrees of landscaping opportunities would be as follows:

- The ten metre wide strip adjacent to Grand Boulevard and adjoining the supermarket. This area of landscaping would be temporary as it is envisaged that future main street retail development could occur when it is financially viable/leaseable. This area would ultimately be developed as street front retail/commercial units/residential.

The type of planting would be limited due to restrictions in planting depth resulting from the discount department store at the lower level RL 42.50 being built up to the boundary.

- A one metre wide strip along the eastern boundary of the car park would be available for some low level planting. There would also be some landscaping in movable, individual planters adjacent to the car deck balustrade on both south and west edges.
- The areas adjacent to the access road from Collier Pass would require rehabilitation of the existing remnant landscaping due to the construction works required to form the access road. Similarly, due to the construction of the car park at RL 42.50 the southern edges would require to be re-grassed to match the existing oval area.
- The site south of the car park nominated for future development would remain landscaped as existing but would be tidied up around the edges where construction works would have taken place.
- The areas of ground west of the car park (between the car park and the Transit Station) would be temporarily landscaped. These areas and the temporary car park are planned to be developed in the future to include the department store, service docks and additional parking.
- The area south of the extension between the 'Station Square' entry and the Transit Station above the tunnel would be a mixture of hard and soft landscaping. The soft landscaping would be restricted to grass and/or small shrub planting and ground cover due to minimal soil coverage over the tunnel. Beyond the tunnel confines where the soil depth is unrestricted the landscaping would be more varied.

Sequence of Development

The construction works are proposed to be implemented within a planned 30 month programme staged to ensure minimal inconvenience to both traders and shoppers alike. The staging is intended to allow the existing centre to continue to trade with acceptable access. The current eastern car park would be removed and reconfigured as part of the expansion.

The Forward Works stage of the contract would cover excavation and earth works, relocation of any existing services, installation of basic new services, construction of boundary retaining walls, temporary site access roads, cordoning off of existing areas for builders yard, various demolitions, erection of hoardings for temporary access to the East Mall, etc. Access would be maintained for disabled persons to and from Boas Avenue.

The main construction contract, Stage 1, would follow the completion of Forward Works contract. This would include the open area bounded by Boas Avenue, Grand Boulevard, Collier Pass, the Transit Station and the existing shopping centre. Demolition of the existing entry to the East Mall would be programmed to occur on the partial completion of the main construction contract (Stage 1). A temporary entrance to the East Mall would be provided for the duration of the demolition. Construction work at Station Square is proposed to commence once the demolition work is complete.

Alterations to the existing centre, Stage 2, would be programmed to commence once the main construction works (Stage 1) and existing East Mall entry were completed. This would allow the new food court to be commissioned before the existing food court was decommissioned. During the renovations to the East Mall, access would be restricted from the existing centre to the extension.

Future Concepts

To help conceptualise the possible configuration of Lakeside at full development, the applicants agreed with the City that conceptual plans and elevations would be included in the application documentation for illustrative purposes.

Figure 14 Indicative Concepts for Future Development Extending the Current Proposals along the Western Side of Grand Boulevard between Boas Avenue and Collier Pass



The five storey building with shops at street level and offices above indicated on the left hand side would be located at the corner of Collier Pass and Grand Boulevard is hypothetical. The darker blue area fronting Grand Boulevard behind the proposed supermarket represents the first stage for extending shops southwards from the proposed corner building in this application to act as a foil to the back of the supermarket. At the entrances to the upper deck car park off Grand

Boulevard portals would be created with an upper floor carried over the portal to give the continuous urban wall effect sought by the JCCDPM. A special feature building would become the focus of the western axis of central park complementing the war memorial which would provide the east axis focus.

The conceptual plans and elevations illustrate how the 'urban wall' effect, which is an important design objective in the JCCDPM, could in future be carried southwards with two storey buildings along the Grand Boulevard frontage to the shopping centre site. This would achieve the Policy objective of screening the upper car park deck from Grand Boulevard.

The applicants maintain that professional advice received indicates that a department store would not be viable for about ten years. However the design makes provision for a future department store of two or three floors and its own service yard. The store would be located alongside the landscaped station forecourt at the north end of the station and would be accessed from the internal malls.

The future concepts do not form part of the current Development Application and there is no commitment implied or given by the owners on when or if such plans would be implemented.

Issues and Options Considered:

Council has the discretion to:

- Approve the application without conditions;
- Approve the application with conditions; or
- Refuse the application.

Link to the City of Joondalup Strategic Plan:

Objectives taken from the City of Joondalup Strategic Plan (2003-2008) are given in italics below, with responses below each.

Work with stakeholders to create a vibrant city centre and community

The City has worked with the applicants to ensure that, if approved, the proposed expansion of Lakeside Shopping Centre into the CBD with streetfront shopping, Station Square and many other facilities would enhance the vibrancy of the city centre and provide more opportunities for the city centre community.

Work towards a safe and secure environment

If the proposed extension were to be approved, the city would work with the owners of Lakeside Shopping Centre to ensure safety and security of the public using or traversing the centre was paramount.

3.1.2 Facilitate the safe design, construction and approval of all buildings and facilities within the City of Joondalup.

The city has been working with the applicants for the proposed extensions to Lakeside Shopping Centre to achieve this objective.

3.5.1 Develop partnerships with stakeholders to foster business development opportunities.

If developed, the proposed expansion of Lakeside Shopping Centre would open up many new business opportunities in the City.

3.5.2 Assist the facilitation of local employment opportunities.

The proposed extension of Lakeside Shopping Centre would create between 1,000 - 1,100 permanent and part time jobs⁴ in the city centre. During the construction phase between 200 -300 jobs would be created.

Legislation – Statutory Provisions:

Council is required to have regard to the Statement of Planning Policy 4.2 – Metropolitan Centres Policy (2000) when assessing the application. The provisions of the JCCDPM and the following clauses are relevant in relation to the current application:

- Clause 3.11 The Centre Zone
- Clause 4.5 Variations to Site and Development Standards and Requirements
- Clause 4.8 Parking Standards
- Clause 4.10 Traffic Entrances
- Clause 4.12 Landscaping Requirements for Non-Residential Buildings.
- Clause 4.14 Storage and Rubbish Accumulation
- Clause 4.15 Commercial Vehicle Parking
- Clause 5.1 Control of Advertisements
- Subclause 6.8.1 of Matters to be Considered by Council

Risk Management Considerations:

- (a) There may be ongoing risk management considerations associated with increased vehicular traffic in the city centre.
- (b) The City may need to become involved with security arrangements for after hours through-centre movement of pedestrians to and from the station.

Financial/Budget Implications:

Improvements to the City's street infrastructure as a result of increased vehicular traffic generated from the proposed development may require a re-evaluation of budgetary priorities and the identification of new city infrastructure items to be financed.

Policy Implications:

Not applicable.

Regional Significance:

The proposal has major regional significance. It would enhance the role of Joondalup as the principal centre for the north-west corridor comprising the Cities of Joondalup and Wanneroo.

Sustainability Implications:

⁴ Based on Australian average employment ratios per 1,000 m2 by shop type. Source: Urbis JHD July 2005.

The sustainability of businesses in the city centre would be enhanced by the increased drawing power the proposed extensions to the Lakeside Shopping Centre. The proposed extension itself would be sustainable.

COMMENT

Consultation:

The following consultation and advertising was undertaken:

- With the applicants, their architects and traffic engineers (frequent).
- Consultation with the Department of Planning and Infrastructure at officer level.
- Referral of the application to the Public Transport Authority (separately to Transperth and the Urban Rail Section within PTA) – Written responses were received.

The application was advertised in accordance with DPS2 for the period 12th September 2005 to close of business 3rd October 2005. It was advertised by:

- An advertisement in the local Community newspaper Thursday 8th September 2005
- Three signs to the correct dimensions of the site from 12th September to 4th October 2005
- On the City's website released 8th September to 4th October 2005.

Eight submissions were received in response to the advertising listed above. An analysis of the submissions with recommendations is attached to this report.

The original submission for Development Approval was submitted in April 2005. Through the process of evaluation by the City over the following months a number of changes were made to the design which better reflected the City's design objectives for the Central Business District (CBD). A revised submission in five parts which incorporated the outcomes of the evaluation process was re-submitted in August 2005. The issues and options canvassed during this evaluation period are discussed below.

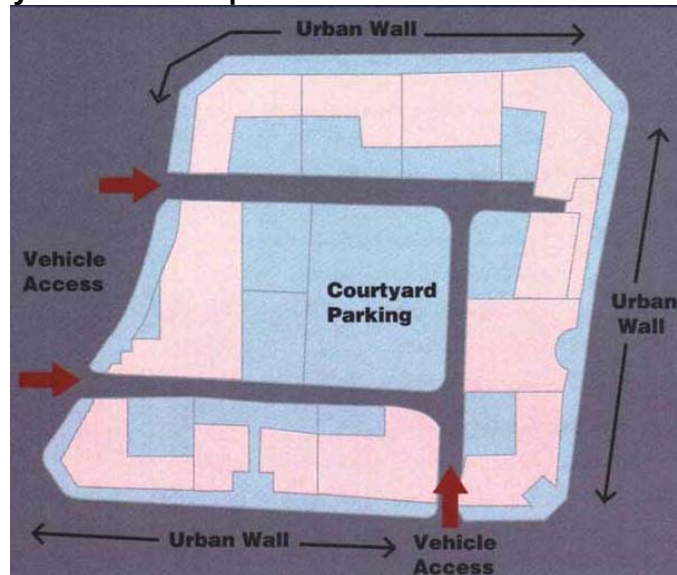
The original design the longer term development of the Lakeside Shopping Centre was based too much on being an extension of the existing 'box' style centre located in the Western Business District (WBD) rather than being part of the CBD of the City Centre.

The JCCDPM policy for the part of the CBD in which the proposed extension is located is that the retail component should focus on "city centre retailing" in contrast to the convenience retailing in the Western Business District (WBD). While "city centre retailing" is not defined the implication is that it is different to that of the WBD, on which the existing shopping centre is situated. The policy for the WBD supports a regional (box type) shopping centre.

The reference in the JCCDPM to "city centre retailing" is intended to convey that whereas an internally orientated shopping centre was appropriate in the WBD, within the CBD buildings, including shops, should be integrated into the fabric of the District. This requires that shops should be outwardly facing on the street front, providing as continuous an 'urban wall' as possible.

The difference in design philosophy between the WBD and CBD has been a major issue in this application. Big box centres focus activity internally to the site with service and parking areas peripherally placed between the centrally placed shopping and surrounding streets. Conversely, the JCCDPM for the CBD envisages that activity should be outwardly focused on the streets with servicing and parking internal – essentially screened from the streets - as shown in Figure 15.

Figure 15 Showing the Street Front Urban Wall Concepts for the CBD in the Joondalup City Centre Development Plan and Manual



Source: JCCDPM

Inevitably reconciling two fundamentally different design objectives has involved compromises. The following issues were raised (as dot points below). The applicant's responses and outcomes follow each issue (in italics):

- The curtain walling system comprising glazing and opaque panels with horizontal louvres on the upper floor of the feature corner building at Grand Boulevard and Boas Avenue which emphasises the horizontal (See Figure 5) was considered by the City to be inconsistent with the JCCDPM and the general character of other buildings in the CBD. Policy B4.2 requires that the building facades above street level be designed with a solid to void ratio so that glazing appears to be set into a solid composition. In achieving this, most existing buildings in the CBD have glazing and lines which emphasise the verticality rather than the horizontality of the building.

The applicants contended that while the style of the proposed corner building was different, it had architectural merit, and was appropriate for a large retail/office development in a city centre. The design was said by the applicants to:

- *Reflect contemporary architecture for large shopping centre developments.*
- *Complement the style of the existing Lakeside Shopping Centre of which it is an extension.*
- *Use materials and colours appropriate to a city centre.*

The outcome was that the applicants were not prepared to significantly alter the design of the corner building although a number of design improvements were made.

- The Grand Boulevard setback for the supermarket should facilitate future shops with rear service access. It should also facilitate future two storey developments with offices to match the eastern side of Grand Boulevard. If development of this strip was not viable at the current time landscaping should be used to buffer the street from the back of the supermarket.

The outcome of this suggestion was that long term plans were drawn to show that shops could be developed on the strip between Grand Boulevard and the back of the supermarket and serviced from the rear. The drawing is included in Part 4 of the Application. In the short term this strip would be landscaped.

- The entrances for service yards off Boas Avenue, particularly the larger eastern service yard with a 20 metre wide entrance would break the continuity of the shop frontage along the southern side of Boas Avenue. A suggestion was made to move the supermarket and DDS service yard to the upper parking area south of the supermarket, to be accessed by the second left in left out entrance currently proposed for the top deck parking. In this way it would be behind future shops which could also be serviced. The pedestrian access through the car park can be taken outside the service yard.

This was a major issue canvassed with the applicants. The outcome was that after a thorough investigation of alternatives it was demonstrated that the current location was the best solution in the overall context of the centre and the CBD. It was agreed that the entrance of the eastern service yard would be reduced from 20 metres wide to 14 metres.

- The original application did not have shops fronting Grand Boulevard. The rear of the service areas formed a blank wall fronting Grand Boulevard at street level. This was unacceptable in terms of its design merit. The applicants were requested to reduce the size of eastern service yard in Boas Avenue to create street level shops fronting Grand Boulevard (below the offices)

The outcome of this was that the service yard was reduced and replaced by street-front shops along Grand Boulevard. This change is shown on Figure 5.

- The main entrance to the upper deck car park on Grand Boulevard was located to cut through the southern stand of trees in the landscaped median at a position that does not align with the axis of Central Park to Grand Boulevard (as can be envisaged with reference to Figure 14). The impact to the aesthetics of Grand Boulevard would have been severe. The City requested that alternatives be investigated.

The outcome was that the entrance was moved about 30 metres south to widen an existing paved area thereby avoiding established trees. While not ideal this was a considered an acceptable compromise.

- The original application did not sufficiently address the JCCDPM policy for Station Square as an important public place and pedestrian route from the station. The applicants were requested to revise the design of the elements making up Station Square in keeping with the Policy. They were also requested to modify security arrangements to the internal malls bounding Station Square such that after hours access for pedestrian and cyclists is retained between the

station and Boas Avenue. The City also suggested that the route between the station and Boas Avenue should be made as obvious and direct as possible.

The outcome of this was considerable improvements to the design of Station Square described on Pages 11-13 above. After-hours open times are to be negotiated with the Council and the PTA. This should be made a condition of approval.

- Concerns were raised about the safety of pedestrians exiting the northern end of the station if a link road joining the new parking areas on the east of the station to the existing parking areas on the west was located directly in front of the station. The proposal was referred by the City to the Public Transport Authority (PTA) for comment.

The outcome was that the applicants redesigned the link road to give pedestrians absolute priority over cars. Speed was to be controlled by traffic calming measures at the crossing. The revised design is reflected on Figure 7. The PTA has indicated support in principle for the link road but final design should be to its satisfaction.

- The original application contained numerous inconsistencies between the parking and road layouts in the Architect's drawings to those of Uloth. In addition other changes were requested.

The outcome was that the documentation in the Amended Version (August 2005) was made consistent and requested changes were included.

- Replacement parking for lost street parking could be accommodated on-site in a separate car park on the southern side of the shopping centre car park.

The outcome was that this has now been included in the Amended Application.

Whilst the traffic signals are proposed in the future, it will be recommended to Council, that the applicant fund the early installation of the proposed traffic lights. This would seek to address any potential traffic issues that would arise due to the increase generation of traffic once the shopping centre additions become operational.

A number of other minor issues raised by the City were also substantially resolved.

District Planning Scheme No 2

The following comments are made in relation to the proposed development and the DPS2:

DPS2 Clause 3.11 - The Centre Zone

The application, read in conjunction with Clause 9.8 of the DPS2 accords with the intentions of this clause.

DPS2 Clause 4.5 - Variations to Site and Development Standards and Requirements

This clause gives the Council the power to vary or waiver conditions in DPS2 and the JCCDPM.

DPS2 Clause 4.8 - Parking Standards

With respect to car park layouts, the applicants contended that the parking layout dimensions adopted by them are a correct interpretation of the Australian Standards. However the issue is not clear cut. It requires interpretation of the Standards.

DPS2 Subclause 4.8.1 - Parking Layout Dimensions

DPS2 subclause 4.8.1 requires that the dimensions of car parking bays and aisles be in accordance with Australian Standard AS/NZS 2890.1. No discretion is provided for in the Scheme.

The issue for the current application is whether the car parks in the new extension which fall into the CBD, should be considered under the standards applicable to 'city centre' car parking or under those for 'shopping centre' car parking. The standards are marginally different. The application complies with the 'city centre' standards, but not the 'shopping centre' standards.

Subclause 2.4.1 of AS/NZS 2890.1 states that parking spaces "shall be as shown in Figure 2.2." Figure 2.2 (in the AS/NZS 2890.1) shows a series of dimensions applicable to different User Classes, which are defined in Table 1.1 of AS/NZS 2890.1. Table 1.1 identifies six different User Classes, which are defined according to dual requirements of 'Required Door Opening' and 'Required Aisle Width'. Examples of uses within each User Class are also provided, with an explanatory note.

In Table 1.1 of AS/NZS 2890.1, User Class 3 is applicable to town and city centres parking as well as parking stations. The standard allows for "full opening, all doors" and provides an aisle width that is "minimum for single manoeuvre entry and exit". The Standard specifies a parking bay as 2.6 metres by 5.4 metres with an aisle width of 5.8 metres.

User Class 3A in Table 1.1 applies to shopping centres. It also allows for full opening of all doors, but provides an aisle width with "additional allowance above minimum single manoeuvre width to facilitate entry and exit". Examples of uses include "Short-term, high turnover parking at shopping centres". The Standard specifies a parking bay as 2.7 metres by 5.4 metres with an aisle width of 6.2 metres.

It is of note (although over-ridden by DPS2) that the JCCDPM standards for the CBD parking layouts are lower than both of the above. The bay dimensions specified are 2.5 metres by 5.5 metres with an aisle of 6 metres.

While there is no discretion to vary the standards in DPS2, there is flexibility provided within the Standards themselves. Note 1 to Table 1.1 of AS/NZS 2890.1 states that "the examples of uses are intended to be flexible and allow for progressive improvement both in the ease of manoeuvring into and out of the parking spaces, and in leaving and re-entering the vehicle as one progresses up the user class scale from 1 to 3A".

Taking this intended flexibility from AS/NZS 2890.1 into account, the following comments are made in relation to the proposed car parking layouts:

- The extension is within the City Centre precinct in the City of Joondalup Design manual. This makes it a city centre development.

- The construction of the proposed multi-level car park within the Joondalup CBD is more characteristic of a city centre short term parking station than a typical open air suburban shopping centre car park.
- The new parking in the CBD would be multifunctional to the city insofar as there is nothing to stop people parked at the new car park visiting other parts of the City Centre at the same time as it would be within easy walking distance. This attribute is not characteristic of suburban shopping centres.
- The standard in AS/NZS 2890.1 applicable to shopping centres has not been applied consistently to other existing retail development in the CBD.

It is therefore considered appropriate to classify the proposed multi-level car park as 'short-term City or Town Centre parking' or as a 'parking station', under User Class 3 of AS2890.1, with which the application complies.

DPS2 Subclause 4.8.2 - Parking Provision

DPS2 subclause 4.8.2 (read in conjunction with DPS2 Table 2) specifies a parking requirement of 1950 spaces for 30,000m² NLA, plus 5.25 spaces per 100m² above 30,000m² up to 50,000m², plus 4.8 spaces per 100m² above 50,000m² for shopping centres.

The calculation in the Parking Schedule on Page 15 of the report shows a shortfall of 52 bays. In support of a parking waiver, Uloth argues that based on current usage patterns at Lakeside, other similar shopping centres and parking standards adopted elsewhere that the proposed provision of 3929 car bays for the combined centre after extensions would be sufficient.

The JCCDPM requires only 3.5 car bays per 100m² of commercial floor space in the CBD. On this basis the existing centre (42,075 m² retail) in the Western Business District would require 2584 bays (DPS2) and the new expansion in the Central Business District (29,054m² retail) would require 1017 bays (JCCDPM) making a total of 3601 bays which is 328 bays less than is proposed.

The two car parking standards in these documents are inconsistent. However, as the car parking standard in the DPS2 relates specifically to shopping centres, and having regard to the provisions of Clause 9.8.3(f) of the JCCDPM, the car parking standard from the DPS2 will be used.

Under Clause 9.8.3(f) of the JCCDPM, where an inconsistency exists, the provisions of the Scheme prevail. Consequently, there is a shortfall of car parking of 52 bays. It is recommended that the development be self-sufficient in relation to parking and the concession is not supported.

It should be noted there is sufficient space on the southern part of the eastern site to accommodate the shortfall of 52 bays on site just south of the parking garage and outside the additional replacement parking area. Should it be proved that the parking is in excess of that required, the matter can be re-visited in the future following a review of the actual supply/demand for car parking from the new development.

DPS2 Clause 4.10 - Traffic Entrances

Clause 4.10 gives the Council discretion to require more or less ingress and egress points to a site.

The proposed traffic entrances are generally acceptable but further consideration is required with respect to:

- (a) The access into the western service yard off Boas Avenue. Figure 13 above indicates the removal of an existing section of pedestrian island at the corner of Boas Avenue and McLarty Avenue to provide access to proposed (western) service yard. This would be undesirable as this island forms part of an important pedestrian link to the lower area of shopping centre and cinema complex. The applicant should be required to demonstrate alternative channelisation arrangements for this corner to ensure equivalent or better pedestrian safety.
- (b) The proposed two-way access off Grand Boulevard to the upper deck car park indicated on Fig 9 of Part 3 of the Application (Driveway 9). In principle this layout is acceptable to the City. However, if the application is approved consideration needs to be given to the following items at detailed design stage:
 - (i) Sight lines when undertaking right turn manoeuvre from median onto Grand Boulevard (Southbound) would be restricted. The right turn pocket and median trees could obscure visibility.
 - (ii) Visibility/geometry when entering onto Grand Boulevard (Southbound) from eastern 'CAP' road needs further consideration.
 - (iii) The intersection of Grand Boulevard (Southbound) and median parking entry break may require some form of traffic channelisation to reduce possible traffic conflict at this interface.
 - (iv) A 'road safety audit' should be required to form part of the detailed design process at building approval stage.
- (c) Should it be required, the replacement 46 bay car park indicated on Figure 12 should be subject to a legal agreement, at the applicant's cost, to protect the City rights in regard to the provision and operation of replacement parking.
- (d) Changes to external roads required as a direct result of the traffic ingress and egress to the proposed parking and service areas should be to the cost of the applicant.

Appropriate conditions of approval should be included to cover the above issues.

DPS2 Clause 4.12 - Landscaping Requirements for Non-Residential Buildings.

DPS2 subclause 4.12.1 requires that *a minimum of 8% of the site be designed, developed and maintained as landscaping to the satisfaction of the Council. In addition the road verge adjacent to the lot shall be landscaped and maintained in a clean and tidy condition to the satisfaction of the Council.*

The existing Lakeside Shopping Centre was developed on the western side of the railway with virtually no landscaping. However this was offset by the mostly undeveloped eastern side of the site and Station Square over the railway both of which were landscaped or the natural bush retained. This amounted to 5.6470 hectares

(approximately) which easily satisfied the 8% requirement. However, now it is proposed that most of the eastern side of the site will be developed.

With the proposed expansion onto the eastern side of the site and over most of the air rights over the railway the undeveloped area and existing landscaping would be considerably reduced. The areas formally designed as landscaped area in the current application (described in dot point form on Page 20) including the landscaped part of Station Square would amount to approximately 1.3280 hectares including a vegetated wetland swale in the south west corner of the site of the existing centre. The 6,790m² of the undeveloped remainder of the site would retain its landscaping and natural bush making a total of 2.000 hectares (approximately). This would satisfy the 8% requirement.

The landscaping requirements and provision associated with the proposed landscaping extensions are summarised in the following schedule:

Landscape Schedule

Item	Area (ha.)
Required	
Overall site area including Air Rights area of the railway	24.1092
Landscaping area required 8%	1.9287
Provided	
Vegetated swale in south-west corner of site (existing)	0.5300
Landscape strip behind supermarket (proposed)	0.0900
Station Square and associated landscaping	0.3280
North of Station	0.3500
Other smaller areas of landscaping	0.0300
Undeveloped south east part of site (landscaping retained)	0.6790
Total of landscaped areas	2.0070

DPS2 subclause 4.12.2 requires that *‘when a proposed development includes a car parking area abutting a street, a landscaped strip no less than 3 metres wide within the lot along all street boundaries shall be designed, developed and maintained as landscaping to a standard satisfactory to the Council. This landscaping area shall be included in the minimum 8% of the area of the total development site referred to in the previous subclause’*.

No peripheral landscaping has been provided along the roads bounding the existing Lakeside Shopping Centre. It would not be possible to provide landscaping for the proposed parking areas fronting Grand Boulevard because the parking is proposed to be in structures. Also, in the longer term, this frontage would be developed to continue the urban wall effect on Grand Boulevard envisaged in Figure 14 above, which would effectively screen the parking areas from the street.

It is considered therefore that a waiver from the requirements of subclause 4.12.2 should be granted in this instance.

DPS2 subclause 4.12.3 requires inter alia that *shade trees shall be planted and maintained by the owners in car parking areas at a rate of one tree for every four (4) car parking bays, to the Council’s satisfaction*.

Most of the car parking in the proposal would be in structures under cover. On the upper deck parking fronting Grand Boulevard it is proposed to provide shade by a tensile fabric

shade structures. Also shade trees are not a feature of the existing Lakeside Shopping Centre parking areas.

It is therefore considered that a waiver from the requirements of subclause 4.12.3 should be granted.

Clause 4.14 Storage and Rubbish Accumulation

Clause 4.14 requires that rubbish areas be effectively screened and be accessible to rubbish collection vehicles.

The application complies with the requirements of this clause.

Clause 4.15 Commercial Vehicle Parking

This Clause sets out requirements for the parking of commercial vehicles in various zones including the Centre Zone. However in terms of subclause 4.15 (e) vehicles stopped for less than one hour in 24 are not considered parked.

Commercial vehicles servicing the expanded shopping centre from Boas Avenue would stop only for unloading purposes and rubbish collection. There would be no parking likely to exceed the one hour in 24 stipulated in subclause 4.15 (e).

Clause 5.1 Control of Advertisements

Clause 5.1 and its subclauses set out controls for advertising.

The applicants note in their application that signage including advertising and external graphics would be subject to a separate Development Application.

Subclause 6.8.1 of Matters to be Considered by Council

Subclause 6.8.1 requires that the Council, when considering an application for Planning Approval have due regard to a checklist of planning, policy and consultative factors.

This report and attached summary of submissions received in response to the advertising of the application addresses the requirements of this subclause.

Joondalup City Centre Development Plan and Manual (JCCDPM)

The application falls within the CBD policy precinct of the JCCDPM. Rather than canvass all the policies with which the application complies, the more important policies and the exceptions will be canvassed. The policy being considered is given in *italics* below.

General Policy for the CBD

The retail component of the (Central Business) District will focus on “city centre retailing” in contrast to the convenience retailing in the Western Business District.

“City centre retailing” is not defined other than it should contrast with that of the existing Lakeside Shopping Centre in the Western Business District. While there would be considerable duplication or even triplication of shop types in the expanded centre to those found in the existing Lakeside Shopping Centre and other centres, it is probable that the added strength of the centre offered by greater comparison shopping opportunities would increase the number of customers to the centre and thereby attract more specialist shops such as boutiques, gift shops and healthy food outlets. It is likely that the expansion would also add vitality to the rest of the CBD along Grand Boulevard and Boas Avenue which would then attract a greater diversity of restaurants, cafes and coffee shops.

Station Square, above the railway, will be a major node of the City, supporting retail and entertainment activities as well as being an interfacing element between transport modes. Its location at the junction of the major pedestrian axes will reinforce its prominent position in the structure of the City

The proposals for Station Square as three distinct spaces each with its own character as described on Pages 10 -13 address this objective.

CBD Policy A3.1 - Car Parking

The Policy Specifies 3 bays per 100m² NLA for all commercial development. The actual amount provided is 5.51 per 100m² NLA – well in excess.

The dimension for the layout of right angle car parking bays specifies bays of 2.5 metre wide by 5.5 metre long with a 6 metre wide aisle. The dimensions of the car parking in the application exceed this. (However, with respect to parking provision, the provisions of DPS2 for parking discussed on Pages 26-28 prevail over the JCCDPM).

CBD Policy A4.1 - Building on Street Fronts

Buildings shall be built to the street property line creating an “urban wall”, excepting entries and forecourts, where approved.

The application mostly complies in Boas Avenue and Grand Boulevard. However, the supermarket is proposed to be set back 10 metres which would be landscaped until street front shops fronting Grand Boulevard were developed as the next stage of development. The applicants have demonstrated how an extended ‘urban wall’ along Grand Boulevard could be achieved in the longer term – see Figure 14.

CBD Policy B1.2 & 1.3 - Facades and Corners

Facades should address street frontages and in the case of corner properties, both street frontages.

The corners of buildings should be designed to articulate the corner, especially at landmark or nodal locations as designated in P2 and P3.

The intersection of Grand Boulevard and Boas Avenue is a nodal location. Both of these policies have been addressed – see Figures 4 & 5.

CBD Policy B2.3 On-Grade Parking

Where a car parking area abuts a street frontage between buildings there shall be a strong landscaped or built edge at the property line to reinforce the continuity of the built edge to the street in accordance with B1.6.

The upper deck car parking on the southern side of the proposed extension abuts Grand Boulevard. However, the Grand Boulevard road reserve is recessed 18 metres so that from the approaches the parking area would not be visible. In the longer term the frontage would be developed with two storey buildings that would shield the parking area behind – see Figure 14.

CBD Policy B4 - Floor Levels at Streetfront.

This policy requires that floor levels of buildings fronting the street be at street level. On sloping sites such as Boas Avenue the Policy specifies allowable average heights above street level.

The proposed floor levels of shops fronting Grand Boulevard and Boas Avenue in the application satisfy this policy.

CBD Policy B5 – Roofscape

This policy requires that the roovescape be treated as an integral part of the building design, in which the view from above as well as below must be considered. Also, mechanical plant and equipment should be screened from street front and upper floors of surrounding building so far as possible.

Roofscape is not addressed in the application and details of how the proposed roovescape complies with this Policy should be made a condition of approval.

Development Plan Policy P4.2 & CBD Policies B6 - Solid-Void Ratios for North-South and East-West facing Facades

These policies address the amount of glazing on the side of buildings as it affects the appearance of buildings and in the interests of energy efficiency.

P4.2 The building facades above street level be designed with a solid to void ratio so that glazing appears to be set into a solid composition.

The proposed building on the corner of Grand Boulevard and Boas Avenue would not conform to this policy. The applicants argue that while the curtain wall glazing and panelling style was different, it had architectural merit, and was appropriate for a large retail/office development in a city centre. Also, it was argued that as an extension of the existing Lakeside Shopping Centre the architectural style had to be compatible.

B6.1 The design of glazing area of north facing facades to optimise winter solar gain is encouraged. The glazed area of the north and south faces of a building shall not exceed 75% of the total wall area, except at the ground floor level where the provisions of B2 shall apply.

B6.2 The glazed area of building facades on the east and west faces shall generally not exceed 50% except on ground floors where B2 shall apply. Glazed areas of east and west facades must be protected from the sun.

CBD Policies B6.1 & 6.2 apply to the building at the corner of Grand Boulevard and Boas Avenue. Both the northern and eastern facades are proposed to be given the same treatment. The percentage of glazing proposed for both facades is 48.1% which technically complies with both policies although it is not in the spirit of B6.1 for the benefits of solar gain for the north facing façade.

Continuity of design for the two sides of the building (north and east) was considered aesthetically and functionally more important to the integrity of the building which would be viewed as an entity than different glazing ratios.

The style proposed for the landmark building at the corner of Grand Boulevard and Boas Avenue would be different to most other buildings in the CBD. Most existing buildings in the CBD have glazing and lines, which emphasise the verticality rather than the horizontality of the building.

The matter of design of the corner building has been taken through a number of variations on the same theme with the applicants as can be seen from sketches contained in Part 4 of the Application. The City considers the current proposal the best that can be achieved with this style of building.

CBD Policy B7 – Pedestrian Shelter

B7.1 & B7.4 Developments abutting streets and public thoroughfares should provide means of shelter for pedestrians in the form of either awnings or colonnades designed to maintain the continuous urban wall. Awnings should be a minimum of two metres wide.

Continuous awnings a minimum of two metres wide (required in Policy B7.4) have been provided as indicated on Figures Nos 4 & 5.

CBD Policy B8 – Signage

Signage, including advertising and external graphics is to be the subject of a separate Development Application.

CBD Policy C3 – Services and Servicing

Services and Servicing arrangement have not been addressed in the Development Application and should be subject to conditions of Development Approval.

CBD Policy C4 – Lighting of Buildings and Open Space

Lighting of the exterior of buildings and on-site open spaces and pedestrian ways is to be the subject of a separate Development Application.

CBD Policy C5 – Public Safety and Security

In order to encourage activity throughout the public space network of the City, the maintenance of Public Safety through the following design considerations is a high priority

C5.1 Avoid obscured corners and dead end alleys

The proposal generally complies with this condition in public spaces.

C5.2 Public spaces must create a network with a high level of visual exposure.

Lakeside Shopping Centre, if extended, would be a large building with a number of public open spaces which are not visible from adjoining streets or occupied buildings. Station Square and the lower and mezzanine floors would be obscured and visually isolated after hours. Similarly the below-street level parking decks should have satisfactory security arrangements. Arrangements for monitoring these spaces and maintaining security and safety should be a condition of approval.

C5.3 Do not create spaces with blank walls which are not overlooked from occupied space.

In some cases this would be unavoidable if the proposed extensions proceed. For example, the landscaped forecourt, part of Station Square, just north of the station would not be visible from any bounding street or occupied space. Arrangements for monitoring these spaces and maintaining security and safety should be a condition of approval.

C5.4 Security and safety lighting must be provided throughout.

Details of security and safety lighting should be provided to the satisfaction of the City of Joondalup and should be included as a condition of approval.

C5.5 Security grilles and grates shall be designed as an integral part of the architecture.

No details of such grilles or grates have been provided. If these are to be used for any external part of the buildings they should be designed to the satisfaction of the City.

CBD Policy 7 – Landscaping and Open Space

The Policy requires that:

C7.1 Where natural vegetation remains on a site, clearing should not occur until immediately prior to development.

This would be done on the site and would be the case for the remaining part of the site not to be developed (towards Collier Pass).

C7.2 Existing vegetation and local species should be integrated with the development so far as possible

It is recommended that this included as a condition of approval.

C7.3 In staged developments any undeveloped areas of the site should be landscaped to the satisfaction of the authorities.

See C7.1. Other undeveloped parts of the site would be landscaped to the satisfaction of the City of Joondalup. This should be a condition of approval.

C7.4 Where landscaped public plazas and courts are provided these should be accessible from public thoroughfares.

The proposal complies with this requirement.

C7.5 Access provision for those with disabilities and limited mobility shall be provided in accordance with the relevant Australian Standards(AS 1428.1)

The proposal complies with this requirement.

C7.6 Where Public Accessways, Plazas and courts are provided within the site, they will not be measured as part of GLA. The design of the public space should meet the following criteria:

- *Public accessibility will be maintained at all hours*

The proposal complies with the requirement.

- *The design of the public accessways on private property which link with the City pedestrian network, should be in keeping with the landscape detail of the public space.*

The proposal complies with this requirement.

- *The space will be illuminated after hours to a level adequate for visibility and public safety*

Lighting of on-site external public spaces and pedestrian ways has not been addressed in the Development Application. Lighting to the satisfaction of the City of Joondalup should be a condition of approval.

CBD Policy C8 – Materials

C8.1 Materials used on the exterior of the building and in the public realm shall be of a robust nature, durable and resistant to vandalism.

C8.2 Materials shall be appropriate for use in a city centre.

The materials to be used for the exteriors of the main part of the centre behind the streetfront foil of shops and offices are proposed to be similar to the existing centre. The upper level of the corner building would have a curtain walling system of glazing and opaque coloured panels (metal or some other synthetic material) with structural silicone vertical joints where allowed by Australian Standards. The glazing and panelling would be divided at 730 mm intervals by horizon louvres for shading. There would be an awning above the streetfront shops. (See Figures 4 & 5).

The applicant states that these materials and curtain wall style of construction are appropriate to a major retail/office development in a city centre and are compatible with the style of the existing Lakeside Shopping Centre.

In the context of being a major extension to an existing shopping centre the City considers that, while different to other buildings in the CBD, the style of proposed extensions would be acceptable.

C8.3 Materials and colours are encouraged to recognise those of the local environment.

The applicants state that the colours and materials would take cognisance of the local landscape where the selection was practical and that the colours would complement the existing shopping centre. However they noted that there are sufficient examples of other buildings within the CBD to establish a colour palette acceptable to the City of Joondalup. The colours indicated on the artists perspectives (examples are Figures 4-10 above) are basically neutral off-white and light beige for walls, natural metallic finishes for shop front frames, entry claddings louvres etc. Some strong colours may be used in small areas to highlight major features such as entries. These colours would generally be taken from the colours used on the existing centre.

The City considers that there is insufficient detail on colour and material provided to have an accurate idea of the final appearance of the building. A schedule of materials with a corresponding colour palette to the satisfaction of the City should be made a condition of approval.

C8.4 Materials selection should be made with consideration to the policies in section P8.

The policies in P8 relate to the energy efficiency of buildings. Shopping centres based on internal malls are climate controlled and are high users of energy. The insulation properties of the materials proposed to be used in construction, especially the tensile dome roofs used in the existing centre and proposed for the extension, have not been not addressed in the application. It should be made a condition of approval.

Statement of Planning Policy 4.2 – Metropolitan Centres Policy (2000)

Subclause 4.2.2 - Strategic Regional Centres

Strategic Regional Centres will be promoted and maintained as the main metropolitan centres outside the Perth Central Area as major multipurpose and employment centres containing a full range of regional shopping, office administrative, social entertainment, recreation and community services.

Joondalup is classified as a “main street” Strategic Regional Centre.

Subclause 4.2.2 - Strategic Regional Centres

Shopping floorspace should generally be confined to 80,000 m² (NLA) unless consistent with a Commission endorsed Local Planning Strategy or centres plan.

DPS2 and the Joondalup City Centre Development Plan and Manual are silent on an upper limit for Joondalup Strategic Regional Centre. Therefore the 80,000 upper limit applies.

Appendix 1 – Development Approval Requirements

Referral to the Western Australian Planning Commission is required *If the shopping floorspace exceeds 80,000 m2 nla unless consistent with a Commission endorsed centre plan or local commercial strategy, the shopping centre floorspace exceeds any endorsed structure plan or subsequent town planning scheme.*

Based on the latest Department of Planning and Infrastructure data available⁵ the shopping floorspace (as defined by uses listed in Appendix 4 of the Centres Policy) for the whole Strategic Regional Centre would be 78,162m² NLA after the expansion occurs (Note that not all business types in Lakeside Shopping Centre or the remainder of the city centre are listed in Appendix 4).

The Council can therefore determine the application without referral to the WAPC.

Clause 5.4 Shopping Floorspace Guide.

This Clause states inter alia:

Notwithstanding the indicative centre sizes specified in the Shopping Floorspace Guide or any endorsed Local Planning Strategy or centre plan, additional retail developments in “main street” centres in Strategic Regional, Regional and District Centres of up to 1,000 m2 do not need to be referred to the Commission for determination, provided the net total of retail floorspace resulting from such developments in any one centre does not increase by more than 2,500 m2 in any one calendar year.

Should the floorspace in the Strategic Regional Centre exceed the 80,000 m2 NLA limit some time in the future, this clause provides some leeway for smaller retail development

CONCLUSION

The proposed development will result in an almost doubling of the size of the existing centre. The size of the centre is in keeping with WAPC guidelines and accords with the objectives set out in the JCCDPM. The strengthening of this centre will further reinforce its role in relation to the CBD and the CBD as a regional centre.

The development generally accords with the planning framework. A variation to car parking is not supported and the applicant has been requested to provide the required amount of parking, which can be provided on-site.

With the increase in the size of the centre, there will be an impact on the existing road system. Changes to the existing network should be provided at the cost of the developer, including a contribution to the cost of the installation of new traffic lights at the intersection of Joondalup Drive and Collier Pass.

The relationship between the shopping centre/CBD/train station is a key element to supporting the further development of the CBD. However, the need to ensure that

⁵ Department of Planning and Infrastructure Statistical Branch PLUS Survey 2002 Version dated 5th April 2005.

proper public access through the shopping centre is a critical element. To ensure that this linkage is maintained and reinforced a condition of approval is proposed.

Submissions have been received on the application during the submission period. These have been identified in the attachment and addressed within the report.

Other specific conditions are proposed to address certain issues, including the effect of the construction phase of the proposed development on the locality.

Having regard to the content of the report, it is recommended that the application be approved with appropriate conditions.

ATTACHMENTS

Attachment 1 Analysis of Submissions in response to the advertising of the application with recommendations

VOTING REQUIREMENTS

Simple Majority

RECOMMENDATION

That Council:

- 1. EXERCISES discretion under clause 4.5.1 of the City's District Planning Scheme No. 2 and, recognising future development possibilities, determines that the three metre wide landscape strip along Grand Boulevard required in terms of DPS2 subclause 4.12.2 is not required to be provided in this instance.**
- 2. APPROVES the application for Planning Approval, Amended Version in Five Parts, dated August 2005, submitted by Cameron, Chisholm and Nichol (WA) Pty Ltd on behalf of the owners, ING Retail Property Fund Australia for extensions to the Lakeside Shopping Centre subject to the following conditions:**
 - (a) The submission of revised or additional information for approval by the City, to address the following issues:**
 - (i) A detailed colour and material schedule for those parts of buildings exposed from the street front;**
 - (ii) A detailed description of the thermal properties to be used in construction, especially of the roofs, as it relates to the JCCDPM Policy P8;**
 - (iii) A detailed landscaping plan that addresses JCCDPM Policy C7 (refer to footnote (a)).**

- (iv) further detailed design drawings of all vehicle access points from Boas Avenue, Grand Boulevard and Collier Pass;
 - (v) a lighting plan that addresses the JCCDPM;
 - (vi) Details showing how the proposed development will comply with JCCDPM relating to roofscape and the screening of plant and machinery on the proposed development (refer to footnote (b)).
 - (vii) The details for the design, construction and operation of the proposed link road past the north end of the station shall ensure pedestrian priority and safety, following consultation with the Public Transport Authority. Details to include how pedestrian priority and safety will be achieved.
 - (viii) Security grilles and grates being designed in accordance with JCCDPM CBD Policy C5.5.
- (b) A separate Development Application shall be submitted detailing the intended architectural treatment of the shops fronting Grand Boulevard and Boas Avenue, once the nature of the tenancies is known.
 - (c) A separate Development Application shall be submitted for all external signage, advertising, graphics and public art. Such application(s) to address the relevant design guidelines in the JCCDPM.
 - (d) All new car parking bays are to comply to standards for car bay dimensions for short term parking in a city centre (User Class 3) in Australian Standard AS2890.1 - Table 1.1 and Figure 2.2.
 - (e) The applicant shall submit for the City's approval, a comprehensive car parking management plan that addresses but is not limited to, the following matters:
 - (i) The applicant shall:
 - (A) provide sufficient on-site parking to meet the demands of the proposed workforce for the construction of the proposed development. Details of the proposed workforce car parking area, identification of any special work areas and supporting documentation is to be submitted; and
 - (B) require any worker or contractor to use the workforce car parking area or identified work areas as required in conditions (A).
 - (ii) the provision of off street at grade and multi deck parking is to be staged so that there is no net loss in overall parking bays currently provided within the shopping centre precinct, during the course of construction of the proposed development.
 - (iii) Any loss of on-street parking in Collier Pass is to be provided onsite but separate from the shopping centre car parking area, in accordance with the existing WAGR agreement.

- (iv) the car parking area immediately west of the transit station shall have a minimum of 38 bays excluding any provision for bicycle parking.
- (v) The number of shopping centre car parking bays located and maintained on the portion of the site bounded by Boas Avenue, Grand Boulevard, Collier Pass and the railway shall not be less than 1710 bays, excluding any on-site parking provided as replacement parking for parking bays lost in Collier Pass, Grand Boulevard and Boas Avenue due to the construction of the proposed development.
- (vi) Overall, the development shall have a minimum of 3981 car parking spaces to satisfy the overall car parking requirements of District Planning Scheme No 2.
- (vii) any loss of car parking in Boas Avenue or Grand Boulevard is required to be provided on-site, but separate from the shopping centre car parking requirement.
- (f) Any changes to the approved car parking management plan required in condition (e) will require the further approval of the City.
- (g) Detailed drawings of the proposed modifications to the pedestrian traffic island in Boas Avenue near McLarty Avenue, to allow access into and out of the proposed western service yard, shall be submitted for approval by the City. Costs associated with the proposed road changes shall be borne by the applicant.
- (h) Subject to a Traffic Safety Audit being carried out first, details drawings of the proposed changes to the configuration of the carriageways in Grand Boulevard for the entrance/exit points to the upper parking deck shall be prepared and submitted for approval by the City.
- (i) All changes to road carriageways and associated kerbing, pavements etc which are required to accommodate entrance and exit points into the site shall be designed and constructed to the satisfaction City and at the cost of the owners.
- (j) The owners arranging at its cost for the design and installation of traffic signals at Joondalup Drive and Collier Pass intersection to the satisfaction of the City and MRWA prior to the opening of the Shopping Centre Development.
- (k) All channelisation treatments including modifications to the existing traffic signals at Collier Pass and Grand Boulevard intersection to be to the satisfaction of the City and MRWA and at the owners cost.
- (l) All modifications to the existing median parking in Collier Pass between Driveway 7 and Grand Boulevard to be to the satisfaction of the City and at the owners cost.
- (m) The parking bays, driveways and points of ingress and egress are to be designed in accordance with the Australian/New Zealand Standard for

Off Street parking (AS/NZS 2890.1:2004) and the Australian Standard for Off Street Commercial Vehicles Facilities (AS 2890.2 - 2002). These areas are to be constructed as part of the building program.

- (n) Prior to the commencement of earth works on the site, a traffic management plan for heavy vehicles shall be submitted and approved by the City.
- (o) Details of dust suppression measures shall be submitted for approval by the City.
- (p) All existing vegetation on the site which is not considered worthy of retention or transplanting, as determined by the City, shall be mulched, stored and used on site. Excess mulch, if any, shall be disposed of in a manner satisfactory to the City.
- (q) Prior to any construction or earth works commencing, a drainage plan shall be produced and submitted for approval by the City.
- (r) Prior to works commencing on the approved development, a construction plan and program shall be developed and approved by the City of Joondalup (refer to footnote (c)). The agreement will incorporate measures that require the City's approval for any changes to the agreed works plan and program.
- (s) Should streets adjoining the site become dirty or littered through earthworks and construction activities, the owner shall, following the directions of the City, be responsible for clearing such dirt or rubbish to the satisfaction of the City.
- (t) Where any works will impact on adjoining streets, a program for such works including rehabilitation works shall be submitted for approval by the City, prior to the commencement of works.
- (u) Prior to works commencing on the site, the owners shall:
 - (i) submit details for approval by the City, demonstrating how public access arrangements to/from the station into the existing centre and to Boas Avenue and Grand Boulevard will be maintained during construction period;
 - (ii) the approval of the Public Transport Authority shall be obtained prior to submitting the details referred to in part (q)(i) above, for the City's approval;
 - (iii) any proposals to change the approved details referred to in part (q)(i) will require the City's approval, including consultation with the Public Transport Authority.
- (v) Following consultation with the Public Transport Authority, details of after hours access to/from the station to Boas Avenue via Station Square shall be submitted for approval by the City. The approved details shall form part of an agreement with the City and will be maintained in accordance with that agreement. Any changes to the agreement will require the written approval before such changes can occur.

- (w) Alfresco dining or other commercial activity in any on-site open space shall be subject to a separate development application.
- (x) A safety and security plan for all public spaces on the site and including after hours, is to be submitted to the satisfaction of the City. Such plan to be developed following consultation with the Joondalup Police and/or Office of Crime Prevention.
- (y) Prior to the submission of detailed plans for a Building Licence the applicant shall furnish written confirmation, to the satisfaction of the City of Joondalup, from all relevant servicing authorities to the effect that servicing arrangements have been concluded.
- (z) The applicant shall submit a written refuse management strategy providing details on how refuse will be managed at the site including storage and removal for approval by the City, prior to the issue of a Building Licence.
- (aa) Any proposed class 1 food tenancies shall be provided with a rear service entry.
- (bb) Service areas shall be designed to ensure that all servicing activities can maintain compliance with the provisions of the Environmental Protection (Noise) Regulations 1997.
- (cc) This approval is contingent upon the construction of the shop fronts on Boas Avenue and Grand Boulevard, as indicated in the application.

Footnotes:

- (a) The landscaping plan should cover such matters as intended plant species, noting that wherever possible local species should be used, the method of irrigation, water saving features and arrangements for maintenance.
- (b) Screening of plant and machinery on the roof should address noise issues also.
- (c) The plan is to cover screening of works, safety, machinery to be used and operating hours, working hours, temporary construction accommodation, rubbish disposal, materials storage on-site, precautions preventing heavy vehicles over the railway tunnel, temporary lighting, noise control public safety and amenity and any other relevant issues.
- (d) Where parking is to be provided in structures in the CBD, the parking so provided shall comply with Australian Standards for parking AS2890.1 Table 1.1 (User Class 3) for purposes of the 'Classification of Off-Street Parking Facilities'.
- (e) Development shall comply with the Environmental Protection (Noise) Regulations 1997.

- (f) Bin storage areas shall be provided with a concrete floor that grades evenly to an industrial floor waste gully that is connected to sewer and be provided with a hose cock.
- (g) Development shall comply with the relevant provisions of the Health (Food Hygiene) Regulations 1993, the Health (Public Building) Regulations 1992 and the Health Act 1911.
- (h) This approval relates to the August 2005 submission in 5 parts. While minor changes may be negotiated with the City any significant variation by means of addition, alteration or omission shall be subject to a new Development Application. (Minor changes are those which do not alter the design intent of the approved application as determined by the City)
- (i) If the required car parking cannot be provided on-site, then the applicant can seek approval from Council for a cash-in-lieu payment for the shortfall.
- (j) With regards to condition (m) above, the applicant should note the following points which have been noted as giving possible cause for concern:
- Parking bay dimensions are to comply with User Class 3 as determined in AS/NZS 2890.1 table 1.1 and figure 2.2.
 - Parking bay dimensions are to be taken from the face of any adjacent post or structure.
 - Commercial vehicle headroom requirements. AS/NZS 2890.2 table 2.1 stipulates a minimum clearance of 4500 mm is required for the majority of service vehicles. If commercial bulk bins are to be serviced within the service areas, then a clearance of 5900 mm is required above the bin area and the 10 metre run-in.
 - Sight distance requirements. AS 2890.2 figures 3.3 and 3.4 stipulate these requirements.
 - Driveway grades. AS 2890.2 clause 3.4.4 stipulates the maximum grade for the first portion of a ramp within the property line of commercial driveways.
 - Ramp widths. AS/NZS 2890.1 clause 2.5.2 stipulates the minimum width of a driveway to be 3000 mm between kerbs, and 300 mm clear either side.
- (3) This approval relates to the August 2005 submission in 5 parts. While minor changes may be negotiated with the City any significant variation by means of addition, alteration or omission shall be subject to a new Development Application. (Minor changes are those which do not alter the design intent of the approved application as determined by the City)

C TERELINCK
Manager
Approvals, Planning and Environmental
Services

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SUMMARY OF ISSUES RAISED IN SUBMSIONS IN RESPONSE TO THE ADVERTISING OF THE PROPOSED EXTENSIONS TO THE LAKESIDE SHOPPING CENTRE IN THE CENTRAL BUSINESS DISTRICT OF JOONDALUP

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1. Disagree – that the submission issue raised should not be supported and no change should be made to the Development Application.
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3. Uphold - that the submission should be supported and appropriate changes should be made to the Development Application.

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1 & 2 (Duplic ates)	1. Grant Denness (Inner city resident and business person) 2. Brett K Bourne CD (Acting President, Inner City Residents of Joondalup)	1	The proposed extensions to the Lakeside Shopping Centre are not in the best interest to either the City of Joondalup or its community	Concerns have been raised on commercial and competition grounds. The development of the land for commercial purposes of the scale proposed has long been contemplated as the intended future planning scenario for the City Centre.	Disagree
	3.	2	The claim that future parking ratios (demand) at the shopping centre will decrease owing to deregulation of shopping hours is false in view of the recent referendum result not to allow general extended trading hours	Practical experience has been that where trading hours have been extended elsewhere in Australia there has been a reduction in demand for parking during peak periods as visits to centres are spread through a greater choice of shopping hours.	Note
		3	The proposed development does not include provision for residential, which given the proximity to public transport would promote its use and also be beneficial to both business owners at Lakeside and the surrounding area	The composition of the proposed expansion of Lakeside for shops and offices falls within the CBD of Joondalup and broadly conforms to the land use and design objectives for this area. Other areas of the City Centre are intended to provide a greater focus on residential development mixed with commercial land uses.	Disagree
		4	The report states that based on experience in Sydney and Melbourne as well as overseas a parking ratio of 4.5 cars per 100 m2 retail floorspace for a centre of 85,000 m2 is adequate. This contradicts another	The amount of car parking bays provided in this application is evaluated in accordance with the DPS and the JCCDPM. The provision and availability of car parking and availability is a key mechanism to achieve	Disagree

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			statement which says that the design of the expansion must be commercially competitive – namely reducing parking provision does not increase competitiveness	a balance of activity, viability, vibrancy, and use of other modes of transport to access the City Centre. The report includes details on this aspect.	
		5	The 35 bays lots in Collier Pass, 6 in Grand Boulevard and 4 in Boas Avenue to be lost owing to the proposed development serve other businesses outside Lakeside which will not be (as well) served by the 45 on-site replacement bays planned	The 35 bays in Collier Pass are intended commuter parking bays irrespective that some may be used for short term parking for nearby businesses. The proposal includes significant opportunities for parking in nearby locations, which needs to be weighted against the loss of some bays on the street.	Disagree
		6	Access to the parking areas off Grand Boulevard will cause bottlenecks along this road, especially at Boas Avenue which is already a bottleneck. Residents would face long delays entering and exiting their homes in favour of patrons to the centre. Rather improve the parking and entrances to the shopping centre on Collier Pass.	The proposed development will result in increased traffic along Grand Boulevard, Collier Pass and to a lesser extent Boas Avenue. This is an inevitable with the maturation of the City Centre. The application models the predicted changes and increases of volume on the road network, and includes commitments and recommendations to ameliorate an unreasonable amount of congestion..	Disagree
		7	ING Real Estate and their parent headquarters in Amsterdam are committed	The composition of the proposed expansion of Lakeside for shops and	

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			to sustainable development. In Amsterdam the group has undertaken may wonderful designs blending both commercial and residential uses. In contrast what is proposed for Joondalup is another unimaginative shopping centre.	offices falls within the CBD of Joondalup and broadly conforms to the land use and design objectives for this precinct in the adopted City structure plan.	Disagree
		8	Contrary to the statement in the Report that the proposed expansion will greatly benefit Joondalup's residents, visitors and workforce, the only beneficiary will be ING getting higher returns through increased rentals.	The assessment of the proposal is based on it town planning merits, and conformity with the intended form of the City Centre. Regardless of the form of this development application, the growth and development of the City Centre can add to the offer of services provided, and contributes to it becoming a more sustainable commercial centre	Disagree
		8	Giving Joondalup its third supermarket and discount department store lacks creativity. This triplication will offer residents nothing which does not already exist except the risk of increased traffic and parking problems.	One of the major advantages of multiple similar large and small shops is that it allows easy comparison shopping – where goods and prices can be compared in the same centre. This is very much favoured by customers. As regards parking problems. The provision of 1710 parking bays of Grand Boulevard with convenient access to the CBD as a whole will benefit the community, local businesses as well as serving the centre.	Disagree.

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3	Robertsday, Town Planning Consultants to Westfield Limited (Shopping centre developers/owners)	1	The extension increasing the floor area from 42,0785 m2 to 71,128.7 m2 would result in Lakeside having three major discount department stores and three major supermarkets (by inference an undesirable situation).	Having three major supermarkets and discount departments stores will be a benefit to Joondalup by increasing competitiveness through easy comparison shopping. The resulting increase in drawing power to the centre will benefit all business in the Strategic Regional Centre not only those in Lakeside Shopping Centre itself.	Disagree.
		2	Applying on Centres Policy Appendix 4 categories to the calculation of retail floor area the expansion increase the floorspace for policy purposes for the whole Strategic Regional Centre to 77,672 m2 This is slightly less than the 80,0000 m2 imposed by the Western Australian Planning Commission's Centres Policy (SPP 4.2)	Given that the proposal (if implemented) will open end 2007, the 77,672 m2 for the Strategic Regional Centre accords aligns very closely with retail modelling undertaken for the Western Australian Planning Commission in the formulation of the current Centres policy.	
		3	An increase in the total (retail) floorspace area of Joondalup above 80,000 m2 has major implications including the requirement under the City's Centres Strategy for a structure plan to guide growth up to 100,000 m2 of floorspace and the requirement for WAPC approval. Westfield would also be concerned id retail exceeded 80,000 m2 without these requirements being addressed, as any increase has the potential to impact on the	Conditional upon the approval of the application for expansion of Lakeside Shopping Centre as proposed, the Council has programmed a review of its Commercial Centres hierarchy. The ceiling to retail floor area it wishes to set for the future will be re-evaluated through this process. As regard a structure plan, the currently	Note

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			viability and competitiveness of other centres in the north west corridor, including Westfield's Whitford City Centre	approved structure plan (namely the Joondalup City centre Development Plan and Manual) accommodates expansion to over 100,000 m2.	
		4	There is concern about the percentage of shop/retail that is allocated to the traditional retail format of the Lakeside Joondalup Shopping Centre (65,392 or 84%) compared with the limited area available for more innovative retailing outside this shopping centre (12,280 or 16%).	<p>The scenario for the City Centre is that the bulk of the retailing in Joondalup Strategic Regional Centre would be on the Lakeside Shopping Centre site, both east and west of the railway line.</p> <p>The expansion falls within the CBD precinct of the Strategic Regional Centre and has been designed accordingly with shop fronts at street front in addition to those in internal malls to ensure a link between various type and scale of retail land uses.</p>	
		5	Retailing located outside the shopping centre has greater capacity to perform functions that are more consistent with the higher order function intended for Joondalup, including main street retailing, mixed use development and retail outlets that can be accessed outside normal business hours and that are highly attuned to pedestrian access and activity.	The JCCDPM provides no impediment to such proposals coming to fruition in other areas of the City Centre.	Disagree
		6	Contrary to the WAPC Centres Policy	Lakeside Shopping Centre comprises only	

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			<p>strategic objective that Joondalup Strategic Regional Centre be a sophisticated, multifunctional transit oriented centre that offers a broad range of facilities and services, second only to Perth CBD, we contend that the proposed extension to Lakeside is typical of suburban shopping centre development with limited capacity to contribute to the intended function of Joondalup.</p> <p>The expansion does not meet the City of Joondalup Centres Strategy objective for Joondalup Centres as: <i>“...the primary commercial social and cultural centre for the North West corridor, and as a city in the suburbs’ and the preferred location for major offices and retailing as well as a rich mix of leisure, entertainment, recreation and community facilities.”</i></p>	<p>part of the Joondalup Strategic Regional Centre.</p> <p>There are seven precincts within the Strategic Regional Centre each designed to have a different character and different emphasis on land use. Cumulatively each of those contributes to the total make-up of the Strategic Regional Centre.</p>	Disagree
		7	<p>The proposed extension does not meet the objectives of the Joondalup City Centre Development Plan and Manual for the CBD precinct (in which the expansion is located), namely: <i>“The Central Business District is intended to epitomise the urbanity of a bustling city.</i></p>	<p>The assessment of the Development Application shows that the proposed expansion with its street front shops and treatment of ‘Station Square’ as a public palace substantially meets the design objectives in the Development Plan and manual – which is the adopted structure</p>	Disagree

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			<i>There will be an intensely developed mix of city centre activities within a "pedestrianised" environment where street level entertainment facilities will predominate. There will be an emphasis on specialty shops, cinemas, personal service establishments, restaurants, al fresco dining, offices and residential accommodation. The combination will contribute to a 24 hour character with nightlife focused upon entertainment, leisure, arts and cultural activities."</i>	plan for the Strategic Regional Centre.	
		8	Westfield objects to the proposed extension on the grounds that it does not contribute to Joondalup's Strategic Regional Centre status, but rather would duplicate the form of convenience retailing intended for surrounding centres. This would significantly affect the viability and competitiveness of these centres, which include Whitford City, Ocean Keys Shopping Centre and Currambine Market Place.	<p>The expansion of Lakeside Shopping Centre does enhance Joondalup's Strategic Regional Centre status by making it the primary retailing centre in the north west corridor. This is a strategic objective for the development of the north west corridor and Joondalup.</p> <p>With regard to viability, the floor areas of the centres named has been restricted by policies aimed at ensuring that Joondalup achieves primacy while retaining sufficient trade potential to support the other centres.</p>	Disagree with objection
		9	If the City resolves to endorse this proposal, Westfield trusts that a level	The objective for the Joondalup Strategic Regional Centre is that it be the primary	

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			playing field is extended to these other centres, whereby a similar level of support is extended should market conditions determine that there future expansion is necessary to remain commercially viable.	commercial centre in the North West Corridor comprising the cities of Joondalup and Wanneroo. Any other applications for other centreswill be considered by the Council on its merits.	Note
4	Ray Goldstein, Business Proprietor, Grand Boulevard.	1	The proposed extensions seem a very exciting proposition.	Noted	Note
		2	Joondalup is growing and the shopping centre must expand too to avoid shoppers going further afield. When shoppers do not frequent local shopping centres all businesses fail – not just the retailers.	Noted	Note
		3	The additional parking to be provided is long overdue to alleviate parking difficulties in the Joondalup Business Area	The additional 1710 car bays planned as part of the expansion will be convenient for visitors to the whole of the CBD businesses – not only the expanded centre itself.	Note
5	John D Hugan, Company Director	1	As proprietors of an adjoining commercial complex in Boas Avenue, the expansion of the Lakeside Shopping Centre is welcomed, which will no doubt cater for the increasing needs of the district population by providing more comprehensive shopping and/or business and medical services	Noted	Note
		2	The expansion is in conformity with the	Full support noted. The expansion	

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			original planning of the Joondalup City Centre and has this company's full support for approval from Council and implementation.	substantially conforms to the planning intent for this part of the CBD in the original planning – which has now mostly been carried through to the Joondalup City Centre Development Plan and Manual.	Note
6	Fleur Gowland (local resident)	1	The existing Lakeside Shopping Centre has the same sorts of shops as Whitfords. If the purpose of the expansion is to further increase the number of shops that already exist in the local area, eg at Whitfords, then it is not considered a priority. What is required is more alternatives in terms of coffee shops, boutiques stores like those that exist in Fremantle, gift shops and healthy food outlets.	It is probable that the added strength of the centre will attract more specialist shops. It is likely that the expansion will also add vitality to the reset of the CBD along Grand Boulevard and Boas Avenue which will then attract a greater diversity of restaurants, cafes and coffee shops. In terms of the similarity of shops with other centres, the separation between centres is intended to ensure that each provides a suitable range of services to their own catchment areas.	Note
		2	The council should work on encouraging small business in the area by reducing the high price of rent in the area rather than spend more on developing an already poor selection of local shops. The roadside along Grand Boulevard would be perfect for this purpose.	Noted	Note
		3	There was no opportunity provided for direct input or consultation on the proposed expansion.	The proposal was advertised and public comments were invited. Submissions can and sometimes do make a difference to the outcome of an application.	

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7	Rosalind M Baxter (Mrs) Local Resident	1	The proposed expansion looks fantastic, is long overdue, will help alleviate parking shortages and has the support of my family, work colleagues and myself.	Noted	Note
8	Albert Purnomo (Inner City Resident and Business Proprietor at Currambine Shopping Centre.	1	The proposed expansion is welcomed but there is concern regarding the increased traffic that will result – particularly as it affects traffic flows on Joondalup Drive at the entrance exit to the existing centre.	This issue is addressed in detail within the report. If the proposal was implemented, changes to road access are proposed to ensure that this occurs efficiently	Note
		2	When will the Council allow expansion of Currambine shopping centre, desirably to include a Big W on land adjacent land set aside for it? The tenants at Currambine want expansion to strengthen the centre to protect/enhance their businesses.	Although not related to this application - proposals for Currambine are being considered separately by the Council. Currambine functions as a district retail centre. It should be noted that there is significant scope for expansion of Currambine within the existing Commercial Centres Strategy and proposals to capitalise on that potential are afoot by the centre owners	Note.
Late Subms sion	Michael Caiacob	1	Having two (or any service entries) off Boas Avenue is undesirable because it will detract from and have a detrimental effect on Boas Avenue as a “ high volume	The proposal does present concerns in regard to access from Boas Avenue. Alternative solutions using either Collier Pass and/or the northern left in – left out	

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