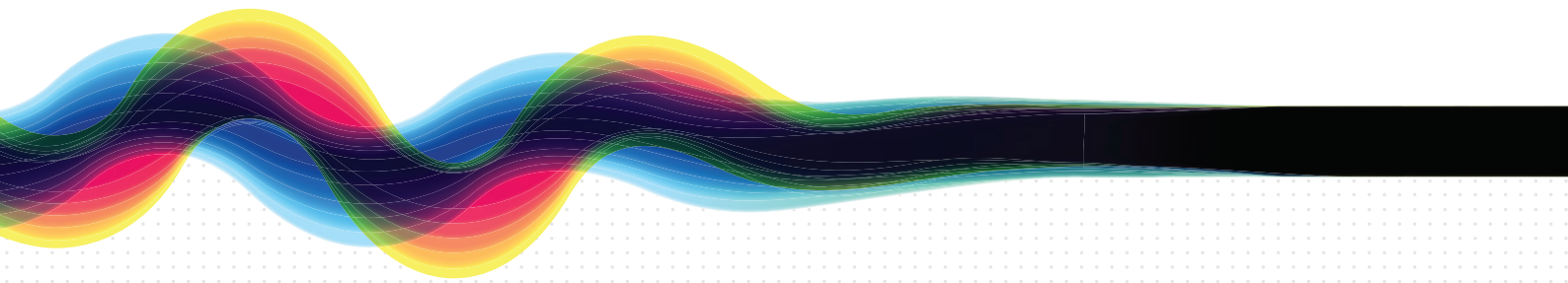


Harvey Norman, 36 Clarke Crescent, Joondalup Retail Showroom Expansion Development Application

March 2024 | 22-374



element.
the art and science of place

We acknowledge the Whadjuk people of the Noongar nation as traditional owners of the land on which we live and work.

We acknowledge and respect their enduring culture, their contribution to the life of this city, and Elders, past and present.

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1. Key Application Details

Table 1. Application Details

| | |
|-----------------------------------|---|
| Property Location | Lot 600 (No. 36) Clarke Crescent, Joondalup |
| Applicant | element , on behalf of Calardu Joondalup Pty Ltd |
| Landowner | Calardu Joondalup Pty Ltd |
| Responsible Authority | City of Joondalup |
| Metropolitan Region Scheme | Urban |
| Existing Land Use | Bulky Goods Showroom |
| Proposed Use Class | Ongoing use as Bulky Goods Showroom |
| Total Land Area | 14,863m ² (1.4683 hectares) |
| Proposed development | Proposed expansion of the existing Bulky Goods Showroom floorspace into the existing at-grade car park; provision of a new screened multi-deck car parking structure and upgrades to the facade of the existing building. |
| Development Value | \$25,000,000.00 |

1.1 Consultant Team

This development application has been prepared on behalf of Harvey Norman with input from the following consultants:

Table 2. Consultant List

| | |
|-------------------------|-----------------------------------|
| Discipline | Company |
| Project Manager | DMG Property |
| Architect | Leffler Simes Architecture |
| Town Planning | element |
| Landscape Design | Site Image Landscape Architecture |
| Traffic | Level 5 Design |
| Arborist | The Arbor Centre Consultancy |
| Sustainability | Cundall |

2. Introduction

This report has been prepared by **element**, on behalf of Calardu Joondalup Pty Ltd for the expansion of the existing Harvey Norman retail showroom at 36 Clarke Crescent, Joondalup.

The development will provide an extension of the existing Bulky Goods Showroom floorspace into the existing at-grade car park providing an additional 3,003m² of retail floorspace. A new screened multi-deck car parking structure is also proposed together with upgrades to the facade of the existing building.

The existing showroom was approved in 1998 and the premises have not undergone any significant modification since that time. Harvey Norman's strength as a retailer is in its physical showrooms and it continues to invest in the development of new and redeveloped showrooms and homemaker centres throughout Australia. The Joondalup store has been identified as in need of both expansion and renovation to better serve the needs of its local customers.

A development application proposing a 3,000m² extension to the showroom and a multi-storey car park was approved in November 2015. This approval has since lapsed.

This report has been prepared to provide an overview of the subject site and the proposed development, as well as a detailed assessment against the relevant planning requirements and an examination of the planning merits of the proposal. This report is accompanied by detailed development plans and elevations as well as supporting technical reports as follows:

- Appendix A – Certificate of Title
- Appendix B – Development Plans
- Appendix C – Landscaping Plan
- Appendix D – Traffic Impact Assessment
- Appendix E – Waste Management Plan
- Appendix F – Sustainability Report
- Appendix E - Arboricultural Assessment

As detailed in this report, the development is considered appropriate for the location and designed such that it will improve the exiting aesthetics of the building and ensure greater interaction with the public realm. Approval of the application is therefore sought, subject to relevant and reasonable conditions.

2.1 Planning Approval Required

The development application requires determination under the requirements of the City of Joondalup (the City) Local Planning Scheme No. 3 (LPS 3).

As the cost of development is over \$2 million, the application may opt into the Development Assessment Panel (DAP) pathway or choose to be determined by the City. In this instance the Applicant is electing to have the application determined by a DAP.

3. Site Characteristics

3.1 Site Location

The site of the proposed development is located at Lot 600 (36) Clarke Crescent, Joondalup within the municipality of the City of Joondalup. The site is bound by Joondalup Drive to the west, by Clarke Crescent to the south and east and by Onslow Place to the north.

Approximately 500m to the north is the Lakeside Joondalup Shopping Centre and Joondalup Train Station. The site is located centrally within an existing bulky goods precinct. Surrounding retailers include 99 Bikes, Battery World, Sydney Tools, Kennards Hire and Repco.

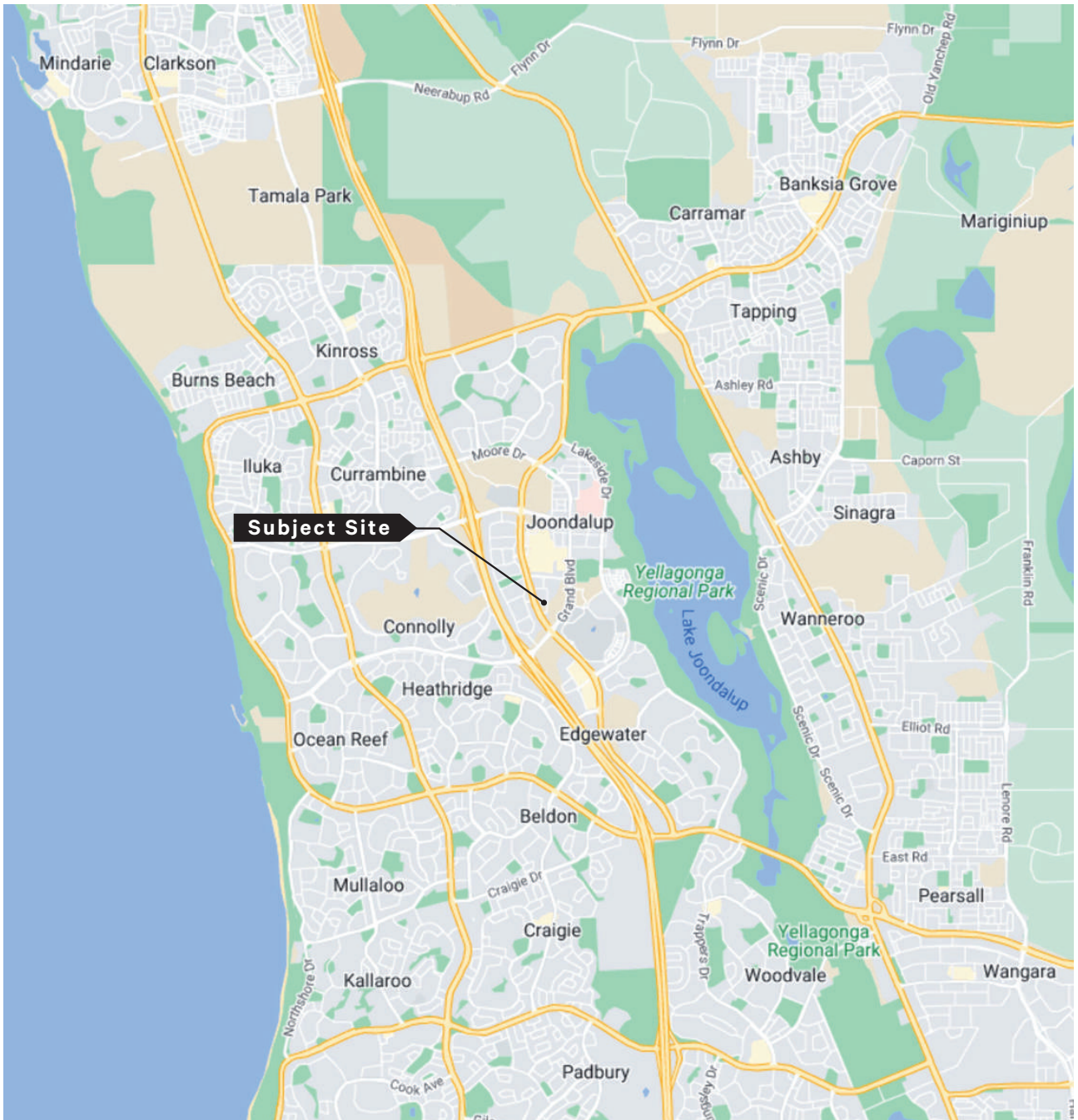
There is an existing shared path within the Joondalup Drive frontage of the site which merges into a footpath that runs around the southern, eastern and northern boundaries of the site.

Refer to Figure 1 – Location Plan

Refer to Figure 2 – Site Plan

Refer to Figure 3 – Aerial Plan

Refer to Figure 4 – Photos of Site Context



Source: googlemaps

Figure 1. Location Plan

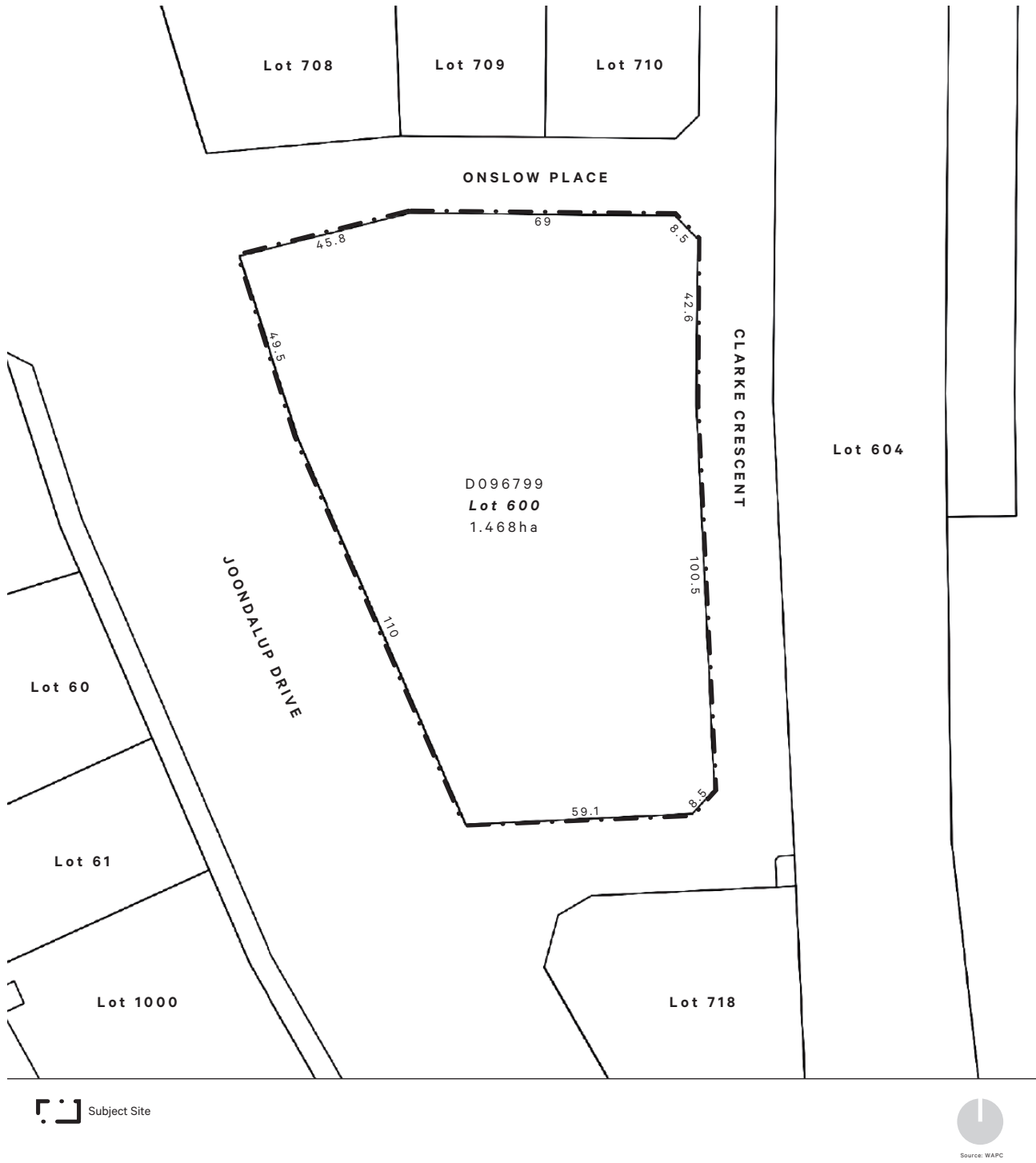


Figure 2. Site Plan



 Subject Site


Source: nearmaps

Figure 3. Location Plan

3.2 Site Description

The subject site comprises the existing Harvey Norman bulky goods showroom and the associated at-grade car park, access and landscaping.

The subject site has an irregular shape, with angled boundaries to Onslow Place and Joondalup Drive and to the north and west respectively. It contains a showroom building in the northern portion of the site and an at grade car park in the southern part of the site. Vehicle access to the car park is obtained via Clarke Crescent at two points, one to the southern boundary and one to the eastern boundary. A separate loading dock access is also available from the eastern boundary from Clarke Crescent.

Existing landscaping on the subject site is predominantly in the form of small shade trees disbursed throughout the at grade car park. There is limited other landscaping on site, as the existing showroom and warehouse are generally constructed to the site boundaries.

Table 3. Site Particulars

| Lot | Street Address | Plan | Volume/Folio | Area | Landowner |
|-----|-------------------------------|--------|--------------|----------------------|---------------------------|
| 600 | 36 Clarke Crescent, Joondalup | D96799 | 2166/200 | 14,863m ² | Calardu Joondalup Pty Ltd |

Refer to Appendix A – Certificate of Title



View to development to the west of the subject site



View to development to the south of the subject site

Figure 4. Photos of Site Context



View of the existing southern facade of the Harvey Norman Showroom



View of the existing western facade of the Harvey Norman Showroom



View of the existing at grade car park located in the southern part of the subject site



View of the existing Joondalup Drive verge adjacent to the western boundary of the subject site

Figure 5. Site Photos

3.3 Encumbrances

There is an easement recorded on the Certificate of Title along with a number of restrictive covenants. The easement is for underground electricity purposes.

There is a 0.1 metre wide pedestrian access way which adjoins part of the Joondalup Drive frontage of the site. This is a historical 'spite strip' designed to prevent access from the site to Joondalup Drive.

3.4 Heritage and Environmental Considerations

3.4.1 Heritage

A desktop review of the Heritage Council's State Heritage Register confirms that there are no State registered heritage places in the vicinity of the site. Further, there are no local heritage items in the vicinity of the site.

A desktop search of the Department of Planning, Lands and Heritage (DPLH) Aboriginal Heritage Inquiry System indicates that there are no places of Aboriginal Heritage significance in the immediate proximity of the site.

3.4.2 Bushfire

A desktop search of the Department of Fire and Emergency Services State Map of Bushfire Prone Areas indicates that the site is not located within a bushfire prone area.

3.4.3 Contamination

A desktop search of the Department of Water and Environmental Regulations (DWER) Contaminated Sites Database identifies that the subject site is not listed as a known contaminated site.

3.4.4 Acid Sulphate Soils

A desktop search of the DWER Acid Sulphate soils mapping indicated that the site does not contain acid sulphate soils.

4. Project Background

4.1 Approval History

Approval for the development of the site was originally granted to Harvey Norman in 1998 when the City of Joondalup granted approval for a showroom with ancillary warehouse of 7,147m² with 238 on-site car parking spaces. The site was subsequently developed in accordance with this approval.

On 5 November 2015, the City of Joondalup granted a further approval for the site for the purposes of additions to the showroom (additional 3,036m² showroom floorspace) with a two tier multi storey car park located in the southern part of the lot to accommodate 255 on-site car parking spaces. The proposed multideck car park was unscreened and of concrete construction. This approval was not acted upon and has since lapsed.

4.2 Pre-lodgement Engagement and Design Review Panel

During the design development process for this application, the technical project team met with the City of Joondalup (the City) to discuss the proposal. There have also been two meetings with the City's Design Review Panel ('DRP').

The project team met with the DRP on 3 October 2023 and again on 20 December 2023 for formal design review meetings. The summary from the 20 December 2023 meeting is as follows:

The DRP thanks the Applicant for considering several of the comments from Design Review 1 (DR1), and updating the proposal to include the following design strengths:

- *Building setback from the street boundary for tree retention now preserves existing amenity and character and will be greatly valued by the community.*
- *Engagement of a landscape architect. The landscape plans are developing well for the spaces provided, including the new south-western pocket park.*
- *Materials palette and aspirational imagery are all relevant.*
- *Climate protected bench seating area and landscape on the rooftop deck will be welcoming for visitors.*
- *Greater articulation of the facades (note, however, the comments on improvement below).*
- *Awning over Joondalup Drive footpath.*
- *Addition of PV solar panels on the existing building.*

However, the DRP advises that many of the original concerns from DR1, in addition to suggested improvements to the current design, require resolution before the DRP can provide its support for the design.

The key recommendations focus on information requirements and improvements to: landscape design; façade aesthetics and building scale; services locations; safety, pedestrian accessibility and legibility; sustainability measures; and amenity.

A summary of the DRP's comments from December 2023, with the Applicant's responses to the items (which are documented in the development application plans included at Appendix B) is provided in Table 4 on the following page.

Table 4. Summary of DRP Comments from 20 December 2023 and Design Responses

| Principle | DRP Review Comments and Recommendations | Design Comments / Response |
|---------------------------------|--|---|
| 1. Context and Character | <p>Comments:</p> <ul style="list-style-type: none"> Refer to the comments below for detailed advice on the design response to the context and contributing to a sense of place. <p>Recommendation 1:</p> <ul style="list-style-type: none"> Refer to Principles 2 to 10 for detailed comment. | <p>The plans included in this development application have been revised following each of the two DRP meetings. They have evolved to ensure that they respond to the DRP feedback and are responsive to the context and character of the subject site and the Joondalup Activity Centre, both now and into the future, contributing positively to the sense of place. Refer to the responses for each of the principles below.</p> |
| 2. Landscape Quality | <p>Comments:</p> <ul style="list-style-type: none"> The Applicant is commended for the proposed tree retention. Following on from this, the Applicant should commission a full arboricultural assessment of the retained trees to understand the Structural Root Zone and Tree Protection Zones and how these are to be respected during construction and to ensure the trees ongoing survival post development. Consider deep soil diagrams and calculations to clarify the provisions on site. Provide more detail on the proposed plant palette, including the use of native planting. Consider substituting the large areas of mulch for plants. Consider a more generous and flowing approach to planting rather than strictly following the lot boundary Consider planted areas behind the cycle path rather than all turf. Consider a path connection in the verge to the south. The path provided within the front setback on the lot could be widened to be more welcoming and safer for pedestrians. <p>Recommendation 2:</p> <ul style="list-style-type: none"> Commission a full arboricultural assessment of the retained trees. Consider deep soil diagrams and calculations. Provide a detailed plant palette, including consideration of native species. Consider plants instead of lots of mulch. Consider a more generous and flowing approach to planting at the boundary interface with the verge. Consider planted areas behind the cycle path. Consider a new path connection along the verge to the south. | <ul style="list-style-type: none"> The landscape design has been revised consistent with the DRP's recommendations to: <ul style="list-style-type: none"> Incorporate a detailed plant palette incorporating native species; Increase the number of plants being provided with a reduction in open mulched areas; Expanded the proposed planting area beyond the site boundary to merge into the shared pathway in the public realm; Reviewed and increased path widths where appropriate; Expanded the path network to connect into the existing shared path to the west and south of the site; Other key aspects of the design, which were included following the first DRP review include: <ul style="list-style-type: none"> All existing trees within the verge to the Joondalup Drive frontage of the site are being retained as a result of the façade of the new extension and multideck car park being set back from this boundary. Seating for rest and relaxation for passing cyclists and pedestrians or store users is provided to the site frontage. Deep soil planting of 8.3% of the development footprint area is being delivered. Planting, seating and shade are provided on the roof deck of the multistorey car park for use by staff or customers. This supplements the seating and shade provided fronting the public realm to Joondalup Drive. |
| 3. Built Form and Scale | <p>Comments:</p> <ul style="list-style-type: none"> Consider greater building articulation of the south-western corner, such as variation or an increase in screen height. The screening height currently appears monotonous. <p>Recommendation 3:</p> <ul style="list-style-type: none"> Consider greater building articulation of the south-western corner. | <ul style="list-style-type: none"> The screen heights have been varied to provide articulation and visual interest. |

| Principle | DRP Review Comments and Recommendations | Design Comments / Response |
|--|--|---|
| <p>4. Functionality and Quality</p> | <p>Comments: Indicate the location of visually screened A/C plant and all other services in a location that is not visible from the public realm and impacting on user amenity.</p> <p>Recommendation 4: Indicate the location of all visually screened building services.</p> | <ul style="list-style-type: none"> • All existing A/C and plant are identified on the roof plan. No change is proposed to this existing plant. • The proposed new solar panels are indicated on the roof plan. These are located so as to be screened from the public realm. • New plant for the proposed extension is shown in screened enclosures on the car park deck roof. |
| <p>5. Sustainability</p> | <p>Comments:</p> <ul style="list-style-type: none"> • Due to the scale of the project, consider opportunities in the design to reinforce sustainability, such as (but not limited to) robust material selection, energy efficiency and generation, water capture and re-use and waste recycling. • As per DR1, consider adding shade structures with PV panels on the large upper deck carpark to provide climate protection and reduce the heat sink impact. • As per DR1, consider electric vehicle charging stations in dedicated bays. <p>Recommendation 5:</p> <ul style="list-style-type: none"> • Provide a broad sustainability strategy and commitment to initiatives. • Consider shade structures and PV panel provision on the roof deck. • Consider providing EV chargers. | <ul style="list-style-type: none"> • The Applicant's sustainability consultant, Cundall has completed a sustainability assessment covering a number of targets and initiatives across multiple sustainable outcomes. Some of the key initiatives include: <ul style="list-style-type: none"> - The proposed extension will be all electric and fossil fuel free. - All lighting will be LED, low energy lighting. - All appliances installed will be energy and water efficient. - All metering to be designed in line with NABERS requirements. - The proposed development includes approximately 224 PV panels generating approximately 107MWh per year and have been shown on the roof plans. - Shade structures are provided for the rooftop amenity areas. - Provision is provided for two (2) future electric vehicle charging stations. |
| <p>6. Amenity</p> | <p>Comments:</p> <ul style="list-style-type: none"> • Consider enlarging the entry void at the upper carpark deck to introduce light, air and enable an outlook to trees from below. • Consider locations for more voids in the upper level deck for natural light and air to enter the large expanse of the ground floor car park. <p>Recommendation 6:</p> <ul style="list-style-type: none"> • Consider enlarging the entry void at the upper carpark deck. | <ul style="list-style-type: none"> • The upper deck entry has been reconfigured and now incorporates more generous pedestrian entrances, additional seating opportunities and increased landscaping. A pergola has been added to the seating area. |

| Principle | DRP Review Comments and Recommendations | Design Comments / Response |
|-----------------------------|---|---|
| <p>7. Legibility</p> | <p>Comments:</p> <ul style="list-style-type: none"> As highlighted at DR1, the front door to the store (located in the centre of the building on the southern side) remains concealed from public view due to coverage by the proposed carpark structure. Consider a wider pedestrian entry on the western Joondalup Drive side leading to the store's front door, co-located with the area of the showroom (with glazed openings) designated as outdoor furniture and a second pocket park for amenity. This park would be passively surveilled by passers-by and visitors to the store, and likely would be better used than the current south-western park that functions more as a landmark space. <p>Recommendation 7:</p> <ul style="list-style-type: none"> Consider a wider and more welcoming pedestrian entry positioned closer to Joondalup Drive leading to the store's front door, co-located with the outdoor furniture showroom and a second pocket park. | <ul style="list-style-type: none"> The store entry has been adjusted and moved west of its previous location to bring it closer to the Joondalup Drive frontage of the site. It will now be in the direct line of sight for pedestrians entering the store from the Joondalup Drive pedestrian entry point, increasing its legibility. The entry statement to the western pedestrian entry has also been relocated to sit directly above the proposed new stairs. The extent of glazing to the western façade has also been extended towards the corner to make this more transparent and inviting. Lightwell voids have been incorporated into the car park design to improve the amenity and light in the lower car parking area. Bench seating has been relocated closer to the pedestrian entry to provide a gathering space near the entrance. The outdoor furniture display area is notated as being adjacent to the south western corner of the new showroom to create synergy with the new entrance. |
| <p>8. Safety</p> | <p>Comments:</p> <ul style="list-style-type: none"> Refer to Principle 7 – Legibility above about passive surveillance of the western pedestrian entry to the store's front door. Given the street interface of the proposed carpark extension is largely inactive, consider improving the safety of the development generally through passive surveillance opportunities and lighting at night, such as back lighting of the screen around the carpark. Refer also to Principle 9 – Community. <p>Recommendation 8:</p> <ul style="list-style-type: none"> Consider safety for users of the western pedestrian entry. Consider safety of the development through passive surveillance opportunities and lighting at night | <ul style="list-style-type: none"> There is increased glazing to the south western corner of the showroom entry to increase legibility and passive surveillance to the western pedestrian entry. The car park will be lit at night. Other CPTED principles that have been considered in the design include: <ul style="list-style-type: none"> Providing shopfront glazing to the southern showroom elevation to ensure there is passive surveillance at the building entry and into the car park; Ensuring the landscaped frontage and seating node has clear sightlines from the adjacent road; Avoiding the design of entrapment spaces; Utilising visually permeable screening to the car park façade to facilitate natural surveillance and light (as well as natural ventilation); Ensuring the car parking areas are designed with clear sightlines to the building entries; Planning the trees (clear trunks) and shrub heights to ensure planting will not impede sightlines; and Selecting furniture and finishes that are designed to mitigate against misuse or vandalism. |
| <p>9. Community</p> | <p>Comments:</p> <ul style="list-style-type: none"> Consider the opportunity for the carpark screen to be back lit to enhance community safety at night, and for the perforated screen to present as a striking artwork that relates strongly to its urban setting at all times of the day. <p>Recommendation 9:</p> <ul style="list-style-type: none"> Consider the opportunity for the carpark screen to be back lit and be visible after dark. | <ul style="list-style-type: none"> The steel façade panel detail included with the architectural plans indicates the proposal to back light the perforated screen at night. |

| Principle | DRP Review Comments and Recommendations | Design Comments / Response |
|------------------------------|--|---|
| <p>10. Aesthetics</p> | <p>Comments:</p> <ul style="list-style-type: none"> • Consider early engagement of a public artist to assist with the design of the artwork for the car park screen; this large-scale element should be designed collaboratively with the artist and not in advance. • The specific design issues for the car park screen include its monotonous height and length along Joondalup Drive, the heavy industrial appearance, and the upper-level railing that may be visible through the screen. Suggested improvements are: <ul style="list-style-type: none"> - Adjust the upper-level screening to present a less vertically continuous façade to the street - As above, the artist should assist with finer details for the screen. • Consider the design of the ceiling soffit in the ground level carpark to improve the amenity for visitors and considering the front door is also in this space. <p>Recommendation 10:</p> <ul style="list-style-type: none"> • Consider early engagement of a public artist to assist with the design of the artwork for the car park screen. • Consider reducing the screen's monotonous height and length and evolving a more refined design. • Consider how the design of the ceiling soffit in the carpark could improve the amenity of the space for visitors. | <p>The City does not yet have an adopted policy regarding the provision of public art. Nonetheless the Applicant will explore opportunities to work with a local photographic artist on the design of the imagery for the screen.</p> <p>The plans have been amended to provide variation in the height of the car park screens. Voids have also been incorporated in the multideck car park design to introduce additional natural light into the lower car parking area and provide enhanced amenity.</p> |

As demonstrated in Table 4, the minutes from the second DRP demonstrate that the design is progressing to advance in a direction that was supported by the DRP. It is considered that the development application plans included at Appendix B, which have incorporated further changes since December 2023 (as also outlined in Table 4), address the key outstanding matters recommended by the DRP and can now be supported on the basis of their design response to the ten principles of *State Planning Policy 7.0 Design of the Built Environment* (SPP 7.0).

5. Proposed Development

5.1 Development Details

This application seeks approval for an extension to the existing Harvey Norman Bulky Goods showroom which will include:

- An additional 3,003.27m² of floorspace giving a total of 10,052.34m²;
- A screened multideck car parking structure providing 186 car spaces (43 at the lower level and 143 on the upper deck), 13 motorbike spaces and 24 bicycle spaces;
- One way access ramp to the upper-level parking deck on the western side of existing car park (adjacent to Joondalup Drive) and a one way exit ramp on the eastern side of the existing carpark (adjacent to Clarke Crescent).
- Relocating the eastern customer entrance/exit crossover to the south, to align with the new reduced footprint of the at grade car park;
- Associated landscaping;
- Upgrades to the existing building including the installation of PV panels.

The design has been prepared by Leffler Simes Architects and delivers an architectural design which complements the existing building whilst also reflecting the aspirations for the local area and reflecting Harvey's Norman's corporate branding and colours. Leffler Simes Architects have prepared a design package that sets out the design approach to the development. This is included at Appendix B.

Refer to Appendix B – Development Plans

5.2 Landscaping

A Landscaping Plan has been prepared by Site Image Landscape Architects and is included at Appendix C. Key features of the proposed landscaping include:

- 596m² of deep soil landscaping at the Joondalup Drive frontage of the site incorporating a tiered planting palette utilising native groundcover/grasses, shrubs and trees.
- Meandering concrete paths set within the landscaping within the frontage of the site which connects to the shared path in the Joondalup Drive frontage of the site. These concrete pathways will provide a path to the pedestrian entry of the store and will provide a path to a number of seating / rest opportunities that have been provided with bench seating provided both adjacent to the entrance as well as set within the landscaped setting under a shade tree.
- Rooftop planters containing native shrubs and groundcovers/grasses.
- Shaded bench seating in the central amenity area on the rooftop.

The proposed landscape design retains and builds upon the vegetated character of the existing road reserve in the frontage of the site which contains a number of semi mature native species that lend a shaded landscaped character to the frontage of the site. Recognising the need to contribute to the sense of place and community in the design response, the proposed landscape design provides opportunities for visitors to the site, staff working at the site and those passing by the site to stop and enjoy this existing shaded character which is to be significantly enhanced with the additional deep planting proposed.

Refer to Appendix C – Landscaping Plan

5.3 Access and Parking

The subject site is currently accessible via three (3) crossovers located at the south, east and northeast of the Site, all connected to Clarke Crescent. The south and northeast crossovers will undergo minor adjustments, while the eastern crossover is proposed to be relocated further south. Importantly, all crossovers shall maintain their existing capacity and functionality with the new car parking and access arrangements.

As the proposed development extends over part of the original at-grade car park, additional car parking in the form of a multi deck structure is proposed. The proposed car parking arrangements include 43 car parking spaces at grade and 143 on the new upper deck.

A Traffic Impact Statement (TIS) has been prepared by Level 5 Design in accordance with the WAPC Transport Assessment Guidelines (WAPC Guidelines) and has been included at Appendix D. Key aspects of the proposal documented in the TIS include:

- 186 car parking bays are provided for off-street parking.
- 6 accessible car parking bays are provided for people with disabilities with adjacent shared spaces in accordance with AS2890.
- 24 secure bicycle racks have been positioned throughout the subject site at convenient locations.
- 13 motorcycle/ scooter bays have been provided at central locations within the subject site.
- The proposed development is expected to generate approximately 43 additional vehicle trips in the PM peak hour, and 72 additional vehicle trips in the weekend peak hour.
- The traffic capacity analysis indicates that during the weekday evening and weekend peaks no intersections in the close surrounds of the development will be materially affected, and all will continue to operate at similar levels of service as at present.
- The two main entries to the subject site will continue to enjoy a high Level of Service (LOS A) with delays to all turning traffic of less 5 to 10 seconds in the busiest peak periods.
- No changes are required to either the capacity of the road network or the geometry due to the construction and operation of this development.
- There are 33 existing on-street parking bays surrounding the subject site that are currently heavily underutilised. These car parking bays will also be available to users of the subject site and can provide spare parking capacity.
- Truck parking is provided in an existing service dock on the eastern side of the building. This parking is incorporated in the loading and unloading area. All swept paths for trucks up to a 19 metre articulated truck have been checked and are appropriately accommodated.
- A range of pedestrian friendly elements including good pedestrian connections to the footpath network, generous entry and lobby spaces and wide parking aisles for the safe movement of pedestrians have been incorporated into the design of the development.
- The site has good access to public transport via the Joondalup Train Station, which is a 500 metre walk from the subject site. There are also existing bus stops on Grand Boulevard within proximity of the site.
- The proposed development includes an end of trip facility for the storage of bicycles as well as showers, lockers and other amenities.
- The sight distance from the subject site to Clarke Crescent was checked to ensure it is compliant.
- A Green Travel Plan has been prepared that provides guidance on 20 specific actions to encourage the use of more sustainable travel and to reduce the impact of the development on surrounding streets. Once implemented this will have the added advantage of reducing the traffic generated by the development, particularly in busy peak periods for the road network.
- Given the low-speed environment and the low number of trips generated, it is considered unlikely that the development will cause any material impact on the traffic safety of the surrounding road network.

Refer to Appendix D – Traffic Impact Statement

5.4 Waste Management

Waste collection arrangements have been assessed by Level 5 Design as part of the TIS which is included at Appendix D. The TIS concludes that:

- All waste collection will occur via the existing designated loading area located adjacent to Clarke Crescent on the eastern side of the building.
- Diagrams illustrating the swept paths of large service trucks moving through and turning around in the loading area and adjacent spaces are given in Appendix E of the TIS.
- Sufficient room has been provided for large service trucks to safely enter and exit to/from Clarke Crescent while remaining in forward gear.
- Waste pickups will be undertaken using a commercial waste collection service. Commercial waste pickup services utilise a range of differently sized collection trucks. However, given that an allowance has been made in the design for large articulated trucks to conveniently access the subject site (which are bigger than the biggest commercial waste collection vehicle used in Perth) it and therefore the manoeuvring room for waste collection vehicles will be sufficient to provide safe and convenient access.

5.5 Sustainability

Sustainability details have been assessed by Cundall's in their Sustainability Report, included as Attachment E. The Sustainability Report concludes that the following key sustainability initiatives have been included in the development:

- Intensification of economic activity on the site.
- The development includes the retention of most of the existing trees along Joondalup Drive, a landscape area which enhances the existing planted verge and provides areas for rest and contemplation by passing cyclists, pedestrians, staff or customers; and a clear, legible pedestrian entry to the site/building from Joondalup Drive.
- Provision of end of trip facilities, encouraging active transport for workers commuting to the site.
- The proposed extension will be all electric and fossil fuel free.
- All lighting will be LED, low energy lighting.
- All appliances installed will be energy and water efficient.
- All metering to be designed in line with NABERS requirements.
- The proposed development includes approximately 224 PV panels generating approximately 107MWh per year and have been shown on the roof plans.
- Shade structures are provided for the rooftop amenity areas.
- Provision is provided for two (2) future electric vehicle charging stations.

Overall, the report concludes that the proposed development is considered to meet all the sustainability objectives included in the City of Joondalup local planning requirements. Refer to Appendix E – Sustainability Report.

5.6 Tree Retention and Removal

The existing trees located within the at grade car park, which are within the boundaries of the subject site are to be removed to make way for the proposed development. These have been assessed by an arborist as having questionable canopy structure and identified as being unstable in the ground with major root/infrastructure conflict. Hence their limited and poor growth.

An Iron Bark located in the south eastern corner of the site is proposed to be removed. This has been assessed as having a slightly sparse canopy and with root/infrastructure conflict with the adjoining car park.

Of the mature trees in the City's verge in front of the site, all are to be retained and protected other than a smaller, semi mature, Iron Bark which has been assessed as having major canopy suppression, major deadwood and major root/infrastructure conflict and is not transplantable.

The proposed landscape concept plan includes new tree planting to the south western frontage of the site that more than offsets the loss of these trees that are in a compromised state.

Refer to Appendix E – Arboricultural Assessment

6. Planning Framework and Assessment

6.1 State Planning Framework

6.1.1 Perth and Peel @3.5 Million

The Perth and Peel @ 3.5 Million framework is an overarching suite of documents, which builds on the vision established under Directions 2031. It aims to achieve a more consolidated urban form to meet long-term housing needs and strengthen key activity centres and employment nodes as the Perth and Peel population grows to 3.5 million.

The subject site is located within the 'North West Sub-Region' which is identified as having the following priorities which are relevant to the proposed development:

- Achieve a more consolidated urban form; and
- Strengthen key activity centres and employment nodes to meet the future needs of industry, commerce and the community.

The proposed development directly responds to these priorities as it is:

- consolidating an existing bulky goods retail land use within an activity centre, which is an attractor for the Joondalup Strategic Activity Centre, servicing a wide catchment area;
- is consolidating and expanding the employment opportunities available from the site in close proximity to public transport;
- enhances the retail offering from the site, enhancing it as a retail attractor to the activity centre; and
- results in flow on economic benefits for the Joondalup Strategic Activity Centre.

6.1.2 Metropolitan Region Scheme

Under the provisions of the Metropolitan Regional Scheme (MRS) the Site is zoned 'Central City Area'. The 'Central City Area' zone is intended to support the development of strategic regional centres for major retail, commercial and office facilities as well as employment, civic, business and residential uses. As such the proposed development is consistent with the purpose and intent of the Central City Area zoning under the MRS, being major retail.

Refer to Figure 5 – Metropolitan Region Scheme Zoning

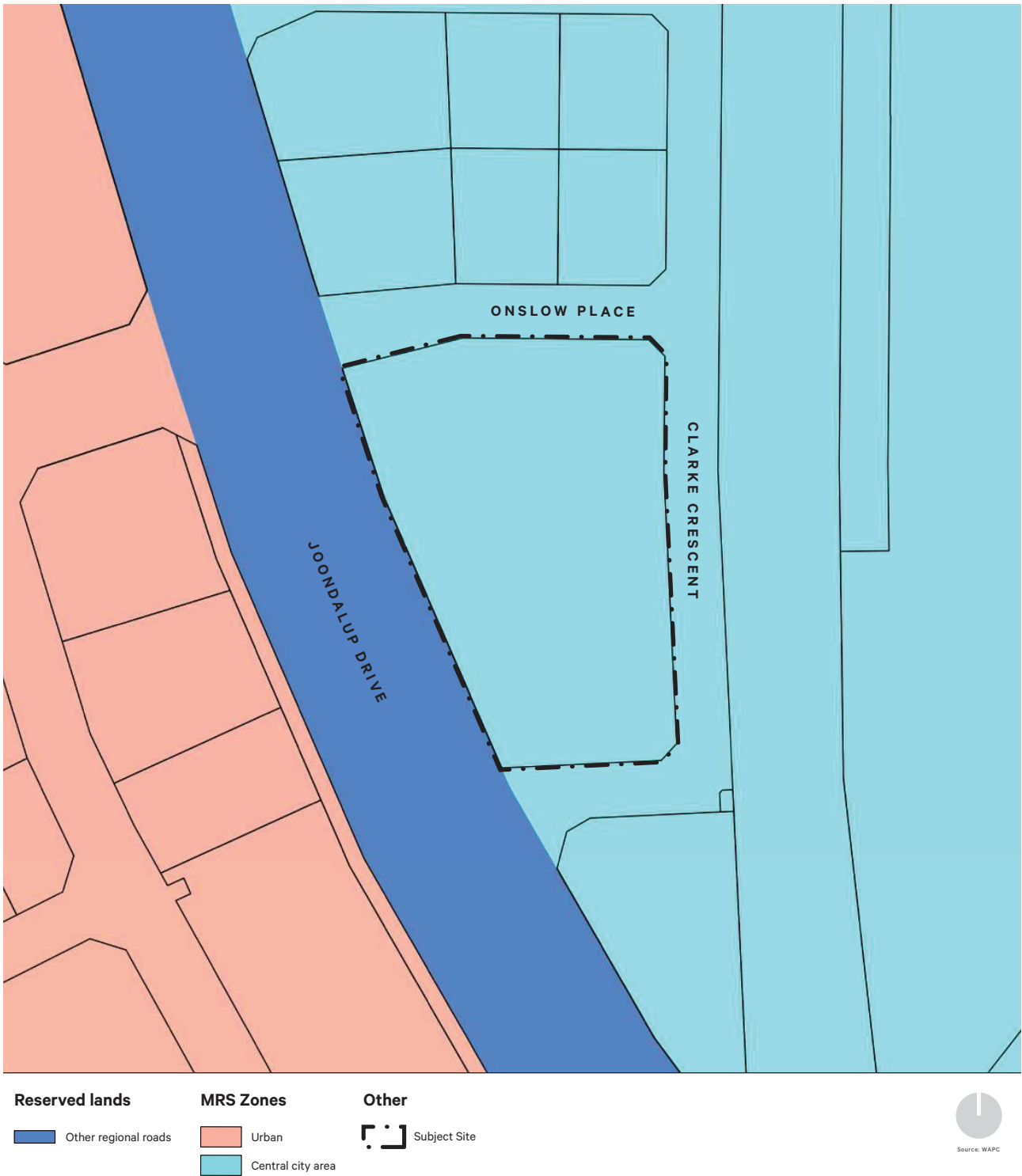


Figure 6. Metropolitan Region Scheme Zoning

6.1.3 Planning and Development (Local Planning Schemes) Regulations 2015

Clause 67 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations)* specifies the other matters that may be taken into consideration by the local government when assessing/determining a development application. The following relevant provisions to this development are listed and discussed below.

(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;

This is discussed later within this section of the report.

(b) the requirements of orderly and proper planning including any proposed local planning scheme or amendment to this Scheme that has been advertised under the Planning and Development (Local Planning Schemes) Regulations 2015 or any other proposed planning instrument that the local government is seriously considering adopting or approving;

The requirements of orderly and proper planning are discussed later in this report.

(c) any approved State planning policy;

Refer to the assessment against the applicable State planning policies within this section of the report.

(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);

There are no relevant environmental protection policies.

(e) any policy of the Commission;

There are no relevant policies of the Commission.

(f) any policy of the State;

There are no relevant policies of the State.

(fa) any local planning strategy for this Scheme endorsed by the Commission;

Relevant considerations under the local planning strategy are included at Section 6.2.1.

(g) any local planning policy for the Scheme area;

Refer to the local planning framework discussion below.

(h) any structure plan or local development plan that relates to the development;

Refer to the local planning framework discussion below and the planning assessment section of this report.

(j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;

Refer to the assessment of the proposal having regard to the MRS at Section 6.1.2.

(m) the compatibility of the development with its setting including the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;

Please refer to the site details section of this report and the commentary in Section 4.2 regarding the design response of the site to context and character. The proposal seeks to expand the existing use of the site in a manner that is compatible with the existing character of the site and in a manner that responds to the existing and desired future character of the Joondalup Strategic Activity Centre.

(n) the amenity of the locality including the following —

(i) environmental impacts of the development;

(ii) the character of the locality;

(iii) social impacts of the development;

The subject site is located in an activity centre and the proposed development is consistent with the character of the locality. All relevant environmental impacts have been assessed. There will not be any social impacts arising from the proposal.

(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;

Please refer to the discussion on landscaping and tree retention at sections 5.2 and 5.6.

(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;

The site is currently developed and is not subject to flooding, tidal inundation, subsidence, landslip soil erosion or other risk. The subject site is also not identified as being bushfire prone land.

(r) the suitability of the land for the development taking into account the possible risk to human health or safety;

The proposed development does not result in emissions that give rise to impacts on human health or safety.

(s) the adequacy of —

(i) the proposed means of access to and egress from the site; and

(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;

The proposed access and egress of vehicles associated with the development has been addressed in the TIS, prepared in accordance with industry best practice. As demonstrated in the TIS the development provides appropriate access and parking requirements to meet the demands of the development. Whilst a minor shortfall in parking is proposed, based on parking surveys, the provision of car parking is considered to represent an over-supply of carparking. There is also existing underutilised on street parking in the immediate vicinity of the site.

(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;

As demonstrated within the TIS, the development proposes additional traffic which can be readily accommodated within the existing road network.

(u) the availability and adequacy for the development of the following —

(i) public transport services;

(ii) public utility services;

(iii) storage, management and collection of waste;

(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);

(v) access by older people and people with disability;

The subject site is well serviced by public transport as outlined in the TIS. The proposed development is designed to meet accessibility requirements.

The site already has access to all relevant public utility services.

Waste is already well managed on site and will continue to be so. The waste collection facilities are appropriate and adequate.

End of trip facilities are proposed for use by staff.

The proposal provides for good pedestrian and cyclist access and facilities.

A universal access parking bay and universal access will be provided.

(w) the history of the site where the development is to be located; and

The proposed development is located within an existing developed area with similar bulky goods retail uses surrounding the site. The subject site has always been used by Harvey Norman as a bulky good showroom and will continue to be so. Refer to Section 4.1, Approval History.

(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals.

The proposed development of the site represents investment in the local economy and continued employment opportunities from the site.

(y) any submissions received on the application;

No comment has been sought or received at the time of lodgement of the application.

(za) the comments or submissions received from any authority consulted under clause 66;

No comment has been sought or received at the time of lodgement of the application.

(zb) any other planning consideration the local government considers appropriate.

The proposed development ensures that Harvey Norman can continue to support employment and economic investment and growth in the Joondalup Strategic Activity Centre through the ongoing use of the site. The existing retail showroom is in need of renovation and expansion to continue to meet Harvey Norman's needs and to continue to serve the significant retail catchment of this store.

6.1.4 State Planning Policy 7.0 Design of The Built Environment

State Planning Policy No. 7.0 – Design of the Built Environment (SPP 7.0) is a State Government initiative aimed at ensuring good design and is a key consideration of all development in Western Australia. SPP 7.0 is to be taken into due regard by the determining authority when assessing development applications.

The policy includes the '10 Design Principles of Good Design' which developments are assessed against – ideally utilising a design review panel to ensure holistic assessment from a range of relevant design disciplines. As set out at Section 4.2 of this report, Leffler Simes Architects presented this development to two (2) separate DRP meetings, addressing the 10 Design Principles of Good Design. The design has evolved materially in response to the DRP process. A summary of the outcomes of this DRP process, including the DRP's appraisal of the development against the 10 Design Principles assessment and a summary of the further design changes that have been made since the second DRP meeting is included at Section 4.2 of this report.

6.1.5 State Planning Policy 4.2 Activity Centres for Perth and Peel

State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2) specifies broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel.

An 'activity centre' is defined under clause 2, which states:

Activity centres are mixed use urban areas where there is a concentration of commercial, residential and other land uses. They are multi-functional community focal points where people live, work, shop, meet and relax. They vary in size and function and are generally well-serviced by transport networks with a focus on public transport and active transport. Activity centres may include land uses such as commercial, retail, food and hospitality, medium and high-density housing, entertainment, tourism, civic/ community, higher education, and medical services.

The subject site is within the Joondalup activity centre, which is identified as a strategic centre under SPP4.2. The role and function of a 'Strategic Centre' is defined in Appendix 1 of SPP4.2, which states:

Strategic centres are the main regional and sub-regional activity centres. They are multi-purpose centres that provide a diversity of uses and are the main focus for housing and employment growth outside the Capital City. These centres provide the full range of economic and community services necessary for the communities in their catchments and wider region.

The proposed intensification of the ongoing bulky goods showroom in this location would be generally in accordance with SPP 4.2.

SPP 4.2 promotes bulky goods showrooms as part of activity centres, albeit preferable in the frame, adjacent to the activity centre core. In the case of the subject site, whilst it is located within the core of the activity centre (i.e. within the walkable catchment of the train station) it also satisfies the key requirements for bulky good showroom sites, having good vehicular access and a large site area. This is consistent with the principles set out in SPP 4.2. The subject site is also located in an area in which there is currently a conglomeration of other bulky goods retail users, creating a precinct despite being in the walkable catchment of the train station and thus core of the activity centre.

Importantly, examining the available landholdings in the Joondalup Activity Centre Plan in the precincts where bulky goods retail uses are specifically encouraged, there are no available, undeveloped, land parcels for a development of the scale proposed on the subject site. The subject site offers the only feasible option for Harvey Norman within the Joondalup Strategic Activity Centre.

Having regard to the relevant considerations under SPP 4.2 it is considered that the proposed development is consistent with the objectives of the Policy in that it will enable the continued location of a Harvey Norman showroom within an activity centre, offering employment and retail choice whilst being designed to focus an active edge towards Joondalup Drive and the public realm.

6.2 Local Planning Framework

6.2.1 City of Joondalup Local Planning Strategy 2017

The City of Joondalup Local Planning Strategy (the Strategy) sets out the vision and strategic planning direction for the City for the next 10-15 years. The proposal complies with the relevant objectives of the Strategy:

| Objective | Applicant Response |
|--|--|
| To develop and consolidate the City Centre as the Strategic Metropolitan Centre for the North-West sub region and aspire to achieve Primary Centre status. | The proposed development contributes to the consolidation of Joondalup as the Strategic Metropolitan Centre for the North-West sub-region, providing a larger store format to cater for the growing community in Perth's northern corridor. |
| To provide additional and more diverse housing to cater for an ageing population and changing household structures. | Not applicable. |
| To develop attractive, successful commercial centres that are accessible and well-connected to residents. | The proposed addition is well designed and makes use of high quality materials and the iconic Harvey Norman styling. The development contributes to an accessible and well-connected commercial centre. |
| To achieve greater employment self-sufficiency. | The proposed development will provide more opportunities for employment for local residents. |
| To ensure existing transport routes are used to their full capability by locating intensive land uses with significant trip generating potential in close proximity to those routes, and adjacent to railway stations. | The proposed extension to the development is considered likely to attract residents from the northern corridor seeking options to furnish their homes. The development is ideally located on Joondalup Drive and in proximity to Joondalup train station, providing easy access to the site. |
| To enhance cycling and pedestrian networks. | Not applicable. |
| To protect and enhance the natural and built environment within the City. | The development has been designed to ensure trees on the western side of the site are retained, protecting the mature trees within the busy city centre. The proposed development itself is a high quality commercial proposal, contributing to the built environment of the area. |
| To ensure public open space is easily accessible and provides protection for vegetation and biodiversity, amenity and quality recreational opportunities. | The development proposes contributions to amenity through the provision of areas of public open space within the development, complete with furniture and landscaping. |
| To protect and promote buildings, objects and places of heritage significance. | Not applicable. |

6.2.2 City of Joondalup Local Planning Scheme No. 3

The City of Joondalup Local Planning Scheme No.3 (LPS 3) is the primary document guiding land use and development within the locality. The subject site is zoned 'Centre' under LPS 3. The objectives of this zone are:

- To designate land for future development as an activity centre.
- To provide a basis for future detailed planning in accordance with the structure planning provisions of this Scheme or the Activity Centres State Planning Policy.

LPS 3 provides a separate zoning table for land uses within the Joondalup Activity Centre at Table 3b. Table 3b identifies bulky goods showrooms use as an 'X' use in the City Centre Zone, which means the use is not permitted on the subject site. Notwithstanding, the land use received lawful development approval and it is only as a result of the introduction of Table 3b into LPS 3 associated with the Joondalup Activity Centre Plan that the land use has become an 'X' use. Accordingly, the land use is considered to be a non-conforming land use and the provisions of cl. 23 of LPS 3 are relevant.

Cl. 23 of LPS 3 allows the granting of a development approval for alterations and extensions to an existing non-conforming use, however the development application must be advertised in accordance with cl. 64 of the deemed provisions.

Whilst LPS 3 has rendered the existing lawful use to be non-conforming, it is submitted that this is not consistent with the provisions of SPP 4.2, which support bulky goods showroom uses in activity centres. SPP 4.2 is the more contemporary planning document.



Figure 7. Local Planning Scheme No. 3 Zoning

6.2.3 Joondalup Activity Centre Plan

The Joondalup Activity Centre Plan (JACP), gazetted on 23 October 2018, is a strategic planning document prepared by the City to provide guidance on the development of the city centre over a 10-year period.

The JACP supports the City's aspirations for the Joondalup City Centre to be recognised as the Central Business District of the north-west corridor of the Perth metropolitan region and envisages an increased urban intensity as part of the City's next era of development.

The subject site is located within the 'City Centre Precinct' under the JACP, in which the highest intensity of mixed-use development is intended to be accommodated, with a key focus on employment intensive land uses. The expansion of the existing retail offering at Harvey Norman responds positively to this stated intent, by expanding the range of goods and employment opportunities available to the local community.

Planning and/or development in the JAC is to have due regard for the objectives of the JACP. This has been considered in Table 5 below.

Table 5. JACP Objectives

| Standards | Applicant Response | Consistency |
|--|--|-------------|
| <p>1.2.1.1 – General</p> <p><i>Aspire to elevate Joondalup Activity Centre to a primary centre, recognised by the WAPC.</i></p> <p><i>Promote employment self-sufficiency, self-containment and inter-regional access.</i></p> <p><i>Provide a simple, transparent and flexible planning framework that enables development to respond to investment opportunities.</i></p> | <p>All land uses with good distribution are encouraged in primary (Capital City) Activity Centres under SPP 4.2. The proposed development will contribute to an attractive and liveable city environment in the Joondalup strategic activity centre consistent with the aspirations for it to be elevated to a primary centre. The proposed assists in achieving employment self-sufficiency and self-containment.</p> <p>Notably, the prohibition of bulky goods showroom uses in the city centre the planning system isn't flexible to respond to investment opportunities. Nonetheless as a lawfully approved existing use the City has discretion to continue to support this land use and the continued investment in the site under the provisions of LPS 3.</p> | Y |
| <p>1.2.1.2 - Activity</p> <p><i>Establish significant knowledge intensive industry and employment, complemented by education.</i></p> <p><i>Facilitate land assembly and redevelopment that will further intensify development and activity in the city centre.</i></p> <p><i>Achieve a diverse mix of compatible uses that generate activity at all times of the day and night.</i></p> <p><i>Establish street based retail activity outside of Lakeside Shopping Centre within the city centre.</i></p> <p><i>Encourage increased activation of city streets and Central Walk.</i></p> <p><i>Facilitate high density residential development in the city centre and a diversity of housing to provide choice for residents.</i></p> <p><i>Encourage land uses that generate high concentrations of workers, residents and visitors to improve local employment self-sufficiency and self-containment.</i></p> <p><i>Focus travel, employment and user intensive activity around public transport stations and along movement corridors.</i></p> | <p>The proposed development seeks to consolidate an existing lawful land use on the subject site. It does not preclude further intensification of land uses on the subject site in the longer term future.</p> <p>The proposed land use complements the traditional retail uses that are located in the Lakeside Joondalup retail centre and the strip shopping that is located in the civic heart of the activity centre. The proposal diversifies the nature of land uses in the Joondalup strategic activity centre and ensures that the centre continues to serve its retail catchment with a full range of goods and services.</p> <p>The proposed interface to Joondalup Drive will encourage increased activation to this frontage.</p> | Y |

| Standards | Applicant Response | Consistency |
|---|---|-------------|
| <p>1.2.1.3 – Movement</p> <p><i>Integrate and prioritise transport modes including local area transit to efficiently connect people with attractions, and destinations in the city centre and region.</i></p> <p><i>Provide safe, functional and attractive interchange facilities and waiting areas for public transport patrons.</i></p> <p><i>Provide safe and attractive streets and public places to enhance the pedestrian experience throughout JAC.</i></p> <p><i>Strengthen east-west movement across the city with pedestrian/cycle connections between Mitchell Freeway, Joondalup West, the CCP and Lake Joondalup.</i></p> <p><i>Reduce transport conflict by providing dedicated cycle lanes, footpaths separated from vehicles and minimal vehicle crossovers in the city centre.</i></p> <p><i>Provide car parking commensurate with the road network capacity.</i></p> <p><i>Promote short-term, public on-street car parking in highly accessible areas.</i></p> <p><i>Consolidate car parking, encourage reciprocal public use and consolidate access to reduce the dominance of cars in the urban landscape.</i></p> <p><i>Provide adequate bicycle parking and end of trip facilities to promote cycling trips within JAC.</i></p> | <p>The proposed development is providing car parking on site that is commensurate with the land use and the requirements of the JACP.</p> <p>The proposed development also includes a significant number of bicycle parking spaces and end of trip facilities to encourage walking and cycling by both employees and customers. It is also located in the walkable catchment of the train station.</p> <p>The proposed landscaping and seating to the Joondalup Drive frontage of the site will enhance the pedestrian and cyclist experience on Joondalup Drive.</p> | <p>Y</p> |
| <p>1.2.1.4 - Urban Form (Character)</p> <p><i>Create an identifiable and unique civic heart that is enlivened and activated through a series of connected city squares, each with a unique character and function.</i></p> <p><i>Create an attractive city centre that sets Joondalup apart through the use of high-quality design, materials, street furniture, public art, landscape and the retention of vegetation where appropriate.</i></p> <p><i>Promote buildings with scale and character that reflects JAC's status as the primary centre of the north-west sub-region.</i></p> <p><i>Encourage development at gateways to the city to enhance arrival and contribute to the city's character and identity.</i></p> <p><i>Encourage increased development intensity, building scale and design quality along transport corridors to appropriately frame the city centre.</i></p> <p><i>Encourage buildings and development that are able to adapt to changing economic, technological, environmental and social conditions.</i></p> <p><i>Encourage buildings that have a well- considered relationship to the street, enabling the city to become more intense and active while retaining a human scale.</i></p> <p><i>Enhance the natural environment and emphasise the existing 'bush' identity and landscape quality throughout the JAC.</i></p> | <p>The proposed development will:</p> <ul style="list-style-type: none"> • Deliver high quality design and materials to provide an attractive site. • Employ a distinctive and interesting façade solution to the car parking area to contribute to an attractive streetscape and local character. • Retains all significant vegetation within the verge in front of the site. • Contributes to additional bush character with a landscape solution that extends native planting across the verge to meet with the existing landscaping in the frontage of the site and delivers additional trees within the front setback area. • The 4.5 metre floor to ceiling heights in both the new showroom extension and the car park delivers floorplates that have the potential to adapt over time. • The western façade and front entrance to Joondalup Drive has considered its relationship to the street to provide a clear and legible entry. Passive surveillance opportunities are facilitated towards Joondalup Drive. | <p>Y</p> |

| Standards | Applicant Response | Consistency |
|---|---|-------------|
| <p>1.2.1.5 Resource Conservation</p> <p><i>Adopt an environmentally sustainable approach to development within the JAC.</i></p> <p><i>Create a green open space and landscaped street network to lessen the heat island effect of city development.</i></p> <p><i>Encourage conservation of resources, including reduced waste and energy and water use.</i></p> <p><i>Encourage solar access, natural cross ventilation and renewable energy use in buildings.</i></p> <p><i>Maximise solar access and good microclimate conditions in public open spaces and city squares.</i></p> <p><i>Optimise water quality management outcomes.</i></p> | <p>Facilitating the expansion of the existing use and building on the site represents the efficient use of existing built resources on the subject site.</p> <p>Deep soil planting, landscaping and shading to parts of the roof top parking area will contribute to lessening the heat island effect of the development.</p> <p>A solar array to the roof along with the use of energy and water efficient fittings throughout the development will encourage the conservation of resources.</p> | Y |

The JACP includes both general development standards and precinct specific development standards. Table 6 below sets out the general development standards of the JACP and Table 7 sets out the specific development standards in relation to the City Centre precinct.

Table 6. JACP General Development Standards

| Standards | Applicant Response | Compliance |
|---|--|------------|
| <p>1.4.1 – Land Use</p> <p><i>Land use shall be in accordance with the City of Joondalup's Local Planning Scheme No. 3.</i></p> | <p>Table 3b of LPS 3 identifies bulky goods showrooms use as an 'X' use in the City Centre Zone, which means the use is not permitted on the subject site. Notwithstanding, the land use received lawful development approval and is now a non-conforming land use.</p> <p>The prohibition of bulky goods showrooms in the City Centre Zone is not considered to reflect contemporary planning practice, with SPP 4.2 supporting the provision of bulky goods showrooms in appropriate locations in activity centre.</p> <p>Whilst the subject site is located in the core of the activity centre, within a walkable catchment of the train station it is also well located proximate to the regional road network and provides for good safe vehicular accessibility that does not negatively impact on the function of the activity centre. It also supports employment and economic growth in the activity centre.</p> <p>Cl. 23 of LPS 3 specifically enables the granting of a development approval for alterations and extensions to an existing non-conforming use. It is submitted that the ongoing use of the site for a bulky goods showroom is appropriate and should be supported.</p> | N |
| <p>1.4.2 – Residential Density</p> <p><i>Residential density shall be in accordance with Figure 3 - Residential Density Code Plan.</i></p> | Not applicable – no residential use is proposed. | N/A |

| Standards | Applicant Response | Compliance |
|--|---|------------|
| <p>1.4.3 - Subdivision Requirements</p> <p><i>Subdivision within the JAC will not be supported unless the following criteria are met to the satisfaction of the City:</i></p> <p><i>The resultant lot/s are 2,000m² or larger; or</i></p> <p><i>It is adequately demonstrated that the resultant lots are of a size which will accommodate development with a form and scale that reflects the relevant development provisions and objectives of the JACP, which may include the preparation and approval of a Local Development Plan; or</i></p> <p><i>The subdivision relates to development which has been approved and the construction of which is substantially commenced; or</i></p> <p><i>The subdivision facilitates the creation of road reserves and/or superlots generally consistent with the relevant precinct plan/s (Figures 6 to 12).</i></p> <p><i>In all instances, it must be demonstrated that any subdivision proposal has regard to the highest applicable residential density coding under the JACP.</i></p> | <p>Not applicable – no subdivision is proposed.</p> | <p>N/A</p> |
| <p>1.4.4 Building Heights</p> <p><i>Buildings shall comply with the minimum building height required under Figure 4 - Building Heights Plan, however, parts of a building (including the podium) may be developed at a lesser height provided that the proposed development:</i></p> <p><i>Includes a tower structure which exceeds the minimum building height required under Figure 4 by at least the equivalent dimension to the reduction sought to those portions of the building below the minimum height; and is considered to meet the relevant objectives under the JACP; and is consistent with the existing/desired streetscape; or</i></p> <p><i>Represents extensions/alterations to an existing approved building; and is considered to meet the relevant objectives under the JACP; and is consistent with the existing/desired streetscape to the satisfaction of the determining authority.</i></p> | <p>The proposed development represents extensions and alterations to an existing approved building and therefore the requirement to meet the minimum building height is not relevant to the development. The proposal is considered to meet the relevant objectives under the JACP as outlined above.</p> | <p>Y</p> |

| Standards | Applicant Response | Compliance |
|--|---|------------|
| <p>1.4.5 Street Interface</p> <p><i>Street frontages shall be in accordance with the relevant Precinct Plans.</i></p> <p><i>Where an active or semi-active frontage is not required, the following edge types must be provided:</i></p> <p><i>Passive frontage shall be provided where office and residential land uses are provided on the ground floor. These edges shall ensure that buildings and their entrances are articulated toward the street providing a strong urban character; and</i></p> <p><i>Attractive frontage shall be provided to improve the visual appearance of non-active frontages such as blank walls, service edges and car parks. They can provide visual interest and appeal through high-quality materials, artwork, screens or landscape.</i></p> <p><i>Multi-storey parking decks with street elevations shall be treated aesthetically with applications such as screening, artwork and green walls to reduce their visual impact.</i></p> | <p>The subject site is identified for semi-active frontages to all street frontages. The provisions for these are set out in Table 7 below.</p> <p>The proposed multi deck car park is proposed with screening incorporating a photographic image of Lake Joondalup (with final imagery still to be confirmed). The articulation of the screening has been revised in response to feedback from the City's DRP to provide a visually interesting façade which will positively contribute to the street frontages of the site. The screen is more open to the Clarke Crescent frontage of the site representing the primacy of the Joondalup Drive frontage and the need to achieve natural ventilation for the car park. It is nonetheless designed to provide a positive visual impact on the surrounds.</p> | <p>Y</p> |
| <p>1.4.6 Cash In Lieu of Car Parking</p> <p><i>Where it is considered by the City that there is a reasonable expectation in the immediate future that there will be adequate provision of public car parking in the proximity of the proposed development; and</i></p> <p><i>Where an applicant proposes a development which is required to provide car parking bays, that person may, if so agreed by the City, make a cash payment to the City in lieu of the provision of all or any of the required number of car parking bays in accordance with the relevant clauses under LPS3.</i></p> | <p>N/A – The provision of car parking spaces exceeds the JACP requirement of 1 car parking space for every 75m² NLA.</p> | <p>Y</p> |
| <p>1.4.7 Bicycle Parking and End of Trip Facilities</p> <p><i>Bulky Goods Showrooms are to provide employee bicycle parking at a rate of 1 space per 750m² of NLA and visitor bicycle parking at a rate of 1 space per 1,000m² NLA.</i></p> <p><i>Non-Residential Development:</i></p> <p><i>All developments that are required to provide 6 or more employee bicycle parking bays in accordance with Table 2 above must also provide end of trip facilities with the following criteria:</i></p> <p><i>A minimum of one female and one male shower, located in separate change rooms or a minimum of two separate unisex showers and change rooms;</i></p> <p><i>Additional shower facilities to be provided at a rate of one shower for every 10 additional bicycle parking bays;</i></p> <p><i>A locker for every bicycle parking bay provided; and</i></p> <p><i>End-of-trip facilities are to be located as close as possible to the bicycle parking facilities.</i></p> | <p>3,003m² of additional NLA is proposed, this equates to a requirement for 5 employee bicycle spaces and 4 visitor spaces.</p> <p>24 secure bicycle racks have been positioned throughout the subject site at convenient locations significantly exceeding the quantum needed considering only the proposed extension is subject to these requirements.</p> <p>End of trip facilities are proposed. These include two separate showers and change rooms and lockers.</p> | <p>Y</p> |

| Standards | Applicant Response | Compliance |
|--|---|------------|
| <p>1.4.8 Screening of Equipment</p> <p><i>Air conditioner condensers and any other external building plant, lift overruns, piping, ducting, water tanks, transformers, and fire booster cabinets shall be located so as to minimise any visual and noise impact on adjacent developments and public spaces and shall be screened from view of the street.</i></p> | <p>New mechanical plant enclosures on the upper deck of the car park roof are noted as being within fully screened enclosures.</p> <p>No new service areas are located fronting the street.</p> | <p>Y</p> |
| <p>1.4.9 Service Areas</p> <p><i>A storage area for refuse and recyclable material must be provided on the land and the area must not be visible from any street; and</i></p> <p><i>Facilities must be provided on the land for the loading and unloading of service and delivery vehicles.</i></p> | <p>The proposed development relies on the existing storage areas for refuse and recyclable materials. These are out of site, behind a fence and are located within the loading area from Clarke Crescent.</p> | <p>Y</p> |
| <p>1.4.10 Adaptable Buildings</p> <p><i>All buildings shall be adaptable to future uses. They should have:</i></p> <p><i>Minimum floor to floor height of 4.5 metres at ground floor; and</i></p> <p><i>Structure and core configurations, vertical circulation and services provision to enable futureproofing and adaptation of floor/tenancy spaces.</i></p> | <p>Both the proposed new showroom extension as well as the multideck car park have been designed with floor to floor heights of 4.5 metres to facilitate future adaptation if required.</p> | <p>Y</p> |
| <p>1.4.11 Variation from the R-Codes</p> | <p>Not applicable – no residential use is proposed.</p> | <p>N/A</p> |
| <p>1.4.12 Bushfire Management</p> | <p>Not applicable – the site is not identified as being in a Bushfire Prone Area.</p> | <p>N/A</p> |

Table 7. JACP Precinct Specific Development Standards – City Centre

| Standards | Applicant Response | Compliance |
|--|---|------------|
| <p>15.1.1 City Centre Objectives</p> <p>a) Encourage the highest intensity of mixed use development and the greatest concentration of employment intensive land uses.</p> <p>b) Support mixed-use development along Joondalup Drive and Grand Boulevard to form intense inner-city development corridors.</p> <p>c) Establish the Joondalup Drive/Grand Boulevard and Shenton Avenue/Grand Boulevard intersections as the primary gateways into the city centre.</p> <p>d) Improve connectivity from Joondalup Train / Bus Stations to surrounding precincts.</p> <p>e) Establish a local mobility hub at the Collier Pass city square to improve connectivity between Joondalup Train Station and other precincts within the JAC.</p> <p>f) Establish a series of interconnected, functional and unique squares that form part of an integrated pedestrian network.</p> <p>g) Provide car parking in negotiation with Lakeside Shopping Centre as the major trip generator in the City Centre.</p> <p>h) Reinforce Central Walk (north-south) and Boas Avenue (east-west) as the primary pedestrian spines by activating buildings at ground floor uses.</p> <p>i) Encourage the amalgamation of smaller lots into larger parcels to optimise redevelopment potential.</p> | <p>The proposed development responds to the objectives for the city centre in the following ways:</p> <ul style="list-style-type: none"> - Consolidating an existing, important employer within the city centre. - Defining a strong architectural response to the south western corner of the site, which contributes to the gateway/sense of arrival into the city centre from the south. - Improving the amenity of the Joondalup Drive frontage of the site to help make this more attractive for walking and cycling. | <p>Y</p> |
| <p>CC1 – Building Height</p> <p>No maximum</p> <p>Min – 20.5 metres</p> | <p>As set out in relation to building heights at Table 6 above, the proposed development represents extensions and alterations to an existing approved building. Given that the proposed development meets the relevant objectives under the JACP and is consistent with the existing/ desired streetscape the minimum height provisions are not applicable to the development.</p> | <p>N/A</p> |

| Standards | Applicant Response | Compliance |
|--|--|--|
| <p>CC2 – Building Setbacks</p> <p><u>Street Frontage:</u></p> <ul style="list-style-type: none"> A nil setback is required at ground level to 75% of the building frontage (maximum setback 3m), <p><u>Minimum Side and Rear Setbacks:</u></p> <ul style="list-style-type: none"> No openings or balconies - Nil With openings and balconies - 4m <p><u>Tower Structure:</u></p> <ul style="list-style-type: none"> Tower structures shall be stepped back a minimum of 6m from the street frontage, side and rear lot boundaries. | <ul style="list-style-type: none"> The design of the building and its landscape features are intended to reflect those of the surrounding community. The proposed extension to the existing store is proposed to be set back 8.675 metres from the front boundary, enabling the development to: <ul style="list-style-type: none"> retain the existing trees in the Joondalup Drive verge in front of the site; provide a landscape area which enhances the existing Joondalup Drive planted verge and provides areas for rest and contemplation by passing cyclists, pedestrians, staff, or customers; maintain and provide the opportunity to enhance the existing streetscape; and provide a clear, legible pedestrian entry to the site/building from Joondalup Drive. <p>The existing alignment of the store to the northern part of the site is set back 3 metres from the front boundary.</p> <p>Notably a nil setback was not supported by the DRP on the basis that it would result in the loss of significant trees in the public realm.</p> <p>A nil setback is proposed to parts of the southern and eastern site boundaries.</p> <p>No tower is proposed.</p> | <p>N (alternative outcomes proposed)</p> |
| <p>CC3 – Street Interface</p> <p>Semi-Active Frontages (as designated in Figure 6):</p> <ul style="list-style-type: none"> Continuous pedestrian shelter of 2.5m minimum width and a minimum 3m and maximum 4m height clearance above the footpath shall be provided to a minimum of 50% of street frontage. Primary building entrances shall be visible from the public realm and provide pedestrian shelter and be accessed directly from the primary frontage; Glazing shall be provided, be visible from the public realm and at ground floor to a minimum of 50% of the area of any street frontage; There shall be no fencing to any public road or public space; and There shall be no on-site parking adjacent to any public road. | <p>Continuous pedestrian shelter is provided to the building on the western and northern elevations. This shelter constitutes the minimum required street frontage and guides pedestrians naturally to the centre's entrances; Primary building entrances are visible from the public realm, clearly delineated by the colour differentiation (red used to highlight pedestrian entrances) and the provision of pedestrian shelter at these entrances;</p> <p>Glazing is provided as the treatment for the majority of the ground floor frontage, in excess of minimum requirements; No fencing is proposed to public roads or public spaces;</p> <p>Parking is separated from the public road by substantial portions of landscaped area.</p> | <p>Y</p> |
| <p>CC4 – Floor Levels</p> <p>The ground floor level of a development should not be more than 1m above the existing pedestrian pavement level.</p> | <p>The ground level of the development is 550mm above the level of the existing footpath in the verge.</p> | <p>Y</p> |
| <p>CC5 – Adaptable Buildings</p> <p>All buildings should be adaptable to future uses. They should have:</p> <ul style="list-style-type: none"> Minimum floor to floor height of 4.5 metres at ground floor; and Structure and core configurations, vertical circulation and service provision to enable future subdivision/amalgamation of tenancy spaces and enable future uses (e.g. grease traps, metering provisions). | <p>The proposed development incorporates adaptable floor to floor heights (4.5m floor to ceiling) and a structural grid for the multi-deck car park which future proofs the structure for future adaptability.</p> | <p>Y</p> |

| Standards | Applicant Response | Compliance |
|---|--|------------|
| CC6 – Open Space & Landscape Non-Residential Development: <ul style="list-style-type: none"> Where a building is set back from the street, the front setback area is to be landscaped. | The proposed development incorporates a landscaped front setback to Joondalup Drive which extends into the public verge to enhance and complement the existing Joondalup Drive planted verge, to enhance the amenity of the site and to provide an area for rest and contemplation by passing cyclists, pedestrians, staff, or customers. | Y |
| CC7 Car Parking & Access Non-Residential Development: <ul style="list-style-type: none"> 1 bay per 75m² NLA. Motorcycle/Scooter Parking: <ul style="list-style-type: none"> 10% of required car bays shall each be replaced by 2 motorcycle/scooter bays. The car bay requirement shall be reduced accordingly. At-Grade Parking: <ul style="list-style-type: none"> Private off-street at-grade parking is discouraged and shall be located behind buildings. Uncovered car parking at ground level shall be provided with minimum one shade tree per 4 bays. | The proposed development provides car parking in excess of the required minimum rate of 1 bay per 75m ² NLA. Motorcycle parking is provided at the specified rate of 10% of the proposed additional parking bays (134 parking bays and 13 motorbike bays proposed). The provision of motorcycle bays in accordance with the LPP means that a 10% reduction in car parking bays is applicable to the development. However, the parking provided is already in excess of the required amount for the site, and this reduction is therefore irrelevant to the proposal. The car parking is to be provided in a multi deck solution and will be screened. | Y |
| CC8 – City Squares | Not applicable | N/A |
| CC9 – Landmark Sites | Not applicable | N/A |
| CC10 – Main Street Boas Avenue | Not applicable | N/A |
| CC11 - Green Link Collier Pass | Not Applicable | N/A |

6.2.4 Advertisements Local Planning Policy

The City's Advertisements Local Planning Policy applies to the proposed advertising signage on the development. The proposed signs on the southern, western and eastern elevations are defined as a 'wall sign' under the LPP. Wall signs are exempt from requiring development approval in a designated Joondalup Activity Centre – City Centre Precinct where they comply with the following conditions of the LPP:

| Conditions | Applicant Response | Compliance |
|--|---|------------|
| In aggregate, to a maximum of 25% of the façade. | The proposed wall signs for the development will be, in aggregate, considerably less than 25% of the façade. | Y |
| Wall signs are to: <ul style="list-style-type: none"> be contained within signage panels within the building façade, if provided; not extend beyond the top or any side of the wall; and not obscure architectural details. | The proposed wall signs: <ul style="list-style-type: none"> are to be contained within signage panels on the building façade; will not extend beyond the top or side of the building walls; are not proposed to obscure any architectural details of the proposed development, but rather are proposed on otherwise blank portions of the building façade. | Y |
| Window signs are to be: <ul style="list-style-type: none"> Maximum of 20% of the glazing. | Not applicable. | Y |

6.2.5 Environmentally Sustainable Design Policy

The City's Environmentally Sustainable Design Policy applies to the construction and redevelopment of residential, commercial and mixed-use buildings (excluding single and grouped dwellings, internal fits and minor extensions) within the City.

It is recognised that an Environmentally Sustainable Design Checklist must accompany this application. A copy has been enclosed pursuant to the requirements of the Policy. A Sustainability Report, prepared by Cundall, accompanies this proposal at Appendix E.

6.2.6 Design Review Panel Local Planning Policy

The City's Design Review Panel Local Planning Policy applies to proposals subject to JDAP determination. Pursuant to clause 5.2.1 of the DRP Policy, the proposed development has been subject to the City's design review process, and this is outlined in Section 4.1 of this report.

7. Orderly and Proper Planning

In addition to the assessment and justification provided in the preceding sections of this report, the principles of orderly and proper planning require that new development is a logical and efficient replacement of existing development, and consistent with the planning vision and strategic direction for the locality.

The key points regarding the proposal are as follows:

- The use of the proposed development is consistent with the existing approved use of the site. The proposed development, in expanding the existing showroom, seeks to optimise the existing land use and built form on the site, which is efficient and more sustainable than new greenfield development.
- The use of the subject site, as proposed, is appropriate having regard to the catchment area of the Joondalup strategic activity centre. Accommodating bulky goods showrooms that have a large catchment area in activity centres that have good access to both public transport and the regional road network are appropriate, as recognised in SPP 4.2.
- The scale and intensity of the proposed development is consistent with the context of the site and surrounds, which contains numerous retail showroom developments.
- The design and scale of the proposed development responds to the objectives of the Joondalup Activity Centre Plan to provide attractive, active street frontages, to provide adaptable buildings and to consolidate and improve the employment self-sufficiency of the Joondalup centre.
- The proposal will not compromise the current role or function or long term vision for the Joondalup strategic activity centre. Joondalup strategic activity centre.
- The design of the development has been conditionally supported by the City's DRP.
- The proposed development will not result in any adverse amenity impacts to adjoining properties.
- The proposed development has been designed to positively contribute to the community, through the landscaping and façade improvements to the Joondalup Drive frontage of the site, which will contribute to shade and amenity and through the sustainability initiatives that have been included in the development.

Given the above, the proposed development is considered to be consistent with the principles of orderly and proper planning and should be supported on its planning merit.

8. Conclusion

This report has been prepared by **element**, on behalf of Calardu Joondalup Pty Ltd to support an application for the expansion of the existing Harvey Norman retail showroom at 36 Clarke Crescent, Joondalup.

The report sets out the approval framework, project area description, proposed development and planning framework applicable to the proposal. As set out in this report:

- The subject site is currently used as by Harvey Norman for a bulky goods retail showroom and has been since the site was first developed by Harvey Norman in the late 1990s. The showroom is strategically important for Harvey Norman and has a significant catchment area. The proposed development represents new investment into the showroom to modernise it and provide the facilities and services that customers expect. The development will provide a high quality new showroom extension and multi deck car park that is built for purpose and meets the contemporary functional requirements of Harvey Norman whilst elevating the appearance of the site as viewed from the public realm and contribution to the amenity of the area. The development will support further development and growth in the region.
- The subject site is well located with respect to its proximity to both public transport and the regional road network. It also has good pedestrian and cyclists links to the centre.
- Vehicles are able to safely and readily access the subject site without impacting on the functionality or safety of the activity centre.
- The proposal is considered to align with relevant State and local planning provisions and the objectives of the Joondalup Activity Centre Park Plan.
- Relevant technical assessments have been provided in support of the development which demonstrate that the development manages all impacts (traffic / waste) appropriately and in line with industry standards.

On the basis of the above, the proposed development is considered to be consistent with the principles of orderly and proper planning and is compatible with the intended use of the site.

It is therefore respectfully requested that the City support and approve the proposed development subject to appropriate and reasonable conditions.