

# Sorrento Precinct Structure Plan

## Sorrento Activity Centre

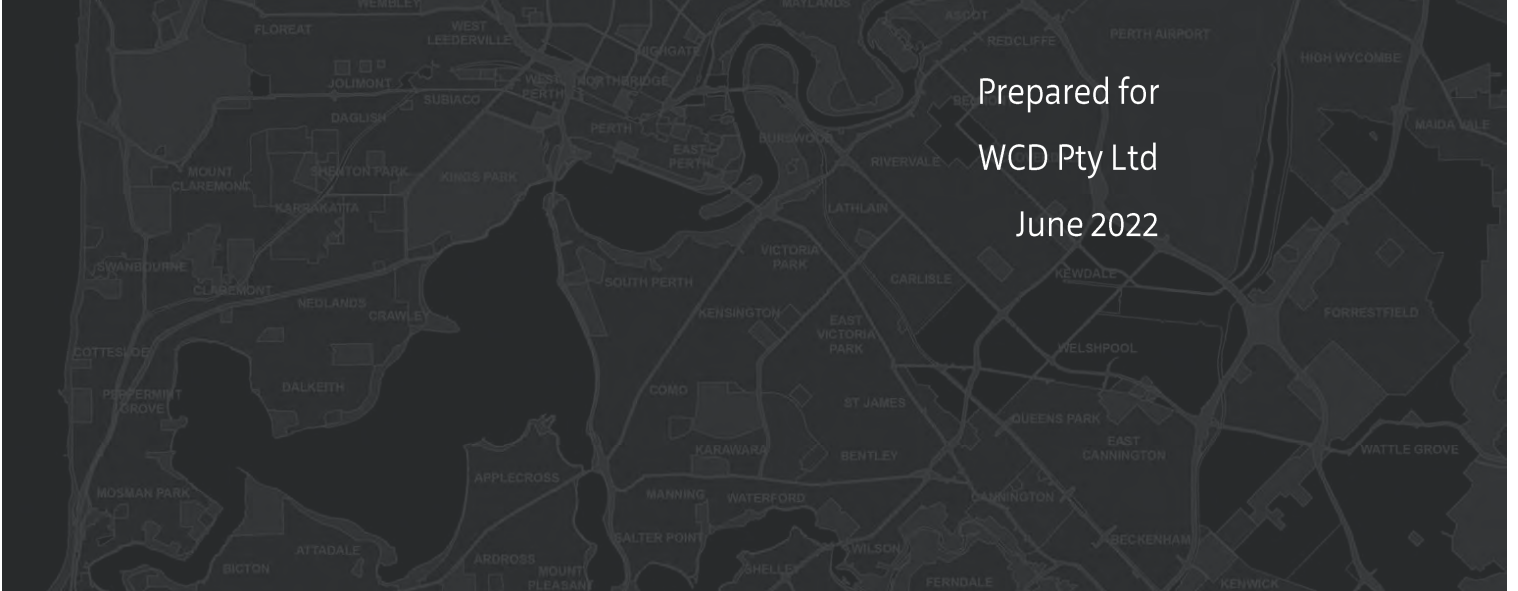
Lots 2, 148, 149 and 800 West Coast Drive, Lots 146 & 147 Padbury Circle, and Lot 145 Drakes Walk, Sorrento WA

PLANNING SOLUTIONS  
URBAN & REGIONAL PLANNING

PS



Prepared for  
WCD Pty Ltd  
June 2022



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# Document Control

Revision number	File name	Document date	Prepared by	Checked by
Rev 0	220601 7629 Sorrento Precinct Structure Plan (relodged)	08/06/2022	RW	BD

# Endorsement page

This structure plan was prepared under the provisions of the City of Joondalup's Local Planning Scheme No. 3.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS ADOPTED BY  
RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION  
ON:.....

Signed for and on behalf of the Western Australian Planning Commission

.....

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose.

..... Witness

..... Date

..... Date of Expiry



## Table of modifications

No.	Description of modification	Date endorsed by Council	Date endorsed by WAPC
	Original approval	N/A	18 September 2018
1	<ul style="list-style-type: none"> <li>• To reflect development vision as one integrated landscape parcel in single ownership, following completion of the community engagement process to better align with the community's vision for the ACP area.</li> <li>• To include Lot 145 (2) Drakes Walk, which is zoned Centre under the City of Joondalup's Local Planning Scheme No.3 but is not included within the ACP boundary.</li> <li>• To resolve anomalies in the ACP resulting from references to redundant clauses of the Residential Design Codes Volume 1.</li> <li>• To take into consideration the requirements of SPP7.0 and SPP7.3, which were not gazetted when the ACP was originally approved in 2018.</li> </ul>	TBC	TBC

## Executive summary

The Sorrento Precinct Structure Plan applies to 7,378m<sup>2</sup> of land bounded by West Coast Drive, The Plaza, Padbury Circle, Drakes Walk and Raleigh Road, Sorrento. The Precinct Structure Plan has the potential to deliver a mix of residential and commercial land uses and a contextually appropriate built form outcome.

The vision of the Sorrento Precinct Structure Plan is:

*The Sorrento Activity Centre will be a vibrant and sustainable mixed-use coastal hub, aiming to reintroduce elements of the natural environment back into the site and contribute positively to the local community, whilst supporting a high quality residential and commercial development outcome that responds to the coastal foreshore context.*

This will be achieved through an expansion of the existing Sorrento Activity Centre to support a range of commercial uses and higher density housing options that will meet the current and future needs of the local community.

The Sorrento Precinct will facilitate a strong connection between the Precinct Structure Plan area, adjoining coastal foreshore and public realm, through the provision of active ground floor commercial uses and site-responsive design elements that will contribute positively to the adjoining streetscapes and local community.

**Table 1** – Summary table

Item	Data	Structure Plan Ref (section no.)
Total area covered by the Precinct Structure Plan amendment	7,378 hectares	Section 2, Part 2.2
Area of each land use proposed: – Mixed Use – Commercial	5,777m <sup>2</sup> 1,601m <sup>2</sup>	Section 2, Part 2.2
Estimated lot yield	1	Section 1, Part 5.2
Estimated number of dwellings	75 dwellings	Section 1, Part 5.2
Estimated population	152 people	Section 2, Part 7.3
Number of high schools	Nil	N/A
Number of primary schools	Nil	N/A
Estimated commercial floor space (for activity centres if appropriate)	1,500m <sup>2</sup> maximum net lettable area	Section 1, Part 5.2
Amount of public open space	As per R-Codes	Section 1, Part 5.2
Estimated number and % of public open space: – Regional open space – District open space	Nil	N/A

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# Part One: Implementation

## 1 STRUCTURE PLAN AREA

This Precinct Structure Plan has been prepared for the Sorrento Activity Centre, being Lots 2, 148, 149 and 800 West Coast Drive, Lots 146 and 147 Padbury Circle, and Lot 145 Drakes Walk, Sorrento being the land contained within the inner edge of the line denoting the SPSP boundary on the Precinct Structure Plan Map (Plan 1).

## 2 OPERATION

This Structure Plan commences operation on the date it is approved by the Western Australian Planning Commission (WAPC).

## 3 STAGING

All components of the Precinct Structure Plan can be implemented following approval of the Precinct Structure Plan by the WAPC.

## 4 OBJECTIVES

The purpose of the Sorrento Precinct Structure Plan (Sorrento PSP) is to:

1. Provide guidance on the development of the Sorrento PSP area; and
2. Facilitate orderly and proper planning of the Sorrento PSP area within the context of the site's opportunities and constraints.

More specifically, the objectives of the Sorrento PSP are as follows:

1. Facilitate a mix of commercial and residential development, with activated frontages provided along West Coast Drive and The Plaza, to create a vibrant community hub.
2. Promote the reintroduction of natural elements and landscaping into the PSP area.
3. Achieve a minimum dwelling target of 75 dwellings.
4. Prescribe built form controls to mitigate impacts of building bulk on adjoining residential properties and the public realm.
5. Coordinate access and vehicle parking within the PSP area to minimise impacts of traffic on the local road network.
6. Facilitate strong pedestrian connections between West Coast Drive and the beach, Geneff Park, and the PSP area.
7. Provide a framework for upgrading the public realm and transport facilities in conjunction with more intensive development.
8. Provide for a range of community benefits to be provided in association with redevelopment.
9. Promote high quality design responding to the beachside location and unique character and enhancing the amenity of the locality.



## 5 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

The Precinct Structure Plan map (**Plan 1**) outlines land use, zones and reserves applicable within the Precinct Structure Plan area. In accordance with Clause 27 of the Deemed Provisions, Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, a decision-maker for an application for development approval or subdivision approval in the Precinct Structure Plan area is to have due regard to, but is not bound by, this Precinct Structure Plan when determining the application.

Should there be an inconsistency between the provisions of this Precinct Structure Plan and the provisions of the Residential Design Codes or any Local Planning Policy, the provisions of this Precinct Structure Plan prevail to the extent of the inconsistency.

### 5.1 Subdivision

- a) Subdivision applications to the WAPC shall demonstrate that the subdivision would not prejudice the built form outcomes of this Precinct Structure Plan.

### 5.2 Land Use Permissibility

- a) Land use permissibility within the Sorrento PSP area shall be in accordance with the corresponding zone or reserve under LPS3.
- b) In addition to the land use permissibility for the 'Mixed Use' and 'Commercial' zones of the Scheme, respectively, the following uses are permitted ('P' uses) within the Sorrento PSP area:
  - Liquor Store - Small
  - Multiple Dwelling
  - Restaurant/Café
  - Shop
  - Small Bar
- c) Notwithstanding the land use permissibility for the 'Mixed Use' and 'Commercial' zones of the Scheme, respectively, the following uses are prohibited ('X' uses) within the Sorrento PSP area:
  - Drive Through Fast Food Outlet
  - Night Club
  - Restricted Premises

#### 5.2.1 Mixed Use Zone

- a) The minimum dwelling yield target for the Sorrento PSP is 75 dwellings.
- b) The residential density code that applies to the Sorrento PSP area is R-AC3. Residential development shall comply with the provisions of the Residential Design Codes.
- c) Active commercial uses, such as retail shops, liquor stores, restaurants, and cafes, should be provided on the ground floor level fronting West Coast Drive and The Plaza, to promote an active interface to the street frontages. Ground level residential uses may be approved fronting Padbury Circle.

### 5.2.2 Commercial Zone

- a) Active commercial uses, such as retail shops, liquor stores, restaurants and cafes, should be provided on the ground floor level of development, to promote an active interface to the street frontages.
- b) Residential land uses are not preferred on the ground floor.
- c) The maximum retail floor space Net Lettable Area (NLA) for the Sorrento PSP is to be in accordance with the maximum recommended threshold NLA available under the relevant Council Policy, Strategy, or other planning control.
- d) Additional NLA beyond the recommended threshold may be approved where a proposal is supported by a Retail Sustainability Assessment Report, and where the requirements of State Planning Policy 4.2 – Activity Centres for Perth and Peel (**SPP4.2**) are met to the satisfaction of the City of Joondalup (**City**).
- e) As the development of the Sorrento PSP area will occur in a holistic manner, the maximum NLA does not need to be distributed across the various Lots in the subject site, which will likely be amalgamated in future development proposals.

### 5.3 Plot Ratio

- a) Plot ratio shall be in accordance with the requirements of the applicable R-Code as depicted on the Precinct Structure Plan Map.

### 5.4 Building Height

- a) The provisions of the City of Joondalup Height of Non-Residential Buildings Local Planning Policy do not apply to the Sorrento PSP area.
- b) A maximum building height of 6 storeys, as measured from ground level, is permissible in the Sorrento PSP area.
- c) Additional 'bonus' height up to a maximum overall height of 8 storeys may be considered where all of the following community benefits are provided in association with the development:
  - i. Public realm works within The Plaza including shade trees, alfresco dining areas and improved connections between Geneff Park and the beach by way of high-quality landscaping;
  - ii. Public realm works on West Coast Drive including foot showers, dog water fountains, shade trees and high-quality landscaping;
  - iii. A minimum of 10 public car parking bays (in addition to the required commercial bays);
  - iv. Certification that development achieves minimum 5-star Green Star environmental sustainability rating;
  - v. Provision of underground power for the subject site and adjoining street frontages; and
  - vi. Relocation of the bus stop on West Coast Drive to north of The Plaza (subject to approval of the Public Transport Authority).
- d) Building height should be 'tiered' away from the adjoining low density residential development, in accordance with the built form controls map of the PSP (**Plan 2**) with the height being focused towards West Coast Drive.

- e) The maximum building height for Lot 800 is 2 storeys or equivalent non-habitable structure height.
- f) A minimum podium height of 2 storeys is applicable.
- g) A maximum height of 4 storeys is applicable to development directly adjacent to Padbury Circle.
- h) Particular attention should be paid to ensuring the amenity of the coastal foreshore is not detrimentally affected by any significant overshadowing of the foreshore.

## 5.5 Street Setbacks

- a) Street setbacks are to comply with the requirements of the applicable R-Code.

## 5.6 Lot Boundary Setbacks

- a) Building setbacks from lot boundaries shall be in accordance with the built form controls plan (Plan 2).
- b) Buildings directly abutting a residential zone shall have a minimum ground level setback of 2m.

## 5.7 Built Form

- a) Built form shall be in accordance with the built form control plans (Plans 2-4).
- b) A continuous awning should be provided along each street frontage, excluding along Padbury Circle and Lot 800.
- c) All awnings and colonnades shall have a minimum clearance of 2.75 metres above ground level and a minimum depth of 2.0 metres (subject to achieving required clearances to carriageways and servicing infrastructure).
- d) A minimum of 60% of the total length of the non-residential building façade along the ground floor of West Coast Drive and The Plaza is to be clear glazing.
- e) Development should contain elements of vertical and horizontal articulation to create visual interest and mitigate building bulk.
- f) Building bulk should be tiered away from adjacent residential properties.

### 5.7.1 Materials and Finishes

- a) Buildings must be constructed of high-quality materials including but not limited to stone, concrete, brick, timber and glass. Materials should be durable and suited to a high-quality coastal location.
- b) Buildings must incorporate appropriate design features to enhance the appearance, create visual interest and reduce blank walls, including a combination of the following:
  - i. Varied colours, textures, finishes and materials;
  - ii. Varied roof forms and design;
  - iii. Balconies and balustrades;
  - iv. Windows, screens and sun shading devices, especially on western and southwestern facades.

## 5.8 Landscaping

- a) Where fronting streets, landscaped areas are to be integrated within the streetscape including the use of consistent materials and planting and accommodate pedestrian movement, alfresco and seating areas in a shaded environment where appropriate.
- b) Durability of landscape elements, paving materials and street furniture shall be of high quality, and easy to maintain to the satisfaction of the City.
- c) Landscaped areas shall be designed for high water efficiency using waterwise planting and demonstrate use of water sensitive urban design principles.
- d) Planting species should respond to the local context and reflect the existing landscape character of nearby parks and reserves.
- e) Planting species, including trees, should be durable and hardy enough to thrive in the coastal context of the Sorrento PSP area.

The provision of landscaping should be consistent with the Landscape Concept Plan (**Figure 13**), comprising both deep soil planting and on-structure planting.

## 5.9 Public Realm and Street Interface

- a) Adjacent verge and footpath areas should be upgraded to a high quality, to facilitate space activation.
- b) The area fronting The Plaza and West Coast Drive is to be a highly activated area, accommodating activities such as alfresco dining, seating, and passive recreation.
- c) To satisfy the community benefits criteria specified in Section 5.4 (c) (i) above, landscaping and paving treatments within The Plaza should be upgraded to a high quality, in accordance with the Landscape Concept Plan (**Figure 13**).
- d) Verge and footpath upgrades are to employ Crime Prevention Through Environmental Design (CPTED) principles, to create a safe urban environment.
- e) Active street frontages should be provided where possible. Active street frontages should provide a minimum of 80% activated frontage\* at the street level, to West Coast Drive and The Plaza.
- f) Development addressing Padbury Circle and Raleigh Road to provide a minimum of 50% activated frontage\* at the street level.

\*An "activated frontage" is defined as follows:

*"Activated frontage" means ground floor space where there is visual engagement between those in the street and those on the ground floors of buildings.*

## 5.10 Parking and Access

### 5.10.1 Parking

- a) Residential car parking, including visitor car parking is to be provided in accordance with the R-Codes.
- b) Non-residential car parking is to be provided at a rate of 1 bay per 20sqm of net lettable area (NLA).

- c) Car parking should generally be contained within the building envelope or sleeved behind the development and shall be screened from view from the public realm and adjoining residential properties.
- d) The existing car parking bays within the road reserve of The Plaza abutting Lots 148 and 149 are to be removed. To achieve the Community Benefits criteria specified in Section 5.4 (c) (iii) above, a minimum of 10 additional non-residential public parking bays are to be provided on-site, above the minimum commercial requirement, to accommodate peak seasonal demand for the beachside activity centre.

#### **5.10.2 Bicycle Parking**

- a) Bicycle / motorcycle parking for residential land uses should comply with the requirements of the R-Codes.
- b) Bicycle parking for non-residential development should be provided at a rate of 5% of all parking bays provided for non-residential development.
- c) Non-residential bicycle parking should be located within close proximity to the main entrances of buildings.
- d) Non-residential bicycle parking should be easily accessible for public use, and easily viewable from the public realm.

#### **5.10.3 End of Trip Facilities**

- a) For non-residential development, end of trip facilities is to be provided at a rate of one (1) unisex accessible toilet and shower for the first 10 non-residential bicycle bays.
- b) Separate male and female end of trip facilities need only be provided should the total number of non-residential bicycle bays exceeds 10 bays.

#### **5.10.4 Vehicle Access**

- a) Vehicle access shall be limited to the access points shown in the movement network plan (**Figure 6**), excluding the access already provided for in Lot 800.

## **6 LOCAL DEVELOPMENT PLANS**

Nil.

## **7 OTHER REQUIREMENTS**

Nil.

## 8 ADDITIONAL INFORMATION






Prior to lodgement of a Development Application, the plans/reports outlined in **Table 1** below are to be prepared, as applicable, to the satisfaction of the decision-maker.

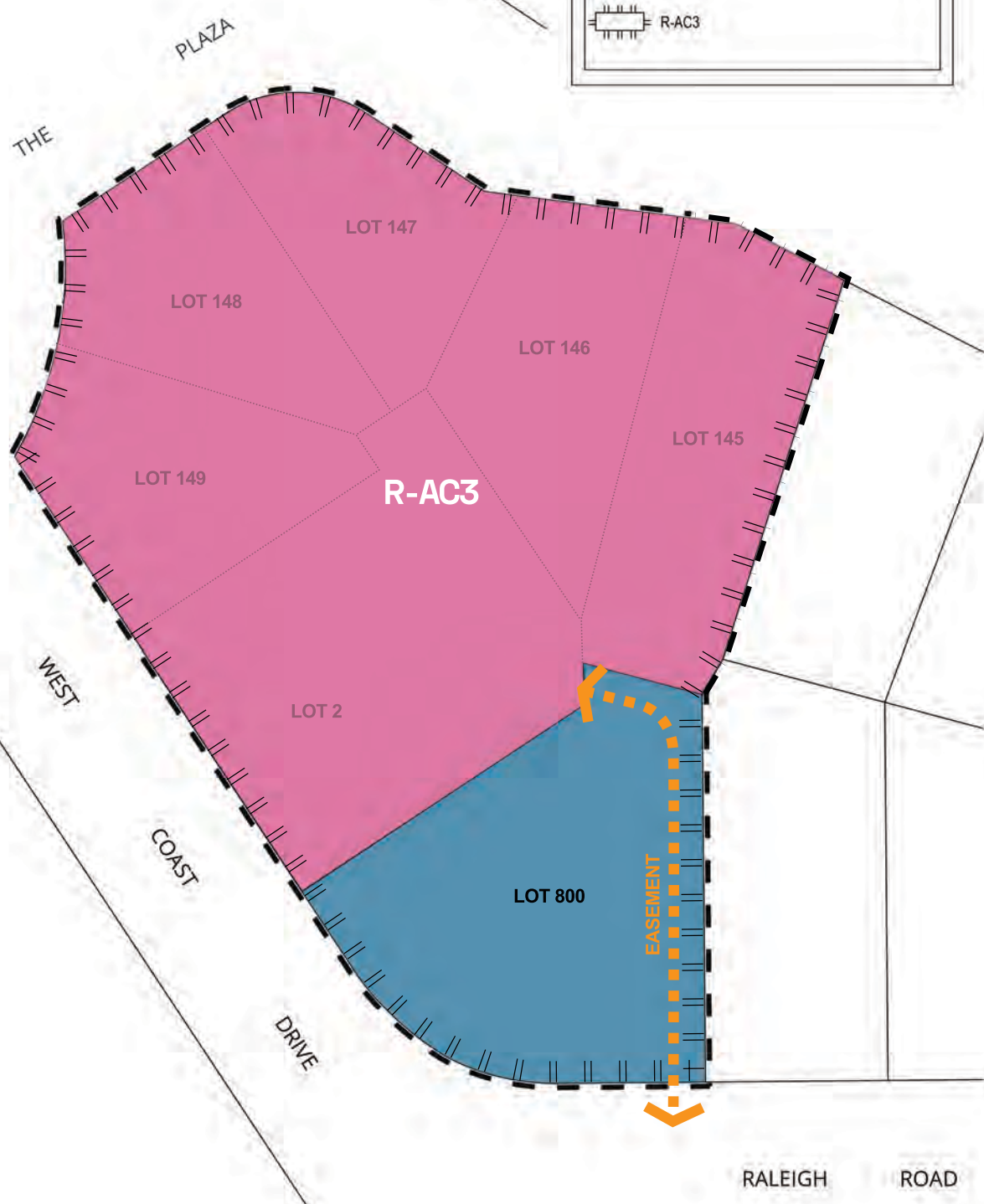
**Table 1 – Additional information to be submitted at later stages**

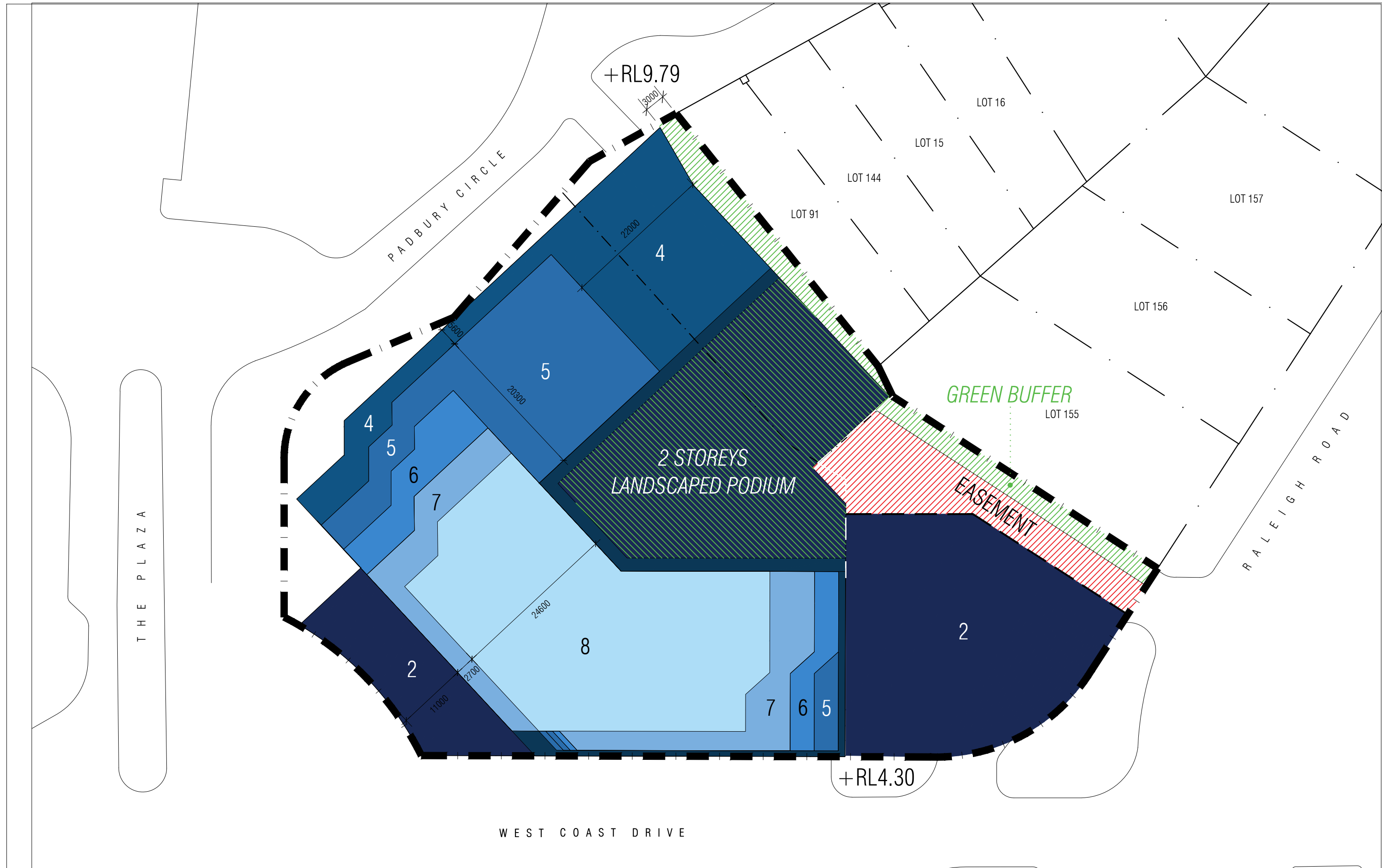
Additional information	Consultation required
Transport Impact Assessment demonstrating compliance with this Precinct Structure Plan.	City of Joondalup Department of Planning, Lands and Heritage
Acoustic assessment / noise management plan demonstrating noise mitigation measures.	City of Joondalup
Landscape concept plan and report.	City of Joondalup
Sustainable Design Assessment Report integrating sustainable strategies and design into proposed development.	City of Joondalup
Waste Management Plan	City of Joondalup



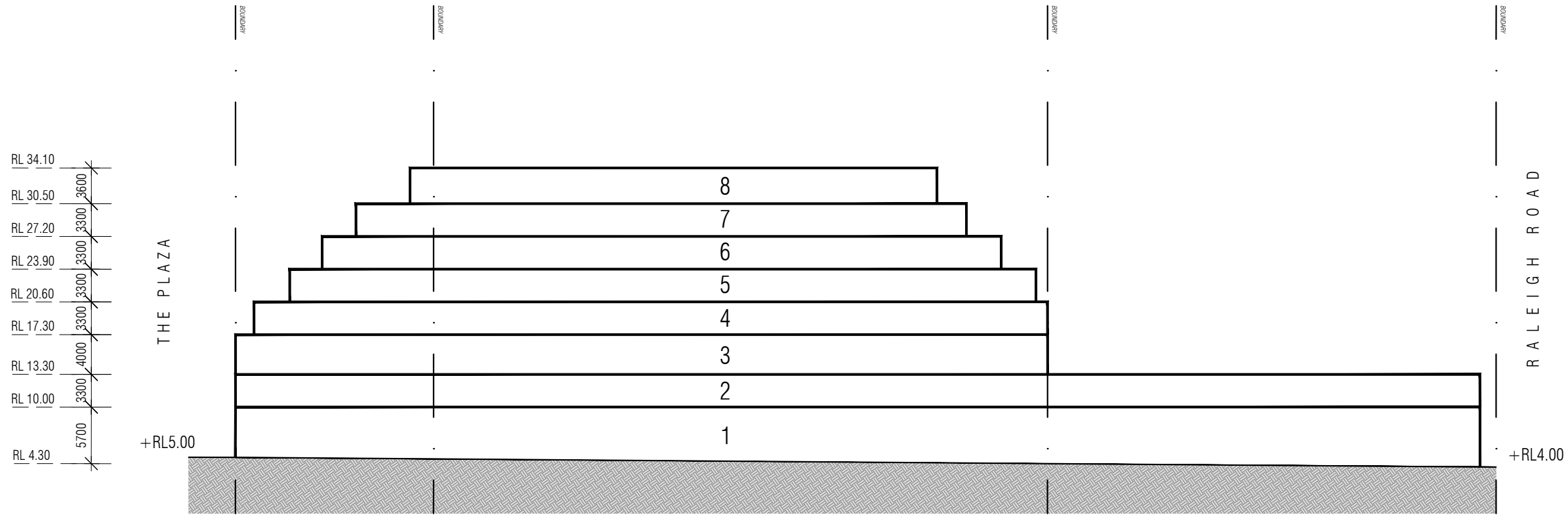
**LEGEND**

-  PRECINCT STRUCTURE PLAN BOUNDARY
-  EXISTING CADASTRAL BOUNDARY
- ZONES**
-  COMMERCIAL
-  MIXED USE
- CODING**
-  R-AC3

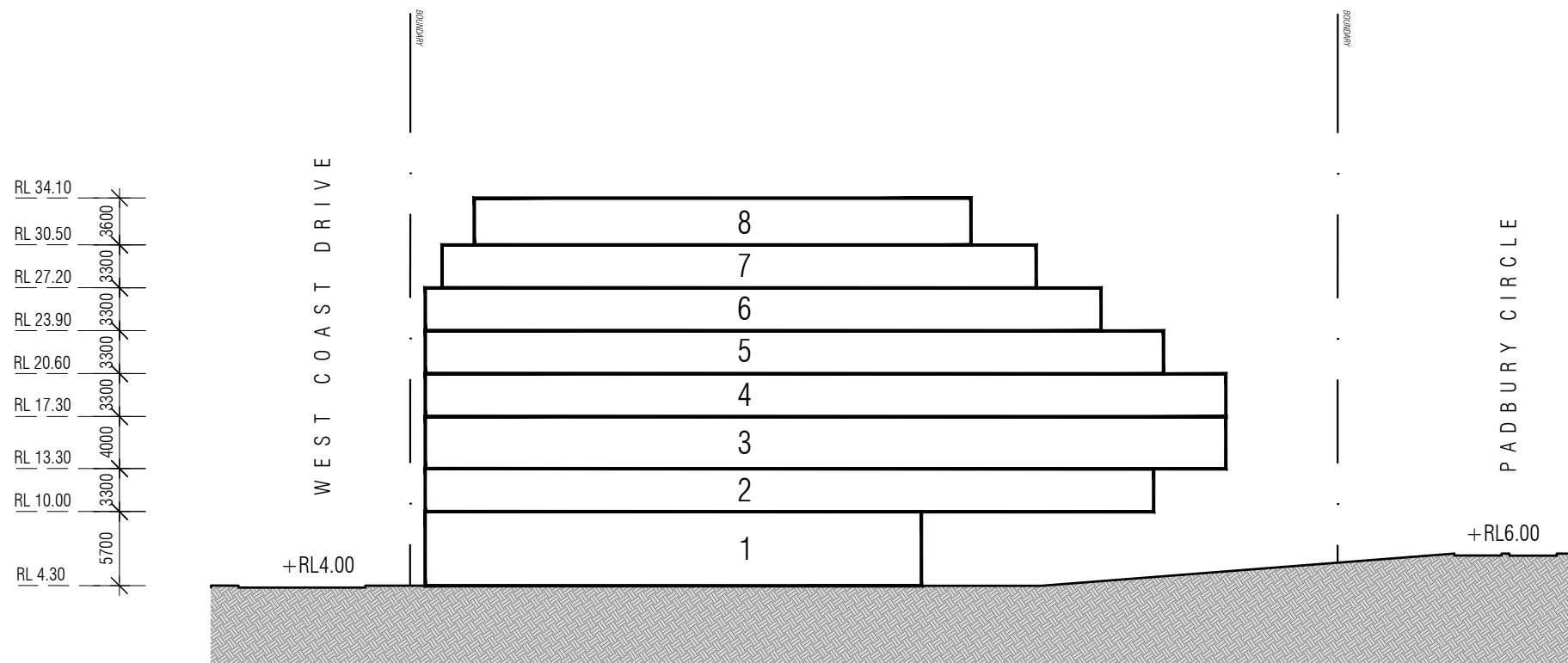
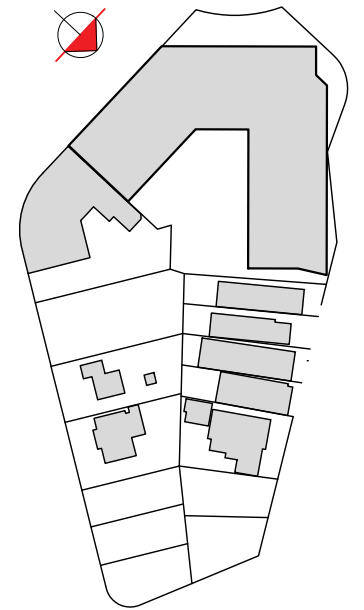




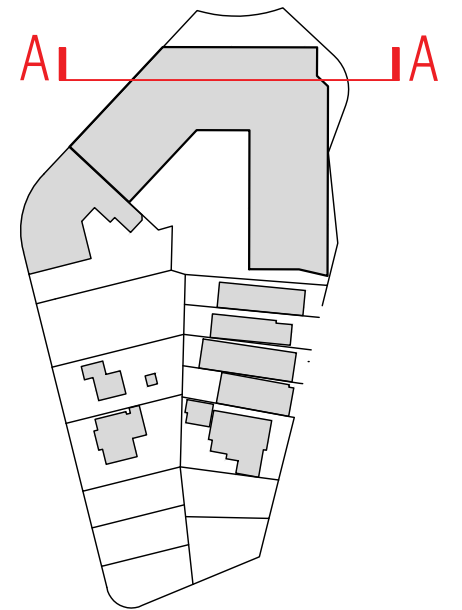




**ELEVATION**  
WEST COAST DRIVE



**SECTION AA**



# Part Two - Explanatory Report

## 1 PRELIMINARY

### 1.1 Introduction and purpose

This part of the report provides the background and explanatory information to clarify how the PSP was developed, considering the site context and relevant planning framework.

The purpose of the Sorrento PSP is to provide a framework that will guide the future subdivision, land use and development within the Sorrento PSP area.

The Sorrento PSP has been prepared in support of a proposed mixed-use development on the subject site, which was developed through thoughtful planning and design, and informed by stakeholder and community engagement. The structure plan will facilitate the redevelopment of the Sorrento Precinct into a unique, landmark coastal mixed-use hub, that connects to its surroundings and aims to meet the aspirations and needs of the Sorrento and surrounds community, now and for the future.



## 2 SITE CONTEXT AND ANALYSIS

### 2.1 Location and Context

The Sorrento PSP area is located in the suburb of Sorrento and within the municipality of the City of Joondalup.

The PSP area is located approximately 15km north-west of the Perth CBD and 10km south-west of the Joondalup City Centre and is located approximately 1km south of Hillarys Boat Harbour.

The PSP area is bound by West Coast Drive to the west, The Plaza and Padbury Circle to the north, Drakes Walk to the east, and Raleigh Road to the south. The subject site has an area of approximately 7,878m<sup>2</sup> and is made up of seven lots, comprising a mix of commercial and residential development and vacant land.

The PSP area is surrounded by low density residential development to the east and south, tourist/short-term accommodation to the north, and a high level of amenity and community facilities including Geneff Park to the north-east, and Marmion Beach foreshore to the west. The surrounding area offers excellent amenity and a pleasant coastal lifestyle that is highly valued by the local community.

The PSP area is located on the coastal corridor of West Coast Drive which runs between Trigg Beach to the south and Hillarys Boat Harbour to the north. West Coast Drive connects to Hepburn Avenue and Whitfords Avenue to the north, and Karrinyup Road to the south, linking the site to the surrounding regional road network. The site is also highly accessible by public transport, with West Coast Drive being serviced by bus route 423, which connects the site to Stirling Train Station, Warwick Train Station and Hillarys Boat Harbour.

The site is also the only zoned Activity Centre north of Scarborough and south of Hillary's that can provide for a diverse mix of medium and high-density housing options and coastal amenities in locality with an disproportionately high number of large single house as compared to its ageing demographic and other housing stock options.

Refer **Figure 1**, Aerial photograph, and **Figures 2-4** below, depicting the Sorrento PSP area and site context.





Figure 1



# LOCAL CONTEXT



Figure 2





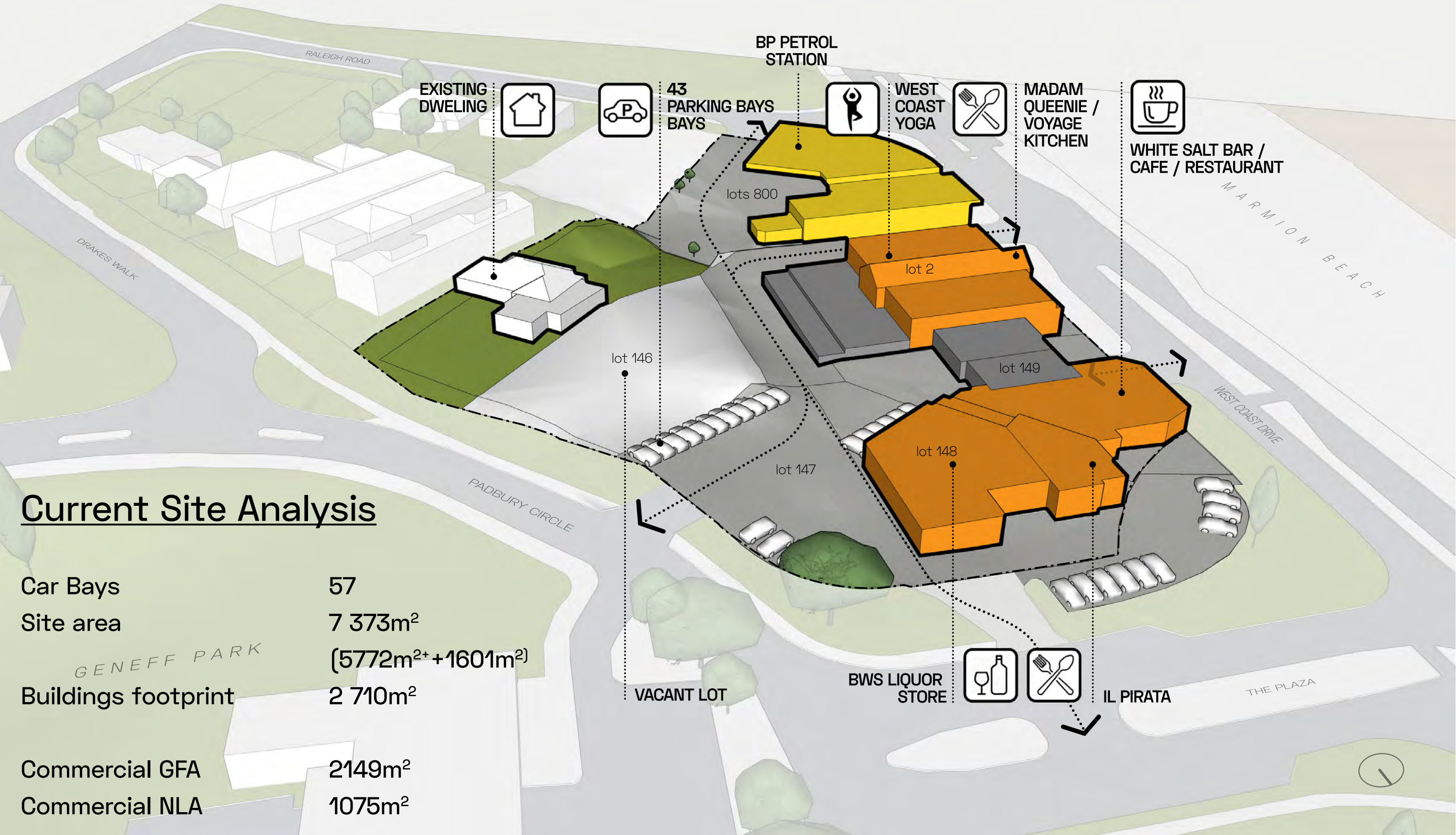
SITE ANALYSIS:

# LOCAL CONTEXT





# EXISTING CONTEXT



## Current Site Analysis

Car Bays	57
Site area	7 373m <sup>2</sup>
Buildings footprint	(5772m <sup>2</sup> +1601m <sup>2</sup> )
Commercial GFA	2149m <sup>2</sup>
Commercial NLA	1075m <sup>2</sup>

## 2.2 Legal Description and Ownership

The PSP area comprises seven lots, with varying land ownership. Refer **Table 2** below for a description of the subject site and current landowners.

**Table 2** – Lot details

Lot	Plan/Diagram	Volume	Folio	Registered Proprietor	Area (m <sup>2</sup> )
2	D71129	1901	444	WCD Pty Ltd	1,685
145	P5180	2129	476	George Michael Rafferty	991
146	P5180	1635	86	Megara Twenty One Pty Ltd	847
147	P5180	1704	776	Rebecca Vidler Nominees Pty Ltd	703
148	P5180 (SP11641)	1632	498	Rebecca Vidler Nominees Pty Ltd	759
149	P5180	1704	777	WCD Pty Ltd	792
800	DP417605	4000	668	Bass Management Pty Ltd	1,601
<b>Total Area:</b>					<b>7,378</b>

The encumbrances applicable to the subject site are summarised in **Table 3** below.

Address	Encumbrance
Lot 147 (2) Padbury Circle	<ul style="list-style-type: none"> <li>• <b>D071424</b> – Easement benefit.</li> <li>• <b>J215843</b> – Easement (partially surrendered).</li> <li>• <b>D071425</b> – Easement burden.</li> <li>• <b>N735750</b> – Easement to the City of Joondalup for public access.</li> </ul>
Lot 149 (134) West Coast Drive	<ul style="list-style-type: none"> <li>• <b>D071424</b> – Easement benefit.</li> <li>• <b>J215843</b> – Easement (partially surrendered).</li> <li>• <b>D071425</b> – Easement burden.</li> <li>• <b>L573006</b> – Easement to the City of Joondalup for public access.</li> </ul>
Lot 800 (128) West Coast Drive	<ul style="list-style-type: none"> <li>• <b>L583904</b> – Memorial under Contaminated Sites Act 2003.</li> <li>• <b>O674319</b> – Easement to the City of Joondalup for public access.</li> </ul>

Refer **Appendix 1** for a copy of the Certificates of Title applicable to the subject site.

### 2.2.1 Easements

Throughout the due diligence process for purchase of the land, WCD Pty Ltd and their representative Megara had numerous meetings and email communications with the City to understand the history of easements and process and consent for surrendering easements on Lots 2 and 149. It was advised and agreed that all easements could be surrendered if all lots were subject to the Development Application in an integrated manner, and that it could be addressed by way of a condition of approval.

Based on these communications with the City, and the development proceeding as one integrated and amalgamated land parcel, future applicants can propose to remove the existing easements from the PSP area.



## 3 STAKEHOLDER AND COMMUNITY PARTICIPATION

### 3.1 Pre-lodgement Consultation

Various pre-lodgement consultation has occurred for this project over the past 3-4 years, relating to both the Sorrento PSP and lodging a development application with the State Development Assessment Unit (SDAU). This consultation has been outlined below:

#### 3.1.1 Engagement with City of Joondalup

Ongoing engagement with the City of Joondalup (City) regarding this project has occurred since 2018. More recently, a number of meetings with the City's officers were held in the later 2021 and start of 2022 to discuss, at a high level, the proposed development and related application process and requirements, including an amendment to the local planning framework (SACP).

#### 3.1.2 Engagement with City of Joondalup and Department of Planning, Lands and Heritage

A further meeting was held on 11 August 2021, attended by senior officers of the Department of Planning, Lands and Heritage (DPLH), the City, and the project team. The meeting discussed the refinement of concept plans for development of the site, development application requirements, community consultation strategies and the SDAU approval pathway.

The existing SACP was also discussed, where it was outlined the existing SACP in its current form is incapable of being effectively implemented for several reasons, which were outlined in the cover letter. The intended approach to amend the SACP was outlined, to ensure the local planning framework reflects the current requirements and can accommodate the proposed development being assessed by the SDAU. The City and DPLH agreed in principle to this approach, involving preparation of a PSP in accordance with the current state planning framework requirements and guidelines. The Sorrento PSP has been prepared in accordance current planning framework, with the advice received from DPLH.

### 3.2 Community Engagement

Extensive early community engagement was undertaken for the future development of the SACP area.

A resident survey undertaken in 2019 by Megara revealed a strong desire for more daytime and night-time activity in the area, specifically through cafes and restaurants. The survey also revealed local businesses were struggling with the condition of the existing buildings and facilities, and that visitors experienced issues with lack of shade and parking, and poor environmental design responses to wind, sun, and coastal impacts.

In 2021 Megara engaged specialists Creating Communities to prepare and implement a community engagement process, known as 'Shaping Sorrento', to understand the local aspirations and desires for what a redevelopment of the site may deliver.

The engagement was focused on the SDAU application as opposed to amending the PSP, however the process outlined the type of the development the community wanted to see, the key design features and some key community benefits that could be delivered, since ratified by the city of Joondalup with reference to public realm works and public car parking. The feedback from this process ultimately assisted in determining an appropriate built form and has formed the basis of the built form controls and community benefits incentives in the PSP. The Creating Communities' Community Engagement Report is contained in **Appendix 2**. The report sets out the engagement process, participant feedback, and design workshop outcomes that have informed the proposed development and Amended PSP. See also <https://shapingsorrento.com.au/>.

A summary of the community engagement process undertaken for this project is provided below.

### 3.2.1 Initial Discussion Groups and Meetings

#### Communications

- Website detailing history of the site and intent and process for Shaping Sorrento engagement process.
- Mail / email / telephone invitations to residential neighbours and businesses to one-on-one meetings.
- Invitations to local community organisations to one-on-one meetings.
- Meetings with State and Federal government representatives to share information on the project and the engagement process.
- Briefing note to City of Joondalup Councillors.
- Letter drop to all residents of the suburb of Sorrento, inviting them to register and directing to Shaping Sorrento website.
- Advertisement in local newspaper.
- Signage onsite at Sorrento Plaza inviting community to register for more information.

#### One-on-One Meetings

- 14 one-on-one meetings in-depth meetings were held with local businesses, local residents and community organisations in September 2021.

#### Discussion Groups

- 252 emails inviting community to participate in one of three scheduled Discussion Groups
- 74 community members registered to attend Discussion Groups.
- 48 community members attended one of three Discussion Groups. Two Discussion Groups were held at Quality Resort Sorrento Beach (adjoining the subject site) and one at the Sorrento Bowling Club, to maximise opportunities to attend.

### 3.2.2 Design Review Workshops

#### Communications

- Invitations were emailed to all participants in initial Discussion Groups and one-on-one meetings to participate in one of two Design Review Workshops.
- Invitations were also sent to all registrants of the Shaping Sorrento website.
- A total of 297 invitations were sent to attend a Design Review Workshop.

#### Design Workshops

- 73 people attended the Design Workshops on 25 and 26 October 2021, held at the Quality Resort Sorrento Beach (25<sup>th</sup>) and Sorrento Bowling Club (26<sup>th</sup>).

As demonstrated above, the pre-lodgement engagement process significantly exceeded the typical consultation for a project of this type. As a professional community engagement consultancy, Creating Communities' engagement process and methodology reflected the Guiding Principles set out in the Department of Planning, Lands and Heritage draft 'Planning Engagement Toolkit for Western Australia'.

The engagement process encouraged wide community engagement and sought out a diverse range of voices and perspectives. Engagement opportunities were provided in a range of options, including one on one meetings, discussion groups and design workshops. Sessions were held at residents' homes, local businesses and in function spaces close to the site and established community spaces, outside of business hours and over several different days. Community members who were not able or did not wish to attend meetings had the opportunity to provide comments online or via email.

The engagement process was open and transparent, and a wide range of views were expressed by participants, in a respectful and safe environment. Participants' comments and preferences were reported to the discussion groups and workshops, often in real time using anonymised electronic voting projected onto a screen. Information and materials were released to the public promptly following the engagement meetings.

At the final Design Workshops, two concepts were presented, being a 'compliant' concept (Concept 1) depicting a building designed in accordance with the current SACP, and an alternative concept (Concept 2) which reflected the outcomes of the discussion group workshops and redistributed the building mass on the site generally as proposed by this application. Participants were requested to:

- Vote for which (if either) concept they preferred and why.
- Detail the positives, concerns and suggestions for each concept.
- Rank a series of community benefit outcomes that could be achieved.

A substantial majority (72%) of total participants preferred Concept 2 (which generally reflects the lodged SDAU application). Only 7% preferred the SACP compliant option, and 21% either had no preference or did not respond. Key benefits of the concept were the elegant architectural design, public realm improvements, and increased parking provision. Participants expressed a strong desire for public realm improvements (particularly to The Plaza and West Coast Drive), public parking, and environmentally sustainable outcomes, this has informed the community benefit incentives contained in this PSP

The detailed Community Engagement Report is contained in **Appendix 2**. The proposed development, and the PSP has been meaningfully informed by the community engagement process, which has resulted in a significantly improved outcome to the original SACP, which was negatively affected by a comparatively poor consultation process that resulted in a largely adversarial relationship with the local community.

In summary, the exemplary and best practice public engagement process undertaken by the proponent has clearly resulted in an excellent outcome for the site, which will deliver a new high quality activity centre and substantial public realm improvements and community benefits.

## 4 STRATEGIC PLANNING FRAMEWORK

### 4.1 State Planning Strategy 2050

The State Planning Strategy 2050 (**strategy**) is an integral part of the Western Australian planning system and is designed to inform planning policies and decisions throughout the State. Its vision is that by 2050, Western Australia will have a diverse range of interconnected and vibrant local communities and regional centres, with living standards continuing to be amongst the highest in the world. It promotes a 'can do' attitude.

The strategy supports infill development, the provision of a mixture of housing typologies in an area dominated by one dimensional housing stock. The Sorrento PSP supports the development of a mixture of housing typologies in an appropriate coastal hub location.

### 4.2 Perth and Peel @ 3.5 Million

*Perth and Peel@3.5million* is the overarching spatial planning framework applicable to the Perth and Peel regions. The document provides guidance on where development should occur to ensure sustainable urban growth, protect the environment and heritage, and make the most effective use of existing infrastructure. The Perth and Peel@3.5million documents set the context for four draft sub-regional planning frameworks, including the North-West Sub Regional Planning Framework relevant to the subject site. The framework guides infill development, with the aim to deliver a compact and connected city.

The Sorrento PSP involves an increase in the residential density of a landmark site along the coastal corridor. The development optimises existing civic and community infrastructure within the locality, consistent with the intent of the Perth and Peel@3.5million documents.

### 4.3 City of Joondalup Commercial Strategy

The City's *Local Commercial Strategy (Commercial Strategy)* provides detailed analysis and information to inform the growth and maturation of activity Centres within the City. The Commercial Strategy identifies the subject site as a 'Local Centre', with a maximum recommended threshold of 1,500m<sup>2</sup> in retail floor space. The Sorrento PSP requires future development proposals to comply with this maximum recommended threshold.

## 5 STATUTORY PLANNING FRAMEWORK

### 5.1 Metropolitan Region Scheme

The structure plan area is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (MRS). The Sorrento PSP is consistent with the provisions of the MRS.

### 5.2 City of Joondalup Local Planning Scheme No. 3

Under the provisions of the City's Local Planning Scheme No. 3 (LPS3), the subject site is zoned 'Centre' with a residential density code of R80.

Part 3 of LPS3 sets out the objectives and provisions for zones and use of land within the Scheme area. Clause 16(2) of LPS3 states the objectives of the 'Centre' zone is to *designate land for future development as an activity centre and provide a basis for future detailed planning in accordance with the structure planning provisions of LPS3 or the Activity Centres State Planning Policy.*

The Sorrento PSP has been prepared in accordance with Part 3 of LPS3 and Part 4 of the Deemed Provisions. The specific zones and use of land proposed by this Structure Plan are detailed in Part 1, section 5.2 of this report.

### 5.3 State Planning Policies

#### 5.3.1 State Planning Policy 2.6 – State Coastal Planning Policy

*State Planning Policy 2.6 – State Coastal Planning Policy (SPP2.6)* aims to provide guidance for decision making within the coastal zone. The provisions of SPP2.6 are applicable to the proposed development as the subject site is located within 300m of the shoreline. The objectives of SPP2.6 are as follows:

1. *To ensure that development and the location of coastal facilities takes into account coastal processes, landform stability, coastal hazards, climate change and biophysical criteria;*
2. *Ensure the identification of appropriate areas for the sustainable use of the coast for housing, tourism, recreation, ocean access, maritime industry, commercial and other activities;*
3. *Provide for public coastal foreshore reserves and access to them on the coast; and*
4. *Protect, conserve and enhance coastal zone values, particularly in areas of landscape, biodiversity and ecosystem integrity, indigenous and cultural significance*

The Sorrento PSP addresses the objectives of SPP2.6 as follows:

- The shadow diagrams provided at **Figure 5** confirms the proposed built form massing will have no significant impact on the adjoining foreshore or properties in terms of overshadowing.
- Any future development will be located on stable, compacted land separated from the beach by a dunal system, coastal vegetation, and infrastructure, such as fencing, a dual use path and a road. As such, the development site is not considered to be vulnerable to impacts from coastal erosion.
- Coastal hazards are minimised by the centre's separation from the beach by way of a road and pathway.

- As demonstrated by the movement network plan at **Figure 6**, the proposed amendments to the activity centre plan provide excellent pedestrian access from the subject site to the foreshore reserve. The site also seeks to re-introduce a substantial amount of landscaping, providing a further connection with the adjacent reserve.
- The location of housing in the subject site has been appropriately located to ensure coastal amenity is protected, and view corridors are maintained from the surrounding residential areas

Based on the above, it is considered the Sorrento PSP satisfies the objectives of SPP2.6 and will not have any undue impacts on the adjoining coastal zone.



# OVERSHADOWING

## Summer solstice (21.12) Overshadowing Diagrams





# OVERSHADOWING

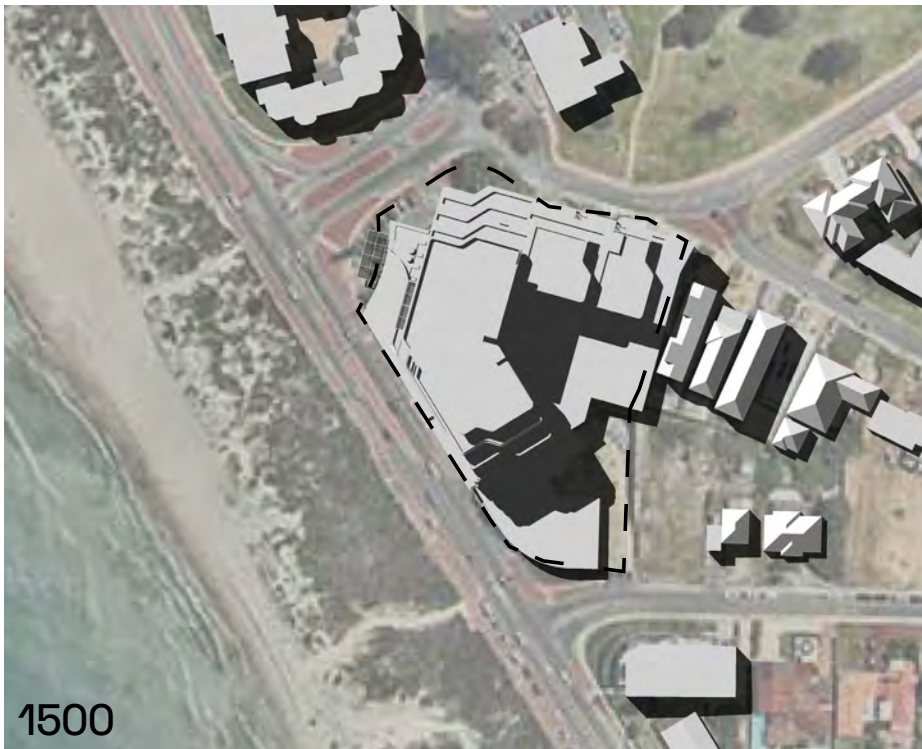
## October Shoulder (21.10) Overshadowing Diagrams





# OVERSHADOWING

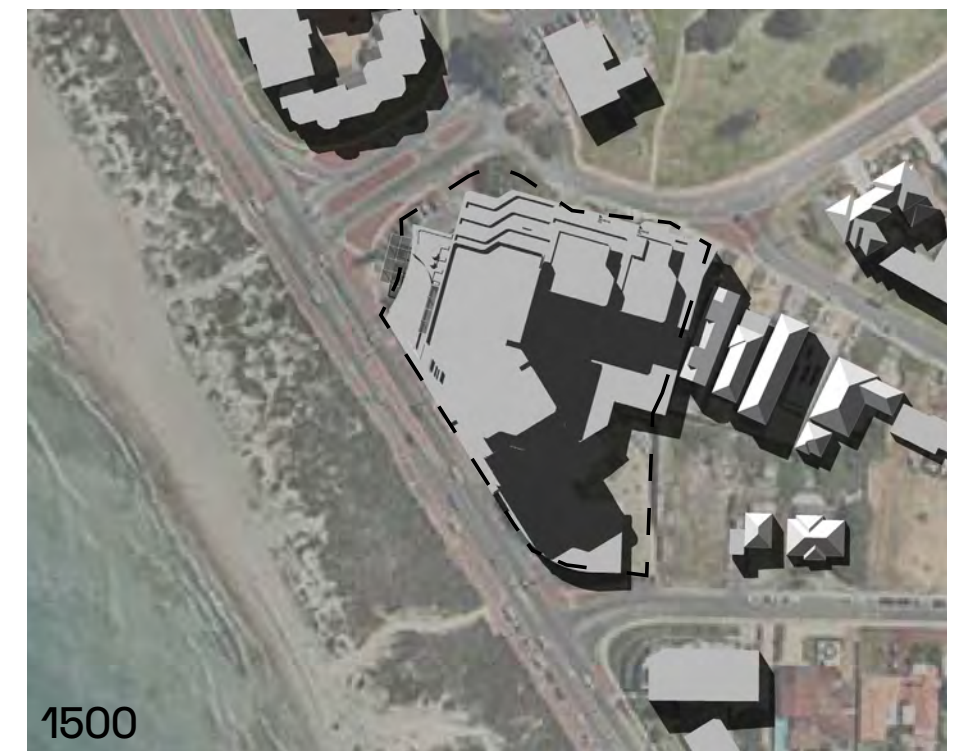
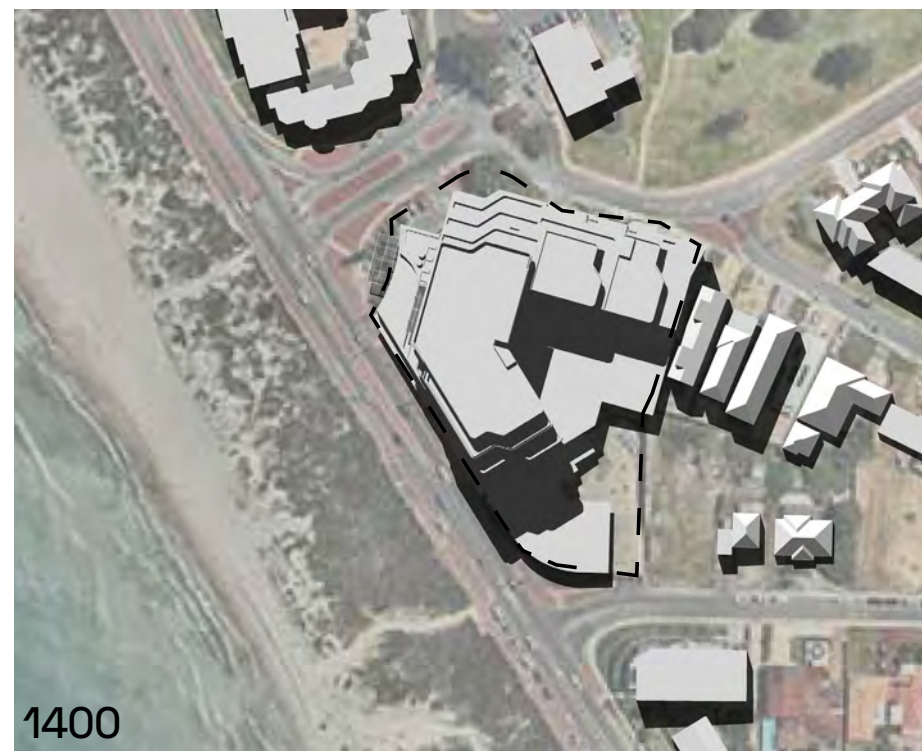
September shoulder (21.09) Overshadowing Diagrams





# OVERSHADOWING

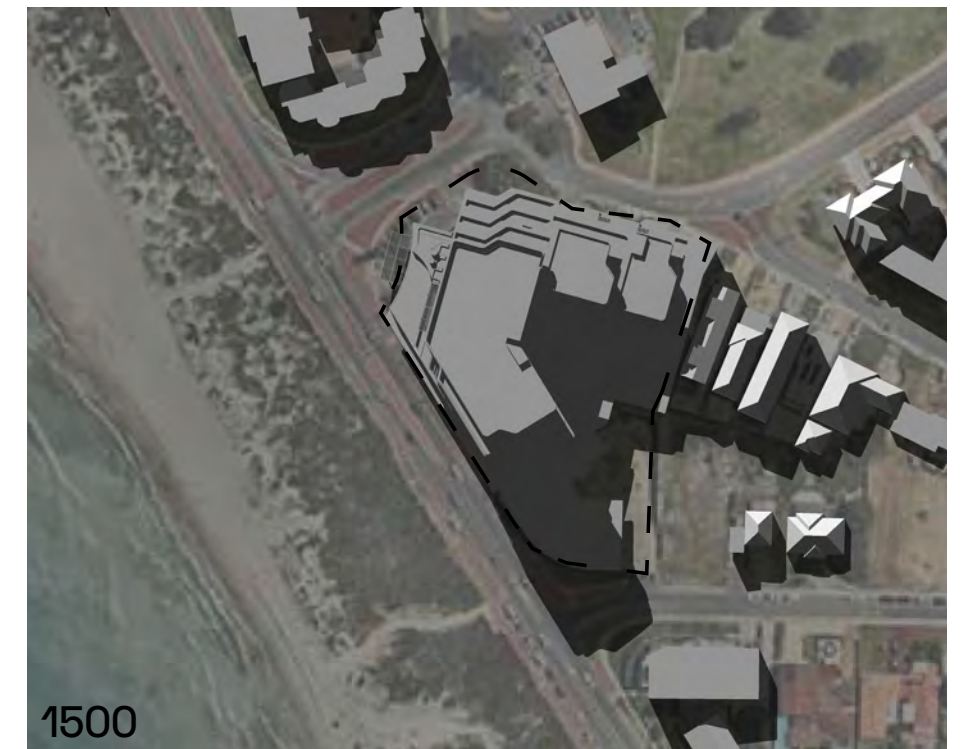
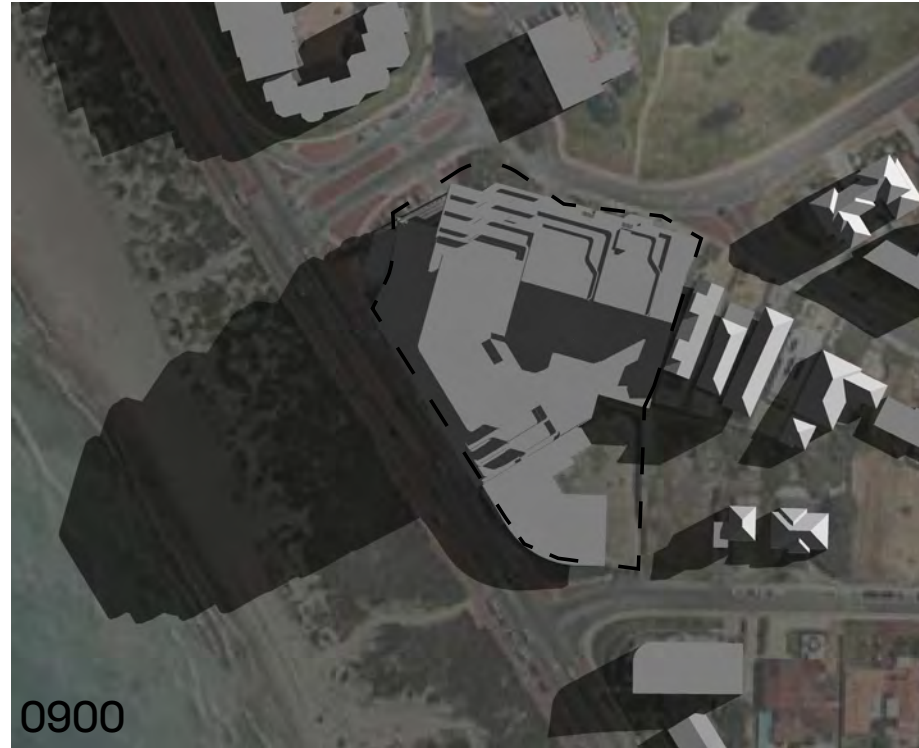
## August Shoulder (21.08) Overshadowing Diagrams





# OVERSHADOWING

...between 9am and 3pm on the **21st of June**, no overshadowing occurs to neighbouring sites zoned less than R80, **meeting SPP7.3 requirements...**





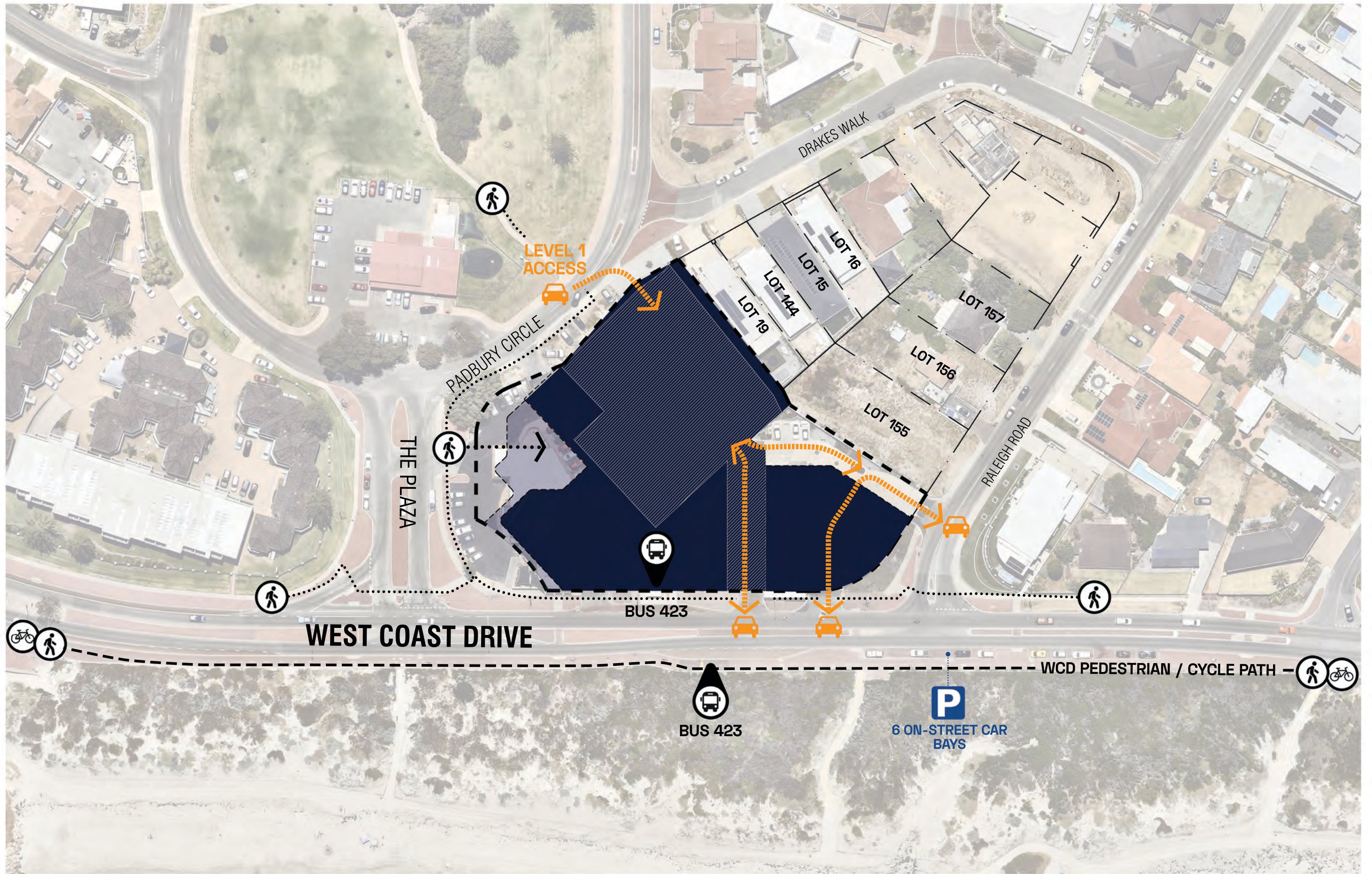


Figure 6



### 5.3.2 State Planning Policy 3 – Urban Growth and Settlement

State Planning Policy 3 – Urban Growth and Settlement (SPP3) outlines the objectives for urban growth and settlement for the State. SPP3 encourages the consolidation of residential development within existing areas. The proposed minor modification to the structure plan addresses this objective, by supporting additional residential development for the subject site.

### 5.3.3 State Planning Policy 4.2 – Activity Centres for Perth and Peel

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2) outlines broad requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. Given the existing Sorrento Local Centre envisions a shop-retail floor space of under 1,500m<sup>2</sup> NLA, the subject site is identified under the provisions of SPP4.2 as a 'Neighbourhood' or 'Local' Centre, which are defined as follows:

*"Neighbourhood centres are important local community focal points that help to provide for the main daily to weekly household shopping and community needs. They are also a focus for medium density housing. There are also many smaller local centres such as delicatessens and convenience stores that provide for the day-to-day needs of local communities".*

*"Neighbourhood and local centres play an important role in providing walkable access to services and facilities for communities. These centres should be recognised in local planning strategies, and also in structure plans for new urban areas".*

The proposed amendments do not change the limitation of commercial floor space as outlined in the existing SACP, which is 1,475m<sup>2</sup>. The Sorrento PSP will continue to cater for the day to day needs of local residents, by allowing for a mix of commercial uses on the subject site.

The Sorrento PSP is therefore consistent with the objectives of SPP4.2.

### 5.3.4 State Planning Policy 7.0 Design of the Built Environment

State Planning Policy No.7 – Design of the Built Environment (SPP7.0) is the lead policy that elevates the importance of design quality, and sets out the principles, processes and considerations which apply to the design of the built environment in Western Australia, across all levels of planning and development.

A set of concept development plans were initially presented to the State Design Review Panel (SDRP) on 21 November 2021, with the SDRP's feedback informing the preparation of the amended set of plans that were submitted to the SDAU for approval on 15<sup>th</sup> December 2021, and the intended built form outlined in this structure plan report.

Since then, two further SDRP meetings have been held to review the development plans as they've been amended over time. The third and final SDRP meeting was held on 17 May 2022. The SDRP concluded the following:

*"The appropriate transition of scale from the neighbouring properties, the provision of a generous public realm, excellent residential amenity and the sustainability commitments significantly exceed what could be contemplated under the SACP. Many of the positive elements of the development would be unable to be provided with an SACP compliant development, and in the opinion of the Panel, these elements are considered worthy of the discretion being sought".*

As demonstrated, the development plans presented have been adequately amended over time to meet the SDRP's comments and advice.

### 5.3.5 State Planning Policy 7.3 – Volume 2 Apartments

*State Planning Policy 7.3 – R-Codes Volume 2 Apartments (R-Codes Volume 2)* applies to apartments in areas coded R40 and above, and in mixed use developments and activity centres, placing considerable focus on facilitating positive design outcomes for apartments.

The Sorrento PSP includes an R-Code greater than R40, being R-AC3, and has been designed to ensure the provisions of SPP7.3 can be appropriately met in the future development of multiple dwellings on the site.

## 5.4 Local Planning Policies

### 5.4.1 Environmentally Sustainable Design Policy

The City's Environmentally Sustainable Design Policy (**ESD Policy**) encourages the integration of environmentally sustainable design principles into the siting, design, and construction of both new and redeveloped residential, commercial, and mixed-use buildings. The ESD Policy lists various design principles which are encouraged to be incorporated into the design.

The design of the Sorrento PSP has carefully considered the overall site layout, and positioning of the built form to maximise solar access and cross ventilation. Further consideration of sustainable building design will be undertaken at the development application stage, with a key incentive to have a certified 5 Star Green Star Building built into this PSP.

### 5.4.2 Coastal Local Planning Policy

The City's Coastal Local Planning Policy (**Coastal LPP**) has been implemented to mitigate risks associated with undertaking development in coastal areas. The subject site is located within a vulnerable coastal area, as identified by SPP2.6.

The City may deem it necessary to require a coastal hazard risk assessment be undertaken during the development application process.

## 6 SITE CONDITIONS AND CONSTRAINTS

### 6.1 Biodiversity and Natural Assets

There are no environmental features within the subject site which are of significance or pose a constraint to future development. Opportunities and development incentives exist to reintroduce environmental features back into the Sorrento PSP area as part of the wholistic redevelopment of the site.

### 6.2 Landform and Topographical Features

The landform and topographical features have been assessed by Aspect Studios in their landscaping concept (refer [Appendix 3](#)). To summarise their assessment:

- The vegetation class of the subject sites context is Coastal Dune (Cottesloe) Complex, including succulent, grass, heath, and shrub communities. Comprises heaths on limestone outcrops and mosaic of Tuart Woodlands and Tuart-Jarrah-Marri open forests on deeper sands.
- The most dominant natural features along the coast are the white dunal sands and low lying dunal / shrub vegetation, which are exposed along much of Perth's coastline.
- The topography is comprised of a variation of the dunal system (1-13m AHD) from steep to flatter.
- The area of the subject site is known as Mooro territory to the Whadjuk Noongar people. The area of present-day Sorrento and Marmion was previously used for the fishing and gathering of abalone and other shellfish in large numbers on the local reef. Refer to [Figure 7](#) for a map of the Whadjuk Noongar area.



Figure 7: Map of Whadjuk Noongar area (Source: After Green, Broken Spears, 1984)

In terms of topography, the subject site slopes downwards from the east south-east to the west, with a relatively steep fall of approximately 6.5m.

The subject site is at no risk of encountering acid sulphate soils.

There are no contaminated sites identified within the Sorrento PSP area. It is noted that an existing service station development occupies the corner of West Coast Drive and Raleigh Road. No changes are proposed to the existing service station, as recently been developed and commissioned to operate for approximately 30 years.

The existing built form in the Sorrento PSP area is characterised by one- and two-storey buildings, with parking provided along The Plaza and to the rear of the business, along Padbury Circle. The buildings on the subject site are at the end of their economic lives and, are affected by long-term disincentives to investment and refurbishment. This was confirmed through the engagement with the local business by Creating Communities.

## **6.3 Heritage**

### **6.3.1 Aboriginal Heritage**

A search of the Aboriginal Heritage Inquiry System did not reveal any sites of significance for the subject site.

### **6.3.2 European Heritage**

A search of the State Heritage Office database and the Australian Heritage Database indicated there are no registered sites within or in close proximity to the subject site.

## **6.4 Bushfire**

The subject site is not identified as being 'bushfire prone' in accordance with the Department of Fire and Emergency Services Map of Bushfire Prone Areas.

## **6.5 Existing Movement Network**

The Sorrento PSP area is bound by West Coast Drive to the west/south-west, The Plaza to the north-east, Padbury Circle and Drakes Walk to the north, and Raleigh Road to the south.

West Coast Drive is identified as a District Distributor Road under LPS3 and runs through numerous northern beach suburbs along the coast, providing connection to the regional road network via Karrinyup Road and West Coast Highway to the south, and Whitfords Avenue and Hepburn Avenue to the north.

The Plaza is identified as a Local Distributor Road under LPS3, whilst Padbury Circle, Drakes Walk and Raleigh Road are identified as Local Roads, providing connections to West Coast Drive.

## **6.6 Infrastructure and Servicing**

The structure plan area is serviced by existing infrastructure and servicing that has been assessed by JDSI Consulting Engineers to determine if the existing infrastructure and servicing is capable of supporting the proposed future redevelopment of the subject site in the short to medium term (refer **Appendix 4**, Engineering Servicing Report). A summary of the existing infrastructure and servicing associated with the structure plan area is below:



### **6.6.1 Sewer Reticulation**

There is an existing DN225 PVC gravity main on the eastern side of West Coast Drive and southern side of The Plaza. In addition, there is an existing DN150 PVC gravity main running through Lot 2 which currently services all existing lots within the site, as well as the existing service station on Lot 153 and Lot 154. This service is to be consolidated once an integrated development is approved

The existing sewer mains are sufficient to service the site.

### **6.6.2 Water**

Based on the Water Corporation Esinet data, there is an existing DN150 RC water reticulation main running along the eastern side of West Coast Drive and a DN100 RC water main located on the south side of the Plaza and Padbury Circle, directly adjacent the site.

### **6.6.3 Stormwater Drainage**

Stormwater drainage for future development will need to be designed and constructed in accordance with the City's guidelines. The City requires all stormwater falling within lot boundaries to be contained on site, either through soak wells, drainage cells, sumps or other approved method.

It is recommended a suitably qualified hydrologist is engaged to assist with the study and preparation of a stormwater management plan.

### **6.6.4 Gas**

An existing DN155 PVC medium-low pressure gas main runs along the western side of West Coast Drive, which is available for connection. Additionally, there is a DN50 PVC medium-low medium pressure gas main running along The Plaza, Padbury Circle and Drakes Walk available for connection.

### **6.6.5 Power**

Western Power owns and maintains all overhead and underground power reticulation systems in the area of the proposed development.

There are existing Low Voltage overhead aerials along West Coast Drive and an overhead light connection on the subject site's side of The Plaza. Future development will likely be required to provide underground power supply and augment the lighting.

Future development should submit a formal application to Western Power for a feasibility study or Design Information Package is requested to determine the extent of the network reinforcement.

### **6.6.6 Telecommunications**

An existing Telstra 50mm PVC below ground conduit with NBNCo cable runs along the eastern side of West Coast Drive to approximately the mid-point of the Lot 2 boundary. The NBNCo is currently servicing the existing Lot 2 and 149 through the existing 20mm Telstra conduit running along West Coast Drive.

An existing Telstra 50mm PVC below ground conduit with NBNCo cable runs along the southern side of Padbury Circle to the side boundary of Lot 147 and 148. NBNCo is currently servicing Lots 145 and 147 through the existing 20/35 Telstra conduit lot connections.

## 7 VISION AND DESIGN ELEMENTS

### 7.1 Vision

The vision for the Sorrento PSP is:

*"The Sorrento Precinct will be a vibrant and sustainable mixed-use coastal hub, aiming to reintroduce elements of the natural environment back into the site and contribute positively to the local community, whilst supporting a high quality residential and commercial development outcome that responds to the local coastal foreshore context."*

### 7.2 Built Form

#### 7.2.1 Urban Structure and Built Form

The Sorrento PSP currently comprises a built form which is disparate in nature and does not promote street activation or integration with the adjoining public realm. The Sorrento PSP, through the provisions of Part 1, is intended to address the following issues:

- Several existing buildings and uses within the Sorrento PSP area have a poor interface with the street and are largely dominated by cars. For example, car parks are located at the street interface rather than being sleeved behind built form. Further, it is noted that the existing service station has a limited street presence within the centre. The Sorrento PSP aims to refurbish the subject sites presence to the street, which includes reduced setbacks, and a high level of interaction and activation to the public realm.
- The current built form is not capable of supporting residential or mixed-use development, considered appropriate for the structure plan area.
- The existing built form contains few, if any, ESD or climate responsive design elements, and does not respond well to its coastal location. The Sorrento PSP seeks to reintroduce elements of the natural environment back into the built form and seeks to incentivise having a certified 5 Star Green Star Building.

Future development should carefully consider the local context. Building bulk should be strategically pushed towards West Coast Drive and the street corner of West Coast Drive and Padbury Circle, to ensure the built form steps away from the adjacent low-density development. This strategy also ensures site lines are retained for residents located along Padbury Circle and there are no adverse impacts on residential amenity.

#### 7.2.2 Building Height

The proposed height is deemed suitable for the Sorrento PSP considering the sites prominent location and context. Mass modelling provided at **Figure 8** confirms that the proposed height within the subject site will integrate well with its surroundings and avoid unduly impacting on the amenity of surrounding residences, key view corridors, whilst also avoiding significant impacts to the foreshore and beach reserves. Refer **Figure 9** and **10** for key view corridors from Drakes Walk to the PSP area.

Shadow diagrams presented at **Figure 5** demonstrate the height of the built form will not significantly impact upon the foreshore reserve. It's also noted no adjacent development is unduly compromised by overshadowing impacts.

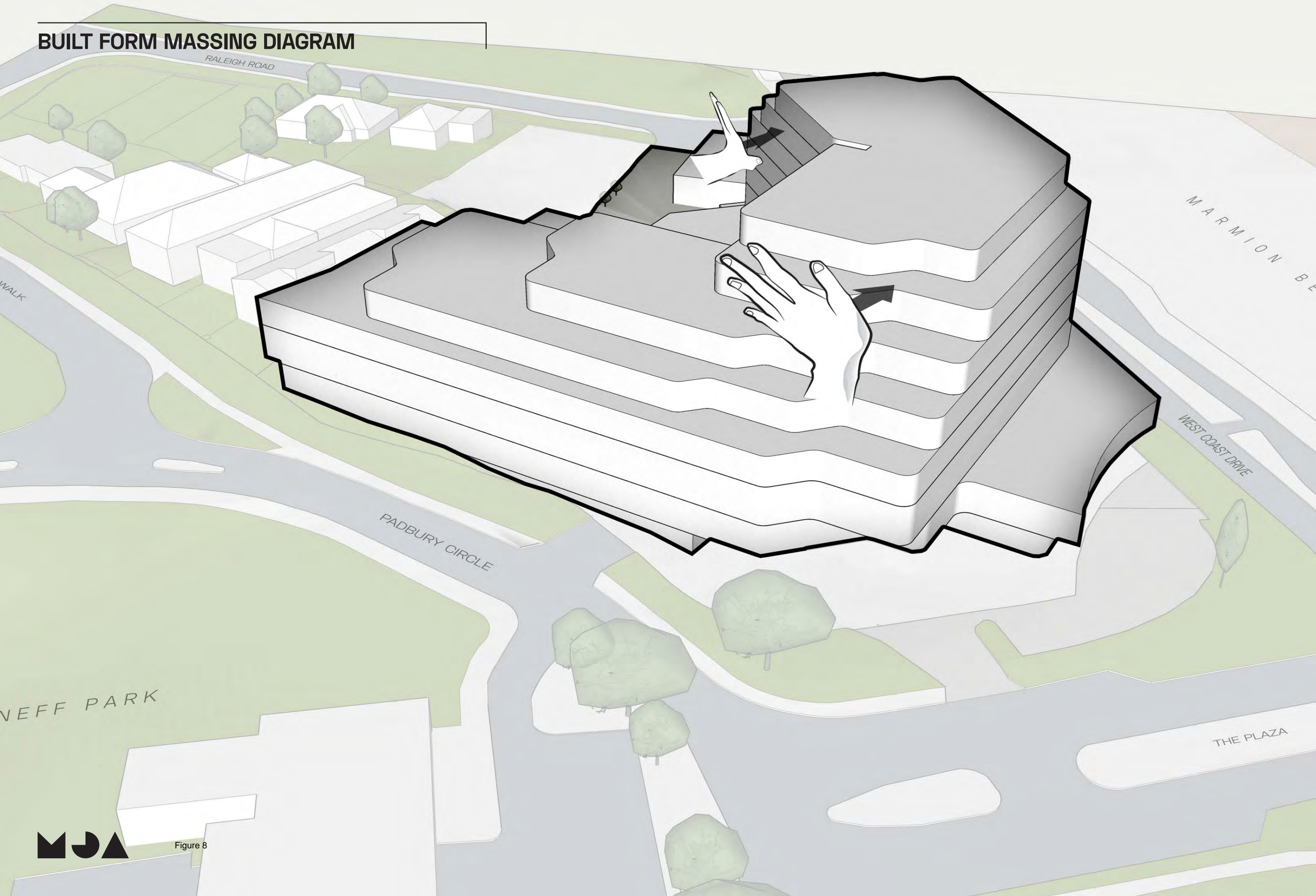
The height is expressed at the most prominent corner of the sites, with upper floors stepping away from West Coast Drive and low-density dwellings on Padbury Circle, and adjoining Geneff Park. This ensure adequate setbacks are provided between the PSP area and adjacent residential dwellings and will ensure the perceptions of bulk and scale are greatly reduced. The cross sections at **Figures 11** and **12** illustrate how the proposed development may look from various vantage points across the locality.

As the subject site sits lower than its surrounds and the land around the Sorrento PSP area rises sharply and is steeply undulating in places, it is considered 6-storeys (8, if achieving the development criteria), utilising the tiered approach for height, can be accommodated without unduly impacting upon view scapes from the wider locality to the coast.

The building height is strategically distributed throughout the PSP area to provide for a taller and slimmer built form, whilst ensuring the dwelling target of 75 dwellings and RAC-3 plot ratio control is capable of being met.



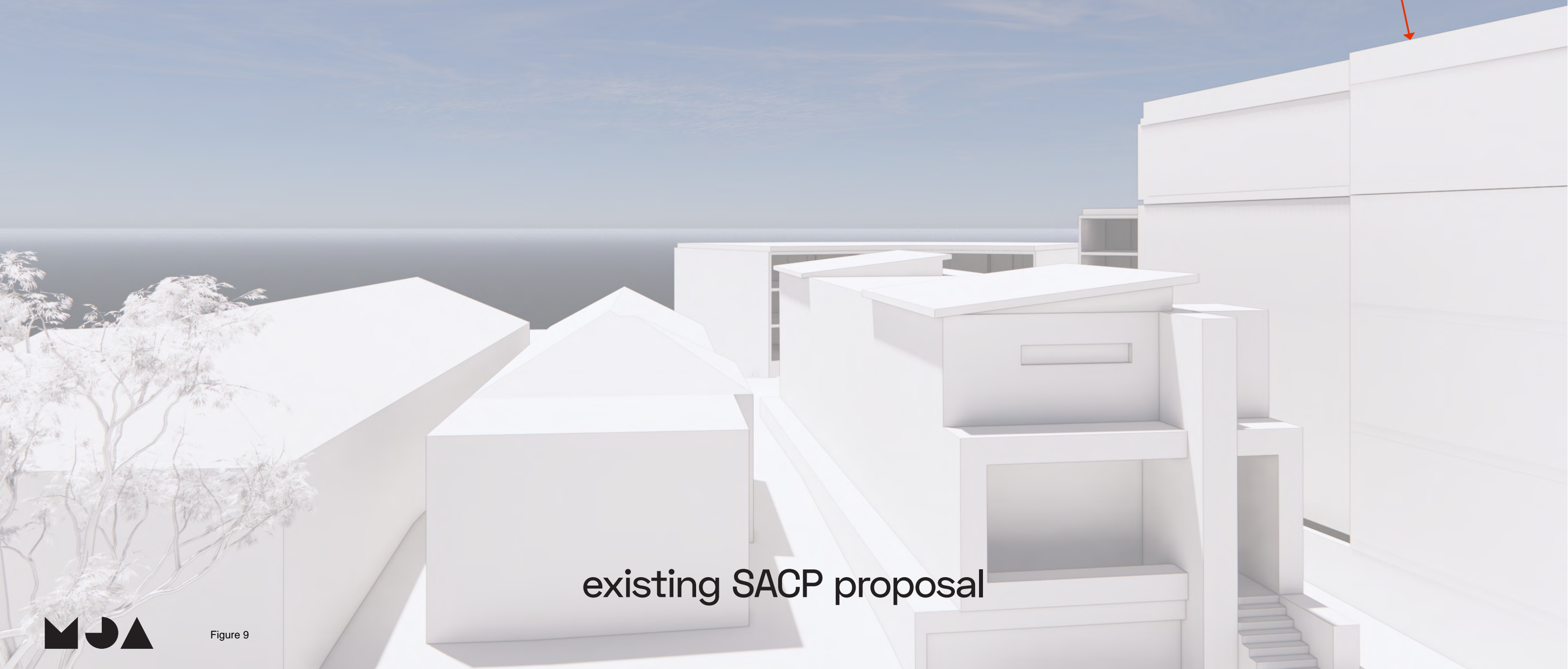
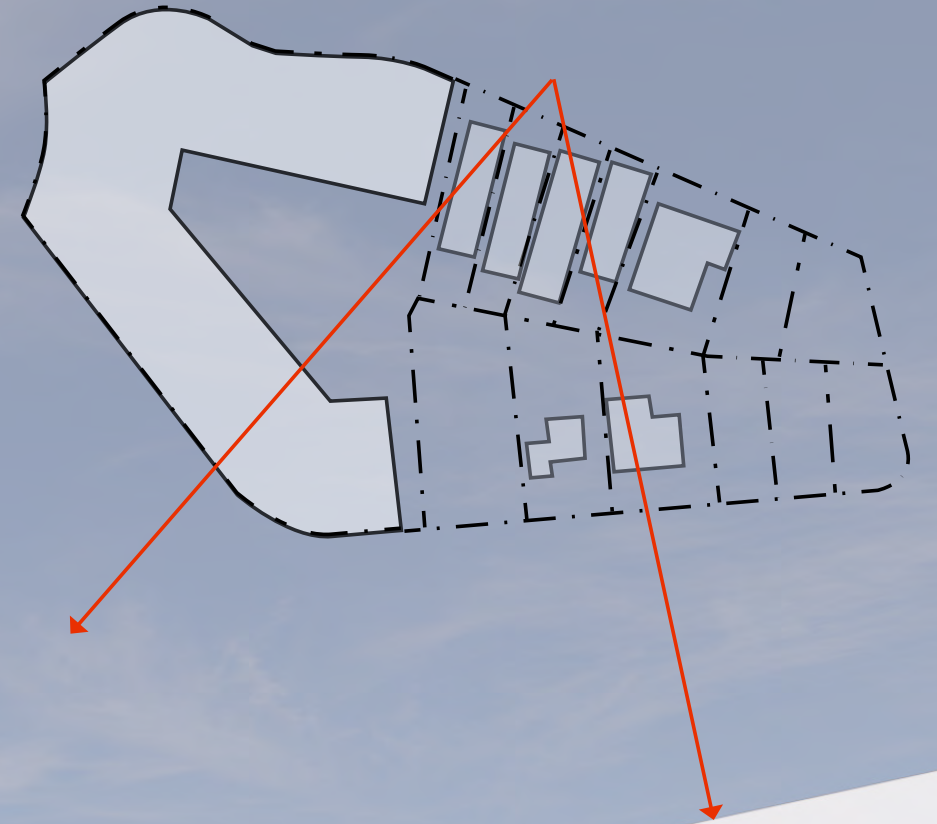
# BUILT FORM MASSING DIAGRAM





# SIGHTLINES

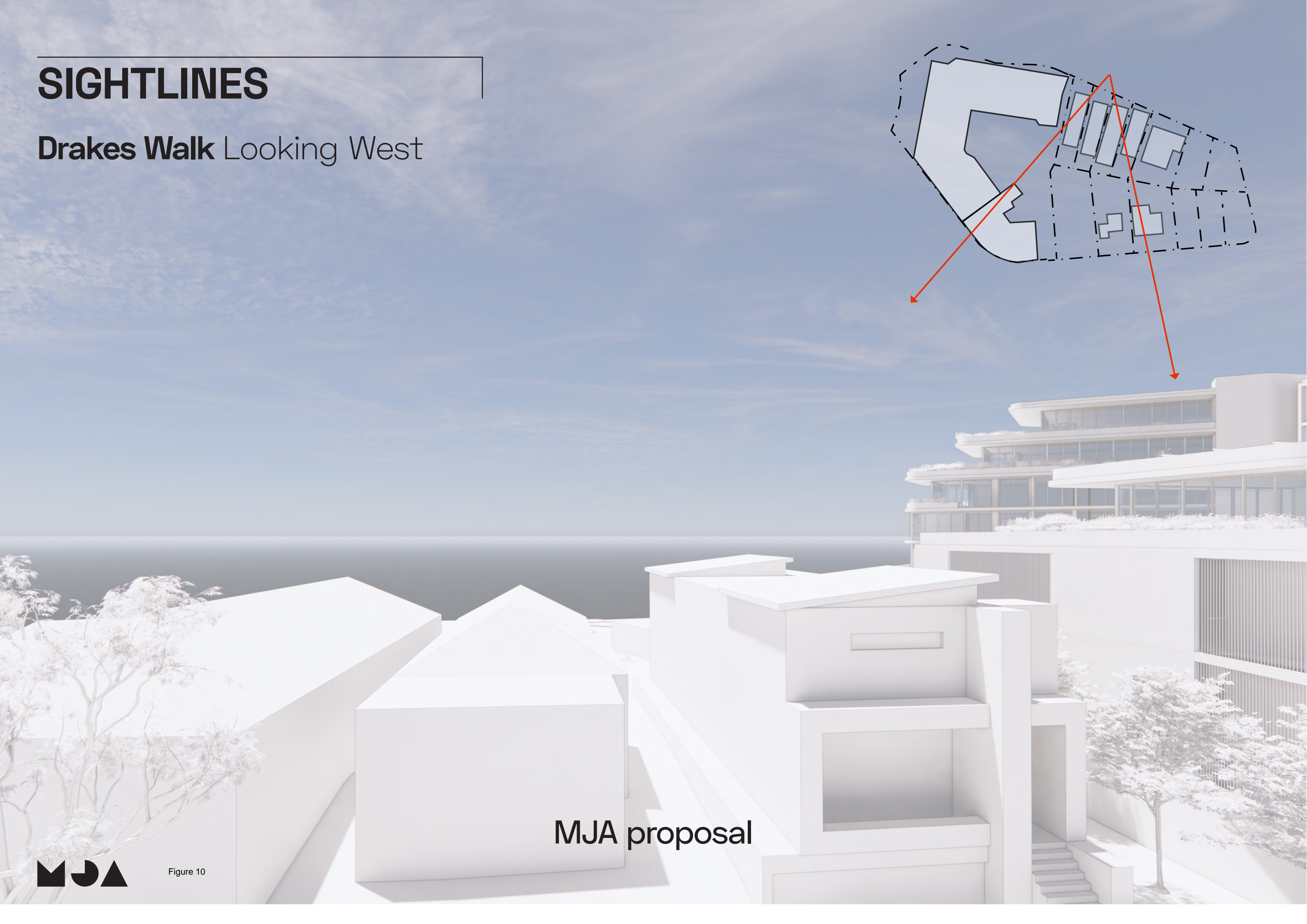
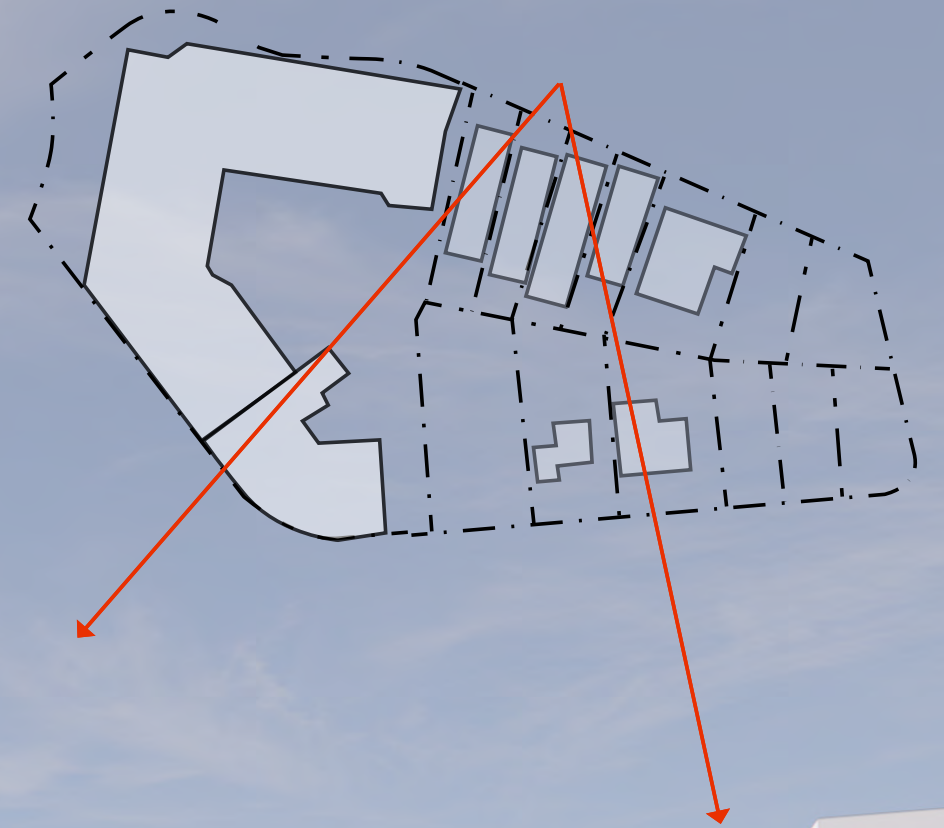
**Drakes Walk** Looking West





# SIGHTLINES

**Drakes Walk** Looking West



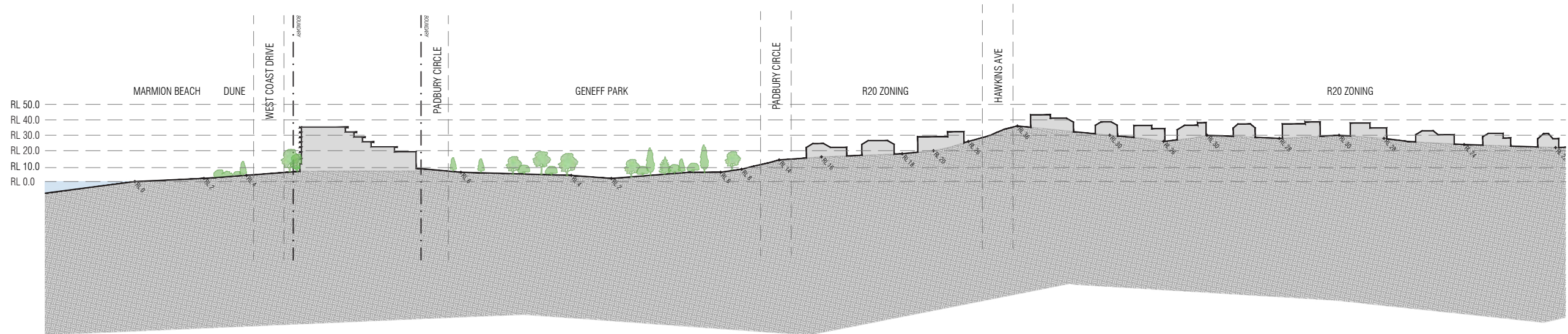
MJA proposal



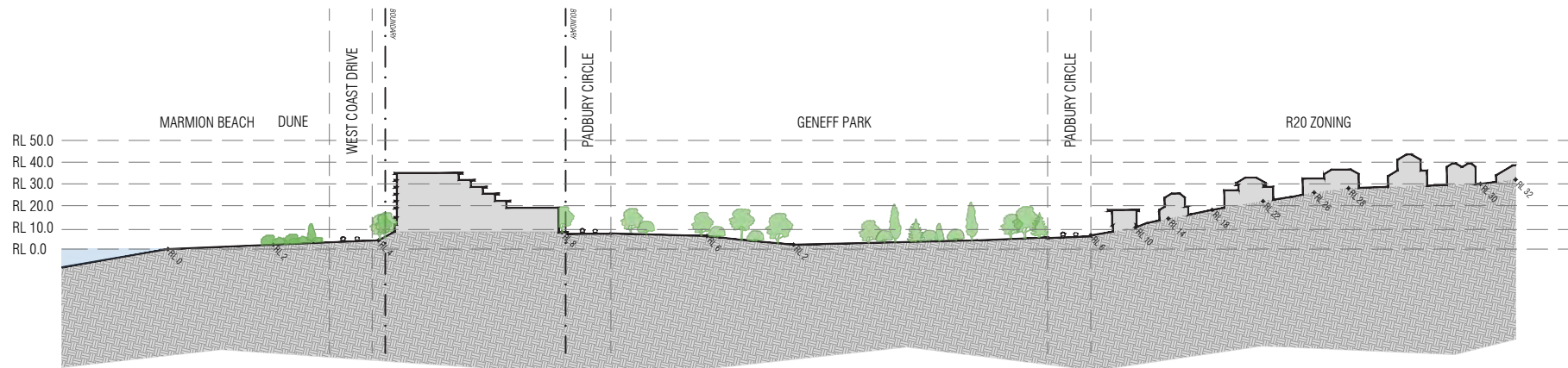
Figure 10



# CROSS SECTIONAL STUDIES



SECTION AA

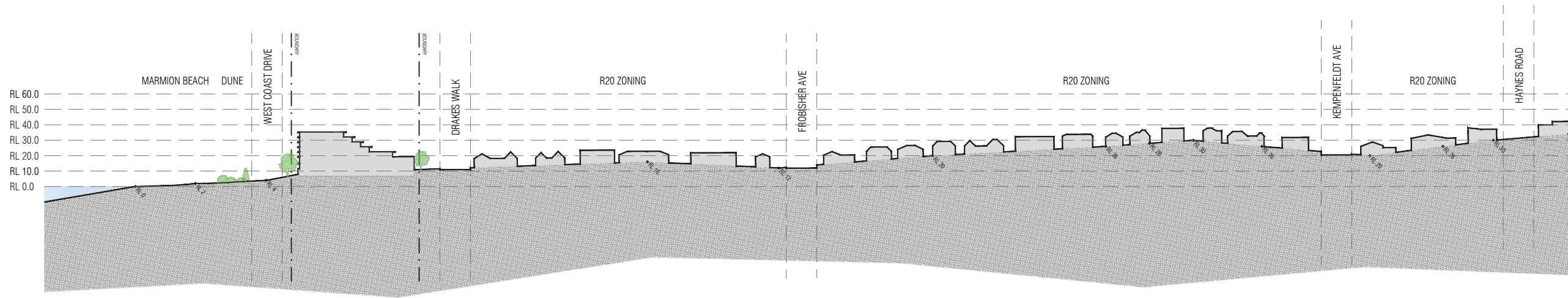


SECTION BB

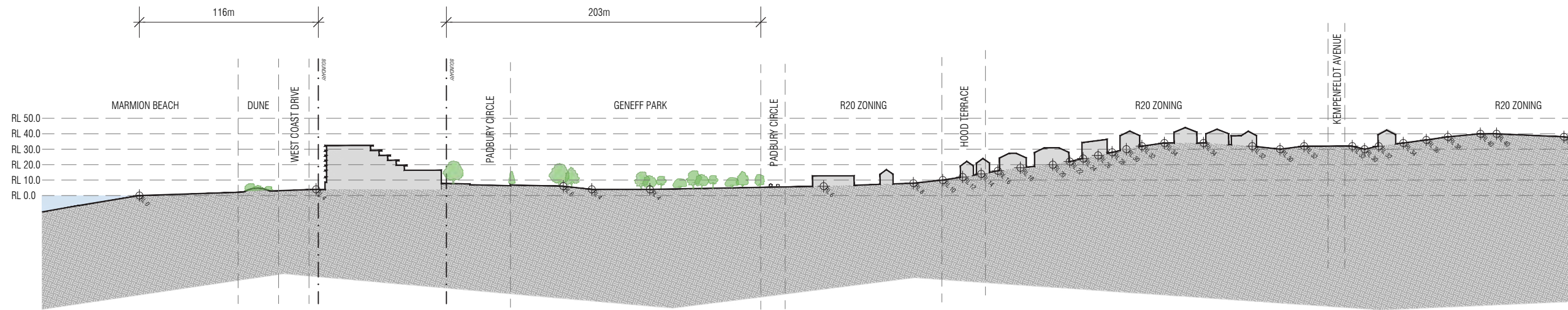




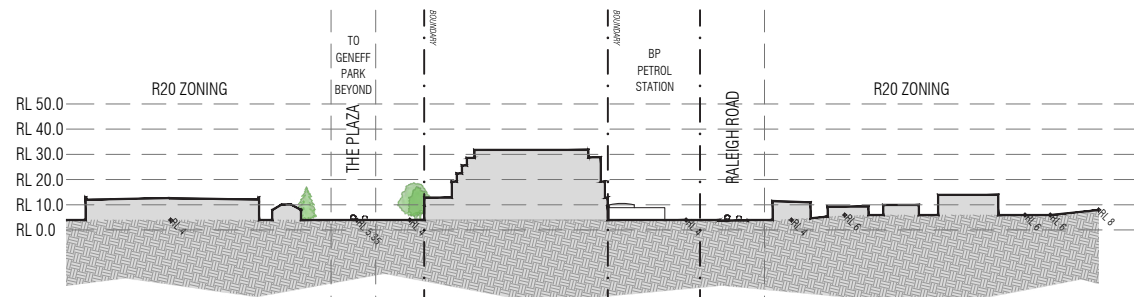
# CROSS SECTIONAL STUDIES



SECTION CC



SECTION DD



SECTION EE





### 7.2.3 Streetscape

The Sorrento PSP seeks to apply several built form controls to ensure an active desirable street interface is provided. In this regard, provisions have been included within Part 1 which relate to:

- Discouraging residential land uses on the ground floor (where possible).
- Promoting commercial uses on the ground floor.
- The provisions of an awning along the building edge to provide shade to pedestrians.
- Promoting upgrades to the adjacent verge and footpaths, to encourage a high-quality pedestrian environment.
- Minimising boundary setbacks to provide for greater opportunities for alfresco dining and active uses.

## 7.3 Land Use

### 7.3.1 Land Use Mix and Location

The Sorrento PSP sets out land use and residential densities contemplated within the subject site. The structure plan area is proposed to comprise a suite of commercial and residential land uses consistent with the proposed 'Mixed-Use' RAC-3 zoning, with further direction as to the suitability of uses provided for within Part 1 of this report.

Commercial uses should be provided on the ground floor, providing sufficient activation to street frontages. Residential land uses should be located above the ground floor, to maintain a level of privacy from the public realm.

### 7.3.2 Employment

An Economic Benefit Study (EBS) has been prepared by Urbis for this PSP, to quantify the employment and economic benefits likely to be generated. The following key findings were identified in the EBS:

- Future construction of the subject site will likely support a significant amount of direct, and indirect jobs.
- Once construction is completed, various other jobs will be created for the on-going operation of the future development, directly and indirectly. These include jobs associated with the future commercial tenancies, including retail, food and beverage, offices, and shops.

The proposed increase in residential density could also add approximately 152 residents to the area, which will attract further investment to Sorrento, support additional visitation to existing businesses in the area, and provide employment diversity, including training and apprenticeship opportunities. Refer to **Appendix 5** for the EBS.

### 7.3.3 Community and Educational Facilities

There is existing community and educational facilities located in proximity to the structure plan area and surrounding Sorrento locality, which will adequately cater for the needs of future residents and the local community. This includes Sorrento Community Hall located in Geneff Park opposite the subject site, Sorrento Surf Life Saving Club located to the north of the subject site, and Marmion Angling and Aquatic Club to the south of the subject site.

There are also several primary schools in the locality, including Sorrento Primary School, Marmion Primary School, Duncraig Primary School, and Hillarys Primary School. Secondary school education facilities are also located within close proximity to the site with Duncraig Senior High School, Carine Senior High School, Greenwood College and Sacred Heart College being located nearby.

The proposed Sorrento PSP seeks to facilitate the development of a vibrant, mixed use coastal hub that integrates well with its surroundings and offers significant community benefit. The provision of commercial land uses at ground level and a public plaza in the north-eastern portion of the site will encourage activation of the site and surrounding area. The PSP also seeks to facilitate significant upgrades to the pedestrian realm, to ensure the pedestrian experience is maximised for the local community, whilst also requiring additional community parking be provided on-site that will be accessible to the local community and visitors alike.

A photograph of the existing Sorrento Community Hall located opposite the subject site is below.



**Photograph 1: Sorrento Community Hall, as viewed from the subject site towards Geneff Park, facing north east**

## 7.4 Public Realm

### 7.4.1 Landscaping

One of the objectives of the Sorrento PSP is to reintroduce elements of the natural environment back into the subject site. This is of particular importance given the sites prominent location on the coast and being located directly adjacent to a local park. Whilst a specific area of public open space has not been identified on the Sorrento PSP, future development applications at a minimum should seek to comply with landscaping requirements outlined under the R-Codes.

Notwithstanding this, an indicative design has been undertaken by Aspect Studios (refer **Appendix 3**). The landscaping design has undertaken a hybrid approach, due to the highly urban context of the site. Both deep soil planting on on-structure planting is utilised, which is respectful and consistent with the surrounding urban context and architectural form.

Plant selection and planting pallets should aim to be consistent with the site context and coastal conditions, providing a variety of textures and colours, whilst being hardy enough to thrive in coastal environment.

As outlined in the Landscaping Concept, the following general principles should form the landscaping approach to the subject site:

- Use high quality landscape design to integrate the proposed development with the surrounding streets and neighbourhood, including the beach, community centre and Geneff Park
- Develop a legible network of spaces (Beach, Activity Centre, public realm landscaping, Community Centre and Geneff park) that fully integrate with and connect to the surrounding context.
- Create spaces with varying characters and identities, including those north facing outside south west breezes and those with access to coast, beach and southern views.
- Design spaces that will become welcoming, activated, and utilised by the local community
- Theme the landscape, coastal adjacent to the coast and parkland adjacent to the park. These both should converge at the corner of West Coast Drive, The Plaza and Padbury Circle.
- Ensure that communal open spaces have access to sunlight whilst also providing adequate shade and wind protection.
- Maximise opportunities for social interaction through arrangement of new spaces, seating, and views.
- Create a robust landscape made from simple materials, proven planting and bold forms that can be managed and maintained along the harsh coastal environment
- Provide clear and integrated access.

Refer to **Figure 13** below for the proposed landscaping plan.

#### **7.4.2 Water Management**

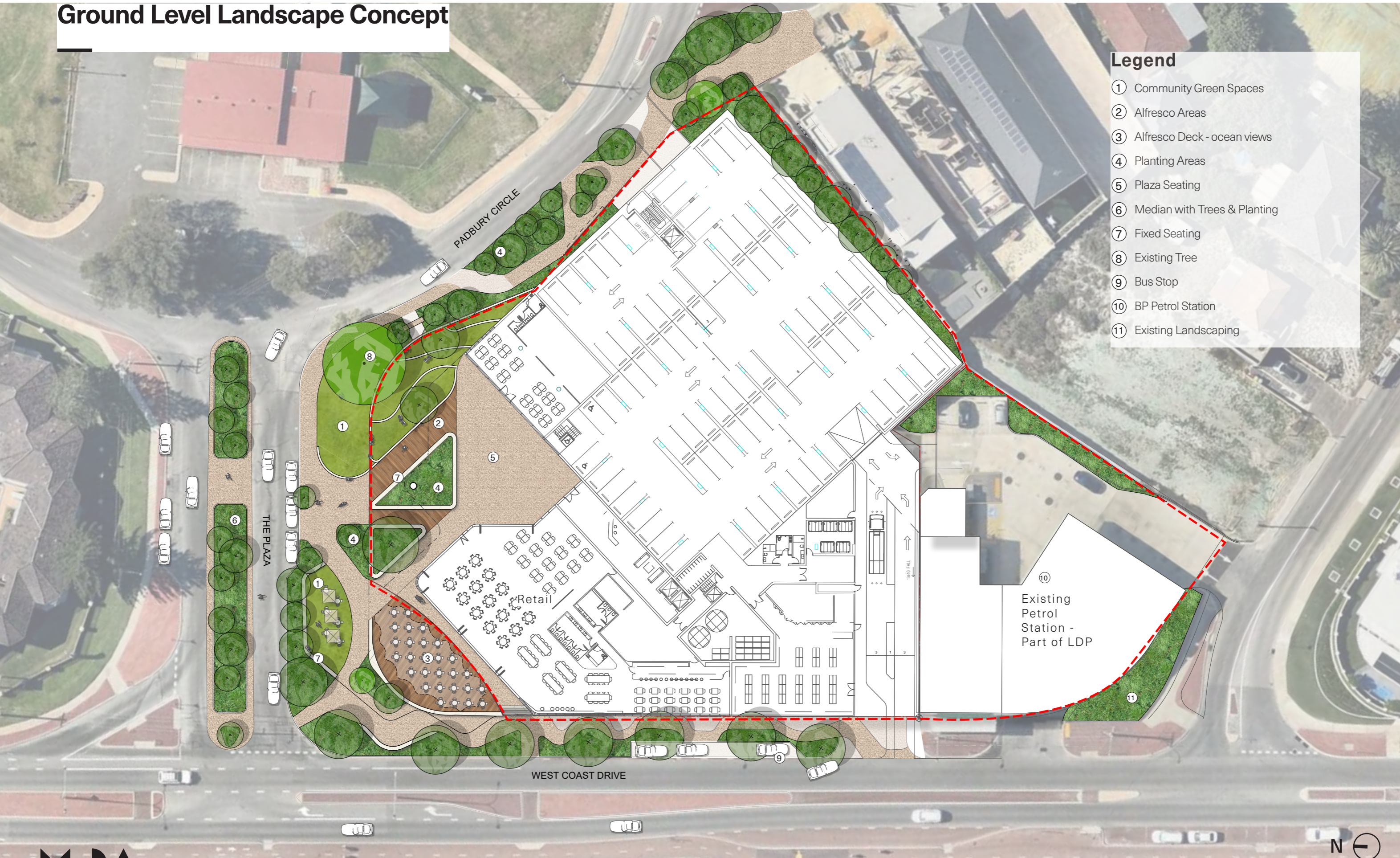
All stormwater runoff from development in the Sorrento PSP area is to be contained on site.

The incorporation of water efficiency measures into the design of future development will assist in reducing overall water use and wastewater generation. Design initiatives which can be utilised to reduce water consumption include:

- Water efficient appliances.
- Use of rainwater tanks.
- Incorporation of waterwise landscaping



# Ground Level Landscape Concept



- Legend**
- ① Community Green Spaces
  - ② Alfresco Areas
  - ③ Alfresco Deck - ocean views
  - ④ Planting Areas
  - ⑤ Plaza Seating
  - ⑥ Median with Trees & Planting
  - ⑦ Fixed Seating
  - ⑧ Existing Tree
  - ⑨ Bus Stop
  - ⑩ BP Petrol Station
  - ⑪ Existing Landscaping

Figure 13



## 7.5 Movement

### 7.5.1 Pedestrian and Cycling Network

Existing pedestrian / cycle networks are outlined in the TIA prepared by Cardno (refer **Appendix 6**).

A shared path is located along the west side of West Coast Drive, along the beach. This shared path is very popular for both recreation purposes and beach access. The path is heavily used by pedestrians, cyclists and other micro-mobility users, as well as for dog-walking.

A shared path is also provided on the east side of West Coast Drive, connecting to and beyond Sacred Heart College, which is located approximately 500m north of the site. On-road cycle lanes are available along West Coast Drive north of The Plaza. However, these do not connect into any other high order cycling facilities and the cross section of West Coast Drive further to the south is generally hostile for cyclists.

For pedestrians / cyclists travelling east-west, the predominant routes for local movements are along the local bicycle friendly roads of Helier Drive / Seacrest and Chandler Road. Regional cycling is more likely to occur along Marmion Avenue and Hepburn Avenue.

Overall, the existing pedestrian and cyclone infrastructure surrounding the subject site is average for all users. Pedestrian crossings across West Coast Drive need improvements as it can be difficult for pedestrians to safely cross the road. Future development applications should take this into account and seek to improve pedestrian / cycling accessibility, this can be achieved by adding incentives for community benefits into this PSP.

The Sorrento PSP seeks to highlight the importance of creating a high-quality pedestrian environment. A key pedestrian link opportunity has been identified in an east-west direction, between the beach, the subject site, and Geneff Park. The north-south pedestrian connection is already strong with the existing shared path. Future development applications should seek to create a strong link in an east-west direction, providing high levels of accessibility to the beach and Geneff Park. Refer to the movement network plan (**Figure 6**).



**Photograph 2: Existing shared path as viewed from West Coast Drive, looking south.**

### **7.5.2 Public Transport**

Two bus stops are located immediately adjacent to the subject site. Bus route 423 directly passes the site along West Coast Drive and provides access to Hillarys Boat Harbour and Stirling Train Station and Warwick Train Station. Two other bus stops on Padbury Circle served by the same bus route are also located within 300m of the subject site.

The presence of the bus stops fronting the site and frequent peak period service ensure the subject site has adequate connectivity both to local destinations, and the wider public transport network, with the opportunity to move the southbound bus stop northwards, subject to detailed design as part of the development application, being explored to have a safer access to crossovers and better outlook for alfresco diners. This was key feedback from the Creating Communities engagement findings.

### **7.5.3 Vehicle Access**

Access to the site is currently obtained via Raleigh Road, West Coast Drive, The Plaza and Padbury Circle.

As the BP site has recently been redeveloped, no modifications to the access points to the service station site are proposed, which currently obtains full movement access from Raleigh Road and West Coast Drive.

The Sorrento PSP seeks to remove access from The Plaza and utilise access points from West Coast Drive, Padbury Circle, as per the current SACP and thereby reducing the number of access points to the subject site.

### **7.5.4 Parking**

Parking for the Sorrento PSP should be sleeved, and not visible from the public realm. Future development applications will be required to comply with the parking requirements as outlined by the R-Codes and provide extra commercial bays, as requested through the community engagement workshops and discussion groups, through development incentives to provide community benefits. All parking areas should be designed to optimise safe and efficient manoeuvrability.



## 8 IMPLEMENTATION

The Sorrento Precinct Structure Plan has been preceded by numerous discussions and collaborations with various stakeholders. It was also driven by the extensive and best practice engagement occurred during the preparation of the development application, where a number of identified community benefit items could be delivered through an amended ACP.

It was also considered the current ACP would not deliver the same level of community benefits, including public car parking or public realm landscape works outside some upgraded road infrastructure. The development plans, at the time of preparing this PSP, are being assessed by the SDAU.

The approach to amend the existing SACP was agreed upon without prejudice by both the SDAU and City during various preliminary engagements, leading up to lodgement of the development application.