



DEPARTMENT OF PLANNING, LANDS AND HERITAGE	
DATE	FILE
13-Jun-2022	SDAU-049-21

State Design Review Panel Final Report For WAPC

Sorrento Activity Centre DR3
May 2022

Review attendance

Subject	Sorrento Activity Centre DR3	
Date	17 May 2022	
Time	2:00 – 5:00pm	
Location	140 William Street Perth and video conference (VC) via Zoom	
Design Reviewers	Emma Williamson	Panel Member (Chair)
	Patrick Kosky	Panel Member (Architecture)
	Tony Blackwell	Panel Member (Landscape Architecture)
	Munira Mackay	Panel Member (Urban Design)
Proponent Team	James Thompson	MJA Studio
	Tor Dahl	MJA Studio
	Lewis Kilpatrick	MJA Studio
	Ben Doyle	Planning Solutions
	Robert Walker	Planning Solutions
	Michael Rowlands	ASPECT Studios
	David Cresp	Urbis
	Chad Scott	Megara Property
	Trent Duward	Megara Property
	Oliver Grimaldi	Cundall
Planning Authority	Paola Di Perna	Director, State Development Assessment Unit
	Shane Downes	Principal Planning Officer, State Development Assessment Unit,
Stakeholders	Graeme Catchpole	A/Manager, Planning Services, City of Joondalup
	Chris Leigh	Director, Planning and Community Services, City of Joondalup
Observers	Alex Campbell	Senior Planning Officer, State Development Assessment Unit
Panel Support	Meagan Wells	Coordinator SDRP, Office of the Government Architect
	Riva-Jean Lander	Program Assistant SDRP, Office of the Government Architect

Declarations

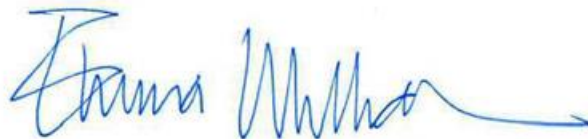
As for previous reviews: Lewis Kilpatrick (MJA) is the son of Barbara Gdowski (Manager SDRP). Barbara has restricted involvement in all review activity related to this project. Patrick Kosky (Panel) has declared current working relationships with Planning Solutions and ASPECT Studio. These do not preclude him from reviewing the project and have been disclosed to all parties and recorded.

Briefings

Design Team	James Thompson Michael Rowlands	Design Presentation
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Design Review Report endorsement

Chair signature



Emma Williamson, Chair

Executive Summary

Overall	The design approach supported by the Panel.
Further review	A follow up review of this project is not required.
LPS Scheme	City of Joondalup Local Planning Scheme No.3 (LPS3) and the Sorrento Activity Centre Plan (SACP).
Summary:	The Panel thanks the project team for engaging with the design review process through the development of this proposal.

It is noted that the development does not comply with the Sorrento Activity Centre Plan (SACP) and that while a new Structure Plan has been proposed, this is in early stages of development and consultation with the City of Joondalup. The advice of the Panel does not take this proposed document into consideration.

The Panel has sought to consider whether this proposal delivers tangible improvements on the SACP from a design perspective. 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.

Opportunities for further development include:

- resolution of the Padbury Circle vehicle and cyclist entry
- theming and coherence of the footpaths across the site as well as connectivity with the wider movement network
- consideration of the Padbury Circle interface with the neighbouring residential dwelling
- direct street entry to the apartments off Padbury Circle where possible
- reconsideration of dead ends in corridors.

Design Quality Evaluation

Principle 1: Context and character *Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.*

1. This site has the potential to become a landmark for the area, and the design now delivers an appropriate response to the context and the ocean foreshore.
2. The consideration of key views, including that from Hillarys Boat Harbour has resulted in a contextually appropriate height.

Principle 2: Landscape quality *Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context*

1. The provision of 10% deep soil area and one large tree on site, is commended.
2. The proposed planting palette of local and endemic species, that will be hardy enough for the highly exposed coastal condition, is supported.
3. The provision of two separate communal open areas is supported. The north east pool area will offer a winter refuge during the months that the central podium landscape is overshadowed as a result of the redistribution of building mass.
4. Consider opportunities to provide seating within planter walls for resident amenity in these areas.
5. Progressing a continuity in the theming, geometry and coherence in the footpaths across the site is recommended.
6. Continue to work with the City of Joondalup to optimise landscape contribution outside of the lot boundary and minimise impacts on the servicing and maintenance strategies of these areas.

Principle 3: Built form and scale *Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.*

1. The built form response, with a northern orientation, protected courtyard spaces and sympathetic height transition to the adjacent residential properties is supported.
2. The reduction in building height to a maximum of 8 storeys on West Coast Drive, with the setback to the upper storey has diminished the appearance of bulk. The redistribution of mass to Padbury Circle has been managed well with setbacks to the upper two storeys from West Coast Drive.
3. Further consideration of the Padbury Circle interface with the neighbouring residential dwelling is recommended for an improved urban design outcome.

Principle 4: Functionality and build quality *Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.*

1. A high level of residential amenity is being provided in the development, notably, the number of north-facing apartments and the provision of generous, useable external spaces.
2. The Panel supports the integration of the mechanical plant into the building and the minimal lift overrun which removes its visual impact on the roof.
3. The volume of the residential lobby, and the increased access to light in the residential corridors, is supported
4. Consider whether maintenance access to the PV cells can be provided on common property.

Principle 5: Sustainability *Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.*

1. The Panel commends the commitment to Certified 5 Star Green Star As Built V1.3 which exceeds expectations for the site.

Principle 6: Amenity *Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.*

1. The long corridors have been generally well managed, the Panel encourages removal of the dead ends created by the 'dog legs' on the northeast of the building,
2. The resolution of visual privacy and amenity for the neighbour on the southern boundary from the adjacent elevated central podium landscape will be important.

3. Consider transparency between the residential lobby lifts and the podium garden for improved visual amenity in this location.
4. The introduction of an airlock to the bin storage area is recommended to reduce odours.
5. Visual screening of the PV cells at the lower level should be considered.

Principle 7: Legibility *Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.*

2. The Panel supports the improvements to the legibility and access to the residential entries from the plaza space.
3. Direct street entry to the apartments off Padbury Circle should be considered where possible, noting that the significant level change may prevent this for all apartments on this edge.
4. Connectivity between footpaths on site and the wider movement network require further consideration to ensure neighbourhood integration of this development.
5. The cyclist access via the steep vehicle ramp off Padbury circle requires further attention. As does the long path for cyclists from the bike racks to the residential lift.

Principle 8: Safety *Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.*

1. The reduction in the plaza depth for improved residential safety is supported.
2. The potential for collisions between vehicles and cyclists caused by shared entry via the ramp from the Padbury circle entry requires further consideration.
3. The screening of the pool services on level 1 has limited passive surveillance opportunities to the plaza space below. While relatively minor, there may be opportunities improve this element with a more layered approach.

Principle 9: Community *Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.*

1. The Panel commends the generosity of landscape, quality of food and beverage offerings, and accessibility to the public that this development could provide.
2. The activation and connectivity with the park, provided by the apartments on Padbury Circle, is supported.
3. The development offers good residential amenity and provision of communal open space, which are supported.

Principle 10: Aesthetics *Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.*

1. The Panel supports the overall architectural language of the development.
2. The development of the West Coast Drive and the southern elevations have resulted in improved proportions, articulation, and setbacks delivering improved interfaces to the streetscape and approach from the south.