

ATTACHMENTS

ORDINARY COUNCIL AGENDA

23 JULY 2019

Attachment No. 1

Ordinary Council Minutes of 25 June 2019

Attachment No. 2:

1. Original Determination Notice from 2015;
2. Amended Determination Notice from 2017; and
3. Applicant's supporting letter dated 10 June 2019.

Attachment No. 3

Scheme Amendment Report No. 11.
Summary of Submissions

Attachment No. 4:

- Applicant's Justification Letter (inclusive of previous approvals for the site).
- Environmental Noise Assessment, Revised Transport Statement.
- Updated Swept Paths.
- Dust Management Plan.
- Waste and Dust Management Plan.
- Comments from the City of Bayswater and DWER & Letter from the Minister of Environment (2017).
- DWER Works Approval Assessment.

Attachment No. 5

Industry Warehouse' Change of Use Application Report – Prepared by Element Pty Ltd.

Attachment No. 6:

- Copy of gazetted Local Law

Confidential Attachment No. 1:

- Confidential letter received from the Joint Standing Committee on Delegated Legislation dated 27 June 2019.

Attachment No. 7:

- Report of Submissions from the public;
- Summary of the suggested amendments from the Department of Local Government, Sport and Cultural Industries; and
- Town of Bassendean Parking Local Law 2019.

Attachment No. 8

Parking area drawing for Troy Street, Bassendean.

Attachment No. 9:

- Department of Primary Industries & Regional Development (DPIRD) Letter of response to Council's resolution item 10.5 (OCM-10/12/17);
- Arboricultural Report on Pine trees Success Hill, Bowden Tree Consultancy; and
- EMRC notes from DPIRD meeting held on 10 May 2019.

Attachment No. 10:

- Current details on previous Eden Hill proposed undergrounding
- Western Power presentation: Eden Hill Underground Strategy
- Western Power presentation: Capex vs Opex
- High Level Summary.
- Figure 1 – Proposed Area of Eden Hill

Attachment No. 11:

- Whitfield Safe Active Street Design Drawings
- Design Development Summary
- Whitfield Safe Active Street Parking Review.
- Tree Pit and Slow Point Detail

Attachment No. 12:

- Success Hill to Railway Parade Principal Shared Path Community Consultation Project Stakeholders Report- prepared by Department of Transport; and
- Success Hill Principal Shared Path Feasibility Design Road Safety Audit.

Attachment No. 13:

- Letter sent to owners of vacant land within the Town of Bassendean;
- Statement of Objects and Reasons; and
- Differential Rating – Consultation Analysis, July 2019.

Attachment No. 14

Town Assets Committee Minutes of 19 June 2019

Attachment No. 15

List of payments made under delegated authority for the period June 2019

Attachment No. 16

Financial Reports for June 2019

Confidential Attachments 1 to 2

ATTACHMENT NO. 1

TOWN OF BASSENDEAN

MINUTES

ORDINARY COUNCIL MEETING

HELD IN THE COUNCIL CHAMBER, 48 OLD PERTH ROAD, BASSENDEAN

ON TUESDAY 25 JUNE 2019 AT 7.10PM

1.0 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS

The Presiding Member declared the meeting open, welcomed all those in attendance and acknowledged the past and present traditional owners and custodians of the land on which the meeting was held.

Sports Achievement Awards

The Mayor presented Sports Achievement Awards to Max Trivic and Sophie Preston.

New Organisational Structure

The Mayor gave an outline on the new organisational structure, with a number of positions having been made redundant and the introduction of some new positions.

2.0 PUBLIC QUESTION TIME & ADDRESS BY MEMBERS OF THE PUBLIC

2.1 Public Question Time

Mr Ron Snelgar, Anstey Road, Bassendean

What is the finalisation date for winding up the Town Planning Scheme 4a.

The CEO advised that a final date has not yet been set.

The Acting Manager Development Services commented that the Town had undertaken a recent amendment to TPS 4a. One of the objectives was to wind up the scheme within three years.

Those final actions are intended to be worked through to bring the scheme to a close, however it is too early to specify a final date.

Haven't those three years expired.

The Acting Manager Development Services advised that the three years was taken from the last gazettal date. The exact date is not known, but will be taken on notice and advised.

Are you aware that over the last 35 years there have been two reports prepared.

The Mayor commented that any previous reports will be referred to when the next report is prepared.

Have there been any more valuations for the remaining land.

The Acting Manager Development Services advised that the Town does not have any current valuations for the remaining parcels of land that need to be acquired.

The tree that is half on your verge and half on my property needs to be cut down.

The Mayor advised that Town staff will follow up on this matter.

Mrs Val Dreyer, 31 Naunton Crescent, Eden Hill

I would like to request that the art show returns to the Cyril Jackson Hall. Also, when the Town is putting on an event there should be a sign outside the Council building to promote it.

The Mayor thanked Mrs Dreyer for her comments.

2.2 Address by Members of the Public

It should be noted that public statements are not recorded in the minutes.

3.0 ATTENDANCES, APOLOGIES AND APPLICATIONS FOR LEAVE OF ABSENCE

Present

Councillors

Cr Renee McLennan, Mayor
Cr Bob Brown, Deputy Mayor
Cr John Gangell
Cr Melissa Mykytiuk
Cr Sarah Quinton
Cr Jai Wilson
Cr Kathryn Hamilton

Officers

Ms Peta Mabbs, Chief Executive Officer
Mr Paul White, Director Corporate Services
Mr Salvatore Siciliano, Manager Recreation & Culture
Mr Greg Neri, Manager Youth Services
Mr Phillip Adams, A/Manager Infrastructure (until 8.57pm)
Mr Christian Buttle, A/Manager Development Services
Ms Mona Soliman, A/Manager Community Planning
Ms Sharna Merritt, Senior Ranger (until 7.50pm)
Mrs Amy Holmes, Minute Secretary

Public

Approximately 20 members of the public were in attendance.

Press

Nil

4.0 DEPUTATIONS

Mr Clive Brown, representing the Men's Shed, addressed Council on Item 10.10.

5.0 CONFIRMATION OF MINUTES

5.1 Ordinary Council Meeting held on 28 May 2019

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 5.1(a)

OCM – 1/06/19 MOVED Cr Mykytiuk, Seconded Cr Brown, that the minutes of the Ordinary Council Meeting held on 28 May 2019, be received.

CARRIED UNANIMOUSLY 7/0

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 5.1(b)

OCM – 2/06/19 MOVED Cr Brown, Seconded Cr Mykytiuk, that the minutes of the Ordinary Council Meeting held on 28 May 2019, be confirmed as a true record.

CARRIED UNANIMOUSLY 7/0

5.2 Special Council Meeting held on 10 June 2019

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 5.2(a)

OCM – 3/06/19 MOVED Cr Mykytiuk, Seconded Cr Wilson, that the minutes of the Special Council Meeting held on 10 June 2019, be received.

CARRIED UNANIMOUSLY 7/0

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 5.2(b)

OCM – 4/06/19 MOVED Cr Wilson, Seconded Cr Mykytiuk, that the minutes of the Special Council Meeting held on 10 June 2019, be confirmed as a true record.

CARRIED UNANIMOUSLY 7/0

5.3 Special Council Meeting held on 18 June 2019

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 5.3(a)

OCM – 5/06/19 MOVED Cr Quinton, Seconded Cr Brown, that the minutes of the Special Council Meeting held on 18 June 2019, be received.

CARRIED UNANIMOUSLY 7/0

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 5.3(b)

OCM – 6/06/19 MOVED Cr Wilson, Seconded Cr Quinton, that the minutes of the Special Council Meeting held on 18 June 2019, be confirmed as a true record.

CARRIED UNANIMOUSLY 7/0

**6.0 ANNOUNCEMENT BY THE PRESIDING PERSON WITHOUT
DISCUSSION**

Nil

7.0 PETITIONS

Nil

8.0 DECLARATIONS OF INTEREST

Nil

9.0 BUSINESS DEFERRED FROM PREVIOUS MEETING

Nil

10.0 REPORTS

10.1 Adoption of Recommendations En Bloc

It was agreed that items 10.2, 10.4, 10.5 and 10.19 be removed from the en-bloc table and considered separately.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 10.1

OCM – 7/06/19 MOVED Cr Quinton, Seconded Cr Brown, that Council adopts en bloc the following Officer recommendations contained in the Ordinary Council Meeting Agenda of 25 June 2019:

| Item | Report |
|-------|---|
| 10.7 | Community of Interest Groups – Update to Council |
| 10.8 | Methods of Community Engagement for the Community Concept Plans of Palmerston Square Reserve and Padbury Way Reserve |
| 10.9 | One Planet Living: A Holistic, Integrated and Impactful Approach to Social, Environmental and Economic Sustainability |
| 10.11 | River Parks Committee Meeting held on 4 June 2019 |
| 10.12 | Bassendean Local Emergency Management Committee Meeting held on 5 June 2019 |
| 10.13 | Design Bassendean Reference Group Meeting Held on 5 June 2019 |
| 10.15 | Sustainability Committee Meeting held on 12 June 2019 |
| 10.16 | Determinations Made by the Principal Building Surveyor |
| 10.17 | Determinations Made by Development Services |
| 10.18 | Implementation of Council Resolutions |
| 10.20 | Financial Statements – May 2019 |
| 10.21 | Use of the Common Seal |
| 10.22 | Calendar for July 2019 |

CARRIED UNANIMOUSLY 7/0

Council was then requested to consider the balance of the Officer recommendations independently.

| Item | Report |
|-------|--|
| 10.2 | Request for Endorsement – Public Advertising of the draft Local Integrated Transport Plan |
| 10.3 | Adoption of Town of Bassendean Dogs Local Law 2019 |
| 10.4 | Install manually retractable bollards on the intersections of Old Perth Road from Guildford Road to James Street |
| 10.5 | Bus Shelter Installation – Penzance Street, James Street and Devon Road |
| 10.6 | Proposed Public Works – Car Parking Facility – Ashfield Train Station |
| 10.10 | RFT 089 2018-19 – Provision to Design and Construct a Men's Shed and Associated Works (Including Site Construction Works) for the Town of Bassendean |
| 10.14 | Audit & Governance Committee Meeting held on 5 June 2019 |
| 10.19 | Accounts for Payment – May 2019 |
| 10.23 | Approval of Pop-up Parklet and Development of a Parklet Policy |
| 11.1 | Notice of Motion – Cr Brown: Lot 821 on Plan 40943, 52 Villiers Street, Bassendean |
| 11.2 | Deferred – Notice of Motion, Cr Wilson: FOGO Waste System |

10.2 Request for Endorsement – Public Advertising of the draft Local Integrated Transport Plan (LITP) (Ref: TRAF/PLANNG/5 – Anthony Dowling, Director Strategic Planning)

APPLICATION

Council was requested to endorse the draft Local Integrated Transport Plan (LITP) for the purpose of public advertising only.

The Mayor requested that the following points be amended in the report:

- *Page 14 refers to closing the Wilson Street subway. Council did not support this, so this needs to be amended.*
- *Page 21 - update on carparking at the Ashfield Train Station needs to be included.*
- *Page 10 - the end date for advertising should be 2 August 2019.*

COUNCIL RESOLUTION/OFFICER RECOMMENDATION — ITEM 10.2

OCM – 8/06/19 MOVED Cr McLennan, Seconded Cr Mykytiuk, that Council:

1. Receives the draft Bassendean Local Integrated Transport Plan (LITP); and
2. Endorses the draft LITP only for the purpose of advertising and receiving community and stakeholder feedback.

CARRIED 5/2

Crs McLennan, Mykytiuk, Brown, Gangell & Quinton voted in favour of the motion. Crs Hamilton & Wilson voted against the motion.

**10.3 Adoption of Town of Bassendean Dogs Local Law 2019
(Ref: LAWE/LOCLWS/2 – Sharna Merritt, Senior Ranger)**

APPLICATION

The purpose of this report was for Council to finalise the *Town of Bassendean Dogs Local Law 2019*.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 10.3

OCM – 9/06/19 MOVED Cr Gangell, Seconded Cr Mykytiuk, that Council:

1. Makes the *Town of Bassendean Dogs Local Law 2019* as attached to the Ordinary Council Meeting Agenda of 25 June 2019; and
2. Instructs officers to continue with the process leading to the implementation of the Local Law, as set out in section 3.12 of the *Local Government Act 1995*.

CARRIED BY AN ABSOLUTE MAJORITY 7/0

The Senior Ranger left the meeting at 7.50pm and did not return.

10.4 Install manually retractable bollards on the intersections of Old Perth Road from Guildford Road to James Street (Ref: OCM-25/10/18 David Dwyer, Engineering Technical Coordinator)

APPLICATION

The purpose of this report was to inform Council of the cost to install manually retractable bollards on the intersections of Old Perth Road from Guildford Road to James Street and advise of the implication on traffic management for events.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION —
ITEM 10.4

OCM – 10/06/19 MOVED Cr Wilson, Seconded Cr Mykytiuk, that:

1. Council receives the cost estimation for the installation of manually retractable bollards on the intersections of Old Perth Rd from Guildford Road to James Street; and

2. It be noted that Officers recommend that bollards not be installed in Old Perth Road from Guildford Road to James Street, as there is no effective cost reduction for the implementation of traffic management for events.
3. The installation of bollards be reconsidered in future place making/streetscaping projects along Old Perth Road.

CARRIED 6/1

Crs Wilson, Mykytiuk, McLennan, Brown, Hamilton & Quinton voted in favour of the motion. Cr Gangell voted against the motion.

10.5 Bus Shelter Installation – Penzance Street, James Street and Devon Road (TRAF/MAINT/3 – Phillip Adams, A/Manager Assets and Nicole Baxter, Engineering Design Officer

APPLICATION

The purpose of this report was to seek Council's consideration for:

1. PTA funding opportunity for shelters at Penzance Street prior to Walter Road East bus stop number 15805 and James Street, adjacent to Hyde Retirement Village (HRV) bus stop number 15550; and
2. The reinstatement of a shelter at Devon Road after the West Road bus stop 15551.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION — ITEM 10.5

OCM – 11/06/19 MOVED Cr Gangell, Seconded Cr Quinton, that Council:

1. Approves the installation of the shelter at Bus Stop 15550, James Street;
2. Instructs officers to commence engagement with the local community on the installation of a shelter at bus stop 15805, Penzance street and 15551, Devon Road;
3. Requests a future report on the results of the survey carried out regarding shelter at bus stop 15805, Penzance Street and 15551, Devon Road;

4. Includes \$3,905 in the 2019/20 Budget for the supply and installation of bus shelter at bus stop 15550, James Street;
5. Notes that at all locations, patronage criteria is not met or in accordance with the Town's Provision of Bus Shelters Procedure; and
6. Notes an additional maintenance fund of \$400 will be required each year for each approved bus shelter.

LOST 2/5

Crs Gangell & Wilson voted in favour of the motion. Crs McLennan, Brown, Hamilton, Mykytiuk & Quinton voted against the motion.

Cr McLennan moved an alternative motion.

COUNCIL RESOLUTION — ITEM 10.5

OCM – 12/06/19 MOVED Cr McLennan, Seconded Cr Mykytiuk, that Council:

1. Approves the installation of the shelter at bus stop 15550, James Street;
2. Instructs officers to commence engagement with the local community on the installation of a shelter at bus stop 15805, Penzance Street;
3. **Funds a shelter at bus stop 15550 on James Street through PTA funds (50%) with the remainder to be paid from the insurance funds claimed following damage to the shelter at bus stop 15551, Devon Road;**
4. Requests a future report on the results of the survey carried out regarding shelter at bus stop 15805, Penzance Street;
5. Notes that at **both** locations, patronage criteria is not met or in accordance with the Town's Provision of Bus Shelters Procedure; and
6. Notes an additional maintenance fund of \$400 will be required each year for each approved bus shelter.

CARRIED 5/2

Crs McLennan, Mykytiuk, Brown, Hamilton & Quinton voted in favour of the motion. Crs Gangell & Wilson voted against the motion.

10.6 Proposed Public Works – Car Parking Facility – Ashfield Train Station (Ref: DABC/BDVAPPS/2019-065 – Alex Snadden – Planning Officer)

APPLICATION

The purpose of this report was for Council to consider the Town's recommendation to the Western Australian Planning Commission (WAPC) with respect to an application for development approval for a proposed public work for the development of a new public car park for the Public Transport Authority (PTA) at the Ashfield Train Station.

Cr Quinton moved the officer recommendation with amendments as shown in bold.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION — ITEM 10.6

OCM – 13/06/19 MOVED Cr Quinton, Seconded Cr McLennan, that Council:

1. Recommends to the Western Australian Planning Commission (WAPC) that the current car park design which is shown on PTA Drawing No. 12-A-114-AR0097 Rev C not be approved, and that the Public Transport Authority be requested to liaise further with the Town in relation to preparing a modified car park design which increases the level of tree planting to a rate of no less than 1 tree per 4 car parking bays, generally in accordance with details described within this report and attached modified drawings;
2. Advises the Western Australian Planning Commission that once a mutually agreed alternative car park design has been prepared and endorsed by both the Town and the Public Transport Authority, that the Town recommends that the following conditions and advice notes be imposed on any subsequent approval granted for the development:
 - (a) A landscaping plan detailing the size, location and type of planting within all landscaped areas being provided for the approval of the Town, with such landscaping plan including tree planting a minimum rate of 1 tree per 4 car parking bays **with tree species that meet the Town's street tree planting criteria.**
 - (b) Landscaping is to be completed prior to the operation of the car park commencing, and shall be maintained thereafter to the satisfaction of the Town.

- (c) Adequate root directors/barriers are installed adjacent to all tree plantings.
- (d) Crossovers shall be constructed to the Town of Bassendean Industrial Crossover specifications with a min R5.0m radius wings.
- (e) Accessible parking bays shall comply with AS2890.6 and have a ramp to access the footpath.
- (f) All car parking bays and associated access aisles shall be clearly paved, sealed, marked and drained and maintained thereafter to in accordance with relevant Australian Standards and the Town's specifications.
- (g) All storm water shall be retained onsite.
- (h) A Construction Management Plan being lodged for approval of the Town of Bassendean. The Construction Management Plan shall include, construction times; dust management; noise management; vibration management; transport management; communication procedures and compliant resolution.
- (i) Wheel stops shall be provided for all bays adjacent to the pedestrian footpath on Railway Parade.

3. Notes the PTA's intention to incorporate two disability parking bays into the proposed carpark facility and expresses its dissatisfaction with the ongoing universal access non-compliance at the Ashfield train station and requests that higher priority be given to addressing this issue by the PTA.

CARRIED UNANIMOUSLY 7/0

Advice Notes:

1. It is recommended hardstand areas are constructed from warm/recycled asphalt/pavements (reconophalt or similar) that uses recycled materials to reduce the urban heat island affect.
2. The Town encourages Water Sensitive Urban Design.
3. The revised design shall ensure the entry and exit crossovers are in accordance with AS/NZS2890.1 Parking Facilities Part 1: Off-street car parking, 3.2.3 Access driveway location figure 3.1 and not directly opposite Jackson Street/Wood Street.

10.7 Community of Interest Groups – Update to Council (Ref: COMDEV/MEET/4 & GOVN/CCLMEET/6; Graeme Haggart, Director, Community Development)

APPLICATION

The purpose of this report was to provide an update to Council with respect to the status and progress of the:

1. Community of Interest – Age Friendly for Older Persons;
2. Community of Interest – Suicide Prevention;
3. Community of Interest – Community Safety and Crime Prevention; and
4. Asset Mapping Workshop.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION — ITEM 10.7

OCM – 14/06/19 MOVED Cr Quinton, Seconded Cr Brown, that Council:

1. Notes the progress made with the Community of Interest for each of the:
 - Mental Health/Suicide Prevention Priority Project;
 - Community Safety and Crime Prevention Priority Project;
 - Age Friendly Community Strategy; and
2. Conducts an asset mapping exercise that includes the three community of interest groups on 11 July and 29 July 2019.

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-7/06/19 7/0

10.8 Methods of Community Engagement for the Community Concept Plans of Palmerston Square Reserve and Padbury Way Reserve (Ref: PARE/PLANNG/3, Tim Dayman – Recreation Development Officer)

APPLICATION

The purpose of this report was to provide Council with the methods of local community engagement on the future use of Padbury Way Reserve and Palmerston Square Reserve.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 10.8

- OCM – 15/06/19** MOVED Cr Quinton, Seconded Cr Brown, that Council supports the proposed methods of community engagement for Padbury Way Reserve and Palmerston Square Reserve.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –
OCM-7/06/19 7/0

10.9 **One Planet Living: A Holistic, Integrated and Impactful Approach to Social, Environmental and Economic Sustainability (Ref: - Peta Mabbs, Chief Executive Officer)**

APPLICATION

The adoption of the principles, goals and guidance of the One Planet Living Framework to enable a more integrated, holistic and impactful approach towards achieving sustainable outcomes.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 10.9

- OCM – 16/06/19** MOVED Cr Quinton, Seconded Cr Brown, that Council:
1. Adopts the One Planet Living framework as part of the next strategic and corporate planning cycle in 2019/2020; and
 2. Considers further the process of accreditation against the One Planet Living framework as part of the planning process.
- CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –
OCM-7/06/19 7/0

10.10 **RFT 089 2018-19 – Provision to Design and Construct a Men’s Shed and Associated Works (Including Site Construction Works) for the Town of Bassendean (Ref: COMDEV/TENDNG/12 – Peta Mabbs, Chief Executive Officer)**

APPLICATION

The purpose of this report was to seek Council approval to appoint the successful contractor from the tenders received for RFT 089 2018-19 – Provision to design and construct a Men’s Shed and associated works (including site construction works) for the Town of Bassendean.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION
– ITEM 10.10

OCM – 17/06/19 MOVED Cr Gangell, Seconded Cr Wilson, that Council:

1. Awards the tender to Provider B, as shown in the Confidential Attachment to the Ordinary Council Agenda, for the Design and Construction of the Men's Shed and Associated Works;
2. Notes the landscape plan contained in the attachment to the Ordinary Council Meeting Agenda of 25 June 2019; and
3. Notes that a Lease Agreement with the Men's Shed Association will be developed and presented to Council for approval, prior to the completion of the Men's Shed construction. The Lease Agreement will incorporate provisions for the Association to fund the full costs of the landscape plan, outgoings and other operating and maintenance costs.

CARRIED BY AN ABSOLUTE MAJORITY 6/1

Crs Gangell, Wilson, McLennan, Brown, Hamilton & Mykytiuk voted in favour of the motion. Cr Hamilton voted against the motion.

Cr Hamilton requested that her comments be recorded in the minutes.

"I am opposed to this proposal that is deficient in many areas. I emphasise my in principle support for the creation of a Men's Shed as evidenced by my search for a suitable site after I was elected in 2017.

My search culminated in a Council focus on the May Holman site as a more economical site to build compared to the Depot site previously under consideration. At this juncture, I must express concern that Council funds were expended on plans and creation of leasing documents for a Men's Shed at the Depot prior to a Business Plan assessment and prior to estimating costs of bringing services to that site, which ultimately was revealed to be in the hundreds of thousands of dollars. Such waste should not be repeated or tolerated by this new administration.

A former Town employee stated that concrete tilt-up quotes had been evaluated during the Depot process, and thereafter disregarded as not viable for the May Holman site due to cost.

Having now gone back to the OCM documents of June 2017 it's clear what was proposed two years ago was a building 25% larger with mezzanine levels, staircases, porches, & every conceivable inclusion with hundreds of thousands of dollars required to simply bring services to that block. I believe the exclusion of concrete tilt-up as a consideration for the May Holman site to be a significant error.

The tender to construct a Men's Shed at the May Holman site was capped at \$335,000. This is unusual. Capping the tender also went against the advice of WALGA. It is my opinion that the capping of the tender discouraged applications from Concrete Tilt-up companies, and ultimately robbed this Council of the opportunity to choose a better quality, longer lasting and more economically sustainable building.

This proposal smacks of an inconsistent approach where the site is to be levelled removing the last remaining cluster of mature trees in that entire industrial area, and where Planning Policy 6 requires a better quality build from our neighbours than what we are prepared to build on our own Council land.

I have spoken about my concerns re inadequate processes. In a repetition of the Depot site, no adequate Business Plan was created as part of the investigation of the May Holman site, despite my inclusion of that requirement in my supported Motion of 22 May 2018. I even went so far as to assist Officers, Directors and Men's Shed by providing copies of the City of Vincent Men's Shed Business Plan to use as a template.

I am aghast that there is a proposal on the table to build a new Town Asset without any Asset Renewal Plan, or a comparison of different types of builds, together with estimated longevity and build cost per square metre.

This proposal before us today smacks of short term gain at the expense of a better quality, longer lasting build, which is to the complete detriment of future generations of Men's Shed users and Ratepayers."

10.11 River Parks Committee Meeting held on 4 June 2019 (Ref: GOVNCCL/MEET/33 – Simon Stewert-Dawkins, Director Operational Services)

APPLICATION

The purpose of this report was for Council to receive the report on a meeting of the River Parks Committee held on 4 June 2019, and consider the recommendations from the Committee:

RPC – 1/06/19 Success Hill Reserve management
RPC – 2/06/19 Bushcare Volunteer Action Plans 2019-2020
RPC – 3/06/19 Bindaring Park concept designs

COUNCIL RESOLUTION/COMMITTEE RECOMMENDATION – ITEM 10.11

OCM – 18/06/19 MOVED Cr Quinton, Seconded Cr Brown, that Council:

1. Receives the report on a meeting of the River Parks Committee held on 4 June 2019;
2. Notes the information on the Success Hill spillway;
3. Notes that Action Plans have been received from the Bassendean Preservation Group, Friends of Bindaring Wetland and Friends of Success Hill Reserve;
4. Requests Officers extend thanks to the Bassendean Preservation Group, Friends of Bindaring Wetland and Friends of Success Hill Reserve for their efforts in caring for the Town's river parks;
5. Considers a funding allocation be considered in the 2019/2020 Budget sufficient to allow preparation of a detailed design for at least the northern precinct of Bindaring Park and allow some prioritised implementation of the Bindaring Wetland Plan to commence in 2020;
6. Explores grant funding options for the detailed design and implementation of the Bindaring Wetland Plan in conjunction with Friends of Bindaring Wetland Bassendean.

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-7/06/19 7/0

10.12 Bassendean Local Emergency Management Committee Meeting held on 5 June 2019 (Ref: GOVN/CCLMEET/18 – Graeme Haggart, Director Community Development)

APPLICATION

The purpose of the report was for Council to receive the report on a meeting of the Bassendean Local Emergency Management Committee held on 5 June 2019.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.12

OCM – 19/06/19 MOVED Cr Quinton, Seconded Cr Brown, that Council receives the report on the meeting of the Bassendean Local Emergency Management Committee held on 5 June 2019.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-7/06/19 7/0

10.13 Design Bassendean Reference Group Meeting Held on 5 June 2019 (Ref: GOVN/CCLMEET/39 – Alex Snadden – Planning Officer)

APPLICATION

The purpose of this report was for Council to receive the report on a meeting of the Design Bassendean Reference Group on 5 June 2019.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.13

OCM – 20/06/19 MOVED Cr Quinton, Seconded Cr Brown, that Council receives the report on a meeting of the Design Bassendean Reference Group held on the 5 June 2019.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-7/06/19 7/0

10.14 Audit & Governance Committee Meeting held on 5 June 2019 (Ref: GOVNCCL/MEET/3 – Ken Lapham, Acting Director Corporate Governance)

APPLICATION

The purpose of this report was for Council to receive the report on a meeting of the Audit and Governance Committee held on 5 June 2019, and adopt the recommendations from the Committee.

COUNCIL RESOLUTION/COMMITTEE RECOMMENDATION
– ITEM 10.14

OCM – 21/06/19 MOVED Cr Gangell, Seconded Cr Mykytiuk, that Council:

1. Receives the report on the Audit and Governance Committee meeting held on 5 June 2019;
2. Receives the Interim Audit Report for the period 1 July 2018 to 30 June 2019 (with amendments), as attached to the Ordinary Council Agenda of 28 June 2019;
3. Endorses the proposed updates to the Purchasing Policy 6.14; and
4. Notes the progress of Moore Stephens in undertaking the Audit Regulation 17: Risk Management Review and Regulation (5)(2)(C) of the Local Government Financial Management Regulations 1996.

CARRIED BY AN ABSOLUTE MAJORITY 7/0

The A/Manager Infrastructure left the meeting at 8.57pm and did not return.

10.15 Sustainability Committee Meeting held on 12 June 2019
(Ref: GOVN/CCL/MEET/33 – Jeremy Walker, Senior Environmental Officer)

APPLICATION

The purpose of this report was for Council to receive the report on a meeting of the Sustainability Committee held on 12 June 2019, and adopt the following recommendations from the Committee:

SC – 1/06/19: Sustainability Initiatives Updates

COUNCIL RESOLUTION/COMMITTEE RECOMMENDATION
– ITEM 10.15

OCM – 22/06/19 MOVED Cr Quinton, Seconded Cr Brown, that:

1. Council receives the update on the Free Home Composting workshop and that:
 - a) The Town run two composting workshops early in the new financial year;
 - b) Additional funds be considered for further workshops at the mid-year budget review in January/February, if required.

2. Council receives the information provided on Community Grant options provided from other Local Government Authorities;
3. The Environmental Grants criteria is aligned with the One Planet Living – Ten Principles;
4. The Environmental Grants be made available to community groups, local schools and non-profit organisations located within the Town's boundary, with a maximum of \$2,000 per project/or initiative and that further funds be considered at the mid-year budget review, if required;
5. Council receives the draft Grant Application Form and Criteria and Guidelines, as amended;
6. Council receives the Town of Bassendean Climate Action Discussion Paper; and
7. Council notes that Officers will amend the emission reduction plan to achieve net-zero emissions by 2030.

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –
OCM-7/06/19 7/0

**10.16 Determinations Made by the Principal Building Surveyor
Ref: LUAP/PROCED/1 – Kallan Short, Principal Building
Surveyor)**

COUNCIL RESOLUTION/OFFICER RECOMMENDATION –
ITEM 10.16

OCM – 23/06/19 MOVED Cr Quinton, Seconded Cr Brown, that Council notes the decisions made under delegated authority by the Principal Building Surveyor.

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION –
OCM-7/06/19 7/0

10.17 Determinations Made by Development Services (Ref: LUAP/PROCED/1 – Christian Buttle, A/Manager Development Services)

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.17

OCM – 24/06/19 MOVED Cr Quinton, Seconded Cr Brown, that Council notes the decisions made under delegated authority by the Manager Development Services.

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-7/06/19 7/0

10.18 Implementation of Council Resolutions (Ref: GOVN/CCLMEET/1 – Sue Perkins, Executive Assistant to the CEO)

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.18

OCM – 25/06/19 MOVED Cr Quinton, Seconded Cr Brown, that the outstanding Council resolutions detailed in the table listed in the Ordinary Council Meeting Agenda of 25 June 2019 be deleted from the Implementation of Council Resolutions list.

CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-7/06/19 7/0

10.19 Accounts for Payment – May 2019 (Ref: FINM/CREDTS/4 – Ken Lapham, Manager Corporate Services)

APPLICATION

The purpose of this report was for Council to receive the Accounts for Payment in accordance with Regulation 13 (3) of the Local Government (Financial Management) Regulations 1996.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.19

OCM – 26/06/19 MOVED Cr Gangell, Seconded Cr Brown, that in accordance with Regulation 13(3) Local Government (Financial Management Regulations 1996), the List of Accounts paid for May 2019, be received.

CARRIED UNANIMOUSLY 7/0

10.20 Financial Statements – May 2019 (Ref: FINM/AUD/1 – Ken Lapham, Manager Corporate Services)

APPLICATION

The Local Government Financial Management Regulations, Clause 34(1) requires that a monthly financial report be presented to Council. A Local Government is to prepare each month a statement of financial activity that clearly shows a comparison of the budget estimates with the actual revenue and expenditure figures for the year to date.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.20

OCM – 27/06/19 MOVED Cr Quinton, Seconded Cr Brown, that the Financial Reports for the period ending May 2019, be received.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-7/06/19 7/0

10.21 Use of the Common Seal (Ref: INFM/INTPROP/1 – Sue Perkins, Executive Assistant)

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.21

OCM – 28/06/19 MOVED Cr Quinton, Seconded Cr Brown, that Council notes that the Common Seal was not attached to any documents during the reporting period.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-7/06/19 7/0

10.22 Calendar for July 2019 (Ref: Sue Perkins, Executive Assistant)

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.22

OCM – 29/06/19 MOVED Cr Quinton, Seconded Cr Brown, that the Calendar for July 2019 be adopted.
CARRIED UNANIMOUSLY BY EN BLOC RESOLUTION – OCM-7/06/19 7/0

It should be noted that this report was a late item listed and was not included in the Ordinary Council Agenda.

10.23 Approval of Pop-up Parklet and Development of a Parklet Policy (Ref: Greg Neri, Manager Youth Services)

APPLICATION

The purpose of this report was to seek Council approval to authorise the Old Perth Road Collective (Town Team) to set up temporary parklet equipment in parking bays within the Town Centre precinct. The report also seeks authority to develop a policy which supports all future temporary and semi-permanent parklet initiatives.

COUNCIL RESOLUTION/OFFICER RECOMMENDATION – ITEM 10.23

OCM – 30/06/19 MOVED Cr Quinton, Seconded Cr Gangell, that Council:

1. Authorises officers to grant permission for a ‘pop-up’ parklet at various locations within the Town Centre precinct, managed by the Old Perth Road Collective; and
2. Instructs officers develop a policy/guideline for parklets to be presented to Council within three months.

CARRIED UNANIMOUSLY 7/0

11.0 MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

11.1 Notice of Motion – Cr Brown: Lot 821 on Plan 40943, 52 Villiers Street, Bassendean

This Item was deferred to the July Ordinary Council Meeting.

11.2 Notice of Motion - Cr Wilson: FOGO Waste System

This Item has been deferred for further consideration and will be listed for discussion at a future Councillors’ workshop.

12.0 ANNOUNCEMENTS OF NOTICES OF MOTION FOR THE NEXT MEETING

Nil

13.0 CONFIDENTIAL BUSINESS

Nil

14.0 **CLOSURE**

The next Briefing Session will be held on Tuesday 16 July 2019 commencing at 7.00pm. The next Ordinary Council Meeting will be held on Tuesday 23 July 2019 commencing at 7.00pm.

There being no further business, the Presiding Member declared the meeting closed, the time being 9.07pm.

ATTACHMENT NO. 2



Government of **Western Australia**
Development Assessment Panels

LG Ref: DA 2015-030
DoP Ref: DAP/15/00740
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

Mr Carlo Famiano
Urban and Rural Perspectives
PO Box 2507
Malaga WA 6944

Dear Mr Famiano

**Metro Central JDAP – Town of Bassendean – DAP Application DA 2015-030
Lot 54 (Nos. 72-74) Railway Parade, Bassendean
Proposed 22 Multiple Dwellings**

Thank you for your application and plans submitted to the Town of Bassendean on 26 February 2015 for the above development at the above mentioned site.

This application was considered by the Metro Central Joint Development Assessment Panel at its meeting held on 23 June 2015, where in accordance with the provisions of the Town of Bassendean Local Planning Scheme No.10, it was resolved to approve the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, a DAP Form 2 application may be made to amend or cancel this planning approval in accordance with Regulation 17 of the Development Assessment Panel Regulations 2011.

Also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. An application must be made within 28 days of the determination in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any enquiries in respect to the conditions of approval please contact Mr Christian Buttle at the Town of Bassendean on (08) 9377 8022.

Yours sincerely

Joe Hendry

DAP Secretariat

1/07/2015

Encl. DAP Determination Notice
Approved plans

Cc: Mr Christian Buttle
Town of Bassendean



wa.gov.au

Postal address: Locked Bag 2506 Perth WA 6001 Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 9919 Fax: (08) 6551 9961 TTY: 6551 9007 Infoline: 1800 626 477
daps@planning.wa.gov.au www.planning.wa.gov.au
ABN 35 482 341 493



Planning and Development Act 2005

Town of Bassendean Local Planning Scheme No.10

Metro Central Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Location: Lot 54 (Nos. 72-74) Railway Parade, Bassendean

Description of proposed Development: Proposed 22 Multiple Dwellings

In accordance with Regulation 8 of the *Development Assessment Panels Regulations 2011*, the above application for planning approval was **granted** on 23 June 2015, subject to the following:

Approve DAP Application reference DAP Dap/15/00740 and accompanying plans:

| Dwg No. | Drawing Name | Rev No. | Dwg Date |
|----------------|---|----------------|-----------------|
| A0.00 | 22 Bins Verge Pick Up Plan | 3 | 18.05.2015 |
| A1.01 | Proposed Site Development Plan (with aerial underlay) | 2 | 11.05.2015 |
| A1.02 | Proposed Site Development Plan | 2 | 11.05.2015 |
| A2.01 | Proposed Site / Ground Floor Plan (Part A) | 2 | 11.05.2015 |
| A2.02 | Proposed Site / Ground Floor Plan (Part B) | 2 | 11.05.2015 |
| A2.05 | First Floor Plan | 2 | 11.05.2015 |
| A3.01 | Elevations | 2 | 11.05.2015 |
| A3.02 | Elevations | 2 | 11.05.2015 |

in accordance with Clause 10.3 of the Town of Bassendean Local Planning Scheme No. 10, subject to the following conditions:

1. The design/extent of roof cover to balconies of units 12-19 and 22 being modified in order to facilitate the provision of direct solar access to the Living Room windows of the respective units, to the satisfaction of the Town, unless an alternative arrangement, such as the provision of solar hot water systems along with low water use landscaping for the development, can be provided to the satisfaction of the Town (see footnote).
2. Upper floor unit 19 being set back from the left hand (western) side boundary generally in accordance with the Deemed-to-comply provisions of the R-Codes **or a section of the wall being setback to achieve a light-well between the two bathrooms** and this side of the building being detailed architecturally in a manner which is generally consistent with that of other dwellings within the development, while also allowing for casual surveillance in the manner described within the Officer report (non-major size fixed openings) to the satisfaction of the Town.
3. Outdoor living areas / Balconies for units 5, 19 and 22 being modified in order that a usable area of 10 sq. metres minimum with width and / or length dimensions of 2.4 metres minimum being provided as measured in any direction.



4. The provision of a pedestrian path which provides wheelchair accessibility connecting the main pedestrian entrance to building 'block 4' with the public footpath.
5. A detailed and professionally prepared landscape plan being submitted prior to or with the application for a Building Permit for the Town's approval which provides full detail of the scope of works to be undertaken in both the private and public realms adjoining the development site, including, but not limited to:
 - (a) the location, type and size of proposed trees, shrubs and ground cover to be planted; and
 - (b) reticulation methods, including arrangements incorporated into the design to minimize water use.

Landscaping design and species selection shall pay particular attention to provisions contained within the Town of Bassendean Local Planning Policy No. 18 – Landscaping with Local Plants, and shall not include the use of artificial turf.

6. The site shall be landscaped in accordance with the approved landscaping plan and shall be maintained thereafter.
7. Submission of a plan detailing the location of all external lighting, to the satisfaction of the Town prior to or in conjunction with the application for a building permit. The lighting plan shall take particular account of the need to for lighting to be provided to pedestrian paths, car parking areas, bicycle parking locations, and the right-of-way within the vicinity of the pedestrian and vehicular entrance to the development and subsequent lighting installed must demonstrate that any light spill to adjoining properties is minimised to acceptable levels. Lighting in accordance with the approved plan is to be installed prior to occupation or strata titling of the building(s), whichever occurs first.
8. The following works shall be completed within the Railway Parade road reserve to facilitate the proposed development:
 - (a) Existing 1m wide concrete apron associated with redundant crossover forward of No. 74 Railway Parade shall be removed and replaced with barrier kerb and brick paving to match the remainder of the footpath;
 - (b) Existing Paved crossover forward of No. 74 Railway Parade shall be removed and replaced with paving to match the remainder of the footpath (both in material and paving pattern). This includes the removal of the white header course of paving (which defines the alignment of the existing crossover) and replacement to match the remainder of the footpath;
 - (c) The proposed crossover to Railway Parade shall have a 1m concrete apron adjacent to the kerb line. The crossover shall be centrally positioned in line with the access aisle between the visitor car parking spaces and shall be a maximum 6 metre width;



- (d) The proposed crossover from Railway Parade shall be constructed of heavy duty trafficable brick pavers, the material and colour of which shall match the adjoining footpath. The crossover shall have a cream coloured header course which delineates the crossover from the adjoining footpath; and
 - (e) Prior to the issue of a Building Permit, the applicant shall pay the Town a sum of \$682 to cover the removal and streetscape contribution associated with the loss of existing vegetation within the Railway Parade road reserve to facilitate bin storage.
9. Prior to the issue of a Building Permit for this development, a 1.0m strip of land shall be excised from the rear of the lot for the purposes of widening the adjoining right-of-way, or the owner shall enter into a legal agreement with the Town prepared by the Town's Solicitors at the owner's cost requiring excision of this land to be completed within twelve months of the issue of a Building Permit, or prior to the completion of the development, whichever occurs earlier.
 10. The strip of land to the rear of the site which is excised for right-of-way purposes shall be paved, drained and kerbed to the specifications of the Town prior to occupation of the dwellings.
 11. The sealing and kerbing of all car parking areas and access ways to the Town's specifications.
 12. The on-site car parking spaces and access ways being constructed and maintained thereafter to the Town's satisfaction.
 13. Each dwelling being provided with one car parking space. Such arrangement shall be reflected on any subsequent strata plan for the property.
 14. Visitor parking spaces being clearly marked for "Visitors Only" and used as such.
 15. A minimum of 8 bicycle parking spaces shall be provided for residents, and a minimum of 3 bicycle parking spaces shall be provided for visitors. The resident bicycle parking spaces shall be located in a secure weather protected compound, details of which shall be provided to the Town in advance of, or in conjunction with the application for a building permit, and be constructed in accordance with the provisions of AS 2890.3 (as amended), while visitor bicycle parking spaces shall be relocated close to main pedestrian access points to the development to the satisfaction of the Town as advocated within AS2890.3.
 16. The width of visitor car parking bay No. 3 shall be increased to 2.4m minimum.
 17. The height of filling and associated retaining adjacent to the left hand (western) side property boundary being reduced to an extent that it does not exceed 500mm above existing ground levels.
 18. All storm water being contained and disposed of on site. Details of the method of storm water containment and disposal being included with the drawings submitted for a Building Permit.



19. The street number being prominently displayed at the front of the development.
20. The provision of side and rear fences, behind the street setback line, of 1.8 metres in height, unless higher fencing is shown on the approved drawings. Where the ground levels vary on either side of the fence, the required height shall be measured above the higher ground level. Fencing along the common boundary with the adjoining commercial premises at Lot 51 (No. 76) Railway Parade shall be constructed of brick unless otherwise approved by the Town.
21. Any fencing which is situated between a building and the Railway Parade or right-of-way frontages of the development site demonstrating compliance with the following requirements:
 - (a) The overall height of fencing not exceeding 1.8 metres above natural ground levels as viewed from outside of the development site; and
 - (b) Infill panels above base level solid components which are shown on the approved drawings being visually permeable.
22. External fixtures, including but not restricted to air-conditioning units, satellite dishes and non-standard television aerials, but excluding solar collectors, are to be located such that they are not visible from the street. Prior to the issue of a building permit, details being submitted of all proposed ventilation systems, including the location of plant equipment, vents and air conditioning units for the Town's approval. All equipment must be adequately screened to the satisfaction of the Town.
23. External clothes drying is prohibited on any of the balconies unless screened from view of the street or other public place.
24. Each dwelling shall be provided with an **effective clothes drying facility**.
25. A Waste Management Plan (WMP) is to be submitted for the Town's approval prior to or in conjunction with the application for a Building Permit. The WMP shall address matters including, but not necessarily limited to, the following:
 - (a) Measures to be implemented for the purpose of minimising the delivery of waste to landfill during occupation, including: the onsite separation of materials for recycling and the expectations of owners and /or tenants;
 - (b) Site Plan showing the location and size of the on-site rubbish disposal area(s), including the number of general rubbish and recycling bins to be provided for the development, including sharing arrangements where the number of bins is less than the number of dwellings;
 - (c) An estimation of the volume of waste to be generated by the proposed development and the capacity of this volume of waste to be accommodated by on site bin storage capacity;
 - (d) Details of intended method of collection;
 - (e) Details of where the bins would be located when waiting collection;
 - (f) Details of advice to be provided to owners and occupiers regarding the WMP; and
 - (g) Details of how the WMP will continue to be applied in perpetuity across the life of the development, including the WMP being incorporated into the strata by-laws for the proposed development.



26. The bin storage areas are:
- (a) To be increased in size **equivalent to that which would be occupied by two additional bins** to cater for bulky rubbish storage while awaiting collection, to the satisfaction of the Town;
 - (b) To be surrounded by a 1.8 metre high minimum wall with a self-closing gate;
 - (c) To be provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, connected to sewer, with a hose cock to enable both the bins and bin storage area to be washed out; and
 - (d) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.
27. Bins shall be stored only in an approved, designated location, and shall not be stored within any of the approved car parking bays or associated access aisles.
28. The surface finish of boundary walls on the common boundaries with adjoining properties to be the same finish as the external wall finish for the remainder of the dwelling, unless otherwise approved by the Town.
29. Prior to the issue of a building permit the applicant shall lodge a Construction Management Plan to the satisfaction of the Town of Bassendean that provides details of the following:
- (a) Estimated timeline and phasing of construction;
 - (b) Dust control measures;
 - (c) Noise control measures;
 - (d) Access points for heavy vehicles during demolition and construction; and
 - (e) 24 hours contact details of staff available to deal with either an emergency situation or to respond to complaints.
30. The incorporation of public art into the proposed development or a cash-in-lieu payment of one percent of the construction cost of the proposed development in accordance with the Town's adopted Local Planning Policy No. 15 "Percent for Art Policy". Detailed arrangements and agreement with respect to art to be provided on site or alternatively payment of the required fee shall be made prior to or in conjunction with the application for a Building Permit.
31. Prior to the issue of a building permit, a development bond for the sum of \$11,000 being lodged with Council to ensure the satisfactory completion of all works associated with landscaping, car parking, access ways, screen walls, and other associated works.
32. Prior to the issue of a building permit, an acoustic report shall be submitted to the Town for approval which shall:
- (a) be prepared by an acoustic consultant with relevant qualifications and experience equivalent to those required for admission as a Member of the Australian Acoustical Society (to the satisfaction of the Town's Health Services);



- (b) include the presence of tonal components, amplitude or frequency modulations or impulses to ensure noise emissions received at the proposed noise sensitive premises are in compliance with the requirements of the Environmental Protection Act 1986.
 - (c) to satisfaction of the Town, address all matters that are required to demonstrate that acceptable noise criteria will be achieved including:
 - the identification of all noise sources to be addressed from adjacent road and rail infrastructure as well as private properties at Lot 51 (No. 76) Railway Parade and Lot 4 (No. 6) Ivanhoe Street, including, but not limited to: noise emissions from refrigeration motors, air-conditioning units, vehicular movements (including customers and delivery vehicles) and rubbish disposal and collection;
 - determination of noise source levels and character;
 - acoustic data to be in octave bands where noise sources are internal;
 - the establishment of Assigned Levels for noise sensitive premises in the vicinity in accordance with the *Environmental Protection (Noise) Regulations 1997*; and
 - incorporate the following data:
 - (i) date, time and results of measurements and or modelling used to represent the noise associated with live bands;
 - (ii) assigned Levels determined for adjacent areas/noise sensitive premises in the vicinity; and
 - (iii) recommendations for construction and noise control.
33. Measures recommended within the acoustic report shall be implemented to the satisfaction of the Town, and any costs associated with such implementation shall be the responsibility of the owner/applicant.
34. The building hereby approved shall not be occupied until all of the conditions of planning approval have been complied with to the satisfaction of the Town, unless the applicant has entered into an agreement with Council to comply with those conditions within a specified period.
35. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.

Advice Notes:

1. Council's Local Planning Policy No. 2 (LPP2), read in conjunction with Clause 5.3 of the Town's Local Planning Scheme No. 10, requires that each dwelling achieve a minimum 70 point score against the checklist contained within LPP2 to facilitate the density of development which has been proposed. Options available to the applicant to facilitate an increased points score for units 12-19 and 22 include:
 - (a) Cutting back the roof cover to balconies by approximately 1.0m in order to facilitate direct winter sun penetration to living areas of these units (increasing the points score for each dwelling from 57.5 to the minimum required 70 point score); or alternatively



- (b) Providing a solar hot water system for each of these dwellings (increasing the points score for each dwelling from 57.5 to 67.5) along with provision of a detailed landscaping plan which demonstrates low water use for the development as a whole (which would increase points score for each dwelling by a further 5 points to 72.5 points per dwelling).

The applicant is requested to incorporate solar hot water systems into the proposed development.

2. The applicant is advised that in relation to the requirement for a 1% Public Art contribution to be made that the Town can consider on site art works subject to Council approval and demonstration of equivalent value and public access.
3. Please liaise with the Town's Operational Services Directorate in relation to obtaining detailed specifications for works associated with widening of the right-of-way to the rear of the site, prior to undertaking any works on site.
4. The applicant is advised that the central median island within the Railway Parade road reserve allows for only left in / left out vehicle movements from the visitor parking bays on the Railway Parade frontage of the development site.
5. The issue of a Building Permit is required prior to the commencement of any works on site.
6. Dial Before You Dig:
Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please telephone 1100 before excavating or erecting structures. If alterations are required to the configuration, size, form or design of the development upon contacting the Dial Before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via Dial Before You Dig "1100" number in advance of any construction activities.
7. Telecommunications Act 1997 (Commonwealth):
Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, please contact Telstra's Network Integrity Team on 1800810443.
8. If the planning approval lapses, no development shall be carried out without further approval having first been sought and obtained.



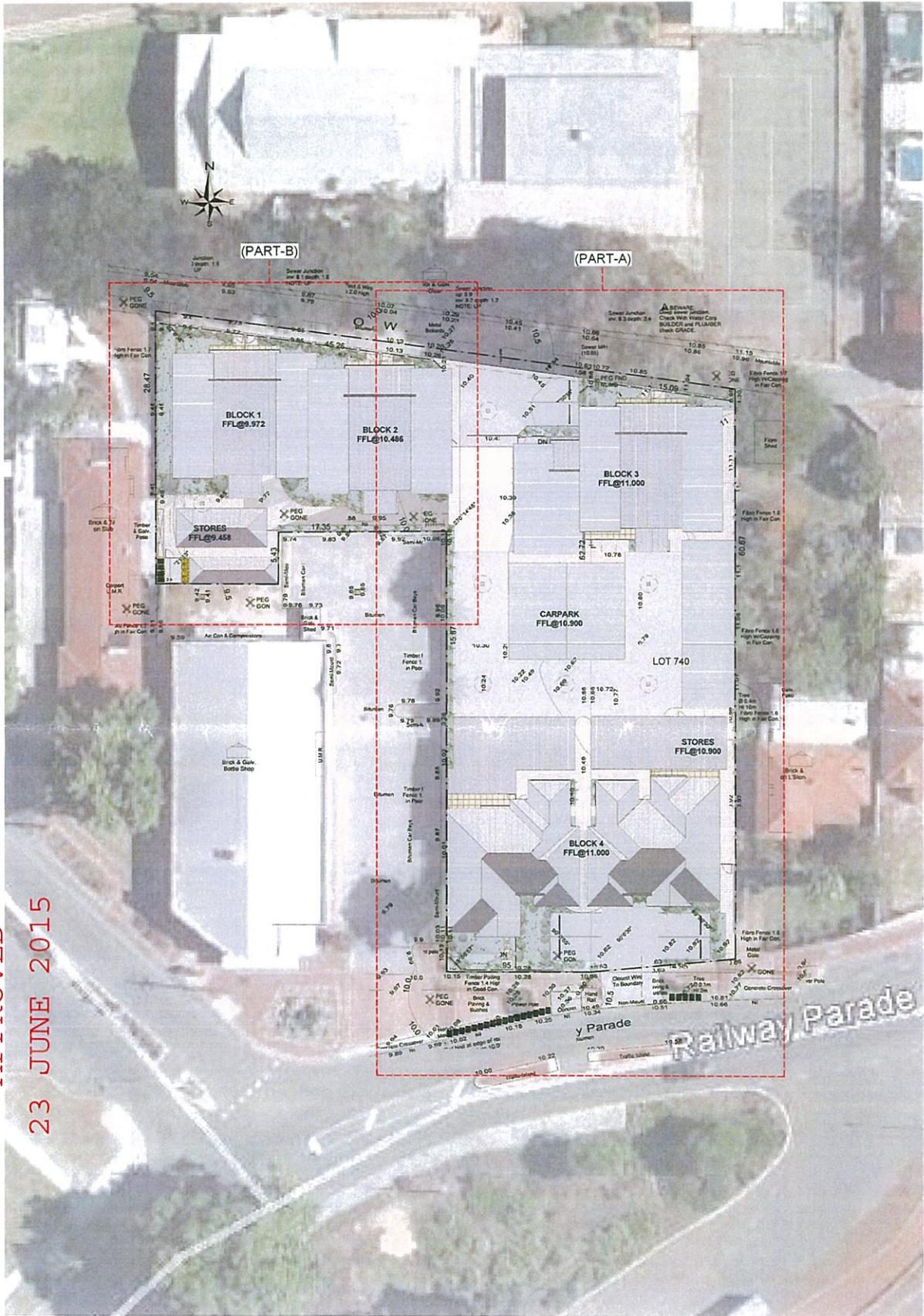
9. If an applicant is aggrieved by this determination there is a right of review under Part 14 of the *Planning and Development Act 2005*. An application for review must be lodged within 28 days of the determination.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Development Assessment Panel Regulations 2011*.

DEVELOPMENT ASSESSMENT PANELS

APPROVED

23 JUNE 2015



| Drawing List | |
|--------------|---|
| Sheet Number | Sheet Name |
| A1.01 | PROPOSED SITE DEVELOPMENT PLAN (WITH AERIAL UNDERLAY) |
| A1.02 | PROPOSED SITE DEVELOPMENT PLAN |
| A2.01 | PROPOSED SITE GROUND FLOOR PLAN (PART A) |
| A2.02 | PROPOSED SITE GROUND FLOOR PLAN (PART B) |
| A2.03 | FIRST FLOOR PLAN |
| A2.04 | ELEVATIONS |
| A2.05 | ELEVATIONS |
| A2.06 | PERSPECTIVES |

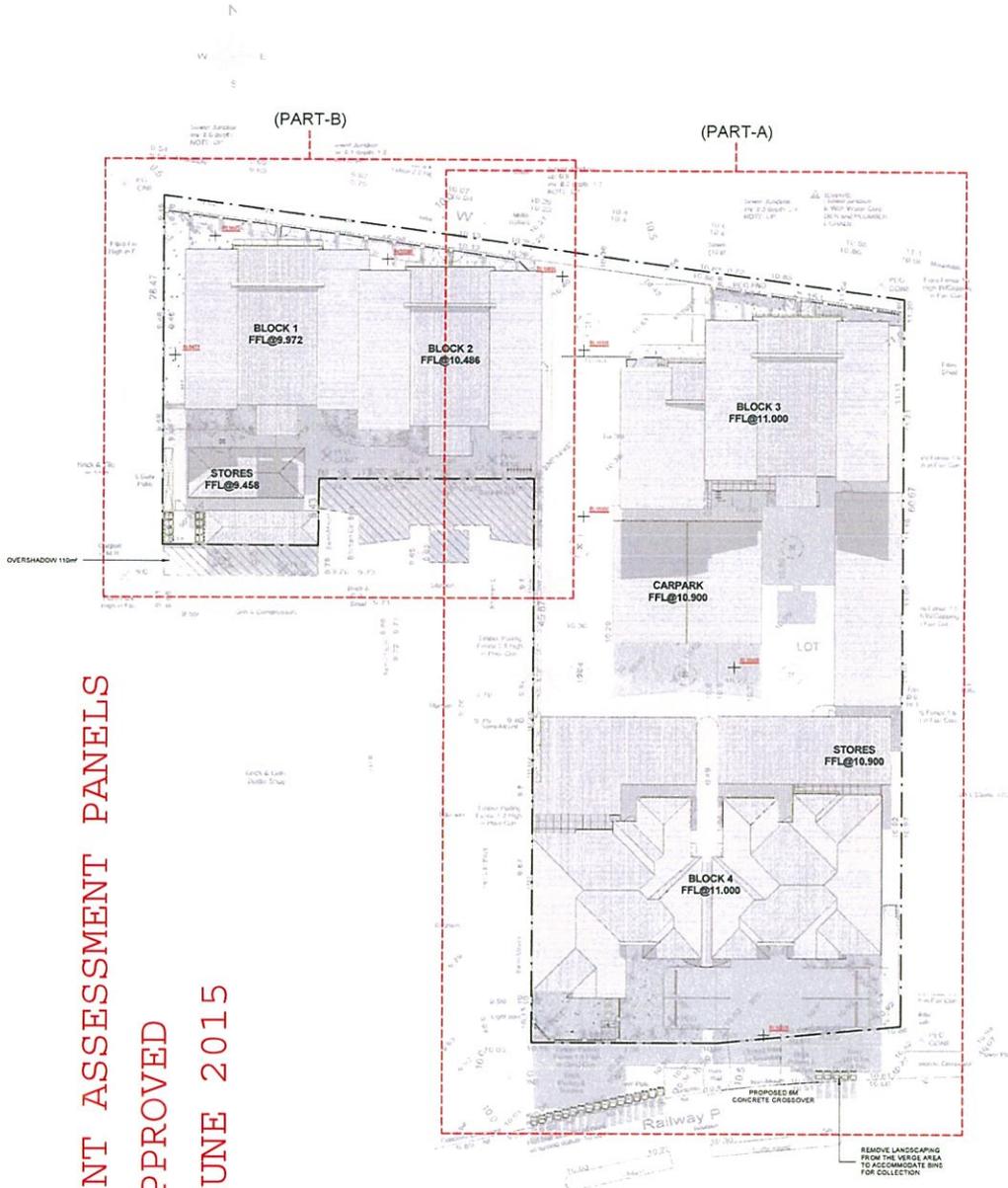
TOWN OF BASSENDEAN
13 MAY 2015
RECEIVED



PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
(Town of Bassendean)

| No. | Description | Date | PROPOSED SITE DEVELOPMENT PLAN (WITH AERIAL UNDERLAY) | |
|-----|-------------|------------|---|-------|
| 1 | SA PLANS | 02.02.2015 | Project number | 143 |
| 2 | REVISED SA | 11.05.2015 | Phase number | A1.01 |
| | | | Drawn by | ME |
| | | | Checked by | CF |
| | | | Scale 1:1 | 2 |
| | | | | 1/200 |

PROPOSED SITE COVER 1386m² (54%)
 PROPOSED OPEN SPACE 1175m² (46%)



DEVELOPMENT ASSESSMENT PANELS
 APPROVED
 23 JUNE 2015

TOWN OF BASSENDEAN
 13 MAY 2015
 RECEIVED



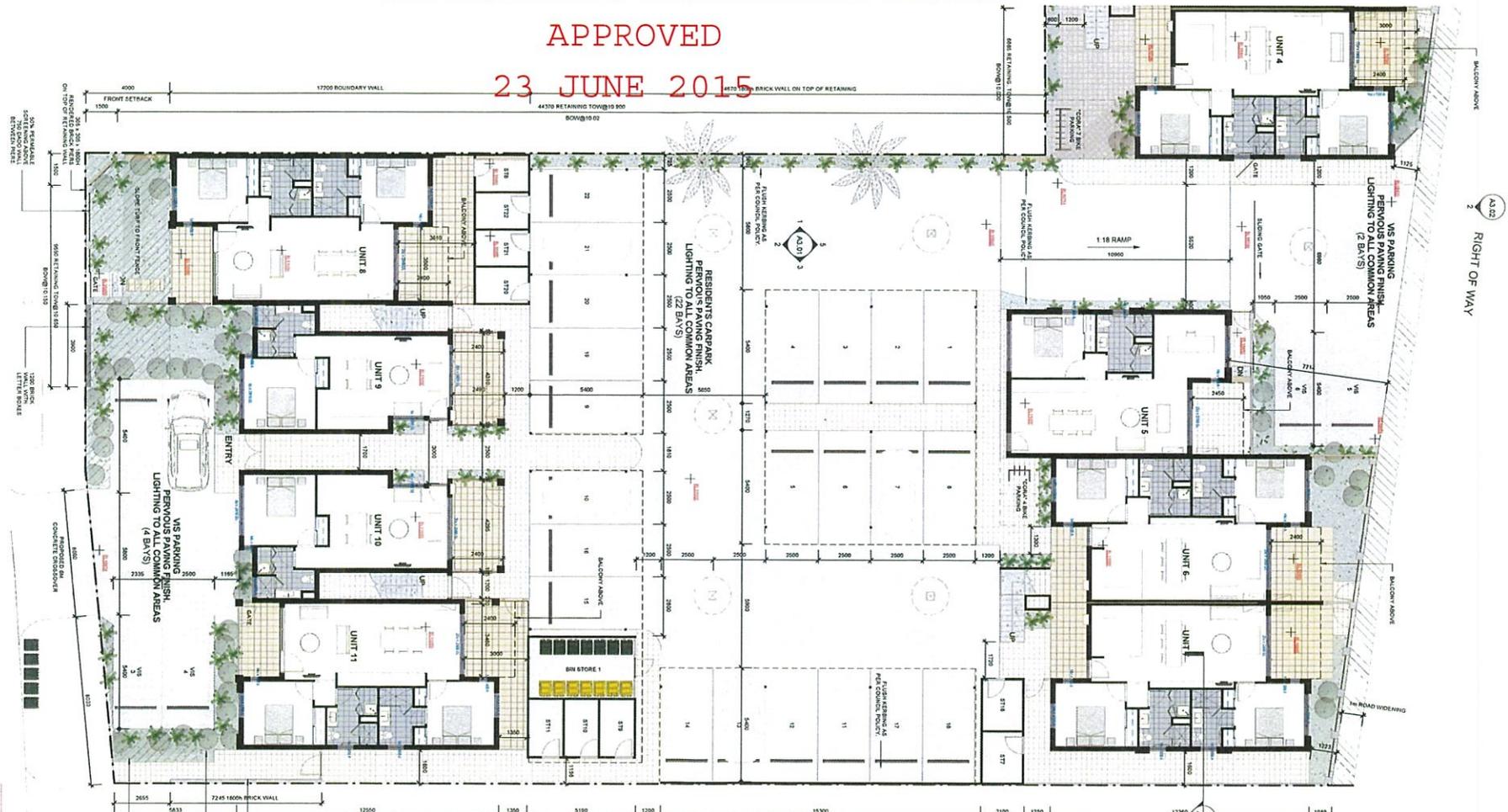
PROPOSED MULTIPLE DWELLING DEVELOPMENT
 LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
 (Town of Basseudean)

| No. | Description | Date | PROPOSED SITE DEVELOPMENT PLAN | | | | | | | | | | | | | | | | |
|--|-------------|-----------------|--------------------------------|-----|-----------------|--|-------|----|-------|-------|---------|----|-----------|---|----------|----|------------|-------|--|
| 1 | DA PLANS | 02.02.2015 | | | | | | | | | | | | | | | | | |
| 2 | REVISED DA | 11.05.2015 | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>Author</td> <td>WLS</td> <td>Planning Number</td> <td></td> </tr> <tr> <td>Drawn</td> <td>ME</td> <td>Scale</td> <td>A1.02</td> </tr> <tr> <td>Checked</td> <td>ME</td> <td>Sheet No.</td> <td>2</td> </tr> <tr> <td>Approved</td> <td>CS</td> <td>Scale of A</td> <td>1:200</td> </tr> </table> | | | Author | WLS | Planning Number | | Drawn | ME | Scale | A1.02 | Checked | ME | Sheet No. | 2 | Approved | CS | Scale of A | 1:200 | |
| Author | WLS | Planning Number | | | | | | | | | | | | | | | | | |
| Drawn | ME | Scale | A1.02 | | | | | | | | | | | | | | | | |
| Checked | ME | Sheet No. | 2 | | | | | | | | | | | | | | | | |
| Approved | CS | Scale of A | 1:200 | | | | | | | | | | | | | | | | |

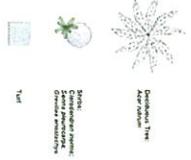
DEVELOPMENT ASSESSMENT PANELS

APPROVED

23 JUNE 2015



| NO. | DESCRIPTION | DATE |
|-----|--------------------|------------|
| 1 | ISSUED FOR PERMITS | 17/05/2015 |
| 2 | ISSUED FOR PERMITS | 17/05/2015 |
| 3 | ISSUED FOR PERMITS | 17/05/2015 |
| 4 | ISSUED FOR PERMITS | 17/05/2015 |
| 5 | ISSUED FOR PERMITS | 17/05/2015 |
| 6 | ISSUED FOR PERMITS | 17/05/2015 |
| 7 | ISSUED FOR PERMITS | 17/05/2015 |
| 8 | ISSUED FOR PERMITS | 17/05/2015 |
| 9 | ISSUED FOR PERMITS | 17/05/2015 |
| 10 | ISSUED FOR PERMITS | 17/05/2015 |
| 11 | ISSUED FOR PERMITS | 17/05/2015 |
| 12 | ISSUED FOR PERMITS | 17/05/2015 |
| 13 | ISSUED FOR PERMITS | 17/05/2015 |
| 14 | ISSUED FOR PERMITS | 17/05/2015 |
| 15 | ISSUED FOR PERMITS | 17/05/2015 |
| 16 | ISSUED FOR PERMITS | 17/05/2015 |
| 17 | ISSUED FOR PERMITS | 17/05/2015 |
| 18 | ISSUED FOR PERMITS | 17/05/2015 |
| 19 | ISSUED FOR PERMITS | 17/05/2015 |
| 20 | ISSUED FOR PERMITS | 17/05/2015 |
| 21 | ISSUED FOR PERMITS | 17/05/2015 |
| 22 | ISSUED FOR PERMITS | 17/05/2015 |
| 23 | ISSUED FOR PERMITS | 17/05/2015 |
| 24 | ISSUED FOR PERMITS | 17/05/2015 |
| 25 | ISSUED FOR PERMITS | 17/05/2015 |
| 26 | ISSUED FOR PERMITS | 17/05/2015 |
| 27 | ISSUED FOR PERMITS | 17/05/2015 |
| 28 | ISSUED FOR PERMITS | 17/05/2015 |
| 29 | ISSUED FOR PERMITS | 17/05/2015 |
| 30 | ISSUED FOR PERMITS | 17/05/2015 |



PROPOSED MULTIPLE DWELLING DEVELOPMENT
 LOTS 54 (No. 72) RAILWAY PARADE, BASSENDEN
 (Town of Bassenden)

| No. | Description | Date |
|-----|--------------------|------------|
| 1 | ISSUED FOR PERMITS | 17/05/2015 |
| 2 | ISSUED FOR PERMITS | 17/05/2015 |
| 3 | ISSUED FOR PERMITS | 17/05/2015 |
| 4 | ISSUED FOR PERMITS | 17/05/2015 |
| 5 | ISSUED FOR PERMITS | 17/05/2015 |
| 6 | ISSUED FOR PERMITS | 17/05/2015 |
| 7 | ISSUED FOR PERMITS | 17/05/2015 |
| 8 | ISSUED FOR PERMITS | 17/05/2015 |
| 9 | ISSUED FOR PERMITS | 17/05/2015 |
| 10 | ISSUED FOR PERMITS | 17/05/2015 |
| 11 | ISSUED FOR PERMITS | 17/05/2015 |
| 12 | ISSUED FOR PERMITS | 17/05/2015 |
| 13 | ISSUED FOR PERMITS | 17/05/2015 |
| 14 | ISSUED FOR PERMITS | 17/05/2015 |
| 15 | ISSUED FOR PERMITS | 17/05/2015 |
| 16 | ISSUED FOR PERMITS | 17/05/2015 |
| 17 | ISSUED FOR PERMITS | 17/05/2015 |
| 18 | ISSUED FOR PERMITS | 17/05/2015 |
| 19 | ISSUED FOR PERMITS | 17/05/2015 |
| 20 | ISSUED FOR PERMITS | 17/05/2015 |
| 21 | ISSUED FOR PERMITS | 17/05/2015 |
| 22 | ISSUED FOR PERMITS | 17/05/2015 |
| 23 | ISSUED FOR PERMITS | 17/05/2015 |
| 24 | ISSUED FOR PERMITS | 17/05/2015 |
| 25 | ISSUED FOR PERMITS | 17/05/2015 |
| 26 | ISSUED FOR PERMITS | 17/05/2015 |
| 27 | ISSUED FOR PERMITS | 17/05/2015 |
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| 29 | ISSUED FOR PERMITS | 17/05/2015 |
| 30 | ISSUED FOR PERMITS | 17/05/2015 |

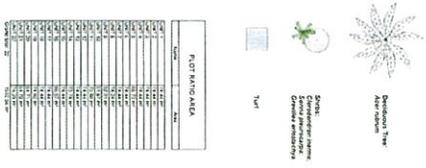
TOWN OF BASSENDEN
 13 MAY 2015
 RECEIVED

LANDSCAPING TO FRONT SETBACK
 WATER METER IN THE LOCATION
 GAS & ELECTRICAL METERS ON THE WALL



DEVELOPMENT ASSESSMENT PANELS
APPROVED
23 JUNE 2015

TOWN OF BASSENDEN
13 MAY 2015
RECEIVED



| UNIT | OBSERVATION (SEE NORTH FACING NORTH) | NORTH FACING (LIVING AREA, WINDOW 50% OF NORTH WALL) | RED WINDOW (BED AND NORTH FACING) (BED SOUTH FACING) | EAST AND WEST FACING (BLANK) | 6% ROOMS CROSS VENTILATED | SOLAR HOT WATER (FERROUS) | LANDSCAPE DESIGN COMPLIANCE | TOTAL |
|------|--------------------------------------|--|--|------------------------------|---------------------------|---------------------------|-----------------------------|-------|
| 1 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 2 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 3 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 4 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 5 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 6 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 7 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 8 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 9 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 10 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 11 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 12 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 13 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 14 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 15 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 16 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 17 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 18 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 19 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 20 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
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| 22 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |

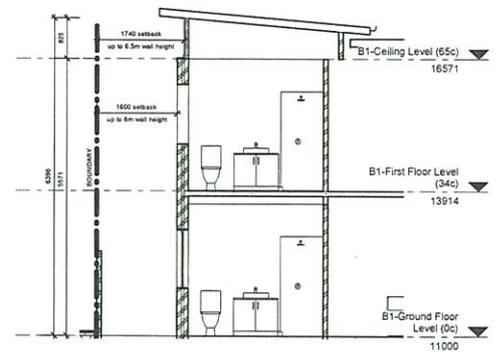


PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (No. 7) RAILWAY PARADE, BASSENDEN
(Town of Bassenden)

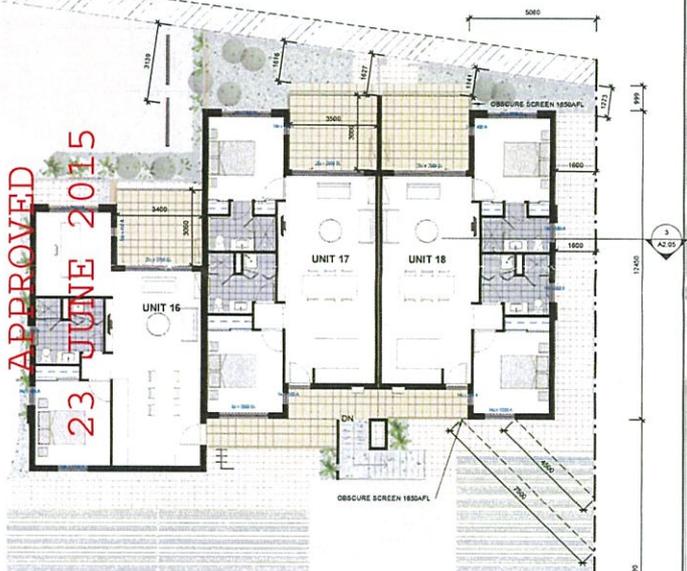
| No. | Description | Date | Proposed Site / Ground Floor Plan |
|-----|-------------------------------------|------------|-----------------------------------|
| 1 | Site Plan | 16.02.2015 | (PART 1) |
| 2 | Development Assessment Panels | 13.05.2015 | (PART 2) |
| 3 | Final Development Assessment Panels | 23.06.2015 | (PART 3) |



2 FIRST FLOOR PLAN (PART-B)
SCALE 1:100



3 Section 1
SCALE 1:50



1 FIRST FLOOR PLAN (PART-A)
SCALE 1:100



DEVELOPMENT ASSESSMENT PANELS

APPROVED

23 JUNE 2015

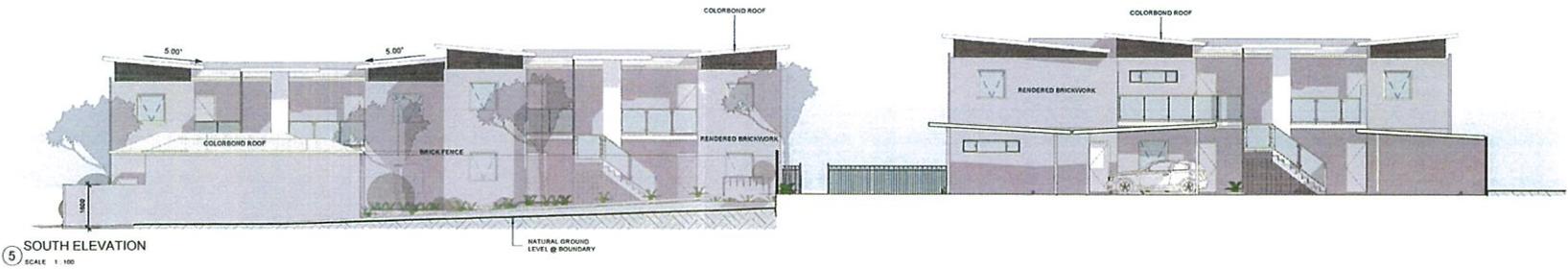
TOWN OF BASSENDEAN
19 MAY 2015
RECEIVED

| No. | Description | Date | FIRST FLOOR PLAN |
|-----|-------------|------------|------------------|
| 1 | DA PLAN | 02 02 2015 | |
| 2 | REVISED DA | 11 06 2015 | |
| | Drawn by | 11.6.2015 | A2.65 |
| | Checked by | | 2 |
| | Approved by | | |

TOWN OF BASSENDEAN
 13 MAY 2015
 RECEIVED



① UNIT 4 EAST ELEVATION
 SCALE 1:100



⑤ SOUTH ELEVATION
 SCALE 1:100

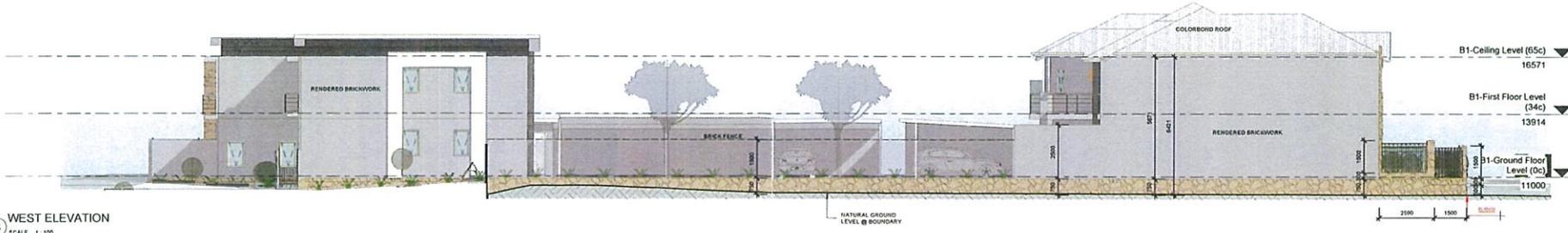
DEVELOPMENT ASSESMENT PANELS

APPROVED

23 JUNE 2015



② NORTH ELEVATION FRONT BLOCK
 SCALE 1:100



③ WEST ELEVATION
 SCALE 1:100

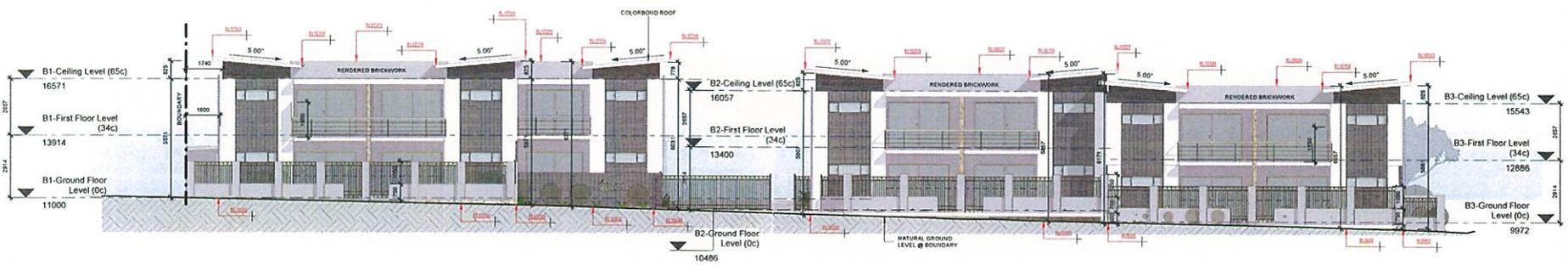
| No. | Description | Date | ELEVATIONS |
|-----|-------------|------------|------------|
| 1 | DATE PLAN | 10/02/2015 | |
| 2 | REVISION | 20/02/2015 | |
| 3 | REVISION | 13/03/15 | |
| 4 | REVISION | 13/03/15 | |
| 5 | REVISION | 13/03/15 | |
| 6 | REVISION | 13/03/15 | |
| 7 | REVISION | 13/03/15 | |
| 8 | REVISION | 13/03/15 | |
| 9 | REVISION | 13/03/15 | |
| 10 | REVISION | 13/03/15 | |
| 11 | REVISION | 13/03/15 | |
| 12 | REVISION | 13/03/15 | |
| 13 | REVISION | 13/03/15 | |
| 14 | REVISION | 13/03/15 | |
| 15 | REVISION | 13/03/15 | |
| 16 | REVISION | 13/03/15 | |
| 17 | REVISION | 13/03/15 | |
| 18 | REVISION | 13/03/15 | |
| 19 | REVISION | 13/03/15 | |
| 20 | REVISION | 13/03/15 | |
| 21 | REVISION | 13/03/15 | |
| 22 | REVISION | 13/03/15 | |
| 23 | REVISION | 13/03/15 | |
| 24 | REVISION | 13/03/15 | |
| 25 | REVISION | 13/03/15 | |
| 26 | REVISION | 13/03/15 | |
| 27 | REVISION | 13/03/15 | |
| 28 | REVISION | 13/03/15 | |
| 29 | REVISION | 13/03/15 | |
| 30 | REVISION | 13/03/15 | |
| 31 | REVISION | 13/03/15 | |
| 32 | REVISION | 13/03/15 | |
| 33 | REVISION | 13/03/15 | |
| 34 | REVISION | 13/03/15 | |
| 35 | REVISION | 13/03/15 | |
| 36 | REVISION | 13/03/15 | |
| 37 | REVISION | 13/03/15 | |
| 38 | REVISION | 13/03/15 | |
| 39 | REVISION | 13/03/15 | |
| 40 | REVISION | 13/03/15 | |
| 41 | REVISION | 13/03/15 | |
| 42 | REVISION | 13/03/15 | |
| 43 | REVISION | 13/03/15 | |
| 44 | REVISION | 13/03/15 | |
| 45 | REVISION | 13/03/15 | |
| 46 | REVISION | 13/03/15 | |
| 47 | REVISION | 13/03/15 | |
| 48 | REVISION | 13/03/15 | |
| 49 | REVISION | 13/03/15 | |
| 50 | REVISION | 13/03/15 | |

| No. | Description | Date | ELEVATIONS |
|-----|--------------|------------|------------|
| 1 | DATE PLOTTED | 15/02/2015 | |
| 2 | REVISION | 15/02/2015 | |
| 3 | DATE PLOTTED | 15/02/2015 | |
| 4 | REVISION | 15/02/2015 | |
| 5 | DATE PLOTTED | 15/02/2015 | |
| 6 | REVISION | 15/02/2015 | |
| 7 | DATE PLOTTED | 15/02/2015 | |
| 8 | REVISION | 15/02/2015 | |
| 9 | DATE PLOTTED | 15/02/2015 | |
| 10 | REVISION | 15/02/2015 | |
| 11 | DATE PLOTTED | 15/02/2015 | |
| 12 | REVISION | 15/02/2015 | |
| 13 | DATE PLOTTED | 15/02/2015 | |
| 14 | REVISION | 15/02/2015 | |
| 15 | DATE PLOTTED | 15/02/2015 | |
| 16 | REVISION | 15/02/2015 | |
| 17 | DATE PLOTTED | 15/02/2015 | |
| 18 | REVISION | 15/02/2015 | |
| 19 | DATE PLOTTED | 15/02/2015 | |
| 20 | REVISION | 15/02/2015 | |
| 21 | DATE PLOTTED | 15/02/2015 | |
| 22 | REVISION | 15/02/2015 | |
| 23 | DATE PLOTTED | 15/02/2015 | |
| 24 | REVISION | 15/02/2015 | |
| 25 | DATE PLOTTED | 15/02/2015 | |
| 26 | REVISION | 15/02/2015 | |
| 27 | DATE PLOTTED | 15/02/2015 | |
| 28 | REVISION | 15/02/2015 | |
| 29 | DATE PLOTTED | 15/02/2015 | |
| 30 | REVISION | 15/02/2015 | |



1 RAILWAY PARADE ELEVATION
SCALE 1:100

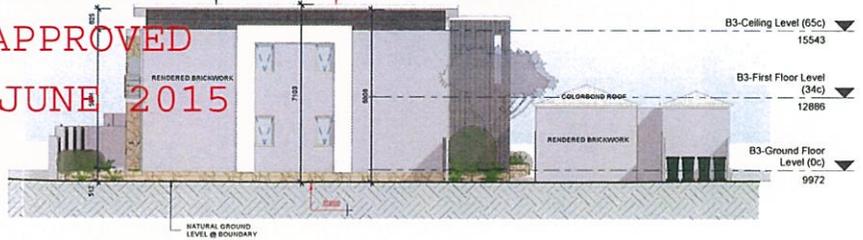
TOWN OF BASSENDEAN
 13 MAY 2015
 RECEIVED



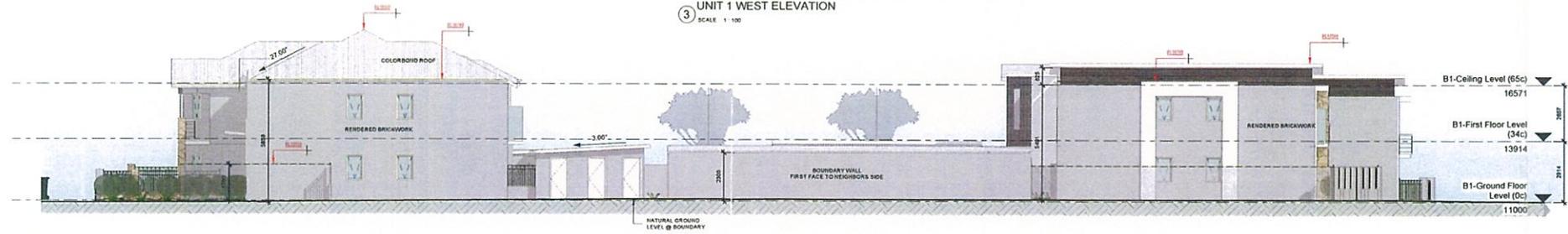
2 ROW ELEVATION
SCALE 1:100

DEVELOPMENT ASSESSMENT PANELS

APPROVED
 23 JUNE 2015



3 UNIT 1 WEST ELEVATION
SCALE 1:100



4 EAST ELEVATION
SCALE 1:100



Government of **Western Australia**
Development Assessment Panels

LG Ref: DA2017-058
DoP Ref: DAP/15/00740
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

Mr Joe Douglas
Urban and Rural Perspectives
PO Box 2507
Malaga WA 6944

Dear Mr Douglas

**Metro Central JDAP – Town of Bassendean – DAP Application DA2017-058
Lot 54 (Nos. 72 – 74) Railway Parade, Bassendean
Proposed 22 Multiple Dwellings**

Thank you for your application and plans submitted to the Town of Bassendean on 11 April 2017 for the above development at the abovementioned site.

This application was considered by the Metro Central Joint Development Assessment Panel at its meeting held on 29 May 2017, where in accordance with the provisions of the Town of Bassendean Local Planning Scheme No.10, it was resolved to approve the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, a DAP Form 2 application may be made to amend or cancel this planning approval in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Mr Christian Buttle at the Town of Bassendean on (08) 9377 8022.

Yours sincerely,

Zoe Hendry

DAP Secretariat

6/06/2017

Encl. DAP Determination Notice
Approved plans

Cc: Mr Christian Buttle
Town of Bassendean



wa.gov.au

Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 9919 Fax: (08) 6551 9961 TTY: 6551 9007 Infoline: 1800 626 477
daps@planning.wa.gov.au www.planning.wa.gov.au
ABN 35 482 341 493



Planning and Development Act 2005

Town of Bassendean Local Planning Scheme No.10

Metro Central Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: Lot 54 (Nos. 72 – 74) Railway Parade, Bassendean
Description of proposed Development: Proposed 22 Multiple Dwellings

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 29 May 2017, subject to the following:

1. **Accept** that the DAP Application reference DAP/15/00740 as detailed on the DAP Form 2 date stamped received 4 April 2017 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Approve** the DAP Application reference DAP/15/00740 as detailed on the DAP Form 2 date stamped received 4 April 2017 and accompanying plans:

| Dwg No. | Drawing Name | Rev No. | Dwg Date |
|---------|--|---------|------------|
| A1.01 | Proposed Site Development Plan | 7 | 27.10.2015 |
| A2.01 | Proposed Site / Ground Floor Plan (Part A) | 7 | 27.10.2015 |
| A2.02 | Proposed Site / Ground Floor Plan (Part B) | 7 | 27.10.2015 |
| A2.05 | First Floor Plan (Part A) | 7 | 27.10.2015 |
| A2.06 | First Floor Plan (Part B) | 7 | 27.10.2015 |
| A3.01 | Elevations | 7 | 27.10.2015 |
| A3.02 | Elevations | 7 | 27.10.2015 |

in accordance with the provisions of the Town of Bassendean Local Planning Scheme No. 10, for the proposed minor amendment to the approved 22 Multiple Dwellings at Lot 54 (Nos. 72-74) Railway Parade, Bassendean, subject to the following conditions:

Amended Conditions

1. Deletion of Condition 1.
2. Deletion of Condition 2.
3. Deletion of Condition 3.



4. Deletion of Condition 4.
5. Modification to Condition 15 so as to now read:

A minimum of 8 bicycle parking spaces shall be provided for residents, and a minimum of 3 bicycle parking spaces shall be provided for visitors. The resident bicycle parking spaces shall be located in a secure weather protected compound, details of which shall be provided to the Town in advance of, or in conjunction with the application for a building permit, and **all spaces shall** be constructed in accordance with the provisions of AS 2890.3 (as amended).

6. Deletion of Condition 16.
7. Deletion of Condition 17.
8. Modification to Condition 26 so as to now read:

The bin storage areas are:

- (a) To be surrounded by a 1.8 metre high minimum wall with a self-closing gate;
 - (b) To be provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, connected to sewer, with a hose cock to enable both the bins and bin storage area to be washed out; and
 - (c) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.
9. Modification to Condition 36 so as to now read:

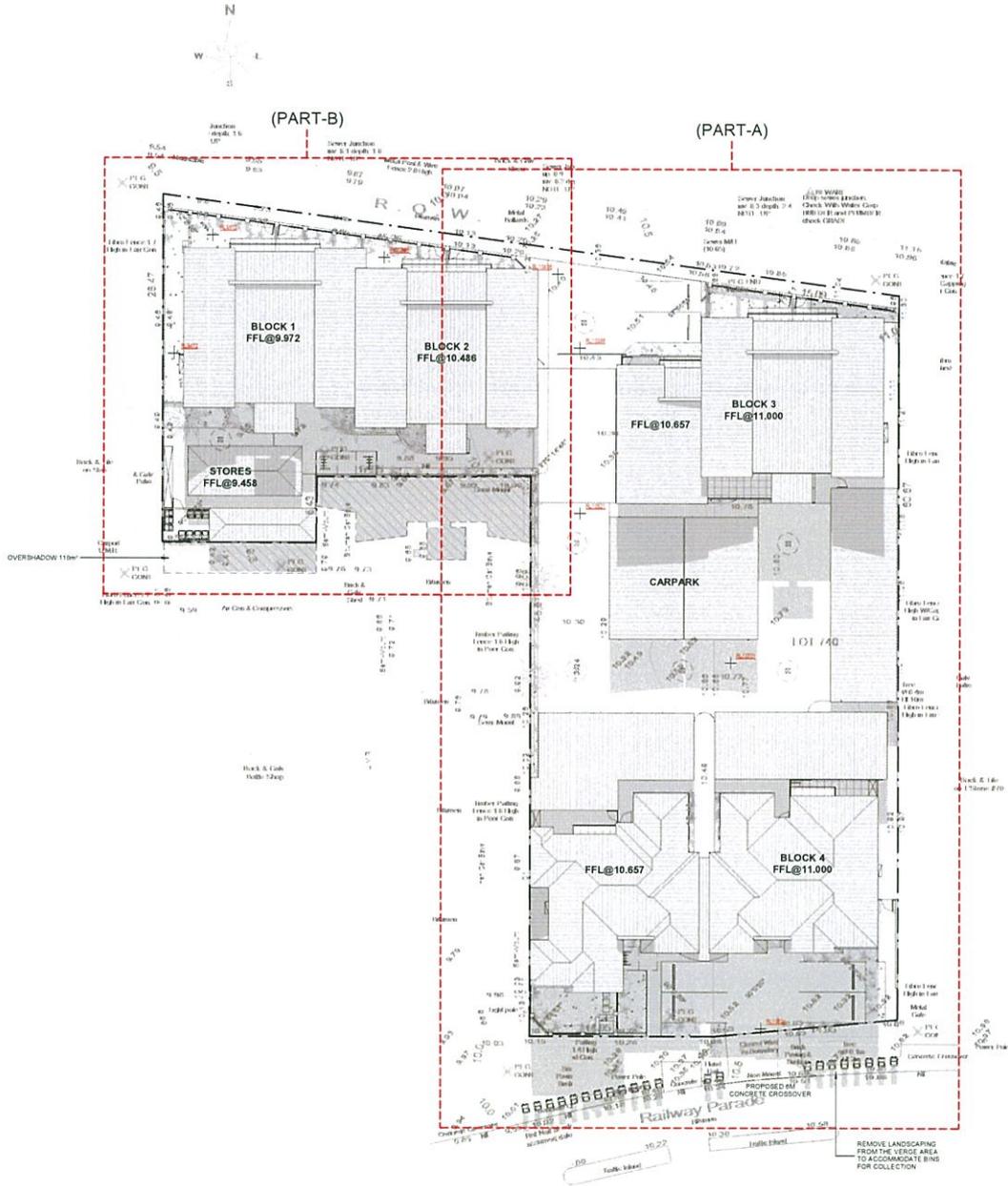
This decision constitutes planning approval only and is valid for a period of **4 years from 23 June 2015**. If the subject development is not substantially commenced within the 4 year period, the approval shall lapse and be of no further effect.

All other conditions and requirements detailed on the previous approval dated 23 June 2015 shall remain unless altered by this application.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

PROPOSED SITE COVER 1386m² (54%)
 PROPOSED OPEN SPACE 1175m² (46%)

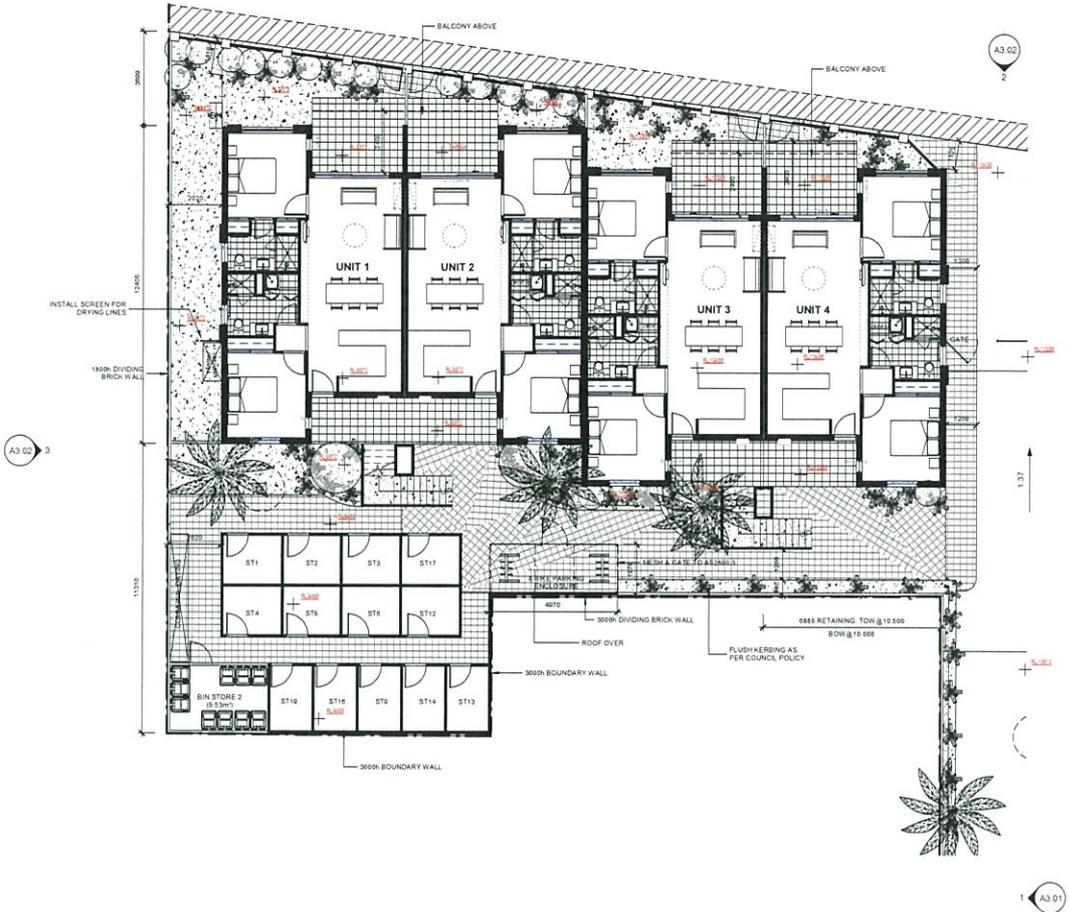
DEVELOPMENT
 ASSESSMENT PANEL
APPROVED
 29 May 2017



PROPOSED MULTIPLE DWELLING DEVELOPMENT
 LOTS 54 (No 72) RAILWAY PARADE, BASSEDEAN,
 (Town of Bassendean)

| No. | Description | Date | PROPOSED SITE DEVELOPMENT PLAN | |
|-----|----------------------------|------------|--------------------------------|--|
| 1 | DA PLANS | 02 12 2015 | | |
| 2 | REVISED DA | 11 06 2015 | | |
| 4 | REVISED DA | 08 07 2015 | | |
| 5 | REVISED DA | 11 09 2015 | | |
| 7 | REVISE BINS & BIKES STORES | 27 10 2015 | | |

A1.01 7

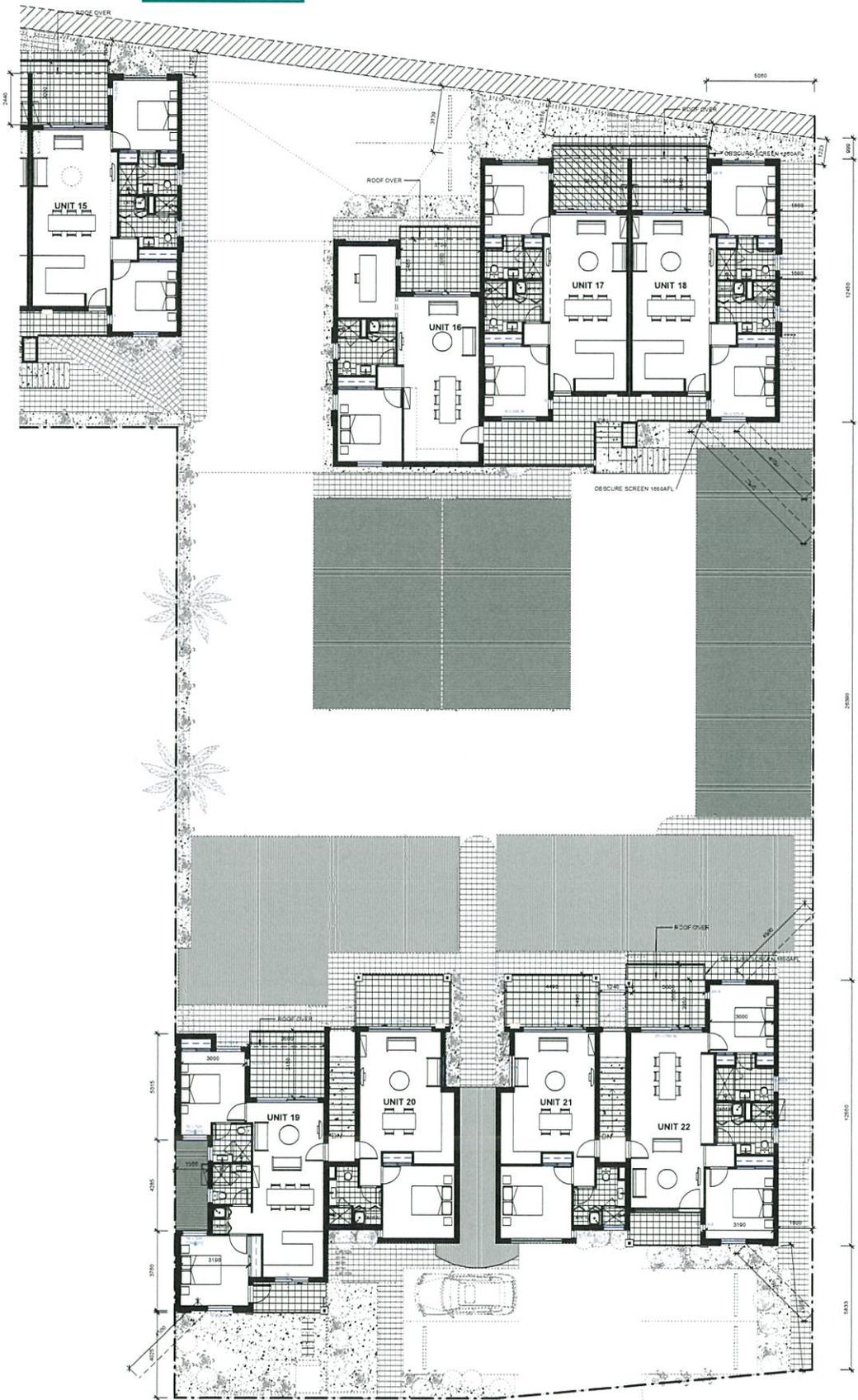


| UNIT | ORIENTATION (LONGEST AXIS FACING NORTH) | NORTH FACING COURTYARD AND LIVING AREA WINDOWS 50% OF NORTH WALL | BED WINDOWS MINIMISED IN AREA AND NORTH FACING (BED SOUTH FACING) | EAST AND WEST FACING WALLS BLANK | 60% ROOMS CROSS VENTILATED | SOLAR HOT WATER UNIT OR ROLLER PERGOLA | LANDSCAPE DESIGN COMPLIANCE | TOTAL |
|------|---|--|---|----------------------------------|----------------------------|--|-----------------------------|-------|
| 1 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 2 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 3 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 4 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 5 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 6 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 7 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 8 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 9 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 10 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 11 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 12 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 13 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 14 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 15 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 16 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 17 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 18 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 19 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 20 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 21 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 22 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |



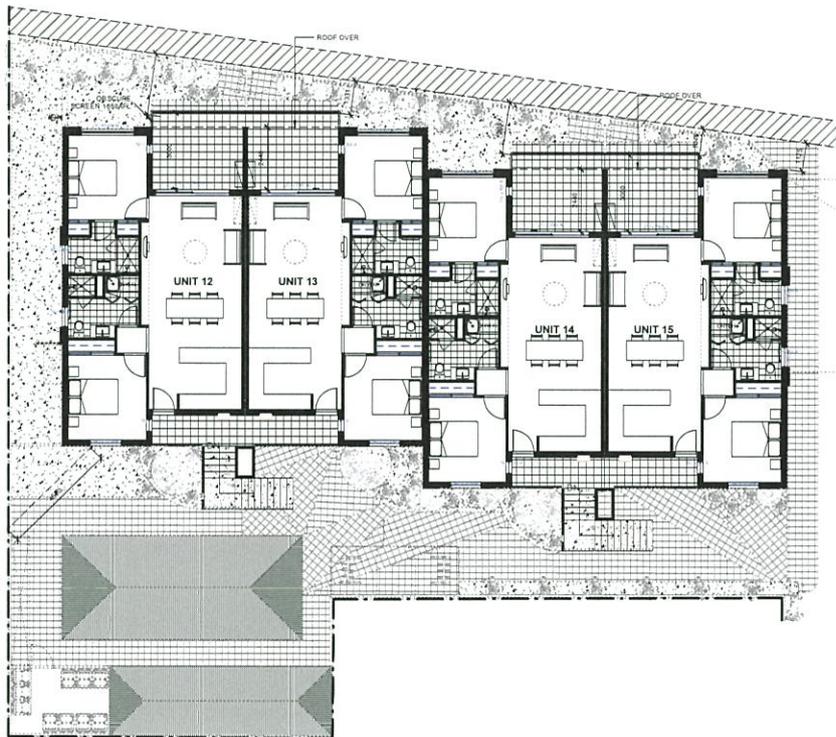
| Ratio | Area |
|-------|--------|
| 0.1 | 10.00 |
| 0.2 | 20.00 |
| 0.3 | 30.00 |
| 0.4 | 40.00 |
| 0.5 | 50.00 |
| 0.6 | 60.00 |
| 0.7 | 70.00 |
| 0.8 | 80.00 |
| 0.9 | 90.00 |
| 1.0 | 100.00 |
| 1.1 | 110.00 |
| 1.2 | 120.00 |
| 1.3 | 130.00 |
| 1.4 | 140.00 |
| 1.5 | 150.00 |
| 1.6 | 160.00 |
| 1.7 | 170.00 |
| 1.8 | 180.00 |
| 1.9 | 190.00 |
| 2.0 | 200.00 |
| 2.1 | 210.00 |
| 2.2 | 220.00 |
| 2.3 | 230.00 |
| 2.4 | 240.00 |
| 2.5 | 250.00 |
| 2.6 | 260.00 |
| 2.7 | 270.00 |
| 2.8 | 280.00 |
| 2.9 | 290.00 |
| 3.0 | 300.00 |
| 3.1 | 310.00 |
| 3.2 | 320.00 |
| 3.3 | 330.00 |
| 3.4 | 340.00 |
| 3.5 | 350.00 |
| 3.6 | 360.00 |
| 3.7 | 370.00 |
| 3.8 | 380.00 |
| 3.9 | 390.00 |
| 4.0 | 400.00 |
| 4.1 | 410.00 |
| 4.2 | 420.00 |
| 4.3 | 430.00 |
| 4.4 | 440.00 |
| 4.5 | 450.00 |
| 4.6 | 460.00 |
| 4.7 | 470.00 |
| 4.8 | 480.00 |
| 4.9 | 490.00 |
| 5.0 | 500.00 |

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29-May-2017



| No. | Description | Date | FIRST FLOOR PLAN (PART A) | |
|-----|-------------------------------|------------|---------------------------|--|
| 2 | REVISED DA | 11.06.2015 | | |
| 4 | REVISED DA | 08.07.2015 | | |
| 5 | REVISED DA | 11.08.2015 | | |
| 6 | WINDOW SIZES OF UNIT 19 ADDED | 09.10.2015 | | |
| 7 | REVISE BINS & BIKES STORES | 27.10.2015 | | |

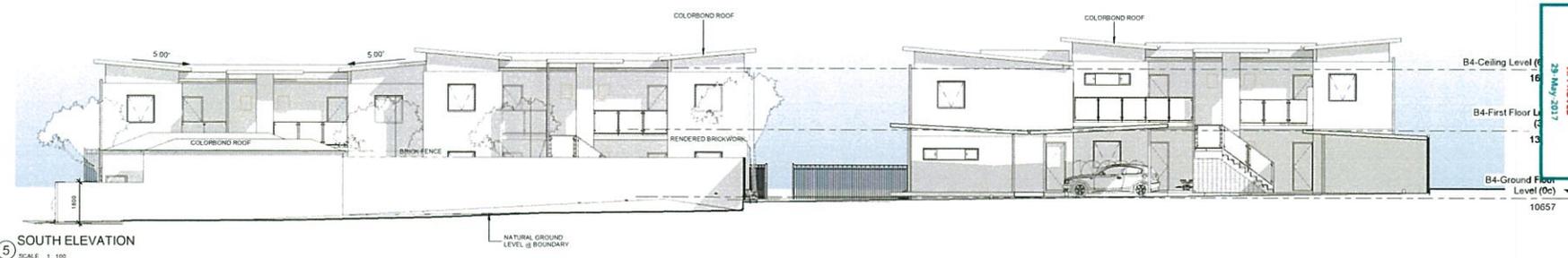
DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29-May-2017



| No. | Description | Date | FIRST FLOOR PLAN (PART B) | |
|-----|---------------------------|------------|---------------------------|---|
| 4 | REVISED DA | 28.07.2015 | | |
| 5 | REVISED DA | 11.06.2015 | | |
| 7 | REVISED BMS & BIKE STORES | 27.10.2015 | | |
| | | | A2.04 | 7 |



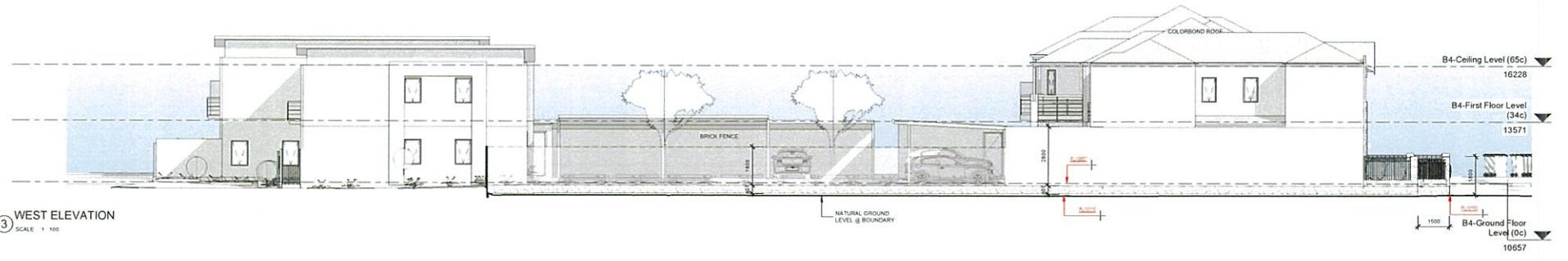
1 UNIT 4 EAST ELEVATION
 SCALE 1:100



5 SOUTH ELEVATION
 SCALE 1:100



2 NORTH ELEVATION FRONT BLOCK
 SCALE 1:100



3 WEST ELEVATION
 SCALE 1:100

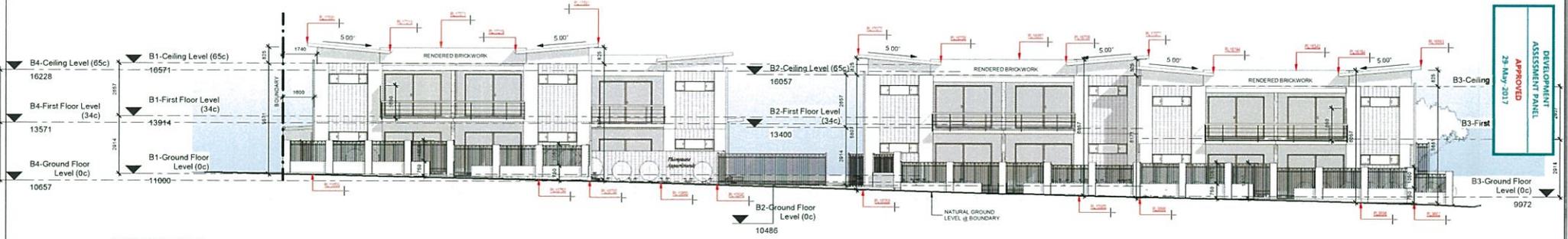
DEVELOPMENT
 ASSESSMENT PANEL
 APPROVED
 29 May 2017

| No. | Description | Date |
|-----|------------------------|------------|
| 1 | CONCEPT DESIGN | 15.02.2017 |
| 2 | PRELIMINARY DESIGN | 11.06.2017 |
| 3 | FINAL DESIGN | 11.06.2017 |
| 4 | CONSTRUCTION DOCUMENTS | 11.06.2017 |
| 5 | CONSTRUCTION DOCUMENTS | 11.06.2017 |
| 6 | CONSTRUCTION DOCUMENTS | 11.06.2017 |
| 7 | CONSTRUCTION DOCUMENTS | 11.06.2017 |

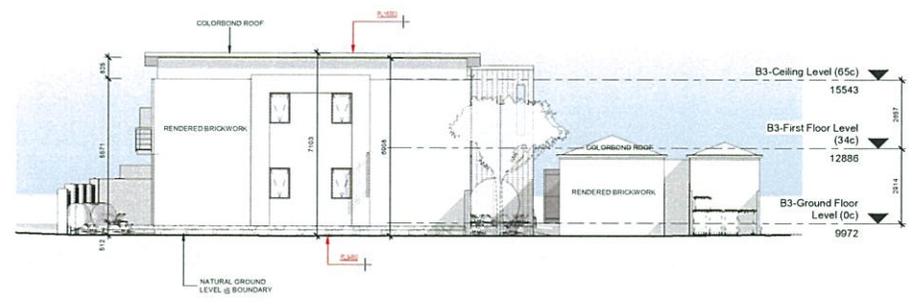
ELEVATIONS
 AS 01
 7



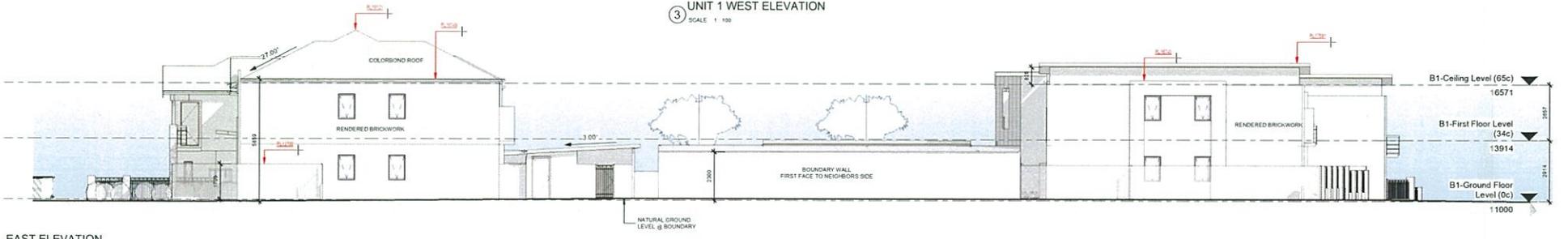
① RAILWAY PARADE ELEVATION
 SCALE 1:100



② ROW ELEVATION
 SCALE 1:100



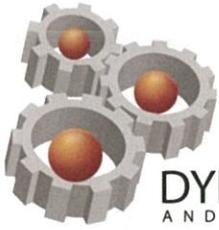
③ UNIT 1 WEST ELEVATION
 SCALE 1:100



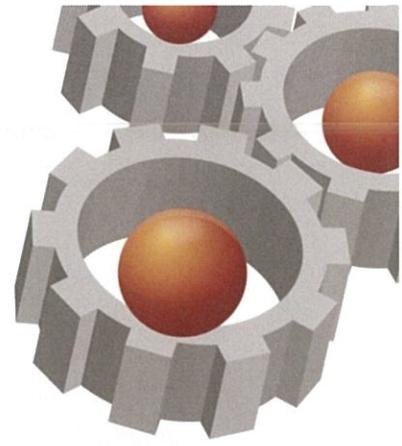
④ EAST ELEVATION
 SCALE 1:100

DEVELOPMENT
 ASSESSMENT PANEL
 APPROVED
 29 May 2017

| No. | Description | Date | ELEVATIONS |
|-----|------------------|------------|------------|
| 1 | CONCEPT PLAN | 20.02.2015 | |
| 2 | PRELIMINARY PLAN | 11.06.2015 | |
| 3 | PRELIMINARY PLAN | 11.06.2015 | |
| 4 | PRELIMINARY PLAN | 27.10.2015 | |
| 5 | PRELIMINARY PLAN | 27.10.2015 | |
| 6 | PRELIMINARY PLAN | 27.10.2015 | |
| 7 | AS 02 | 27.10.2015 | 7 |



DYNAMIC PLANNING
AND DEVELOPMENTS



JDAP Ref: DAP/15/00740
Our Ref: 1001

10 June 2019

Chief Executive Officer
Town of Bassendean
PO Box 87
BASSENDEAN WA 6934

Dear Sir/Madam,

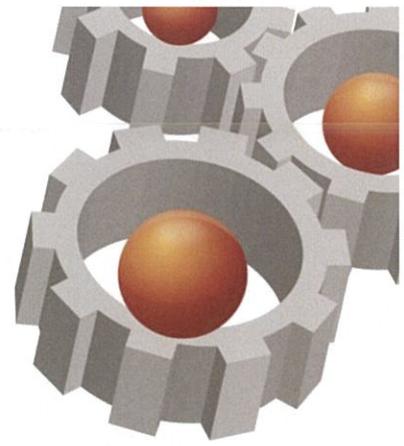
LOT 54 (NO. 72) RAILWAY PARADE, BASSENDEAN
IDAP FORM 2 APPLICATION – EXTENSION OF APPROVAL TIMEFRAME

Dynamic Planning and Developments Pty Ltd act on behalf of the contracted purchaser of Lot 54 (No. 72) Railway Parade, Bassendean (herein referred to as the 'subject site') in support of a Form 2 application to extend the approval timeframe associated with a previous JDAP application (DAP/15/00740) for 22 multiple dwellings. The amendment sought does not seek to modify the approved plans but proposes to extend the time allowed to substantially commence works as the current approval is soon to expire.

For submission purposes, we provide the following information as part of this submission:

- A copy of the applicable Certificate of Title pertaining the subject site (**Attachment 1**);
- A copy of the most recent development approval dated 6 May 2017 (**Attachment 2**);
- A copy of the JDAP minutes associated with the original approval dated 23 June 2015 (**Attachment 3**);
- Approved development plans for re-submission (**Attachment 4**);
- Previously submitted supporting information (**Attachment 5**)
- Town of Bassendean's assessment of the original application (**Attachment 6**)
- The relevant development application forms
- The relevant application fee of \$536.00

The sections below will explain the details of the proposal further.



SITE DETAILS

Legal Description

Lot 54 (No. 72) Railway Parade, Bassendean is legally described as “Lot 54 on Diagram 74766” and is wholly contained on Volume 2868; Folio 757.

The subject site has a total area of 2,561m².

A copy of the Certificate of Title pertinent to the subject site is contained in **Attachment 1**.

Regional & Local Context

The subject site is located within the municipal locality of the Town of Bassendean and is located in the suburb of Bassendean.

The subject site is located on Railway Parade and immediately adjacent to the Bassendean train station. Due to the subject site’s access to the aforementioned regional road and public transport network, the greater Perth Metropolitan Region can be accessed with ease and efficiency from the subject site.

Figure 1 depicts the subject site within its regional context.

The subject site is situated within an established residential area of Bassendean and is zoned accordingly. The area comprises of an array of single dwelling and grouped dwelling developments. The subject site benefits from being located within close proximity of a number of community amenities that future residents will benefit from.

Figure 2 depicts the subject site within its local context.



DYNAMIC PLANNING
AND DEVELOPMENTS

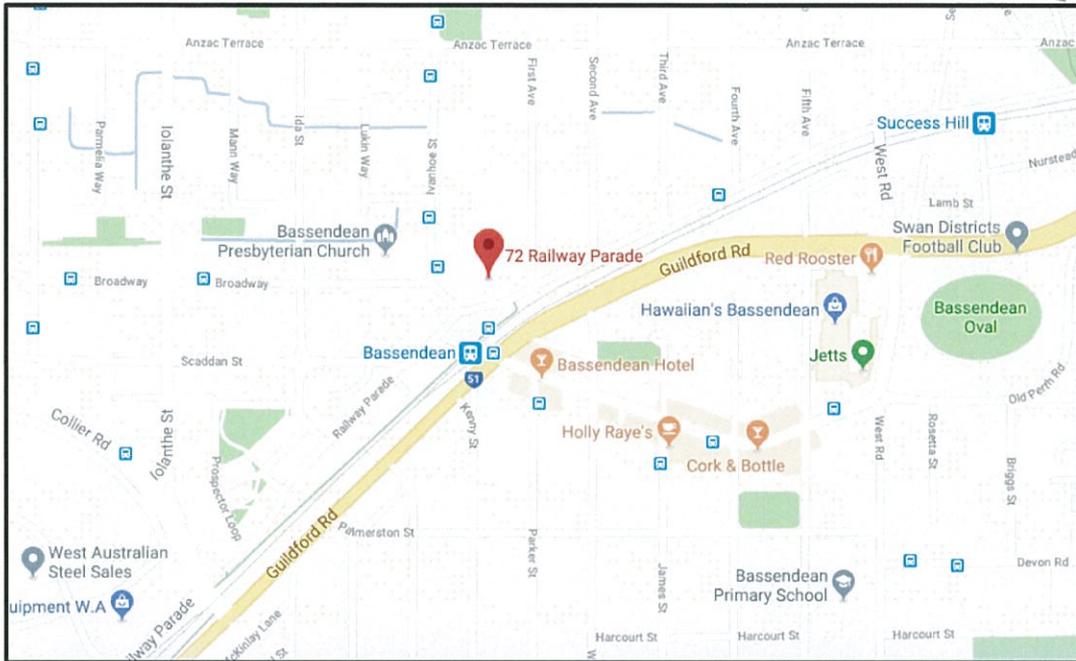
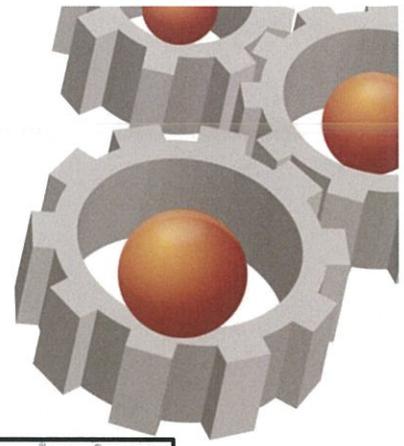


Figure 1 – Regional Context of Subject Site



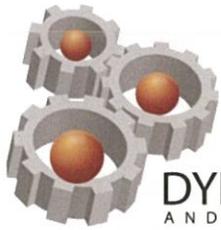
Figure 2 – Local Context Aerial View of Subject Site

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 † (08) 9275 4433 ‡ (08) 9275 4455

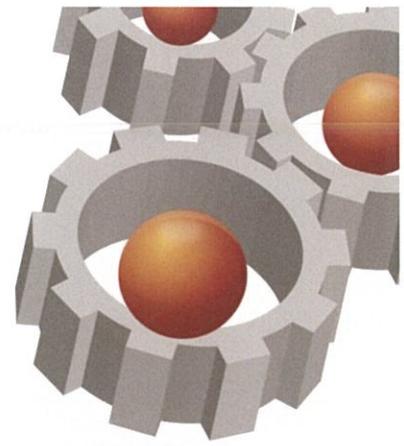
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



DYNAMIC PLANNING
AND DEVELOPMENTS



BACKGROUND

On the 23 June 2015, the Metro Central JDAP resolved to approve a development application for 22 multiple dwellings at the subject site. Since the original approval the owners of the site have since sought a Form 2 application approval to extend the allowed approval timeframe and submit a number of modified plans to satisfy a number of the original conditions imposed on the approval. This Form 2 application was subsequently approved which extended the approval timeframe to the 23 June 2019.

Unfortunately development in accordance with the approval has not substantially commenced and the owners of the site are now wishing to sell the property. As previously outlined in this submission, we act on behalf of the contracted purchaser – AGEM Property Group who wish to extend the approval timeframe to provide them with the opportunity to develop the site in accordance with the existing approval.

A copy of the most recent approval and JDAP minutes associated with the original approval are contained in **Attachment 2** and **Attachment 3**.

PROPOSAL

As previously mentioned this proposal is for an amendment to an existing development approval (DAP/15/00740) in order to extend the approval timeframe a further two (2) years.

There are no changes proposed to the development plans that were approved by the JDAP (included in **Attachment 4**), as such all previously approved variations will remain the same. However, it is noted that since this approval was granted State Planning Policy 7.3 (SPP 7.3) has been gazetted, which introduces a range of new requirements that need addressing, this introduces a number of additional variations for the Town of consider in the assessment of this application.

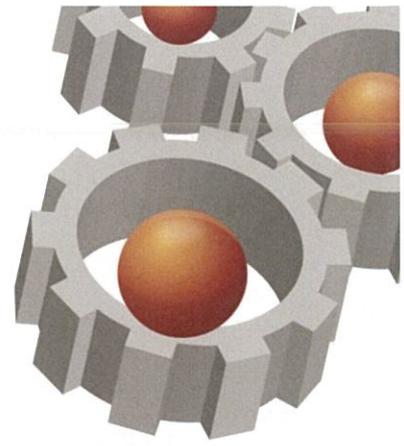
A copy of the proposed developments assessment against the provisions of SPP 7.3 has been provided below.

PLANNING CONSIDERATIONS

Metropolitan Region Scheme

The subject site is zoned 'Urban' under the provisions of the Metropolitan Region Scheme (MRS).

The proposed development of the site for residential purposes is consistent with the 'Urban' MRS zoning and warrants approval.



Town of Bassendean –Local Planning Scheme No. 10

Zoning

Under the Town of Bassendean Local Planning Scheme No. 10 (LPS10) the subject site is zoned as 'Residential R20/R40'. The objectives of the zone are noted below:

- a) *To maintain lifelong or long-time residents as an integral component of the Bassendean community.*
- b) *To continue and increase the attraction for young families to reside and raise their families in the Bassendean community.*
- c) *To recognise the role of Bassendean as a middle metropolitan area that is well placed to contribute meaningfully to sustainable urban development for the Perth Region, and therefore facilitate the planned gradual increase in population growth in a manner that provides net environmental, social and economic benefit.*
- d) *To make provision for housing types that respond to the demands of an aging population and declining occupancy rates.*
- e) *To limit non-residential activities to those of which the predominant function is to service the local residential neighbourhood and for self-employment or creative activities, provided such as activities have no detrimental effect on the residential amenity.*
- f) *To ensure that the density of the development takes cognisance of the availability of reticulated sewerage, the effluent disposal characteristics of the land and other environmental factors.*
- g) *To ensure that subdivision and development comply with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council.*

The proposed development is considered to be consistent with the subject sites zoning and the relevant objectives by virtue of the previous development application being granted approval.

Development Density

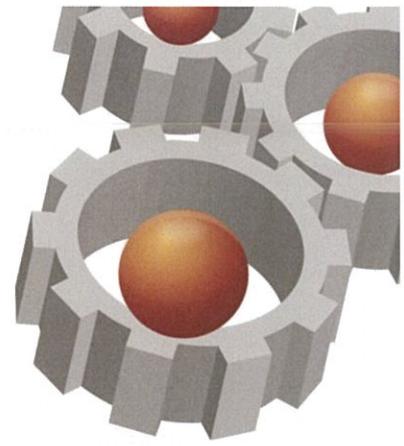
As the site is subject to a split density coding, Clause 5.3.1.2 of LPS10 is applicable to the proposed development. This clause states that:

Where a split density code is depicted on the Scheme maps, any development shall conform to the lower density code applicable to the lot, unless Council determines that development up to the middle or higher density code is acceptable having regard for sub-clause 5.3.1.2.

In the assessment of the original development application it was determined that, after some design changes, the applicable density allowed for the proposed development was R40. The development was subsequently assessed against the applicable R40 density requirements and ultimately approved.



DYNAMIC PLANNING
AND DEVELOPMENTS



IDAP Form 2 Reconsideration Matters

Where a Form 2 application is made to amend or extend the planning approval timeframe, the following points must be addressed:

1. Whether the planning framework has changed substantially since the development approval was granted.

The planning framework under the Town of Bassendean Local Planning Scheme No. 10 has not changed substantially. However, we do note that State Planning Policy 7.3 – Design WA has been gazetted since the approval of the original application, as such an assessment against the requirements of this policy has been provided in subsequent sections of this submission.

It is considered that the proposed development remains consistent with the intended development outcomes applicable for the subject site and is considered to remain appropriate for approval.

2. Whether development approval would likely be granted now.

As previously noted the proposed development has not been modified in any way, as such, the previously approved variations remain unaltered. In addition, the proposed development is largely compliant with the applicable provisions of Design WA with any additional variations considered to be minor and still meeting the relevant element objectives.

With respect to the above, the proposed development is considered to be likely to receive approval under today's planning framework.

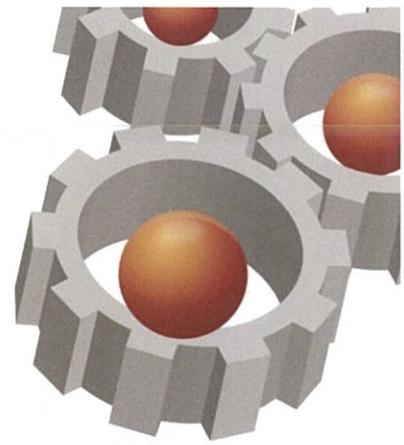
3. Whether the holder of the development approval has actively and relatively conscientiously pursued the implementation of the development approval.

Whilst we can't speak to the reasons behind why the previous owner of the site (who obtained the approval) has not implemented the approval, it is the intent of the prospective purchaser to develop the site in accordance with the approval for 22 multiple dwellings as the site was purchased on this basis.

DEVELOPMENT REQUIREMENTS

As we have noted previously, the proposed development requires assessment against State Planning Policy 7.3 (SPP7.3). The below tables provide a comprehensive assessment of the approved development plans against SPP 7.3, noting where variations for consideration may be present.

To provide additional context for the proposed development, a copy of the previously submitted supporting documentation and the City's original assessment has been included in **Attachment 5** and **Attachment 6**.



Multiple Dwellings above R40 Assessment Sheet

General Information

| | | |
|-------------------------------------|---|-------------------------------------|
| Description of Works | 22 unit, Two-storey Multiple Dwellings | |
| Address: | Lot 54 (No. 72 & 74) Railway Parade, Bassendean | |
| Zoning / R-Code: | Residential R20/40 | |
| Land Area: | 2,560sqm | |
| Title Info: | Strata | <input type="checkbox"/> |
| | Survey Strata | <input type="checkbox"/> |
| | Built Strata | <input type="checkbox"/> |
| | Green Title/Freehold | <input checked="" type="checkbox"/> |
| | Easement on Property? | <input checked="" type="checkbox"/> |
| | Easement on Adjoining Property? | <input checked="" type="checkbox"/> |
| Recent DA's on subject site? | DA2017-058 DAP/15/00740 | |

Background (if applicable)

JDAP approval granted on 29 May 2017

Considerations

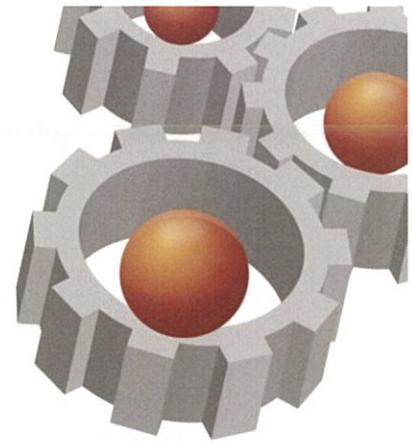
| | |
|---|-----|
| Municipal Heritage Inventory? | N/A |
| On or abutting Primary/Regional Road Reservation? | No |
| Bushfire Prone Area? (If yes see below) | No |
| <ul style="list-style-type: none"> - Is the proposal for grouped/multiple dwellings? - Is the proposal for a dwelling/additions/ancillary dwelling on a lot greater than 1100sqm? | No |
| Further Comment: | |

Referral Requirements:

External referral required? Yes (see below) / No

| | |
|---|--------------------------|
| WAPC/DPLH – i.e. Property affected by PCA or ORR? | <input type="checkbox"/> |
| Swan River Trust/DPAW | <input type="checkbox"/> |
| Heritage Council | <input type="checkbox"/> |
| Main Roads WA | <input type="checkbox"/> |

| | |
|-------------------------------|--------------------------|
| Dept of Transport | <input type="checkbox"/> |
| Dept of Enviro & Conservation | <input type="checkbox"/> |
| Other (list here) | <input type="checkbox"/> |



Public Consultation:

Advertising required: Yes (see below) / No

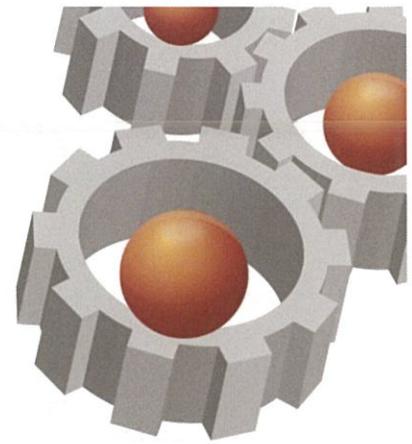
Road Hierarchy – Vehicle Reversing Bay Requirements

The following section is not applicable

Part 2 – Primary Controls Table

| Clause 2.2 – Building Height | | | |
|--|---|-------------------|---------------------------|
| Acceptable Outcomes | Element Objectives | Assessment | Objective Achieved |
| A2.2.1 – Table 2.1 of R Codes Volume 2 – Apartments Required: 2 storey / 9.0m | O.2.2.1- The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change. | 2 storey / 6.15m | Yes |
| | O.2.2.2 - The height of buildings within a development responds to changes in topography. | | |
| | O.2.2.3 - Development incorporates articulated roof design and/or roof top communal open space where appropriate. | | |
| | O.2.2.4 - The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces. | | |
| Other: | | | |

| Clause 2.3 – Street Setbacks | | | |
|--|---|----------------------------------|---------------------------|
| Acceptable Outcomes | Element Objectives | Assessment | Objective Achieved |
| A2.3.1 – Table 2.1 of R Codes Volume 2 – Apartments Required: | O.2.3.1 - The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street. | GF – 4.0m min. FF – 4.0m min. | Yes Yes |
| | O.2.3.2 - The street setback provides a clear transition between the public and private realm. | | |
| | O.2.3.3 - The street setback assists in achieving visual privacy to apartments from the street. | | |
| | O.2.3.4 - The setback of the development enables passive surveillance and outlook to the street. | | |
| Other: | | | |



Minimum Primary and Secondary Street Setbacks

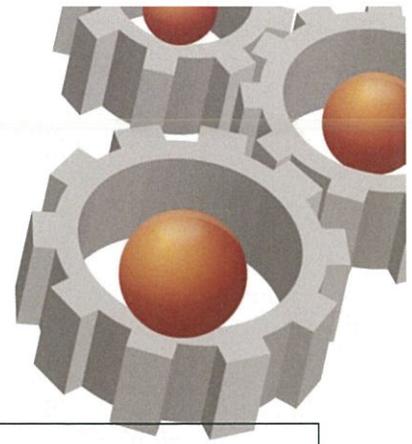
| | Required | Proposed | Compliance Yes / No |
|------------------|------------------------|----------|------------------------|
| Primary Street | Ground Floor – 4.0m | 4.0m min | Yes |
| | First Floor – 4.0m | 4.0m min | |
| Secondary Street | Ground Floor – 1.5m | n/a | N/A |
| | First Floor – 1.5m | n/a | |

| Clause 2.4 – Side and Rear Setbacks | | | |
|--|---|------------|--------------------|
| Acceptable Outcomes | Element Objectives | Assessment | Objective Achieved |
| A2.4.1 – Table 2.1 of R Codes Volume 2 – Apartments A2.4.2 – Setback to achieve objectives of Elements 2.7, 3.3, 3.5 & 4.1 of R Codes Volume 2 – Apartments Required: | O.2.4.1 - Building boundary setbacks provide for adequate separation between neighbouring properties. | | |
| | O.2.4.2 - Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character. | | |
| | O.2.4.3 - The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management. | | |
| | O.2.4.4 - The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development. | | |
| Other: | | | |

Minimum Side and Rear Setbacks

If this section is not applicable, highlight this line

| Section | Req. Setback | Prop. Setback | Complies Y/N |
|--------------------|--------------|---------------|-----------------|
| Side (East) | | | |
| | | | |



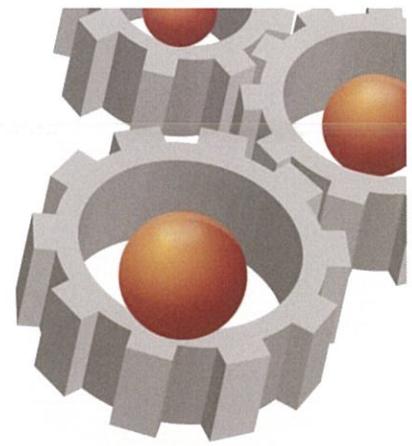
| | | | |
|----------------------|------|------------|---|
| Ground Floor | | | |
| Unit 11 | 2.0m | 1.6m | N |
| ST10 / bin store 1 | 2.0m | 1.208m | N |
| ST7 | 2.0m | 0m | N |
| Unit 7 | 2.0m | 1.6m | N |
| First Floor | | | |
| Unit 22 | 2.0m | 1.6m | N |
| Unit 18 | 2.0m | 1.6m | N |
| Side (West) | | | |
| Ground Floor | | | |
| Unit 8 / ST8 | 2.0m | 0m | N |
| Bin Store | 2.0m | 0m | N |
| Unit 1 | 2.0m | 2.0m | Y |
| ST1 / ST4 | 2.0m | 2.0m | Y |
| First Floor | | | |
| Unit 19 | 2.0m | 0m | N |
| Unit 12 | 2.0m | 2.0m | Y |
| Rear (North) | | | |
| Ground Floor | | | |
| Unit 1 Bed | 3.0m | 2.9m min | N |
| Unit 2 Bed | 3.0m | 1.5m min | N |
| Unit 3 Bed | 3.0m | 2.6m min | N |
| Unit 4 Bed | 3.0m | 1.125m min | N |
| Unit 6 Bed | 3.0m | 2.7m min | N |
| Unit 7 Bed | 3.0m | 1.223m min | N |
| First Floor | | | |
| Unit 12 & 13 Balcony | 3.0m | 1.3m min | N |
| Unit 13 Bed | 3.0m | 1.5m | N |
| Unit 14 & 15 Balcony | 3.0m | 1.0m | N |
| Unit 15 Bed | 3.0m | 1.125m min | N |

Minimum Average Side and Rear Setbacks (Where Building Length Exceeds 16m)

The following section is not applicable.

Boundary Wall Height

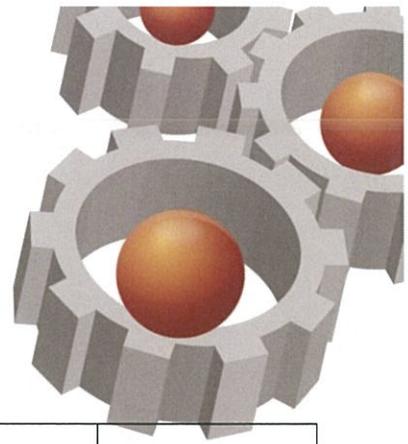
| | Required | Proposed | Compliance Yes / No |
|--|-----------------|-----------------|--------------------------------|
| Side (West)- Unit 8 wall | | | |
| <ul style="list-style-type: none"> Height Length – max 2/3 | 1 storey | 2 storey | No |



| Clause 2.5 – Plot Ratio | | | |
|--|---|--|---------------------------|
| Acceptable Outcomes | Element Objectives | Assessment | Objective Achieved |
| R Codes Volume 2 – Apartments Clause 2.5 Plot Ratio A2.5.1 Required: 0.6 Proposed: 0.59 | O2.5.1 - The overall bulk and scale of development is appropriate for the existing or planned character of the area. | 1,528sqm total plot ratio area. Site area = 2,560sqm 0.59 plot ratio | Yes |

| Clause 2.6 – Building Depth | | | |
|--|--|--|---------------------------|
| Acceptable Outcomes | Element Objectives | Assessment | Objective Achieved |
| R Codes Volume 2 – Apartments Clause 2.6 Building Depth Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. Proposed: | O2.6.1 - Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation. | All units have north facing aspect | Yes |
| | O2.6.2 - Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed. | All units have common side boundary however open north and south aspects | Yes |
| | O2.6.3 - Room depths and/or ceiling heights optimise daylight and solar access and natural ventilation. | Max. room depths are <10.0m | Yes |
| <u>Comments:</u> All units are dual aspect with the exception Units 20. All units are <20m depth. | | | |

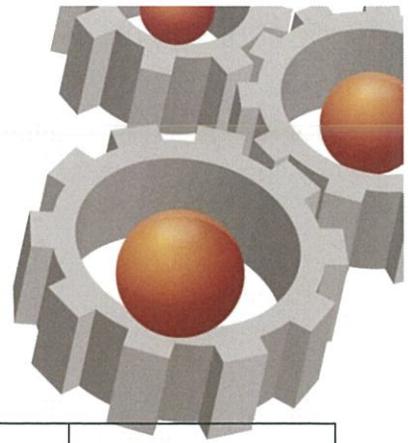
| Clause 2.7 – Building Separation | | | |
|---|--|-------------------|---------------------------|
| Acceptable Outcomes | Element Objectives | Assessment | Objective Achieved |
| R Codes Volume 2 – Apartments Clause 2.7 | O2.7.1 - New development supports the desired future streetscape character with spaces between buildings. | | |



| | | | |
|----------------------------|---|---|--------------------------|
| Building Separation | O2.7.2 - Building separation is in proportion to building height. | | |
| | O2.7.3 - Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook. | | |
| | O2.7.4 - Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings. | | |
| Table 2.7 | Requirement | Proposed | Complies |
| | Required: within site boundary <ul style="list-style-type: none"> Habitable rooms / balconies – 12m Habitable rooms & non-habitable rooms – 7.5m Non-habitable rooms – 4.5m | Block 2 to 3 6.2m (GF) 13.1m (FF) Block 3 to 4 17m (GF) 23.7m (FF) | Yes Yes Yes Yes |
| | Required: to adjoining property boundary <ul style="list-style-type: none"> As per side / rear setback requirements (s2.4) & visual privacy provisions (s3.5) | Refer section 2.4 above | Yes |

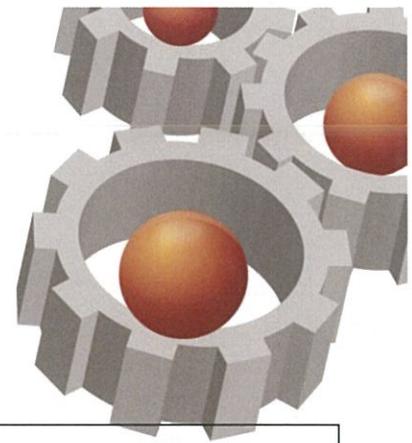
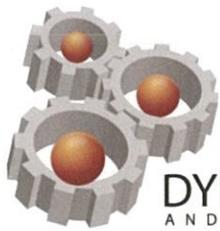
Part 3 – Sitting the Development

| Clause 3.1 – Site Analysis and Design Response | | |
|---|---|-----------------------------------|
| Design Guidance | Has this been provided? | More information required? |
| DG 3.1.1 A written and illustrated site analysis should be provided that demonstrates how the design response is informed by the site analysis and responds to surrounding context. | Yes | |
| DG 3.1.2 The key elements of a site analysis include: <ul style="list-style-type: none"> Location plan – showing the broad community context including access to transport, employment, schools, shopping and services. This may include aerial photography. Local context plan showing the features, attributes and character of the neighbourhood Site survey plan showing detailed site features including topography, vegetation, services and existing development Streetscape (photos and key features) For larger projects, simple three-dimensional modelling of the built form is encouraged Consideration of local planning instruments that relate to the site Incorporation of expert advice such as cultural, heritage, landscape, contamination, geotechnical and arboriculture | To be submitted separate Yes Yes Yes | |



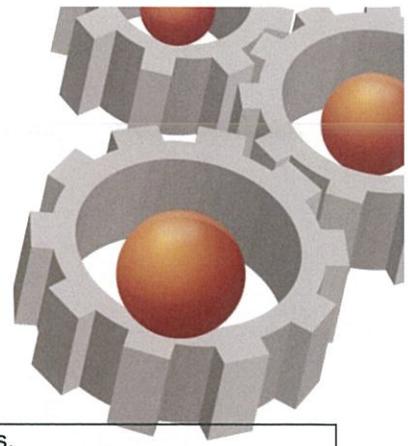
| | | |
|---|------------|-----|
| <ul style="list-style-type: none"> Analysis and interpretation. | Yes | |
| DG 3.1.3 Local planning instruments applying to the development site should be considered and understood as part of the site analysis process. | | |
| DG 3.1.4 Depending on site factors, the site design response may require consultant advice for cultural, heritage, landscape, contamination, geotechnical and arboriculture matters. Early discussions with the planning authority may assist in identifying the relevant factors and specific requirements. | n/a | n/a |
| DG 3.1.5 Where design review and/or pre-lodgement enquiry processes are available, it is recommended that early presentations of site analysis and design responses are conducted to achieve timely and effective resolution of any major design issues that could influence the development approval. | Undertaken | No |

| Element Objective 3.2 Orientation | | Achieved? |
|---|---|--|
| O 3.2.1 | Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development. | Yes |
| O 3.2.2 | Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter. | Yes |
| Explain how – Building configuration is north-south orientated which results in nil overshadowing to adjoining properties to the side. Southern adjoining property to Block 1 and 2 is commercial therefore nil impact to any residents. Block 3 is sufficiently separate from Block 4 thereby creating no overshadowing impact. Block 4 creates a shadow to Railway Parade only. | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) | | |
| Acceptable Outcome | Required | Proposed |
| A3.2.1 | Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street. | Block 4 is orientated towards Railway Parade. |
| A3.2.2 | Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas. | Yes. Outdoor living areas are facing north to gain direct sun to OLA's and living rooms. |
| A3.2.3 | Development in climate zones 4, 5 and 6 shall be designed such that the shadow cast at midday on 21st June onto any adjoining property does not exceed: <ul style="list-style-type: none"> adjoining properties coded R25 and lower- 25% of the site area ¹ adjoining properties coded R30 - R40 - 35% of the site area ¹ | <35% to No. 76 Railway Parade, Bassendean – refer site plan. *note: property is commercial. |

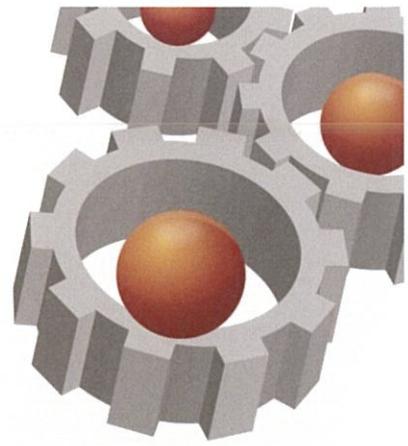


| | | |
|--|---|-------------------------------|
| | <ul style="list-style-type: none"> - adjoining properties coded R50 - R60 - 50% of the site area ¹ - adjoining properties coded R80 or higher – Nil requirements. <p>'Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A 3.2.3 shall be reduced proportionally to the percentage of the affected properties northern boundary that abuts the development site. (Refer to Figure A7.2 in Appendix 7)</p> | |
| A3.2.4 | Where adjoining sites are coded R40 or less, buildings are oriented to maintain 4 hours per day solar access on 21 June for existing solar collectors on neighbouring sites. | No solar collectors affected. |
| OR Potential Alternative (Design Guidance) | n/a | |

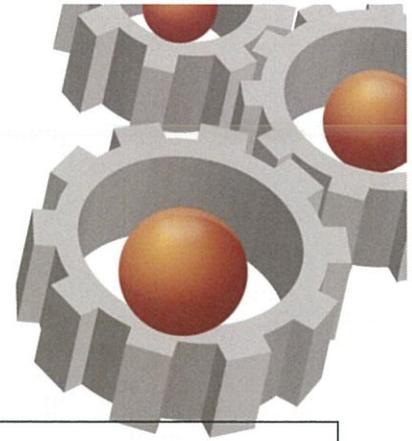
| Element Objective 3.3 Tree Canopy and deep soil areas | | Achieved? |
|---|---|---|
| O 3.3.1 | Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees. | n/a – no trees on site. |
| O 3.3.2 | Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition. | Yes – extensive landscaping proposed – refer site plan. |
| O 3.3.3 | Development includes deep soil areas, or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plant and tree growth. | Yes. |
| Explain how – Proposal has a maximum site cover of 1,386sqm (or 54%) given its low density / grouped dwelling type format resulting in approximately 1,175sqm (or 46%) of open space. Open space provides a variety of landscaping areas including those for deep soil. | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) | | |
| Acceptable Outcome | Required | Proposed |



| | | | | |
|--|--|-----------------------------------|---|--------------------------------|
| A3.3.1 | Retention of existing trees on the site that meet the following criteria: <ul style="list-style-type: none"> - healthy specimens with ongoing viability AND - species is not included on a State or local area weed register AND - height of at least 4m AND/OR - trunk diameter of at least 160mm, measured 1m from the ground AND/OR - average canopy diameter of at least 4m. | n/a – no existing trees. | | |
| A3.3.2 | The removal of existing trees that meet any of the criteria at A3.3.1 is supported by an arboriculture report. | n/a | | |
| A3.3.3 | The development is sited and planned to have no detrimental impacts on, and to minimise canopy loss of adjoining trees. | No adjoining affected. | | |
| A3.3.4 | Deep soil areas are provided in accordance with Table 3.3a. Deep soil areas are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space. | | | |
| A3.3.5 | Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b. | Lot size | 2,561sqm | Complies |
| | | Minimum deep soil area | 10% (256.1sqm) | 218.51sqm 8.5% |
| | | Minimum requirement for trees | 5 large trees and, 5 medium trees; or, 3 large trees and 7 small trees. | 5 large trees. >7 small trees. |
| A3.3.6 | The extent of permeable paving or decking within a deep soil area does not exceed 20 per cent of its area and does not inhibit the planting and growth of trees. | No paving within deep soil areas. | | |
| A3.3.7 | Where the required deep soil area, cannot be provided due to site restrictions, planting on structure with an area equivalent to two times the shortfall in deep soil area provision is provided. | n/a | | |
| OR Potential Alternative (Design Guidance) | n/a | | | |

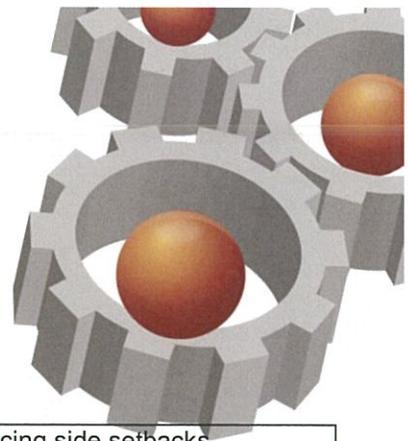


| Element Objective 3.4 Communal Open Space | | Achieved? |
|---|--|---|
| O 3.4.1 | Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas. | Yes |
| O 3.4.2 | Communal open space is safe, universally accessible and provides a high level of amenity for residents. | Yes |
| O 3.4.3 | Communal open space is designed and oriented to minimise impacts on the habitable rooms and private open space within the site and of neighbouring properties. | Yes |
| Explain how – n/a – Acceptable Outcome achieved. | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) | | |
| Acceptable Outcome | Required | Proposed |
| A3.4.1 | Developments include communal open space in accordance with Table 3.4. | 6sqm per dwelling up to 300sqm max. 22 dwellings = 132sqm required. 80sqm communal open space provided in front of Block 1 & 2. |
| A3.4.2 | Communal open space located on the ground floor or on floors serviced by lifts must be accessible from the primary street entry of the development. | Located on ground floor. |
| A3.4.3 | There is 50 per cent direct sunlight to at least one communal open space area for a minimum of two hours between 5am and 3pm on 21 June. | Yes |
| A3.4.4 | Communal open space is co-located with deep soil areas and/or planting on structure areas and/or co-indoor communal spaces. | Yes. Contains deep soils areas. |



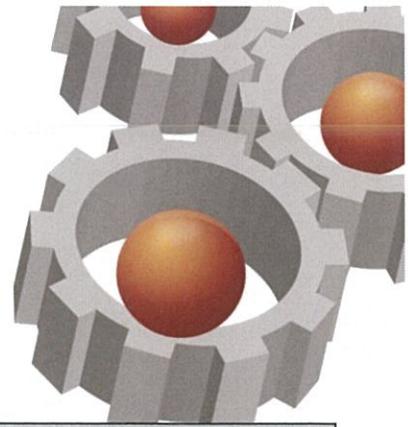
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| A3.4.5 | Communal open space is separated or screened from adverse amenity impacts such as bins, vents, condenser units, noise sources and vehicle circulation areas. | Yes. |
| A3.4.6 | Communal open space is well-lit, minimises places for concealment and is open to passive surveillance from adjoining dwellings and/or the public realm. | Yes |
| A3.4.7 | Communal open space is designed and oriented to minimise the impacts of noise, odour, light-spill and overlooking on the habitable rooms and private open spaces within the site and of neighbouring properties. | Yes |
| OR Potential Alternative (Design Guidance) | n/a | |

| Element Objective 3.5 Visual Privacy | | Achieved? |
|---|--|---|
| O 3.5.1 | The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation and the external outlook of habitable rooms. | Yes |
| Explain how – Major openings have been placed on north-south facades which are provided with adequate building separation (refer section 2.7) which go above and beyond the privacy setback requirements. | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) | | |
| Acceptable Outcome | Required | Proposed |
| A3.5.1 | Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5. | No major openings facing side setbacks. |
| | First 4 storey | Adjoining site <R50 |



| | | | |
|--|--|-----------|---|
| | Major opening to bedroom, study and open access walkways | 4.5m | No major openings facing side setbacks. |
| | Major openings to habitable rooms other than bedrooms and studies | 6.0m | No major openings facing side setbacks. |
| | Unenclosed private outdoor spaces | 7.5m | No major openings facing side setbacks. 1.0m min to rear setback however abuts non-residential use. |
| | 5th Storey and above | Table 2.7 | n/a |
| A3.5.2 | Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building). | | 100% open |
| A3.5.3 | Living rooms have an external outlook from at least one major opening that is not obscured by a screen. | | Yes |
| A3.5.4 | Windows and balconies are sited, oriented, offset or articulated to restrict direct overlooking, without excessive reliance on high sill levels or permanent screening of windows and balconies. | | Yes |
| OR Potential Alternative (Design Guidance) | (Explain) | | |

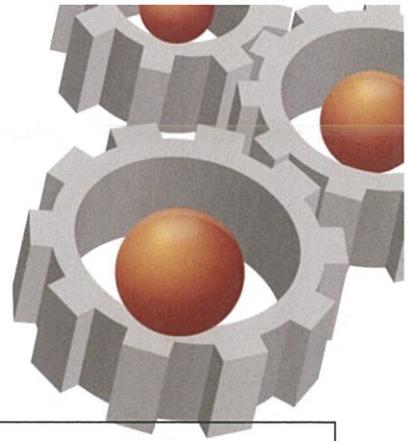
| Element Objective 3.6 Public domain interface | | Achieved? |
|--|---|-----------|
| O 3.6.1 | The transition between the private and public domain enhances the privacy and safety of residents. | Yes |
| O 3.6.2 | Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade. | Yes |
| Explain how – Front streetscape aspect is entirely open with designated pedestrian footpaths and vehicle crossovers which differentiate between the private and public domain. | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) | | |



| Acceptable Outcome | Required | Proposed |
|--------------------|---|--|
| A3.6.1 | The majority of ground floor dwellings fronting onto a street or public open space have direct access by way of a private terrace, balcony or courtyard. | Yes – all have private courtyards. |
| A3.6.2 | Car-parking is not located within the primary street setback; and where car parking is located at ground level behind the street setback it is designed to integrate with landscaping and the building façade (where part of the building). | Visitor parking within primary street setback. |
| A3.6.3 | Upper level balconies and/or windows overlook the street and public domain areas. | Yes – Unit 19 & Unit 22 provides balconies |
| A3.6.4 | Balustrading includes a mix of visually opaque and visually permeable materials to provide residents with privacy while maintaining casual surveillance of adjoining public domain areas. | Yes – majority of balconies are permeable. |
| A3.6.5 | Changes in level between private terraces, front gardens and the ground floor level of the building and the street level average less than 1m and do not exceed 1.2m. | No ground level changes between street and ground floor unit FFL's. |
| A3.6.6 | Front fencing includes visually permeable materials above 1.2m and the average height of solid walls or fences to the street does not exceed 1.2m. | Max 750mm of solid fencing. |
| A3.6.7 | Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment. | Limited fencing with max solid components @ 750mm. Proposed landscaping designed with CPTED in mind. |
| A3.6.8 | Bins are not located within the primary street setback or in locations visible from the primary street. | Bin store behind buildings. |
| A3.6.9 | Services and utilities that are located in the primary street setback are integrated into the design of the development and do not detract from the amenity and visual appearance of the street frontage. ¹ <i>¹Firefighting and access to services such as power and water meters require careful consideration in the design of the front façade. Consult early with relevant authorities to resolve functional requirements in an integrated design solution.</i> | Front façade not obstructed by dominant service and utility areas. |



DYNAMIC PLANNING
AND DEVELOPMENTS



| | |
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| OR Potential Alternative (Design Guidance) | n/a – compliant with Acceptable Outcomes. |
|--|---|

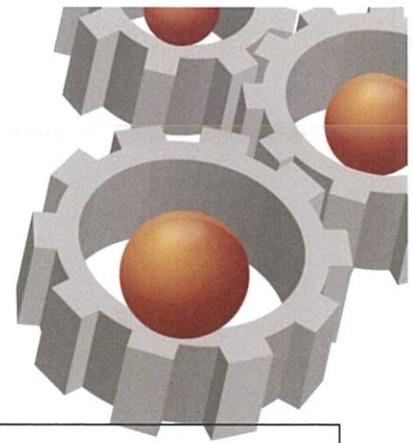
| Element Objective 3.7 Pedestrian access and entries | | Achieved? |
|---|--|-----------|
| O 3.7.1 | Entries and pathways are universally accessible, easy to identify and safe for residents and visitors. | Yes |
| O 3.7.2 | Entries to the development connect to and address the public domain with an attractive street presence. | Yes |

Explain how –
n/a – Acceptable Outcome achieved

Acceptable Outcome (applicable) or Design Guidance (site analysis)

- Dedicated pedestrian access areas, separate from vehicle driveways.
- Open front façade with minimal fencing.
- Street presence with balconies and major openings facing street.

| Acceptable Outcome | Required | Proposed |
|--------------------|---|---|
| A3.7.1 | Pedestrian entries are connected via a legible, well-defined, continuous path of travel to building access areas such as lift lobbies, stairs, accessways and individual dwelling entries. | Legible entries and paths to all units. |
| A3.7.2 | Pedestrian entries are protected from the weather. | Yes – covered. |
| A3.7.3 | Pedestrian entries are well-lit for safety and amenity, visible from the public domain without opportunity for concealment, and designed to enable casual surveillance of the entry from within the site. | Yes – designed in accordance with CPTED principles. |
| A3.7.4 | Where pedestrian access is via a shared zone with vehicles, the pedestrian path is clearly delineated and/or measures are incorporated to prioritise the pedestrian and constrain vehicle speed. | n/a – not a shared zone. |
| A3.7.5 | Services and utilities that are located at the pedestrian entry are integrated into the design and do not detract from the amenity of the entry. | No services or utilities at pedestrian entry. |

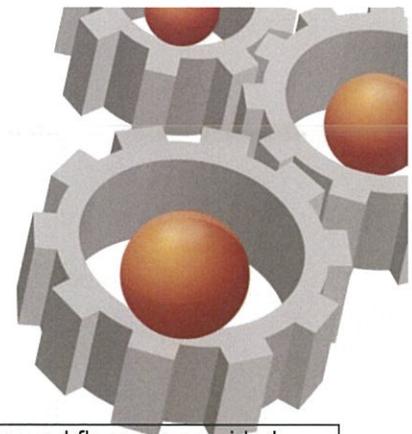


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| A3.7.6 | Bins are not located at the primary pedestrian entry. | No. |
| OR Potential Alternative (Design Guidance) | n/a – satisfies Acceptable Outcomes. | |

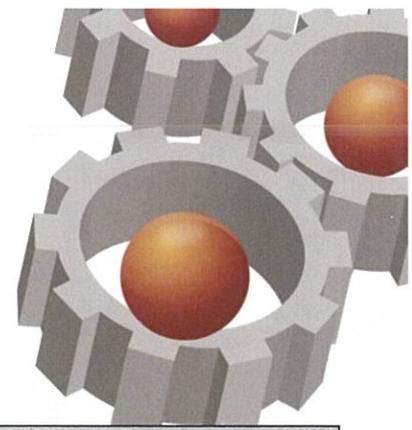
| Element Objective 3.8 Vehicle access | | Achieved? |
|---|---|------------------------|
| O 3.8.1 | Vehicle access points are designed and located to provide safe access and egress for vehicles and to avoid conflict with pedestrians, cyclists and other vehicles. | Yes |
| O 3.8.2 | Vehicle access points are designed and located to reduce visual impact on the streetscape | Yes |
| Explain how – n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) Compliance achieved - refer below. | | |
| Acceptable Outcome | Required | Proposed |
| A3.8.1 | Vehicle access is limited to one opening per 20m street frontage that is visible from the street. | Access taken from ROW. |
| A3.8.2 | Vehicle entries are identifiable from the street, while being integrated with the overall façade design and/or located behind the primary building line. | Access taken from ROW. |
| A3.8.3 | Vehicle entries have adequate separation from street intersections. | n/a |



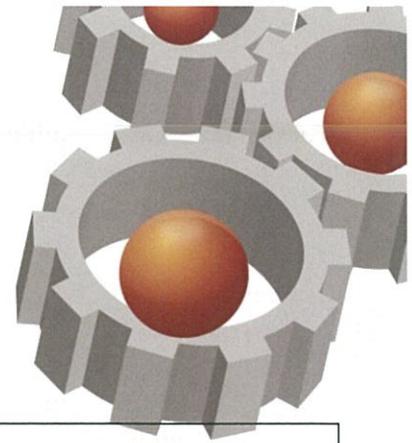
DYNAMIC PLANNING
AND DEVELOPMENTS



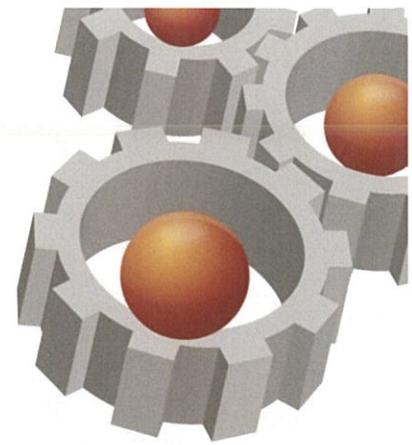
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| A3.8.4 | Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties. | Habitable rooms on ground floor are provided with fencing in-front and/or landscaping to minimise headlight glare. |
| A3.8.5 | Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements. | 5.5m parking aisle in accordance with AS2890.1. |
| A3.8.6 | Driveways designed for two way access to allow for vehicles to enter the street in forward gear where: <ul style="list-style-type: none"> - the driveway serves more than 10 dwellings - the distance from an on-site car parking to the street is 15m or more OR - the public street to which it connects is designated as a primary distributor, district distributor or integrated arterial road. | Two-way access allowed. |
| A3.8.7 | Walls, fences and other structures truncated or reduced to no higher than 0.75m within 105m of where walls, fences, other structures adjoin vehicle access points where a driveway meets a public street and where two streets intersect (refer Figure 3.8a). | Truncations provided where required. |
| OR Potential Alternative (Design Guidance) | n/a – satisfies Acceptable Outcomes. | |



| Element Objective 3.9 Public domain interface | | Achieved? | | |
|---|---|--|--|---------------------------------------|
| O 3.9.1 | Parking and facilities are provided for cyclists and other modes of transport. | Yes | | |
| O 3.9.2 | Car parking provision is appropriate to the location, with reduced provision possible in areas that are highly walkable and/or have good public transport or cycle networks and/or are close to employment centres. | Yes | | |
| O 3.9.3 | Car parking is designed to be safe and accessible. | Yes | | |
| O 3.9.4 | The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape. | Yes | | |
| Explain how – n/a – satisfies Acceptable Outcomes. | | | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes. | | | | |
| Acceptable Outcome | Required | Proposed | | |
| A3.9.1 | Secure, undercover bicycle parking is provided in accordance with Table 3.9 and accessed via a continuous path of travel from the vehicle or cycle entry point. | Residents – 0.5 spaces per dwelling = 11 bays Visitors – 1 space per 10 dwellings = 3 bays Provided: Residents – 8 x dedicated bike store + stores which exceed 4sqm. Visitors – 3 bays in Railway Parade front setback area | | |
| A3.9.2 | Parking is provided for cars and motorcycles in accordance with Table 3.9. | | | |
| | Car parking | 1 bedroom | Location A – 0.75/ Location B – 1 | 1 bed – 0.75 bays per unit = 4.5 bays |
| | | 2+ bedroom | Location A – 1/ Location B – 1.25 | 2 bed – 1 bay per unit = 16 bays |
| | | Visitor | 1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13 th dwelling and above | Visitor – 4 bays |

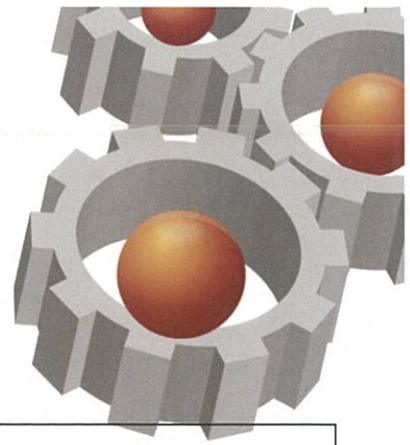


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|--|------------------|---|---|
| | Motorbike | Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays ² For each five motorcycle/scooter parking bays provided in accordance with Table 3.9, car parking bays may be reduced by one bay. | 2 motorcycle bays. Additional resident bays provided which can be utilised for motorcycles / scooters. |
| A3.9.3 | | Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9. | 22 bays provided in lieu of 20.5 bays. |
| A3.9.4 | | Car parking and vehicle circulation areas are designed in accordance with AS2890.1 (as amended) or the requirements of applicable local planning instruments. | Yes – meets AS2890.1 |
| A3.9.5 | | Car parking areas are not located within the street setback and are not visually prominent from the street. | Visitor bays located within primary street setback area. Visual impact minimised by landscape treatment. |
| A3.9.6 | | Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces. | Yes. Extensive landscaping proposed. |
| A3.9.7 | | Visitor parking is clearly visible from the driveway, is signed 'Visitor Parking' and is accessible from the primary entry or entries. | Yes – legible visitor parking areas. |
| A3.9.8 | | Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays. | Landscaping proposed throughout. |
| A3.9.9 | | Parking shade structures, where used, integrate with and complement the overall building design and site aesthetics and have a low reflectance to avoid glare into apartments. | n/a |
| A3.9.10 | | Basement parking does not protrude more than 1m above ground, and where it protrudes above ground is designed or screened to prevent negative visual impact on the streetscape. | n/a |
| OR Potential Alternative (Design Guidance) | | Parking within the primary street setback area is limited to 4 x bays thereby having negligible impact to the streetscape character or appearance of dwellings. | |



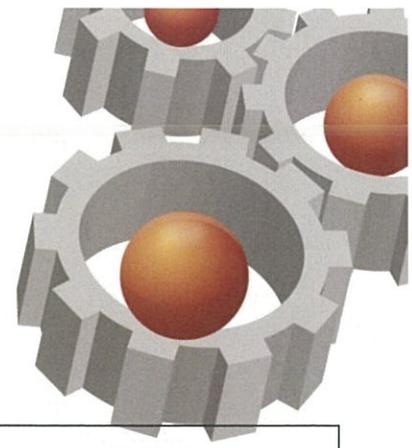
Part 4 Designing the building

| Element Objective 4.1 Solar and Daylight Access | | Achieved? |
|---|---|--|
| O 4.1.1 | In climate zones 4, 5 and 6: the development is sited and designed to optimise the number of dwellings receiving winter sunlight to private open space and via windows to habitable rooms. | Yes |
| O 4.1.2 | Windows are designed and positioned to optimise daylight access for habitable rooms. | Yes |
| O 4.1.3 | The development incorporates shading and glare control to minimise heat gain and glare: <ul style="list-style-type: none"> - from mid-spring to autumn in climate zones 4, 5 and 6 AND - year-round in climate zones 1 and 3. | Yes |
| Explain how – n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome | Required | Proposed |
| A4.1.1 | In climate zones 4, 5 and 6 only: <ul style="list-style-type: none"> (a) Dwellings with a northern aspect are maximised, with a minimum of 70 per cent of dwellings having living rooms and private open space that obtain at least 2 hours direct sunlight between 9am and 3pm on 21 June AND (b) A maximum of 15 per cent of dwellings in a building receiving no direct sunlight between 9am and 3pm on 21 June. | All dwellings achieve northern aspect. |
| A4.1.2 | Every habitable room has at least one window in an external wall, visible from all parts of the room, with a glazed area not less than 10 per cent of the floor area and comprising a minimum of 50 per cent of clear glazing. | Minimum one opening provided per habitable room. |
| A4.1.3 | Lightwalls and/or skylights do not form the primary source of daylight to any habitable room. | No – openings provided to every habitable room |
| A4.1.4 | The building is oriented and incorporates external shading devices in order to: <ul style="list-style-type: none"> - minimise direct sunlight to habitable rooms: <ul style="list-style-type: none"> • between late September and early March in climate zones 4, 5 and 6 ~ | Yes – northern aspect and roof overhangs provided to manage. |



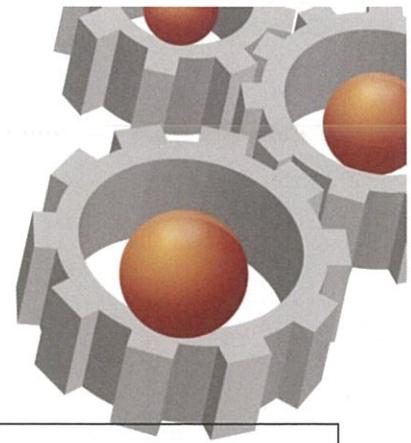
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| | <p>AND</p> <ul style="list-style-type: none"> in all seasons in climate zones 1 and 3 <p>- permit winter sun to habitable rooms in accordance with A 4.1.1 (a).</p> | |
| OR Potential Alternative (Design Guidance) | n/a – satisfies Acceptable Outcomes. | |

| Element Objective 4.2 Natural ventilation | | Achieved? |
|---|---|--|
| O 4.2.1 | Development maximises the number of apartments with natural ventilation. | Yes |
| O 4.2.2 | Individual dwellings are designed to optimise natural ventilation of habitable rooms. | Yes |
| O 4.2.3 | Single aspect apartments are designed to maximise and benefit from natural ventilation. | n/a |
| <p>Explain how – n/a – satisfies Acceptable Outcomes.</p> | | |
| <p>Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes.</p> | | |
| Acceptable Outcome | Required | Proposed |
| A4.2.1 | Habitable rooms have openings on at least two walls with a straight line distance between the centre of the openings of at least 2.1m. | All units provided with cross-ventilation. |
| A4.2.2 | <p>(a) A minimum 60 per cent of dwellings are, or are capable of, being naturally cross ventilated in the first nine storeys of the building</p> <p>(b) Single aspect apartments included within the 60 per cent minimum at (a) above must have:</p> <ul style="list-style-type: none"> ventilation openings oriented between 450 - 900 of the prevailing cooling wind direction AND room depth no greater than 3 x ceiling height. | All dwellings achieve cross ventilation. |



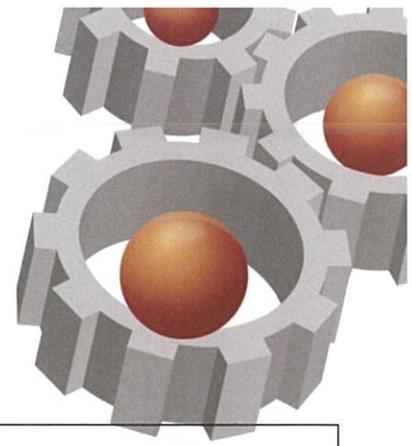
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| | (c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings. | |
| A4.2.3 | The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m. | All units <20m in depth. |
| A4.2.4 | No habitable room relies on lightwells as the primary source of fresh-air. | No lightwells required / proposed. |
| OR Potential Alternative (Design Guidance) | n/a – satisfies Acceptable Outcomes. | |

| Element Objective 4.3 Size and layout of dwellings | | Achieved? | |
|---|---|------------------|-------|
| O 4.3.1 | The transition between the private and public domain enhances the privacy and safety of residents. | Yes | |
| O 4.3.2 | Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade. | Yes | |
| Explain how – n/a – satisfies Acceptable Outcomes. | | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes. | | | |
| Acceptable Outcome | Required | Proposed | |
| A4.3.1 | Dwellings have a minimum internal floor area in accordance with Table 4.3a. | | |
| | Studio | 37m ² | n/a |
| | 1 Bed | 47m ² | 70sqm |
| | 2 Bed x 1 bath | 67m ² | 70sqm |



| | | | |
|--|---|--------------------------------|---|
| | 3 Bed x 1 bath | 90m ² | n/a |
| | 'An additional 3m ² shall be provided for designs that include a second or separate toilet, and 5m ² for designs that include a second bathroom. | | Refer above. |
| A4.3.2 | Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b (See below). | | |
| | | Min internal floor area | Min internal dimension |
| | Master Bedroom | 10m ² | 3m (excluding Robes) |
| | Other Bedroom | 9m ² | 3m (excluding Robes) |
| | Living room – studio and 1 bed | N/A | 3.6m |
| | Living room – other dwellings | N/A | 4m |
| A4.3.3 | Measured from the finished floor level to finished ceiling level. minimum ceiling heights are: <ul style="list-style-type: none"> - Habitable rooms - 2.7m - Non-habitable rooms - 2.4m All other ceilings meet or exceed the requirements of the NCC. | | 2.6m floor to ceiling heights throughout. |
| A4.3.4 | The length of a single aspect open plan living area is equal to or less than 3 x the ceiling height. An additional 1.8m length may be provided for a kitchen, where the kitchen is the furthest point from the window in an open plan living area provided that the maximum length does not exceed 5m. (Refer to figure 4.3a) | | Refer sectionals |
| OR Potential Alternative (Design Guidance) | Size and layout of nits is functional with the ability to accommodate various furniture configuration. Due to dual aspect nature of units, any detrimental impacts resulting from the depth is ameliorated. | | |

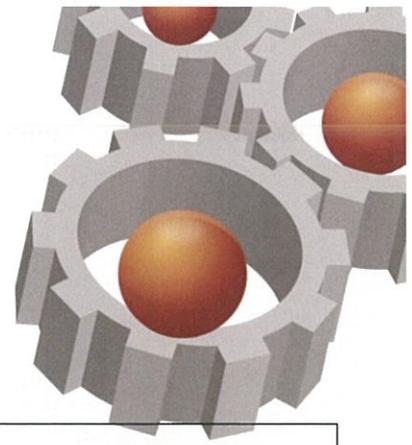
| Element Objective 4.4 Private open space and balconies | | Achieved? |
|--|--|-----------|
| O 4.4.1 | Dwellings have good access to appropriately sized private open space that enhances residential amenity. | Yes |
| O 4.4.2 | Private open space is sited, oriented and designed to enhance liveability for residents. | Yes |
| O 4.4.3 | Private open space and balconies are integrated into the overall architectural form and detail of the building. | Yes |



| Explain how – | | | | |
|---|---|------------------|---------------|--|
| n/a – satisfies Acceptable Outcomes. | | | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) | | | | |
| n/a – satisfies Acceptable Outcomes. | | | | |
| Acceptable Outcome | Required | | | Proposed |
| A4.4.1 | Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4. | | | Ground floor units provided with terrace and garden areas. Upper floor units provided with balconies of minimum 10sqm. |
| | | Min Area | Min Dimension | |
| | Studio/1 Bed | 8m ² | 2.0m | n/a |
| | 2 Bed | 10m ² | 2.4m | 10sqm @ 2.4m min |
| | 3 Bed | 12m ² | 2.4m | n/a |
| | Ground floor with a terrace | 15m ² | 3m | 15sqm @ 3m min. |
| A4.4.2 | Where private open space requires screening to achieve visual privacy requirements, the entire open space is not screened and any screening is designed such that it does not obscure the outlook from adjacent living rooms. | | | All private open spaces allow direct view to associated living areas. |
| A4.4.3 | Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design. | | | Yes. |
| A4.4.4 | Services and fixtures located within private open space, including but not limited to air-conditioner units and clothes drying, are not visible from the street and/or are integrated into the building design. | | | Location to be confirmed at building licence stage. |
| OR Potential | n/a – satisfies Acceptable Outcomes. | | | |



DYNAMIC PLANNING
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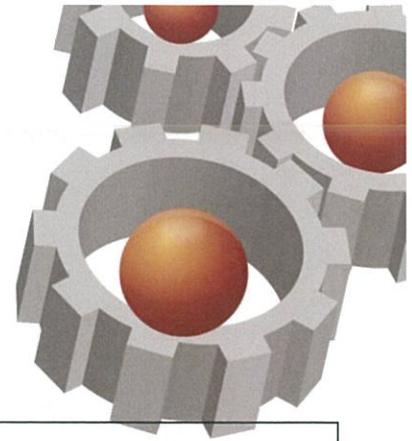
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| Alternative (Design Guidance) | |
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| Element Objective 4.5 Circulation and common space | | Achieved? |
|--|---|-----------|
| O 4.5.1 | Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors. | Yes |
| O 4.5.2 | Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents. | Yes |

Explain how –
n/a – satisfies Acceptable Outcomes.

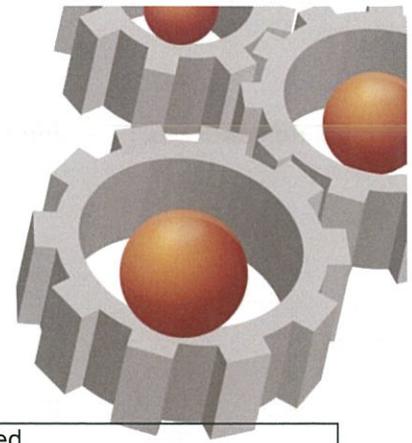
Acceptable Outcome (applicable) or Design Guidance (site analysis)
n/a – satisfies Acceptable Outcomes.

| Acceptable Outcome | Required | Proposed |
|--------------------|--|---|
| A4.5.1 | Circulation corridors are a minimum 1.5m in width. | Core circulation areas exceeds 2.5m |
| A4.5.2 | Circulation and common spaces are designed for universal access. | Satisfies universal access requirements. |
| A4.5.3 | Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment. | Yes – designed with CPTED principles in mind. |
| A4.5.4 | Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings. | Lighting provided – details to be provided building licence stage |



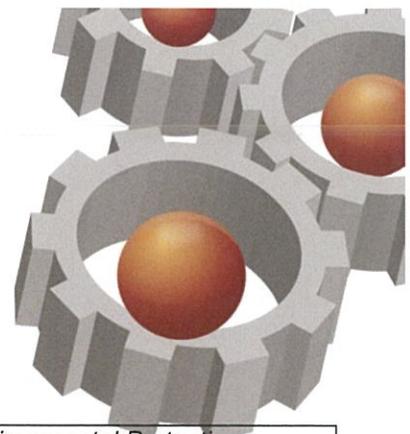
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|--|---|---|
| A4.5.5 | Bedroom windows and major openings to living rooms do not open directly onto circulation or common spaces and are designed to ensure visual privacy and manage noise intrusion. | No. Note: openings onto entry for units 9 and 10 have been screened with landscaping to maximise privacy and reduce noise impacts. |
| OR Potential Alternative (Design Guidance) | n/a – satisfies Acceptable Outcomes. | |

| Element Objective 4.6 Storage | | Achieved? | | | | | | | | | | | | |
|---|---|---------------------|---------------|---------------|------------|--------------|-----------------|------|------|-------|-----------------|-------|-----------------|--|
| O 4.6.1 | Well-designed, functional and conveniently located storage is provided for each dwelling. | Yes | | | | | | | | | | | | |
| Explain how – n/a – satisfies Acceptable Outcomes. | | | | | | | | | | | | | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes. | | | | | | | | | | | | | | |
| Acceptable Outcome | Required | Proposed | | | | | | | | | | | | |
| A4.6.1 | Each dwelling has exclusive use of a separate, ventilated, weatherproof, bulky goods storage area. This can be located either internally or externally to the dwelling with dimensions in accordance with Table 4.6. | Yes | | | | | | | | | | | | |
| | <table border="1"> <thead> <tr> <th>Dwelling type</th> <th>Storage area</th> <th>Min dimension</th> <th>Min height</th> </tr> </thead> <tbody> <tr> <td>Studio/1 bed</td> <td>3m²</td> <td rowspan="3">1.5m</td> <td rowspan="3">2.1m</td> </tr> <tr> <td>2 bed</td> <td>4m²</td> </tr> <tr> <td>3 bed</td> <td>5m²</td> </tr> </tbody> </table> | Dwelling type | Storage area | Min dimension | Min height | Studio/1 bed | 3m ² | 1.5m | 2.1m | 2 bed | 4m ² | 3 bed | 5m ² | |
| | Dwelling type | Storage area | Min dimension | Min height | | | | | | | | | | |
| | Studio/1 bed | 3m ² | 1.5m | 2.1m | | | | | | | | | | |
| | 2 bed | 4m ² | | | | | | | | | | | | |
| 3 bed | 5m ² | | | | | | | | | | | | | |
| | | n/a | | | | | | | | | | | | |
| | | 4sqm minimum @ 1.7m | | | | | | | | | | | | |
| | | n/a | | | | | | | | | | | | |



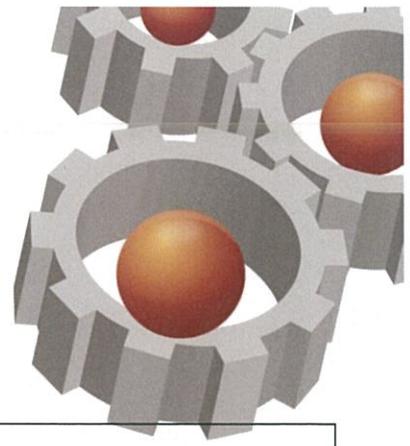
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| A4.6.2 | Bulky good stores that are not directly accessible from the dwelling/private open space are located in areas that are convenient, safe, well-lit, secure and subject to passive surveillance. | Not provided / required. |
| A4.6.3 | Storage provided separately from dwellings or within or adjacent to private open space ¹ , is integrated into the design of the building or open space and is not readily visible from the public domain. ¹ Storage on/adjacent to private open space is additional to required open space area and dimensions. | Separate compound provided. |
| OR Potential Alternative (Design Guidance) | Unit sizes accommodate storage of bulk items within dwellings. Stores also exceed 4sqm in size which facilitate better bulk waste management. | |

| Element Objective 4.7 Managing the impact of noise | | Achieved? |
|---|---|---|
| O 4.7.1 | The siting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space. | Yes |
| O 4.7.2 | Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources. | Yes |
| Explain how – n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome | Required | Proposed |
| A4.7.1 | Dwellings exceed the minimum requirements of the NCC, such as a rating under the AAAC Guideline for Apartment and Townhouse Acoustic Rating (or equivalent). | Yes – detailed information to be provided at building licence |



| | | |
|--|--|--|
| A4.7.2 | Potential noise sources such as garage doors, driveways, service areas, plant rooms, building services, mechanical equipment, active communal open space and refuse bins are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom. | Compliance with <i>Environmental Protection (Noise) Regulations</i> can be achieved. |
| A4.7.3 | Major openings to habitable rooms are oriented away or shielded from external noise sources. | Yes |
| OR Potential Alternative (Design Guidance) | n/a – satisfies Acceptable Outcomes. | |

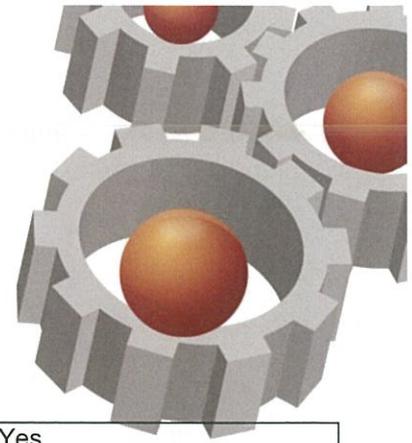
| Element Objective 4.8 Circulation and common space | | Achieved? |
|---|---|---|
| O 4.8.1 | A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics. | Yes |
| Explain how – n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome | Required | Proposed |
| A4.8.1 | (a) Dwelling mix is provided in accordance with the objectives, proportions or targets specified in a local housing strategy or relevant local planning instrument OR (b) Where there is no local housing strategy, developments of greater than 10 dwellings include at least 20 per cent of apartments of differing bedroom numbers. | 16 x 2 bedroom dwellings 6 x 1 bedroom dwellings. 27% single bedroom dwellings 73% two bedroom dwellings |



| | | |
|--|--|-----|
| A4.8.2 | Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor. | Yes |
| OR Potential Alternative (Design Guidance) | n/a – satisfies Acceptable Outcomes. | |

| Element Objective 4.9 Universal Design | | Achieved? |
|---|--|---|
| O 4.9.1 | Development includes dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility and/or to facilitate ageing in place. | Yes |
| Explain how – n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome | Required | Proposed |
| A4.9.1 | (a) 20 per cent of all dwellings, across a range of dwelling sizes, meet Silver Level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) OR (b) 5 per cent of dwellings are designed to Platinum Level as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia). | Yes – details to be incorporated at building licence stage. |
| OR Potential Alternative (Design Guidance) | n/a – satisfies Acceptable Outcomes. | |

| Element Objective 4.10 Façade Design | Achieved? |
|--------------------------------------|-----------|
|--------------------------------------|-----------|

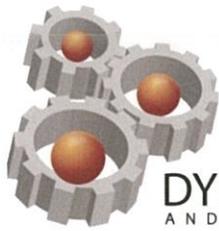


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| O 4.10.1 | Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area. | Yes |
| O 4.10.2 | Building façades express internal functions and provide visual interest when viewed from the public realm. | Yes |

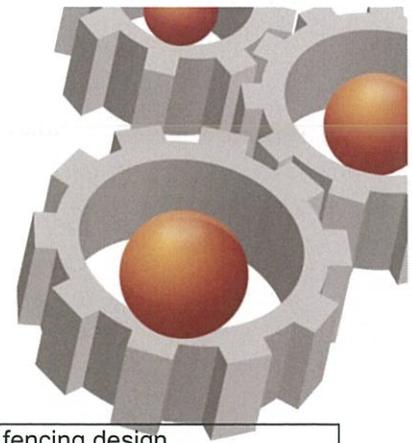
Explain how –
n/a – satisfies Acceptable Outcomes.

Acceptable Outcome (applicable) or Design Guidance (site analysis)
n/a – satisfies Acceptable Outcomes.

| Acceptable Outcome | Required | Proposed |
|--------------------|--|------------------------------------|
| A4.10.1 | Façade design includes: <ul style="list-style-type: none"> - scaling, articulation, materiality and detailing at lower levels that reflect the scale, character and function of the public realm - rhythm and visual interest achieved by a combination of building articulation, the composition of different elements and changes in texture, material and colour. | Satisfied – refer elevation plans. |
| A4.10.2 | In buildings with height greater than four storeys, façades include a defined base, middle and top for the building. | n/a – 2 storeys |
| A4.10.3 | The façade includes design elements that relate to key datum lines of adjacent buildings through upper level setbacks, parapets, cornices, awnings or colonnade heights. | Yes |
| A4.10.4 | Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm. | Yes |
| A4.10.5 | Development with a primary setback of 1m or less to the street includes awnings that: <ul style="list-style-type: none"> - define and provide weather protection to entries - are integrated into the façade design - are consistent with the streetscape character. | n/a – min. 4m front setback |



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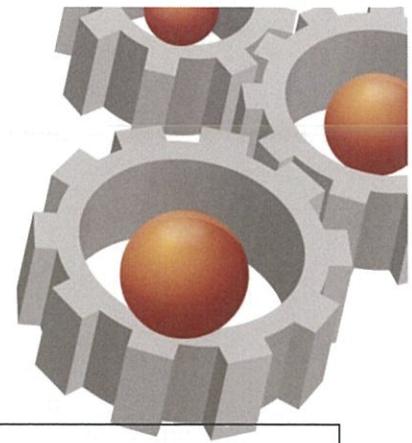


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| A4.10.6 | Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character. | Yes – integrated into fencing design |
| OR Potential Alternative (Design Guidance) | n/a – satisfies Acceptable Outcomes. | |

| Element Objective 4.11 Roof Design | | Achieved? |
|---|---|--|
| O 4.11.1 | Roof forms are well integrated into the building design and respond positively to the street. | Yes |
| O 4.11.2 | Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development. | Yes |
| Explain how – n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome | Required | Proposed |
| A4.11.1 | The roof form or top of building complements the façade design and desired streetscape character. | Yes – roof form is traditional 27° pitch |
| A4.11.2 | Building services located on the roof are not visually obtrusive when viewed from the street. | No services on roof. |
| A4.11.3 | Useable roof space is safe for users and minimises overlooking and noise impacts on private open space and habitable rooms within the development and on adjoining sites. | n/a |
| OR Potential | n/a – satisfies Acceptable Outcomes. | |



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| Alternative (Design Guidance) | |
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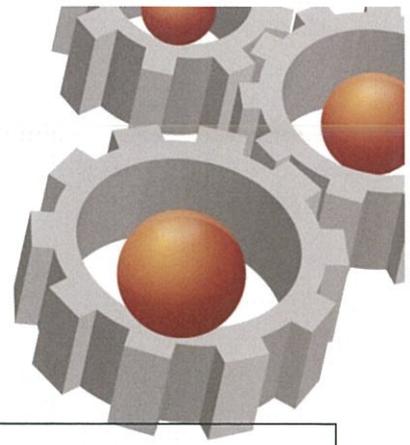
| Element Objective 4.12 Landscape design | | Achieved? |
|---|---|-----------|
| O 4.12.1 | Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms. | Yes |
| O 4.12.2 | Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses. | Yes |
| O 4.12.3 | Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies. | Yes |
| O 4.12.4 | Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies. | Yes |

Explain how –
n/a – satisfies Acceptable Outcomes.

Acceptable Outcome (applicable) or Design Guidance (site analysis)

n/a – satisfies Acceptable Outcomes.

| Acceptable Outcome | Required | Proposed |
|--------------------|--|--|
| A4.12.1 | Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles. | To be provided at building licence stage. Site plan design has been endorsed by JDAP in its approval dated 6 May 2017. |
| A4.12.2 | Landscaped areas are located and designed to support mature, shade-providing trees to open space and the public realm, and to improve the outlook and amenity to habitable rooms and open space areas. | Yes |
| A4.12.3 | Planting on building structures meets the requirements of Table 4.12. | n/a – landscaping limited to ground level. |

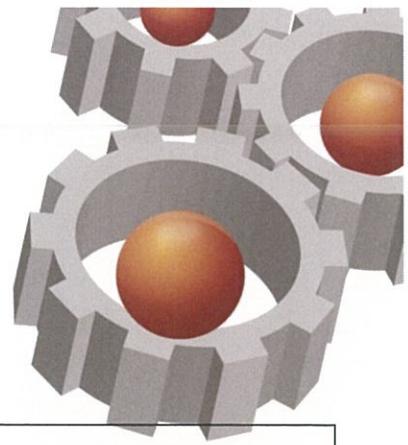


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| A4.12.4 | Building services fixtures are integrated in the design of the landscaping and are not visually intrusive. | Yes |
| OR Potential Alternative (Design Guidance) | n/a – satisfies Acceptable Outcomes. | |

| Element Objective 4.13 Adaptive Reuse | | Achieved? |
|--|---|-----------|
| O 4.13.1 | New additions to existing buildings are contemporary and complementary and do not detract from the character and scale of the existing building. | n/a |
| O 4.13.2 | Residential dwellings within an adapted building provide good amenity for residents, generally in accordance with the requirements of this policy. | n/a |
| Explain how – n/a | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a | | |
| Acceptable Outcome | Required | Proposed |
| A4.13.1 | New additions to buildings that have heritage value do not mimic the existing form and are clearly identifiable from the original building. | n/a |
| A4.13.2 | New additions complement the existing building by referencing and interpreting the scale, rhythm and materiality of the building. | n/a |
| OR Potential Alternative | n/a | |

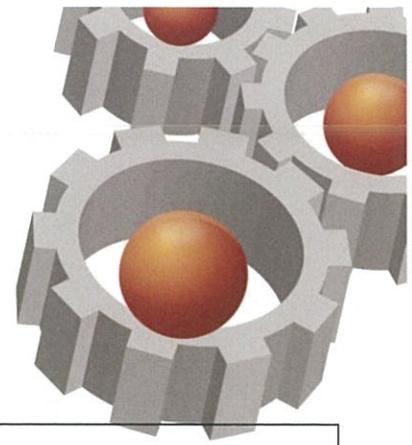


DYNAMIC PLANNING
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| (Design Guidance) | |
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| Element Objective 4.14 Mixed use | | Achieved? |
|---|---|------------------------|
| O 4.14.1 | Mixed use development enhances the streetscape and activates the street. | n/a |
| O 4.14.2 | A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, light, odour, traffic and waste. | n/a |
| Explain how – n/a | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a | | |
| Acceptable Outcome | Required | Proposed |
| A4.14.1 | Where development is located within a mixed use area designated within the local planning framework, ground floor units are designed for future adaption to non-residential uses. | n/a – residential zone |
| A4.14.2 | Ground floor uses including non-commercial uses, such as communal open space, habitable rooms, verandahs and courtyards associated with ground floor dwellings, address, enhance and activate the street. | n/a |
| A4.14.3 | Non-residential space in mixed use development is accessed via the street frontage and/or primary entry as applicable. | n/a |



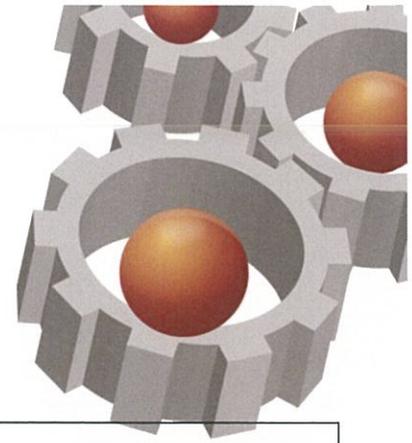
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| A4.14.4 | Non-residential floor areas provided in mixed use development has sufficient provision for parking, waste management, and amenities to accommodate a range of retail and commercial uses in accordance with the requirements of the local planning framework. | n/a |
| A4.14.5 | Mixed use development is designed to mitigate the impacts of non-residential uses on residential dwellings, and to maintain a secure environment for residents. | n/a |
| OR Potential Alternative (Design Guidance) | n/a | |

| Element Objective 4.15 Energy efficiency | | Achieved? |
|--|---|-----------|
| O 4.15.1 | Reduce energy consumption and greenhouse gas emissions from the development. | Yes |

Explain how –
n/a – satisfies Acceptable Outcomes.

Acceptable Outcome (applicable) or Design Guidance (site analysis)
n/a – satisfies Acceptable Outcomes.

| Acceptable Outcome | Required | Proposed |
|--------------------|---|--|
| A4.15.1 | <p>(a) Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) OR</p> <p>(b) All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars.¹</p> <p>¹ Compliance with the NCC requires that development shall achieve an average star-rating across all dwellings that meets or exceeds a</p> | Detailed NATHERS compliance to be submitted at building licence stage. |



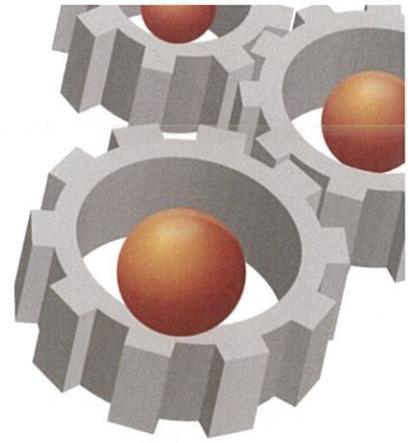
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| | nominated benchmark, and that each unit meets or exceeds a slightly lower benchmark. Compliance with this Acceptable Outcome requires that each unit exceeds that lower benchmark by at least half a star. | |
| OR Potential Alternative (Design Guidance) | n/a | |

| Element Objective 4.16 Water management and conservation | | Achieved? |
|--|--|-----------|
| O 4.16.1 | Minimise potable water consumption throughout the development. | Yes |
| O 4.16.2 | Stormwater runoff from small rainfall events is managed on-site, wherever practical. | Yes |
| O 4.16.3 | Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal. | Yes |

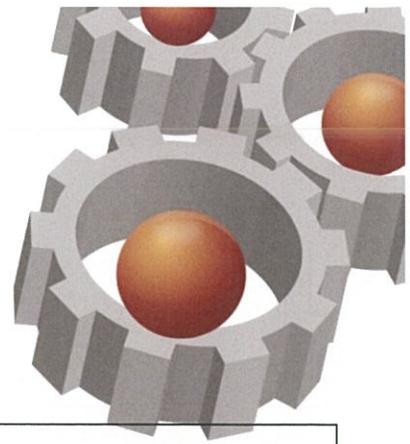
Explain how –
n/a – satisfies Acceptable Outcomes.

Acceptable Outcome (applicable) or Design Guidance (site analysis)
n/a – satisfies Acceptable Outcomes.

| Acceptable Outcome | Required | Proposed |
|--|--|---|
| A4.16.1 | Dwellings are individually metered for water usage. | Yes – details to be provided at building licence stage |
| A4.16.2 | Stormwater runoff generated from small rainfall events is managed on-site. | Requirement of building licence that stormwater is managed entirely onsite. |
| A4.16.3 | Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system. | Yes |
| OR Potential Alternative (Design Guidance) | n/a – satisfies Acceptable Outcomes. | |



| Element Objective 4.17 Waste management | | Achieved? |
|---|---|--|
| O 4.17.1 | Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents. | Yes |
| O 4.17.2 | Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste. | Yes |
| Explain how – n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome (applicable) or Design Guidance (site analysis) n/a – satisfies Acceptable Outcomes. | | |
| Acceptable Outcome | Required | Proposed |
| A4.17.1 | Waste storage facilities are provided in accordance with the Better Practice considerations of the WALGA Multiple Dwelling Waste Management Plan Guidelines (or local government requirements where applicable). | Waste stores separated into 2 x compounds. |
| A4.17.2 | A Level 1 Waste Management Plan (Design Phase) is provided in accordance with the WALGA Multiple Dwelling Waste Management Plan Guidelines - Appendix 4A (or equivalent local government requirements). | Yes – refer Waste Management Plan (WMP) prepared by URP dated February 2015. |
| A4.17.3 | Sufficient area is provided to accommodate the required number of bins for the separate storage of green waste, recycling and general waste in accordance with the WALGA Multiple Dwelling Waste Management Plan Guidelines – Level 1 Waste Management Plan (Design Phase) (or local government requirements where applicable). | Yes – refer WMP |
| A4.17.4 | Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings. | Yes – located centrally of site. |
| OR Potential | n/a – satisfies Acceptable Outcomes. | |



| | |
|-------------------------------|--|
| Alternative (Design Guidance) | |
|-------------------------------|--|

| Element Objective 4.18 Utilities | | Achieved? |
|----------------------------------|--|-----------|
| O 4.18.1 | The site is serviced with power, water, gas (where available), wastewater, fire services and telecommunications/broadband services that are fit for purpose and meet current performance and access requirements of service providers. | Yes |
| O 4.18.2 | All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians. | Yes |
| O 4.18.3 | Utilities, such as distribution boxes, power and water meters are integrated into design of buildings and landscape so that they are not visually obtrusive from the street or open space within the development. | Yes |
| O 4.18.4 | Utilities within individual dwellings are of a functional size and layout and located to minimise noise or air quality impacts on habitable rooms and balconies. | Yes |

n/a – satisfies Acceptable Outcomes.

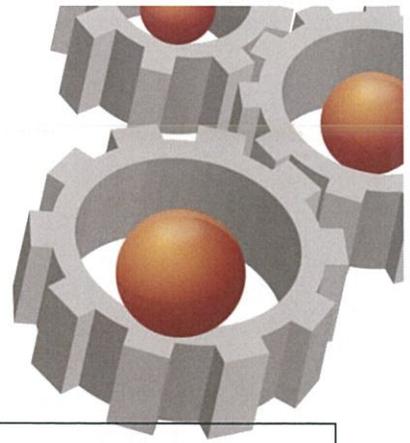
Acceptable Outcome (applicable) or Design Guidance (site analysis)

n/a – satisfies Acceptable Outcomes.

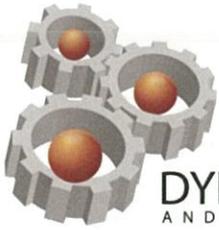
| Acceptable Outcome | Required | Proposed |
|--------------------|---|---|
| A4.18.1 | Utilities that must be located within the front setback, adjacent to the building entry or on visible parts of the roof are integrated into the design of the building, landscape and/or fencing such that they are accessible for servicing requirements but not visually obtrusive. | No utilities required in front setback area with the exception of letter boxes. |
| A4.18.2 | Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling. | Subject to NBN confirmation |
| A4.18.3 | Hot water units, air-conditioning condenser units and clotheslines are located such that they can be safely maintained, are not visually obtrusive from the street | Yes |



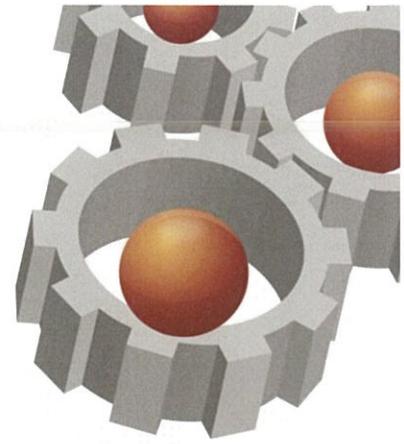
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| | and do not impact on functionality of outdoor living areas or internal storage. | |
| A4.18.4 | Laundries are designed and located to be convenient to use, secure, weather-protected and well-vented; and are of an overall size and dimension that is appropriate to the size of the dwelling. | Yes |
| OR Potential Alternative (Design Guidance) | n/a – satisfies Acceptable Outcomes. | |



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CONCLUSION

In light of the above, the proposed development application to amend the existing planning approval (DAP/15/00740) is considered appropriate for approval for the following reasons:

- The proposed development remains consistent with the provisions of the Metropolitan Region Scheme;
- The proposed development remains consistent in land use with the surrounding locality;
- The proposed development remains consistent with the objectives for the 'Residential' zone, as per the provisions of the Town's LPS No. 10; and
- The proposed development is largely compliant with State Planning Policy 7.3.

As the proposal is consistent with the planning principles applicable at the State and Local level, the proposed amendment to extend the approval timeframe warrants favourable consideration and approval.

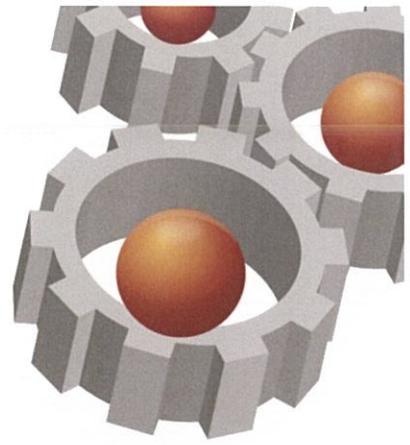
Yours faithfully,

REEGAN CAKE
PLANNER

File Ref: 190521 1001 Amended DA Ltr



DYNAMIC PLANNING
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ATTACHMENT 1
Certificate of Title

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

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| REGISTER NUMBER | |
| 54/DP74766 | |
| DUPLICATE EDITION | DATE DUPLICATE ISSUED |
| N/A | N/A |

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME 2868 FOLIO 757

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 54 ON DEPOSITED PLAN 74766

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

MARK FRANCIS HAMMOND
SANDRA LEE HAMMOND
BOTH OF LOT 600 RIDGEHILL ROAD, HELENA VALLEY
AS JOINT TENANTS

(AF M956607) REGISTERED 1/4/2015

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. *EASEMENT BURDEN CREATED UNDER SECTION 27A OF T. P. & D. ACT - SEE DEPOSITED PLAN 74766 AS CREATED ON DEPOSITED PLAN 29525 FOR SEWERAGE PURPOSES.
2. *EASEMENT BURDEN CREATED UNDER SECTION 167 P. & D. ACT FOR SEWERAGE PURPOSES TO WATER CORPORATION - SEE DEPOSITED PLAN 74766

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

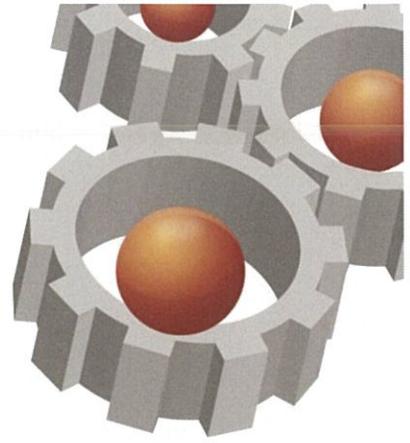
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP74766
PREVIOUS TITLE: 1034-862, 2535-762
PROPERTY STREET ADDRESS: 72 RAILWAY PDE, BASSENDEAN.
LOCAL GOVERNMENT AUTHORITY: TOWN OF BASSENDEAN

NOTE 1: DUPLICATE CERTIFICATE OF TITLE NOT ISSUED AS REQUESTED BY DEALING I412164



DYNAMIC PLANNING
AND DEVELOPMENTS



Attachment 2
JDAP Approval 6/5/17

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au



Government of **Western Australia**
Development Assessment Panels

LG Ref: DA2017-058
DoP Ref: DAP/15/00740
Enquiries: Development Assessment Panels
Telephone: (08) 6551 9919

Mr Joe Douglas
Urban and Rural Perspectives
PO Box 2507
Malaga WA 6944

Dear Mr Douglas

**Metro Central JDAP – Town of Bassendean – DAP Application DA2017-058
Lot 54 (Nos. 72 – 74) Railway Parade, Bassendean
Proposed 22 Multiple Dwellings**

Thank you for your application and plans submitted to the Town of Bassendean on 11 April 2017 for the above development at the abovementioned site.

This application was considered by the Metro Central Joint Development Assessment Panel at its meeting held on 29 May 2017, where in accordance with the provisions of the Town of Bassendean Local Planning Scheme No.10, it was resolved to approve the application as per the attached notice of determination.

Should the applicant not be satisfied by this decision, a DAP Form 2 application may be made to amend or cancel this planning approval in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

Please also be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the conditions of approval, please contact Mr Christian Buttle at the Town of Bassendean on (08) 9377 8022.

Yours sincerely,

Zoe Hendry

DAP Secretariat

6/06/2017

Encl. DAP Determination Notice
Approved plans

Cc: Mr Christian Buttle
Town of Bassendean



wa.gov.au

Postal address: Locked Bag 2506 Perth WA Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 9919 Fax: (08) 6551 9961 TTY: 6551 9007 Infoline: 1800 626 477
daps@planning.wa.gov.au www.planning.wa.gov.au
ABN 35 482 341 493



Planning and Development Act 2005

Town of Bassendean Local Planning Scheme No.10

Metro Central Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Location: Lot 54 (Nos. 72 – 74) Railway Parade, Bassendean
Description of proposed Development: Proposed 22 Multiple Dwellings

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **granted** on 29 May 2017, subject to the following:

1. **Accept** that the DAP Application reference DAP/15/00740 as detailed on the DAP Form 2 date stamped received 4 April 2017 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. **Approve** the DAP Application reference DAP/15/00740 as detailed on the DAP Form 2 date stamped received 4 April 2017 and accompanying plans:

| Dwg No. | Drawing Name | Rev No. | Dwg Date |
|---------|--|---------|------------|
| A1.01 | Proposed Site Development Plan | 7 | 27.10.2015 |
| A2.01 | Proposed Site / Ground Floor Plan (Part A) | 7 | 27.10.2015 |
| A2.02 | Proposed Site / Ground Floor Plan (Part B) | 7 | 27.10.2015 |
| A2.05 | First Floor Plan (Part A) | 7 | 27.10.2015 |
| A2.06 | First Floor Plan (Part B) | 7 | 27.10.2015 |
| A3.01 | Elevations | 7 | 27.10.2015 |
| A3.02 | Elevations | 7 | 27.10.2015 |

in accordance with the provisions of the Town of Bassendean Local Planning Scheme No. 10, for the proposed minor amendment to the approved 22 Multiple Dwellings at Lot 54 (Nos. 72-74) Railway Parade, Bassendean, subject to the following conditions:

Amended Conditions

1. Deletion of Condition 1.
2. Deletion of Condition 2.
3. Deletion of Condition 3.



4. Deletion of Condition 4.
5. Modification to Condition 15 so as to now read:

A minimum of 8 bicycle parking spaces shall be provided for residents, and a minimum of 3 bicycle parking spaces shall be provided for visitors. The resident bicycle parking spaces shall be located in a secure weather protected compound, details of which shall be provided to the Town in advance of, or in conjunction with the application for a building permit, and **all spaces shall** be constructed in accordance with the provisions of AS 2890.3 (as amended).

6. Deletion of Condition 16.
7. Deletion of Condition 17.
8. Modification to Condition 26 so as to now read:

The bin storage areas are:

- (a) To be surrounded by a 1.8 metre high minimum wall with a self-closing gate;
 - (b) To be provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, connected to sewer, with a hose cock to enable both the bins and bin storage area to be washed out; and
 - (c) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.
9. Modification to Condition 36 so as to now read:

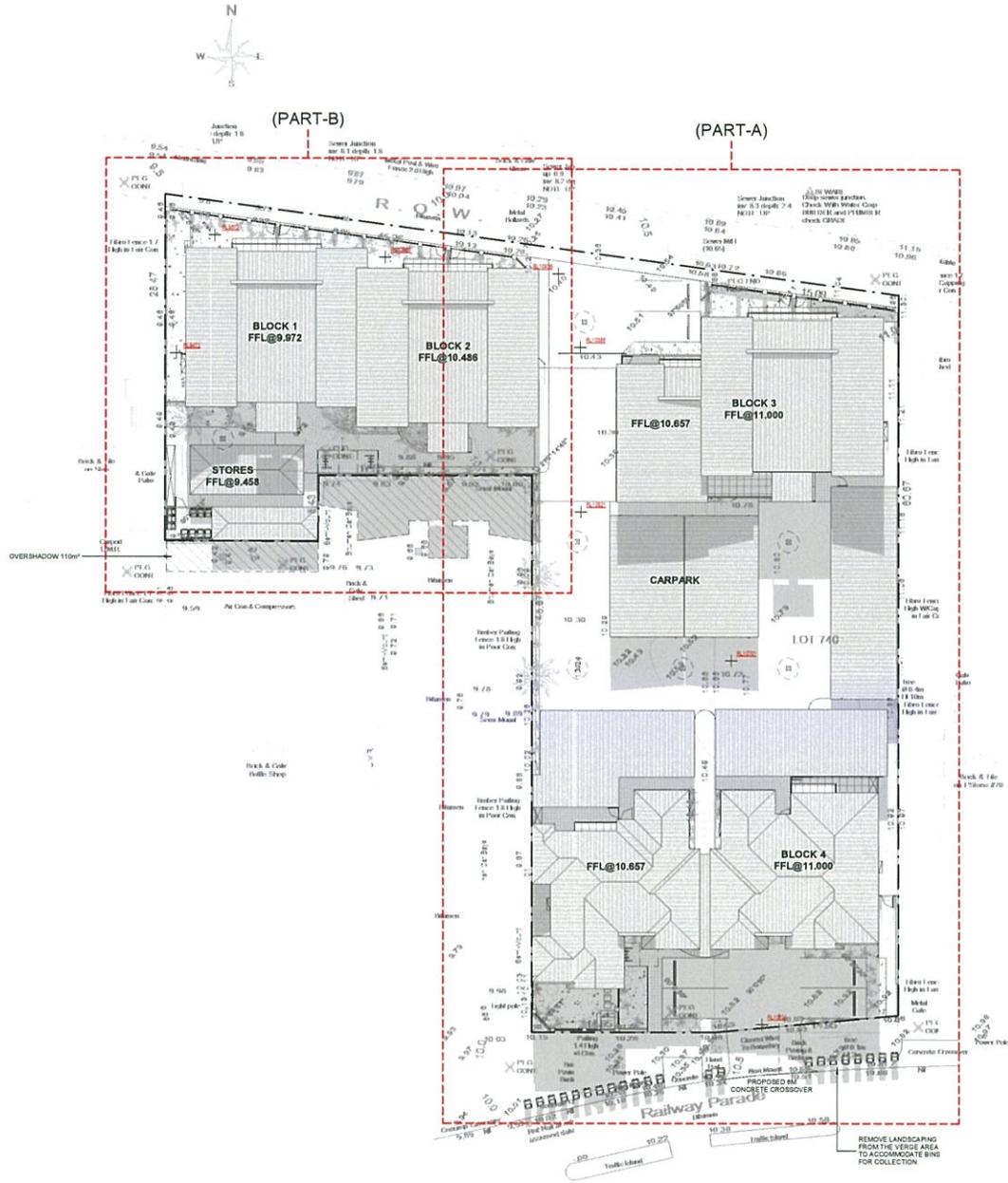
This decision constitutes planning approval only and is valid for a period of **4 years from 23 June 2015**. If the subject development is not substantially commenced within the 4 year period, the approval shall lapse and be of no further effect.

All other conditions and requirements detailed on the previous approval dated 23 June 2015 shall remain unless altered by this application.

Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Planning and Development (Development Assessment Panels) Regulations 2011*.

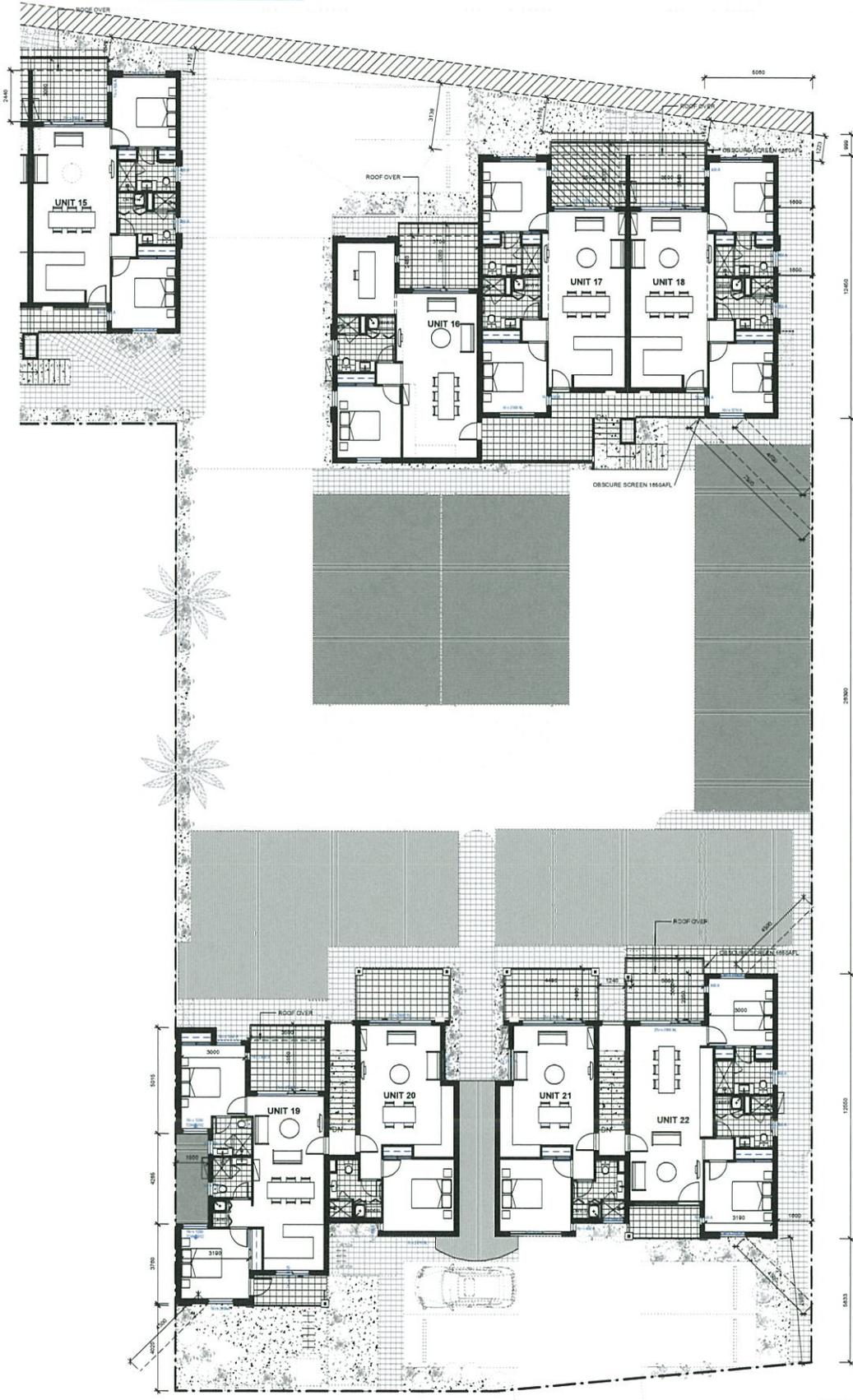
PROPOSED SITE COVER 1386m² (54%)
 PROPOSED OPEN SPACE 1175m² (46%)

DEVELOPMENT
 ASSESSMENT PANEL
APPROVED
 29-May-2017



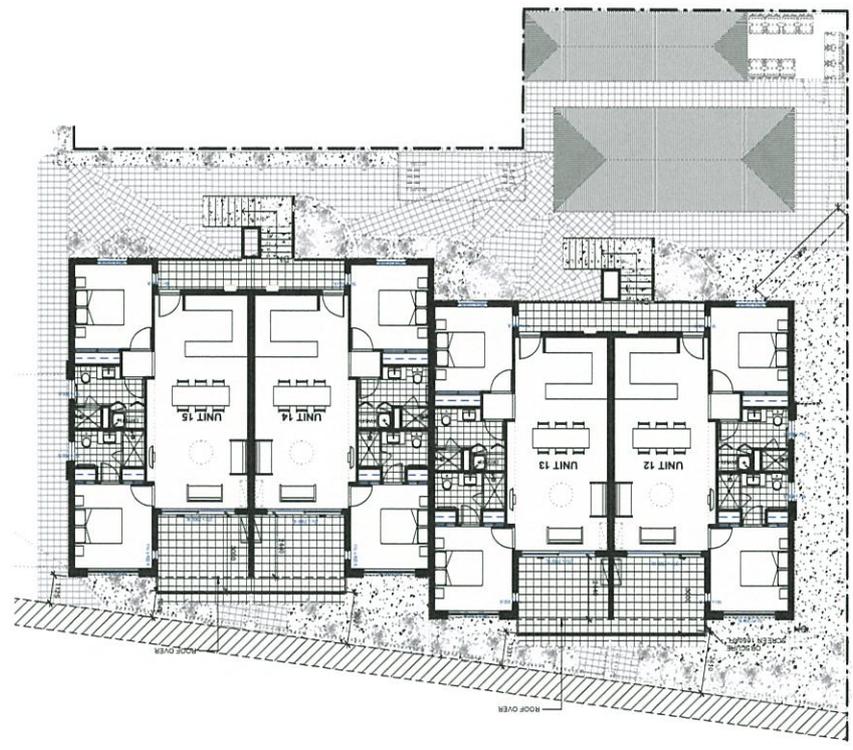
| No. | Description | Date | PROPOSED SITE DEVELOPMENT PLAN | |
|-----|----------------------------|------------|--------------------------------|-------------|
| 1 | DA PLANS | 02.02.2015 | | |
| 2 | REVISED DA | 11.05.2015 | | |
| 4 | REVISED DA | 18.07.2015 | Project Number | 1163 |
| 5 | REVISED DA | 11.09.2015 | Rev. # Date | 2 / 10.2015 |
| 7 | REVISE BINS & BIKES STORES | 27.10.2015 | Client Ref. | 100 |
| | | | Drawn by | 100 |
| | | | Checked by | 100 |
| | | | Scale | 1:1000 @ A1 |
| | | | Sheet | 7 |

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29 May 2017



| No. | Description | Date | FIRST FLOOR PLAN (PART A) | |
|-----|-------------------------------|------------|---------------------------|-------|
| 2 | REVISED DA | 11.06.2015 | Project Number | 1213 |
| 4 | REVISED DA | 08.07.2015 | Project Name | A2.05 |
| 5 | REVISED DA | 11.09.2015 | Sheet No. | 7 |
| 6 | WINDOW SIZES OF UNIT 19 ADDED | 20.10.2015 | Scale | 1:100 |
| 7 | REVISE WING & BIKEED STORES | 27.10.2015 | Author | ... |
| | | | Checked | ... |

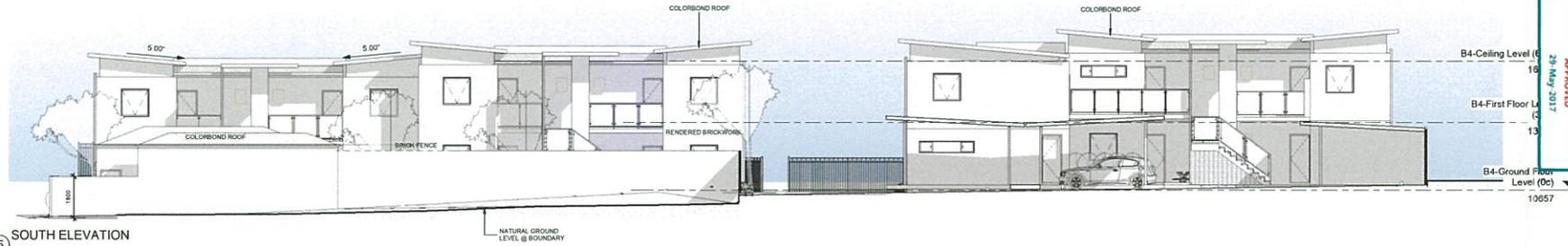
| No. | Description | Date |
|-----|-------------|------------|
| 1 | REVISED | 08/05/2017 |
| 2 | REVISED | 11/05/2017 |
| 3 | REVISED | 27/05/2017 |
| 4 | REVISED | 27/05/2017 |
| 5 | REVISED | 27/05/2017 |
| 6 | REVISED | 27/05/2017 |
| 7 | REVISED | 27/05/2017 |
| 8 | REVISED | 27/05/2017 |
| 9 | REVISED | 27/05/2017 |
| 10 | REVISED | 27/05/2017 |



DEVELOPMENT ASSESSMENT PANEL
 APPROVED
 29 May 2017



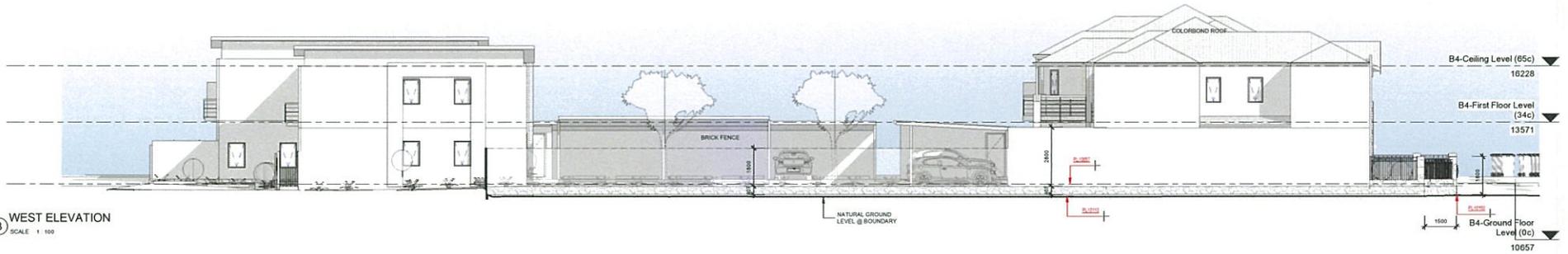
① UNIT 4 EAST ELEVATION
 SCALE 1:100



⑤ SOUTH ELEVATION
 SCALE 1:100



② NORTH ELEVATION FRONT BLOCK
 SCALE 1:100



③ WEST ELEVATION
 SCALE 1:100

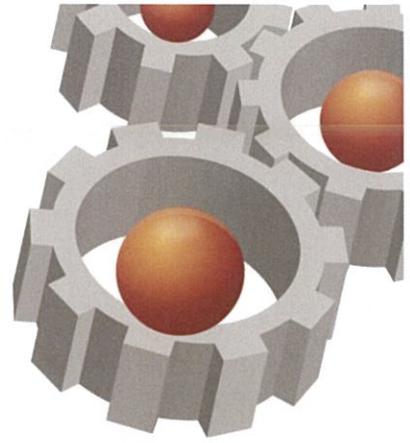
DEVELOPMENT
 ASSESSMENT PANEL
 APPROVED
 29 May 2017

PROPOSED MULTIPLE DWELLING DEVELOPMENT
 LOTS 54 (No 72) RAILWAY PARADE, BASSENDEN,
 (Town of Bassenden)

| No. | Description | Date | ELEVATIONS |
|-----|-------------|------------|------------|
| 1 | PLAN SET | 22/02/2017 | |
| 2 | REVISION | 16/07/2017 | |
| 3 | REVISION | 11/09/2017 | |
| 4 | REVISION | 11/09/2017 | |
| 5 | REVISION | 27/10/2017 | |
| 6 | REVISION | 27/10/2017 | |
| 7 | REVISION | 27/10/2017 | |



DYNAMIC PLANNING
AND DEVELOPMENTS



Attachment 3

JDAP Minutes – Original Approval 23/6/15

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 | (08) 9275 4433 | (08) 9275 4455

DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

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www.dynamicplanning.net.au



Minutes of the Metro Central Joint Development Assessment Panel

Meeting Date and Time: 23 June 2015 at 10.00am
Meeting Number: MCJDAP/110
Meeting Venue: Town of Bassendean Council Chamber
48 Old Perth Road, Bassendean

Attendance

DAP Members

Mr Ian Birch (A/Presiding Member)
Mr Clayton Higham (A/Deputy Presiding Member)
Cr Jennie Carter (Local Government Member, Town of Bassendean)
Cr Gerry Pule (Local Government Member, Town of Bassendean)

Officers in attendance

Mr Brian Reed (Town of Bassendean)
Mr Christian Buttle (Town of Bassendean)

Local Government Minute Secretary

Mrs Amy Holmes

Applicants and Submitters

Mr Carlo Famiano (Urban and Rural Perspectives)

Members of the Public

Two

1. Declaration of Opening

The Presiding Member, Ian Birch declared the meeting open at 10.00am on 23 June 2015 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

The Presiding Member announced the meeting would be run in accordance with the *Development Assessment Panel Standing Orders 2012* under the *Planning and Development (Development Assessment Panels) Regulations 2011*.

The Presiding Member advised that the meeting is being audio recorded in accordance with Section 5.16 of the Standing Orders 2012; No Recording of Meeting, which states: 'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting

Mr Ian Birch
Presiding Member, Metro Central JDAP



unless the Presiding Member has given permission to do so. The Presiding Member granted permission for the minute taker to record proceedings for the purpose of the minutes only.

2. Apologies

Mr Charles Johnson (Presiding Member)
Mr Luigi D'Alessandro (Specialist Member)

3. Members on Leave of absence

Mr Charles Johnson (Presiding Member)

4. Noting of minutes

The Minutes of the Metro Central JDAP Meeting No.109 held on 17 June 2015 were not available at time of Agenda preparation.

5. Declaration of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of interests

Nil

7. Deputations and presentations

7.1 Mr Carlo Famiano (Urban and Rural Perspectives) addressed the DAP and answered questions regarding the application at Item 8.1.

7.2 Town of Bassendean Planning Officer Christian Buttle addressed the DAP and answered questions regarding the application at Item 8.1.

8. Form 1 - Responsible Authority Reports – DAP Application

| | | |
|-----|------------------------|---|
| 8.1 | Property Location: | Lot 54 (Nos. 72-74) Railway Parade, Bassendean |
| | Application Details: | 14 Multiple Dwellings |
| | Applicant: | Urban & Rural Perspectives |
| | Owner: | Mark & Sandra Hammond |
| | Responsible authority: | Town of Bassendean |
| | DoP File No: | DAP/15/00740 |

REPORT RECOMMENDATION/PRIMARY MOTION

Moved by: Cr Gerry Pule

Seconded by: Mr Clayton Higham

That the Metro Central Joint Development Assessment Panel resolves to:

Mr Ian Birch
Presiding Member, Metro Central JDAP



Approve DAP Application reference DAP Dap/15/00740 and accompanying plans:

| Dwg No. | Drawing Name | Rev No. | Dwg Date |
|---------|---|---------|------------|
| A0.00 | 22 Bins Verge Pick Up Plan | 3 | 18.05.2015 |
| A1.01 | Proposed Site Development Plan (with aerial underlay) | 2 | 11.05.2015 |
| A1.02 | Proposed Site Development Plan | 2 | 11.05.2015 |
| A2.01 | Proposed Site / Ground Floor Plan (Part A) | 2 | 11.05.2015 |
| A2.02 | Proposed Site / Ground Floor Plan (Part B) | 2 | 11.05.2015 |
| A2.05 | First Floor Plan | 2 | 11.05.2015 |
| A3.01 | Elevations | 2 | 11.05.2015 |
| A3.02 | Elevations | 2 | 11.05.2015 |

in accordance with Clause 10.3 of the Town of Bassendean Local Planning Scheme No. 10, subject to the following conditions:

1. The design/extent of roof cover to balconies of units 12-19 and 22 being modified in order to facilitate the provision of direct solar access to the Living Room windows of the respective units, to the satisfaction of the Town, unless an alternative arrangement, such as the provision of solar hot water systems along with low water use landscaping for the development, can be provided to the satisfaction of the Town (see footnote).
2. Upper floor unit 19 being set back from the left hand (western) side boundary generally in accordance with the Deemed-to-comply provisions of the R-Codes and this side of the building being detailed architecturally in a manner which is generally consistent with that of other dwellings within the development, while also allowing for casual surveillance in the manner described within the Officer report (non-major size fixed openings) to the satisfaction of the Town.
3. Outdoor living areas / Balconies for units 5, 19 and 22 being modified in order that a usable area of 10 sq. metres minimum with width and / or length dimensions of 2.4 metres minimum being provided as measured in any direction.
3. The provision of a pedestrian path which provides wheelchair accessibility connecting the main pedestrian entrance to building 'block 4' with the public footpath.
5. A detailed and professionally prepared landscape plan being submitted prior to or with the application for a Building Permit for the Town's approval which provides full detail of the scope of works to be undertaken in both the private and public realms adjoining the development site, including, but not limited to:
 - (a) the location, type and size of proposed trees, shrubs and ground cover to be planted; and
 - (b) reticulation methods, including arrangements incorporated into the design to minimize water use.

Landscaping design and species selection shall pay particular attention to provisions contained within the Town of Bassendean Local Planning Policy

Mr Ian Birch
Presiding Member, Metro Central JDAP



- No. 18 – Landscaping with Local Plants, and shall not include the use of artificial turf.
6. The site shall be landscaped in accordance with the approved landscaping plan and shall be maintained thereafter.
 7. Submission of a plan detailing the location of all external lighting, to the satisfaction of the Town prior to or in conjunction with the application for a building permit. The lighting plan shall take particular account of the need to for lighting to be provided to pedestrian paths, car parking areas, bicycle parking locations, and the right-of-way within the vicinity of the pedestrian and vehicular entrance to the development and subsequent lighting installed must demonstrate that any light spill to adjoining properties is minimised to acceptable levels. Lighting in accordance with the approved plan is to be installed prior to occupation or strata titling of the building(s), whichever occurs first.
 8. The following works shall be completed within the Railway Parade road reserve to facilitate the proposed development:
 - (a) Existing 1m wide concrete apron associated with redundant crossover forward of No. 74 Railway Parade shall be removed and replaced with barrier kerb and brick paving to match the remainder of the footpath;
 - (b) Existing Paved crossover forward of No. 74 Railway Parade shall be removed and replaced with paving to match the remainder of the footpath (both in material and paving pattern). This includes the removal of the white header course of paving (which defines the alignment of the existing crossover) and replacement to match the remainder of the footpath;
 - (c) The proposed crossover to Railway Parade shall have a 1m concrete apron adjacent to the kerb line. The crossover shall be centrally positioned in line with the access aisle between the visitor car parking spaces and shall be a maximum 6 metre width;
 - (d) The proposed crossover from Railway Parade shall be constructed of heavy duty trafficable brick pavers, the material and colour of which shall match the adjoining footpath. The crossover shall have a cream coloured header course which delineates the crossover from the adjoining footpath; and
 - (e) Prior to the issue of a Building Permit, the applicant shall pay the Town a sum of \$682 to cover the removal and streetscape contribution associated with the loss of existing vegetation within the Railway Parade road reserve to facilitate bin storage.
 9. Prior to the issue of a Building Permit for this development, a 1.0m strip of land shall be excised from the rear of the lot for the purposes of widening the adjoining right-of-way, or the own shall enter into a legal agreement with the Town prepared by the Town's Solicitors at the owner's cost requiring excision of this land to be completed within twelve months of the issue of a Building Permit, or prior to the completion of the development, whichever occurs earlier.

Mr Ian Birch
Presiding Member, Metro Central JDAP



10. The strip of land to the rear of the site which is excised for right-of-way purposes shall be paved, drained and kerbed to the specifications of the Town prior to occupation of the dwellings.
11. The sealing and kerbing of all car parking areas and access ways to the Town's specifications.
12. The on site car parking spaces and access ways being constructed and maintained thereafter to the Town's satisfaction.
13. Each dwelling being provided with one car parking space. Such arrangement shall be reflected on any subsequent strata plan for the property.
14. Visitor parking spaces being clearly marked for "Visitors Only" and used as such.
15. A minimum of 8 bicycle parking spaces shall be provided for residents, and a minimum of 3 bicycle parking spaces shall be provided for visitors. The resident bicycle parking spaces shall be located in a secure weather protected compound, details of which shall be provided to the Town in advance of, or in conjunction with the application for a building permit, and be constructed in accordance with the provisions of AS 2890.3 (as amended), while visitor bicycle parking spaces shall be relocated close to main pedestrian access points to the development to the satisfaction of the Town as advocated within As2890.3.
16. Access aisles within the car park shall be increased from 5.8m, 5.85m and 5.9 metres respectively to 6.2 metres minimum in accordance with the Town's Local Planning Policy No. 8 – Parking Specifications.
17. The width of visitor car parking bay No. 3 shall be increased to 2.4m minimum.
18. The height of filling and associated retaining adjacent to the left hand (western) side property boundary being reduced to an extent that it does not exceed 500mm above existing ground levels.
19. All storm water being contained and disposed of on site. Details of the method of storm water containment and disposal being included with the drawings submitted for a Building Permit.
20. The street number being prominently displayed at the front of the development.
21. The provision of side and rear fences, behind the street setback line, of 1.8 metres in height, unless higher fencing is shown on the approved drawings. Where the ground levels vary on either side of the fence, the required height shall be measured above the higher ground level. Fencing along the common boundary with the adjoining commercial premises at Lot 51 (No. 76) Railway Parade shall be constructed of brick unless otherwise approved by the Town.

Mr Ian Birch
Presiding Member, Metro Central JDAP



22. Any fencing which is situated between a building and the Railway Parade or right-of-way frontages of the development site demonstrating compliance with the following requirements:
 - (a) The overall height of fencing not exceeding 1.8 metres above natural ground levels as viewed from outside of the development site; and
 - (b) Infill panels above base level solid components which are shown on the approved drawings being visually permeable.
23. External fixtures, including but not restricted to air-conditioning units, satellite dishes and non-standard television aerials, but excluding solar collectors, are to be located such that they are not visible from the street. Prior to the issue of a building permit, details being submitted of all proposed ventilation systems, including the location of plant equipment, vents and air conditioning units for the Town's approval. All equipment must be adequately screened to the satisfaction of the Town.
24. External clothes drying is prohibited on any of the balconies unless screened from view of the street or other public place.
25. Each dwelling shall be provided with an electric clothes dryer.
26. A Waste Management Plan (WMP) is to be submitted for the Town's approval prior to or in conjunction with the application for a Building Permit. The WMP shall address matters including, but not necessarily limited to, the following:
 - (a) Measures to be implemented for the purpose of minimising the delivery of waste to landfill during occupation, including: the onsite separation of materials for recycling and the expectations of owners and /or tenants;
 - (b) Site Plan showing the location and size of the on-site rubbish disposal area(s), including the number of general rubbish and recycling bins to be provided for the development, including sharing arrangements where the number of bins is less than the number of dwellings;
 - (c) An estimation of the volume of waste to be generated by the proposed development and the capacity of this volume of waste to be accommodated by on site bin storage capacity;
 - (d) Details of intended method of collection;
 - (e) Details of where the bins would be located when waiting collection;
 - (f) Details of advice to be provided to owners and occupiers regarding the WMP; and
 - (g) Details of how the WMP will continue to be applied in perpetuity across the life of the development, including the WMP being incorporated into the strata by-laws for the proposed development.
27. The bin storage areas are:
 - (a) To be increased in size to cater for bulky rubbish storage while awaiting collection to the satisfaction of the Town;

Mr Ian Birch
Presiding Member, Metro Central JDAP



- (b) To be surrounded by a 1.8 metre high minimum wall with a self-closing gate;
 - (c) To be provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, connected to sewer, with a hose cock to enable both the bins and bin storage area to be washed out; and
 - (d) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.
28. Bins shall be stored only in an approved, designated location, and shall not be stored within any of the approved car parking bays or associated access aisles.
29. The surface finish of boundary walls on the common boundaries with adjoining properties to be the same finish as the external wall finish for the remainder of the dwelling, unless otherwise approved by the Town.
30. Prior to the issue of a building permit the applicant shall lodge a Construction Management Plan to the satisfaction of the Town of Bassendean that provides details of the following:
- (a) Estimated timeline and phasing of construction;
 - (b) Dust control measures;
 - (c) Noise control measures;
 - (d) Access points for heavy vehicles during demolition and construction; and
 - (e) 24 hours contact details of staff available to deal with either an emergency situation or to respond to complaints.
31. The incorporation of public art into the proposed development or a cash-in-lieu payment of one percent of the construction cost of the proposed development in accordance with the Town's adopted Local Planning Policy No. 15 "Percent for Art Policy". Detailed arrangements and agreement with respect to art to be provided on site or alternatively payment of the required fee shall be made prior to or in conjunction with the application for a Building Permit.
32. Prior to the issue of a building permit, a development bond for the sum of \$11,000 being lodged with Council to ensure the satisfactory completion of all works associated with landscaping, car parking, access ways, screen walls, and other associated works.
33. Prior to the issue of a building permit, an acoustic report shall be submitted to the Town for approval which shall:
- (a) be prepared by an acoustic consultant with relevant qualifications and experience equivalent to those required for admission as a Member of the Australian Acoustical Society (to the satisfaction of the Town's Health Services);
 - (b) include the presence of tonal components, amplitude or frequency modulations or impulses to ensure noise emissions received at the

Mr Ian Birch
Presiding Member, Metro Central JDAP



- proposed noise sensitive premises are in compliance with the requirements of the Environmental Protection Act 1986.
- (c) to satisfaction of the Town, address all matters that are required to demonstrate that acceptable noise criteria will be achieved including:
- the identification of all noise sources to be addressed from adjacent road and rail infrastructure as well as private properties at Lot 51 (No. 76) Railway Parade and Lot 4 (No. 6) Ivanhoe Street, including, but not limited to: noise emissions from refrigeration motors, air-conditioning units, vehicular movements (including customers and delivery vehicles) and rubbish disposal and collection;
 - determination of noise source levels and character;
 - acoustic data to be in octave bands where noise sources are internal;
 - the establishment of Assigned Levels for noise sensitive premises in the vicinity in accordance with the *Environmental Protection (Noise) Regulations 1997*; and
 - incorporate the following data:
 - (i) date, time and results of measurements and or modelling used to represent the noise associated with live bands;
 - (ii) assigned Levels determined for adjacent areas/noise sensitive premises in the vicinity; and
 - (iii) recommendations for construction and noise control.
34. Measures recommended within the acoustic report shall be implemented to the satisfaction of the Town, and any costs associated with such implementation shall be the responsibility of the owner/applicant.
35. The building hereby approved shall not be occupied until all of the conditions of planning approval have been complied with to the satisfaction of the Manager Development Services, unless the applicant has entered into an agreement with Council to comply with those conditions within a specified period.
36. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.

Advice Notes:

1. Council's Local Planning Policy No. 2 (LPP2), read in conjunction with Clause 5.3 of the Town's Local Planning Scheme No. 10, requires that each dwelling achieve a minimum 70 point score against the checklist contained within LPP2 to facilitate the density of development which has been proposed. Options available to the applicant to facilitate an increased points score for units 12-19 and 22 include:
- (a) Cutting back the roof cover to balconies by approximately 1.0m in order to facilitate direct winter sun penetration to living areas of these units

Mr Ian Birch
Presiding Member, Metro Central JDAP



- (increasing the points score for each dwelling from 57.5 to the minimum required 70 point score); or alternatively
- (b) Providing a solar hot water system for each of these dwellings (increasing the points score for each dwelling from 57.5 to 67.5) along with provision of a detailed landscaping plan which demonstrates low water use for the development as a whole (which would increase points score for each dwelling by a further 5 points to 72.5 points per dwelling).

The applicant is requested to incorporate solar hot water systems into the proposed development.

2. The applicant is advised that in relation to the requirement for a 1% Public Art contribution to be made that the Town can consider on site art works subject to Council approval and demonstration of equivalent value and public access.
3. Please liaise with the Town's Operational Services Directorate in relation to obtaining detailed specifications for works associated with widening of the right-of-way to the rear of the site, prior to undertaking any works on site.
4. The applicant is advised that the central median island within the Railway Parade road reserve allows for only left in / left out vehicle movements from the visitor parking bays on the Railway Parade frontage of the development site.
5. The issue of a Building Permit is required prior to the commencement of any works on site.
6. Dial Before You Dig:
Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please telephone 1100 before excavating or erecting structures. If alterations are required to the configuration, size, form or design of the development upon contacting the Dial Before You Dig service, an amendment to the development consent (or a new development application) may be necessary. Individuals owe asset owners a duty of care that must be observed when working in the vicinity of plant or assets. It is the individual's responsibility to anticipate and request the nominal location of plant or assets on the relevant property via Dial Before You Dig "1100" number in advance of any construction activities.
7. Telecommunications Act 1997 (Commonwealth):
Telstra (and its authorised contractors) are the only companies that are permitted to conduct works on Telstra's network and assets. Any person interfering with a facility or installation owned by Telstra is committing an offence under the Criminal Code Act 1995 (Cth) and is liable for prosecution. Furthermore, damage to Telstra's infrastructure may result in interruption to the provision of essential services and significant costs. If you are aware of any works or proposed works which may affect or impact on Telstra's assets in any way, please contact Telstra's Network Integrity Team on 1800810443.

Mr Ian Birch
Presiding Member, Metro Central JDAP



8. If the planning approval lapses, no development shall be carried out without further approval having first been sought and obtained.
9. If an applicant is aggrieved by this determination there is a right of review under Part 14 of the *Planning and Development Act 2005*. An application for review must be lodged within 28 days of the determination.

AMENDING MOTION

Moved by: Mr Clayton Higham

Seconded by: Cr Gerry Pule

That condition 2 be amended as follows:

2. Upper floor unit 19 being set back from the left hand (western) side boundary generally in accordance with the Deemed-to-comply provisions of the R-Codes **or a section of the wall being setback to achieve a light-well between the two bathrooms** and this side of the building being detailed architecturally in a manner which is generally consistent with that of other dwellings within the development, while also allowing for casual surveillance in the manner described within the Officer report (non-major size fixed openings) to the satisfaction of the Town.

The Amending Motion was put and CARRIED UNANIMOUSLY

REASON: To allow an option within the current design which breaks up the mass of the building on this side and allows natural light into the bathrooms, without necessarily requiring the entire wall to be setback.

AMENDING MOTION

Moved by: Mr Ian Birch

Seconded by: Mr Clayton Higham

That condition 16 be deleted.

The Amending Motion was put and CARRIED UNANIMOUSLY

REASON: It was considered that the parking could still function adequately and that it was undesirable to increase the area of hard surfacing at the expense of landscaping.

AMENDING MOTION

Moved by: Cr Gerry Pule

Seconded by: Cr Jennie Carter

That condition 25 be amended as follows:

25. Each dwelling shall be provided with an **effective clothes drying facility**.

Mr Ian Birch
Presiding Member, Metro Central JDAP



The Amending Motion was put and CARRIED UNANIMOUSLY

REASON: To allow for options beside an electric clothes dryer.

AMENDING MOTION

Moved by: Mr Clayton Higham **Seconded by:** Cr Jennie Carter

That condition 27 (a) be amended as follows:

27. The bin storage areas are:
- (a) To be increased in size **equivalent to that which would be occupied by two additional bins** to cater for bulky rubbish storage while awaiting collection, to the satisfaction of the Town;

The Amending Motion was put and CARRIED UNANIMOUSLY

REASON: To give greater clarity to the requirement of the condition.

AMENDING MOTION

Moved by: Mr Clayton Higham **Seconded by:** Mr Ian Birch

That all relevant conditions be amended to read "*to the satisfaction of the Town*" not, to the satisfaction of the Officer.

The Amending Motion was put and CARRIED UNANIMOUSLY

REASON: The Town is the responsible authority, not the Officer.

PRIMARY MOTION (AS AMENDED)

Moved by: Cr Gerry Pule **Seconded by:** Mr Clayton Higham

That the Metro Central Joint Development Assessment Panel resolves to:

Approve DAP Application reference DAP Dap/15/00740 and accompanying plans:

| Dwg No. | Drawing Name | Rev No. | Dwg Date |
|---------|---|---------|------------|
| A0.00 | 22 Bins Verge Pick Up Plan | 3 | 18.05.2015 |
| A1.01 | Proposed Site Development Plan (with aerial underlay) | 2 | 11.05.2015 |
| A1.02 | Proposed Site Development Plan | 2 | 11.05.2015 |
| A2.01 | Proposed Site / Ground Floor Plan (Part A) | 2 | 11.05.2015 |
| A2.02 | Proposed Site / Ground Floor Plan (Part B) | 2 | 11.05.2015 |
| A2.05 | First Floor Plan | 2 | 11.05.2015 |

Mr Ian Birch
Presiding Member, Metro Central JDAP



| | | | |
|-------|------------|---|------------|
| A3.01 | Elevations | 2 | 11.05.2015 |
| A3.02 | Elevations | 2 | 11.05.2015 |

in accordance with Clause 10.3 of the Town of Bassendean Local Planning Scheme No. 10, subject to the following conditions:

1. The design/extent of roof cover to balconies of units 12-19 and 22 being modified in order to facilitate the provision of direct solar access to the Living Room windows of the respective units, to the satisfaction of the Town, unless an alternative arrangement, such as the provision of solar hot water systems along with low water use landscaping for the development, can be provided to the satisfaction of the Town (see footnote).
2. Upper floor unit 19 being set back from the left hand (western) side boundary generally in accordance with the Deemed-to-comply provisions of the R-Codes **or a section of the wall being setback to achieve a light-well between the two bathrooms** and this side of the building being detailed architecturally in a manner which is generally consistent with that of other dwellings within the development, while also allowing for casual surveillance in the manner described within the Officer report (non-major size fixed openings) to the satisfaction of the Town.
3. Outdoor living areas / Balconies for units 5, 19 and 22 being modified in order that a usable area of 10 sq. metres minimum with width and / or length dimensions of 2.4 metres minimum being provided as measured in any direction.
4. The provision of a pedestrian path which provides wheelchair accessibility connecting the main pedestrian entrance to building 'block 4' with the public footpath.
5. A detailed and professionally prepared landscape plan being submitted prior to or with the application for a Building Permit for the Town's approval which provides full detail of the scope of works to be undertaken in both the private and public realms adjoining the development site, including, but not limited to:
 - (a) the location, type and size of proposed trees, shrubs and ground cover to be planted; and
 - (b) reticulation methods, including arrangements incorporated into the design to minimize water use.

Landscaping design and species selection shall pay particular attention to provisions contained within the Town of Bassendean Local Planning Policy No. 18 – Landscaping with Local Plants, and shall not include the use of artificial turf.

6. The site shall be landscaped in accordance with the approved landscaping plan and shall be maintained thereafter.
7. Submission of a plan detailing the location of all external lighting, to the satisfaction of the Town prior to or in conjunction with the application for a

Mr Ian Birch
Presiding Member, Metro Central JDAP



building permit. The lighting plan shall take particular account of the need to for lighting to be provided to pedestrian paths, car parking areas, bicycle parking locations, and the right-of-way within the vicinity of the pedestrian and vehicular entrance to the development and subsequent lighting installed must demonstrate that any light spill to adjoining properties is minimised to acceptable levels. Lighting in accordance with the approved plan is to be installed prior to occupation or strata titling of the building(s), whichever occurs first.

8. The following works shall be completed within the Railway Parade road reserve to facilitate the proposed development:
 - (a) Existing 1m wide concrete apron associated with redundant crossover forward of No. 74 Railway Parade shall be removed and replaced with barrier kerb and brick paving to match the remainder of the footpath;
 - (b) Existing Paved crossover forward of No. 74 Railway Parade shall be removed and replaced with paving to match the remainder of the footpath (both in material and paving pattern). This includes the removal of the white header course of paving (which defines the alignment of the existing crossover) and replacement to match the remainder of the footpath;
 - (c) The proposed crossover to Railway Parade shall have a 1m concrete apron adjacent to the kerb line. The crossover shall be centrally positioned in line with the access aisle between the visitor car parking spaces and shall be a maximum 6 metre width;
 - (d) The proposed crossover from Railway Parade shall be constructed of heavy duty trafficable brick pavers, the material and colour of which shall match the adjoining footpath. The crossover shall have a cream coloured header course which delineates the crossover from the adjoining footpath; and
 - (e) Prior to the issue of a Building Permit, the applicant shall pay the Town a sum of \$682 to cover the removal and streetscape contribution associated with the loss of existing vegetation within the Railway Parade road reserve to facilitate bin storage.
9. Prior to the issue of a Building Permit for this development, a 1.0m strip of land shall be excised from the rear of the lot for the purposes of widening the adjoining right-of-way, or the own shall enter into a legal agreement with the Town prepared by the Town's Solicitors at the owner's cost requiring excision of this land to be completed within twelve months of the issue of a Building Permit, or prior to the completion of the development, whichever occurs earlier.
10. The strip of land to the rear of the site which is excised for right-of-way purposes shall be paved, drained and kerbed to the specifications of the Town prior to occupation of the dwellings.
11. The sealing and kerbing of all car parking areas and access ways to the Town's specifications.

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12. The on-site car parking spaces and access ways being constructed and maintained thereafter to the Town's satisfaction.
13. Each dwelling being provided with one car parking space. Such arrangement shall be reflected on any subsequent strata plan for the property.
14. Visitor parking spaces being clearly marked for "Visitors Only" and used as such.
15. A minimum of 8 bicycle parking spaces shall be provided for residents, and a minimum of 3 bicycle parking spaces shall be provided for visitors. The resident bicycle parking spaces shall be located in a secure weather protected compound, details of which shall be provided to the Town in advance of, or in conjunction with the application for a building permit, and be constructed in accordance with the provisions of AS 2890.3 (as amended), while visitor bicycle parking spaces shall be relocated close to main pedestrian access points to the development to the satisfaction of the Town as advocated within As2890.3.
16. The width of visitor car parking bay No. 3 shall be increased to 2.4m minimum.
17. The height of filling and associated retaining adjacent to the left hand (western) side property boundary being reduced to an extent that it does not exceed 500mm above existing ground levels.
18. All storm water being contained and disposed of on site. Details of the method of storm water containment and disposal being included with the drawings submitted for a Building Permit.
19. The street number being prominently displayed at the front of the development.
20. The provision of side and rear fences, behind the street setback line, of 1.8 metres in height, unless higher fencing is shown on the approved drawings. Where the ground levels vary on either side of the fence, the required height shall be measured above the higher ground level. Fencing along the common boundary with the adjoining commercial premises at Lot 51 (No. 76) Railway Parade shall be constructed of brick unless otherwise approved by the Town.
21. Any fencing which is situated between a building and the Railway Parade or right-of-way frontages of the development site demonstrating compliance with the following requirements:
 - (a) The overall height of fencing not exceeding 1.8 metres above natural ground levels as viewed from outside of the development site; and
 - (b) Infill panels above base level solid components which are shown on the approved drawings being visually permeable.

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22. External fixtures, including but not restricted to air-conditioning units, satellite dishes and non-standard television aerials, but excluding solar collectors, are to be located such that they are not visible from the street. Prior to the issue of a building permit, details being submitted of all proposed ventilation systems, including the location of plant equipment, vents and air conditioning units for the Town's approval. All equipment must be adequately screened to the satisfaction of the Town.
23. External clothes drying is prohibited on any of the balconies unless screened from view of the street or other public place.
24. Each dwelling shall be provided with an **effective clothes drying facility**.
25. A Waste Management Plan (WMP) is to be submitted for the Town's approval prior to or in conjunction with the application for a Building Permit. The WMP shall address matters including, but not necessarily limited to, the following:
 - (a) Measures to be implemented for the purpose of minimising the delivery of waste to landfill during occupation, including: the onsite separation of materials for recycling and the expectations of owners and /or tenants;
 - (b) Site Plan showing the location and size of the on-site rubbish disposal area(s), including the number of general rubbish and recycling bins to be provided for the development, including sharing arrangements where the number of bins is less than the number of dwellings;
 - (c) An estimation of the volume of waste to be generated by the proposed development and the capacity of this volume of waste to be accommodated by on site bin storage capacity;
 - (d) Details of intended method of collection;
 - (e) Details of where the bins would be located when waiting collection;
 - (f) Details of advice to be provided to owners and occupiers regarding the WMP; and
 - (g) Details of how the WMP will continue to be applied in perpetuity across the life of the development, including the WMP being incorporated into the strata by-laws for the proposed development.
26. The bin storage areas are:
 - (a) To be increased in size **equivalent to that which would be occupied by two additional bins** to cater for bulky rubbish storage while awaiting collection, to the satisfaction of the Town;
 - (b) To be surrounded by a 1.8 metre high minimum wall with a self-closing gate;
 - (c) To be provided with 75mm min thickness concrete floors grading to a 100mm industrial floor waste, connected to sewer, with a hose cock to enable both the bins and bin storage area to be washed out; and
 - (d) To be provided with internal walls that are cement rendered (solid and impervious) to enable easy cleaning.

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27. Bins shall be stored only in an approved, designated location, and shall not be stored within any of the approved car parking bays or associated access aisles.
28. The surface finish of boundary walls on the common boundaries with adjoining properties to be the same finish as the external wall finish for the remainder of the dwelling, unless otherwise approved by the Town.
29. Prior to the issue of a building permit the applicant shall lodge a Construction Management Plan to the satisfaction of the Town of Bassendean that provides details of the following:
 - (a) Estimated timeline and phasing of construction;
 - (b) Dust control measures;
 - (c) Noise control measures;
 - (d) Access points for heavy vehicles during demolition and construction; and
 - (e) 24 hours contact details of staff available to deal with either an emergency situation or to respond to complaints.
30. The incorporation of public art into the proposed development or a cash-in-lieu payment of one percent of the construction cost of the proposed development in accordance with the Town's adopted Local Planning Policy No. 15 "Percent for Art Policy". Detailed arrangements and agreement with respect to art to be provided on site or alternatively payment of the required fee shall be made prior to or in conjunction with the application for a Building Permit.
31. Prior to the issue of a building permit, a development bond for the sum of \$11,000 being lodged with Council to ensure the satisfactory completion of all works associated with landscaping, car parking, access ways, screen walls, and other associated works.
32. Prior to the issue of a building permit, an acoustic report shall be submitted to the Town for approval which shall:
 - (a) be prepared by an acoustic consultant with relevant qualifications and experience equivalent to those required for admission as a Member of the Australian Acoustical Society (to the satisfaction of the Town's Health Services);
 - (b) include the presence of tonal components, amplitude or frequency modulations or impulses to ensure noise emissions received at the proposed noise sensitive premises are in compliance with the requirements of the Environmental Protection Act 1986.
 - (c) to satisfaction of the Town, address all matters that are required to demonstrate that acceptable noise criteria will be achieved including:
 - the identification of all noise sources to be addressed from adjacent road and rail infrastructure as well as private properties at Lot 51 (No. 76) Railway Parade and Lot 4 (No. 6) Ivanhoe Street, including, but not limited to: noise emissions from refrigeration motors, air-conditioning units, vehicular movements

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- (including customers and delivery vehicles) and rubbish disposal and collection;
- determination of noise source levels and character;
 - acoustic data to be in octave bands where noise sources are internal;
 - the establishment of Assigned Levels for noise sensitive premises in the vicinity in accordance with the *Environmental Protection (Noise) Regulations 1997*; and
 - incorporate the following data:
 - (i) date, time and results of measurements and or modelling used to represent the noise associated with live bands;
 - (ii) assigned Levels determined for adjacent areas/noise sensitive premises in the vicinity; and
 - (iii) recommendations for construction and noise control.
33. Measures recommended within the acoustic report shall be implemented to the satisfaction of the Town, and any costs associated with such implementation shall be the responsibility of the owner/applicant.
34. The building hereby approved shall not be occupied until all of the conditions of planning approval have been complied with to the satisfaction of the Town, unless the applicant has entered into an agreement with Council to comply with those conditions within a specified period.
35. This decision constitutes planning approval only and is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.

Advice Notes:

1. Council's Local Planning Policy No. 2 (LPP2), read in conjunction with Clause 5.3 of the Town's Local Planning Scheme No. 10, requires that each dwelling achieve a minimum 70 point score against the checklist contained within LPP2 to facilitate the density of development which has been proposed. Options available to the applicant to facilitate an increased points score for units 12-19 and 22 include:
- (a) Cutting back the roof cover to balconies by approximately 1.0m in order to facilitate direct winter sun penetration to living areas of these units (increasing the points score for each dwelling from 57.5 to the minimum required 70 point score); or alternatively
 - (b) Providing a solar hot water system for each of these dwellings (increasing the points score for each dwelling from 57.5 to 67.5) along with provision of a detailed landscaping plan which demonstrates low water use for the development as a whole (which would increase points score for each dwelling by a further 5 points to 72.5 points per dwelling).

The applicant is requested to incorporate solar hot water systems into the proposed development.

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2. The applicant is advised that in relation to the requirement for a 1% Public Art contribution to be made that the Town can consider on site art works subject to Council approval and demonstration of equivalent value and public access.
3. Please liaise with the Town's Operational Services Directorate in relation to obtaining detailed specifications for works associated with widening of the right-of-way to the rear of the site, prior to undertaking any works on site.
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8. If the planning approval lapses, no development shall be carried out without further approval having first been sought and obtained.
9. If an applicant is aggrieved by this determination there is a right of review under Part 14 of the *Planning and Development Act 2005*. An application for review must be lodged within 28 days of the determination.

The Primary Motion (as amended) was put and CARRIED UNANIMOUSLY

Mr Ian Birch
Presiding Member, Metro Central JDAP



9. Form 2 – Responsible Authority Reports - Amending or cancelling DAP development approval

Nil

10. Appeals to the State Administrative Tribunal

Nil

11. General Business / Meeting Close

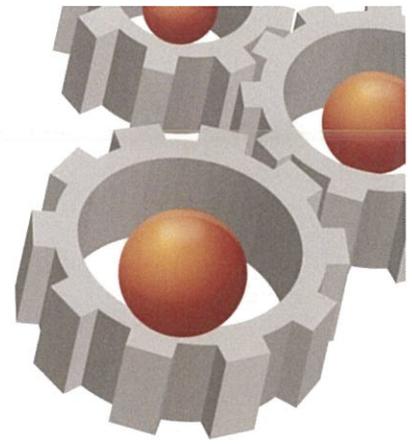
There being no further business, the presiding member declared the meeting closed at 11.25am.

A handwritten signature in black ink, appearing to read 'Ian Birch'.

Mr Ian Birch
Presiding Member, Metro Central JDAP



DYNAMIC PLANNING
AND DEVELOPMENTS



ATTACHMENT 4
Approved DA Plans for Re-Submission

| Suite 15/29 Collier Road Morley WA 6062 | P.O. Box 688 Inglewood WA 6932 † (08) 9275 4433 ‡ (08) 9275 4455

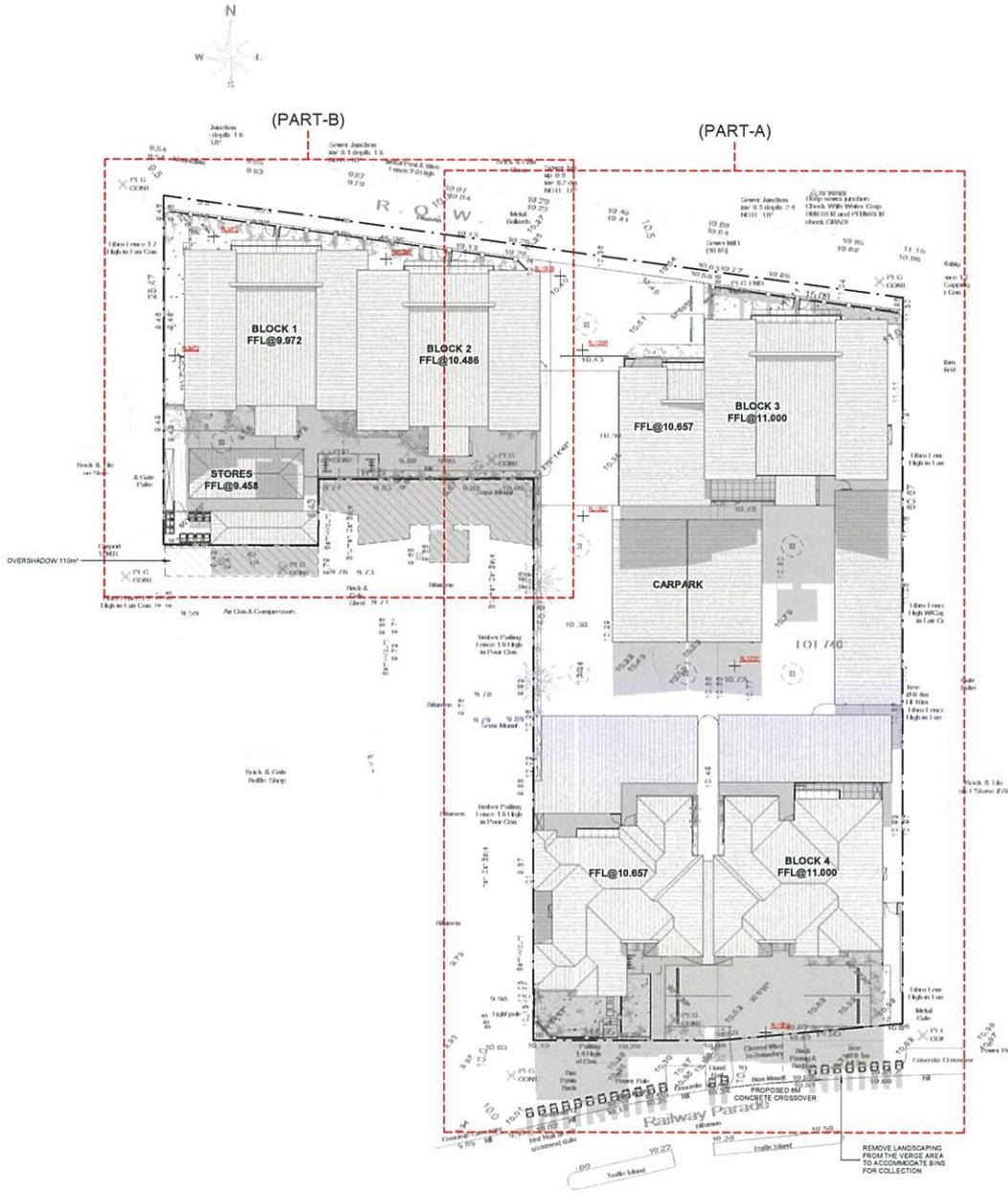
DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

admin@dynamicplanning.net.au

www.dynamicplanning.net.au

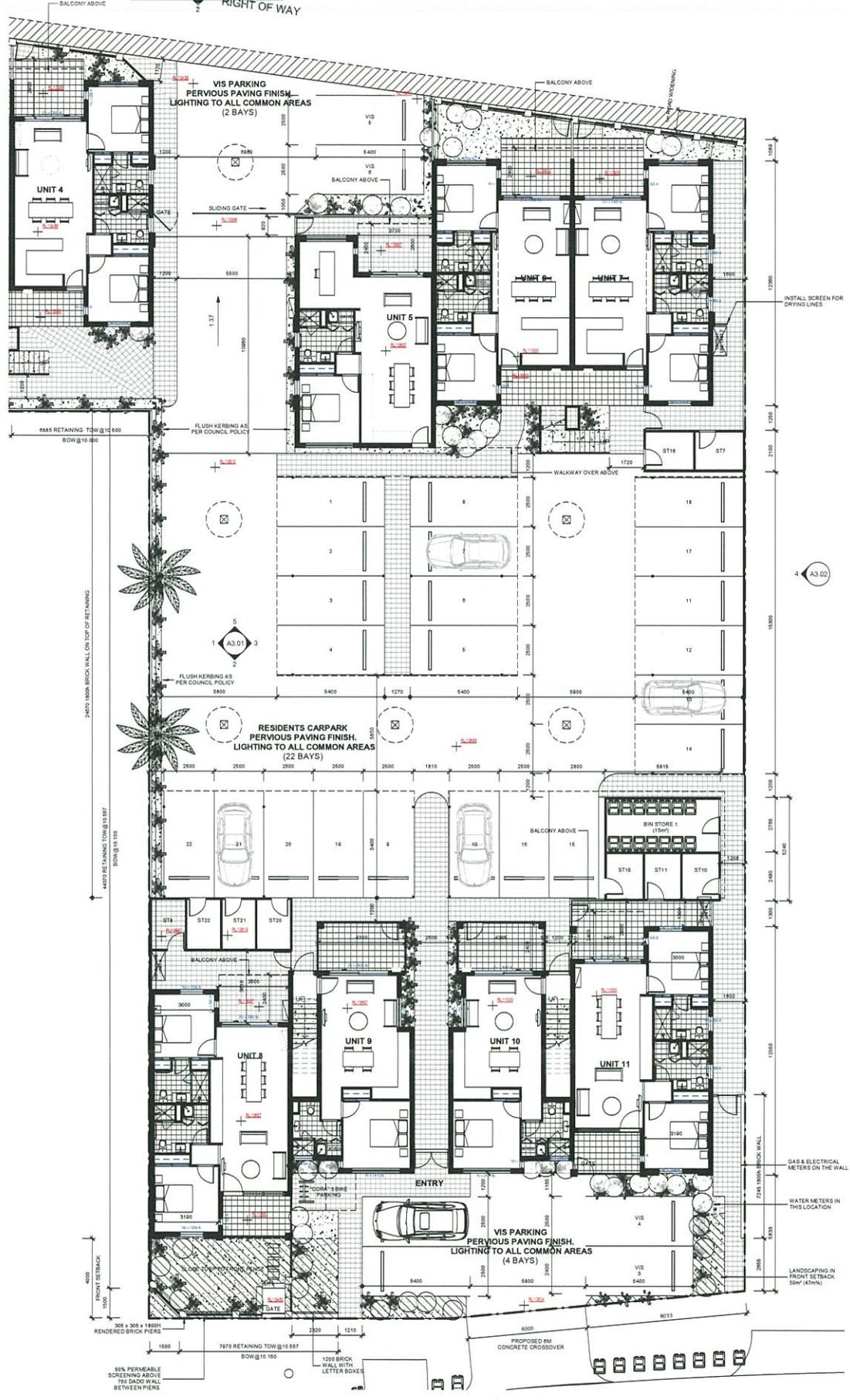
PROPOSED SITE COVER 1386m² (54%)
 PROPOSED OPEN SPACE 1175m² (46%)

DEVELOPMENT
 ASSESSMENT PANEL
APPROVED
 29-May-2017



| No. | Description | Date | PROPOSED SITE DEVELOPMENT PLAN | |
|-----|----------------------------|------------|--------------------------------|------------|
| 1 | DA PLANS | 02.02.2015 | | |
| 2 | REVISED DA | 11.05.2015 | | |
| 4 | REVISED DA | 09.07.2015 | Project Number | 1100000000 |
| 5 | REVISED DA | 11.09.2015 | Rev. Date | 27.12.15 |
| 7 | REVISE BINS & BIKES STORES | 27.12.2015 | Sheet No. | 7 |

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29 May 2017



- Deciduous Tree: Acer rubrum
- Shrub: Savillea
- Climbing plant: Savillea
- Grass: Savillea
- Groundcover: Savillea
- Turf

| PLOT RATIO AREA | |
|-----------------|---------------|
| Name | Area |
| Unit 4 | 11.00 |
| Unit 5 | 11.00 |
| Unit 6 | 11.00 |
| Unit 7 | 11.00 |
| Unit 8 | 11.00 |
| Unit 9 | 11.00 |
| Unit 10 | 11.00 |
| Unit 11 | 11.00 |
| Common Area | 11.00 |
| Carport | 11.00 |
| Parking | 11.00 |
| Bin Store | 11.00 |
| Staircase | 11.00 |
| Entrance | 11.00 |
| Landscaping | 11.00 |
| Retaining Wall | 11.00 |
| Other | 11.00 |
| Total | 110.00 |

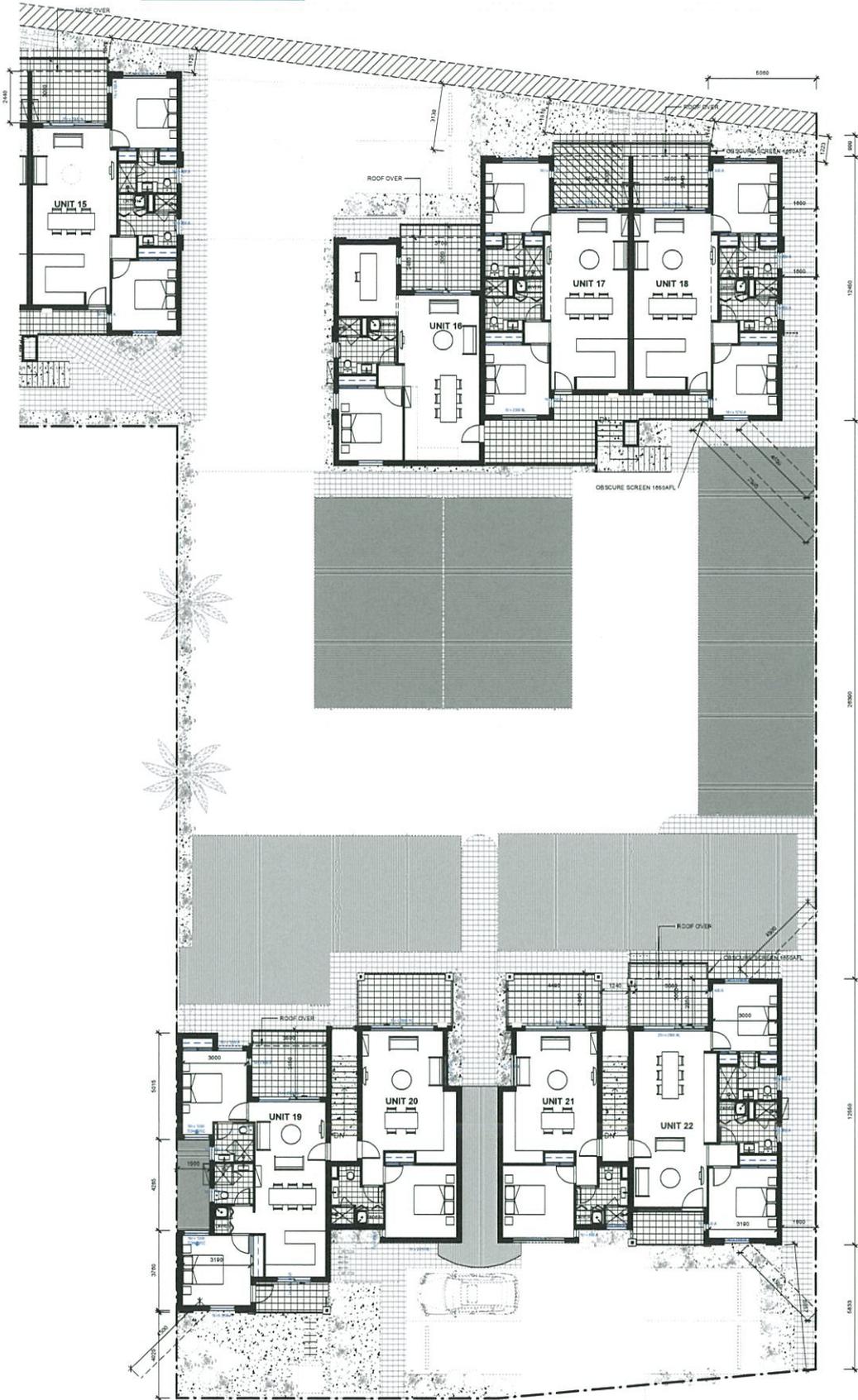
URP
Town & Country Planning
100-110 Railway Parade, Bassendean, WA 6107
Phone: (08) 9447 1100 Fax: (08) 9447 1101
www.urp.com.au

PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
(Town of Bassendean)

| No. | Description | Date | PROPOSED SITE / GROUND FLOOR PLAN (PART A) |
|-----|-----------------------------|------------|--|
| 1 | DA PLANS | 02/02/2015 | |
| 2 | REVISED DA | 11/05/2015 | |
| 3 | REVISED DA | 08/07/2015 | |
| 4 | REVISED DA | 11/09/2015 | |
| 5 | REVISED DA | 27/12/2015 | |
| 6 | REVISED BINS & BIKES STORES | 27/12/2015 | |

| Project Number | Scale | Sheet No. | Total Sheets |
|----------------|-------|-----------|--------------|
| A2.01 | 1:100 | 7 | 7 |

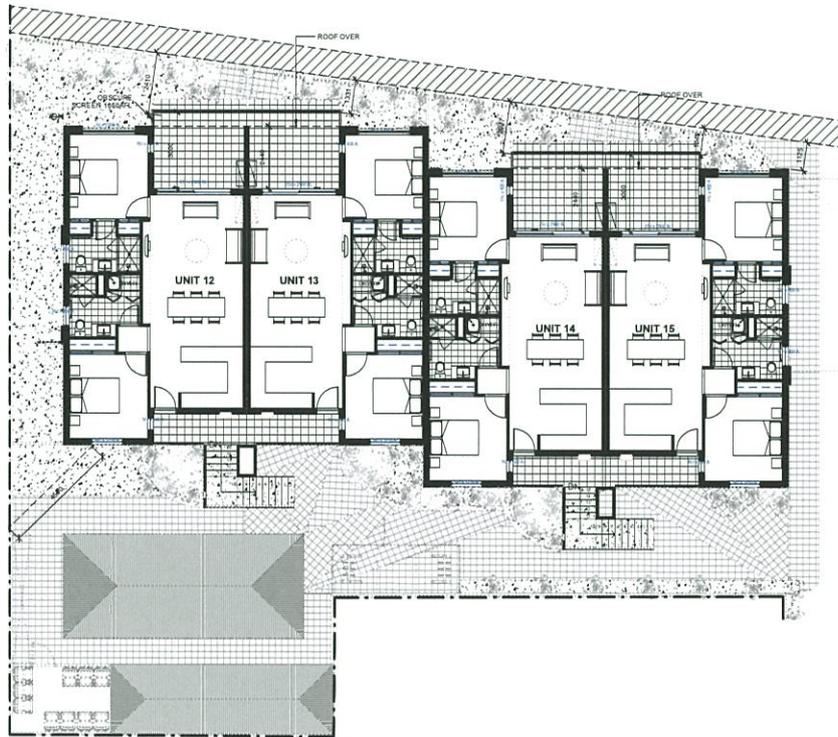
DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29-May-2017



| No. | Description | Date | FIRST FLOOR PLAN (PART A) | | |
|-----|-------------------------------|------------|---------------------------|------------|-------|
| 2 | REVISED DA | 11.06.2015 | | | |
| 4 | REVISED DA | 08.07.2015 | | | |
| 5 | REVISED DA | 11.06.2015 | Project Number | 1000 | |
| 6 | WINDOW SIZES OF UNIT 19 ADDED | 20.10.2015 | Rev. No. | 01.10.2015 | A2.05 |
| 7 | REVISE BINS & BIKES STORES | 27.10.2015 | Drawn by | MR | 7 |
| | | | Checked by | MR | |
| | | | Drawn by | MR | |
| | | | Checked by | MR | |

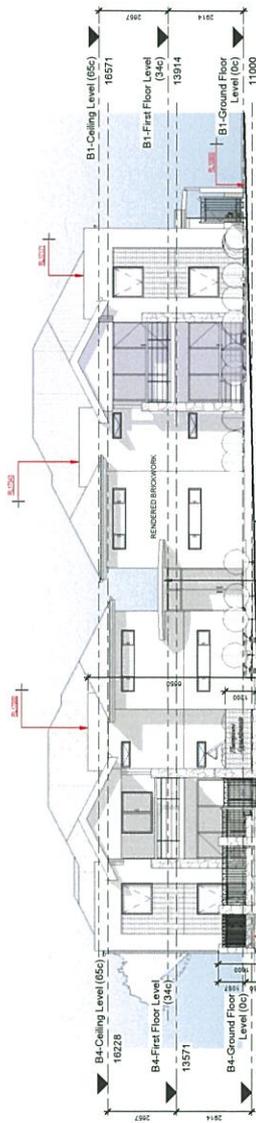
DEVELOPMENT
ASSESSMENT PANEL

APPROVED
29 May 2017

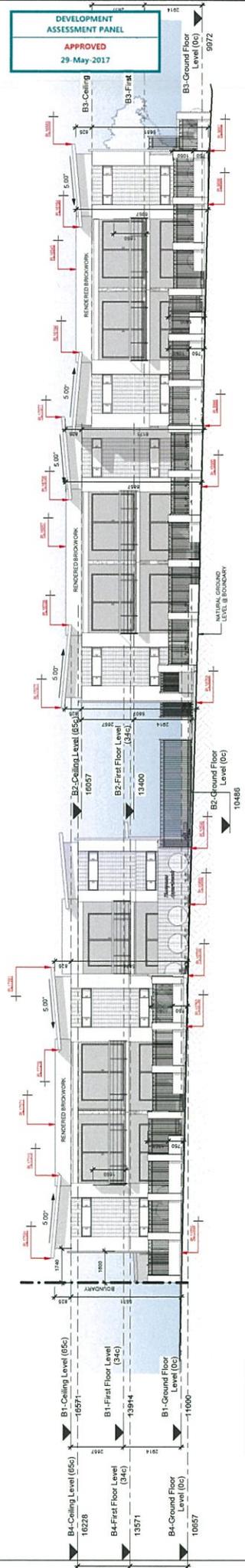


| No. | Description | Date | FIRST FLOOR PLAN (PART B) | |
|-----|----------------------------|------------|---------------------------|------------|
| 4 | REVISED DA | 08/07/2015 | | |
| 5 | REVISED DA | 11/09/2015 | | |
| 7 | REVISE BINS & BIKES STORES | 07/10/2015 | | |
| | | | Project Number | 1216 |
| | | | Doc. # Date | 07/10/2015 |
| | | | Drawn By | ML |
| | | | Checked By | ML |
| | | | Project Name | A2.06 |
| | | | Sheet No. | 7 |
| | | | Scale | 1:100 |

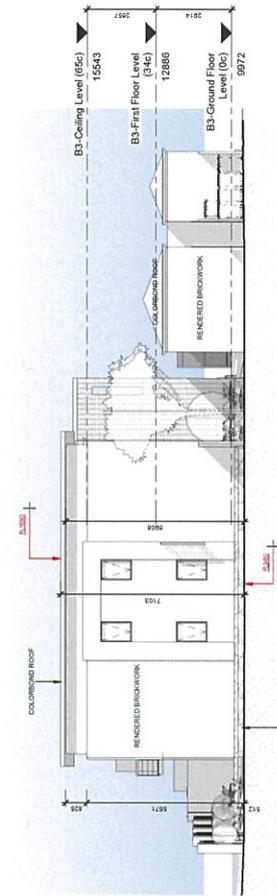
DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29-May-2017



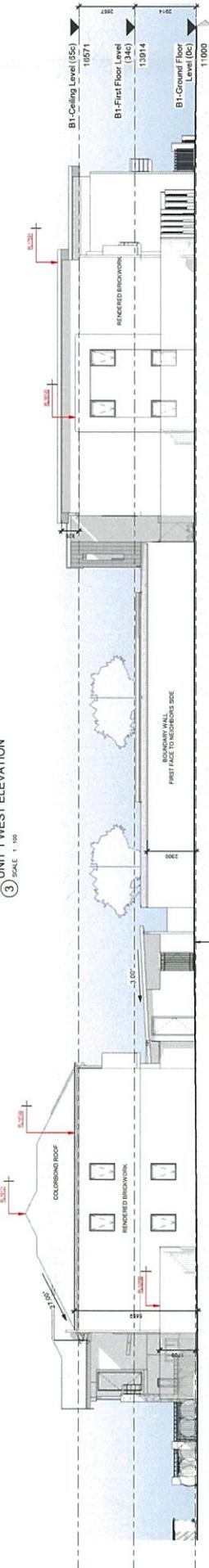
① RAILWAY PARADE ELEVATION
SCALE 1:100



② ROW ELEVATION
SCALE 1:100



③ UNIT 1 WEST ELEVATION
SCALE 1:100

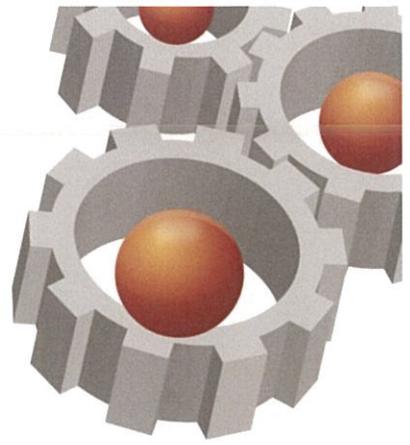


④ EAST ELEVATION
SCALE 1:100

| No. | Description | Date | ELEVATIONS | |
|-----|----------------------------|-------------|------------------|--------|
| 1 | DA PLANS | 02.02.2015 | | |
| 2 | REVISED DA | 11.02.2015 | | |
| 4 | REVISED DA | 08.07.2015 | Project Engineer | J.L.J. |
| 5 | REVISED DA | 11.08.2015 | Rev. Designer | W.P. |
| 7 | REVISE BINS & BAKES STORES | 27.10.2015 | Designer | A3.02 |
| | Checked by: | Checked by: | Scale: | A1 |
| | | | | 7 |



DYNAMIC PLANNING
AND DEVELOPMENTS



Attachment 5
Original Submitted Supporting Documentation

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DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

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18 February 2015

Chief Executive Officer
Town of Bassendean
PO Box 87
BASSENDEAN WA 6934

Attention: Mr Brain Reed – Manager, Development Services

Dear Brian

**APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT
PROPOSED TWENTY TWO (22) NEW MULTIPLE DWELLINGS
LOTS 740 & 52 (NOS.72 & 74) RAILWAY PARADE, BASSENDEAN
TOWN OF BASSENDEAN**

Urban & Rural Perspectives, on behalf of the current landowners, hereby submits an application for planning approval to construct twenty two (22) new multiple dwellings on Lots 740 & 52 (Nos.72 & 74) Railway Parade, Bassendean.

Please find enclosed the following information to assist the Town and the Joint Development Assessment Panel's consideration and processing of the application:

- Completed and signed 'Application for Approval to Commence Development' form;
- Completed and signed 'Development Assessment Panel (DAP) Form 1';
- A current copy of the Certificate of Titles for Lots 740 & 52;
- Remittance of \$12,312.00 being the application fee payable to the Town of Bassendean and Metro Central Joint Development Assessment Panel (JDAP);
- One (1) copy of the Waste Management Plan prepared in support of the application;
- Three (3) copies of plans prepared in support of the application, including a completed 'Energy Efficient Design Policy' checklist (shown as table on plans);
- Completed 'Water Sensitive Design Policy' checklist;
- A 'Design Principles Submission Table' addressing the relevant 'design principles criteria' of the R-Codes and relevant development standards of the Town of Bassendean Local Planning Scheme No.10, for those elements/standards of the design layout that do not comply with the 'deemed to comply requirements'; and
- Two (2) copies of the application documentation and plans in electronic format.

We request that a receipt in respect of the abovementioned application fee be forwarded to this office at **PO Box 2507 MALAGA WA 6944** at the Town's earliest convenience.

In assessing the application we ask that the Town and the Metro Central Joint Development Assessment Panel (JDAP) give due consideration to the following to the following matters:

1. The subject land is legally described as:
 - Lot 740 on Plan 3262 on Certificate of Title Volume 1034, Folio 862; and
 - Lot 52 on Deposited Plan 29525 on Certificate of Title Volume 2535, Folio 762.

Lots 740 & 52 are currently owned in fee simple by Mark & Sandra Hammond (see Appendix 1 – Record of Certificates of Title).
2. Lots 740 & 52 are located approximately 150m-200m north-west of the traditional Bassendean town centre main street (Old Perth Road), on the northern side of Guildford Road and the railway line and adjacent to the Bassendean train station (see Appendix 2, Plan 1 – Location Plan).
3. Lots 740 & 52 are irregular in shape, cover a total area of 2,561m² and comprise a fall in the natural ground levels from approximately 11 metres AHD along its eastern side boundary to approximately 9.46 metres AHD along its western side boundary.
4. Lots 740 & 52 are currently vacant/unused land, with direct frontage and access to Railway Parade along its southern boundary and access from a right of way along its northern rear boundary (see Appendix 2, Plan 2 – Existing Lot Configuration & Plan 3 – Aerial Site Plan).
5. The subject land is currently classified 'Urban' zone under the provisions of the Metropolitan Region Scheme (MRS). The following definition is provided as a guide to its stated purpose/s in the MRS:

"Urban Zone - Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry."
6. The proposed development is considered to be consistent with the defined intent of the land's current 'Urban' zoning classification under the MRS and may therefore be approved.
7. The subject land is classified 'Residential' zone under the Town of Bassendean's current operative Local Planning Scheme No.10 (LPS No.10) with a split residential density coding of R20/40.
8. Under the terms of LPS No.10 the development and use of any land classified 'Residential' zone for 'multiple dwelling' purposes is listed as a permitted ("P") use.
9. Council's stated objectives for any land classified 'Residential' zone under LPS No.10 are as follows:
 - a) *to maintain life long or long-time residents as an integral component of the Bassendean community;*
 - b) *to continue and increase the attraction for young families to reside and raise their families in the Bassendean community;*
 - c) *to recognise the role of Bassendean as a middle metropolitan area that is well placed to contribute meaningfully to sustainable urban development for the Perth Region, and therefore facilitate the planned gradual increase in population growth in a manner that provides net environmental, social and economic benefit;*

- d) *to make provision for housing types that respond to the demands of an ageing population and declining occupancy rates;*
- e) *to limit non-residential activities to those of which the predominant function is to service the local residential neighbourhood and for self-employment or creative activities, provided such activities have no detrimental effect on the residential amenity;*
- f) *to ensure that the density of development takes cognisance of the availability of reticulated sewerage, the effluent disposal characteristics of the land and other environmental factors; and*
- g) *to ensure that subdivision and development comply with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council.*
10. It is contended that the proposed development and use of the subject land for 'multiple dwelling' purposes is consistent with Council's stated objectives for land classified 'Residential' zone in LPS No.10 for the following reasons:
- It will provide opportunity for the development of an attractive and safe residential environment comprising modern, affordable, high quality housing within a well established urban area;
 - It will add to the diversity of housing stock and provide a variety of housing choice for future potential residents in the Bassendean locality;
 - It is unlikely to compromise the existing character, amenity or compatibility of land usage in the immediate locality; and
 - It will result in the provision of additional residential dwellings and in so-doing help satisfy the current strong demand for housing in the Bassendean locality and the Perth Metropolitan Region generally.
11. Clause 5.3.1.1 of LPS No.10 states that where a split density code is depicted on the Scheme Maps, development shall conform to the lower density code applicable to the lot unless Council determines that development up to the middle or higher density codes is acceptable, having regard for Clause 5.3.1.2.
12. Clause 5.3.1.2 states that development in excess of the lower density, in this case R40, shall be considered acceptable to Council where:
- a) *in the opinion of Council the lot has a road frontage sufficient to allow at least two homes and a shared accessway, where required to service development to the rear;*
- b) *There is due regard for relevant Local Planning Policies;*
- c) *Identified heritage objectives are not compromised;*
- d) *The proposal demonstrates elements of water sensitive urban design; and*
- e) *The existing streetscape is being preserved*
13. It is contended that the proposed new multiple dwelling development on the subject land is capable of being considered at the higher density coding of R40 for the following reasons:
- The subject land is located adjacent the Bassendean train station and town centre. As such it is contended that the design of the new multiple dwelling development is consistent with the built form and bulk of numerous existing

two storey buildings within the immediate locality and is therefore unlikely to have a detrimental impact upon the local streetscape;

- The land is current vacant/unused and therefore does not comprise any heritage value;
 - The new multiple dwelling development on Lots 740 & 52 have been designed with due regard for and generally meets the 'deemed to comply requirements' of the R-Codes;
 - The new multiple dwelling development has been designed with due regard for the Town's Local Planning Policy No.2 – '*Energy Efficient Design*' (LPP No.2). It is significant to note that each apartment within the proposed development achieves the minimum credit points (i.e. 70 points) required by LPP No.2 (see checklist on drawing A2.02);
 - The new multiple dwelling development has been designed with due regard for the Town's Local Planning Policy No.3 – '*Water Sensitive Design*' (LPP No.3)(see attached checklist);
 - The design of the new multiple dwelling development is interesting and articulated and provides for the integration of high quality materials which will make a positive contribution to the amenity and character of the local streetscape; and
 - The design of the new multiple dwelling development on Lots 740 & 52 will result in a positive contribution to the streetscape, allowing for improved passive surveillance of Railway Parade and the adjoining right of way.
14. The design of the new multiple dwelling development on the subject land has been formulated with due regard for the relevant 'deemed to comply requirements' of the Residential Design Codes (2013) and the Town of Bassendean's current operative Local Planning Scheme No.10 including all associated local planning policies, with the exception of the following:
- i) R-Code Element 6.1.3 C3.1 – 'Street setback';
 - ii) R-Code Element 6.1.4 C4.1 – 'Lot boundary setbacks' (i.e. buildings on boundary);
 - iii) R-Code Element 6.3.2 C2 – 'Landscaping' (hardstand);
 - iv) R-Code Element 6.3.6 C6.3 – 'Site works'; and
 - v) R-Code Element 6.4.1 C1.1 – 'Visual privacy'.
- A 'Design Principles Submission Table' addressing the relevant 'design principles criteria' for those elements of the design layout that do not meet the 'deemed to comply requirements' of the Residential Design Codes (2013) is attached herewith for review and consideration by the Town and the Metro Central JDAP (see Appendix 3).
15. A Waste Management Plan has been prepared in support of the proposed development on the subject land (see Appendix 4 – Waste Management Plan).
16. The Town is advised that the landowner has made the necessary arrangements to amalgamate Lots 740 and 52 into one (1) new separately titled lot to accommodate the proposed development. As such, it is anticipated that the Metro Central JDAP will make any planning approval for the project conditional

upon the amalgamation process being finalised prior to the Town's issuance of a building permit or prior to occupation of the multiple dwellings.

CONCLUSION

In light of the information and justifications attached herewith, we respectfully request the Town and Metro Central JDAP's favorable consideration and conditional approval of the application at their earliest possible convenience.

Should you have any queries or require any additional information please do not hesitate to contact me on 9248 8777 or carlo@urp.com.au.

Yours faithfully,



Carlo Famiano
Town Planner
Urban & Rural Perspectives

Encl. Completed & Signed 'Application for Approval to Commence Development' form & 'DAP Form 1'
Planning Application Fee of \$12,312.00 (Cheque)
Certificates of Title for the subject land
Three (3) copies of the site development plans
'Energy Efficient Design Policy' and 'Water Sensitive Design Policy' checklists
'Design Principles Submission Table'
Two (2) electronic copies of the application documentation & plans

cc: Mark & Sandra Hammond (Landowners)

DESIGN PRINCIPLES SUBMISSION TABLE

| R-CODE DESIGN ELEMENT | PROPOSED VARIATION TO 'DEEMED TO COMPLY REQUIREMENTS' | DESIGN PRINCIPLES JUSTIFICATION |
|---|---|--|
| Element 6.1.2 C2 - 'Building height' | <p>The application proposes that:</p> <p>i) a portion of the new multiple dwelling development (i.e. Apartments 8 & 19) comprise a maximum building height of 6.421 metres from natural ground level (NGL) in lieu of a maximum wall height of 6 metres from NGL permitted by the 'deemed to comply requirements' of the R-Codes for a pitched roof structure; and</p> <p>ii) various portions of the new multiple dwelling development (i.e. Apartments 12 to 18) contain a skillion-type roof structure that will comprise a maximum wall height ranging from 6 metres to 6.994 metres from the 'natural ground level' (NGL) in lieu of a maximum allowable wall height of 6 metres from NGL permitted by the 'deemed to comply requirements' of the R-Codes.</p> | <ol style="list-style-type: none"> 1. The R-Codes do not address or include development standards for skillion-type roof structures. Given this fact, it is recognised and acknowledged that there is a predisposition that the high side of the skillion roof results in a wall height greater than 6 metres from the natural ground level (NGL). As such, the skillion roof structure will require consideration under the 'design principles criteria' of Element 6.1.2 of the R-Codes. 2. The lower side the skillion roof structure proposes a maximum height of 6 metres from NGL, being consistent with the maximum permitted wall height of a pitched roof structure. Furthermore, the high side the skillion roof structure comprises a maximum height of 6.994 metres from NGL, which is lower than the maximum permitted height of a concealed roof structure. 3. In light of the above point, it is contended that a skillion roof structure has less of an impact on the streetscape and the adjoining properties in terms of bulk and scale than a development comprising a concealed roof structure with a maximum wall height of 7 metres from NGL. 4. The proposed variation to the maximum permitted wall height pertaining to Apartments 8 & 19 (i.e. 421mm) for a pitched roof is considered minor and unlikely to have any detrimental impacts on the local streetscape or the amenity of any adjoining residential properties. 5. The proposed ridge height of the proposed pitched roof component of the new development on the subject land meets the 'deemed to comply requirements' of Element 6.1.2 C2 ('Building height') of the R-Codes. 6. The proposed development meets the 'deemed to comply requirements' of Element 6.4.2 C2.1 ('Solar access for adjoining sites') of the R-Codes. 7. Those portions of the proposed development exceeding the maximum permitted wall height help to provide an interesting and articulated front facade. 8. Those portions of the proposed development exceeding the maximum permitted wall height will not have an adverse impact on the local streetscape in terms of its bulk and scale. 9. Lots 740 & 52 are characterised by a 1.5 metre fall from its eastern side boundary to the land's western side boundary. Given this significant variation in the NGL across the entire site, the proposed finished floor levels applicable for the new development have been designed to avoid steps between the |

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| | | <p>dwellings, pedestrian access ways and the entry points for each dwelling, in order to accommodate the physical needs of any disabled and aged occupants of the development.</p> <p>10. The R-Codes do not take into consideration lots with excessive fall. Given the significant natural fall across the width of the subject land (i.e. 1.5 metres) it should be recognised and acknowledged that there is a predisposition to greater variations to the building height arising from the land's future possible development. Notwithstanding this argument, the proposed variations to the proposed building heights are considered minor and therefore unlikely to have any detrimental impacts upon the local streetscape or amenity of any adjoining residential properties.</p> <p>11. The 'view of significance' enjoyed by the subject land and all adjoining residential properties is the Darling Scarp to the east. Despite the proposed variations to the maximum permitted wall heights for the new development on Lot 740 & 52, the variations are considered minor in scale and therefore unlikely to compromise or in any way diminish the 'view of significance' currently enjoyed by any adjoining residential property.</p> <p>12. Element 6.1.2 C2 ('Building height') of the R-Codes allows a maximum ridge height of 9 metres. The proposed maximum ridge height of the new development on Lot 740 & 52 is 9 metres. As such it is contended that where 'views of significance' are a valid consideration, the proposed development is permitted to have a higher roof line resulting in potentially greater impacts on the adjoining properties.</p> <p>Having regard for all of the above it is contended that the proposed building heights for the new multiple dwelling development on Lot 740 & 52 satisfy the 'design principles criteria' Element 6.1.2 of the R-Codes and may therefore be approved by the Town and the JDAP.</p> |
| Element 6.1.3 C1.1 - 'Street setback' | <p>The application proposes that a minor portions of the new multiple dwelling development (i.e. Apartments 2, 4, 7, 13, 15 & 18) comprises a minimum setback to the right of way boundary (i.e. secondary street) 1.125 metres in lieu of a minimum secondary street setback of 1.5 metres as required by the 'deemed to comply requirements' of the R-Codes.</p> | <ol style="list-style-type: none"> 1. The proposed setback variations to secondary street boundary (i.e. between 87mm & 375mm) are considered minor and will not result in the new development having a detrimental impact on the right of way streetscape or the amenity of any adjoining properties. 2. It is significant to note that the setback to the secondary street of the proposed development has been calculated having due regard for the 1 metre widening of the right of way. It is contended that if the widening was not required, the proposed development would meet the 'deemed to comply requirements' of Element 6.1.3 C1.1 ('street setback') of the R-Codes. 3. Those portions of the upper floor Apartments comprising a reduced setback from the right of way are considered an 'architectural feature' (i.e. balconies). 4. The proposed development has been designed with a variable setback along its right of way frontage to help provide an interesting and articulated front facade. 5. The proposed development has been designed to make a positive contribution to the right of way |

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| | | <p>streetscape, with the balconies, outdoor living areas and major opening to various Apartments providing an 'active frontage' to the right of way.</p> <ol style="list-style-type: none"> 6. The proposed development will not have any adverse impacts on the right of way streetscape in terms of its overall bulk and scale. 7. The proposed development will significantly improve current levels of passive surveillance over the right of way. 8. The proposed minor setback variations to the right of way boundary will not have an adverse impact on any major openings to habitable rooms or any outdoor living areas associated with any existing dwellings on the adjoining properties. 9. Lots 740 & 52 are irregular in shape and comprise an angle along its frontage to the right of way resulting in portions of the proposed development comprising a secondary street front setback of less than 1.5 metres. 10. Other than the various minor intrusion, setback of the proposed development to the right of way boundary meets the 'deemed to comply requirements' of Element 6.1.3 C1.1 ('Street setback') of the R-Codes. <p>Having regard for all of the above it is contended that the proposed minor variations to the building setback to the right of way boundary (i.e. secondary street) for the new multiple dwelling development on Lots 740 & 52 satisfy the 'design principles criteria' of Element 6.1.3 of the R-Codes and may therefore be supported and approved by the Town and the JDAP.</p> |
| Element 6.1.4 C4.1 – 'Lot boundary setbacks' (buildings on boundary) | <p>The application proposes that a portion of the proposed multiple dwelling development (i.e. Apartments 4 & 19 and storerooms) be built up to western and southern boundaries in lieu of the R-Codes not containing any 'deemed to comply requirements' relating to the construction of a building on a boundary for a multiple dwelling type development within the on land classified 'Residential R40'.</p> | <ol style="list-style-type: none"> 1. The proposed development meets the 'deemed to comply requirements' of Element 6.4.2 C2.1 ('Solar access for adjoining sites') of the R-Codes as it does not overshadow or detrimentally impact access to light and ventilation for the existing dwellings on any adjoining properties. 2. The proposed development makes effective use of all available space and provides for the creation of adequate internal and external living areas of each Apartment which will benefit all future occupants. 3. It is contended that those portions of the proposed development to be built up to the western and southern boundaries will not have any adverse impacts on the local streetscape in terms of its bulk and scale. 4. Other than the balconies pertaining to those dwellings orientated towards the rear right of way, the proposed development meets the 'deemed to comply requirements' of Element 6.4.1 C1.1 ('Visual privacy') of the R-Codes. 5. With respect to any potential impacts the new development on Lots 740 & 52 may have on the amenity |

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| | | <p>of adjoining Lot 51 (No.76) Railway Parade, the following points are submitted in support of the proposal:</p> <ul style="list-style-type: none"> i) Those portions of the proposed development built up to the western and southern boundaries about an existing commercial development (i.e. liquor store) on adjoining Lot 51. Given this adjoining land use, the proposed development could not reasonably be expected to have any adverse amenity impacts on adjoining Lot 51; i) Those portions of the proposed development to be built up to the western and southern boundaries will assist with screening any adverse amenity impacts (i.e. noise, light spillage etc) generated by the existing commercial development on adjoining Lot 51 on the future occupants of the development on Lots 740 & 52; and ii) The current owner/s of Lots 740 & 52 also own adjoining Lot 51. As such, the owners of adjoining Lot 51 raise no objections to the proposed multiple dwelling development on Lots 740 & 52. <p>Having regard for all of the above it is contended that those portions of the proposed new multiple dwelling development on Lots 740 & 52 to be built up to the western and southern boundaries satisfies the 'design principles criteria' of Element 6.1.4 of the R-Codes and may therefore be approved by the Town and the JDAP.</p> |
| <p>Element 6.3.2 C2 - 'Landscaping' (hardstand)</p> | <p>The application proposes that the new multiple dwelling development will comprise 39% (i.e. 47m²) of the front setback area being landscaped in lieu of 50% (i.e. 60m²) required by the 'deemed to comply requirements' of the R-Codes.</p> | <ol style="list-style-type: none"> 1. The proposed variation to the maximum permitted hardstand area (i.e. 11% or 13m²) within the street setback area of the new development is unlikely to have a detrimental impact on the amenity of the local streetscape or any adjoining properties. 2. The Railway Parade verge area adjoining Lots 740 & 52 comprises a width of approximately 3.5 metres and is currently landscaped and maintained by the Town (i.e. hedges & street trees). The current landscaping treatment within the Railway Parade verge area will help soften any potential negative visual impacts that the proposed hardstand may have on the local streetscape. 3. The proposed development has been designed to provide vehicle access to the residents car parking area from the existing right of way adjoining the rear boundary of the subject land, therefore reducing any potential visual impacts the car parking area may have on the Railway Parade streetscape. 4. The proposed development will be professionally landscaped and paved throughout to ensure it makes a positive contribution to the local streetscape and provides an attractive and safe environment for future occupants and visitors. 5. The proposed driveway crossover, vehicle and pedestrian accessways and on-site parking bays for the development have been sited and designed to ensure safe and convenient access for vehicles and pedestrians. |

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| | | <p>Having regard for all of the above it is contended that the extent of proposed hardstand within the front setback area of the new multiple dwelling development on Lots 740 & 52 satisfy the 'design principles criteria' of Element 6.3.2 of the R-Codes and may therefore be approved by the Town and the JDAP.</p> |
| <p>Element 6.3.6 C6.3 - 'Site works'</p> | <p>The application proposes that a portions of a new retaining walls and fill to be built up along the western side boundary will comprise a maximum height of 880mm above natural ground level (NGL) in lieu of a maximum allowable height of 500mm above NGL permitted by the 'deemed to comply requirements' of the R-Codes.</p> | <ol style="list-style-type: none"> 1. The proposed retaining wall height and fill variation (i.e. 380mm max) along the land's western side boundary is considered minor and unlikely to have any detrimental impacts on the amenity of any adjoining residential properties. 2. Lots 740 & 52 are characterised by a 1.5 metre fall from its eastern side boundary to the land's western side boundary. Given this significant variation in the natural ground level across the entire site, the proposed finished floor levels applicable for the new development have been designed to avoid steps between the dwellings, pedestrian access ways and the entry points for each dwelling, in order to accommodate the physical needs of any disabled and aged occupants of the development. 3. A 1.8 metre high solid dividing fence will be constructed on top of the new retaining wall along the western side boundary to prevent direct overlooking of the adjoining property. 4. That portion of the new retaining wall and fill along the western side boundary in excess of 500mm above NGL is unlikely to have any detrimental impacts on the local streetscape in terms of their design, bulk and scale. 6. Other than the balconies pertaining to those dwellings orientated towards the rear right of way, the proposed development meets the 'deemed to comply requirements' of Element 6.4.1 C1.1 ('Visual privacy') of the R-Codes. 5. The proposed development meets the 'deemed to comply requirements' of Element 6.4.2 C2.1 ('Solar access for adjoining sites') of the R-Codes as it does not overshadow or detrimentally impact access to light and ventilation for the existing dwellings on any adjoining properties. 6. The proposed retaining wall and fill will make effective use of all available space and provides for the creation of adequate internal and external living areas which will benefit all future occupants of the new development. 7. With respect to any potential impacts the new development on Lots 740 & 52 may have on the amenity of adjoining Lot 51 (No.76) Railway Parade, the following points are submitted in support of the proposal: <ol style="list-style-type: none"> i) That portion of the retaining wall and fill to be built up to the western side boundary abuts the car parking area for an existing commercial development (i.e. liquor store) on adjoining Lot 51. Given this adjoining land use, the proposed development could not reasonably be expected to have any adverse amenity impacts on adjoining Lot 51; |

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| | | <p>ii) That portion of the proposed retaining wall and fill to be built up to the western side boundary will assist with screening the new development from the existing commercial development on adjoining Lot 51. Furthermore, the combined height of the retaining wall and dividing fence will assist with providing improved security for the proposed residential development on Lots 740 & 52; from the car parking area on Lot 51; and</p> <p>iii) The current owner/s of Lots 740 & 52 also own adjoining Lot 51. As such, the owners of adjoining Lot 51 raise no objections to the proposed multiple dwelling development on Lots 740 & 52.</p> <p>Having regard for all of the above it is contended that those portions of the new retaining walls and fill to be built up to the western side boundary in excess of 500mm above NGL satisfies the 'design principles criteria' of Element 6.3.6 of the R-Codes and may therefore be approved by the City and the JDAP.</p> |
| <p>Element 6.4.1 'Visual privacy'</p> | <p>C1.1- The application proposes a portion of the 7.5 metre 'cone of vision' from Apartments 12, 13, 14, 15, 17 & 18 will extend over the adjoining property to the north (i.e. Lot 4 Ivanhoe Street).</p> | <ol style="list-style-type: none"> 1. The proposed development has been designed to effectively locate all major openings to habitable rooms in a manner which avoids overlooking and maintains the visual privacy of all adjoining residential properties. 2. With the exception of the balconies, the proposed development on Lot 740 & 52 meets the 'deemed to comply requirements' of Element 6.4.1 C1.1 ('Visual privacy') of the R-Codes. 3. Those portions of the 'cones of vision' extending over all immediately adjoining property are not considered to be excessive or detrimental in terms of visual privacy impacts. 4. The balconies for Apartments 12 to 18 will be of significant benefit in terms of improving current levels of passive surveillance over the right of way (i.e. secondary street). 5. That portion of the 'cones of vision' from the upper level rear apartments of the proposed development will extend over the side setback area of the existing church on the Lot 4 (No.6) Ivanhoe Street to the north. This proposed 'overlooking' arrangement is unlikely to have any detrimental impacts in terms of visual privacy given this land's current usage as a public building and could be expected to be of significant benefit in terms of improving current levels of passive surveillance. <p>Having regard for all of the above it is contended that those portions of the 'cones of vision' extending from the proposed multiple dwelling development on Lots 740 & 52 over the adjoining northern property satisfies the 'design principles criteria' of Element 6.4.1 of the R-Codes and may therefore be approved by the City and the JDAP.</p> |

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Waste Management Plan

Proposed Twenty Two (22) Multiple Dwellings
Lots 740 & 52 (Nos.72 & 74) Railway Parade, Bassendean

Town of Bassendean



Prepared for:

Mark & Sandra Hammond

Prepared by:

Urban & Rural Perspectives
Town Planners & Building Designers
Unit 8 /16 Kent Way MALAGA WA 6090
PO Box 2507 MALAGA WA 6944
(Tel) 9248 8777

FEBRUARY 2015

Background

This Waste Management Plan has been prepared in support of the application for planning approval submitted to the Town of Bassendean and the Central Joint Development Assessment Panel (JDAP) for the construction of twenty two (22) new multiple dwellings on Lots 740 & 52 (Nos.72 & 74) Railway Parade, Bassendean.

Purpose of Plan

The Waste Management Plan has been submitted in support of the planning application for the construction of twenty two (22) new multiple dwellings on Lots 740 & 52 (Nos.72 & 74) Railway Parade, Bassendean.

The aim of this Plan is to:

1. Identify the indicative volume of waste.
2. Ensure adequate facilities are provided to serve the future occupants of the proposed multiple dwelling development on the subject land.
3. Demonstrate the proposed design meets industry best practice.
4. Develop the framework of operational procedures required from the strata management company to ensure that the management of waste is to best practice.

Key Reference Material

The key references are:

- *Guide to Best Practice for Waste Management in Multi-unit Development published in June 2010 by Sustainability Victoria; and*
- *Town of Bassendean Rubbish and Recycle Collection information.*

Estimated Volumes and MGB Type

Volume

The proposed multiple dwelling development on the subject land consists of 6 x single bedroom units and 16 x 2 bedroom units.

The *Guide to Best Practice for Waste Management* indicates that on average, each multiple dwelling (i.e. 'apartment') will generate

- 80L of rubbish per unit per week
- 40L of recycling per unit per week

In light of the above requirements, the proposed development on the subject land will generate the following demand:

- I) General refuse - 1,760L rubbish per week
- II) Recycling - 880L recycling material per week

Bin Type

Given the relatively small volume of waste being generated per dwelling, it is proposed as part of this application that the development be supplied with eight (8) 240 litre mobile bins for general refuse and four (4) 240 litre mobile bins for recycling.

This will provide for the total weekly capacity of 1,920L for general refuse and 960L for recycling, which exceeds the estimated total weekly volume of rubbish/recycling generated by the twenty two (22) multiple dwellings.

In light of the above, it is contended that the provision of eight (8) general waste mobile bins and four (4) recycle mobile bins, including associated storage facilities, is sufficient to accommodate the needs of the future occupants of the development.

Collection Frequency and Provider

The Town of Bassendean (via Cleanaway) is the rubbish collection service provider. The following collection services are provided to residential properties within the municipality:

- Weekly 240 litre general refuse bin collection.
- Fortnightly 240 litre recycling bin collection.
- Annual bulk rubbish/junk collection.
- Annual collection of tree prunings.

All bins will be collected by the Cleanaway along the verge area abutting the subject land (i.e. Railway Parade) as part of its standard weekly & fortnightly waste collection service undertaken within the immediate locality.

An appointed site manager (i.e. resident) will be responsible for transferring the bins from the bin storage areas to the street verge the night prior to pick up and returning the bins on the evening of collection day.

Location, size and features of bin storage area

Bin storage areas will be located in two (2) separate locations within the development to facilitate ease of access (see Appendix 1 – Site Development Plan).

It is significant to note that the two (2) storage areas consist of a main facility located abutting the common driveway/car parking area within the central eastern part of the development with the smaller secondary bin storage area being located within the western part of the development abutting the storerooms.

The proposed location of the bin storage areas will:

- i) Be screened from the public realm;
- ii) Minimise odour levels commonly associated with a single larger compound; and
- iii) Provide easy access to all future occupants of the development.

Key design points of the common bin storage areas are as follows:

- The bin storage areas will comprise a tap for wash-down purposes.
- The bin storage areas within the common area will be secure and screened from the future occupants of the development.
- The bin storage areas will allow for easy access and movement to the verge area on pick up days via a dedicated access way along the land's eastern boundary.
- A bin pick up area provided within the Railway Parade verge area.

Noise, odour & minimizing landfill

It is anticipated that the disbursement of the bin storage areas throughout the development will provide easy access by the occupants of each individual dwelling and minimize disruption to neighbors and residents.

Noise

The common bin storage areas are screened and located within the common areas abutting the storeroom structures. It is expected that these storage areas will generate minimal vertical and horizontal noise transfer during use. As such, it is contended that the noise generated from the bin storage areas will not generate any undue noise that would not be consistent with that generated by the adjoining properties.

In light of the above, it is contended that there will be no notable impacts on the residential dwellings on the adjoining properties from the development on the subject land in terms of waste management.

Odour

Strategies to minimize odour are:

- Separation of bin storage areas.
- Screening the bin storage areas.
- Allowing for natural ventilation of the bin storage areas.
- Regular washing of the bins and storage areas.

Minimising landfill

Given that the Town of Bassendean provide two (2) separate bins (i.e. general waste and recycling), it allows occupants of the development to sort rubbish accordingly. The provision of recycling bins will enable occupants of the development to place the following items for recycle collection:

- Glass bottles and jars (excluding broken glass, plates, pottery etc).
- All plastic bottles.
- Newspapers and glossy magazines, paper, envelopes
- Cardboard boxes, cereal boxes, pizza boxes, egg cartons etc.
- Cans - steel and aluminum, including aerosols cans.
- Milk and juice cartons.

Furthermore, the Town of Bassendean provides an annual bulk junk and greens pick up to reduce the amount of waste being placed within the general waste bin.

In light of the above services, it is contended that adequate measures are available for the future occupants of the development to minimize disposal of rubbish within the general waste bin resulting in long term reduction of landfill.

Screening and blending of storage area/s

The bin storage areas will be purpose built compounds specifically designed and screened from the public realm (i.e. Railway Parade). The materials and finishes of

the bin storage compounds will harmonise with those materials to be used for the proposed development.

Impact on adjacent properties

The adjoining properties comprise a mix of single detached dwellings and a commercial development (i.e. liquor store). The proposed multiple dwelling development on the subject land has been designed to provide an adequate setback between the main bin storage area and the existing single dwellings on the adjoining properties. Whilst the secondary bin storage area located in the western part of the development has been designed to be small and consistent with a bin storage area akin to a conventional residential development (i.e. grouped dwelling development).

In light of the above, it is contended that any potential impacts on the adjoining properties from the proposed bin storage areas is expected to be minimal and would be consistent with the waste disposal activities of a typical grouped dwelling development within the immediate locality.

Strata Management Company Requirements - Waste Management

The appointed Strata Management Company contracted to manage the multiple dwellings on the subject land will be responsible to:

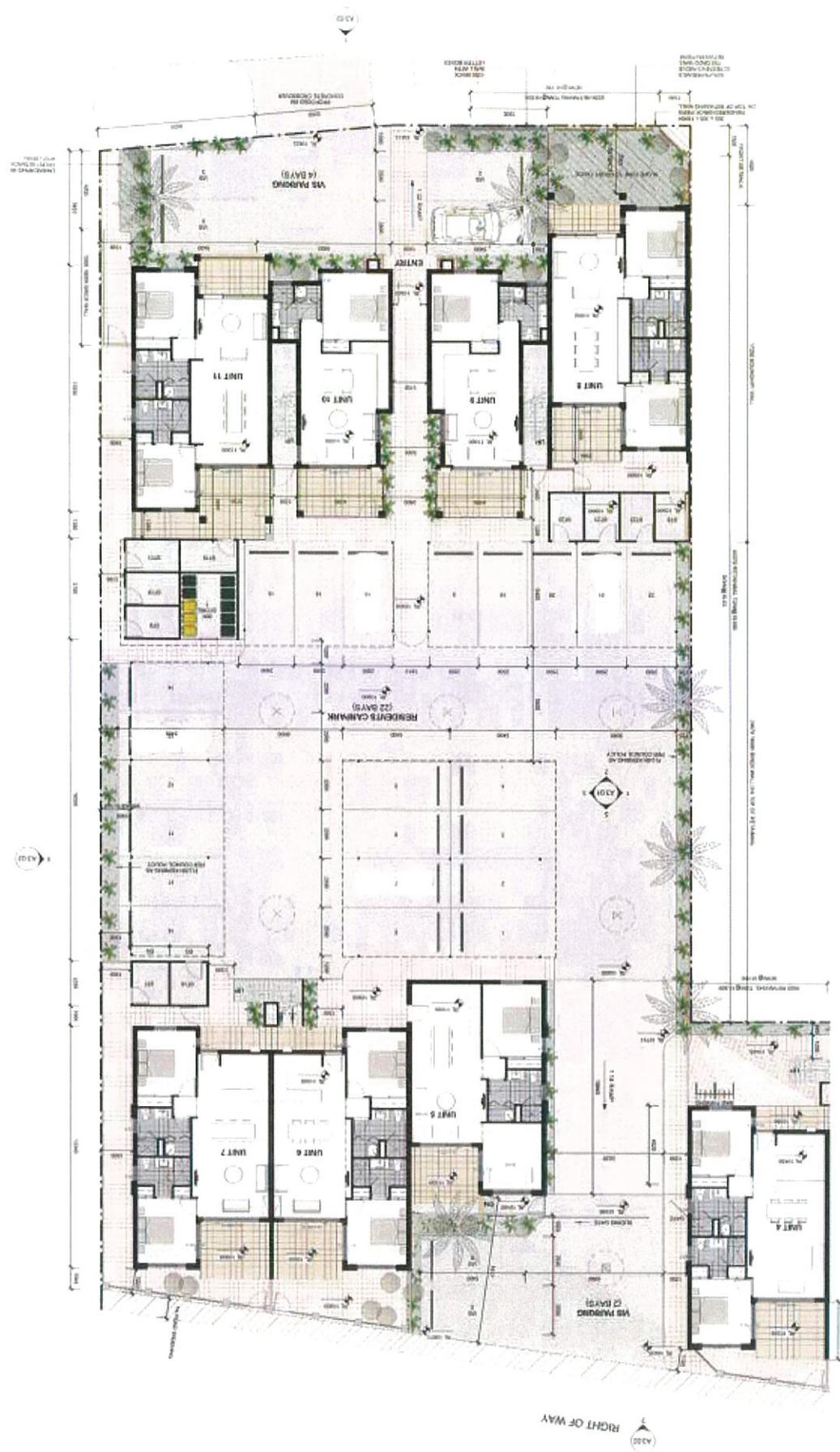
- Appoint a site manager (i.e. a resident) to coordinate the occupants of the complex to arrange cleaning of the bins and bin storage areas every two (2) to three (3) weeks;
- Ensure litter is cleaned up through regular landscape maintenance; and
- Deal promptly with any issues or complaints relating to hygiene, noise, odour or other inconvenience.

The future prospective purchases/occupants of the complex will be provided with a copy of the Waste Management Plan on occupancy of a dwelling.

APPENDIX 1 – SITE DEVELOPMENT PLAN

| NO. | DESCRIPTION | QTY | UNIT | TOTAL |
|-----|-------------|-----|----------------|-------|
| 1 | CONCRETE | 100 | M ² | 100 |
| 2 | STEEL | 50 | M ² | 50 |
| 3 | GLASS | 200 | M ² | 200 |
| 4 | CEILING | 150 | M ² | 150 |
| 5 | FLOORING | 120 | M ² | 120 |
| 6 | PAINT | 80 | M ² | 80 |
| 7 | MECHANICAL | 30 | M ² | 30 |
| 8 | ELECTRICAL | 20 | M ² | 20 |
| 9 | PLUMBING | 15 | M ² | 15 |
| 10 | LANDSCAPING | 10 | M ² | 10 |
| 11 | CONCRETE | 100 | M ² | 100 |
| 12 | STEEL | 50 | M ² | 50 |
| 13 | GLASS | 200 | M ² | 200 |
| 14 | CEILING | 150 | M ² | 150 |
| 15 | FLOORING | 120 | M ² | 120 |
| 16 | PAINT | 80 | M ² | 80 |
| 17 | MECHANICAL | 30 | M ² | 30 |
| 18 | ELECTRICAL | 20 | M ² | 20 |
| 19 | PLUMBING | 15 | M ² | 15 |
| 20 | LANDSCAPING | 10 | M ² | 10 |

| NO. | DESCRIPTION | DATE |
|-----|-----------------------------------|-------|
| 1 | PROPOSED SITE / GROUND FLOOR PLAN | 10/01 |



RIGHT OF WAY

LANDSCAPING IN CONFORMANCE WITH THE TOWN OF BOARDMAN



← (3/10)

PLOT 145 & 147
 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000

| UNIT | ORIENTATION FACING NORTH | NIGHT FACING CORRIDOR AND WINDERS W/C OF NIGHT WALL | SEE WINDERS FACING NORTH AND WINDERS W/C OF NORTH WALL | EAST AND WEST FACING WALLS CORNER | % ROOM CROSS VENTILATED | WALL TOY WATER LIFT ON SKULLER FENCE | LANDSCAPE DESIGN CONFORMANCE | TOTAL |
|------|-----------------------------|--|--|---|----------------------------|--|---------------------------------|-------|
| 1 | 0 | 24 | 15 | 28 | 10 | 0 | 0 | 78 |
| 2 | 0 | 15 | 15 | 18 | 10 | 0 | 0 | 78 |
| 3 | 0 | 23 | 15 | 28 | 10 | 0 | 0 | 78 |
| 4 | 0 | 23 | 15 | 28 | 10 | 0 | 0 | 78 |
| 5 | 0 | 23 | 15 | 28 | 10 | 0 | 0 | 78 |
| 6 | 0 | 23 | 15 | 28 | 10 | 0 | 0 | 78 |
| 7 | 0 | 24 | 15 | 28 | 10 | 0 | 0 | 78 |
| 8 | 0 | 24 | 15 | 28 | 10 | 0 | 0 | 78 |
| 9 | 0 | 24 | 15 | 28 | 10 | 0 | 0 | 78 |
| 10 | 0 | 24 | 15 | 28 | 10 | 0 | 0 | 78 |
| 11 | 0 | 24 | 15 | 28 | 10 | 0 | 0 | 78 |
| 12 | 0 | 23 | 15 | 28 | 10 | 0 | 0 | 78 |
| 13 | 0 | 23 | 15 | 28 | 10 | 0 | 0 | 78 |
| 14 | 0 | 23 | 15 | 28 | 10 | 0 | 0 | 78 |
| 15 | 0 | 24 | 15 | 28 | 10 | 0 | 0 | 78 |
| 16 | 0 | 15 | 15 | 28 | 10 | 0 | 0 | 78 |
| 17 | 0 | 15 | 15 | 28 | 10 | 0 | 0 | 78 |
| 18 | 0 | 15 | 15 | 28 | 10 | 0 | 0 | 78 |
| 19 | 0 | 15 | 15 | 28 | 10 | 0 | 0 | 78 |
| 20 | 0 | 15 | 15 | 28 | 10 | 0 | 0 | 78 |
| 21 | 0 | 24 | 15 | 28 | 10 | 0 | 0 | 78 |
| 22 | 0 | 15 | 15 | 28 | 10 | 0 | 0 | 78 |

13 May 2015

Chief Executive Officer
Town of Bassendean
PO Box 87
BASSENDEAN WA 6934

Document #: IPA-8758015
Date: 13.05.2015
Officer: CHRISTIAN BUTTLE
File: DABC/BDVAPPS/2015-030



Attention: Mr Christian Buttle – Senior Planning Officer

Dear Christian

**APPLICATION FOR APPROVAL TO COMMENCE DEVELOPMENT
PROPOSED TWENTY TWO (22) NEW MULTIPLE DWELLINGS
LOT 54 (NO.72) RAILWAY PARADE, BASSENDEAN
TOWN OF BASSENDEAN (REF: DAP/15/00740 & DA 2015-030)**

We refer to the Town's email correspondence to this office dated 1 May 2015 regarding the abovementioned application wherein it:

- i) advised that the proposal does not comply with clause 5.3(e) of the Town's Local Planning Scheme No.10;
- ii) advised that the new multiple dwelling development does not satisfy the provisions of the Town's Local Planning Policy No.2 entitled 'Energy Efficient Design', as the proposal does not achieve a minimum score of 70 of 100 credit points;
- iii) advised that the new multiple dwelling development has not addressed the requirements of the Town of Bassendean Local Planning Policy No.3 entitled 'Water Sensitive Design';
- iv) advised that the new multiple dwelling development does not satisfy the 'deemed to comply requirements' of various design elements of the Residential Design Codes of Western Australian ('R-Codes');
- v) advised that the bin storage and collection areas are insufficient for the new development;
- vi) requested the preparation and submission of an acoustic report for the development; and
- vii) requested the preparation and submission of amended plans addressing those matters listed above.

Having regard for the abovementioned matters amended plans are enclosed herewith in support of the application for the new multiple dwelling development on the subject land. In addition we hereby submit the following information for the Town's consideration in determining the application:

Town of Bassendean Local Planning Scheme No.10 - Clause 5.3 (e)

Amended plans have been prepared (see copies enclosed herewith) illustrating the provision of additional landscaping within the Railway Parade frontage and reduction of the entry portico height to reduce the overall bulk and scale of the building.

The existing streetscape along Railway Parade contains an eclectic mix of housing, commercial type developments and a railway station. It is significant to note that the subject land is located approximately 150m-200m north-west of the traditional Bassendean town centre main street (Old Perth Road), which comprises various two (2) storey commercial developments.

Given the close proximity of the railway station and the Bassendean townsite, it is contended that the current housing stock along Railway Parade will be redeveloped in the short term future to accommodate residential developments at a higher density (i.e. multiple dwellings), therefore replacing the current single storey built form.

In light of the above, it is considered reasonable to conclude that the streetscape along this portion of Railway Parade is poor, not uniform, comprises little character and is in a transition stage. As such it is contended that the proposed construction of a new multiple dwelling development on the subject land is unlikely to have a negative impact on the existing character and amenity of the local streetscape for the following reasons:

- i) The new multiple dwelling development is consistent with the built form and bulk of numerous existing two storey commercial development located within the nearby Bassendean townsite;
- ii) The design of the new multiple dwelling development on the subject land is interesting and articulated and provides for the integration of high quality materials which will make a positive contribution to the amenity and character of the local streetscape;
- iii) The design of the new multiple dwelling development on the subject land will result in a positive contribution to the streetscape, allowing for improved passive surveillance of Railway Parade and the train station opposite the subject land;
- iv) The application provides the opportunity for the development of an attractive and safe residential environment comprising modern, affordable, high quality housing within a well established urban area; and
- v) The proposed development is unlikely to compromise the existing character, amenity or compatibility of land usage in the immediate locality.

Town of Bassendean Local Planning Policy No.2 - 'Energy Efficient Design'

Amended plans have been prepared (see copies enclosed herewith) illustrating compliance the Town of Bassendean Local Planning Policy No.2 ('Energy Efficient Design').

Town of Bassendean Local Planning Policy No.3 - 'Water Sensitive Design'

Amended plans have been prepared (see copies enclosed herewith) illustrating compliance the Town of Bassendean Local Planning Policy No.3 ('Water Sensitive Design'). A copy of the 'Water Sensitive Design Policy Checklist' is attached herewith for the Town's assessment.

R-Codes Element 6.1.2 C2 - 'Building height'

We respectfully request the Town and Metro Central JDAP to consider the building height for the proposed development under the 'design principles criteria' of the R-Codes. Written justification regarding this matter was submitted with the Town as part of the original submission dated 18 February 2015.

R-Codes Element 6.1.4 C4.1 – 'Lot boundary setbacks'

We respectfully request the Town and Metro Central JDAP to consider the variations to the lot boundary setbacks for the proposed development under the 'design principles criteria' of the R-Codes. Written justification regarding this matter was submitted with the Town as part of the original submission dated 18 February 2015.

R-Codes Element 6.2.1 C1.1 – 'Street surveillance'

Amended plans have been prepared (see copies enclosed herewith) illustrating the provision of a main communal entry point clearly visible along the land's Railway Parade frontage and entry points for Units 8 and 11 in accordance with the 'deemed to comply requirements' of Element 6.2.1 C1.1 of the R-Codes.

R-Codes Element 6.2.2 C2 – 'Street walls and fences'

Amended plans have been prepared (see copies enclosed herewith) reducing the solid portion of the retaining wall and front fence to a maximum height of 1.2 metres, with visually permeable fencing above.

R-Codes Element 6.2.4 C4 – 'Building appearance'

It is noted that the Town does have a local planning policy in respect to building appearance. As such, no further information is required to address this matter.

R-Codes Element 6.3.1 C1 – 'Outdoor living areas'

Amended plans have been prepared (see copies enclosed herewith) illustrating the provision of outdoor living areas for each unit in accordance with the 'deemed to comply requirements' of Element 6.3.1 C1 of the R-Codes.

R-Codes Element 6.3.2 C2 – 'Landscaping'

Amended plans have been prepared (see copies enclosed herewith) illustrating the provision of additional landscaping within both the Railway Parade and right of way frontages.

Notwithstanding the above, the application proposes that the new multiple dwelling development will comprise 47% of the front setback area (i.e. Railway Parade) being landscaped in lieu of 50%. As such we respectfully request the Town and Metro Central JDAP to consider the minor variation under the 'design principles criteria' of the R-Codes. Written justification regarding this matter was submitted with the Town as part of the original submission dated 18 February 2015.

In regards to the Town's request for the submission of a landscaping plan prepared by a qualified landscaping architect, we respectfully request that the Town and Metro Central JDAP impose a condition on any planning approval issued requiring the submission of a landscaping plan with the Town for approval prior to the issuance of a building permit.

R-Codes Element 6.3.3 C3.2 – 'Parking'

Amended plans have been prepared (see copies enclosed herewith) illustrating the provision of additional bicycle parking bays to accommodate the needs of the future

occupants of the proposed development in accordance with the 'deemed to comply requirements' of Element 6.3.3 C3.2 of the R-Codes.

R-Codes Element 6.3.4 C4.1 – 'Design of car parking spaces'

Amended plans have been prepared (see copies enclosed herewith) illustrating the design of the on-site car parking bays in accordance with Australian Standards AS2890.1.

R-Codes Element 6.3.6 C6.2 & C6.3 – 'Site works'

We respectfully request the Town and Metro Central JDAP to consider the retaining wall and fill heights for the proposed development under the 'design principles criteria' of the R-Codes. Written justification regarding this matter was submitted with the Town as part of the original submission dated 18 February 2015.

R-Codes Element 6.3.8 C8 – 'Stormwater management'

Amended plans have been prepared (see copies enclosed herewith) illustrating compliance the Town of Bassendean Local Planning Policy No.3 ('Water Sensitive Design').

R-Codes Element 6.4.1 C1.1 – 'Visual privacy'

Amended plans have been prepared (see copies enclosed herewith) relocating the bedroom window and screening the terrace area for Unit 18 in accordance with the 'deemed to comply requirements' of Element 6.4.1 C1.1 of the R-Codes.

R-Codes Element 6.4.3 C3.1 – 'Dwelling size'

It is our view, that the proposed development comprises six (6) single bedroom dwellings in accordance with the 'deemed to comply requirements' of the R-Codes (i.e. the Town has made an error in its assessment of this component of the proposed development).

R-Codes Element 6.4.5 C5.3 – 'External fixtures'

Amended plans have been prepared (see copies enclosed herewith) illustrating the location of various services in accordance with the 'deemed to comply requirements' of Element 6.4.5 C5.3 of the R-Codes.

R-Codes Element 6.4.6 C6.1 – 'Utilities and facilities' (storerooms)

Amended plans have been prepared (see copies enclosed herewith) illustrating the provisions of storerooms for each dwelling in accordance with the 'deemed to comply requirements' of Element 6.4.6 C6.1 of the R-Codes.

R-Codes Element 6.4.6 C6.2 – 'Utilities and facilities' (rubbish bins)

Amended plans have been prepared (see copies enclosed herewith) illustrating the provisions of additional bins to service the proposed development, increase size of bin storage areas and sufficient area along Railway Parade verge abutting the subject land to adequately accommodate the bins during collection days.

Acoustics report

The proposed development has been designed to provide adequate separation between the multiple dwellings on the subject land and existing commercial development on adjoining Lot 51. Notwithstanding this, it is contended that any issues regarding noise emanating from the existing commercial development on adjoining Lot 51 needs to be dealt with independently from this application (i.e. a compliance issue with the commercial development).

In light of the above, we request that the Town withdraw its request for an acoustic report and address any noise issues associated with the existing commercial development on adjoining Lot 51 independently to this application.

In the instance that the Town does favour our request in this matter, we respectfully request that the Town and Metro Central JDAP impose a condition on any planning approval issued requiring an acoustics report be prepared and submitted with the Town prior to the issuance of a building permit.

CONCLUSION

In light of the details contained within the enclosed amended plans and the written information provided above, we respectfully request the Town and Metro Central JDAP's favorable consideration and conditional approval of the application at their earliest possible convenience.

Should you have any queries or require any additional information please do not hesitate to contact me on 9248 8777 or carlo@urp.com.au.

Yours faithfully,



Carlo Famiano
Town Planner
Urban & Rural Perspectives

Encl. Three (3) copies of amended plans (scale plans)
One (1) copy of colour amended plans (A3 – not to scale)
One (1) electronic copy of the plans
'Water Sensitive Design Policy' checklists

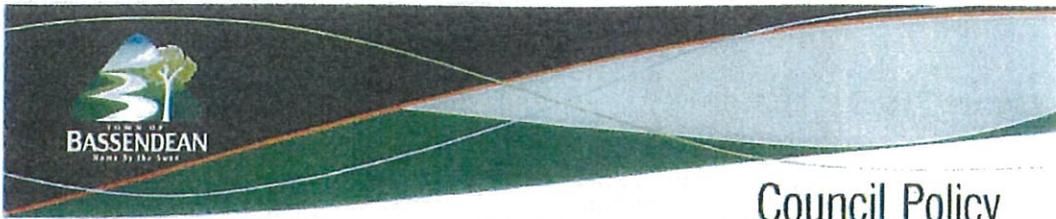
cc: Mark & Sandra Hammond (Landowners)



| UNIT | ORIENTATION (LONGEST AXIS FACING NORTH) | NORTH FACING COURTYARD AND WINDOW FACING NORTH | BENEFICIAL SHADING AREA (BENEFICIAL SOUTH FACING) | EAST AND WEST FACING WALLS "BLANK" | 60% BONUS CROSS VENTILATED | SOLAR HOT WATER UNIT OR SOLAR FERROCLA | LANDSCAPE DESIGN COMPLIANCE | TOTAL |
|------|---|--|---|------------------------------------|----------------------------|--|-----------------------------|-------|
| 1 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 2 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 3 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 4 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 5 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 6 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 7 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 8 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 9 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 10 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 11 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 12 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 13 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 14 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 15 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 16 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 17 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 18 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 19 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 20 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 21 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |
| 22 | 0 | 25 | 15 | 20 | 10 | 0 | 0 | 70 |

Palm Tree
 Shrub
 Lawn
 Turf

PLANTING AREA
 UNIT 1: 1000
 UNIT 2: 1000
 UNIT 3: 1000
 UNIT 4: 1000
 TOTAL: 4000

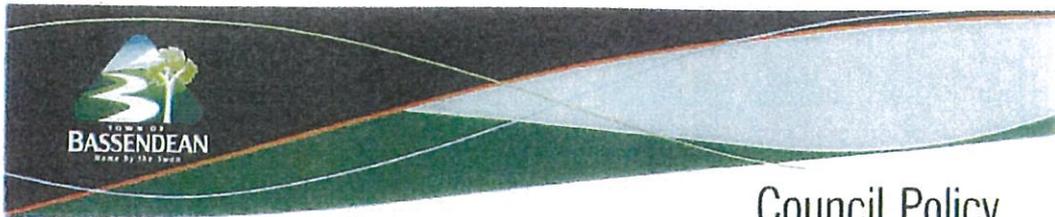


Council Policy

APPENDIX 1 - WATER SENSITIVE DESIGN POLICY CHECKLIST

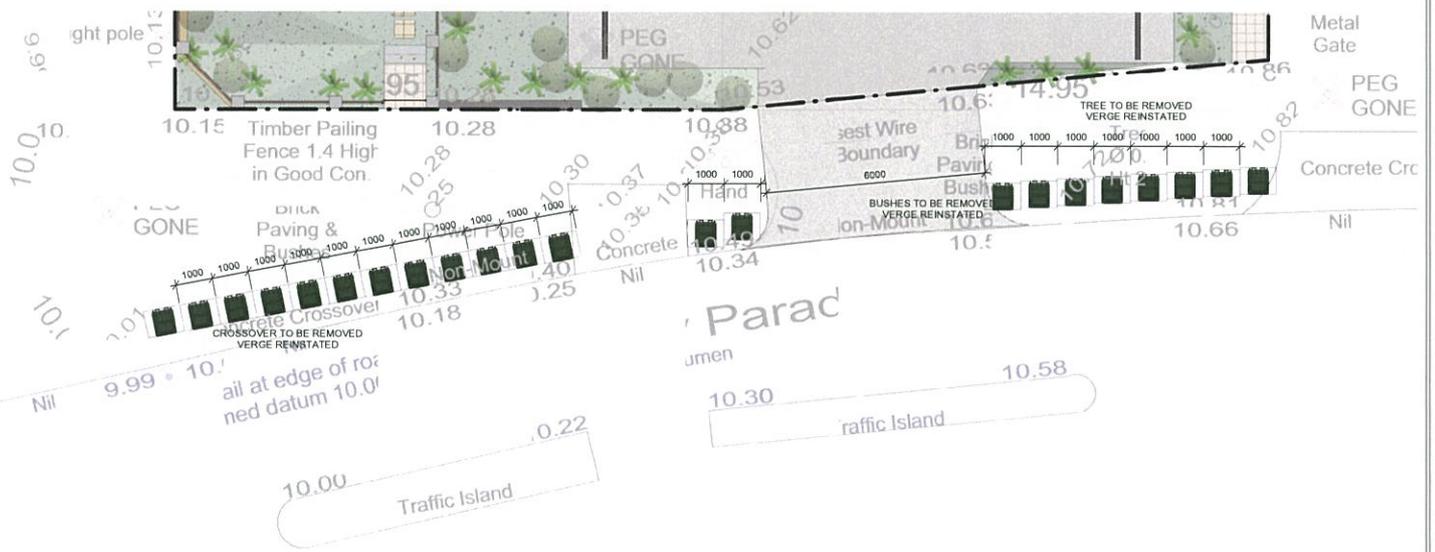
| Section | Policy Application | Structure Plan | Subdivision | Development Application |
|---------|---|----------------|-------------|--|
| 5.1 | Early incorporation of water resource issues in planning | | | |
| 5.2 | Drainage design based on sub-catchments | | | |
| 5.3 | Treatment Train approach from top of catchment | | | |
| | Stormwater management components follow natural contours | | | |
| | Detention capacity able to retain first flush | | | |
| | Detention capacity to meet appropriate hydraulic and detention time criteria | | | |
| | Car park runoff to landscaped detention swales | | | ✓ Stormwater runoff from Car park area |
| | Sediment less than 100 microns trapped | | | |
| 5.4 | Floor levels >500mm above 1:100 | | | ✓ PFL increased |
| | Waterway batter slopes maximum 1:8 | | | |
| | Waterway reserve adequate width | | | |
| | AAMGL calculation meets W&RC requirements | | | |
| | Drainage at or above AAMGL and soil surface >1.2m above AMGL | | | |
| 5.5 | Hydrological study undertaken for protected wetlands | | | |
| | Post development flows approximate pre development flows through adequate detention | | | |

Website: www.bassendean.gov.au Email: mail@bassendean.wa.gov.au Tel: (08) 9377 8000



Council Policy

| Section | Policy Application | Structure Plan | Subdivision | Development Application |
|---------|--|----------------|-------------|-------------------------|
| | Runoff from paving directed to garden or lawn areas | | | ✓ Refers to Plans |
| | Encourage use of pervious paving materials | | | ✓ Paving Provided |
| 5.6 | Natural features incorporated into stormwater design (eg native vegetation, riffles & pools) | | | |
| | Easily maintained sediment traps included | | | ✓ Sedewalls Provided |
| 5.7 | Existing fringing vegetation protected | | | |
| | Fringing vegetation rehabilitated (10 or 15m) | | | |
| | Passive recreation catered for along foreshores | | | |
| | No net loss of open drain habitat | | | |
| | Potential for Multiple Use Corridors evaluated | | | |
| 5.8 | Multi Use Corridors zoned | | | |
| | Management plans for Multiple Use Corridors prepared | | | |



**PROPOSED MULTIPLE DWELLING DEVELOPMENT
 LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
 (Town of Bassendean)**

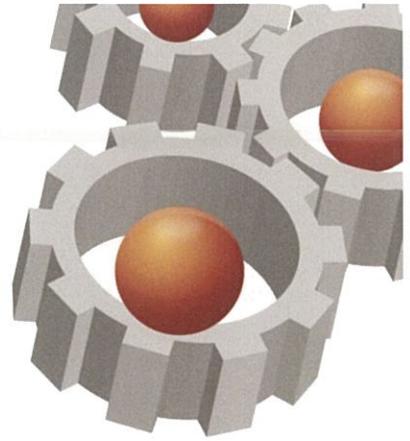
| No. | DESCRIPTION | DATE |
|-----|--------------------|------------|
| 3 | VERGE PICK UP PLAN | 18.05.2015 |
| | | |
| | | |
| | | |
| | | |

22 BINS VERGE PICKUP PLAN

| | | | | | |
|----------------|------------|----------------|----------|----------------|---------|
| Project number | 1414 | Drawing number | | Revision/Issue | |
| Issue Date | 18.05.2015 | A0.00 | 3 | | |
| Drawn by | NK | | | | |
| Checked by | CF | Scale @ A3 | | | 1 : 100 |



DYNAMIC PLANNING
AND DEVELOPMENTS



Attachment 6
Town of Bassendean – Original DA Assessment

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DYNAMIC CREATIVE PROACTIVE INNOVATIVE PASSIONATE

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8. If the planning approval lapses, no development shall be carried out without further approval having first been sought and obtained.
9. If an applicant is aggrieved by this determination there is a right of review under Part 14 of the *Planning and Development Act 2005*. An application for review must be lodged within 28 days of the determination.

Background:

| | |
|----------------------------|--|
| Insert Property Address: | Lot 54 (Nos. 72-74) Railway Parade, Bassendean |
| Insert Zoning | MRS: Urban |
| | TPS: Residential (R20/40) |
| Insert Use Class: | Multiple Dwelling ('P' or permitted land use) |
| Insert Strategy Policy: | Not applicable |
| Insert Development Scheme: | Town of Bassendean Local Planning Scheme No. 10. |
| Insert Lot Size: | 2560 sq. metres |
| Insert Existing Land Use: | Vacant (Permits for the demolition of former single houses at each of Nos. 72 & 74 Railway Parade were issued in 2013) |
| Value of Development: | \$3.3 million |

Nos. 72 and 74 Railway Parade were each previously developed for the purpose of a single house and the owner of these properties also owns an adjoining property which is developed with a BWS bottle shop. A demolition permit was issued for the removal of the single houses in 2013 and the entirety of the development site has now been cleared.

In January 2013 an application for planning approval was submitted to the Town for the development of 11 grouped dwellings on the same land parcel as that which is the subject of the current application for planning approval. That application was subsequently cancelled in advance of a formal determination being made at the request of the property owner in May 2013.

In October 2013, Danmar Homes on behalf of the property owner, submitted an application for planning approval for the development of 22 multiple dwellings. That application was subsequently cancelled in February 2015, having regard to a lack of required information.

In February 2015, Urban and Regional Perspectives on behalf of the property owner submitted a further application for planning approval for the development of 22 multiple dwellings. This report results from the assessment of this most recent application for planning approval.

Details: outline of development application

The application proposes the construction of 22 multiple dwellings in what is described on the plans as four separate two storey buildings (blocks 1 – 4 as shown on plans). Blocks 1 – 3 each face a rear right-of-way while block 4 faces Railway

Parade. Four visitor car parking spaces are located on the Railway Parade frontage of the development site while a further two visitor car parking spaces and all 22 occupier car parking spaces are accessed from the rear right-of-way.

Legislation & policy:

(a) Town of Bassendean Local Planning Scheme No. 10, including:

- Clause 4.2.1 – Objectives of Residential Zone;
- Clause 5.2 – Residential Design Codes;
- Clause 5.3 – Special Application of Residential Design Codes; and
- Clause 10.2 – Matters to be Considered by Local Government.

Local Planning Scheme No. 10 can be accessed via the following link:

http://www.bassendean.wa.gov.au/7_info_feedback/pdfs/10-Lps-No10-gazetted.pdf

(b) Local Planning Policies

- Local Planning Policy No. 2 – Energy Efficient Design;
- Local Planning Policy No. 3 – Water Sensitive Design;
- Local Planning Policy No. 8 – Parking Specifications;
- Local Planning Policy No. 15 – Percent for Art Policy; and
- Local Planning Policy No. 18 – Landscaping with Local Plants.

(c) Town of Bassendean Local Planning Strategy updated February 2015.

(d) Town of Bassendean Strategic Plan

The following components of the Town's adopted Strategic Plan are of relevance when considering the application for planning approval:

Town Planning and Built Environment

Objective:

- Ensure Town provides choice in housing types.

Strategies:

- Plan for the highest densities to be centred in railway stations, the Town Centre, and major transport routes
- Strive to ensure that higher density housing will have excellent design to ensure that development is people friendly and attractive.
- Strive to ensure that new housing, and particular high density housing has high environmental standards.
- Plan for the availability of a broad range of housing types and affordability

State Government Policy

The following state government policies are of relevance when considering the application for planning approval:

(a) Directions 2031 (Bassendean is an identified District Centre).

(b) State Planning Policy 3.1 – Residential Design Codes of Western Australia.

(c) State Planning Policy 4.2 – Activity Centres for Perth and Peel.

Local Policies

The application for planning approval must be assessed against the Town's adopted Local Planning Policy No. 2 "Energy Efficient Design" and Local Planning Policy No. 3 Water Sensitive Design". These policies are referenced by Clause 5.3 of Local Planning Scheme No. 10 and must be suitably addressed in order for the applicant to gain development entitlements at the higher R40 density code, as proposed.

Additionally, Local Planning Policy No. 8 – Parking Specifications; Local Planning Policy No. 15 – Percent for Art Policy and Local Planning Policy No. 18 – Landscaping with Local Plants are of relevance when considering the application for planning approval.

Local Planning Strategy

The Town has recently prepared an updated version of its Local Planning Strategy, and over the longer term, the land which is the subject of this application for planning approval is intended to be assigned a higher density code of R60/100.

A copy of the Local Planning Strategy has been provided as an attachment to this report.

In considering this proposal at its special meeting on 8 June 2015, Council expressed concern that approval of the proposed development would undermine the density of development which is contemplated within the Strategy into the future. Refer also to the section of this report titled 'Council Recommendation'.

Consultation:

Public Consultation

The application was referred to adjoining / nearby property owners for information purposes only (written comment was not sought, notwithstanding certain variations being identified) as described below:

6 Ivanhoe Street, Bassendean (Bassendean Church of Christ)

The property on the opposite side of the right-of-way to the rear (north) of the development site is owned by the Bassendean Church of Christ and is developed with their church.

The most recent application for planning approval dealt with by the Town had incorporated variations to the Deemed-to-comply provisions of the R-Codes relating to visual privacy and the new application maintains similar variations. Additionally, the current application for planning approval incorporates variations to the Deemed-to-comply provisions of the R-Codes relating to wall height, and while this variation was identified in the letter sent to the church, comment was not sought in relation to this matter.

In response to the correspondence from the Town, a representative from the Church contacted the assessing officer and advised that a submission made by the Church

in response to the most recent application for multiple dwellings on the development site held good. The content of that earlier submission is summarised below:

- Seek assurance from the Town that it will not seek to resume any church property to widen the right-of-way which runs between the development site and the church, that any widening of the right-of-way will be on the property developers side, and that the church will not be responsible for any ongoing maintenance of the right-of-way; and
- Advice that the church has 170 members and holds events 7 days a week, both within buildings and associated external surrounds. The developer and future apartment owners should be aware of noise impacts which may result from church activities.

The need for an acoustic report is detailed toward the end of this report and it is possible for the acoustic report to address concerns raised by the church.

Left Hand (western) side – Nos. 2 & 2B Broadway

The property to the rear left hand (western) side of the development site houses two single storey grouped dwellings which were constructed in 1983 and which are held in single ownership.

The Town's letter to this adjoining property owner highlighted the similarity in the current design concept to the most recent application for planning approval dealt with by the Town for the same site, noted the proposed variation to the Deemed-to-comply provisions of the R-Codes relating to wall height and went on to advise that the Town's correspondence sought to inform the adjoining property owner of the proposed development, but was not seeking written comment on the development proposal.

The property to the front left hand (western) side of the development site at No. 76 Railway Parade is developed with a BWS bottle shop which is held in the same ownership as the development site which is the subject of this application for planning approval.

Right Hand (eastern) – side – No. 70 Railway Parade

The property to the right hand (eastern) side of the development site holds a single house, the earliest records for which the Town has relate to a garage addition in 1927. The Western Australian Planning Commission have recently referred a subdivision application for this property to the Town for comment which incorporates the retention of the existing house and creation of a vacant lot facing the rear right-of-way.

The Town's letter to this adjoining property owner highlighted the similarity in the current design concept to the most recent application for planning approval dealt with by the Town for the same site, noted the proposed variation to the Deemed-to-comply provisions of the R-Codes relating to wall height and a proposed boundary wall and went on to advise that the Town's correspondence sought to inform the adjoining property owner of the proposed development, but was not seeking written comment on the development proposal.

population growth in a manner that provides net environmental, social and economic benefit;

- (d) to make provision for housing types that respond to the demands of an ageing population and declining occupancy rates;*
- (e) to limit non-residential activities to those of which the predominant function is to service the local residential neighbourhood and for self-employment or creative activities, provided such activities have no detrimental effect on the residential amenity;*
- (f) to ensure that the density of development takes cognisance of the availability of reticulated sewerage, the effluent disposal characteristics of the land and other environmental factors; and*
- (g) to ensure that subdivision and development comply with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council.*

The form of development which has been proposed is appropriate having regard to the location of the development site and its proximity to services and infrastructure. In this respect the development which has been proposed assists in accommodating population growth (2 dwellings replaced with 22 dwellings) while also providing a form of dwelling type that is not well represented within the Town and which caters for a lower occupancy ratio to that of a traditional family dwelling.

A summary of the technical planning assessment is provided below:

Density of Development

Clause 5.3 of the Town's Local Planning Scheme No. 10 (LPS10) is titled 'Special Application of Residential Design Codes'.

Clause 5.3.1.1 of LPS10 states that:

Where a Split Density Code is depicted on the Scheme maps, any development shall conform to the lower density code applicable to the lot, unless Council determines that development up to the middle or higher density code is acceptable, having regard for sub-clause 5.3.1.2.

Clause 5.3.1.2 of LPS10 states that:

Subdivision or development in excess of the lower density coding shall be considered to be acceptable to Council where:-

- (a) in the opinion of Council the lot has a road frontage sufficient to allow at least two homes and a shared accessway, where required to service development to the rear;*
- (b) There is due regard for relevant Local Planning Policies;*
- (c) Identified heritage objectives are not compromised;*
- (d) The proposal demonstrates elements of water sensitive urban design; and*

(e) *The existing streetscape is being preserved.*

An assessment of the proposed development against the provisions of clause 5.3.1.2 of LPS10 is provided in the Table below.

| Scheme Requirement contained within clause 5.3.1.2 of LPS10 | Officer Comment on Scheme Requirement |
|--|---|
| <p>(a) In the opinion of Council the lot has a road frontage sufficient to allow at least two homes and a shared accessway, where required to service development to the rear.</p> | <p>Scheme provision satisfactorily addressed.</p> <p>The proposed development incorporates eight dwellings facing Railway Parade (four ground floor and four upper floor).</p> <p>There is no need for an accessway to be provided to service development at the rear as the dwellings which are located to the rear (northern) portion of the site are provided with access from a paved right-of-way.</p> |
| <p>(b) There is due regard for relevant Local Planning Policies.</p> | <p>Scheme provision not satisfactorily addressed.</p> <p>The Town's Local Planning Policy No. 2 – Energy Efficient Design contains a checklist against which the application must be assessed and against which each dwelling must score a minimum score of 70 points out of an available 100 points.</p> <p>A copy of the assessment and associated score for each of the dwellings has been provided as an attachment to this report.</p> <p>Units 1 – 11 and 20 - 21 each achieve the minimum required score of 70; and Units 12-19 and 22 achieve a score of 57.5.</p> <p>It is possible for the design of units 12-19 and 22 to be refined in order that they each achieve the minimum 70 point score specified by the Policy.</p> <p>Each of the dwellings in question is located on the upper floor and the most significant design flaw which has prevented each achieving a 70 point score is linked to the depth of the balconies and associated roof cover which prevents direct sun penetration to living area windows during the winter months for each of these apartments. If the extent of roof cover were cut back to an extent that would facilitate an acceptable level of winter sun penetration to the living area of each apartment (by approximately 1.0m) or if the solid roof forms over the balconies to these dwellings were converted to a solar pergola style roof,</p> |

| | | |
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| | | <p>the point score for each dwelling would increase from 57.5 to the required 70 point minimum.</p> <p>Alternatively, each of the dwellings could be provided with a solar hot water system which would increase their points score by 10 to 67.5 in conjunction with the provision of low water use landscaping for the development as a whole which would increase the points score for each of these dwellings by a further 5 points, thus achieving the minimum required 70 point score.</p> |
| (c) | Identified heritage objectives are not compromised. | Scheme provision satisfactorily addressed. The development site is vacant and there are no relevant heritage considerations that need to be taken into account in the assessment of the application for planning approval. |
| (d) | The proposal demonstrates elements of water sensitive urban design. | <p>Scheme provision satisfactorily addressed.</p> <p>The Town's Local Planning Policy No. 3 – Water Sensitive Design provides the matters against which the application must be assessed.</p> |
| (e) | The existing streetscape is being preserved. | <p>Scheme provision not satisfactorily addressed.</p> <p>The concern which is held in relation to streetscape is the blank two storey high boundary wall which has been proposed alongside the left hand (western) boundary of the development site.</p> <p>While a boundary wall which was single storey in height would be commensurate with other development within the locality, the proposed two storey boundary wall:</p> <ul style="list-style-type: none"> • Adversely affects the appearance of the development (building to the boundary does not permit openings to be incorporated into this side of the building and does not allow the design to be 'resolved' as it is on other sides of the development which are set back from lot boundaries; • The two storey wall with a zero side setback incorporates a bulk and scale which is out of keeping with the character of other development within the locality; • The wall is monolithic and blank in its appearance; • The two storey wall boundary limits opportunities for natural and cross ventilation to be provided to unit 19 which would otherwise be available; • The two storey boundary wall prevents opportunities for casual surveillance of an adjoining car park which could otherwise be provided if a |

| | | |
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| | | <p>standard side setback were provided, contrary to established Crime Prevention Through Environmental Design (CPTED) principles (it is noted that such casual surveillance would have to be provided by fixed windows of a size that did not constitute major openings as defined by the R-Codes in order that other requirements contained within LPS10 and the R-Codes were not unduly compromised); and</p> <ul style="list-style-type: none"> • The wall does not demonstrate compliance with the building height limits set down within the Deemed-to-comply (DTC) provisions of the R-Codes and sits on top of a filling and retaining which also do not demonstrate compliance with the DTC provisions of the R-Codes and which act to exacerbate the bulk and scale of this highly visible component of the development. <p>If the left hand (western) side of unit 19 (upper floor of development) were provided with a standard side setback (1.5m approx.) and the design of this side of the building were detailed in a similar manner to other upper floor side boundary facing portions of the development (while also incorporating 'minor' sized fixed openings into each of the bedrooms for this dwelling which would enhance the level of casual surveillance afforded to the car park of the adjoining commercial development), this would satisfactorily address the concerns that are currently held in relation to streetscape.</p> |
|--|--|---|

Unless the concerns identified above were addressed via the provision of suitably revised drawings or conditions of approval, it has been established that the development, as submitted, does not qualify for development at the higher R40 density code and accordingly should not be approved as currently presented and that development of the site would be limited to the base R20 density code. At an R20 density code the site would be limited to the development of 5 dwellings as opposed to the 22 dwellings which are proposed.

Notwithstanding the comments provided above, a summary of the assessment against the provisions of the R-Codes as they relate to development at an R40 density code is provided below, taking account of the ability of the Scheme related concerns to be addressed via the provision of suitably revised drawings linked to conditions of approval.

R-Codes assessment:

| Design Element | Residential Design Codes | Compliance / Officer Comments |
|------------------------|--|--------------------------------------|
| 6.1.1 Building size | Maximum permissible plot ratio of 0.6 at R40 density code. | Complies |

| | | |
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| 6.1.2 Building height | Top of external wall 6m. Top of pitched roof 9m. | Acceptable in part only – refer to detailed comments below. |
|-----------------------------|---|---|

6.1.2 – Building Height – Detailed Comments

The buildings comprising blocks 1 – 3 facing the right-of-way each incorporate a skillion (single pitch) roof design, while the dwellings contained within what is referred to as block 4 incorporate a traditional pitched (hipped) roof form.

Where a two storey building with a skillion roof form is proposed, there will invariably be non-compliance with the Deemed-to-comply provisions of the R-Codes relating to wall height (as the wall on the high side exceeds the 6m DTC allowance) but compliance will be demonstrated in relation to the permissible top of roof (or ridge) height. The plans which are the subject of current consideration are no exception to this rule, having wall heights ranging from 7.0 metres (block 1) to 7.1 metres (block 3) to 7.2 metres (block 2) on the high side of each respective building. In the case of such a building design, the proposed wall height and top of roof height almost become one and the same, having regard to how each must be calculated, so the top of roof height for each of these buildings is fully compliant.

The building which faces Railway Parade (block 4) incorporates a wall height of 6.7 metres which compares with the DTC allowance of 6.0 metres and the height which is proposed results primarily from the fact that the design incorporates 1.0m of filling and retaining to the left hand side (western) property boundary.

The Design principle for building height requires that the proposed development present a design which creates no adverse impact on the amenity of adjoining properties or the streetscape, and where appropriate maintains:

- Adequate access to direct sun into buildings and appurtenant open spaces;
- Adequate daylight to major openings into habitable rooms;
- Access to views of significance;
- Buildings present a human scale for pedestrians;
- Buildings facades designed to reduce the perception of height through design measures; and
- Podium style development is provided where appropriate.

The proposed heights of the skillion roof buildings facing the right-of-way are supported for the following reasons:

- The default building height limits within this locality are intended to accommodate two storey buildings, and it is two storey buildings which are proposed;
- Upper floor side setbacks of these buildings demonstrate compliance with the Deemed-to-comply provisions of the R-Codes, meaning that there is no adverse impact on occupants of the proposed dwellings or those in neighbouring buildings in relation to matters such as access to daylight and sun;
- The increased wall height has no adverse impact on access to any views of significance; and
- The perception of the height of the walls in question is reduced through the use of differing materials for the uppermost portion of the walls in question.

The proposed heights of the pitched roof building facing Railway Parade is not supported for the following reasons:

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| <ul style="list-style-type: none"> • Unnecessary fill and retaining beneath the building exacerbates the height of the building; • The zero setback to the two storey boundary wall is out of keeping with the context of other development within the locality (there are presently very few two storey developments on the northern side of the railway line and certainly none which incorporate similar built form); • The zero setback to the two storey boundary wall prevents the opportunity for natural venting of two bathrooms; and • The two storey wall is blank and monolithic in its design and appearance and will be highly visible within the streetscape, owing to its positioning alongside a car park. | | |
| 6.1.3 Street setback | As prescribed by Table 4 (4m minimum primary street to Railway Parade). 1.5m minimum to right-of-way | Acceptable. Refer to detailed comments below. |
| <p><u>6.1.3 – Street Setback facing right-of-way – Detailed Comments</u></p> <p>There is somewhat of a void in the R-Codes in terms of specifying setback requirements for the buildings facing the right-of-way. The right-of-way is logically a street boundary but cannot be described as such noting that the Railway Parade is the designated Primary street (as defined by the R-Codes “unless otherwise designated by the local government, the sole or principal public road that provides access to the major entry (front door) to the dwelling”) and secondary street is defined as “in the case of a site that has access from more than one public road, a road that is not the primary street but which intersects with or adjoins that road.”</p> <p>(For development which is assessed under Table 1 of the R-Codes this problem is addressed as there is a notation which clarifies that secondary street includes a communal street, private street and right-of-way as street, but there is no such notation within Table 4 of the R-Codes against which this application is assessed)</p> <p>Notwithstanding the comments provided above, the applicant has treated the right-of-way as a ‘secondary street’ in the written submission which accompanied their application, and the Town agrees with this approach.</p> <p>Buildings in blocks 1 – 3 are generally provided with setbacks of 1.5 metres or greater with exceptions for small triangular portions comprising an 87mm protrusion for unit 2, 375mm for unit 4 and 277mm for unit 7 on the ground floor and 87mm for unit 13, 375mm for unit 15 and 277mm for unit 18 on the upper floor.</p> <p>The building is articulated and the built form is superior to that which could otherwise have been proposed with a straight edge along a 1.5m setback line. Given the small projections in question, and the majority of the building structure within blocks 1 – 3 having a setback of 1.5m or greater, the setbacks as proposed are supported.</p> | | |
| 6.1.4 Lot boundary | As set out in Tables 2a and 2b. No ‘as of right’ | Acceptable. Refer to detailed comments below. |

| setbacks | entitlement to walls on boundary. | |
|--|-----------------------------------|--|
| <p data-bbox="268 383 922 416"><u>6.1.4 - Lot boundary setbacks – Detailed comments</u></p> <p data-bbox="268 445 1145 479"><u>Right hand (eastern) side boundary alongside No. 70 Railway Parade</u></p> <p data-bbox="268 508 1327 703">The development incorporates a boundary wall to a parking structure associated with car parking bays 11-14, 17-18 and store 7. This boundary wall has a total length of 17.4 metres (side boundary length between Nos. 72 and 70 is 59.26 metres) and a height of 2.3 metres as viewed from the adjoining property. There are no Deemed-to-comply entitlements for a zero side setback where multiple dwellings are proposed at an R40 density code.</p> <p data-bbox="268 732 1327 831">The wall on boundary is commensurate with that which is permitted for development at an R20 density code where the R-Codes provide a Deemed-to-comply entitlement for development of a wall on boundary within the following parameters:</p> <ul data-bbox="268 837 1327 965" style="list-style-type: none"> • Maximum height of 3.5 metres and average height of 3.0 metres; and • Maximum length of the greater of 9m or one-third the length of the balance of the lot boundary behind the front setback, to one side boundary (i.e. wall length of 17.75 metres). <p data-bbox="268 994 1327 1093">Given the orientation of the lots (lot boundary running north/south) the proposed boundary wall will not result in overshadowing of the adjoining property, and the wall is situated alongside an area of extensive rear garden.</p> <p data-bbox="268 1122 1327 1249">As the wall fits within what could otherwise be Deemed-to-comply development at an R20 density code and noting the relationship between the proposed development and what exists on the adjoining property, this setback variation is supported.</p> <p data-bbox="268 1279 1126 1312"><u>Left hand (western) side boundary alongside Nos. 2 & 2B Broadway</u></p> <p data-bbox="268 1319 1327 1384">Setbacks to the boundary adjoining the property at No. 2 Broadway meet those set down within the Deemed-to-comply provisions of the R-Codes</p> <p data-bbox="268 1413 1179 1447"><u>Southern boundary adjoining rear of BWS site at No. 76 Railway Parade</u></p> <p data-bbox="268 1476 1327 1738">Bin store No. 2 and stores 13-16 and 19 are built to the southern boundary of the development site which abuts the rear of the BWS bottle shop. The area to the rear of the shop contains air-conditioning plant and the like and the single storey boundary wall in this location assists in providing separation between noise generating sources on the adjoining property and noise sensitive premises on the development site. A single storey boundary wall height is consistent with the size and scale of boundary walls expected at an R40 density code and for the reasons identified above this boundary wall is supported.</p> <p data-bbox="268 1767 1327 1832"><u>Left hand (western) side boundary wall adjoining BWS site at No. 76 Railway Parade</u></p> <p data-bbox="268 1861 1327 2000">A two storey boundary wall is proposed in conjunction with units 8 (ground floor) and 19 (upper floor) adjoining the BWS bottle shop. A two storey boundary wall does not meet the Deemed-to-comply provisions of the R-Codes and accordingly this setback must be considered against the associated Design Principles which</p> | | |

require:

Buildings set back from boundaries or adjacent buildings so as to:

- Ensure adequate daylight, direct sun and ventilation for buildings and the open space associated with them;
- Moderate the visual impact of building bulk on a neighbouring property;
- Ensure access to daylight and direct sun for adjoining properties; and
- Assist with the protection of privacy between adjoining properties.

As the adjoining property is developed for commercial purposes, no concerns are held in relation to the potential of this wall to adversely affect the amenity of the adjoining property.

Concern is, however, held in relation to the bulk and scale of this wall and the negative impact that it would have as viewed from the public realm noting the following:

- There are few two storey buildings located north of the railway line (as the development site is) and none with a similar built form;
- The wall is blank and monolithic and unrelieved, increasing the visual impact of building bulk as viewed from both the adjoining property and the public realm;
- Two storey blank boundary walls are not consistent with the established, nor desired, character of development within the locality; and
- Two storey boundary walls are not contemplated by the R-Codes in conjunction with development at an R40 density code.

| | | |
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| 6.1.5 Open space | As set out in Table 4 (45% of site) | Complies. |
| 6.2.1 Street surveillance | Street elevations of building to address the street, with facades generally parallel to the street and clearly definable entry points. Habitable room windows or balconies that face the street. | Complies. |
| 6.2.2 Street walls and fences | Front fences within the primary street setback area that are visually permeable to 1.2m above natural ground level. | Not Acceptable. Refer to detailed comments, below. |

6.2.2 – Street walls and fences - Detailed comments

While it is noted that the height of the solid portion of fencing within the street setback area on the Railway Pde frontage of the development has been reduced from that which was originally proposed, the overall height of fencing within the street setback area remains at up to 2.5 metres in height overall above existing ground levels, well in excess of the 1.8 metre maximum which is ordinarily accepted. This height results directly from the extent of filling and retaining which is proposed. As proposed, the overall height of fencing is seen to be excessive and is not supported.

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| 6.2.3 Sight lines | Walls, fences or other structures truncated or reduced to no higher than 0.75m within 1.5m of where such structures adjoin vehicle access points where a driveway meets a street. | Complies. |
| 6.2.4 Building appearance | Buildings which comply with the provisions of a special control area or local planning policy. | Not Acceptable. Refer to detailed comments provided in relation to comments on compliance with Clause 5.3 of the Town's Local Planning Scheme No. 10 for further comment in this respect. |
| 6.3.1 Outdoor living areas | Each dwelling to be provided with at least one balcony or equivalent accessed directly from a habitable room. | Acceptable with the exception of arrangements for units 5, 19 and 22. See detailed comment below. |
| <p><u>6.3.1 – Outdoor living areas (OLA's) – Detailed comments</u></p> <p>Arrangements for all units with the exception of units 5, 19 and 22 are unacceptable. Concerns with the OLA's for these units are described below:</p> <ul style="list-style-type: none"> • Unit 5 - undersize (beneath 10 sq. metres) generally; • Unit 19 – undersize due to impact on usable area from positioning of air-conditioning plant; and • Unit 22: - undersize due to impact of air-conditioning plant and siting of column. | | |
| 6.3.2 Landscaping | <p>Landscaping of open spaces in accordance with the following:</p> <p>(i) Street setback max 50% hard surface and no cars save for visitors bays;</p> <p>(ii) Separate wheelchair accessible pedestrian paths connecting entries to buildings with the public footpath and car parking areas;</p> <p>(iii) Landscaping between each 6 consecutive external car bays to include shade trees;</p> <p>(iv) Lighting to pathways, communal open space and car parking areas;</p> | <p>Generally acceptable with the exception of pedestrian path provision.</p> <p>Extent of hard surface within street setback requires consideration against the Design principles.</p> <p>See detailed comments below:</p> |

| | | |
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| | and (v) Clear line of sight at pedestrian and vehicle crossings. | |
| 6.3.2 – Landscaping - Detailed comments | | |
| <p><u>Landscaping:</u> Landscaping within the prescribed 4m front setback area on the Railway Parade frontage is slightly less than the 50% minimum prescribed by the Deemed-to-comply provisions of the R-Codes, however, landscaping which sits forward of the buildings on the Railway Parade frontage (and which will 'read' as the setback area to any casual observer) overall equates to an area which is more than 50% of the area contained within the prescribed street setback. On this basis the proposed arrangements are supported.</p> <p><u>Pedestrian Path</u> While the design provides a satisfactory arrangement for pedestrian access within the site and to the rear right-of-way, the plan does not provide a pedestrian path from the public street to the main entrance to the development (between units 9 and 10 on the ground floor). The absence of a pedestrian path linking the front entrance of the development to the pedestrian path is not acceptable.</p> | | |
| 6.3.3 Parking | <p>Car and bicycle parking at the following ratios:</p> <p><u>Occupier car bays:</u> 0.75 bays per small dwelling (< 75m² or 1 bedroom)</p> <p>(Note: As the plot ratio of all dwellings is under 75 sq. metres, each dwelling has a prescribed parking requirement of 0.75 bays per dwelling).</p> <p><u>Visitor car bays:</u> 0.25 bays per dwelling</p> <p><u>Bicycle Parking:</u> 1 space per 3 dwellings for occupiers; and 1 space per 10 dwellings for visitors designed in accordance with AS2890.3 (as amended).</p> | <p>Parking is provided at the following ratios:</p> <p><u>Occupier car bays</u> Each dwelling is provided with 1 car parking bay (22 in total) which exceeds the 0.75 per bay (17 in total) required under the R-Codes.</p> <p><u>Visitor Car Bays</u> 6 bays required and 6 bays provided.</p> <p><u>Bicycle Parking</u> While the number of bays is acceptable, siting and design is not. See additional comments below.</p> |
| 6.3.3 – Parking - Detailed comments | | |

Bicycle Parking

Clause 6.3.3 C3.2 of the Residential Design Codes states that bicycle parking is to be provided in accordance with the relevant Australian Standard (AS 2890.3) at a ratio of one space per ten dwellings (3 spaces) for visitors and one space per three dwellings (8 spaces) for occupiers.

Although the design references two bike racks which notionally would provide storage for the required number of bicycles, there are a number of deficiencies associated with the arrangement as follows:

- Lack of weather protection (required for occupier spaces);
- Lack of security (at a minimum a secure compound is required for occupier spaces);
- Siting (bike racks located beyond acceptable distance from entry to premises and visitor bays not located close to main pedestrian access points as specified within the Australian Standard).

Having regard to the deficiencies identified above, bicycle parking arrangements are not acceptable as currently proposed.

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| <p>6.3.4 Design of car parking spaces</p> | <p>(i) Spaces and manoeuvring areas as per AS 2890.1.</p> <p>(ii) Visitor bays marked for visitor use only, located close to or visible from the point of entry to the development and outside security barriers.</p> <p>(iii) Car parking areas comprising 6 or more spaces provided with landscaping & shade trees.</p> <p>(iv) All bays except visitors' fully concealed from the street or public place.</p> | <p>(i) Not acceptable. See detailed comments below.</p> <p>(ii) Acceptable.</p> <p>(iii) Not applicable. No uncovered car parking areas comprising 6 or more bays proposed.</p> <p>(iv) Acceptable.</p> |
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6.3.4 – Design of car parking spaces - Detailed comments

Council's Local Planning Policy No. 8 – Parking Specifications identifies a requirement for access aisles between rows of car parking bays to incorporate a minimum width of 6.2 metres. This is the minimum specified by Australian Standard AS2890.1 to allow single movement entry into car parking bays. The three access aisles within the main car parking area incorporate dimensions of 5.8 metres, 5.85 metres and 5.9 metres.

The reduced width access aisles further results in the design not demonstrating compliance with requirements contained within clause 2.5.2 (c) of AS2890.1 which requires car parking areas to be designed so as to allow two vehicles (one B99

design standard vehicle and one B85 design standard vehicle) to pass each other at intersecting parking aisles.

Visitor car parking bay 3 is under width at 2.335m as shown on the approved drawings.

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| 6.3.5 Vehicular access | <p>(i) One opening per 20m street frontage.</p> <p>(ii) Access to be taken (where available) first from right-of-way; or second from secondary street; or third from primary street.</p> <p>(iii) Driveways designed for two way vehicle access.</p> <p>(iv) Driveways to be adequately paved and drained.</p> | <p>(i) Complies.</p> <p>(ii) Proposed arrangement accepted. See detailed comments below.</p> <p>(iii) Complies (subject to design modifications discussed in point 6.3.4, above).</p> <p>(iv) Complies.</p> |
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6.3.5 – Vehicular Access - Detailed comments

Clause 6.3.5 (C 5.2) would ordinarily expect that access to on site car parking spaces in this instance would be provided solely from the right-of-way at the rear of the site, and while the majority of car parking spaces (all occupier spaces and two visitor spaces) are accessed from this location, it is also proposed the an access point be provided from Railway Parade to serve four visitor car parking spaces. The Design principle associated with this matter requires “vehicular access to be provided so as to minimise the number of crossovers, to be safe in use and not detract from the streetscape”.

The proposed configuration is supported for the following reasons:

- The majority of car parking spaces (including all occupier spaces) are accessed from the right-of-way as called for within the Deemed-to-comply provisions of the R-Codes;
- Provision of visitor car parking spaces accessed from the public street provides the most practical siting for visitors; especially those who have not previously been to the site and are relying on a physical public street address to locate the property; and
- Siting visitor car parking bays adjacent to the main pedestrian entrance to the development is a standard and established design approach which is advocated by the R-Codes.

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| 6.3.6 Site works | (i) Excavation or filling between street and building or within 3m of street alignment (whichever is the lesser) not exceeding 0.5m. | Not Acceptable. See detailed comments below. |
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| | <p>(ii) Excavation or filling within a site and behind street setback line limited by compliance with building height limits and building setback requirements.</p> <p>(iii) All excavation or filling behind a street setback line and within 1m of a lot boundary not more than 0.5m above natural ground level.</p> | |
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6.3.6 – Site Works - Detailed comments

The proposed development incorporates filling and retaining to 1000mm in height adjacent to the left hand (western) side property boundary with the BWS bottle shop. This exceeds the 500mm maximum which is allowed by the Deemed-to-comply provisions of the R-Codes and accordingly must be considered against the associated Design Principles which require:

- *Development that considers and responds to the natural features of the site and requires minimal excavation/fill; and*
- *Where excavation/fill is necessary, all finished levels respecting the natural ground level at the boundary of the site and the adjoining properties and as viewed from the street.*

The locality within which the development is proposed is essentially flat, each original lot upon which the development is proposed having a cross fall from side to side of approximately 400-500mm. However, the cross fall for the development site as a whole now exceeds this figure as it is formed from the amalgamation of a number of original lots (as viewed from the rear right-of-way the development site is four original lots wide and as viewed from Railway Parade the development site is two original lots wide).

On the right-of-way frontage of the development site the designer has responded to natural topography by stepping the floor levels of the buildings over three levels (Block 1 has a finished floor level (FFL) of 9.972, block 2 incorporates a FFL of 10.486 and block 3 incorporates a FFL of 11.00).

However, on the Railway Parade frontage of the development site, the design incorporates a single floor level of 11.00 across the entirety of the development site.

The approach which has been taken on the Railway Parade frontage of the development site is not acceptable for the following reasons:

- Selecting the highest point of natural ground level and then simply filling across the development site (as is proposed) does not consider and respond to the natural features of the site, contrary to the Design principle;
- Selecting the highest point of natural ground level and then filling across the site

does not result in a development with minimal excavation/fill, contrary to the Design principle;

- The 1000mm high filling which is proposed is highly visible from both the adjoining property and the street, having regard to the nature of development on the adjoining property, contrary to the Design principle;
- No other property within proximity of the development site incorporates filling and retaining as proposed with this development, so the arrangement is out of context with other development within the locality; and
- The 1000mm high filling sits immediately beneath a proposed two storey boundary wall. The extent of filling which is proposed contributes to the development not complying with prescribed building heights and exacerbates the bulk and scale of this component of the development, adversely impacting the streetscape and amenity of the locality.

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| 6.3.7 Retaining walls | Retaining walls of less than 0.5m high built up to lot boundary. | Not Acceptable. See detailed comments below as well as comments for Site Works (6.3.6) above. |
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6.3.7 – Retaining walls - Detailed comments

The proposed development incorporates a retaining wall of 1000mm in height which is built to the left hand (western) side property boundary with the BWS bottle shop. This exceeds the 500mm maximum which is allowed by the Deemed-to-comply provisions of the R-Codes and accordingly must be considered against the associated Design Principles which require:

Retaining walls that result in land which can be effectively used for the benefits of residents and do not detrimentally affect adjoining properties and are designed, engineered and adequately landscaped having regard to clauses 6.3.6 and 6.4.1.

Refer to comments provided in reference to Site Works, above, as the planning considerations are the same.

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| 6.3.8 Stormwater management | All storm water contained on site where possible. | Complies. |
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| 6.4.1 Visual privacy | Major openings and unenclosed habitable spaces raised more than 0.5m above natural ground level and overlooking any other residential property behind its street setback set back in accordance with Table within cl 6.4.1 or are screened. | Acceptable. See detailed comments below. |
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6.4.1 – Visual Privacy - Detailed comments

The proposed development incorporates a number of major openings and unenclosed active habitable spaces which have a floor level more than 0.5m above natural ground level which overlook the BWS bottle shop site behind its street

setback line and which are not set back from a lot boundary in accordance with the distance identified within the Deemed-to-comply provisions of the R-Codes. These areas must be considered against the associated Design principles with the openings in question being:

- Rear facing Bedroom window and Balcony to Unit 19; and
- Habitable room windows and associated external areas to Units 13-15.

The property which can be viewed from the openings and spaces referred to above is the BWS bottle shop site, and while overlooking of this site is not problematic at the present time, consideration against the specified Design principles must be made as this site is zoned Residential and therefore a site upon which future residential development is permitted.

The arrangements which are proposed relative to the BWS bottle shop site are considered acceptable from a visual privacy perspective for the following reasons:

- While the BWS remains on the adjoining property the ability for there to be casual observation from the proposed development is actually a positive outcome from a Crime Prevention Through Environmental Design (CPTED) perspective;
- Views from Unit 19 provide an oblique, rather than direct, view into the adjoining property;
- Bedroom windows to upper floor units 14 and 15 are set back 4.3 metres from the common boundary which varies only minimally from the 4.5m setback prescribed by the DTC provisions;
- The elevated walkways forward of units 13-15 are spaces which will not be used for extended periods of time; and
- If the BWS site is redeveloped for residential purposes in the future, site planning for any such development can be undertaken having regard for what has been approved and developed on the adjoining property.

The proposed development also incorporates a number of major openings to active habitable spaces (balconies) facing the Bassendean Church of Christ on the opposite side of the right-of-way to the rear of the development site which are set back, in a direct line of sight to the lot boundary with the church site less than the 7.5 metre minimum dimension specified within the Deemed-to-comply provisions of the R-Codes.

The arrangements which are proposed in relation to church site are considered acceptable from a visual privacy perspective for the following reasons:

- While the church remains on the adjoining property the ability for there to be casual observation from the proposed development is actually a positive outcome from a Crime Prevention Through Environmental Design (CPTED) perspective;
- If the church site is redeveloped for residential purposes in the future, the Town would look for right-of-way widening in the same manner as that which has been called for in conjunction with this development, and the resultant right-of-way width would be 6m. This width, combined with setbacks of dwellings on each side would likely result in a scenario which was virtually 'Deemed-to-comply' compliant;
- The likely configuration of any future residential development on the church site

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| <p>would incorporate dwellings facing the right-of-way in the same manner as is proposed with this development. This would result in balconies facing balconies in a 'public' setting as opposed to balconies from one development site overlooking areas of private open space in a 'non-public' setting within the second development; and</p> <ul style="list-style-type: none"> • If the church site were redeveloped for residential purposes in the future, site planning for any such development can be undertaken having regard to what has been approved in conjunction with this development proposal. | | |
| 6.4.2 Solar access for adjoining sites | Shadow cast from proposed development at noon on 21 June not to exceed 25% of R20 coded land or 35% of R40 coded land. | Complies. |
| 6.4.3 Dwelling size | <p>Diversity in unit types and sizes as follows:</p> <p><u>1 Bedroom Dwellings</u> 20% min & 50% max (5 minimum / 11 maximum)</p> <p><u>2 Bedroom Dwellings</u> 40% minimum (9 minimum)</p> <p>Min dwelling size of 40m² plot ratio floor area.</p> | Acceptable. See detailed comments below. |
| <p><u>6.4.3 – Dwelling Size – Detailed Comments</u></p> <p>All dwellings within the development incorporate a minimum plot ratio floor area of 40 sq. metres.</p> <p>The proposed development incorporates the following mix:</p> <ul style="list-style-type: none"> • 16 x two bedroom / two bathroom dwellings; • 2 x dwellings which have two rooms with the capacity to be used as bedrooms along with 1 bathroom; and • 4 x one bedroom / one bathroom dwellings. <p>The DTC provisions of the R-Codes specify a requirement for 4.4 (5) one bedroom dwellings, while the associated Design principles require the development to provide “diversity in dwellings to ensure that a range of types and sizes is provided”.</p> <p>The proposed development provides the following mix of dwelling types:</p> <p>18% one bedroom (marginally below the 20% DTC minimum) 73% two bedroom dwellings (comfortably meeting the 40% DTC minimum) 9% with two rooms which can be used as bedrooms and one bedroom.</p> <p>The two dwellings which incorporate two habitable rooms along with one bathroom do provide a dwelling type which differs from the two bed / two bath and one bed /</p> | | |

one bath dwellings. As such, a diversity of dwelling types is provided as required by the specified Design Principle and the dwelling mix which has been proposed is supported.

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| 6.4.4 Outbuildings | Outbuildings in accordance with prescribed criteria (points (i) to (viii)). | Acceptable. See detailed comments below. |
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6.4.4 – Outbuildings – Detailed comments

The Deemed-to-comply provisions of the R-Codes permit the development of outbuildings which:

- i. Are not attached to a dwelling;
- ii. Are non-habitable;
- iii. Do not exceed 60m² in area or 10 per cent in aggregate of the site area, whichever is the lesser;
- iv. Do not exceed a wall height of 2.4m;
- v. Do not exceed a ridge height of 4.2m;
- vi. Are not within the primary or secondary street setback area;
- vii. Do not result in the non-compliance with open space set out in Table 4; and
- viii. Are set back in accordance with Tables 2a, 2b and Figure Series 3.

On outbuilding is defined by the R-Codes as “an enclosed non-habitable structure that is detached from any dwelling, but not a garage”. As such, the various outbuildings which are incorporated into this development include:

- The building containing bin store 1 and stores 9 – 11 adjacent to the right hand (eastern) side property boundary;
- The building containing stores 8 and 20-22 which is built up to the left hand (western) side property boundary;
- The building containing stores 7 and 18 which is built up to the right hand (eastern) side property boundary;
- The building containing stores 13-16 and 19 which is built up to the boundary with the BWS bottle shop; and
- The building containing stores 1-6, 12 and 17.

As the outbuildings described above incorporate variations to the Deemed-to-comply provisions of the R-Codes (approx. 123 sq. metre total floor area; wall height which exceeds 2.4m; and built to boundary in some locations) they must be considered against the associated Design principle which requires:

“Outbuildings that do not detract from the streetscape or the visual amenity of residents or neighbouring properties.”

The arrangements which have been proposed in relation to proposed outbuildings are considered acceptable for the following reasons:

- The outbuildings in question are not visible from the street and as such do not detract from the streetscape; and
- The outbuildings are designed and constructed of materials which match the remainder of the development meaning that they will not detract from the visual amenity of residents or neighbouring properties.

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| 6.4.5 External fixtures | <ul style="list-style-type: none"> (i) Solar collectors permitted. (ii) Std TV aerials; essential plumbing vent pipes & external rain water down pipes. (iii) Other external fixtures which are screened. (iv) Antennae & satellite dishes not visible from street. | Although there is only limited information provided in relation to this matter, the proposal is seen to be acceptable (appropriate conditions would have to be included to suitably address this matter in the event that the proposed development were to be approved). |
| 6.4.6 Utilities and facilities | <ul style="list-style-type: none"> (i) 4m² store with 1.5m min internal dimensions for each dwelling. (ii) Communal rubbish pick up area(s) which are conveniently located; accessible; adequate in size; and screened from view. (iii) Clothes drying areas screened from view. | <ul style="list-style-type: none"> (i) Complies. (ii) See detailed comments below. (iii) Complies. Communal clothes drying area provided which is located adjacent to the boundary with Nos. 2 & 2B Broadway. To be supplemented on any approval granted by the Town by conditions requiring any other clothes drying to be screened from view of the street. |

6.4.6 – Utilities and Facilities – Detailed comments

The development has been provided with two bin stores. Bin store 1 is located adjacent to building block 4 while bin store 2 is located within the vicinity of building block 1.

Bins are provided at a ratio of 1 bin shared between 2 units, meaning that the development is provided with 22 bins in total (11 x 240 litre general rubbish bins which will be collected weekly and 11 x 240 litre recycling bins which will be collected fortnightly). This level of provision accords within the recommended level of capacity advocated within the "Guide to Best Practice for Waste Management in Multi-unit Developments" October 2010 prepared by Sustainability Victoria which states, at page 40:

*"Examples of best practice waste management in low-rise developments include:
Option 1: Use of mobile garbage bins (MGBs) for garbage and recyclables, with bins stored in a communal storage area. Council's waste management unit will be able to advise what the allocation of bins will be. However, a rule of thumb is one 240L bin of each type (i.e. garbage, recycling) shared per two units."*

The level of provision offered by the sharing of 1 bin per 2 units also provides a level of capacity which is similar in total to that advocated within the "Draft Multiple Dwelling Development Waste Management Planning Guidelines – A Toolkit for Western Australian Local Government and Developers" 2013 prepared by WALGA.

Bin store 1 is designed to accommodate 7 general waste bins and 7 recycling bins and is designed to serve the 8 dwellings in block 4 which front Railway Parade and the 6 dwellings in block 3 which front the rear right-of-way. It is located conveniently for use by the residents within the dwellings fronting Railway Parade and an acceptable distance from the residents within block 3 facing the right-of-way.

Bin store 2 is designed to accommodate 4 general waste bins and 4 recycling bins and is designed to serve the 8 dwellings in blocks 1 and 2 which front the rear right-of-way. It is located an acceptable distance from the residents within these dwellings.

With modification to existing verge treatment (there is a specifically developed and maintained verge planting treatment which sits forward of the development site which would currently prevent the placement of bins and which would need to be removed and replaced with brick paving to accommodate placement of bins while awaiting collection) there is just enough verge space available to accommodate the placement of 22 bins for collection.

A deficiency in the design of the rubbish storage areas for this development is the absence of storage capacity for bulky rubbish disposal. Best practice requires the provision of space within or immediately adjacent to bin storage areas to allow residents to temporarily store unwanted bulky items while awaiting disposal. This is said to be important to stop residents illegally dumping this material on the footpath, which detracts significantly from the quality and appearance of the development, and is of increased relevance noting that the likelihood of dwellings such as those which are proposed being used for rental accommodation and subject to a higher turnover of occupants. The design should be modified to build in capacity for bulky rubbish storage / disposal and all waste management arrangements should be addressed within an updated and refined waste management plan to be separately approved by the Town.

Noise:

When the application for grouped dwellings was made on behalf of the same landowner in 2013, the Town confirmed the need for an acoustic consultants report to be prepared which addressed the matter of potential noise impacts on the proposed dwellings, particularly from the adjoining bottle shop.

The applicant was advised that the report should address noise emissions from No. 76 (Lot 51) Railway Parade, including all existing installations, activities and processes, giving actual sound level measurements of plant, both individually and in combination.

The need for the report to include the presence of tonal components, amplitude or frequency modulations or impulses to ensure noise emissions received at the proposed noise sensitive premises are in compliance with the requirements of the Environmental Protection Act 1986 was identified, along with the need for the report to include assessments of:

- Noise emissions from refrigeration motors;
- Noise emissions from air-conditioning units;
- Noise emissions from vehicular movements to and from site (include customers, deliveries, and staff at various times of the day);
- Noise emissions from the use of the bin store including waste collection activities; and
- Noise emissions from customers / patron activity.

The applicant was advised of the need for this report to be provided in conjunction with the assessment of the application for planning approval, as its recommendations may influence the design of the development.

When the application for 22 multiple dwellings was submitted by Danmar Homes on behalf of the same land owner in late 2013 the same advice was re-conveyed as it was for a third time when the current application for planning approval was made in 2015.

It is not apparent as to why the property owner has been so reluctant to have the required noise report commissioned, especially noting advice from the Town's Environmental Health staff confirming that:

- (a) there is a definite noise conflict which exists on site; and
- (b) the recommendations contained within the noise report may influence the design and layout of dwellings on the development site.

The need for an acoustic report to be produced remains outstanding and the applicant has been informed accordingly. They have requested that this matter be dealt with by way of a condition of approval.

Additionally, the noise report can also cover the church site to address concerns which have been raised by the church in their submission and should also address road and rail infrastructure which may impact occupants of proposed dwellings.

Right-of-way

The rear of the development site is adjoined by a paved and drained right-of-way. This right-of-way is 4.02 metres in width which is insufficient to accommodate two way vehicle movements. In circumstances where development adjoining such a right-of-way is proposed, it is standard planning practice for land to be excised from abutting properties on either side of the right-of-way in equal amounts in order that the overall width of the right-of-way can eventually be increased to 6.0 metres.

In this instance, the desire to see an eventual overall right-of-way width of 6.0 metres would mean that a 1.0 metre strip of land would need to be excised from the rear of the development site. The applicant is conscious and accepting of this requirement and a 1.0 metre strip of land to be excised for right-of-way widening is shown on the plans accordingly.

The Town's records show that the portion of the right-of-way which adjoins the development site is privately owned by the Church of Christ which owns the land on the opposite side of the right-of-way and that the owners of the development site would have the ability to claim 'user rights' in relation to vehicle access.

Public Art

The proposed development is subject to the provision of provide public art in accordance with the provisions described within the Town's Local Planning Policy No. 15 "Percent for Art Policy" which has been provided as an attachment to this report.

The Policy requires that the cost of public art be no less than one percent of the value of the development, and a condition of approval has been incorporated to this effect.

Options/Alternatives

If the Development Assessment Panel believes that:

- (a) areas which need to be addressed under clause 5.3 of the Town's Local Planning Scheme No. 10 to enable a determination to be granted at an R40 density code; and
- (b) the areas of concern which have been identified which are linked to the R-Code assessment;

can respectively be addressed via conditions of approval, it could approve the application in accordance with the recommendation contained within this report.

If the Development Assessment Panel believes that the areas of concern that have been identified can not suitably be addressed, then it could refuse the application subject to specifying appropriate reasons linked to non-compliance with the provisions of the Town's Local Planning Scheme and R-Codes.

Council Recommendation:

The Council of the Town of Bassendean considered this proposal at a special meeting held 8 June 2015, at which time it resolved as follows:

"That Council:

1. *Endorses the Senior Planning Officer's report and recommendation to the Metropolitan Central Joint Development Assessment Panel for the Proposed 22 Multiple Dwellings on Lot 54 (Nos. 72-74) Railway Parade, Bassendean.*
2. *Expresses its concern that approval of this development undermines the site's proposed R100 development potential as the property is directly opposite the Bassendean railway station and about to be the subject of structure planning to achieve this higher outcome."*

Conclusion:

As identified within this report, the development site is allocated a split residential density coding of R20/40 under the provisions of the Town's Local Planning Scheme No. 10, and some refinement is required to facilitate development at the R40 density

code as proposed. The required changes are relatively straightforward in terms of the design adjustments which need to be made.

In addition to changes required to facilitate approval of the development at an R40 density code, there are also a range of refinements which are required to address the numerous R-Code concerns which were detailed within this report.

Where a recommended condition of approval requires a design change to be effected, all parties need to be aware of the potential for one design change to have other 'knock on' implications. In this respect the applicant needs to be mindful that in making a design change to address an imposed condition of approval that the change which is made does not result in a new area of non-compliance being generated with respect to a new or unrelated matter.

ATTACHMENT NO. 3

Town of Bassendean

Local Planning Scheme No. 10

Scheme Amendment Report

Amendment No. 11

Report Prepared by the Town of Bassendean

PROPOSAL TO AMEND A LOCAL PLANNING SCHEME

1. Local Authority: Town of Bassendean
2. Description of Scheme: Local Planning Scheme No. 10
3. Type of Scheme: District Zoning Scheme
4. Serial No. of Amendment: Amendment No. 11
5. Proposal The proposed amendment seeks to amend Table 1 – Zoning Table, of Local Planning Scheme No. 10, to modify the land use permissibility of 'Convenience Store' and 'Service Station' in the 'Town Centre' and 'Local Shopping' zones to use that is not permitted 'X' use within these zones. The amended zoning table will read as follows:

| Use Class | Zones | |
|-------------------|------------------|---------------------|
| | Town Centre Zone | Local Shopping Zone |
| Convenience Store | X | X |
| Service Station | X | X |

Dated this 11th day of March 2019



Chief Executive Officer

1. Purpose

This amendment has been proposed to ensure that:

- 'Convenience Store' and 'Service Station' land use activities that provide for the sale of petroleum products (fuel) will not be permitted within the 'Town Centre' zone and 'Local Shopping' zone; and
- The change of permissibility to the Convenience Store and/or Service Station will not prevent the retailing of convenience goods and products in the 'Town Centre' and 'Local Shopping' zone.

2. Background

The Convenience Store land use activities is currently considered a 'P' land use and Service Station is considered an 'A' land use within the Town Centre and Local Shopping zones. These land use activities often create conflict with adjoining land uses.

Subsequently Council, at their ordinary meeting held on the 17 December 2018, unanimously resolved to:

1. *"Requests staff review and commence the process of changing the permitted use of properties zoned Local Shopping Centre to prohibit development of 'Convenience Stores Providing for the Sale of Fuel and Convenience Goods' and 'Service Stations' at undesirable locations within the Town; and*
2. *Requests staff to review and commence the process of changing the permitted use of properties zoned Town Centre to prohibit development of 'Convenience Stores Providing for the Sale of Fuel and Convenience Goods' and 'Service Stations' at undesirable locations within the Town's Central Business District."*

This request was made by Councillors on behalf the community due to the number of expressed concerns with respect to development involving the sale of fuel & petroleum products and their proximity to adjoining and nearby or adjoining/adjacent sensitive land uses, which was highlighted with an application for a Convenience Store providing for the sale of fuel and convenience goods at Lot 75 (No. 72) Walter Road East (Corner Marion Street), Eden Hill, which was refused at a meeting of the Metro Central Joint Development Assessment Panel on 27 November 2018.

The minuted reasons for refusal suggested that it is timely for the Town to now initiate a review of permitted land uses to ascertain the suitability of these types of businesses in various locations with a view to minimize potential conflicts between adjoining land uses and road networks.

3. Report

Objectives of the Zones

Town Centre Zone

The general objectives of the Town Centre zone are to promote, facilitate and strengthen the Town Centre zone as the principal focus of the district, mainly in terms of shopping, professional, administrative, cultural, entertainment and other business activities. Subsidiary objectives are to ensure the development conforms with the Towns Local Planning Strategy and Local Planning Policies where applicable to the Town Centre.

The Town has developed a Town Centre Strategy which includes guidelines for development that further refines the objectives of the zone.

The Convenience Store and Service Station land uses are not consistent with objectives of the zone, namely they do not conform with the intent of the Town Centre Strategy and Guidelines. The guidelines seek to focus on mixed use, compatible developments focusing on intense people spaces and reduced car dependency, which a service station and/or convenience store do not promote. This is discussed in further detail in the report.

Land use activities that involve the retailing of convenience goods and products, but do not include the retailing of petroleum products will still be permitted land use activities within the Town Centre and will remain consistent with the objectives of the zone.

Local Shopping Zone

There are four objectives of the Local Shopping Zone, these are:

- a) *"To provide for the local retail and service needs of the locality;*
- b) *To ensure that the local needs of residents are met, whilst maintaining a retail hierarchy to ensure that the catchment of the Town Centre zone is not adversely affected;*
- c) *To ensure a respect for the residential amenity of the surrounding neighbourhood, particularly in terms of design and location of vehicle parking, pedestrian movement, pedestrian and vehicular safety, and control of signage;*
- d) *To ensure that development conforms with the Local Planning Strategy and the principles of any Local Planning Policy adopted by the Council."*

There are essentially three precincts within the Town by which the 'Local Shopping' Zoning applies, for the purpose of this report they are referred to as: The Walter Road East; the Colstoun Road shops; and the Corner of Ivanhoe and Morley Drive East. Should

this amendment be approved, the three precincts will still have the scope to facilitate land use activities that involve the retailing of convenience goods and products (i.e. a Shop or Corner Shop) consistent with the objectives of the zone.

In the opinion of the Town the locations whereby the Local Shopping Zoning applies are inappropriate to facilitate a Convenience Store and/or Service Station land use activity, and any proposal that involves the sale of petroleum products will create conflict with the community.

The conflict and concern these land use activities create within the community was highlighted during the assessment process for the recently considered application for a proposed 'Convenience Store' at Lot 75 (No. 72) Walter Road East, Eden Hill, which was subsequently refused at a meeting of the Metro Central Joint Development Assessment Panel. This is discussed further within the report.

Environmental Protection Authority (EPA) – Guidance for the Assessment of Environmental Factors - Separation Distances between Industrial and Sensitive Land Uses No. 3 (June 2005)

The purpose of the EPA's guidance statement is to provide advice about the minimum requirements in which the EPA would expect to be met when the authority considers a proposal or scheme during the Environmental Impact Assessment (EIA) process. The document provides the generic separation distances between industrial activities and sensitive land uses where the industry may have the potential to affect the amenity of a sensitive land use. Whilst the document does not specify a recommended separation distance for a Convenience Store land use, it does for a Service Station. There is a precedence set that the same separation distances are applied to a Convenience Store given the impacts of the activities are the same. Table 1 outlines the recommended separation distances between the industry and the sensitive land uses.

| Industry | Description of Industry | Emissions type or risk | Recommended separation distance in metres |
|-----------------|---|-----------------------------|---|
| Service Station | For premises operating during normal hours, i.e. Monday – Saturday from 0700-1900 hours | Gaseous, noise, odour, risk | 50m |
| | Freeway service centre (24 hour operations) | Gaseous, noise, odour, risk | 100m |
| | All other 24 hour operations | Gaseous, noise, odour, risk | 200m |

Table 1 - Recommended Separation Distances Between Industrial and Sensitive Land Uses

Land uses that are considered to be sensitive to emissions from industries include residential developments (single dwelling, grouped dwellings, and multiple dwellings), hospitals, motels, hostels, caravan parks, schools, nursing homes, child care facilities, shopping centres, playgrounds and some public buildings.

A significant majority (if not all) of the Town Centre one and Local Shopping zones are within the 50m minimum recommended separation distance to a sensitive land use. Given there is also a trend towards these types of activities being 24 hour operations, it is recommended that a separation distance of 200m is achieved. This cannot be achieved in any development site within these zones

Any new development for a Service Station or Convenience Store will likely fail to achieve compliance with the recommended minimum separation distances, posing a risk to the amenity of the sensitive land uses through potential exposure gaseous, noise, odour and risk emissions. On this basis alone the land use activities should not be permissible within the Towns Town Centre and Local Shopping zones.

Local Planning Strategy

The purpose of the Towns Local Planning Strategy is to enable Council and the community to set out the vision for the Town of Bassendean, with set achievable objectives with a particular emphasis in relation to population, housing, industry and commercial development.

The Towns Local Planning Strategy was originally approved in 2008, however changes to the Strategy were endorsed by the WAPC in December of 2014 and subsequently finalized in February of 2015. The Strategy includes a Commercial strategy that outlines objectives for the commercial zones within Bassendean. The commercial strategy includes but was not limited to the following objectives

- To promote the improvement of amenity and services of local shops at an appropriate scale and facilitate integration with medium density housing developments where suitable.
- Identify the Eden Hill, Walter Road and Ashfield Local Centres as Local Shopping zones under the Local Planning Scheme and make provision for limited retail and commercial uses to service local needs only.

Allowing a service station or convenience store in the Town Centre or Local Shopping Zone is viewed as being contrary to the directions advocated in the Local Planning Strategy. Furthermore, there is a general trend towards mixed use development within the commercial zones which is facilitated by the Local Planning Scheme, but which petrol station developments are in conflict with.

Town Centre Strategy:

The objectives of the Town Centre Strategy are to create possibilities for intense people spaces which include but are not limited to the creation of:

- A good quality public realm along Old Perth Road, provide places for people to meet, stay and be a part of the Bassendean community;
- Diversity of residential housing; and
- The Bassendean Town Centre Guidelines.

The Town Centre Guidelines provide a clear expectation of development within the Town Centre. The guidelines encourage development that is consistent with the objectives of place making, innovative and sustainable design, and development that respects and positively contributes to the character, scale and amenity of the Town Centre.

The guidelines identify the preferred uses in the Town Centre as; residential (apartments, grouped dwelling, short stay accommodation); civic and community; retail focus (shops) particularly on the west & east ends, commercial (office space); higher intensity mixed use; and uses that encourage the use of public transport. A service station and/or convenience store activity does not fall appropriately within any of the preferred uses.

In addition, the guidelines encourage the reduction of car dependency. Vehicles are encouraged to move slowly and safely through the Town Centre, prioritizing pedestrian movement to encourage people to walk to the Town Centre. This will subsequently discourage high volumes of vehicles through the Town Centre. Generally speaking, a Service Station and/or Convenience Store rely heavily on a high volume of passing traffic, which is something that is discouraged in the Town Centre.

A land use that involves the sale of petroleum products, high volumes of traffic, is not a desired land use, and or will present in the desired built form of the Town. The construction of a Convenience Store and/or Service Station will contradict the objectives of the Town Centre Strategy and Town Centre Guidelines.

Walter Road East – Local Shopping Zone

The Walter Road East Local Shopping zone comprises of five separate lots (2 north/3 south) along Walter Road East, as highlighted in figure 1.

The zone either directly abuts or is only separated by a 20m wide road reserve to sensitive land uses. This will subsequently make it impossible for any future proposed Service Station/Convenience Store to achieve the recommended minimum 50m –



Figure 1 - Walter Road East Local Shopping Zoning

200m separation distances. Any development within the buffer would pose an unnecessary risk to the amenity of the sensitive receptors through potential exposures to gaseous, noise, odour and risk emissions.

The Town recently considered a proposed 'Convenience Store' on the northern side of Walter Road East, at Lot 75 (No. 72) Walter Road East, Eden Hill. The application was subsequently refused by the Joint Development Assessment Panel in November of 2018 primarily for its proximity to adjoining sensitive land uses (the adjoining primary school and residential development) which would result in amenity impacts; and the constricted small site which would have resulted in severe maneuverability and traffic safety issues, should the development have been approved. Any future development proposal encompassing the same activity will likely experience the same amenity impact issues.

Colstoun Road Shops – Local Shopping Zone

The Colstoun Road Local Shopping zone comprises of four small lots at the corner of Maidos Street and Colstoun Road, opposite Ashfield Reserve, as highlighted in figure 2. The zone is significantly restricted due to its small size, and realistically it would be unable to support the construction of a Service Station or Convenience Store' without severe restrictions on maneuverability (similar to the Walter Road East (North) site).



Figure 2 - Colstoun Road Shops - Local Shopping Zoning

Furthermore, the lots within the zone directly abuts residential developments (sensitive land use), making it impossible for any future proposed service station/convenience store to achieve the recommended minimum 50m-200m separation distances posing a risk to the amenity of those nearby land uses/residences. Therefore, the zone is considered inappropriate for land use activities involving the retailing of petroleum products.

Morley Drive East – Local Shopping Zone

The Morley Drive East Local Shopping zone comprises of two lots at the corner of Morley Drive East & Ivanhoe Street, as highlighted in figure 3. The development site is separated from nearby residential land by a 12m wide road reserve to the east and a 30m wide road reserve to the north and west, and abuts a reserve for recreational purposes to the south. It remains unlikely that the minimum separation distances recommended by the EPA to sensitive land uses will be achieved. Therefore, the sites are considered inappropriate for a Service Station and/or Convenience Store land use.

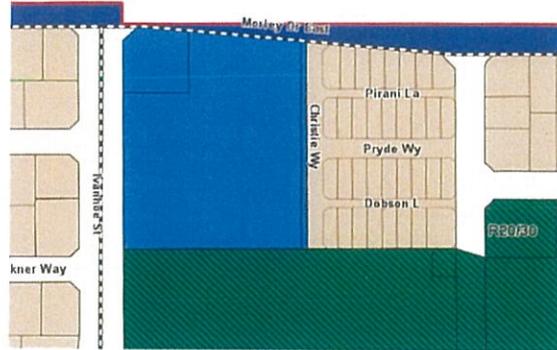


Figure 3 - Morley Drive East - Local Shopping Zone

Furthermore, Council at their ordinary Council Meeting held on the 27 November 2018 considered a proposed concept plan for the two lots, being Lot 5 (No. 246) and Lot 4 (No. 248) Morley Drive East. The plan outlines the strategic planning for the site and how the future redevelopment concept aligns with the future direction for the area, in particular the need and nexus for the type and scale of land uses proposed.

The draft concept plan proposes a mixed use activity centre comprising of the following:

- A 3000m² supermarket;
- 310m² of retail and commercial floor spaces;
- 450m² for fast food and beverages; and
- Medium density residential development.

The concept plan has not been designed in a manner to support a Service Station and/or Convenience Store land use as highlighted in figure 4.



| Legend | |
|--|------------------------|
| ■ | Supermarket |
| ■ | Retail/Commercial |
| ■ | 7.5B |
| ■ | Townhouse/Apartment |
| ■ | 165 Bays |
| ■ | 145 Bays / 100m |
| ■ | 3,500m ² |
| ■ | Total |
| ■ | Total Approx. Car Bays |

Figure 4: Eden Hill Draft Concept Plan

Existing Number of Service Stations/Convenience Stores

Within the boundary of the Town of Bassendean there is one service station (No. 309 Guildford Road, Bassendean) and two convenience stores (No. 310 Collier Road, Bassendean & Unit 1, No. 335 Collier Road, Bassendean) that already exist, none of which are located within the Town Centre or Local Shopping zones.

The existing convenience stores are relatively new developments and are appropriately located within the Bassendean Industrial Area, whilst the existing service station on Guildford Road is a long standing development (operating since the 1950s) within residential zoned land and is subject to an 'Additional Use' in accordance with Schedule 2 of the Towns Local Planning Scheme.

In addition, to the existing facilities within the Town, there are several other service stations/convenience stores within close proximity to the Towns district borders. No more than 500m beyond the Towns borders exists a further 2 petrol stations (No. 502 Guildford Road, Bayswater & No. 157 Morley Drive East, Kiara) and no further than 1000m is a third service station/convenience store in Guildford (20 Johnston Street, Guildford). All three outlets outside the Towns borders remain easily accessible to the Towns residents.

Should the proposed amendment to the use class permissibility of a service station and/or convenience store within the Town Centre and Local Shopping zones be initiated, adopted and eventually approved the Minister of Planning these existing operations will not be impacted as a direct result and there would still be scope for the Town to consider these land use activities in more appropriate locations such as the Towns 'Light Industry' and/or 'General Industry' zones. The Town is satisfied there is an adequate number of outlets easily accessible to its residents should they require petroleum products.

4. Conclusion

Permitting land use activities that involve the sale of petroleum products within the Town Centre and Local Shopping zones will contradict the objectives of the zones, as well as creating conflict with adjoining sensitive land uses. This goes against the principles of proper and orderly planning. The proposed change in permissibility will not have any detrimental impacts on the function of the Towns commercial zones.

The zones will still be able to support a range of land uses that will support retailing of convenience goods and products. For example, the Corner Shop and Shop land use activities will remain permitted, allowing the retailing of convenience goods, even though the convenience store land use will be prohibited. The Convenience Store land use would remain a 'D' use and a Service Station would remain an 'A' use within the 'Light Industry' and 'General Industry' zones.

The two convenience stores and solitary service station existing within the Town will not be affected by the amendment and will continue to operate.

PLANNING AND DEVELOPMENT ACT 2005

TOWN OF BASSENDEAN

LOCAL PLANNING SCHEME 10

AMENDMENT NO. 11

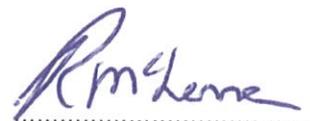
The Bassendean Town Council under and by virtue of the power conferred upon it in that behalf by the Planning and Development Act, 2005, hereby amends the above local planning scheme by:

1. Amending the zoning table as follows:

| Use Class | Zones | |
|-------------------|------------------|---------------------|
| | Town Centre Zone | Local Shopping Zone |
| Convenience Store | X | X |
| Service Station | X | X |

ADOPTION

Adopted by resolution of the Council of the Town of Bassendean at the Ordinary Meeting of the Council held on the 26th day of February 2019.



.....

MAYOR



.....

CHIEF EXECUTIVE OFFICER

FINAL APPROVAL

Adopted by Resolution of the local government of the Town of Bassendean at the Ordinary Meeting of Council held on the ___ day of _____, _____, and pursuant to that Resolution the Seal of the Municipality was hereunto affixed in the presence of:

.....
MAYOR

.....
CHIEF EXECUTIVE OFFICER

RECOMMENDED/SUBMITTED FOR FINAL APPROVAL

.....
DELEGATED UNDER S.16 OF THE
PLANNING AND DEVELOPMENT ACT 2005

Date.....

FINAL APPROVAL GRANTED

.....
MINISTER FOR PLANNING

Date.....

Summary of Submissions – Amended 17 July 2019

Amendment No. 11 to Local Planning Scheme No. 10 – Amending the Land Use Permissibility of Convenience Store and Service Station in the Town Centre and Local Shopping Centre Zones

| Submitter No. | Nature of Submission | Responses from the Town |
|---------------|---|---|
| 1 | <p>Do not object</p> <p>By way of a pro-forma the submitter advised they do not object to the proposal.</p> | <p>Supported.</p> |
| 2 | <p>Objection</p> <p>1. The knee-jerk council reaction to ‘amend’ the Towns entire ‘Town Centre Zone’ & ‘Local Shopping Zones’ planning scheme based on one planning submission that was ultimately too large for the site’s small size and located close to a school or ‘sensitive area’ from a planning perspective is concerning. Especially since the disproportionate reaction appears to be substantiated by non-planning matters raised by local residents, specifically the ‘possibly’ hazardous benzene concentration in the air affecting local school children. This fact is certainly important, and why the relevant environmental and ultimately the health authority sets a minimum distance benzene emitting developments (encompassing drycleaning, paint manufacturing plants as well as petrol and diesel fuel stations) must be from such sensitive areas. However the correct enforcement of notably existing planning rules must not trigger broader town planning changes; as much as a single car accident in a remote town being dramatised does not ban the use of cars by everyone else in town...</p> | <p>Dismissed:</p> <p>1. Officers of the Town were requested by Council to review and commence the process to change the land use permissibility of ‘convenience store’ and ‘service station’ land uses within the Town Centre and Local Shopping Centre Zone. This was a suggestion made by the JDAP in response to the application referred to by the objector. Officers of the Town subsequently undertook a review and concluded that there was planning merit in making a recommendation to Council to initiate the amendment process to prohibit these land use activities within the Town Centre and Local Shopping Zones.</p> <p>2. This reason for objection has not taken into consideration the context of the entire document. The strategy developed objectives and guidelines which identifies the preferred uses for the Town Centre, neither a ‘convenience store’ or ‘service station’ are</p> |

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| | <p>2. The Local Planning Policy No 1 - Bassendean Town Centre Strategy & Guidelines introduction states the following: <i>By 2030, the Town of Bassendean will be an ideal, highly accessible urban village location where people can participate in a cohesive, vibrant and diverse community lifestyle and a thriving local business economy within a high quality built and natural environment.</i></p> <p>My interpretation of the proposed Local Planning Scheme No. 10 - Amendment No. 10 puts it at odds with the above Town Centre strategy.... 'Town Centre Zone' and 'Local Shopping zones' must encourage and engage members of the community to live and work in the Town. In order to work in the Town and garner local residents with a varied shopping experience <i>more development options not less development options</i> should be invited for planning approval.</p> <p>3. The opportunity to attract investment in business ideas by local residents with the business acumen to survive, invest and thrive are fleeting. Further planning limitations will not help the Town Centre or Local Shopping zones flourish. The opposite will occur.</p> <p>4. Limiting residents shopping options to larger 'Coles and Woolworths' type developments rather than smaller 'convenience store' use (which is what has specifically been done in conjunction to the proposed service station amendment) ultimately tells smaller businesses (which I thought the Town is trying to encourage?!) that they're not welcome in the Town Centre or mixed use developments the scheme promotes.</p> <p>5. Fuel technology has recently seen a change towards battery and liquid hydrogen technology that appears</p> | <p>identified as a preferred land use. The intent of the strategy seeks to focus on mixed use, compatible developments with an emphasis on producing intense people spaces and reduced car dependency. Convenience stores and/or service stations do not conform to these objectives.</p> <p>3. The amendment will not result in any detrimental impacts on the function of the Local Shopping or Town Centre zones. The amendment will not prohibit a diverse commercial area or smaller commercial developments. Land uses that provide for the retailing of goods and products will remain permitted. For example, a corner shop and a shop will remain permitted, enabling the retailing of goods and services. The primary difference between a convenience store and a corner shop and or a shop is a convenience store allows for the retail sale of petrol. Officers of the Town have determined that enabling convenience stores & service stations within the Town Centre and Local Shopping zones goes against the principles of orderly and proper planning, having regard to the desired character of these areas.</p> <p>4. Refer to the response provided in point 3.</p> <p>5. Refer to the responses provided in points 1 and 3. In addition to this a subsequent amendment could be investigated at a later date should this occur.</p> |
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| | <p>promising with respect to a lower environmental impact; what's to say that a similar breakthrough in petroleum technology doesn't spark a move in the opposite direction?</p> <p>6. Electricity is still a petroleum product at present (Perth still does use diesel generators) - the wording of this planning amendment is ambiguous and would move to ban these charging stations in mixed use Town centre developments that would in turn alienate residents from seeking local services, or living in these developments. If I can't charge or fill up my car <i>while</i> or <i>nearby</i> shops or where I live, I lose the convenience of 'shopping local' so will go elsewhere - to a Town that will...</p> <p>7. As a local resident who still enjoys trips down south requiring fuel until such a time that battery technology is more affordable to local residents who aren't millionaires. If the Town wants to encourage diverse mixed developments, then be pragmatic to the needs to the current local population and not some 50 years in the future wealthy Aryan space man who uses teleportation instead of a private motor vehicle.</p> <p>8. If the Town and it's local residents do not wish to have fuel stations then I submit the planning department specify ONLY petrol and diesel. Rather than alienate SERVICE STATIONS (car maintenance), LPG, Electric & Hydrogen fuel source station development at the same time.</p> <p>9. I note the Bassendean Town centre had a fuel station located within adjacent to the still existing childcare centre and 73m from St Michael's Primary School that had no outcry from residents to be shut down nor reported increased health incidences, aside from having to drive further (pollute the environment) out of Town to fill up our</p> | <p>6. The amendment seeks to remove the retail sale of petrol and petroleum products which are included in the definition of a convenience store and service station. Officers of the Town consider electric charging bays incidental infrastructure to a car park, which is a separate land use and therefore is not be affected by the amendment.</p> <p>7. As identified in the Amendment Report there is one service station (No. 309 Guildford Road, Bassendean) and two convenience stores (No. 310 Collier Road, Bassendean & Unit 1, No. 335 Collier Road, Bassendean) that already exist within the Towns district borders. None of the existing service stations or convenience stores within the Town are situated on land that is zoned Local Shopping or Town Centre, so these zones will continue to operate in the same manner in which they already do, without these land uses.</p> <p>In addition to the existing facilities within the Town, there are several other service stations/convenience stores within close proximity to the Towns district borders. No more than 500m beyond the Towns borders exists a further 2 service station/convenience stores (No. 502 Guildford Road, Bayswater & No. 157 Morley Drive East, Kiara) and no further than 1000m is a third service station/convenience store in Guildford (20 Johnston Street, Guildford). All three outlets</p> |
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| | <p>cars. The business owner simply sold the business and site to a developer. This is the site the Whitfield Development is built on.</p> <p>10. Ashfield residents have already been targeted by Council whom voted against a \$37 million dollar investment by the state laudably to do with politics rather than Ashfield residents best interests - is the planning team going to do the same and further limit any development in Ashfield's ONLY shopping precinct on offer to local residents?</p> <p>11. Is the planning department embracing large format development over smaller 'convenience store' type developments by specifically eliminating their basis for planning applications in THE TOWN CENTRE or SHOPPING ZONES deemed appropriate for years until this one denied planning application?!</p> <p>12. How is the Ashfield IGA convenience store already present going to be treated? How are other battling mini marts going to be treated across Bassendean? How will new convenience stores be treated? They won't even be allowed to submit an application if this proposed amendment is accepted!</p> <p>13. I'd like to see the Town of Bassendean (which includes Ashfield) be where my children and grandparents can buy a variety of goods both day and outside of work hours without travelling to Morley or further afield. Stopping convenience store development and service station development (based on the ambiguous definition actually provided as 'petroleum products (fuel)') will only damage the local residents who want a convenient place to shop and live. Hence my strong opposition to this proposed amendment.</p> | <p>outside the Towns borders remain easily accessible to the Towns residents.</p> <p>Whilst the retail sale of petrol and petroleum products is considered inappropriate in the Town Centre and Local Shopping zones, the uses will remain permitted within the 'Light Industry' and 'General Industry' zones which are more appropriate locations.</p> <p>8. A land use for the purpose of car maintenance that does not involve the retail sale of petroleum products would meet the definition of 'motor vehicle repair', which is designated an 'X' use within the Local Shopping and Town Centre zones. The amendment seeks to prevent the retail sale of petrol and petroleum products within the Town Centre and Local Shopping zones and is not alienating 'car maintenance'.</p> <p>9. This was a historical arrangement, that no longer exists. This arrangement had also been approved before the adoption of the Town Centre Strategy. This change (old petrol station was replaced by mixed use development), is reflective of the Town preferred development outcome within these zones.</p> <p>10. The Local Shopping zone within Ashfield is restricted due to its small size and would be unable to support the construction of a 'service station' or 'convenience store'. Furthermore, it directly abuts residential developments (sensitive land uses) making it impossible for any future service station/convenience store to</p> |
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| | <p>I appreciate this opportunity to provide feedback. I hope that local residents and local landowners looking to live, develop and invest in the Town Centre or Local Shopping zones aren't unwittingly attracted to do so elsewhere by further Local Planning Scheme Amendment Proposals and a council that appears to be targeting Growth & Prosperity.</p> | <p>achieve the recommended minimum 50m-200m separation distance proposing a risk to the amenity of those nearby sensitive land uses.</p> <p>11. Refer to response provided in point 3.</p> <p>12. The existing Ashfield IGA is approved as a 'shop'. The amendment does not affect the land use permissibility of a 'shop'. Any entity wishing to operate in the same manner as the existing IGA would be considered a 'shop' which has a different definition to a 'convenience store' within the Town's Local Planning Scheme No. 10.</p> <p>13. Refer to responses provided in points 3 ,7 and 10.</p> |
| 3. | <p>Objection</p> <p>The very reason for me to purchase the property in Bassendean was the residential nature of the neighbourhood and the serene environment. I am concerned that this atmosphere will be disturbed by the new development.</p> <p>Further I am worried that the value of the property will diminish with the development of commercial entities.</p> | <p>Noted.</p> <p>Officers of the Town suspect the objector may not have read the amendment document in full, given their comments, which reinforce the intent of the amendment, however, they had ticked 'objection'. Officers of the Town tried to contact the submitter to no avail, but have concluded this is a non-objection.</p> |
| 4. | <p>Objection</p> <p>Convenience stores belong in Town Centre Zones and Local Shopping Zones for convenience.</p> | <p>Dismissed:</p> <p>The amendment will not result in any detrimental impacts on the function of the Local Shopping or Town Centre zones. The amendment will not prohibit a diverse commercial area or smaller commercial</p> |

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|----|---|--|
| | <p>Currently service stations are listed "A" meaning local government will have regards to matters set out in clause 67 of the deemed provisions – so already very restrictive – no need to change.</p> | <p>developments. Land use that provide for the retailing of goods and products will remain permitted. For example, a corner shop and a shop will remain permitted, enabling the retailing of goods. The primary difference between a convenience store and a corner shop and or a shop is a convenience store allows for the retail of petrol. Officers of the Town have determined that enabling convenience stores & service stations within the zones goes against the principles of orderly and proper planning.</p> <p>Whilst the retail sale of petrol and petroleum products is considered inappropriate in the Town Centre and Local Shopping zones, they will remain permitted within the 'Light Industry' and 'General Industry' zones which are considered a more appropriate location.</p> |
| 5. | <p>Objection</p> <p>The construction of convenience stores and service stations is an investment in the Bassendean Area. I see no advantage in hindering any investment and in turn employment opportunities in our area.</p> <p>Convenience stores belong in the "Town Centres & Local Shopping Zone" if not there, where?</p> <p>The main street, west of Wilson street requires a balanced mix of pedestrian and car based retail. The lack of convenient (provision of) parking bays is why the west end of the Town centre is faltering. The other reason is that the west end of town has no convenience store!!!! Land use in the local planning scheme 10 for convenience store should remain unchanged.</p> | <p>Dismissed:</p> <p>Refer to responses provided to submission no. 2 – points 3 and 7; and</p> <p>Refer to response provided to submission no. 4.</p> |
| 6. | <p>Do no object Support the proposal.</p> | <p>Supported.</p> |