Government of **Western Australia**
Development Assessment Panels

Metro Central Joint Development Assessment Panel Agenda

Meeting Date and Time: 15 August 2019, 9:00 AM
Meeting Number: MCJDAP/359
Meeting Venue: Town of Victoria Park
99 Shepperton Road, Victoria Park

Attendance

DAP Members

Ms Megan Adair (Presiding Member)
Mr Brian Curtis (A/Deputy Presiding Member)
Mr John Syme (A/Specialist Member)

Item 8.1
Cr Claire Anderson (Local Government Member, Town of Victoria Park)
Cr Vicki Potter (Local Government Member, Town of Victoria Park)

Item 9.1
Cr Jai Wilson (Local Government Member, Town of Bassendean)

Officers in attendance

Item 8.1
Mr Robert Cruickshank (Town of Victoria Park)

Item 9.1
Mr Christian Buttle (Town of Bassendean)

Minute Secretary

Ms Susan Fraser (Town of Victoria Park)

Applicants and Submitters

Item 8.1
Mr Sheldon Turner (Total Project Management)

Item 9.1
Mr Reegan Cake (Dynamic Planning and Developments)

Members of the Public / Media

Nil

1. Declaration of Opening

The Presiding Member declares the meeting open and acknowledges the traditional owners and pay respects to Elders past and present of the land on which the meeting is being held.

2. Apologies

Ms Rachel Chapman (Deputy Presiding Member)
Mr Michael Hardy (Specialist Member)
Mayor Renee McLennan (Local Government Member, Town of Bassendean)
Cr Kath Hamilton (Local Government Member, Town of Bassendean)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Signed minutes of previous meetings are available on the DAP website.

5. Declarations of Due Consideration

Any member who is not familiar with the substance of any report or other information provided for consideration at the DAP meeting must declare that fact before the meeting considers the matter.

6. Disclosure of Interests

Member	Item	Nature of Interest
Ms Rachel Chapman	8.1	Impartiality Interest - Ms Rachel Chapman is a Director and shareholder of Taylor Burrell Barnett, who have been appointed as planning consultants by Total Project Management on another project.

7. Deputations and Presentations

The Town of Victoria Park and Town of Bassendean may be provided with the opportunity to respond to questions of the panel, as invited by the Presiding Member.

8. Form 1 – Responsible Authority Reports – DAP Applications

8.1

Property Location:	53-55 (Lots 31, 32 & 33) Canning Highway, Victoria Park
Development Description:	23 Multiple Dwellings
Applicant:	Total Project Management
Owner:	Kingsfort VP Pty Ltd
Responsible Authority:	Town of Victoria Park
DAP File No:	DAP/19/01613

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

9.1

Property Location:	Lot 54 (No. 72) Railway Parade, Bassendean
Development Description:	Proposed 22 Multiple Dwellings
Proposed Amendment:	Form 2.2 - To amend the approval so as to extend the period within which the development must be substantially commenced by a further two years.
Applicant:	Reegan Cake, Dynamic Planning and Developments
Owner:	Mark Francis Hammond & Sandra Lee Hammond
Responsible Authority:	Town of Bassendean
DAP File No:	DAP/15/00740

10. Appeals to the State Administrative Tribunal

Current Applications		
LG Name	**Property Location**	**Application Description**
City of Melville	Nos. 10, 12 & 14 (Lots 311, 800 & 801) Forbes Road and Nos. 40A, 40B & 40C (Lots 802, 803 & 804) Kishorn Road, Applecross	20 Storey Mixed-Use Development comprising 97 Multiple Dwellings, 15 Short Stay Accommodation Units and 5 Non-Residential tenancies (Office, Restaurant, Shop and 2 Co-Working Spaces)
City of South Perth	Lots 2-20 (72-74) Mill Point Road, South Perth	36 Level (118.2m) Mixed Use Development
City of South Perth	Lots 207 & 206, Nos. 117 & 119 Lockhart Street, Como	Proposed Mixed Development within a 10 Storey (plus Basement and Roof Terrace) Building
City of South Perth	Lots 29-31 (50-52) Melville Parade, South Perth	31 Level (103.1m) Mixed Use Development
City of South Perth	Lot 4 (No. 3) Lyall Street and Lot 11 (No. 56) Melville Parade, South Perth	43-Storey Mixed Development
City of South Perth	Lot 220 (464) Canning Highway, Como	3-Storey Office Building redevelopment plus Basement Parking with 2 Large Format Digital Signs (Advertisement)
City of South Perth	Lots 81 and 82 (No.31) Labouchere Road and Lot 12 (No.24) Lyall Street, South Perth	Mixed use development comprising commercial and residential land uses (41 Storey) (next to Perth Zoo)

11. General Business / Meeting Closure

In accordance with Section 7.3 of the DAP Standing Orders 2017 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

Government of **Western Australia**
Development Assessment Panels

Form 1 – Responsible Authority Report

(Regulation 12)

Property Location:	53-55 (Lots 31, 32 & 33) Canning Highway, Victoria Park
Development Description:	23 Multiple Dwellings
DAP Name:	Metro Central JDAP
Applicant:	Total Project Management
Owner:	Kingsfort VP Pty Ltd
Value of Development:	$9 million
LG Reference:	5.2019.216.1
Responsible Authority:	Town of Victoria Park
Authorising Officer:	Robert Cruickshank
DAP File No:	DAP/19/01613
Report Due Date:	05 August 2019
Application Received Date:	20 May 2019
Application Process Days:	90 days
Attachment(s):	1. Development plans and elevations. 2. Aerial photo of site 3. Current renders 4. State Planning Policy 7.3 Assessment 5. Applicants response to Element Objectives 6. Application package received 3 July 2019 – including MJA Design report 7. Consultation plans and renders 8. Schedule of submissions 9. Requirements of other Council Business Units 10. Agency comments 11. Traffic Impact Statement 12. Acoustic report 13. Landscape package received 3 July 2019 14. Letter from CAPA received 25 July 2019 15. Waste management plan received 25 July 2019 16. Stormwater Drainage Design received 3 July 2019 17. Correspondence for ESD details received 31 July 2019

Officer Recommendation:

That the Metro Central JDAP resolves to:

1. **Approve** DAP Application reference DAP/19/01613 and accompanying plans at **Attachment 1** in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of the Clause 29 of the Town of Victoria Park Town Planning Scheme No. 1, and pursuant to Clause 30 of the Metropolitan Region Scheme subject to the following conditions:

Conditions

1. The development, once commenced, is to be carried out in accordance with the approved plans, date stamped approved 15 August 2019 at all times, unless otherwise authorised by the Town.

2. An acid sulfate soils self-assessment form and, if required as a result of the self-assessment, an acid sulfate soils report and an acid sulfate soils management plan shall be submitted to and approved by the Department of Water and Environmental Regulation before the development is commenced. Where an acid sulfate soils management plan is required to be submitted, all development shall be carried out in accordance with the approved management plan.

3. Prior to lodging an application for a building permit, the applicant must submit and have approved by the Town, and thereafter implement to the satisfaction of the Town, a Construction Management Plan addressing the following matters:
   a) How materials and equipment will be delivered and removed from the site;
   b) How materials and equipment will be stored on the site;
   c) Parking arrangements for contractors;
   d) Construction waste disposal strategy and location of waste disposal bins;
   e) Details of cranes, large trucks or similar equipment which may block public thoroughfares during construction;
   f) How risks of wind and/or water borne erosion and sedimentation will be minimised during and after the works;
   g) A dilapidation report detailing the state of footpaths, Town assets and public utilities within the road reserve in the vicinity of the site. This report will be used to ensure that any and all damage sustained to Footpaths, Town assets and public utilities located within the road reserve during construction are reinstated at the applicant's expense to Town or relevant service provider's specifications and requirements;
   h) Details of preventative measures that shall be implemented to ensure that no construction material, topsoil, runoff or deleterious matter is allowed to enter the stormwater system, adjacent Parks and Recreation reserve or the River; and
   i) Other matters likely to impact on the surrounding properties.

4. Prior to lodging an application for a building permit, the applicant must submit an Urban Water Management Plan to the satisfaction of the Town in consultation with the Department of Biodiversity Conservation and Attractions. The development shall be constructed in accordance with the approved details and shall be thereafter maintained. (See related advice notes)

5. Prior to the submission of a building permit, arrangements being made to the satisfaction of the Town that address concerns relating to bins (on collection day) obstructing pedestrian traffic by either of the following means:
   a. A contribution of $16,625.57 being paid to the Town for the cost of constructing a footpath along the northern edge of McCallum Lane. The development is to thereafter operate in accordance with the Waste Management Plan dated 25 July 2019 unless otherwise approved by the Town in writing; or
   b. A revised Waste Management Plan being provided to the satisfaction of the Town demonstrating means by which bins can be collected by while neither

footpath, car bays or manoeuvring areas be obstructed as part of bin presentation area, and providing means by which these management practices can be guaranteed for the life of the development. The development to thereafter operate in accordance with the approved details.

6. Prior to lodging an application for a building permit, a detailed Noise Management Plan is to be submitted and approved by the Town, which demonstrates that the development has been designed to meet the relevant requirements of State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' (SPP5.4). The report must be prepared by a suitably qualified and competent person in accordance with the SPP5.4 Guidelines. Any recommended mitigation or design measures are to be incorporated into the drawings submitted for a building permit and the development shall be constructed in accordance with the approved details. (See related advice note)

7. Should the implementation of noise mitigation and design measures leave any apartment not achieving the target noise levels outlined within State Planning Policy 5.4 '*Road and Rail Transport Noise and Freight Considerations in Land Use Planning*' to the satisfaction of the Town, a notification, pursuant to Section 70A of the *Transfer of Land Act 1893* is to be placed on the certificate(s) of title of the relevant strata lots. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:

   "The dwelling is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise."

8. Prior to lodging an application for a building permit, either (i) Lots 31, 32 and 33 are to be amalgamated into a single lot on a Certificate of Title; or (ii) the owner entering into a legal agreement with the Town prepared by the Town's Solicitors at the owner's cost agreeing to complete the amalgamation of Lots 31, 32 and 33 into a single lot within 12 months of the issue of a building permit.

9. Prior to lodging an application for a building permit, a detailed landscaping and reticulation plan for the subject site and the adjacent road verge(s) must be submitted to and approved by the Town. (See related advice note)

10. Prior to the occupation or strata-titling of the building(s), whichever occurs first, landscaping as per the approved details being implemented to the satisfaction of the Town.

11. Prior to the submission of an application for a building permit, a contribution of a sum of 1% of the total construction value being made to the Town towards public art by either:

    a. Payment directly to the Town which will be placed in the Town's Community Art Reserve with the funds being used by the Town to provide public art within the same Town Planning Scheme Precinct; or

    b. Payment to the Town of a bond to the value of the contribution, on the basis that the owner is to provide public art on the development site in accordance with the procedures outlined in the Town's Developers Public Art Handbook, which includes the submission of details for approval by the Town. The public art is to be completed and installed to the satisfaction of the Town prior to the occupation of the development, at which time the bond

will be refunded by Council. The public art is to be maintained thereafter by the owner/occupiers; or

c. The owner entering into a legal agreement with the Town prepared by the Town's solicitors at the cost of the owner, undertaking to provide public art on the development site in accordance with the procedures outlined in the Town's Developers Public Art Handbook, which includes the submission of details for approval by the Town. The public art is to be completed and installed to the satisfaction of the Town prior to the occupation of the development. The public art is to be maintained thereafter by the owner/occupiers.

12. Prior to lodging an application for a building permit, plans are to be submitted demonstrating to the satisfaction of the Town that the units on the upper ground floor satisfy the silver standard outlined within the Liveable Housing Design Guidelines. (See related advice note)

13. Prior to lodging an application for a building permit, details of privacy screening to the interface between No.59 Canning Hwy and the upper ground floor balconies in the western corner of the site are to be provided to the satisfaction of the Town. The development shall be constructed in accordance with the approved details unless otherwise approved by the Town in writing and shall be thereafter maintained.

14. Complete details of the proposed external colours, finishes and materials to be used in the construction of the buildings are to be provided to the satisfaction of the Town prior to submission of an application for a building permit, particularly details relating to:
    a. details of colours and materials of security gate screening; and
    b. details of perforated powder coated screening to elevations.

    The development shall be constructed in accordance with the approved details and shall be thereafter maintained.

15. Prior to lodging an application for a building permit, details of the height & location of hot water units located in storerooms are to be provided to the satisfaction of the Town, demonstrating that their placement is such that the hot water unit is accessible and that the storerooms retain their intended function

16. Prior to lodging an application for a building permit, the applicant must submit and have approved by the Town, and thereafter implement to the satisfaction of the Town, details of a 1kw photovoltaic system provided to each apartment. (See related advice note)

17. Prior to lodging an application for a building permit, details of water efficient fixtures and fittings installed within the development are to be provided to the satisfaction of the Town. (See related advice note)

18. Prior to lodging an application for a building permit, details of the security intercom system for access to all car parking bays (inclusive of residential visitor bays) are to be provided to the satisfaction of the Town.

19. Prior to occupation or use of the development, the redundant crossovers to Lots 31, 32 and 33 as shown on the approved plans, must be removed and the verge

and kerb reinstated at the cost of the owner to the specification and satisfaction of the Town.

20. Prior to the submission of an application for a building permit, the applicant is to provide further details demonstrating that a 6 metre by 6 metre sightline truncation area at the intersection of Taylor Street and McCallum Lane will remain free of any obstructions that would inhibit line of sight for turning vehicles to the satisfaction of the Town. Any fixture or improvement located within the visual truncation area is not to exceed a height of 750mm. (See related advice note)

21. Prior to lodging an application for a building permit, a plan shall be submitted detailing the location of all external lighting, to the satisfaction of the Town. The lighting plan and subsequent lighting installed must demonstrate that any light spill to adjoining properties is minimised to acceptable levels and is in compliance with AS4282:1997. Lighting in accordance with the approved plan is to be installed prior to occupation or strata titling of the building(s), whichever occurs first.

22. Prior to the occupation or use of the development, all on site car bays being provided in accordance with the approved plans.

23. A minimum of five (5) car parking bays to be provided on site for the exclusive use of visitors. These bays shall be marked for the exclusive use of visitors prior to the first occupation or commencement of the development.

24. All car parking bays to be lined-marked and designed in accordance with AS2890.1 and AS2890.6.

25. A zero lot gutter to be provided for the boundary wall(s) unless otherwise approved in writing by the Town.

26. Prior to the occupation or the strata-titling of the building(s), whichever occurs first, unless otherwise approved in writing by the Town, the external surface finish of the boundary wall(s) must be finished to the same standard as the rest of the development to the satisfaction of the Town.

27. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lot.

28. No earthworks shall encroach onto the Canning Highway road reserve

29. No development other than landscaping shall be permitted on the land as shown as required for future road purposes on the enclosed Land Protection Plan: 1.1041/2. (See attachment 10)

30. No stormwater drainage shall be discharged onto the Canning Highway road reserve, including the road requirement as shown within Land Protection Plan: 1.1041/2 (See attachment 10)

31. The ground levels on the Canning Highway boundary are to be maintained as existing.

Advice Notes

1. 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.

2. To avoid delays in the issuing of a building permit, the applicant should commence the subdivision/amalgamation procedure without delay. A licensed land surveyor should be engaged for this purpose.

3. With respect to the condition requiring details of a 1kw photovoltaic system being provided to each apartment, it is noted that the applicant has advises that, to reduce energy consumption from the development and greenhouse gas emissions from the development (O4.15.1), *"We are proposing to include a 1kw solar system per apartment"* (see attachment 17)

4. With respect to the condition requiring details of water efficient fixtures, it is noted that the applicant's submission advises that, to minimise potable water consumption throughout the development (O4.16.1), *"Fixtures and fittings with efficient WELs Ratings will be proposed"* (see attachment 5)

5. The applicant is advised that the proposed works are located in a high to moderate acid sulphate soils risk area. The Acid Sulphate Soils Guideline Series for guidance on the identification, assessment and management of acid sulphate soils in Western Australia is available from the Department of Water and Environmental Regulation website at www.dwer.wa.gov.au. If any acid sulphate soils are exposed during the works, the Department of Water and Environmental Regulation should be contacted for further advice.

6. With respect to the condition for an Urban Water Management Plan (UMWP), the Department of Biodiversity, Conservation and Attractions advises the following:

    a. The stormwater management system (UMWP) shall be designed to prevent mobilisation of sediment, nutrients and contaminants from the site to the river. Stormwater from the proposed development should be managed in accordance with Department of Biodiversity, Conservation and Attractions Policy 49 - Planning for Stormwater Management Affecting the Swan Canning Development Control Area, the Department of Water and Environmental Regulations Stormwater Management Manual for Western Australia and Decision Process for Stormwater Management in WA, and water sensitive urban design principles. Stormwater runoff from constructed impervious surfaces generated by small rainfall events (i.e. the first 15 mm of rainfall) must be retained or detained at source as much as practical and will not be permitted to enter the river untreated (in particular from the carpark). The Urban Water Management Plan is to make specific reference to clause 4.16, Design Guidance 4.16.5 of State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments. Incorporate the use of deep soil zones within the site to locate vegetation and assist with stormwater management as referred to in the Western Australian Planning Commission's draft Apartment Design Guidelines. The Urban Water Management Plan required can be emailed to rivers.planning@dbca.wa.gov.au for preliminary feedback.

    With respect to the condition for an Urban Water Management Plan, the Town's Street Operations Team advises the following:

b. The Stormwater Management Plan should be designed and signed by a certified and qualified practising Hydraulic Engineer that will address issues associated with stormwater during storm events of 1:100 Annual Rainfall Interval (ARI). In the event that changes to the approved plans (i.e finished floor levels and ground levels) are required in order to comply with the stormwater drainage management plan, then an application for amendment to the development approval may be required.
c. Proposed Stormwater overflow DN150 direct connection pipe to TOVP Drainage system (Depicted in attachment 11) is not approved or permitted and is to be removed from the stormwater designs.
d. As internal grades will overland flow towards McCallum Lane, Applicant is permitted by Manager of Technical Services to use last soakwell as a bubble-up pit during heavy storm events.

7. With respect to the condition requiring details demonstrating that the silver standard of Liveable Housing Design Guidelines are achieved by the units on the upper ground floor, please be advised that the level of detail required include (but are not limited to) wall reinforcement for future handrails, hobless showers, slip-resistant floor surface etc. Please note that Town of Victoria Staff have identified that the following requirement may require alterations to the floor plans of apartments:
    a. *a minimum 1200mm clear circulation space forward of the toilet pan exclusive of the swing of the door in accordance with Figure 3(a).*
    b. *The toilet pan should be located in the corner of the room (if the toilet is located in a combined toilet / bathroom) to enable installation of grabrails at a future date. Reinforcement guidelines for walls*

    The applicant may wish to seek the services of a disability access consultant to assist in addressing these matters.

8. With respect to the condition for a revised landscaping plan, it is noted that the landscaping plan provided within Attachments 6 and 13 was for a *previous design iteration*. The approved DA plans include additional on-structure planting and Deep Soil Areas adjacent to/above the car parking gate and visitor bays that are not detailed within the landscaping package received to date. The Town expects the landscaping plan to include the following details:

    - Plan to scale not less than 1:200, preferably 1:100;
    - North point and lot boundaries;
    - Existing trees for retention or removal, including verge trees;
    - Verges – include all services and features from the property line to the roadway edge;
    - Hard surfacing areas, footpaths, crossovers and driveways;
    - Retaining walls, fences and other structures;
    - Note proposed irrigation type (waterwise design preferred);
    - Mulch type - large-particled to allow for effective drainage;
    - Mulch application depth - minimum 70mm;
    - Mulch is to be suitably retained on the verge to prevent the contamination of street drainage systems;

- Landscaping of the street verge in accordance with the Town of Victoria Park's 'Your Street Verge - Sustainable Landscaping Guide' on the Town's website;
- Plant legend showing:
  - Proposed plant species (botanic and common names);
  - Container size (not less than 130mm);
  - Plant quantities;
  - Waterwise plant selection; and
  - Appropriate spacing – moderate planting density, relative to the eventual mature size and spread of the species selected;
- Plantings within sightline areas to be mulched and have a maximum height of 750mm on the verge and in visual truncation areas; and
- Landscape maintenance schedule.

  Landscaping is to be installed in accordance with the approved plan continually maintained to a standard to the satisfaction of the Town.

9. With respect to the condition for an acoustic report, it is noted that the acoustic report provided with the development application concluded that further information and would be required to determine acoustic treatments to be provided and that "*specific glazing configurations will be provided as the project progresses into later stages*" (See Attachment 12). In summary, the Town is of a view that a second report is required.

10. With respect to the condition for a 6 metre by 6 metre sightline truncation area at the intersection of Taylor Street and McCallum Lane, it is noted that the Town's Street Improvement team initially requested this area be ceded to the Crown. Given that the structure of the building would project into this truncation area in its upper floors, such an approach would either impact on the design of the building or would pose problematic liability issues to be resolved. Given that the lower ground floor area of the building keeps clear of the 6x6m truncation, a compromise was reached in which only a 4m x 4m area will be sought to be ceded to the Crown at this corner while a condition of development approval ensures that the purpose of the larger truncation (sightlines) is still achieved.

11. In relation conditions relating to Land Protection Plan 1.1041/2 the project for the upgrading/widening of Canning Highway is not in Main Roads current 4-year forward estimated construction program and all projects not listed are considered long term. Please be aware that timing information is subject to change.

12. The applicant/owner should refer to the Requirements of Other Council Business Units (see Attachment 9), which are relevant to the submission of a building permit and/or the carrying out of the development for which this approval is granted. This development approval does not remove the need to obtain licences, permits or other forms of approval that may be required under other legislation or requirements of Council.

Details: outline of development application

Zoning	MRS:	Urban
	TPS:	Residential – R80
Use Class:		Multiple Dwellings – 'P' (permitted) use

Strategy Policy:	1. Precinct Plan P4 - 'McCallum Precinct' 2. Local Planning Policy 20 'Design Guidelines for Developments with Buildings Above 3 Storeys' 3. Local Planning Policy 25 – Streetscape; 4. Local Planning Policy 26 – Boundary Wall; 5. Local Planning Policy 33 – Guide to Concessions on Planning Requirements for Mixed-Use Multi Dwelling and Non-Residential Developments;
Development Scheme:	Town of Victoria Park Town Planning Scheme No. 1
Lot Size:	1392m^2
Existing Land Use:	53 Canning Highway – Single Dwelling, with last known use being as an 'Office' 55 Canning Highway – Former warehouse/ commercial building for which non-conforming land use rights have expired.

Approval is sought for construction of a six (6) storey apartment building consisting of Multiple Dwellings, a communal lounge, a communal clubhouse, courtyard area and landscaping. The proposed land use is "Multiple Dwellings" and the subject land is zoned 'Residential' with a density code of R-80 under Town Planning Scheme No. 1. Non-residential land-uses are not proposed as part of this application. The applicant has stated, however, that the communal lounge has been designed with a future possible change-of-use to café in the future (noting this would require a scheme amendment).

The proposed apartment complex consists of 12 two-bedroom apartments and 11 three-bedroom apartments. An under croft parking area is located on the lower ground floor, accessed from McCallum Lane. The residential lobby, communal lounge and vehicular access point take access from/address McCallum Lane. The slope of the site results in the lower ground floor being below ground level when viewed from Canning Highway. The upper ground floor provides additional pedestrian access from Canning Highway to the communal courtyard area and clubroom.

The existing buildings on the subject lots are proposed to be demolished.

Background:

The subject site has street frontage to Canning Highway, Taylor Street and McCallum Lane. It is located within a strip of residential properties on the northern edge of Canning Highway, adjacent to Taylor Reserve and McCallum Park which both border the Swan River.

Abutting the development site to the southwest is No 59 Canning Highway, a 4 storey (as viewed from Canning Highway) apartment building, and further to the south west is No 67 Canning Highway, another (larger) set of four storey apartments.

If approaching the subject site from the North East along Canning Highway a pattern of larger sized residential development is apparent, notably the following:

- No 71 Heirisson Way – 5 storey building;
- No 3 Washington Street – 4-5 storey building;

- No 36 Canning Highway – 3 storey building; and
- No 54 Canning Highway – 4 storey building.

Also in the vicinity of the subject site are a variety of commercial buildings, particularly along Canning Highway and clustered near the intersection with Berwick Street. Some of these buildings are of a small scale, while others are of a height comparable to the four storey development at No. 67 Canning Highway. With the exception of a few pockets of taller and higher density development, the remainder of the prevailing development context to the south and west is single to two-storey residential areas.

Total Project Management and MJA Studio were engaged by the owner to prepare a feasibility concept for residential development at the site. Meetings were arranged with the Town's Design Review Panel (DRP) to provide preliminary feedback, the first of which was held on 19 September 2018 and the second of which was held on 27 February 2019. The application for Development Approval was lodged in May.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*;
- *Planning and Development (Local Planning Schemes) Regulations 2015*; Schedule 2, Clause 67;
- Town Planning Scheme No. 1 (TPS1) Clause 29;
- TPS1 Precinct Plan P4 'McCallum Precinct'; and
- Metropolitan Region Scheme Text Clause 30 and Clause 32.

State Government Policies

- State Planning Policy 5.4 - Road and Rail Transport and Freight Considerations in Land Use Planning.
- State Planning Policy 7.0 – Design of the Built Environment
- State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments

Local Policies

- Local Planning Policy 20 - Design Guidelines for Development with Buildings Above 3 Storeys;
- Local Planning Policy 25 – Streetscape;
- Local Planning Policy 33 – Guide to Concessions on Planning Requirements for Mixed-Use, Multiple Dwelling and Non-Residential Developments(LPP33); and
- Local Planning Policy 29 – Public Art Private Developer Contributions (LPP29)

Consultation:

Public Consultation

In accordance with Council's Local Planning Policy 37 'Community Consultation on Planning Proposals' (LPP 37), the proposed development was considered to be a 'significant application' and was advertised for a period of 21 days. Advertising included signs on site, newspaper notices and letters to the owners and occupiers of properties within a 200m radius of the site.

The consultation period commenced on Tuesday, 4 June 2019, and closed on Tuesday, 25 June 2019. During this period, two signs displaying the public consultation notice were erected on the site in prominent locations. Newspaper Notices were published in the Southern Gazette local newspaper once a week for three consecutive weeks (Tuesday 4 June 2019, 11 June 2019 and 18 June 2019). Plans/details of the proposed development were made available to be viewed online via the Town's website www.victoriapark.wa.gov.au.

During the consultation period, four (4) submissions were received in relation to the subject development proposal. Two (2) submissions object to the proposal, one (1) supports it and one (1) is neutral. The submissions received are summarised as follows:

Issue Raised	**Officer's comments**
2 submissions objecting to building height and bulk: • The lack of lean-back/stepping • Inappropriate building height and bulk • higgledy-piggledy profile of buildings along McCallum Lane see Eastern elevation at pp203/224 • Additional height is not a result of topography – other buildings in the immediate vicinity have faced this same issue and not resulted as taller • Additional height results in diminished daylight, solar access and ventilation for adjoining properties	**Not Supported** Since the applicant was provided with a summary of the objections received and concerns relayed to them by assessing officers, revised plans have been provided (Attachment 1), substantially amending what was previously proposed to be a 4-5 storey lot boundary wall (see attachment 7). This change may lessen concerns regarding building bulk to the adjoining property at No 59 Canning Highway. It is unlikely to have altered opinions relating to height and building bulk presented to the Canning Hwy, Taylor Street and McCallum Lane streetscapes It is considered noteworthy that even though over 400 consultation letters were posted to owners and occupants within a 200m radius of the site, only 2 submissions were received in objection to the development. It is appreciated that residents at No 59 have concerns in relation to how the proposed development impacts their site. The Town is comfortable with the proposed development and how its perceived height and bulk has been minimised through architectural treatments. This is discussed further in this report under the SPP7.0 assessment and in the SPP7.3 assessment attached (attachment 4). Solar access is responded to as a separate matter the table below.
	Not Supported

2 submissions objecting to additional plot ratio: • plot ratio sought of 1.75 is inappropriate • sense of mass and volume • The DA is an attempt to get as many units as possible at the expense of design outcomes for both residents and adjoining neighbours. There needs to be stronger consideration of deprivation of amenity and community quality for others in the immediate area • A smaller and better-considered quality development would be appropriate for this location	The Town is comfortable with the proposed development and how its perceived height and bulk has been minimised through architectural treatments. The Design Review Panel has also stated that in relation to the development, that in terms of scale and density it has been "*Optimised rather than maximised*". This matter is discussed further in this report under the SPP7.0 assessment and in the SPP7.3 assessment attached (attachment 4).
2 submissions objecting to overshadowing: • Overshadowing/blocking of natural light • A large architectural window facing approximately NNE and over the proposed DA at 53-55 was approved by TVP and would be totally redundant if the approval proceeds	**Noted** It is acknowledged that some overshadowing of the adjoining property results from the proposed development. While the 'Acceptable Outcomes' of R-Codes Volume 2 do not restrict the extent of overshadowing for an R80 development, Officers have conveyed to the applicant that efforts be undertaken to reduce overshadowing. As discussed above, the shifting of the lot boundary wall has resulted in a lesser extent of shade likely to be experienced by the adjoining property. The adjoining development also benefits from a Northerly orientation, and all units and their key outdoor living areas (their balconies) are still expected to benefit from the winter sun.
2 submissions objecting to the reduced setback to McCallum Lane: • The owner/occupiers at 59 will be significantly disadvantaged if the setback to McCallum Lane is not in line with that of 59. • The other big issue could be the setback from McCallum Lane.	**Noted** The reduced setback to McCallum Lane is acknowledged, but assessing officers are of a view that this result in better design outcomes. The communal lounge is well suited to being located immediately on the street corner, providing activation and passive surveillance. The remainder of the ground floor plinth ensures that car parking areas

	are out of sight, rather than having visitor bays and tarmac presented to the street, with landscaping installed to soften the presence to the street.
2 submissions objecting to loss of visual privacy: • Occupants of 53-55 having the ability to look into our balcony areas	**Noted** Fixed louvres have been used on balconies to the upper portion of the development ensure overlooking of adjoining residents is avoided, while still preserving an outlook/views to the west. Screening, however, is not provided to the Upper Ground floor balconies (westernmost unit) resulting in the lowermost balcony to No 59 Canning Highway being overlooked. A recommended condition of approval requiring details of screening for the balconies that do not currently satisfy the Visual Privacy Acceptable Outcomes.
2 submissions objecting to the Lot boundary wall as depicted in consultation material: • Cliff-like wall. Poor outlook for residents of adjoining property • At a minimum the proposed DA needs to remove at least 2 levels of the building within 6-8 metres of the common boundary.	**Noted** As outlined above, following consultation, revised plans were provided that substantially alter the wall in question.
2 submissions objecting to the extent of car parking proposed: • We believe that the DA underestimates the parking requirement. It seems obvious that these units will be marketed and sold to higher socio-demographics, than the average apartment in Victoria Park and generally the buyers are more likely to: - Be older than average - Have adult children who drive - Have higher disposable incomes - Have more than one car per household - Be less likely to use public transport • The number of public events in Taylor Park and McCallum Park, during the year, creates a parking nightmare.	**Not Supported** Reductions in vehicular dependence is an objective recognised in several of the State's and Town's key planning documents. It is acknowledged that, for some buyers, this may require a change of current behaviours. Some may be attracted to that change The proposal is less than 100m from a high frequency route bus stop and is in such close proximity to the CBD that non-vehicular methods of transport should be encouraged. The notion that high quality development will inadvertently require a greater proportion of car bays per dwelling is not supported.
1 submission conveying concern in relation to traffic and functionality of	**Noted** A right hand turn from the Taylor Street

intersections: • Has anyone considered the impact of this building on this area? At present Taylor Road is a popular entry for people avoiding two sets of traffic lights, to Mill Point road, South Perth. As you are aware, a right hand turn is virtually impossible onto Canning Highway, via Taylor Road. We must all travel via the car park to Mill Point Road or Way Road.	intersection onto Canning Highway is a difficult prospect in busy traffic conditions. This development will not change that. A Traffic Impact Statement prepared by suitably qualified consultants has been provided by the applicant and reviewed by Main Roads. No concerns or objections were raised in relation to road capacity or congestion.
1 submission in support of the presentation of the building: • The development design is stunning and will be great asset to the neighbourhood.	**Noted** Presentation of building discussed later in this report.
1 submission in support of possible future café space: • The proposal of a commercial space for a coffee shop is a great idea too, something that is lacking in our little area.	**Noted** It should be clarified that at current the ground floor corner is proposed to be a 'communal lounge'.
1 submission neutral on the development application: • Any planning approval would be on the basis that the reservation be set aside as part of the approval process.	**Noted** No development is proposed within the reservation area. Ceding of the land is likely to take place as part of the amalgamation that will be required for the subject lots (given that a building cannot straddle lot boundaries, in-part, due to fire separation requirements)

It is noted that the Department of Planning Lands and Heritage were the submitter of the 'Neutral' comments. These comments are listed under 'public consultation' on the basis that the referral was sent to them on the basis they are an owner of land within the vicinity, rather than on the basis of a statutory referral. Accordingly, their comments are categorised as those of a nearby landowner.

<u>Consultation with other Agencies or Consultants</u>

- Main Roads
  The subject site abuts Canning Highway, a "Primary Regional Road". In accordance with MRS instrument of delegation, comment was sought from Main Roads regarding the proposal. Their submission stated that they had no objection, subject to standard conditions. For further information, see attachment 10.

- Swan River Trust
  The subject site abuts the Swan River Trust Development Control Area. In accordance with MRS Clause 30A (2) (b), comment was sought from the Swan River Trust regarding the proposal. The Department of Biodiversity Conservation and

Attractions has provided a response stating that they have no objection, subject to standard conditions being applied. For further information, see attachment 10.

Planning Assessment:

Town Planning Scheme No.1 (TPS1) Precinct Plan P4 – McCallum Precinct

The Statement of Intent relating to Precinct Plan P4 states the following:

"The McCallum Precinct's role as a major node of recreational and leisure activity, with adjacent commercial and residential uses will be enhanced. Further development will also serve to enhance and promote the precinct as a tourist attraction on the basis of its waterfront setting.

Development will be concentrated in two areas. Further commercial development will be encouraged in the area centred around Berwick Street/Canning Highway intersection. Uses such as offices and showrooms are considered to be appropriate. High density, high quality residential uses will be encouraged in the second area which follows the alignment of Canning Highway, and backs onto the Park."

The proposal is considered to be consistent with the intent of the Precinct Plan, especially when considered in the context of the previous land use on site.

Development standards outlined in the Precinct Plan also include the following requirement:

Item	Requirement	Proposal	Compliance
Building Height	The height of a building shall not exceed 15 metres	The maximum height of the proposed building is 20.1 metres	Discretion sought. Assessment required against Clause 29 of TPS1 See Officers Comment section for further detail

Town Planning Scheme No.1 (TPS1) Clause 29 – Determination of Non-Complying Applications

Given the proposal does not comply with the Building Height requirement outlined above, Clause 29 is pertinent in considering the development, namely that in considering the matter Council is to be satisfied in relation to the following:

(i) if approval were to be granted, the development would be consistent with -
- *the orderly and proper planning of the locality;*
- *the conservation of the amenities of the locality; and*
- *the statement of intent set out in the relevant Precinct Plan; and*

(ii) the non-compliance would not have any undue adverse affect on -
- *the occupiers or users of the development;*
- *the property in, or the inhabitants of, the locality; or*
- *the likely future development of the locality."*

The above considerations are discussed in the Officer comments section of this report. Considerations of amenity and the likely impact of the proposed development are also considered under State Planning Policy 7.3 and 7.0 which are discussed below.

State Planning Policy 7.3 (SPP7.3) – Residential Design Codes Volume 2 - Apartments

R-Codes Volume 2, also known as 'Design WA', is an extensive document. The Town has undertaken a full assessment of the proposal which is attached to this report (See attachment 4) for ease of reference and navigation. Assessing officers are of a view that the applicable element objectives either have been satisfied by the proposal, or can be satisfied by the appropriate conditions being applied. Element Objectives of R-Codes Volume 2 are also discussed below in the context of SPP7.0 and the applicable 10 design principles.

State Planning Policy 7.0 (SPP7.0) – Design of the Built Environment

The Architects for this proposal, MJA Studio, have provided a graphical design report, outlining a response to the 10 Design Principles outlined in this Policy (See attachment 6). The written content of this design report has been copied below for ease of reference, with Assessing Officer comments provided evaluating whether or not the proposal is satisfactory in each instance.

State Planning Policy 7.0 - Design of the Built Environment	
APPLICANT DESIGN REPORT STATEMENTS	**LG OFFICER COMMENT**
Principle 1 Context & character • Pedestrian and exercise route along river edge • Site as 'gateway' to future foreshore public amenities • Taylor/ McCallum corner represents activation opportunity • Canning/Taylor corner presents gateway opportunity • Contrast & sculptural forms reflect river locality • Integrate local material typologies such as face brickwork into facades • Bring the parkland onto the building facade through positioning of tree cradles • Foreshore access and management plan • Site location on existing and major node • Opportunity to create a visual and physical gateway to foreshore incorporating public art • Taylor St leads to future restaurant and playground • Building to act as wayfinding marker at Canning/Taylor corner through architecturally expressed vertical facade and public art	**Supported** The proposal responds to its context well, particularly in relation to Element 3.6 - *Public Domain Interface* of SPP7.3. The building delineates between private and public space towards the Canning Highway interface in a manner that enhances amenity rather than providing a hostile interface. On the McCallum lane frontage, generous balconies providing passive surveillance and an attractive façade that is broken up by distinctive 'tree flutes'. The corner of McCallum and Taylor is provided with ground floor activation and pedestrian interface via the lower ground floor lobby and communal lounge (possible future café). Particularly once a concept for public art is developed, the proposal is considered likely to act an architectural corner feature, signposting the Taylor Street foreshore area. In summary, the proposal responds to and enhances the characteristics of the local area, contributing to a sense of place.
Principle 2 Landscape quality • The integration of landscape has been considered early in the design process. • Deep soil zones are concentrated within the street setback areas at the Lower Ground Floor Level to maximise the streetscape benefit, soften facades and be positioned in proximity to outdoor living areas.	**Supported** Trees and the integration of architectural landscaping has been noted by the Town's Design Review Panel (DRP) as one of the proposal's strengths. Amenity for both residents and the surrounding

• Prominent planting on structure is provided at the upper ground floor level to provide a secondary ground plane. • Planting on structure is concentrated in the communal central courtyard space to create view aspects from Apartment entries and communal facilities. • *Please refer to the Landscape Architecture package by CAPA Landscape design included as part of this DA submission* (Attachment 13) • Three key concepts espoused by Landscape Package: ○ BUILDING AS LANDSCAPE EMBRACE Keys moments of built form around landscape Building podium to provide generous provision for landscape ○ SHELTERED SURROUND Variety of internal landscape environments. Landscape of journeying + discovery. Opportunity for shaded amenity and shade plantings ○ PARKLAND CONNECTION Vistas for residents of parkland. Building and landscape articulation to open and acknowledge the park elevation	streetscape is the primary outcome of the landscaping provided. Less emphasis is placed on the landscaping and building working together as an integrated and sustainable system within a broader ecological context - these being noted as desirable qualities within SPP7.0. While a less 'ecological/sustainability' approach is taken, the landscaping package is still considered to have strong concepts that drive the delivery of SPP7.3 Elements 3.3 *Tree Canopy and Deep Soil Areas* and 4.12 *Landscape Design,* these being 'Building as landscape embrace', 'Sheltered surround' and 'Parkland connection'. The landscaping package and design delivered more broadly is considered to satisfy this principle. It is noted, however, that a revised landscaping plan will be required given that the development has been amended (17 July 2019) since the landscaping package was provided (3 July 2019), resulting in the creation of new deep soil areas and on-structure planting not depicted in the CAPA landscaping package. It is also noted that verge planting to Taylor Street (which is encouraged) is annotated with '*future collaborative discussions with Council to develop*'. To ensure 'Landscape Quality' outcomes are delivered, such discussions should take place prior to the development taking place and the implementation of it should take place prior to occupation.
Principle 3 Built Form and Scale • The guiding principles behind the proposed design are to maximise the amenity within the apartments, whilst sensitively responding to the existing site context. <*diagrams provided illustrating how strategies inform the proposal*> (See Attachment 6) • Site conditions: Slope approx. 2m from Canning Hwy to McCallum Lane • Creating ground level: ○ Set up plinth at Canning Hwy ground level • Building envelope: ○ Remove road widening portion of site ○ Allow 2m street setbacks • Street activation: ○ Create activation opportunities to Taylor St and McCallum Lane flexible communal areas which could be converted to commercial in the future • Upper ground plane: ○ Balance the contrasting street conditions by creating tree cradles to upper ground level • Street frontage relations: ○ Tree cradles tying all street frontages together	**Supported** The Town is of a view that the proposed built form and scale is appropriate to its location. The proposal has, amongst decisions related to other elements within SPP7.3, used aspects of the roof design (Element 4.11) and façade design (Element 4.10) aimed at lessening its perceived bulk and scale. The proposal as originally submitted was not considered to be acceptable due to the 4-5 storey lot boundary wall proposed to abut No 59 Canning Highway. Following community consultation and discussions with the Town, the applicant has prepared a revised proposal for consideration that substantially reduces the building's presence on the above mentioned lot boundary. While not meeting some Acceptable Outcome provisions relating to building setback and building separation, the element objectives under consideration are considered to be satisfied. Non-compliance with the maximum permitted building height outlined in the applicable Precinct Plan is also noted, and is considered to satisfy the relevant tests under the given planning framework

• Logic of facade separation:
  ○ Use these tree cradles to split up building mass and express it vertically
• Facade articulation:
  ○ Use these recesses to maximise oblique views to the river and the parks tree canopy
• Central void:
  ○ Cut out centre void to maximise light and ventilation into the centre of the building
• Set back top floor:
  ○ Set back top floor to minimize visual impact from street
	for it to be supported by JDAP.
	
	In relation to plot ratio, the Design Review Panel is of a view that the plot ratio sought doesn't manifest itself in design issues and doesn't cause harm.
	
	In summary, the proposal ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.

Principle 4 Functionality and build quality • Activation at lower ground and upper ground floor planes • The communal area on the Lower ground floor activates the corner of Taylor and McCallum lane connecting residents to the parkland. • Universal accessibility is integrated into the site approach by locating the primary entrance at the Lower Ground Floor level. • Visitor bike bays are provided adjacent to the primary entrance. • Balcony sizes are generous, significantly larger than the minimums proposed in SPP 7.3 with access to northern light and views. • Stores are located adjacent to individual apartment entries for ease of access and as overflow storage for smaller items. • All units have a minimum of 2.7m Ceiling height to Living areas with full height glazing. • All units have a minimum of 4m Width to Living Areas and 3 Bed Units have both Living and Dining areas adjacent to glazing lines with wide frontages. • Balcony areas are separated in the majority of cases to reduce the impact of noise and aid in occupant privacy. • Primary unit aspects are directed away from Canning Hwy to reduce noise impact. • Apartments are dual aspect allowing for light penetration to rear of apartments and cross ventilation • Vehicular access is limited to a single crossover and positioned away from apartments and communal areas. • Building services are predominantly located at the carparking level or on the upper roof. • Visitor bays and bin store access are located outside the security line. • The Bin store is accessed in close proximity to the Entry Lobby/ Carpark access point. • Primary frontage for living areas and master bedrooms facing north & west to park and river tree cradles provide separation between	**Supported** The Town agrees with the applicants statements, particularly regarding the Size and layout of dwellings and their balconies (Element 4.3 and 4.4 of SPP7.3 respectively). Further information and certainty in relation to waste management, the managing of noise and storage (Elements 4.17, 4.7 and 4.6) is required and recommended to be addressed via conditions of Development Approval. Waste and Storage is discussed in greater detail in the SPP7.3 assessment (attachment 4), and noise is discussed in greater detail under SPP5.4 below. With these matters addressed via conditions of development approval then the proposal is considered to effectively meet the needs of users, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle of the building.

apartments • Secondary frontage for some bedrooms facing back to common areas secondary frontage and walkways provide passive surveillance to communal area • Tertiary frontage to kitchens facing on to central courtyard allows for light ingress to rear of apartments • Maximise north light & views: 23 out of 23 apartments have northern light ingress to outdoor living areas	
Principle 5 Sustainability • Sustainable design for increased apartment amenity • Sustainability is integrated into the first principles of design, maximizing access to light & air to reduce overall energy use. • Wide frontages ensure passive ventilation & natural lighting to all habitable spaces. • Internal corridors are naturally lit with a communal courtyard outlook, providing the ability to naturally ventilate the communal access ways. • All apartments are dual aspect allowing for cross ventilation. • Solar PV is proposed to the roof to service common areas. • Sculptural landscape insertions provide access to views of planting throughout the development. • The locality allows for views to parkland and the river for the majority of apartments. • Northern light is maximised to living areas	**Noted** Orientation, natural ventilation and solar access has been noted by the Town's Design Review Panel as one of the proposal's strengths (Elements 3.2, 4.1 and 4.2 of SPP7.3). The Panel have, however, noted that aside from these fundamentals that insufficient information pertaining to environmental sustainable design (ESD) has been provided. This has been raised with particular regard for energy efficiency measures (Element 4.15) and to a lesser extent for water management and conservation (Element 4.16). Given that these elements relate to details of fittings and fixtures rather than building layout and configuration, these are appropriate to be addressed via conditions of development approval.
Principle 6 Amenity APARTMENTS • Apartments are oriented towards park views and northern light and away from Canning Hwy. • Central communal areas and planting are created to provide view aspects to the centre of the site. • Universal Access is provided to the door of each apartment • A minimum of 20% of Apartments achieving Liveable Housing Silver is proposed. • Large terraces open directly from indoor living areas • Full height glazing creates light filled interiors • Large openings facilitate passive ventilation • No cross views between apartments • Generous communal facilities are provided to facilitate larger gatherings • A variety of 2 and 3 bed apartments are provided as outlined below: • MEDIUM 2 BED APTS (68M2): 17%	**Noted** The proposed development is considered to be an attractive one, optimising internal and external amenity for occupants, visitors and providing environments that are comfortable, productive and healthy. The applicant's comments on this design principle are broadly supported. Two exceptions to this are in relation to the following elements of SPP7.3: • 3.5 - Visual Privacy; and • 4.9 - Universal design. In relation to visual privacy, some side-screening is required to the upper ground floor balconies abutting No 59 Canning Highway in order to satisfy the applicable element objectives. With respect to universal access, Officers have identified that the following Liveable Housing Design Guideline requirements *may* require alterations to the floor plans of apartments: *a. a minimum 1200mm clear circulation space*

• LARGE 2 BED APTS (79-84M2): 35% • MEDIUM 3 BED APTS (107 -110M2): • 22%LARGE 3 BED APTS (122 -133M2): • 26% OVERSHADOWING • As the adjacent property is zoned R80 there are nil overshadowing requirements. • With the exclusion of the low rise Services and communal area on the South East of the site the building form allows for setbacks of 16m or more for the majority of the Southern boundary to minimize overshadowing impact. COMMUNAL FACILITIES - PRIVATE • A stand-alone clubhouse is proposed which positioned to provide activation on 3 sides to Canning Hwy, the entry corridor and the Central Courtyard. • The transparent design allows for visual connection from the central courtyard out to Canning Hwy. • It's separation from other building elements allows for a double height space to be incorporated accentuating this transparency and providing generous volume commensurate with Communal facilities intended for use by larger groups. • A restrained material palette emphasizes the space as a separate sculptural form. COMMUNAL FACILITIES - PUBLIC CONNECTION • A second communal facility at the lower ground floor corner of Taylor St and McCallum Lane is positioned to maximise interaction with the parkland and public realm. - Refer Principle 9 below.	*forward of the toilet pan exclusive of the swing of the door in accordance with Figure 3(a).* *b. The toilet pan should be located in the corner of the room (if the toilet is located in a combined toilet / bathroom) to enable installation of grabrails at a future date. Reinforcement guidelines for walls* The applicant may wish to seek the services of a disability access consultant to assist in addressing these matters. Other details needed to demonstrate the silver standard of access include (but are not limited to) wall reinforcement for future handrails, hobless showers, slip-resistant floor surface etc. These details are considered appropriate to be subject to a condition of development approval. With the above matters addressed via condition, it is ensured that the proposal will deliver a high standard of amenity outcomes.
Principle 7 Legibility • The primary pedestrian entry to McCallum Lane is defined with the canopy projecting from the 1st floor balcony datum. The secondary Pedestrian entry to Canning Hwy is clearly delineated with the positioning of the stair and Communal area awning. • Apartment entries are clearly visible from a centralized lift lobby • Building Facades are articulated to emphasize entry points below	**Supported** The proposal is considered to deliver an architectural corner statement, assisting to define/signpost the Taylor Street foreshore area. In relation to use of the building itself, the pedestrian and vehicular entry points are considered to visually evident (but not overly-so, in regards to the vehicular entrance) and intuitive, with a degree of weather protection provided, passive surveillance and discrete/well-integrated services as sought by SPP7.3 elements 3.7 – *pedestrian access and entries* and 3.9 – Car and Bicycle parking.
Principle 8 Safety • The primary aspects and living areas of apartment view aspects are out to McCallum Lane and Taylor St providing passive surveillance. • Traffic along Canning Hwy serves to provide additional surveillance to the Eastern portion	**Supported** The shape of the building, the relationship between upper floor walkways and the communal courtyard below ensures that circulation and common spaces have a good level of passive surveillance. Balconies and the communal lounge

of the site. • Communal zones to the ground floor create activation at street level. • The communal zone o the centre of the site is visible from all 23 of the apartment entry doors. • Lighting will be integrated within the building facade • The design eliminates potential entrapment spaces • Graffiti resistant surfaces will be installed where required	(future possible Café) is also noted as improving passive surveillance towards the park(s). In terms of CPTED principles and amenity, the inset of the car parking gate in previous iterations (See attachment 7) was considered to create a 'cave' with poor streetscape presentation. Screening the visitor bays from view, but keeping the line of security (notably the car parking gate) back was one option discussed. This was not supported on the grounds that it would create an environment with no passive surveillance. The final design, as encouraged by the Town's Design Review Panel, brought the line of security forward with access to be provided to visitor bays by means of an intercom system (to be conditioned), streetscape amenity improved and the creation of poor CPTED environments avoided. Overall, the proposal optimises safety and security, minimising the risk of antisocial behaviour.
Principle 9 Community STREET AND PARK INTERACTION • Communal facilities on the lower Ground floor area activate the McCallum Lane and Canning Hwy Corner addressing one of the primary access points to the foreshore and providing a strong public connection to the park. • The lower Ground Floor Communal facilities have been designed with consideration for the space to be converted into a commercial tenancy such as a cafe should alternative uses for the site become available in the future. We see this as an opportunity to connect the site with the Town of Victoria Park's future aspirations for the foreshore such as the proposed restaurant and playground at the end of Taylor St. INTERACTION BETWEEN RESIDENTS • The Upper Ground Floor Communal Area is positioned to encourage interaction between residents as they enter apartments and from the lift lobby circulation space. • The Central courtyard is visible from all 23 Apartment entry doors and lift lobbies from the Upper Ground to 4th Floors encouraging interaction between neighbours and use of the communal space. PUBLIC ART • Public Art is proposed to be integrated into the Canning Hwy/ Taylor St Corner to provide a clear wayfinding marker to the foreshore. • Further consultation with the Town of Victoria	**Supported** Ample communal space (Element 3.14) has been provided, the upper ground floor courtyard being internal and primarily for the benefit of residents and the communal lounge on the lower ground floor providing activation to the intersection of Taylor Street and McCallum Lane. A mix of apartment types (some 2 bedroom, some 3 bedroom) encourage some diversity in the likely occupants and household composition (Element 4.8). Public art, to be provided under the percentage for art scheme, is considered to be a key element in the overall community benefit. The applicant has suggested that something that would be integrated into elevation at the corner of Canning Highway and Taylor Street, assisting to establish the identity/connection of the place in relation to the Swan River foreshore area. Given that definitive details are not yet in place, this matter is recommended to be subject to a condition of development approval.

Park will take place to determine how best to design the artwork to integrate with other elements of the proposed future foreshore development.	
Principle 10 Aesthetics • The overall built form composition has been carefully considered to respond to the surrounding context, in particular the adjacent river foreshore. • The form utilises a contrasting palette of charcoal, white, face brickwork and glass • Landscaping is incorporated throughout the building to break up facade elements and • provide visual relief. • Fine grain textures are applied to lower levels for maximum community benefit • The facades are reduced into smaller vertical elements to have the overall development read as a family of smaller buildings on the upper floors which are tied together with a face brickwork datum at the upper ground floor level. • Material elements such as visually permeable brickwork screens and perforated metal are utilised to provide a range of transparency across facades. • Taller elements such as the top floor and addressed in darker, contrasting colours to minimize their visual impact. • Roof Elements at higher levels are treated with louvre elements to aid in visual transparency. • Services areas are concealed from view	**Supported** A distinctive identity and good "Fine grain" textural response in terms of materials has been noted by the Design Review Panel as one of the proposal's strengths. Firefighting booster cabinet has been located adjacent to the carpark security gate partially screened from view by landscaping and a support column for the balcony above. It is noted that, to improve amenity outcomes, the DRP members have recommended the booster cabinet be reconfigured. This has been discussed further with the applicant and no better alternative has been found with other options resulting in a less-discrete option. The approach taken is considered to appropriately balance DFES requirements for accessibility and hardstand and the preferred design outcome of it being visually unobtrusive (element 4.18).

State Planning Policy 5.4 (SPP5.4) - Road and Rail Transport and Freight Considerations in Land Use Planning.

The acoustic report provided by the applicant (attachment 12) details noise modelling of traffic predominantly from Canning Highway and outlines acoustic treatments to achieve target noise levels under SPP5.4. The acoustic consultant, however, outlines that additional information is required before conclusive advice on noise treatment packages can be provided:

"At this stage, there is also no mechanical equipment selection and data available. Once more detailed information has been provided, a thorough noise assessment will be carried out and appropriate mitigation strategies or treatments will be recommended to comply with the EPNR regulations at the nearest noise sensitive receivers. Acoustic mitigation strategies or treatments such as noise barriers, attenuators, acoustic lining, and equipment reselection maybe recommended depending on the noise emission levels."; and

"Noise emissions from the development will require ongoing review to ensure compliance with the EPNR. Once more detailed information has been provided, a thorough noise assessment will be carried out and appropriate mitigation strategies or treatments will be recommended to comply with the EPNR regulations at the nearest noise sensitive receivers."

Accordingly, a condition for a further acoustic report addressing the outstanding information is recommended.

In relation to the application of notifications on title regarding the possible impact of noise, State Planning Policy 5.4 outlines the following:

"Notification should be provided to prospective purchasers and be required as a condition of subdivision (including strata subdivision) for the purposes of noise-sensitive development as well as planning approval involving noise-sensitive development, where noise levels are forecast or estimated to exceed the target outdoor noise criteria, regardless of proposed noise attenuation measures"

Since the gazettal of this State Planning Policy, a number of SAT cases have successfully appealed conditions requiring a section 70A notification on title. In the cases that the Town is aware of, questions relating to the following matters were considered pertinent:

Would the notification on title:
(a) refer to a factor affecting land use or enjoyment of the land that is obvious upon physical inspection?;
(b) refer to matters that are sufficiently ameliorated by the development?; and
(c) serve a planning purpose?

In an attempt to address these matters, the Town has drafted a second condition that would apply in addition to the condition for a revised Noise Management Plan. The two conditions (the former being provided for context) drafted are as follows:

6. Prior to lodging an application for a building permit, a detailed Noise Management Plan is to be submitted and approved by the Town, which demonstrates that the development has been designed to meet the relevant requirements of State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' (SPP5.4). The report must be prepared by a suitably qualified and competent person in accordance with the SPP5.4 Guidelines. Any recommended mitigation or design measures are to be incorporated into the drawings submitted for a building permit and the development shall be constructed in accordance with the approved details. (See related advice note)

7. Should the implementation of noise mitigation and design measures leave any apartment not achieving the target noise levels outlined within State Planning Policy 5.4 '*Road and Rail Transport Noise and Freight Considerations in Land Use Planning*' to satisfaction of the Town, a notification, pursuant to Section 70A of the *Transfer of Land Act 1893* is to be placed on the certificate(s) of title of the relevant strata lots. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:

   "The dwelling is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise."

The rationale behind the above condition is that it may be appropriate for a notification *not to apply* to apartments that have treatments successfully mitigating noise from Canning Highway, while it is considered appropriate to warn prospective buyers of less shielded/protected apartments that the particular apartment is likely to experience transport noise.

Local Planning Policies (LPP) – *relevant policy provisions*

Item	Requirement	Proposal	Compliance
LPP 29 – Public Art Private Developer Contributions	1% public art contribution of the total construction value, where the construction value is in excess of $5 million.	The applicant's has outlined that the artwork required shall be integrated into the development to assist the building in functioning as a corner site wayfinding landmark	Condition is recommended requiring a public art contribution, in accordance with LPP29.
LPP33 – Guide to Concessions on Planning Requirements for Mixed-Use, Multiple Dwelling and Non-Residential Development	The Policy seeks to provide superior development standards for proposals which exceed the provisions of TPS1 and the associated Precinct Plans. The criteria are split into seven broad areas, each with more specific sub-provisions. The criteria include: a) Response to local character and townscape; b) Contribution to the existing streetscape; c) Impact on the adjacent public realm; d) Site planning and building block layouts ; e) Internal apartment design; f) Long-term building performance and services; and g) Development overall.	Overall, the Town and the Town's Design Review Panel have found the proposed development to be consistent with the superior development standards of LPP33. Particularly, the Town's Design Review Panel considers that the proposed development is of a high quality with distinctive identity that is an elegant solution to the given context.	

Officer Comments

A Form 1 RAR template for assessing officers as available on the DAP website prompts the report writer to *"discuss each significant area of non-compliance"*. Under the new R-Codes Volume 2, there is no longer a 'deemed-to-comply' pathway and hence no 'non-compliances' or 'variations' and instead assessments are performance based.

Under the new planning framework, each element objective should be considered regardless of whether the Acceptable Outcomes are met, as the Acceptable Outcomes themselves do not guarantee a good design outcome. The above discussion of SPP7.0 and the attached SPP7.3 assessment demonstrates due consideration of the Design Principles and applicable element objectives. Notwithstanding the above, the following components of the development application are considered worthy of further comment:

Plot ratio

The Acceptable Outcome for plot ratio under the R-80 zoning is 1:1 (1393m^2). The proposed development seeks a plot ratio of 1.68:1 (2343m^2). The Element Objectives under consideration in relation to plot ratio are as follows:

O 2.5.1 *The overall bulk and scale of development is appropriate for the existing or planned character of the area.*

The Town is satisfied with how the proposal has handled its bulk and scale in such a way as not to compromise the amenity of surrounding properties or the area. The well-articulated façade, generous integrated landscaping and prominent corner site (being well suited to a high quality architectural landmark) all contribute to a well justified proposition in terms of the plot ratio.

Comments by DRP included the following: "*Plot ratio doesn't manifest itself in design issues. It doesn't cause harm"*

The overall bulk and scale of development is considered to be appropriate for the character of the area, with it being concluded that the proposed plot ratio satisfies the relevant element objectives.

Building Height

Precinct Plan P4 'McCallum Precinct' permits a maximum building height of 15 metres. The proposed development has a maximum building height of 20.1 metres. The Element Objectives under consideration in relation to building height are as follows:

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.*

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.*

The Town is comfortable with the proposed development and how its perceived height and bulk has been minimised through architectural treatments. Given that the proposal is non-compliant with a development standard set out in the Scheme, however, under clause 29 'Non-Complying Applications' the JDAP must be satisfied that

(i) if approval were to be granted, the development would be consistent with -
- *the orderly and proper planning of the locality;*
- *the conservation of the amenities of the locality; and*
- *the statement of intent set out in the relevant Precinct Plan; and*

(ii) the non-compliance would not have any undue adverse affect on -
- *the occupiers or users of the development;*
- *the property in, or the inhabitants of, the locality; or*
- *the likely future development of the locality."*

Responses to the individual components of this clause are as follows:

Orderly and proper planning – The Town is of a view that the proposed height is not inconsistent with the principles of orderly and proper planning. It is also noted that the newer elements of the planning framework (LPP33 and R-Codes Volume 2 in particular) encourage a performance based approach.

Conservation of the amenities of the locality

The Town is of a view that the proposed building height does not adversely impact the amenity of the locality.

Statement of intent of the relevant Precinct Plan - The proposal is considered to be consistent with the intent of the Precinct Plan, especially when considered in the context of the previous land use on site and the change-of use to Light Industry that was submitted to (and refused by) Council in 2017.

Undue adverse impact on users, occupiers of the proposal and the locality – The proposal is acknowledged as having a limited impact on the adjoining residents at No 59 Canning Highway. This impact, however, is not considered to be unexpected or unreasonable. The units at No 59 Canning highway benefits from a Northerly orientation, and all units and their key outdoor living areas (their balconies) are still expected to benefit from the afternoon winter sun.

Future development of the locality - The proposal is considered to be compatible with the future development of the locality, particularly foreshore improvement works that have been workshopped with the community in relation to Taylor Reserve and McCallum Park.

Design Review Panel comments and recommendation:

Council's Design Review Panel has met on a number of occasions to consider the development and its attention to the planning framework. It should be acknowledged that the proposed development has benefitted from the input of the Design Review Panel, and that the applicant has been receptive to suggested design changes.

Having regard to the final set of drawings presented for the JDAP's approval (see Attachment 1) the Panel have identified the following strengths and weaknesses of the development, and further recommendations:

Strengths

- Orientation, natural ventilation and solar access.
- Trees. Integration of architectural landscaping.
- Plot ratio doesn't manifest itself in design issues. It doesn't cause harm.
- In terms of scale and density, it is "Optimised rather than maximised".
- Sits well with the Topography, and works well with its relationship to park. Provides surveillance to the area. Activated corner (possible future café) is good.
- Emphasizes corner location.
- There is a certain rigor, logic, order and rhythm
- Good textural detail response – 'Fine grain".
- Legible layout.
- Good apartment layouts.
- Distinctive identity.

Weaknesses

- Lack of specifics regarding Environmental Sustainable Design achievements/benefits.
- Darkness of the carpark entry recess.
- Residents taking rubbish to the bin store must (either via the lift or stairs) pass through the entry lobby. This is not ideal.

Items that should be revised or addressed through conditions

- Environmental Sustainable Design details.
- Fire booster and visitor bike racks to be reconfigured such that fire booster is narrow profile to the street, and bike racks are undercover.
- Privacy screen to side of balcony located immediately above vehicular entry.
- Details to be provided regarding materials, colour and permeability of screen to car parking area.

Other comments

- Generally good design. Effort has been put into it.
- They applicant has been responsive to DRP feedback.
- Elegant solution to this location.
- The proposal is of high quality.

Overall, the Design Review Panel supports the proposal, outlining that (with appropriate conditions) the proposed development can deliver good design outcomes.

Options/Alternatives:

Nil.

Council Recommendation:

Nil, as Town Officers have delegation to make recommendations to the JDAP on behalf of the Council.

Conclusion:

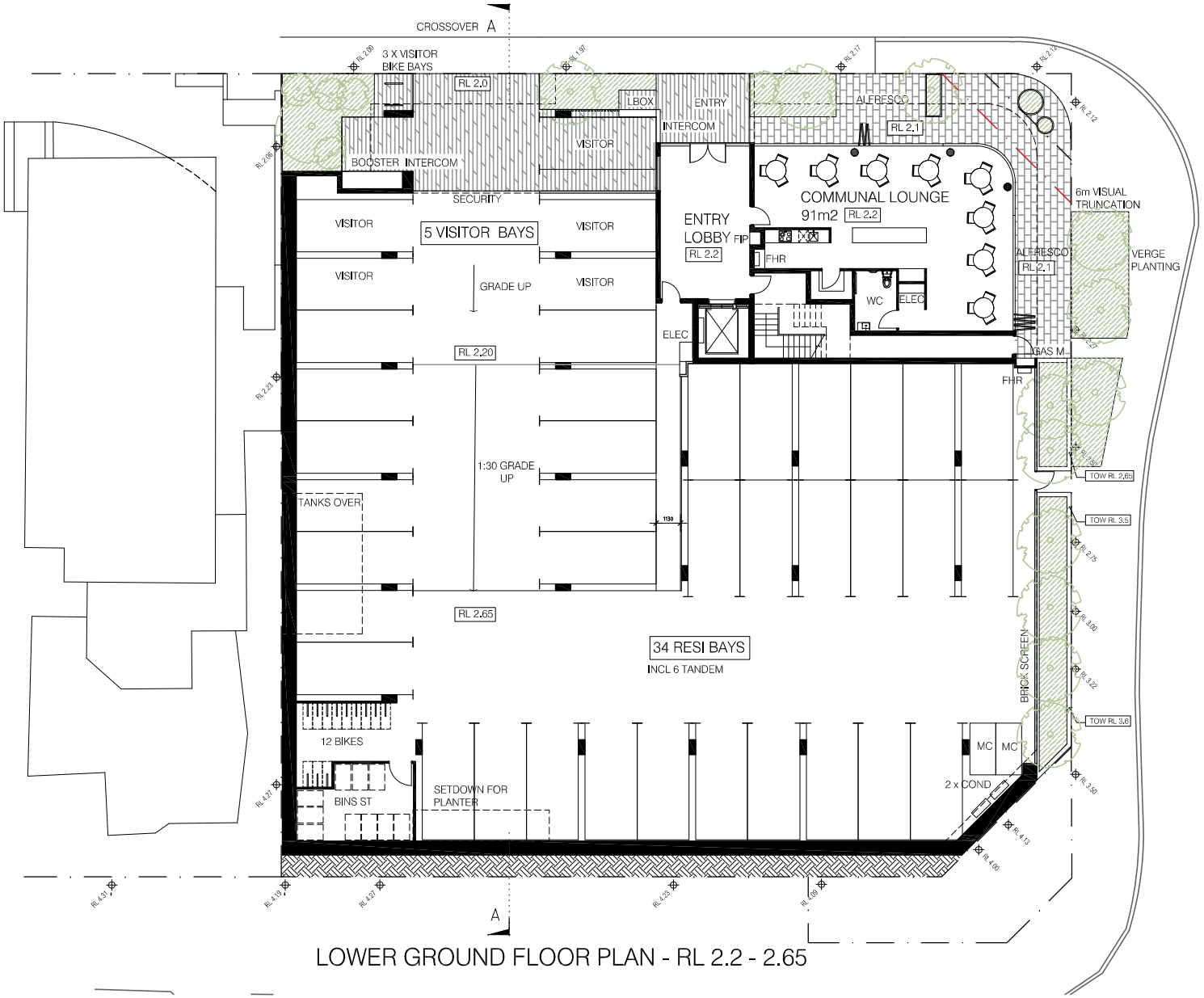
This application for development approval proposes a maximum six (6) storey apartment building containing 23 dwellings at 53-55 (Lots 31, 32 and 33) Canning Highway.

It is acknowledged that the proposed built form of the proposal seeks a departure from the building height limit stated under Town of Victoria Park Town Planning Scheme No.1 Precinct Plan P4 – McCallum Precinct.

It is also noted, however, that the proposal is very much consistent with the statement of intent under the Precinct Plan, this being a "*High density, high quality residential"* addition to a prominent corner, with significant potential to serve as an architectural landmark that signposts Taylor Street and the foreshore area it provides access to.

In this context, and given the need to consider the merits of the development on a performance based approach, Council Officers are satisfied that the proposed development satisfies those relevant considerations outlined in Clause 29 of the Scheme Text and deemed clause 67 of the LPS Regulations.

On balance, the Town of Victoria Park recommends that this application for development approval is approved, subject to the recommended conditions and advice notes.



LOWER GROUND FLOOR PLAN - RL 2.2 - 2.65

TOWN OF VICTORIA PARK
Received: 17/07/2019

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T	07.06.19	DRP & CLIENT REVISIONS
U	21.06.19	DA REV 1 ISSUE DRAFT
V	01.07.19	DA REV 1 ISSUE
W	17.07.19	DA REV 2 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH | PROJECT NORTH

SCALE
1:100 @ A1 (1:200 @ A3)

DRAWING
LOWER GROUND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.01	AW	WB	W

TOWN OF VICTORIA PARK
Received: 17/07/2019

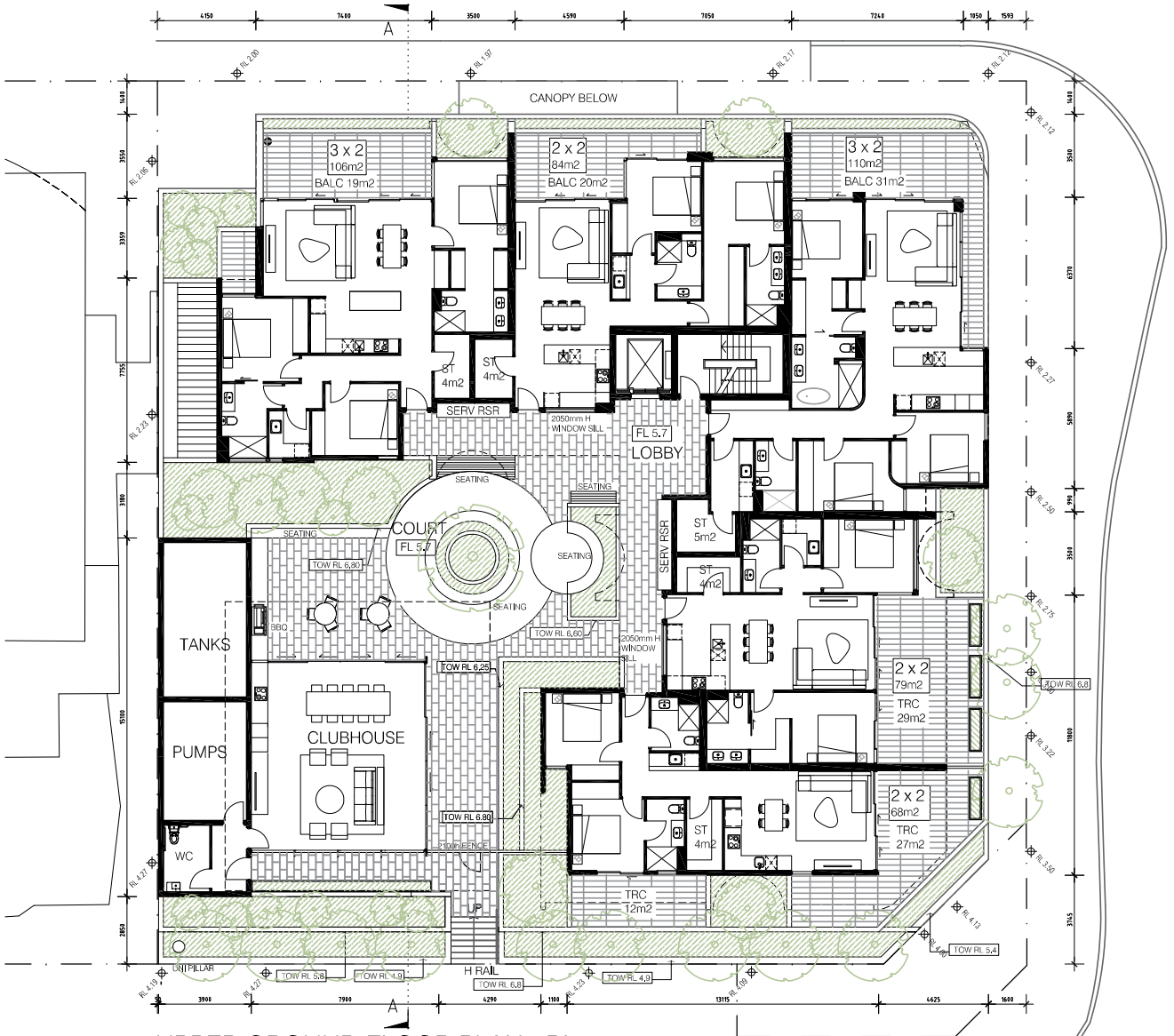
23 APARTMENTS

	A	B	C	D	E	F	G	H		TOTAL
	2 X 2	2 X 2	2 X 2	3 X 2	3 X 2	3 X 2	3 X 2	3 X 2		
	68	79	84	107	110	123	133	106		
LG										
UG	1	1	1		1			1		5
1	1	1	1		1			1		5
2	1	1	1		1			1		5
3	1	1	1		1			1		5
4				1		1	1			3
TOTAL	4	4	4	1	4	1	1	4		23
INTERNAL STRATA	272	316	336	107	440	123	133	424		2151
BAYS PER APT	1	1	1	2	2	2	2	2		
	4	4	4	2	8	2	2	8		34

RESIDENT BAYS	34 (1.48 PER APT)
VISITOR	5
TOTAL BAYS	34 + 5 VISITOR= 39

2 X 2 (12) = 52 %
3 X 2 (11)= 48 %

SITE AREA 1393m R80 1.0 = 1393



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R	13.06.19	DRP & CLIENT REVISIONS
S	21.06.19	DA REV 1 ISSUE DRAFT
T	01.07.19	DA REV 1 ISSUE DRAFT
U	03.07.19	DA REV 1 ISSUE
V	17.07.19	DA REV 2 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH | PROJECT NORTH

SCALE
1:100 @ A1 (1:200 @ A3)

DRAWING
UPPER GROUND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.02	AW	WB	V



1ST FLOOR PLAN - RL 9.0

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Q	07.06.19	DRP & CLIENT REVISIONS
R	21.06.19	DA REV 1 ISSUE DRAFT
S	01.07.19	DA REV 1 ISSUE
T	17.07.19	DA REV 2 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

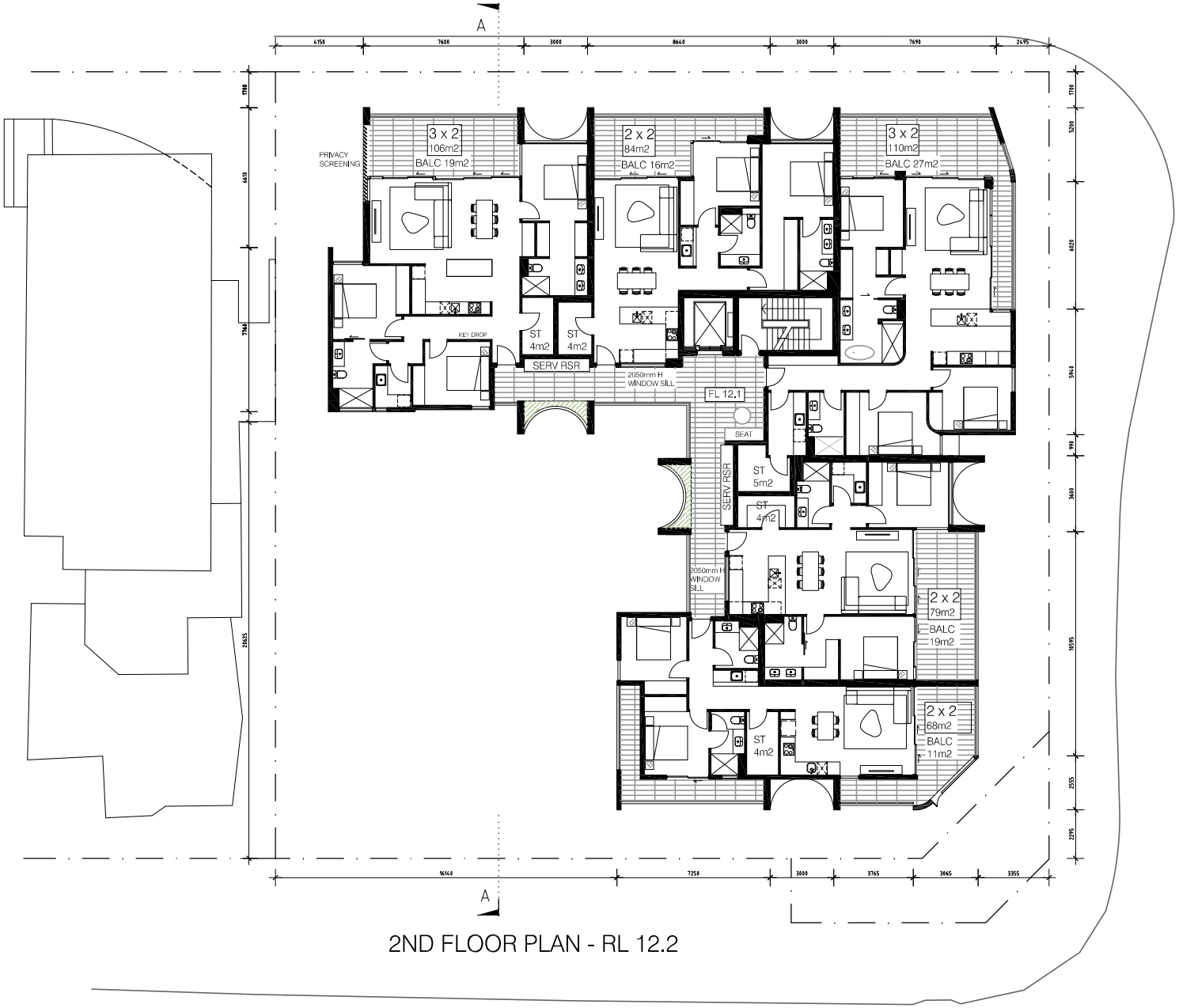
TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
1ST FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.03	AW	WB	T



2ND FLOOR PLAN - RL 12.2

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R	21.06.19	DA REV 1 ISSUE DRAFT
S	01.07.19	DA REV 1 ISSUE
T	17.07.19	DA REV 2 ISSUE

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PROJECT
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PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

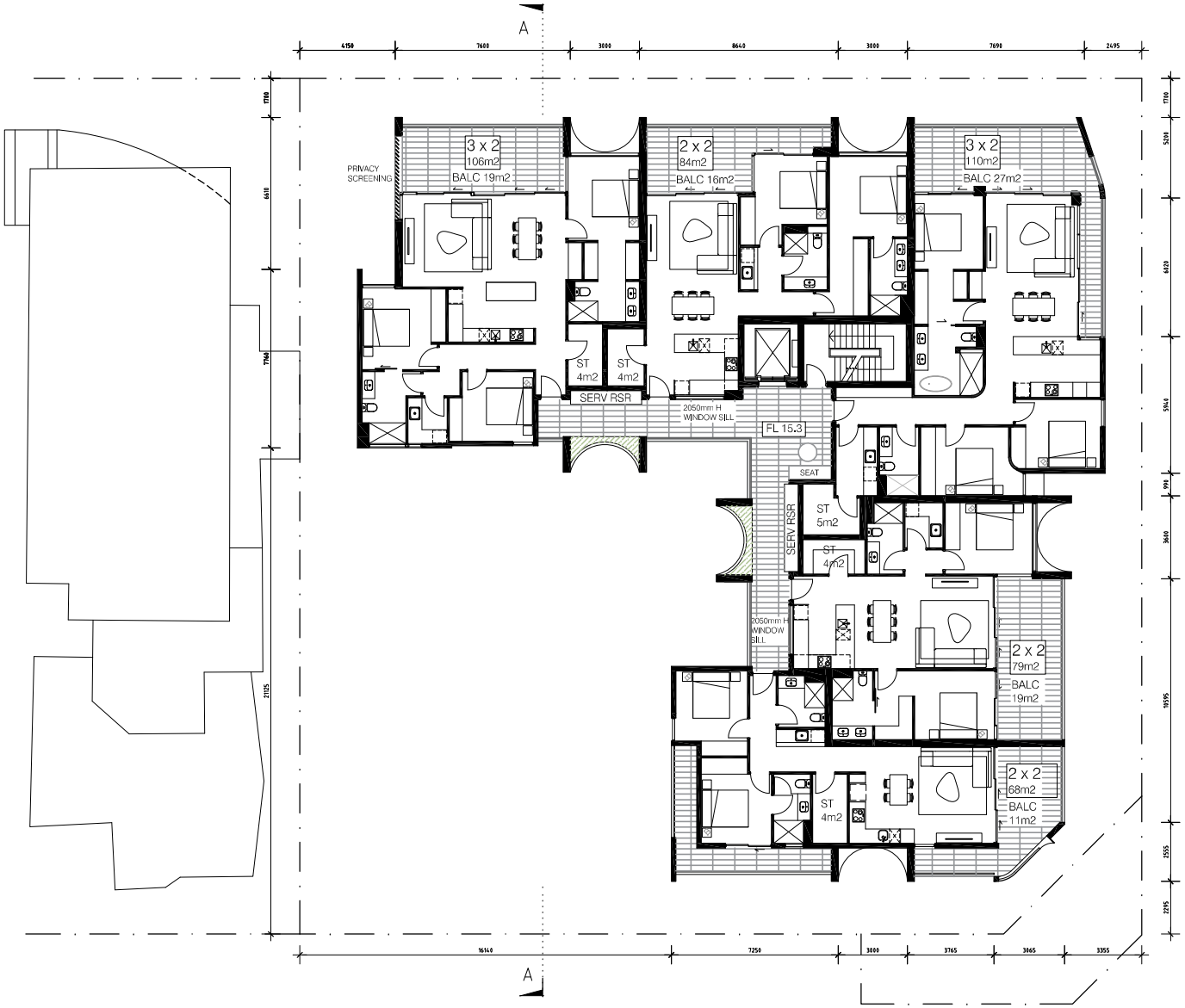
TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
2ND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.04	AW	WB	T



3RD FLOOR PLAN - RL 15.4

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R	21.06.19	DA REV 1 ISSUE DRAFT
S	01.07.19	DA REV 1 ISSUE
T	17.07.19	DA REV 2 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
3RD FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.05	AW	WB	T

TOWN OF VICTORIA PARK
Received: 17/07/2019



4TH FLOOR PLAN - RL 18.6

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Q	13.06.19	CLIENT REVISIONS
R	21.06.19	DA REV 1 ISSUE DRAFT
S	01.07.19	DA REV 1 ISSUE
T	17.07.19	DA REV 2 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

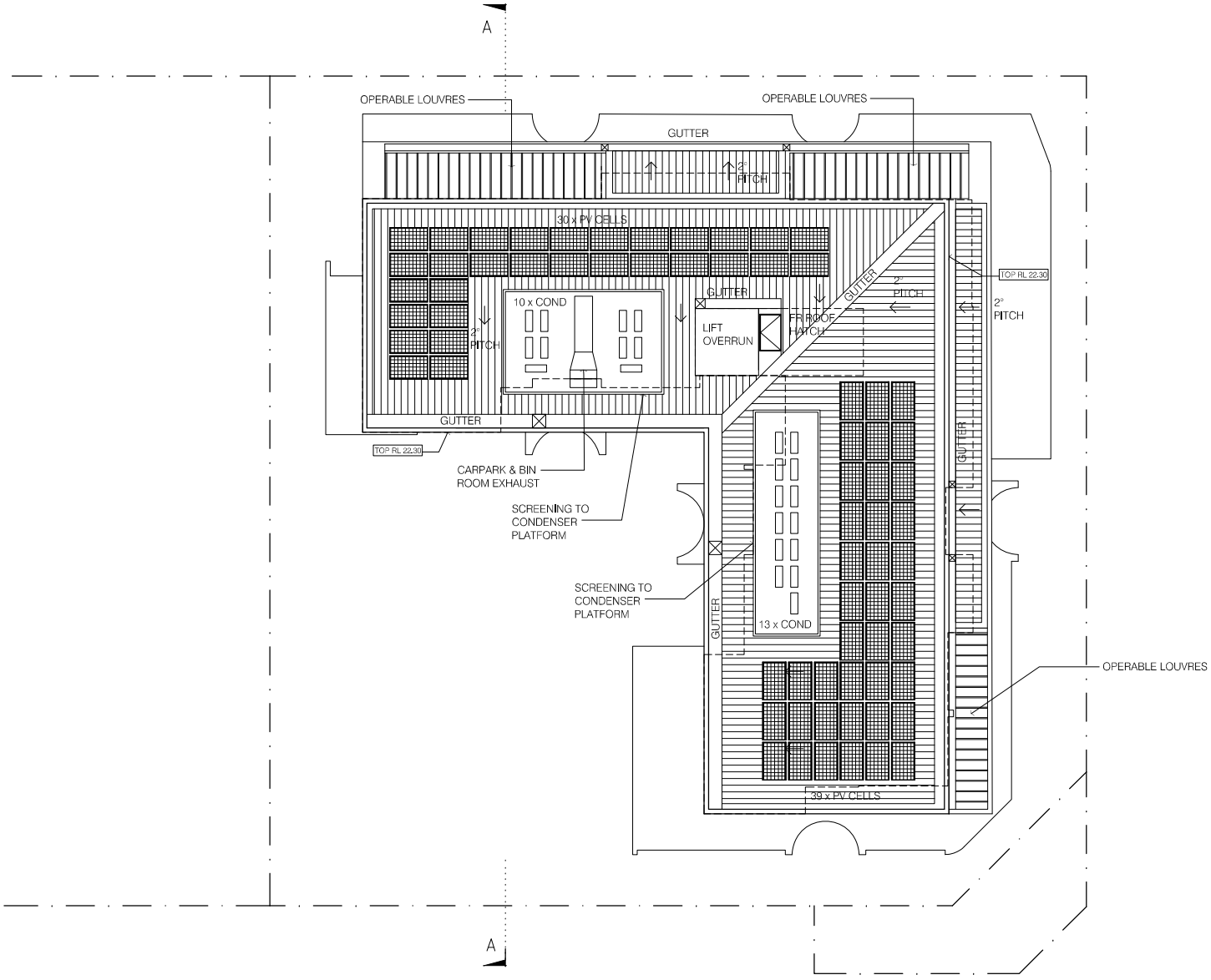
PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
4TH FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.06	AW	WB	T

TOWN OF VICTORIA PARK
Received: 17/07/2019



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D	21.06.19	DA REV 1 ISSUE
E	12.07.19	DA REV 2 ISSUE
F	17.07.19	DA REV 2 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

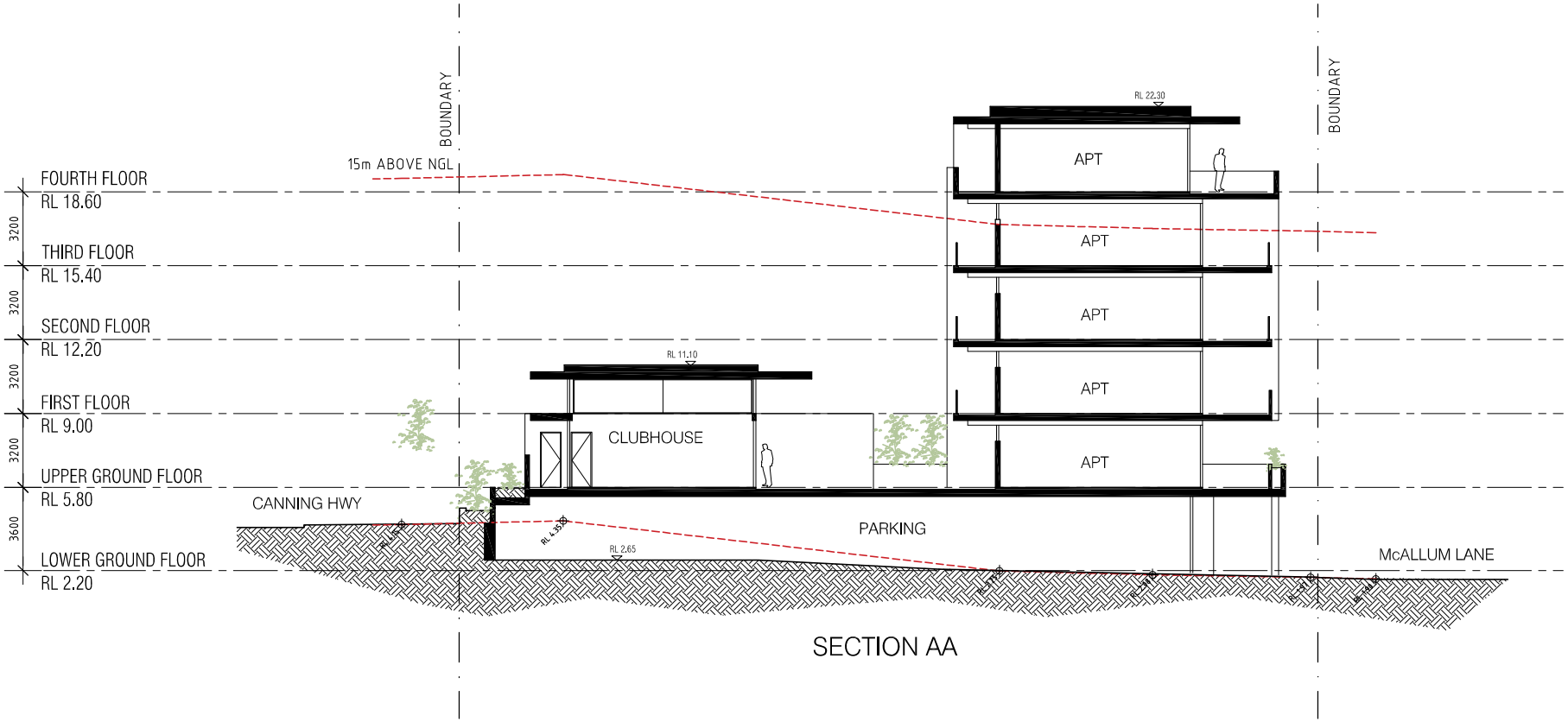
TRUE NORTH | PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
ROOF PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.07	AW	WB	F

TOWN OF VICTORIA PARK
Received: 17/07/2019



SECTION AA

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E	19.03.19	ISSUED FOR COORDINATION
F	12.04.19	DA ISSUE
G	21.06.19	DA REV 1 ISSUE
H	17.07.19	DA REV 2 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH | PROJECT NORTH

SCALE
1:200 @ A3

DRAWING
SECTIONS

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.08	AW	WB	H

TOWN OF VICTORIA PARK
Received: 26/07/2019



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D	26.07.19	DA REV 3 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

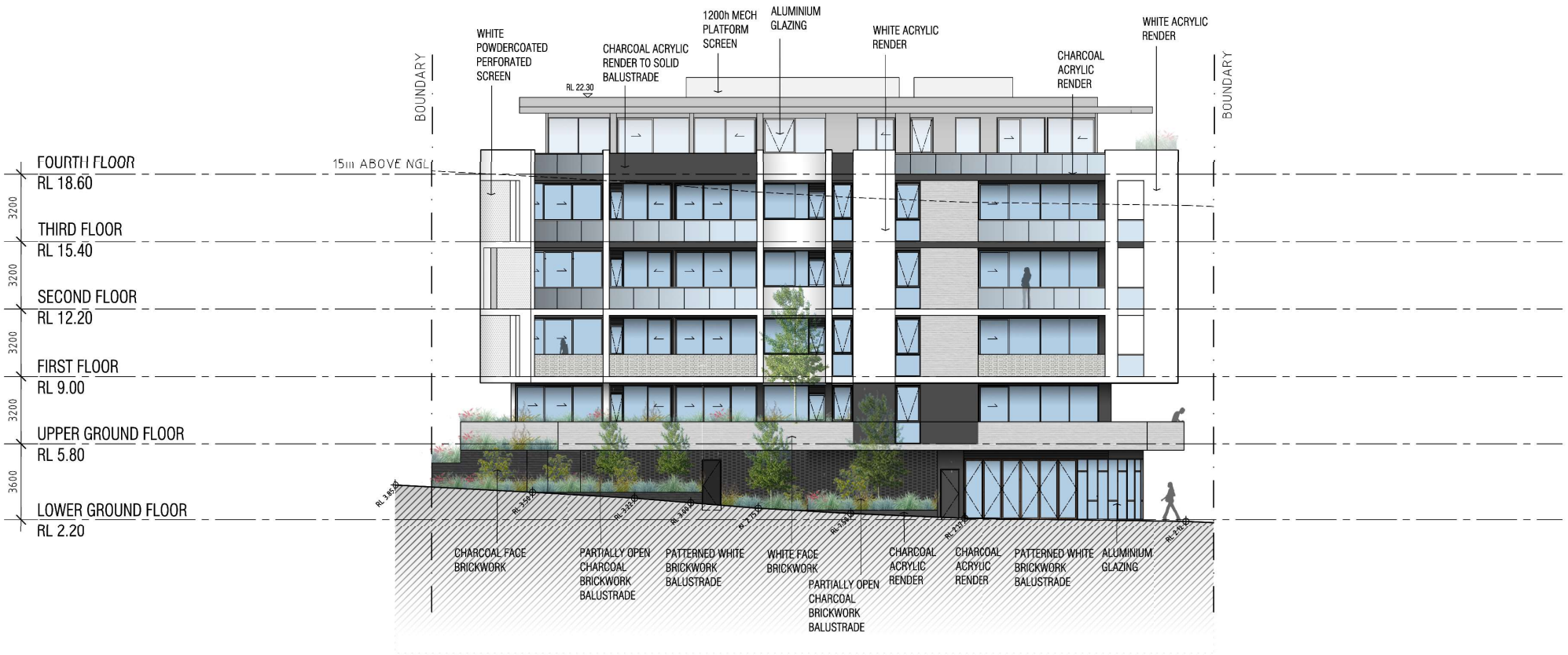
TRUE NORTH
PROJECT NORTH

SCALE
0 1 2 5
1:200 @ A3

DRAWING
EASTERN ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.09	AW	WB	D

TOWN OF VICTORIA PARK
Received: 26/07/2019



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C	01.07.19	DA REV 1 ISSUE
D	17.07.19	DA REV 2 ISSUE
E	26.07.19	DA REV 3 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

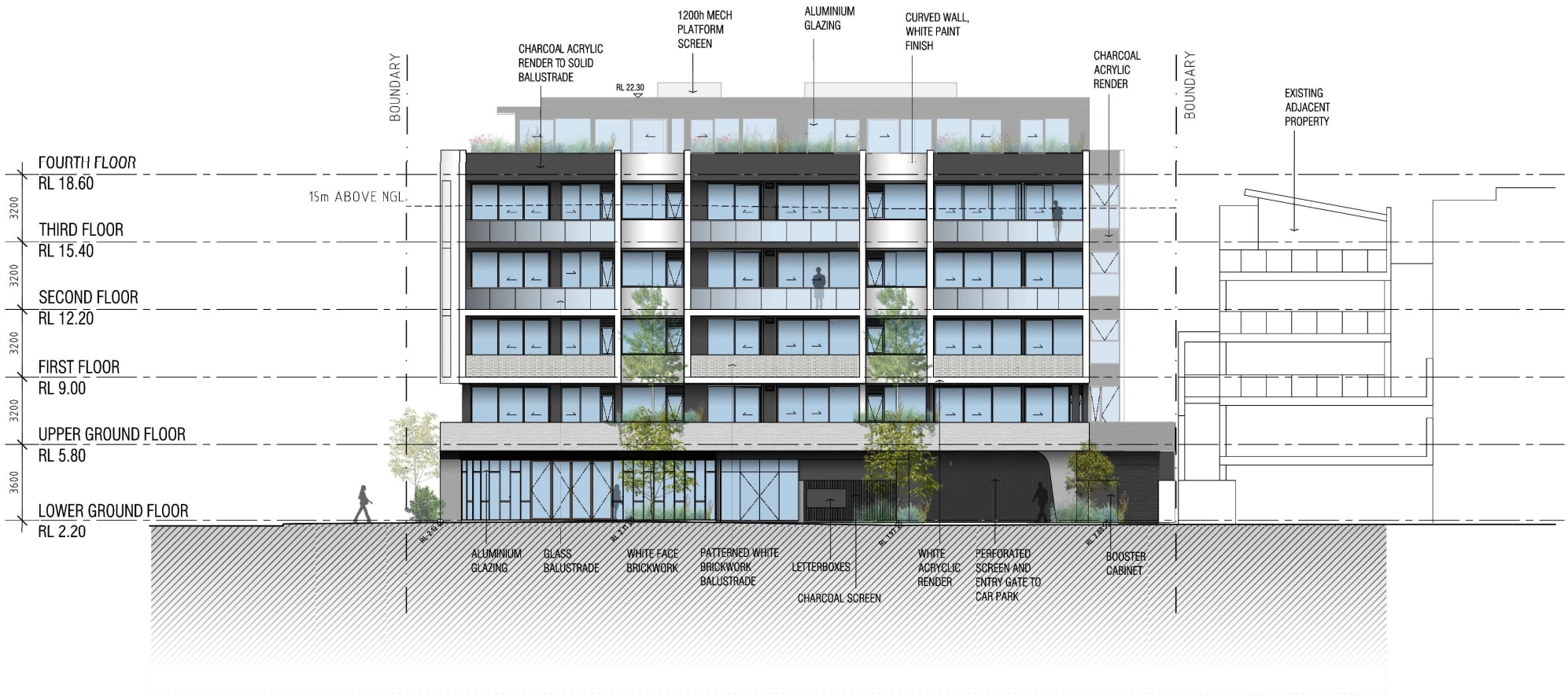
TRUE NORTH
PROJECT NORTH

SCALE
0 1 2 5
1:200 @ A3

DRAWING
NORTHERN ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.10	AW	WB	E

TOWN OF VICTORIA PARK
Received: 26/07/2019



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C	17.07.19	DA REV 2 ISSUE
D	26.07.19	DA REV 3 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

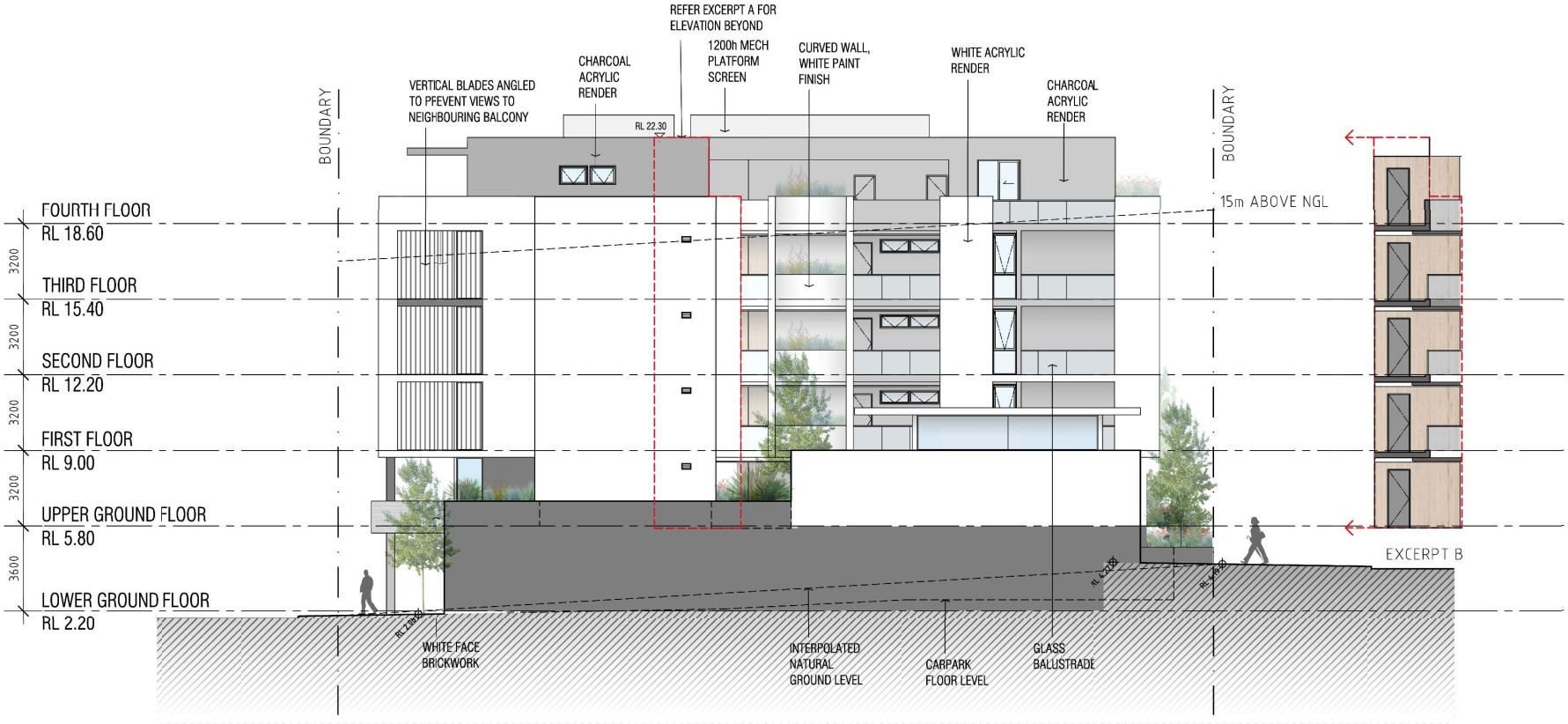
TRUE NORTH
PROJECT NORTH

SCALE
0 1 2 5
1:200 @ A3

DRAWING
WESTERN ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.11	AW	WB	D

TOWN OF VICTORIA PARK
Received: 26/07/2019



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C	17.07.19	DA REV 2 ISSUE
D	26.07.19	DA REV 3 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH / PROJECT NORTH

SCALE
0 1 2 5
1:200 @ A3

DRAWING
SOUTHERN ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.12	AW	WB	D



TOWN OF VICTORIA PARK

PLOT DATE: 29/07/2019

SCALE = 1:1000

NORTH

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TOWN OF VICTORIA PARK
Received: 19/07/2019

REVISED RENDERS RECEIVED 19 JULY 2019 - DEPICTING MODIFICATIONS TO PROPOSED VEHICULAR ACCESS AREA AND ADJACENT LANDSCAPING



CLIENT	PROJECT	PAGE DESCRIPTION	DATE
_	53-55 CANNING HWY, VICTORIA PARK		03.07.19

MJA studio

TOWN OF VICTORIA PARK
Received: 19/07/2019

REVISED RENDERS RECEIVED 19 JULY 2019 - DEPICTING MODIFICATIONS TO PROPOSED VEHICULAR ACCESS AREA AND ADJACENT LANDSCAPING



MCCALLUM LANE RENDER

CLIENT	PROJECT	PAGE DESCRIPTION	DATE
_	53-55 CANNING HWY, VICTORIA PARK		03.07.19

MJA studio

TOWN OF VICTORIA PARK
Received: 19/07/2019

REVISED RENDERS RECEIVED 19 JULY 2019 - DEPICTING MODIFICATIONS TO PROPOSED VEHICULAR ACCESS AREA AND ADJACENT LANDSCAPING



CRN TAYLOR AND MCCALLUM RENDER

CLIENT	PROJECT	PAGE DESCRIPTION	DATE
_	53-55 CANNING HWY, VICTORIA PARK		03.07.19

MJA studio

TOWN OF VICTORIA PARK
Received: 03/07/2019



TAYLOR ST RENDER

CLIENT	PROJECT	PAGE DESCRIPTION	DATE
_	53-55 CANNING HWY, VICTORIA PARK		03.07.19

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TOWN OF VICTORIA PARK
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CANNING HWY RENDER

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CRN TAYLOR AND MCCALLUM RENDER

CLIENT	PROJECT	PAGE DESCRIPTION	DATE
_	53-55 CANNING HWY, VICTORIA PARK		03.07.19

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CRN CANNING AND TAYLOR RENDER

CLIENT	PROJECT	PAGE DESCRIPTION	DATE
_	53-55 CANNING HWY, VICTORIA PARK		03.07.19

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State Planning Policy 7.3

Residential Design Codes

Volume 2 - Apartments

- APPLICANT SUBMISSION & OFFICER ASSESSMENT TEMPLATE-

Prepared by -

Town of Victoria Park

In conjunction with -

City of Perth

City of South Perth

City of Subiaco

City of Vincent

Version 7 dated 18 June 2019

Part 1 – Information to be submitted by applicant

The following information is to be provided to be considered a complete development application:

Please note that that the onus is on the applicant to demonstrate that an Element Objective has been achieved. Responsible Authorities can, and will, consider refusal of an application on the basis that insufficient information/materials have been provided to demonstrate a particular design solution to an issue. The burden of proof is not on the Responsible Authority to demonstrate – by way of example – that inadequate solar access is an issue if the applicant has not provided comprehensive materials on this subject matter.

A5 – Development application guidance (1/2)

This guidance assists proponents in formulating the appropriate materials when submitting a development application. Check with the relevant local authority if there are any additional materials required.

Documentation	Required Information	Provided?	
Development details	A summary document that provides the key details of the development proposal. It contains information such as the: – plot ratio of the development – number, mix, size and accessibility of apartments – number of car parking spaces for use (residential, retail, accessible, visitor etc.) – percentage of apartments meeting cross ventilation and daylight requirements.		**Y**
Site analysis	[Prepared at earlier stage of design development in *A3 Site analysis and design response guidance*]		**Y**
Design statements	An explanation of how the design relates to the Design Principles in State Planning Policy 7 .0 Design of the Built Environment. An explanation of how the proposed development achieves the relevant objectives of this policy in *A6 Objectives summary.* For adaptive reuse projects which affect heritage places, provide a Heritage Impact Statement prepared in accordance with the State Heritage Office's *Heritage Impact Statement Guide* available at www.stateheritage.wa.gov.au (for state registered places) or the relevant local government guidelines (for other places).		**Y**
Site plan	A scale drawing showing: – any proposed site amalgamation or subdivision – location of any proposed buildings or works in relation to setbacks, building envelope controls and building separation dimensions – proposed finished levels of land in relation to existing and proposed buildings and roads – pedestrian and vehicular site entries and access – interface of the ground floor plan with the public domain and open spaces within the site – areas of communal open space and private open space – indicative locations of planting and deep soil areas including retained or proposed significant trees. – overshadowing over neighbouring sites – location of adjacent solar collectors.		**Y**
Landscape plan	A scale drawing showing: – the building footprint of the proposal including pedestrian, vehicle and service access – trees to be removed shown dotted – trees to remain with their tree protection areas (relative to the proposed development) – deep soil areas and associated tree planting – areas of planting on structure and soil depth – proposed planting including species and size – details of public space, communal open space and private open space – external ramps, stairs and retaining wall levels – security features and access points – built landscape elements (fences, pergolas, walls, planters and water features) – ground surface treatment with indicative materials and finishes – site lighting – stormwater management and irrigation concept design.		**Y**
Other plans and reports	Acoustic Report (or equivalent) Waste Management Plan (or equivalent)		**Y**

A5 – Development application guidance (2/2)

Documentation	Required information	Provided?	
Floor plans	A scale drawing showing: – all levels of the building including roof plan – layout of entries, circulation areas, lifts and stairs, communal spaces, and service rooms with key dimensions and Real Level (RL) heights shown – apartment plans with apartment numbers and areas, all fenestration, typical furniture layouts for each apartment type, room dimensions and intended use and private open space dimensions – accessibility clearance templates for accessible units and common spaces – visual privacy separation shown and dimensions where necessary – vehicle and service access, circulation and parking – storage areas.		**Mostly**
Elevations	A scale drawing showing: – proposed building height and RL lines – building height control – setbacks or envelope outline – building length and articulation – the detail and features of the façade and roof design – any existing buildings on the site – building entries (pedestrian, vehicular and service) – profile of buildings on adjacent properties or for 50m in each direction, whichever is most appropriate. Samples or images of proposed external materials, finishes and colours of the proposal, keyed to elevations.		**Y**
Sections	A scale drawing showing: – proposed building height and RL lines – building height control – setbacks or envelope outline – adjacent buildings – building circulation – the relationship of the proposal to the ground plane, the street and open spaces particularly at thresholds – the location and treatment of car parking – the location of deep soil and soil depth allowance for planting on structure (where applicable) – building separation within the development and between neighbouring buildings – ceiling heights throughout the development – detailed sections of the proposed façades.		**Y**
Building performance diagrams	A solar diagram (where required) at the winter solstice (21 June) at a minimum of hourly intervals showing: – number of hours of solar access to the principal communal open space – number of hours of solar access to units within the proposal and tabulation of results – overshadowing of existing adjacent properties and overshadowing of future potential development where neighbouring sites are planned for higher density – elevation shadows if likely to fall on neighbouring windows, openings or solar panels. A ventilation diagram (where required) showing unobstructed path of air movements through dual aspect apartments and tabulation of results.		**Y**
illustrative views	Photomontages or similar rendering or perspective drawings illustrating the proposal in the context of surrounding development. Note: Illustrative views need to be prepared using a perspective that relates to the human eye. Where a photomontage is prepared, it should use a photo taken by a full frame camera with a 50mm lens and 46 degree angle of view.		**Y**
Models	A three dimensional computer generated model showing views of the development from adjacent streets and buildings. A physical model for a large or contentious development (if required by the consent authority).		**Y**

Part 2 – Design response statement to R-Codes Volume 2

To be completed by applicant and subsequently assessed/responded to by officers:

This assessment template is intended to be used as follows:

(1) The applicant completes the Assessment template by outlining how the R-Code Element Objectives are satisfied. In many (if not most) instances it is expected that the written response will be supported by associated drawings or documentation provided by the applicant.

(2) Assessment template is received by the Responsible Authority (along with the materials outlined in A5 of R-Codes Volume 2) who then review the applicant's comments and undertake an assessment of the materials provided against the relevant Element Objectives.

Under Part 1.2 of the R-Codes Volume 2, provisions of the R-Codes Volume 2 may be amended or replaced by Local Planning Policies, Local Development Plans and/or Structure Plans. Those provisions of the R-Codes Volume 2 which may be amended or replaced (without the approval of the WAPC) by such planning instruments are coloured orange within this document. It is the responsibility of the applicant to ensure that they are familiar with the local planning framework and instances where the provisions of the R-Codes Volume 2 have been amended or replaced.

It should be stressed that R-Codes Volume 2 is a performance-based policy. While addressing the Acceptable Outcomes (AO) is likely to achieve the relevant Element Objectives (EO), they are not a deemed-to-comply pathway and the proposal will be assessed in context of the entire design solution to ensure the Objectives are achieved.

How to use:

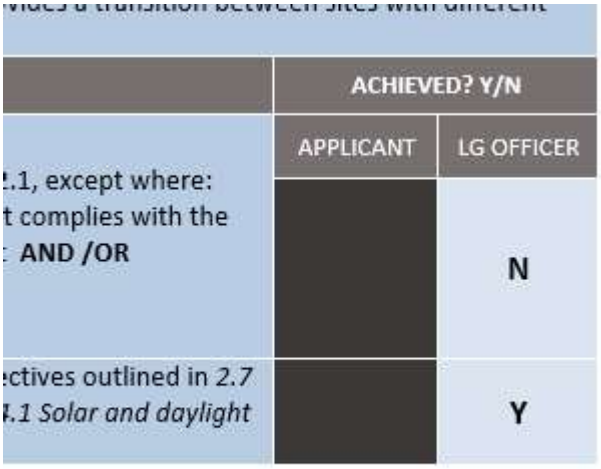
(DIAGRAMATIC EXAMPLE) APPLICANT COMMENT	(DIAGRAMATIC EXAMPLE) LG OFFICER COMMENT
What **Element Objectives** are sought to be achieved? How are the **Acceptable Outcomes** addressed? Achieved, not Achieved or N/A – and how (details)? Tie each design decision back to the Element Objectives How is a **performance solution** applied to achieve the Element Objectives? Refer to **Design Guidance** if applicable. Describe how the combined outcomes of the above design decisions result in the **Element Objectives** being achieved.	First impressions: Does the proposal seem likely to achieve the **Element Objectives**? Detailed assessment: Officers critically examine the applicant's statements and supporting documentation regarding **Acceptable Outcomes** and **Performance Solutions** with reference to **Design Guidance** as applicable. Any deficiencies in information provided/assumptions made in supporting information to be noted. Balanced assessment: Evaluating the above, with consideration being given to **Acceptable Outcomes** and **Performance Solutions**, does the proposal satisfy the **Element Objectives**? It is noted that no 'Deemed-to-Comply' pathway exists under R-Codes volume 2.

Note to Metro Central JDAP

The applicant has prepared and submitted a Design response statement (See attachment 5) to R-Codes Volume 2, opting not to use the submission/assessment template provided by the Town. For ease of viewing, the assessing officer has copied the applicant's response to each of the element objectives into their respective "Applicant Comment" columns with the following annotation being added:

'**<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>>**'

Given that the applicant has, in most instances, not specifically discussed 'Acceptable Outcomes' (eg "*A4.12.1 – satisfied*") within their response, the Applicant's 'Achieved' Column in the assessment template has been blanked out. This is not intended to indicate that they have or have not achieved the acceptable outcome. It is intended to convey that the applicant has, in most instances, directly discussed the Element Objectives rather than outlining what Acceptable outcomes have or have not been achieved.



	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
.1, except where: t complies with the **AND /OR**		**N**
ctives outlined in *2.7* *.1 Solar and daylight*		**Y**

ELEMENT 2.2	Building height

ELEMENT OBJECTIVES

- O2.2.1 – 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.
- O2.2.2 – The height of buildings within a development responds to changes in topography.
- O2.2.3 – Development incorporates articulated roof design and/or roof top communal open space where appropriate.
- O2.2.4 – 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.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A2.2.1 – Development complies with the building height limit (storeys) set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the building height limit set out in the applicable local planning instrument.	***-LG Framework applies- See below***	

(Excerpt from table 2.1)

Streetscape contexts and character *refer A2*	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Building height (storeys) *refer 2.2*	2	3	3	4	4	5	3	6	7	9	

LOCAL PLANNING FRAMEWORK

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	REQUIREMENT (TPS1 - PRECINCT PLAN P4 – 'MCCALLUM PRECINCT')	ACHIEVED? Y/N	
		APPLICANT	LG OFFICER
	15m maximum building height (above NGL)	**N**	**N**

Table 2.2 Indicative building height

Storeys	Indicative overall building height in metres
2	9
3	12
4	15
5	18
6	21
7	24
8	27
9	30
10	33

- Overall building heights are set by adding together the floor to ceiling heights for the desired number of storeys, with a nominal allowance of 4m for the ground floor and 3m for subsequent floors. Add at least 2m to the total to allow for rooftop articulation.

- Building height limits for higher density typologies: These default heights are provided as a conservative baseline and higher building height limits may be appropriate subject to detailed local planning.

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **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: Building height along McCallum lane is predominantly 5 storeys. This application proposes 1 additional storey to adjacent properties. This is considered appropriate for the following reasons: -The top storey is significantly set back from boundary edges with a floor plate featuring 3 Apartments in Lieu of the 5 apartments proposed on lower floors. -Darker material selections and lightweight roof structures are proposed to further reduce the visual impact the top storey. -The Town of Victoria Park's foreshore access and management plan marks the site as an existing and major node and as one of the primary wayfinding points to access foreshore amenities. -Building bulk is predominantly located to address McCallum Lane and Taylor St and significantly reduced along the southern boundary to limit perceived bulk and overshadowing to the South/ West Neighbour. -Floor plates are relatively small in relation to the size of the site, a typical floor plate (1st, 2nd and 3rd floor) including balcony and common areas covers less than 55% of the site area. -These small floor plates allow for generous sized communal areas at the Upper Ground Floor level and a double height communal clubhouse. -There are no adverse overlooking issues. -Flexibility of building height allows for more options for better design outcomes such as natural light and ventilation, aesthetic articulation and larger balconies. In this instance it promotes dual aspect apartment design with natural lighting to common walkways and cross ventilation to all apartments. -Use of significant planting areas at Ground floor levels as well as vertically up facades reduce the impact of visual bulk. **O 2.2.2** The height of **buildings** within a **development** responds to changes in topography. The design demonstrates this objective by proposing an additional storey to McCallum Lane at the lower street level grade and using tiered planting along Taylor St to address changes in level. **O 2.2.3 Development** incorporates articulated roof design and/or roof top **communal open space** where appropriate. To achieve articulation the roof design is set back to minimize the impact of the top storey, addressed in darker colours and features lightweight louvred construction over outdoor living areas. **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. This objective is exceeded partially through the use of an additional storey which promotes good design outcomes in these areas. - Bulk is significantly reduced along the southern boundary to promote solar ingress into the South/ West property. -The communal open space proposed is significantly above the per Apartment requirements proposed in table 3.4 on pg 41.	First Impressions: Based off the renders provided (see attachment 3) and elevations depicting adjacent buildings, the proposal and its height seems to suit its location. Detailed Assessment: Required: Max 15m above NGL Proposed: Max 20.1m above NGL The equivalent of an 'Acceptable Outcome (under the Precinct Plan) is not satisfied. An assessment under Clause 29 of TPS1 will be included in the RAR report. No Design Guidance (DG) exist for the Primary Controls, so it is understandable that the applicant has not referred to these in justifying non-compliance with the development standard. Having said that, a comprehensive explanation of how the proposal works as a Performance Solution is nonetheless provided (see Applicant Column to the left) Balanced Assessment: The assessing officer is broadly satisfied with the detailed Performance Solution provided. Not all statements are supported (eg visual privacy is an issue discussed later in this assessment as needing a condition), but arguments and justifications in terms of colour, use of landscaping to break up the elevations, locating the mass of the building to (predominantly) be located away from the abutting property are well considered. On the element objectives specifically, it is agreed that (O2.2.1) the height sought is not out of character with the given area, (O2.2.2) the development uses the topography well (this was noted by the design Review Panel as being one of the Development's strengths) (O2.2.3) an articulated roof is used to lessen the perceived bulk of the top floor and (O2.2.4) the height of the development does not pose an undue impact on the adjoining development in terms of overshadowing.

ELEMENT 2.3	Street setbacks

ELEMENT OBJECTIVES

- O2.3.1 – The setback of the development from the street reinforces and/or complements the existing or proposed landscape character of the street.
- O2.3.2 – The street setback provides a clear transition between the public and private realm.
- O2.3.3 – The street setback assists in achieving visual privacy to apartments from the street.
- O2.3.4 – The setback of the development enables passive surveillance and outlook to the street.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A3.2.1 – Development complies with the street setback set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the street setback set out in the applicable local planning instrument	***-LG Framework applies- See below***	

(Excerpt from table 2.1)

Streetscape contexts and character *refer A2*	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Minimum primary and secondary street setbacks *refer 2.3*	4m [4]	2m	2m		2m		2m or Nil [5]	2m or Nil [5]	2m or Nil [5]		

(4) Minimum secondary street setback 1.5m

(5) Nil setback applicable if commercial use at ground floor

LOCAL PLANNING FRAMEWORK

Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	REQUIREMENT (LOCAL PLANNING POLICY 25 – STREETSCAPE)	ACHIEVED? Y/N	
		APPLICANT	LG OFFICER
	6m average 3m minimum		**N**

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **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. The setbacks proposed broadly align with neighbouring developments and are varied along boundary lengths to allow for articulation and reduction of perceived bulk. **O 2.3.2** The **street setback** provides a clear transition between the public and private realm. This objective is achieved through clear delineation of resident entry points and security lines. Where public interaction is encouraged on the corner of Taylor St and McCallum lane building elements are positioned on grade and significant full height glazing is incorporated. **O 2.3.3** The **street setback** assists in achieving visual privacy to **apartments** from the street. The areas most affected by visual privacy to the street are at the Upper Ground Floor level. This level is raised sufficiently on the McCallum Lane side and is heavily planted with larger private courtyard spaces along Taylor and Canning Hwy in to meet this objective	*First Impressions:* The proposal seems to be setback appropriately for its context. The Transition between the public and private realm is clear and apartments aren't overly exposed to the street. *Detailed Assessment:* A breakdown of the setbacks under both the R-Codes, LPP25 and as proposed by the development is provided below | | R-Codes | LPP25 | Proposed | | Primary Street | - min 2m | avg 6m min 3m | avg 4.78m min 2.3m | | Secondary Street (Taylor Street) | min 2m | min 3m | min 1.593 | | Secondary Street (McCallum Lane) | min 2m | min 3m | Min 1.4 | If assessing the proposal against LPP25, a substantial variation on what is stated as 'acceptable development' within the policy is proposed. It is noted, however, that the objectives of LPP25 are to preserve and enhance streetscape character. In practice, this has broadly been applied by the Town as a guiding document that is applicable to the development of single houses and grouped dwellings in suburban streetscapes rather than to apartments in areas in which the zoning facilitates apartments and development above 3 storeys. In fact, the policy provides a discretionary exemption of the application of this policy for 'any other situations as determined by council'. The assessing officer is of a view that for the given context, LPP25 is less of an appropriate policy tool than the R-Codes and should therefore not be applied. The applicant has provided commentary on how a Performance Solution is provided. See Applicants comments in the left column.

	Balanced Assessment: The statement that the setbacks broadly align with the neighbouring developments is not supported. The balconies to the adjoining development at No 59 Canning Highway for instance are set back 3m from McCallum Lane while, even after the 'plinth' of the lower and upper ground floor is resolved, the upper balconies of the proposed development come within 1.7m-2m of the rear boundary. The setbacks provided therefore do not reinforce the existing streetscape. The Town is of a view, however, that the setbacks proposed compliment the streetscape – providing a 'bookend' to this portion of McCallum lane and engaging with the street, providing activation to the corner and amenity via substantial feature landscaping. O2.3.1 is thereby satisfied. The assessing officer is satisfied with the applicant's statements relating to O2.3.2 and O2.3.3

ELEMENT 2.4	**Side and rear setback**

ELEMENT OBJECTIVES

- O2.4.1 – Building boundary setbacks provide for adequate separation between neighbouring properties.
- O2.4.2 – Building boundary setbacks are consistent with the existing streetscape pattern or the desired streetscape character.
- O2.4.3 – 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.
- O2.4.4 –The setback of development from side and rear boundaries provides a transition between sites with different land uses or intensity of development.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A2.4.1 - Development complies with the side and rear setbacks set out in Table 2.1, except where: (a) modified by the local planning framework, in which case development complies with the side and rear setbacks set out in the applicable local planning instrument **AND /OR** (b) a greater setback is required to address *3.5 Visual privacy*.		**N**
A2.4.2 – Development is setback from the boundary in order to achieve the Objectives outlined in *2.7 Building separation*, *3.3 Tree canopy and deep soil areas*, 3.*5 Visual privacy* and *4.1 Solar and daylight access*.		**Y**

(Excerpt from table 2.1)

Streetscape contexts and character *refer A2*	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Boundary wall height (storeys)[1,2] *refer 2.4*	1[3]		1[3]	2[3]	2[3]		2	3	4		
Minimum side setbacks[6] *refer 2.4*	2m	3m	3m		3m		Nil				
Minimum rear setback *refer 2.4*	3m		3m		6m		6m	Nil	Nil		
Average side setback where building length exceeds 16m *refer 2.4*	2.4m	3.5m	3.5m	3.5m	3.5m	4.0m	NA	NA	NA		

(1) Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions

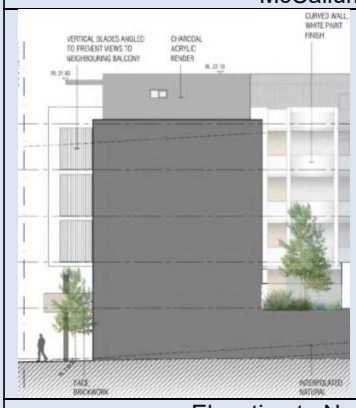
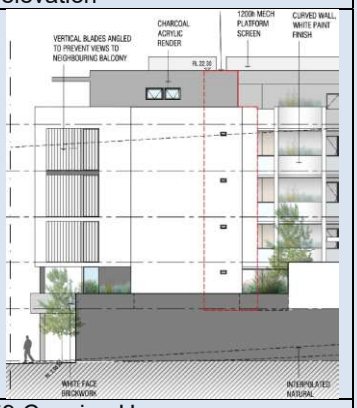
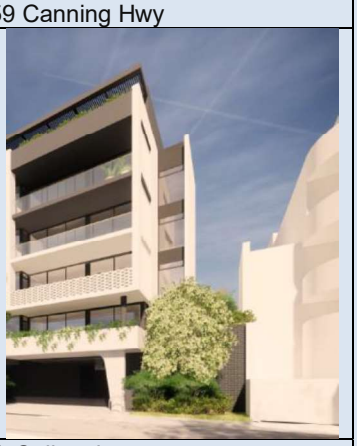
(2) Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code

(3) Boundary wall only permitted on one boundary, and shall not exceed 2/3 length.

(6) Boundary setbacks will also be determined by provisions for building separation and visual privacy within this SPP and building separation provisions of the NCC.

LOCAL PLANNING FRAMEWORK			
Does the local planning framework amend or replace the above stated controls? If yes, state the applicable requirement:	REQUIREMENT (LOCAL PLANNING POLICY 26 – LOT BOUNDARY WALLS)	ACHIEVED? Y/N	
		APPLICANT	LG OFFICER
	In this context, LPP26 has comparable requirements to the R-Codes		N

APPLICANT COMMENT	LG OFFICER COMMENT
---SEE NEXT PAGE---	*First Impressions:* The development application as submitted (see attachment 7) had too large a lot-boundary wall proposed to the adjoining property at No. 59 Canning Highway. Following community consultation and feedback from the Town that this posed an unacceptable amenity impact on the neighbours, revised plans were prepared and submitted that shifted the portion of building in question 2.5m inwards to the subject site, and reduced its length, substantially lessening the massing and visual bulk imposed.

As consulted Attachment 7	Current proposal Attachment 1
	
McCallum elevation	
	
Elevation to No 59 Canning Hwy	
	
Render from McCallum lane	
Attachment 7	Attachment 3

Following this issue being addressed, the setbacks proposed seem appropriate

<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>>
Please note that the applicant's response to the element objectives was prepared and submitted prior to amended plans being prepared and submitted.

O 2.4.1 Building boundary **setbacks** provide for adequate separation between neighbouring properties. The majority of the side setback is 16m or greater above Ground Floor. Where a nil setback is proposed it corresponds with the location of the nil setback of the adjacent property and is in proportion to other properties in the area such as 67 Canning Hwy. The existing commercial building has a Nil setback of 2.5 storeys for the full length of the side boundary with the exception of street setbacks.

O 2.4.2 Building boundary **setbacks** are consistent with the existing **streetscape** pattern or the desired streetscape character. Nil Setbacks broadly align with 4 and 5 storey nil setbacks to adjacent developments at 59 and 67 Canning Hwy and align with the setback pattern to McCallum Lane.

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. As the existing commercial building has a Nil setback along the side boundary there is no existing vegetation to retain.

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. Not Applicable for this development

Detailed Assessment:

	Required	Proposed
Boundary wall height	Maximum 2 storeys	Less than 2 Storeys
Boundary wall length (2/3rds of boundary)	Maximum 24.53m	29.5m
Side Setback	Average 3.5m Minimum 3m	Average 11.17 Minimum 2.5m

The applicant has provided commentary on how a Performance Solution is provided. See Applicants comments in the left column

Balanced Assessment:

The assessing officer was not satisfied with the justifications provided in the context of the Development as originally applied for. Applying the applicant's response in the context of revised plans, however, the Town is satisfied that the Element Objectives (O2.4.1 & O2.4.2) are demonstrated or (in the case of O2.4.3 and O2.4.4) not applicable

ELEMENT 2.5	Plot ratio

ELEMENT OBJECTIVES

- O2.5.1 – The overall bulk and scale of development is appropriate for the existing or planned character of the area.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A2.5.1 – Development complies with the plot ratio requirements set out in Table 2.1, except where modified by the local planning framework, in which case development complies with the plot ratio set out in the applicable local planning instrument.		**N**

(Excerpt from table 2.1)

Streetscape contexts and character *refer A2*	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0
Plot ratio [7] *refer 2.5*	0.6	0.7	0.8	1.0	1.3	2.0	1.2	2.0	2.5	3.0	

(7) Refer to Definitions for calculation of plot ratio

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **Please note that the applicant's response to the element objectives was prepared and submitted prior to amended plans being prepared and submitted.** **O 2.5.1** The overall bulk and scale of **development** is appropriate for the existing or planned character of the area. A plot ratio of Approximately 1:1.75 is proposed on the site. This plot ratio is considered to be appropriate for the following reasons: -Responses received in DRP minutes on 13th Nov 2018 and 5th March 2019 do not highlight height or density as areas of concern. The DA submission has reduced strata area and the number of apartments from the latest DRP submission. -Comments from DRP minutes relating to community benefit and design quality have been addressed and incorporated into the Development Application Submission. -DoP Directions 2031 additional density (relevance into the future), Capital City Framework, WAPC Policy 4.2 Activity Centres and DC 1.6 Transit Oriented Development all encourage density. -The design incorporates a well articulated façade with generous balconies, planting and a variety of colours, materials and textures which create visual interest and assist in breaking up perceived building bulk. -Greater plot ratio allows for economies of scale to create more generous communal areas for residents. -There are no adverse overlooking issues. -Building bulk is predominantly located to address McCallum Lane and Taylor St and significantly reduced along the southern boundary to limit perceived bulk and overshadowing to the South/ West Neighbour. -Street activation is provided by positioning communal areas in close proximity to Canning Hwy, McCallum Lane and Taylor Street. The design also incorporates provision to revise the use of the Lower Ground floor communal lounge into a Food and Beverage tenancy if permitted by future planning policy. -The Town of Victoria Park's foreshore access and management plan marks the site as an existing and major node and adjacent to one of the primary wayfinding points to access foreshore amenities. This marks the site as a 'gateway' project to the future foreshore development.	*First Impressions:* A 68% ~~variation~~ deviation from the Acceptable Outcome (Plot ratio of 1:1) is substantial, and it is not a small building. *Detailed Assessment:* Permitted: 1:1 (1393 m^2) — Proposed: 1:1.68 (2343m^2) The applicant has provided commentary on how a Performance Solution is provided. See Applicants comments in the left column *Balanced Assessment:* The assessing officer is satisfied with the detailed Performance Solution provided. The well-articulated façade, generous integrated landscaping and prominent corner site (being well suited to a high quality architectural landmark) all contribute to a well justified proposition in terms of the plot ratio variation. Comments by DRP included the following: *"Plot ratio doesn't manifest in design issues. It doesn't cause harm"* In summary the overall bulk and scale of development is considered to be appropriate for the character of the area (O2.5.1)

ELEMENT 2.6	Building depth

ELEMENT OBJECTIVES

- O2.6.1 – Building depth supports apartment layouts that optimise daylight and solar access and natural ventilation.
- O2.6.2 – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.
- O2.6.3 – Articulation of building form to allow adequate access to daylight and natural ventilation where greater building depths are proposed.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A2.6.1 – Developments that comprise single aspect apartments on each side of a central circulation corridor shall have a maximum building depth of 20m. All other proposals will be assessed on their merits with particular consideration to *4.1 Solar and daylight access* and *4.2 Natural ventilation*.		**Y**

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 2.6.1 Building depth** supports **apartment** layouts that optimise **daylight** and **solar access** and **natural ventilation**. This objective us achieved as follows: - Apartments are typically shallow in depth being around 8.7m in the deepest Living/ Dining/ Kitchen arrangement. - Apartments are dual aspect allowing for light penetration in close proximity to rear kitchen areas and cross ventilation. - Living Areas for all apartments are oriented obliquely to the north. No living areas are oriented directly to the South, East or West. **O 2.6.2** Articulation of **building** form to allow adequate access to **daylight** and **natural ventilation** where greater **building depths** are proposed. Whilst the apartment depths proposed are modest common area walkways to the rear of the building are open to allow for natural light ingress and ventilation. **O 2.6.3** Room depths and/or ceiling heights optimise **daylight** and **solar access** and **natural ventilation**. 2.7m ceilings are proposed to living areas and bedrooms. Living rooms and Bedrooms are typically located to the outer face of the building with kitchen areas and bathrooms located to deeper areas of apartments.	*First Impressions:* The proposal appears to easily satisfy the Element Objectives. *Detailed Assessment:* Apartments are shallow in depth, are dual aspect *and* have optimal solar orientation. Acceptable outcomes are considered to be achieved *Balanced Assessment:* Element Objectives O2.6.1-O2.6.3 are achieved.

ELEMENT 2.7	Building Separation

ELEMENT OBJECTIVES

- O2.7.1 – New development supports the desired future streetscape character with spaces between buildings.
- 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

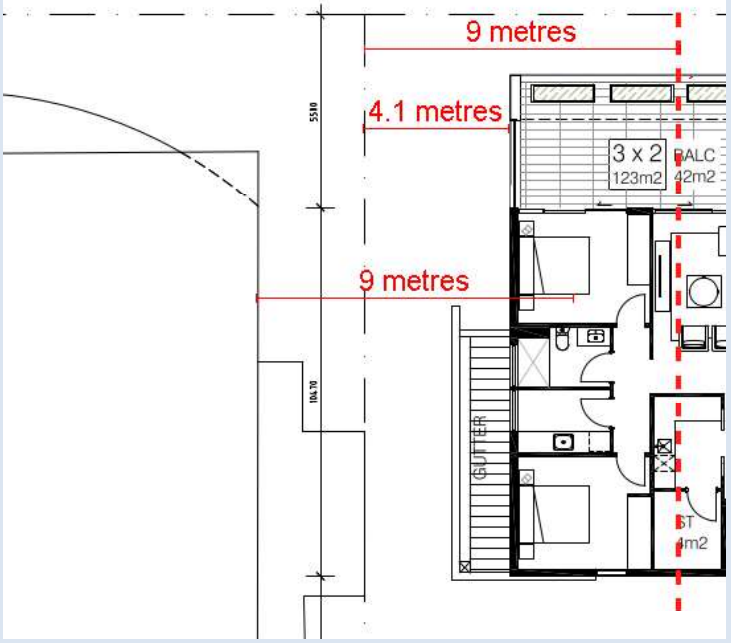
ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A2.7.1 – Development complies with the separation requirements set out in Table 2.7.		N

Table 2.7 Building separation

	Separation between:	Building height		
		≤ 4 storeys (up to 15m)	5-8 storeys (up to 28m)	≥ 9 storeys (over 28m)
Within site boundary	Habitable rooms/balconies	12m	18m	24m
	Habitable and non-habitable rooms	7.5m	12m	18m
	Non-habitable rooms	4.5m	6m	9m
To adjoining property boundaries	Habitable rooms/balconies and boundary	Refer *2.4 Side and rear setbacks* (Table 2.1) and *3.5 Visual privacy* (Table 3.5)	9m	12m
Distances apply from major openings of rooms, or the inside of balustrading of balconies. Average dimensions may be applied subject to major openings meeting other requirements for privacy, daylight and the like.				

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 2.7.1** New **development** supports the desired future **streetscape** character with spaces between **buildings**. The existing streetscape is Medium Density Attached with Nil setbacks and long unbroken sections of façade to McCallum lane and the primary parkland view aspects. The proposed development supports this. **O 2.7.2 Building** separation is in proportion to building height. Habitable room openings are setbacks exceed the Adjoining property boundary requirements. **O 2.7.3 Buildings** are separated sufficiently to provide for residential **amenity** including visual **and acoustic privacy**, **natural ventilation**, **sunlight** and **daylight** access and outlook. This objective is achieved in the following ways: -Openings are positioned to avoid overlooking to the neighbouring property. -All private balcony areas face out to McCallum Lane and Taylor Street and are predominantly separated by 3m or more to allow for visual and acoustic privacy within the site and view aspects out to the North/ West to the park and river aspects and northern light. **O 2.7.4** Suitable areas are provided for **communal** and **private open space**, **deep soil areas** and **landscaping** between **buildings**. This objective is achieved with the significant integration of external communal areas to the south east portion of the site to provide separation from the neighbouring property. This area has significant areas of planting on structure including areas for trees.	*First Impressions:* The development application as submitted (see attachment 7) had too large a lot-boundary wall proposed to the adjoining property at No. 59 Canning Highway. Following community consultation and feedback from the Town that this posed an unacceptable amenity impact on the neighbours, revised plans were prepared and submitted that shifted the portion of building in question 2.5m inwards to the subject site, and reduced its length, substantially lessening the massing and visual bulk imposed. The revised proposal appears to satisfy the element objectives *Detailed Assessment:* In terms of setbacks to the adjoining property, this is broadly discussed above under Element 2.4. Acceptable Outcome A2.7.1 (table 2.7), however, seeks 9m building separation to the adjoining property boundary. Given the slope of the land, this can either be taken as applying to either to just the upper floor (labelled 'fourth floor') or the floor below that as well. At this time, it is unclear whether the Acceptable Outcomes are intended to be interpreted as seeking 9m to the boundary, or 9m *to the neighbouring building* (ie 4.5m if applying the expectation that each building will provide half the required setback to achieve a total of 9m). In the case of either interpretation, the proposed development does not achieve A2.7.1 (See annotated image from upper floor plan depicted below). Internal building separation is well provided for, with balconies predominantly being separated by tree flutes in the façade, and overall building form being an angle rather than a 'U' or other shape that poses building mass against itself.

- O2.7.1 – New development supports the desired future streetscape character with spaces between buildings.
- 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



Balanced Assessment:

The assessing officer is broadly satisfied with how the proposal relates to the adjoining development. The portion of building located in proximity to the south-western lot boundary is not great in length, the 3rd floor wall portion closest being only 7.7m in length and the greater proportion of the building behind it being 15.5m in length. While the configuration of the development could have presented an entire side of the building to this lot boundary, only a point of the 'V' or angle shaped building comes within proximity to its neighbour – something that Table 2.7 does not take into account.

Overall, the Town is of a view that the objectives of Element 2.7 are satisfied.

ELEMENT 3.2	**Orientation**	
ELEMENT OBJECTIVES		
• O3.2.1 – Building layouts respond to the streetscape, topography and site attributes while optimising solar and daylight access within the development. • O3.2.2 – Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.		
ACCEPTABLE OUTCOMES	**ACHIEVED? Y/N**	
	APPLICANT	LG OFFICER
A3.2.1 – Buildings on street or public realm frontages are oriented to face the public realm and incorporate direct access from the street.		**Y**
A3.2.2 – Buildings that do not have frontages to streets or public realm are oriented to maximise northern solar access to living areas.		**N/A**
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: - adjoining properties coded R25 and lower – 25% of the site area [1] - adjoining properties coded R30 – R40 - 35% of the site area [1] - adjoining properties coded R50 – R60 – 50% of the site area [1] - adjoining properties coded R80 or higher – Nil requirements.		**Y** **(Nil requirement)**
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.		**N/A**

(1) 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 A3.2.3 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)

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 3.2.1 Building** layouts respond to the **streetscape**, topography and **site** attributes while optimising **solar** and **daylight access** within the **development**. All 23 apartments have their primary aspects facing obliquely north to maximize daylight access. The most desirable river and parkland views are to the North and West. **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**. This objective is achieved by having all living areas and balconies and the majority of bedrooms oriented obliquely North where overshadowing is minimized to smaller portions of a typical day.	*First Impressions:* Acceptable Outcomes are achieved and the proposal appears likely to satisfy the Element Objectives. *Detailed Assessment:* Acceptable outcomes are achieved, these being orientation to the public realm, access from the street and a default 'compliance' achieved in terms of overshadowing by virtue of the R80 density coding. The applicant's comments in the left column are noted (although they appear to have misunderstood that O3.2.2 relates to neighbouring properties) *Balanced Assessment:* In review, Comparing the Element Objectives to the Acceptable Outcomes, it seems apparent that (hypothetically) A3.2.3 could be achieved while O3.2.2 is not achieved, particularly in a location zoned R80 or greater. The provision of revised plans that removed a 4 to 5 storey lot boundary wall (See element 2.4 Officer Comments for elaboration) is noted as lessening the overshadowing that the proposed development would cause No 59 Canning Highway. Thankfully, the adjoining development also benefits from a Northerly orientation, and all units and their key outdoor living areas (their balconies) are still expected to benefit from the winter sun. The assessing officer is satisfied Element Objectives O3.2.1 and O3.2.2 are achieved.

ELEMENT 3.3	**Tree canopy and deep soil areas**	
ELEMENT OBJECTIVES		
• O3.3.1 – Site planning maximises retention of existing healthy and appropriate and protects the viability of adjoining trees. • O3.3.2 – Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition. • O3.3.3 – 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.		
ACCEPTABLE OUTCOMES	**ACHIEVED? Y/N**	
	APPLICANT	LG OFFICER
A3.3.1 – Retention of existing trees on the site that meet the following criteria: ○ 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**
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.		**N/A**
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.		**N, but A3.3.7**
A3.3.5 – Landscaping includes existing and new trees with shade producing canopies in accordance with Tables 3.3a and 3.3b.		**Mostly**
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.		**N/A**

A3.3.7 – Where the required deep soil areas 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.	**Y**	**Y**

Table 3.3a Minimum deep soil area and tree provision requirements

Site Area	Minimum deep soil area	Minimum requirement for trees [1]
Less than 700m²	10% **OR** 7% if existing tree(s) retained on site (% site area)	1 medium tree and small trees to suit area
700 – 1,000m²		2 medium trees **OR** 1 large tree and small trees to suit area
› 1,000m²		1 large tree and 1 medium tree for each additional 400m² in excess of 1000m² **OR** 1 large tree for each additional 900m² in excess of 1000m² and small trees to suit area
[1] Minimum requirement for trees includes retained or new trees Refer Table 3.3b for tree sizes		

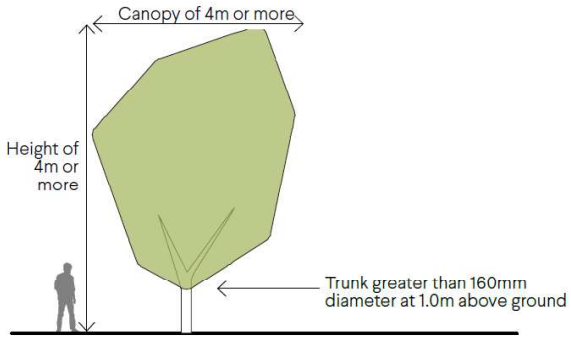


Figure 3.3a Size criteria used to identify existing trees for retention (refer A3.3.1 for full criteria).

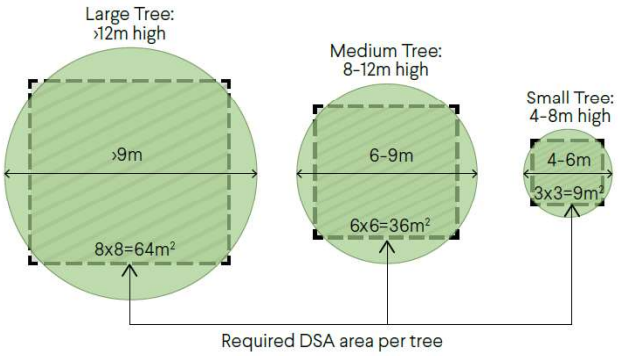


Figure 3.3b Tree size definitions when mature for deep soil areas.

NOTE: Refer to R-Codes Volume 2 for figures 3.3c, 3.3d and 3.3f

Table 3.3b Tree sizes

Tree size	Indicative canopy diameter at maturity	Nominal height at maturity	Required DSA per tree	Recommended minimum DSA width	Minimum DSA width where additional rootable soil zone (RSZ) width provided[1] (min 1m depth)	Indicative pot size at planting
Small	4-6m	4-8m	9m²	2m	1m (DSA) + 1m (RSZ)	100L
Medium	6-9m	8-12m	36m²	3m	2m (DSA) + 1m (RSZ)	200L
Large	›9m	›12m	64m²	6m	4.5m (DSA) + 1.5m (RSZ)	500L
[1] Rootable areas are for the purposes of determining minimum width only and do not have the effect of reducing the required DSA.						

APPLICANT COMMENT	LG OFFICER COMMENT

<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>>

O 3.3.1 Site planning maximises retention of existing healthy and appropriate trees and protects the viability of **adjoining trees**. Not Applicable to this project.

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. A significant increase in planting is proposed compared with the existing site conditions.

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. Refer to Landscape Architects Submission.

<< COPIED AND PASTED FROM 'APPENDIX 4 – LANSDCAPE PACKAGE' CONTAINED WITHIN ATTACHMENT 2 – SUPPORTING DOCUMENTATION>>

LANDSCAPE AREA OVERALL	
Site Area	1393m^2
Deep Soil Area (DSA) required	393m^2 (10%)
Deep Soil Area (DSA) achieved	104.29 m^2 (7.5%)
Deep soil shortfall	288.7m^2 (2.5%)
Planting on slab required to achieve item A3.3.7 in lieu of shortfall (DSA=10% required – 6% achieved, 2x shortfall)	109.2 m^2 (8%)
Planting on slab achieved	132.7 m^2 (9.5%)

Acceptable Outcome Item 3.3.7 Achieved

First Impressions:

Yes, the landscaping package appears to provide a wealth of planting, both deep soil zones and on structure planting.

Detailed Assessment:

The Assessing Officer agrees with the Applicant's statement (See left column) that there were no existing trees on site to be retained, that there was no existing tree canopy on site and that

The Landscape Architects calculation of Deep Soil Area requirement is incorrect. 10% of 1393m^2 is not 393m^2. The Assessing Officer's calculation of the landscaping provided is as follows:

LANDSCAPE AREA OVERALL	
Site Area	1393m^2
Deep Soil Area (DSA) required	135*m^2 (10%)
Deep Soil Area (DSA) achieved	92.1 m^2 (6.82%)
Deep soil shortfall	42.9m^2 (3.18%)
Planting on slab required to achieve item A3.3.7 in lieu of shortfall (DSA=10% required – 6% achieved, 2x shortfall)	85.8m^2 (6.36%)
Planting on slab achieved	125.6 m^2 (9.3%)

*Noting reduction in site area due to future road widening and ceding of land to the Crown likely to take place at amalgamation.

The conclusion reached is that a larger area of landscaping is proposed than what is required under Acceptable Outcome Item 3.3.7. 39.8m^2 (or 46%) of additional on structure planting is proposed beyond the '2x DSA shortfall' requirement. Furthermore, it should be noted that this assessment does not include the proposed verge planting (located towards Taylor Street) which, if included within the assessment, would further reduce the DSA shortfall, which would in turn increase the 'surplus' (from an *Acceptable Outcome* standpoint) of on structure planting.

At least 1 medium and 1 large tree are proposed, consistent with the given lot size and Table 3a.

It has also been noted that the feature Courtyard tree, not labelled as 'medium' or 'small' in the landscaping plan would nonetheless be classified as one based on the projected height and canopy size. Given that the courtyard tree forms an integral part of the landscaping concept (and, by extension, concept of the overall development) confirmation was sought from the landscape architect to ensure that the soil volume was appropriate for the given tree. Their response (attachment 14) is considered satisfactory

Balanced Assessment:

The detailed assessment reaffirms the officers view that the element objectives under 3.3 have been satisfied.

ELEMENT 3.4	**Communal open space**	
ELEMENT OBJECTIVES		
• O3.4.1 – Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas. • O3.4.2 – Communal open space is safe, universally accessible and provides a high level of amenity for residents. • O3.4.3 – 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.		
ACCEPTABLE OUTCOMES	**ACHIEVED? Y/N**	
	APPLICANT	LG OFFICER
A3.4.1 – Developments include communal open space in accordance with Table 3.4	**Y**	**Y**
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.		**Y**

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 9am and 3pm on 21 June.		**Y**
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.		**Y**
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.		**Y**
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.		**Y**
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.		**Y**

Table 3.4 Provision of communal open space

Development size	Overall communal open space requirement	Minimum accessible / hard landscape area (included in overall area requirement)	Minimum open space dimension
Up to 10 dwellings	Informal seating associated with deep soil or other landscaped areas	NA	NA
More than 10 dwellings	Total: 6m² per dwelling up to maximum 300m²	At least 2m² per dwelling up to 100m²	4m

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **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.** A total of 194m2 communal area on upper ground and 81m2 on Lower Ground is proposed, this significantly exceeds the requirements in table 3.4. **O 3.4.2 Communal open space** is safe, **universally accessible** and provides a high level of **amenity** for residents. Communal open space is separated into 2 parts: 1 -At lower ground floor an alfresco style area is proposed at street grade which activates the street and addresses the park. This has passive surveillance from the parkland and adjacent streets. 2- At Upper Ground Floor level the Communal Clubhouse and courtyard is secure from public access and has passive surveillance from common area walkways above. Significant amenity is applicable to both of these areas by way of their generous size, proximity to streetscape and parkland and extensive planting elements.	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* The acceptable outcomes have been achieved. It is noted that A3.4.3 relies on the use of land open to the street (ie, is not a 'private' setting) but given that this is intended to be uses as an extension to the communal lounge area – its setting is considered be appropriate. *Balanced Assessment:* While it is unfortunate that the courtyard does not enjoy the benefits of winter sunlight, the landscape package provided indicates that the area will be one of high amenity. The officers are of a view that the element objectives under 3.4 have been satisfied.

APPLICANT COMMENT (CONTINUED)	LG OFFICER COMMENT (CONTINUED)
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **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. Both of the above communal areas are positioned away from living areas and private open space. Where bedroom areas face on to the central courtyard at upper ground floor level they have planting screening. The private open space of the adjacent property at 59 Canning Hwy are facing out to the parkland, not towards the proposed Communal Open Space.	The assessing officer is satisfied with the applicant's response to O3.4.3

ELEMENT 3.5	Visual Privacy

ELEMENT OBJECTIVES

- O3.5.1 – 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.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A3.5.1 – Visual privacy setbacks to side and rear boundaries are provided in accordance with Table 3.5.		N
A3.5.2 – Balconies are unscreened for at least 25 per cent of their perimeter (including edges abutting a building).		Y
A3.5.3 - Living rooms have an external outlook from at least one major opening that is not obscured by a screen.		Y
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.		Y

Table 3.5 Required privacy setback to adjoining sites

Cone of vision from unscreened:	First 4 storeys		5th storey and above
	Adjoining sites coded R50 or lower	Adjoining sites coded higher than R50	
Major opening to bedroom, study and open access walkways	4.5m	3m	Refer Table 2.7
Major openings to habitable rooms other than bedrooms and studies	6m	4.5m	
Unenclosed private outdoor spaces	7.5m	6m	

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **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. As all of the living areas and private open space are oriented out to Taylor St and McCallum Lane overlooking within the site and to 59 Canning Hwy is severely diminished. Apartment Entries and Bedrooms facing towards 59 Canning Hwy are set back in excess of 16m from the boundary line.	*First Impressions:* The proposal appears to ensure that overlooking is avoided while not needing to resort of excessive screening that, in some cases can ruin views and the amenity of residents *Detailed Assessment:* A3.5.1 is not achieved on account of overlooking from Upper Ground floor balconies (westernmost unit) to No 59 Canning Highway. *Balanced Assessment:* The assessing officer notes the finesse applied in fixed louvres being tastefully used on upper floor balconies to ensure overlooking is avoided. With a condition of approval requiring details of screening for the balconies that do not currently satisfy A3.5.1, then the development achieving Element Objectives O3.5.1-O3.5.4 is assured.

ELEMENT 3.6	Public domain interface

ELEMENT OBJECTIVES

- O3.6.1 – The transition between the private and public domain enhances the privacy and safety of residents.
- O3.6.2 – Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
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.		N/A

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).		**Y**
A3.6.3 – Upper level balconies and/or windows overlook the street and public domain areas.		**Y**
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.		**Y**
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.		**N**
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.		**N/A**
A3.6.7– Fencing, landscaping and other elements on the frontage are designed to eliminate opportunities for concealment.		**Y**
A3.6.8– Bins are not located within the primary street setback or in locations visible from the primary street.		**See 4.17**
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		**Y**

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 3.6.1** The transition between the private and **public domain** enhances the privacy and safety of residents. The falls from Canning Hwy to McCallum lane provide opportunity to raise private open space areas above street level to afford privacy and security to residents at ground floor level. The variation in height as a result of site falls is mitigated with the use of deep soil areas within street setbacks and a series of raised planters to reduce perceived wall heights and provide amenity to the public footpath areas. **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. Significant passive surveillance is afforded to McCallum Lane and Taylor St and Taylor Park and McCallum Reserve beyond. The Lower Ground Floor Communal Lounge provides a significant public interface to Taylor St and McCallum lane and supports the Wayfinding and Pedestrian access aspirations of the town of Victoria Park's Foreshore access and management plan. Generous planting is proposed within the street setback areas and up building facades to contribute to the public realm.	*First Impressions:* Through Design Review Panel feedback, the development has been designed with a high level of resolution in terms of the interface to the three different street environments faced. Element Objectives are likely to be achieved. *Detailed Assessment:* The majority of Acceptable Outcomes under this element have been achieved. In terms of A3.6.5, this is understandable given the Canning Highway context. Furthermore, the delineation between private and public domain outlined by the applicant's comments in relation O3.6.1 is considered to demonstrate why it is acceptable that A.3.6.5 has not been met. In relation to A3.6.8 – Bin presentation and collection is discussed under Element 4.17 *Balanced Assessment:* The Town is of a view that the element objectives under 3.6 have been satisfied.

ELEMENT 3.7	**Pedestrian access and entries**	
ELEMENT OBJECTIVES		
• O3.7.1 – Entries and pathways are universally accessible, easy to identify and safe for residents and visitors. • O3.7.2 – Entries to the development connect to and address the public domain with an attractive street presence.		
ACCEPTABLE OUTCOMES	**ACHIEVED? Y/N**	
	APPLICANT	LG OFFICER
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.		**Y**
A3.7.2 – Pedestrian entries are protected from the weather.		**Y**

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.		**Y**
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**
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.		**Y**
A3.7.6– Bins are not located at the primary pedestrian entry.		**See 4.17**

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 3.7.1** Entries and pathways are **universally accessible**, easy to identify and safe for residents and visitors. The entry lobby is accessible at grade and is clearly defined with A canopy structure over and a letterbox blade wall projecting out to the footpath. **O 3.7.2** Entries to the **development** connect to and address the **public domain** with an attractive **street** presence. Refer to the Design report which provides 3D visualizations to address this objective.	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* Acceptable outcomes other than the presentation of bins are achieved. Bin presentation and collection is discussed under Element 4.17 *Balanced Assessment:* The Town is of a view that the element objectives under 3.7 have been satisfied.

ELEMENT 3.8	Vehicle access	
ELEMENT OBJECTIVES		
• O3.8.1 –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. • O3.8.2 – Vehicle access points are designed and located to reduce visual impact on the streetscape.		
ACCEPTABLE OUTCOMES	**ACHIEVED? Y/N**	
	APPLICANT	LG OFFICER
A3.8.1 – Vehicle access is limited to one opening per 20m street frontage that is visible from the street.		**Y**
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.		**Y**
A3.8.3 – Vehicle entries have adequate separation from street intersections.		**Y**
A3.8.4– Vehicle circulation areas avoid headlights shining into habitable rooms within the development and adjoining properties.		**Y**
A3.8.5 – Driveway width is kept to a functional minimum, relative to the traffic volumes and entry/egress requirements.		**Y**
A3.8.6– Driveways designed for two way access to allow for vehicles to enter the street in forward gear where: ○ 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.		**Y**
A3.8.7– Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m 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).		**Y**

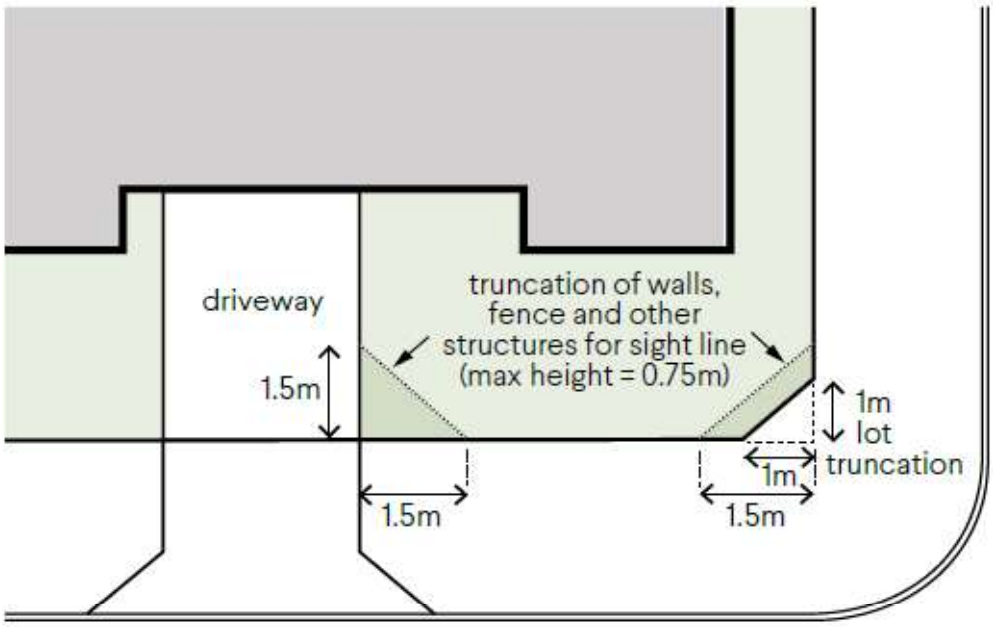


Figure 3.8a Truncation at street corner to provide sightlines (refer A3.8.7).

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **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. A single vehicular access point is proposed positioned at the opposite side of the site from Canning Hwy and the McCallum Lane/ Taylor St Corner to minimize conflict with the existing vehicle and pedestrian context. **O 3.8.2** Vehicle access points are designed and located to reduce visual impact on the **streetscape**. The location of the vehicular access point away from the Taylor St/ McCallum Lane corner aids in reducing its impact from public view. The access gate to the parking area is set back approximately 8.8m from the site boundary below a balcony projection to further reduce this impact.	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* The acceptable outcomes under this element are achieved *Balanced Assessment:* The detailed assessment reaffirms the initial impression that the proposal satisfies the Element Objectives under Element 3.8.

ELEMENT 3.9	CAR AND BICYCLE PARKING

ELEMENT OBJECTIVES

- O3.9.1 – Parking and facilities are provided for cyclists and other modes of transport.
- O3.9.2 – 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.
- O3.9.3 – Car parking is designed to be safe and accessible.
- O3.9.4 – The design and location of car parking minimises negative visual and environmental impacts on amenity and the streetscape.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
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.		**Y**
A3.9.2 – Parking is provided for cars and motorcycles in accordance with Table 3.9.		**Y**
A3.9.3 – Maximum parking provision does not exceed double the minimum number of bays specified in Table 3.9		**Y**
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		**Y**
A3.9.5 – Car parking areas are not located within the street setback and are not visually prominent from the street.		**Mostly**
A3.9.6 – Car parking is designed, landscaped or screened to mitigate visual impacts when viewed from dwellings and private outdoor spaces.		**Y**
A3.9.7 – Visitor parking is clearly visible from the driveway, is signed 'Visitor Parking' and is accessible from the primary entry or entries.		**Details needed**
A3.9.8 – 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**
A3.9.9 – Uncovered at-grade parking is planted with trees at a minimum rate of one tree per four bays.		**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.		**Y**

Table 3.9 Parking ratio

Parking types		Location A	Location B
Car parking[1]	1 bedroom dwellings	0.75 bay per dwelling	1 bay per dwelling
	2+ bedroom dwellings	1 bay per dwelling	1.25 bays per dwelling
	Visitor	1 bay per four dwellings up to 12 dwellings 1 bay per eight dwellings for the 13th dwelling and above	
Bicycle parking[1]	Resident	0.5 space per dwelling	
	Visitor	1 space per 10 dwellings	
Motorcycle/ Scooter parking[2]	Developments exceeding 20 dwellings provide 1 motorcycle/scooter space for every 10 car bays		

[1] Calculations of parking ratios shall be rounded up to the next whole number.
[2] For each five motorcycle/scooter parking bays provided in accordance with Table 3.9, car parking bays may be reduced by one bay.

Definitions:
Location A: within 800m walkable catchment of a train station and/or 250m of a transit stop (bus or light rail) of a high-frequency route and/or within the defined boundaries of an activity centre.
Location B: not within Location A.

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 3.9.1** Parking and facilities are provided for cyclists and other modes of transport. Yes, refer floor plans and traffic report. **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. Refer to traffic report. **O 3.9.3** Car parking is designed to be safe and **accessible**. Yes, residents parking is located in a secure area separated from visitor bays. **O 3.9.4** The design and location of car parking minimises negative visual and environmental impacts on **amenity** and the **streetscape**. This objective is achieved by sleeving parking behind communal areas and the entry lobby at lower ground floor level. At the upper ground floor level parking is predominantly below ground and is screening with deep soil planting and tiered planters for areas exposed above ground level.	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* Car Parking: Required 23 Resident bays, 5 Visitor bays; Provided 34 Resident bays, 5 Visitor bays Bicycle parking: Required 12 Resident bays, 3 Visitor bays; Provided 12 Resident bays, 3 Visitor bays The acceptable outcomes under this element are achieved with the exception of A3.9.7 for which a condition of approval is required *Balanced Assessment:* The detailed assessment reaffirms the initial impression that (with a condition regarding visitor bay signage/linemarking) the proposal satisfies the Element Objectives under Element 3.8.

ELEMENT 4.1	Solar and daylight access

ELEMENT OBJECTIVES

- O4.1.1 – 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.
- O4.1.2 – Windows are designed and positioned to optimise daylight access for habitable rooms.
- O4.1.3 – The development incorporates shading and glare control to minimise heat gain and glare:
  - from mid-spring to autumn in climate zones 4, 5 and 6 AND
  - year-round in climate zones 1 and 3.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A4.1.1 – In climate zones 4, 5 and 6 only: **(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.		**Y**
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.		**Y**
A4.1.3 – Lightwells and/or skylights do not form the primary source of daylight to any habitable room.		**Y**
A4.1.4–The building is oriented and incorporates external shading devices in order to: ○ minimise direct sunlight to habitable rooms: -between late September and early March in climate zones 4, 5 and 6 only **AND** -in all seasons in climate zones 1 and 3 ○ permit winter sun to habitable rooms in accordance with A 4.1.1 (a).		**Y**

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **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**. This objective is achieved by orienting all 23 apartment living areas to oblique North. **O 4.1.2** Windows are designed and positioned to optimise **daylight** access for **habitable rooms**. The majority of habitable rooms (with the exception of some bedrooms) are oriented obliquely north. Living areas and Bedrooms have full height glazing in the majority of cases. **O 4.1.3** The **development** incorporates shading and glare control to minimise heat gain and glare: - from mid-spring to autumn in **climate zones** 4, 5 and 6 **AND** - year-round in climate zones 1 and 3. This objective is achieved by providing projecting shade structure to the majority of openings as a result of wide balcony frontages.	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* The acceptable outcomes under this element are achieved *Balanced Assessment:* The detailed assessment reaffirms the initial impression that the proposal satisfies the Element Objectives under Element 4.1

ELEMENT 4.2	Natural ventilation	
ELEMENT OBJECTIVES		
• O4.2.1 – Development maximises the number of apartments with natural ventilation. • O4.2.2 – Individual dwellings are designed to optimise natural ventilation of habitable rooms. • O4.2.3 – Single aspect apartments are designed to maximise and benefit from natural ventilation.		
ACCEPTABLE OUTCOMES	**ACHIEVED? Y/N**	
	APPLICANT	LG OFFICER
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.		**Y**
A4.2.2 – **(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 **(b)** Single aspect apartments included within the 60 per cent minimum at (a) above must have: ventilation openings oriented between 45° – 90° of the prevailing cooling wind direction **AND** room depth no greater than 3 × ceiling height **(c)** For dwellings located at the 10th storey or above, balconies incorporate		**Y**
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.		**Y**
A4.2.4– No habitable room relies on lightwells as the primary source of fresh-air.		**Y**

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 4.2.1 Development** maximises the number of **apartments** with **natural ventilation**. All 23 Apartments have cross ventilation as a result of dual aspect design. **O 4.2.2** Individual **dwellings** are designed to optimise **natural ventilation** of **habitable rooms**. All 23 Apartments have cross ventilation as a result of dual aspect design. In particular, for in bound apartments with party walls to each side living areas are arranged as Living/Dining/ Kitchen through the depth of the apartments to afford cross ventilation via high level kitchen windows. **O 4.2.3 Single aspect apartments** are designed to maximise and benefit from **natural ventilation**. Not applicable to this application - there are no single aspect apartments.	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* The acceptable outcomes under this element are achieved *Balanced Assessment:* The detailed assessment reaffirms the initial impression that the proposal satisfies the Element Objectives under Element 4.2

ELEMENT 4.3	Size and layout of dwellings

ELEMENT OBJECTIVES

- O4.3.1 – The internal size and layout of dwellings is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size.
- O4.3.2 – Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A4.3.1 – Dwellings have a minimum internal floor area in accordance with Table 4.3a.		Y
A4.3.2 – Habitable rooms have minimum floor areas and dimensions in accordance with Table 4.3b.		Y
A4.3.3 –Measured from the finished floor level to finished ceiling level, minimum ceiling heights are: ○ Habitable rooms – 2.7m ○ Non-habitable rooms – 2.4m All other ceilings meet or exceed the requirements of the NCC.		Y
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 9m.		N/A

Table 4.3a Minimum floor areas for dwelling types

Dwelling type	Minimum internal floor area
Studio	37m²
1 bed	47m²
2 bed × 1 bath[1]	67m²
3 bed × 1 bath[1]	90m²
[1]An additional 3m² shall be provided for designs that include a second or separate toilet, and 5m² for designs that include a second bathroom.	

Table 4.3b Minimum floor areas and dimensions for habitable rooms

Habitable room type	Minimum internal floor area	Minimum internal dimension
Master bedroom	10m²	[1]3m
Other bedrooms	9m²	[1]3m
Living room – studio and 1 bed apartments	N/A	3.6m
Living room – other dwelling types	N/A	4m
[1] Excluding robes		

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 4.3.1** The internal size and layout of **dwellings** is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size. This objective is demonstrated with furniture layouts indicated on the floor plans. Care is given to providing wall lengths free from glazing and doors to accommodate furniture layouts in bedrooms and living areas. **O 4.3.2** Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good **natural ventilation** and **daylight** access. This objective is achieved with Ceiling heights of 2.7m are proposed to Living and Bedroom areas, full height glazing is proposed to Living areas and the Majority of Bedrooms.	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* The acceptable outcomes under this element are achieved *Balanced Assessment:* The detailed assessment reaffirms the initial impression that the proposal satisfies the Element Objectives under Element 4.3

ELEMENT 4.4	Private open space and balconies

ELEMENT OBJECTIVES

- O4.4.1 – Dwellings have good access to appropriately sized private open space that enhances residential amenity.
- O4.4.2 – Private open space is sited, oriented and designed to enhance liveability for residents.
- O4.4.3 – Private open space and balconies are integrated into the overall architectural form and detail of the building.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A4.4.1 – Each dwelling has private open space accessed directly from a habitable room with dimensions in accordance with Table 4.4.		Y
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.		Y
A4.4.3 – Design detailing, materiality and landscaping of the private open space is integrated with or complements the overall building design.		Y
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.		N/A

Table 4.4 Private open space requirements

Dwelling type	Minimum Area[1]	Minimum Dimension[1]
Studio apartment + 1 bedroom	8m²	2.0m
2 bedroom	10m²	2.4m
3 bedroom	12m²	2.4m
Ground floor / apartment with a terrace	15m²	3m

[1] 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.

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 4.4.1 Dwellings** have good access to appropriately sized **private open space** that enhances residential **amenity**. All of the Apartments have private open space areas which exceed the requirements set out in table 4.4. **O 4.4.2 Private open space** is sited, oriented and designed to enhance liveability for residents. This objective is achieved by having private open space for all apartments facing out to McCallum Lane and Taylor St with the Majority of Apartments receiving river and parkland views. View Aspects to Canning Hwy are minimized. **O 4.4.3 Private open space** and **balconies** are integrated into the overall architectural form and detail of the **building**. This objective is demonstrated through 3D visualizations in the Design report.	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* The acceptable outcomes under this element are achieved *Balanced Assessment:* The detailed assessment reaffirms the initial impression that the proposal satisfies the Element Objectives under Element 4.4

ELEMENT 4.5	Circulation and common spaces

ELEMENT OBJECTIVES

- O4.5.1 – Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.
- O4.5.2 – Circulation and common spaces are attractive, have good amenity and support opportunities for social interaction between residents.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A4.5.1 – Circulation corridors are a minimum 1.5m in width.		**N**
A4.5.2 – Circulation and common spaces are designed for universal access.		**Y**
A4.5.3 – Circulation and common spaces are capable of passive surveillance, include good sightlines and avoid opportunities for concealment.		**Y**
A4.5.4– Circulation and common spaces can be illuminated at night without creating light spill into the habitable rooms of adjacent dwellings.		**Y**
A4.5.4– 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.		**Y**

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 4.5.1** Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors. This objective is achieved with the Generous lift lobby allowances and 1600mm side common area walkways with access to views of planting and the communal courtyard, natural light\ and natural ventilation. **O 4.5.2** Circulation and common spaces are attractive, have good **amenity** and support opportunities for social interaction between residents. This objective is achieved via generous, centralized lift lobbies and the visual connection from apartment entries down to the Upper Ground floor communal areas. The primary pedestrian entry at the lower Ground floor is also positioned adjacent to alfresco areas of the Lower Ground Floor Communal Area.	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* With the exception of A4.5.1, the acceptable outcomes under this element are achieved. Reduced corridor width occurs on the upper floors due to the projection/intrusion of the Service Risers into this space. Given that the width is reduced to 1.4m for only a limited length of the walkway, this is considered appropriate. *Balanced Assessment:* The detailed assessment reaffirms the initial impression that the proposal satisfies the Element Objectives under Element 4.5

ELEMENT 4.6	Storage

ELEMENT OBJECTIVES
• O4.6.1 – Well-designed, functional and conveniently located storage is provided for each dwelling.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
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.		**N**
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.		**N/A**
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.		**Y**

(1) Storage on/adjacent to private open space is additional to required open space area and dimensions.

Table 4.6 Storage requirements

Dwelling type	Storage area[1]	Minimum dimension[1]	Minimum height[1]
Studio dwelling	3m²	1.5m	2.1m
1 bedroom dwelling	3m²		
2 bedroom dwellings	4m²		
3 bedroom dwellings	5m²		
[1] Dimensions exclusive of services and plant.			

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 4.6.1** Well-designed, functional and conveniently located **storage** is provided for each **dwelling**. This objective is achieved by positioning stores in close proximity to apartment entries or within apartments for convenient access and functionality.	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* Upon closer examination it seems that many of the 3 bedroom apartments provide a 4m² storeroom in lieu of a 5m² storeroom. *Balanced Assessment:* Despite A.4.6.1 not being achieved, the Town is of a view that Well-designed, functional and conveniently located storage is provided for each dwelling (O4.6.1)

ELEMENT 4.7	Managing the impact of noise

ELEMENT OBJECTIVES

- O4.7.1 – 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.
- O4.7.2 – Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
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).		**Unclear**
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.		**Y**
A4.7.3 –Major openings to habitable rooms are oriented away or shielded from external noise sources.		**Y**

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **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**. Apartments are predominantly oriented away from Canning Hwy and glazing facing on to this street is minimized. Refer to acoustic report. **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. The development proposed to meet the performance requirements nominated in the acoustic report.	*First Impressions:* The applicant has taken noise into consideration when designing the proposal, and the element objectives are likely to be achieved. *Detailed Assessment:* See Applicants comments in the left column. As noted, apartments have been designed to predominantly locate their living spaces away from Canning Highway. While acceptable outcomes A4.7.2 and A4.7.3 are achieved, the information provided in relation to A4.7.1 is inconclusive, with the acoustic report (attachment 12) concluding that further information is required before a full suite of acoustic treatments can be determined. *Balanced Assessment:* The assessing officer is satisfied that O4.7.1 has been achieved. A condition relating to O4.7.2 will be required, however, to ensure this element is achieved.

ELEMENT 4.8	Dwelling mix

ELEMENT OBJECTIVES

- O4.8.1 – A range of dwelling types, sizes and configurations is provided that caters for diverse household types and changing community demographics.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
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.		**Y (b)**
A4.8.2 – Different dwelling types are well distributed throughout the development, including a mix of dwelling types on each floor.		**Y**

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 4.8.1** A range of **dwelling** types, sizes and configurations is provided that caters for diverse household types and changing community demographics. This objective is demonstrated by providing a variety of 2 and 3 bed apartments as outlined below: Medium 2 Bed Apts (68m2): 17% Large 2 Bed Apts (79-84m2): 35% Medium 3 Bed Apts (107 -110m2): 22% Large 3 Bed Apts (122 -127m2): 26%	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* The acceptable outcomes under this element are achieved *Balanced Assessment:* The detailed assessment reaffirms the initial impression that the proposal satisfies the Element Objectives under Element 4.8 .

ELEMENT 4.9	Universal design

ELEMENT OBJECTIVES

- O4.9.1 – 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.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
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).	**Y (a)**	-

APPLICANT COMMENT

<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>>

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. The following apartments are proposed to achieve Liveable Housing Silver Requirements:
5 x Apartments at the Upper Ground Floor level representing a range of unit types equating to around 22% of the Apartment total.

Providing Universal access for these particular units is intended to allow for ease of access to the Upper Ground Floor Communal Facilities.

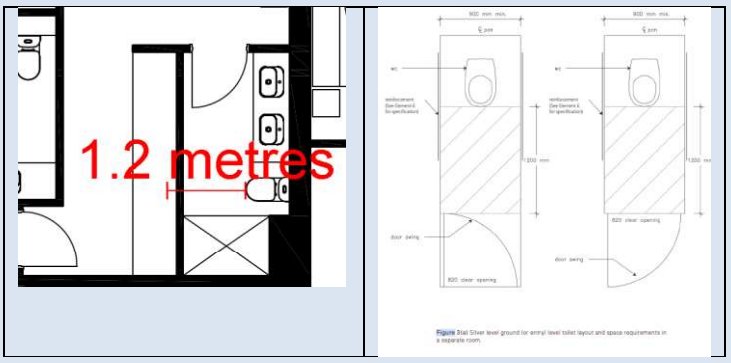
LG OFFICER COMMENT

First Impressions:
A quick review of the plans provided suggests that the 5 Upper Ground Floor apartments *should* be able to meet the Liveable Housing Silver requirements.

Detailed Assessment:
Insufficient information has been provided.

ToVP staff has identified that the following requirement may require alterations to the floor plans of apartments:

i. a minimum 1200mm clear circulation space forward of the toilet pan exclusive of the swing of the door in accordance with Figure 3(a).
ii. The toilet pan should be located in the corner of the room (if the toilet is located in a combined toilet / bathroom) to enable installation of grabrails at a future date. Reinforcement guidelines for walls



In terms of the requirement for the dwelling access, the Town is of a view that the entry lobby from McCallum Lane is the primary access point while Pedestrian access from Canning Highway (being a vehicular dominated environment) is secondary. Steps to the Canning Highway entrance are considered to be appropriate.

The level of documentation required, however, to demonstrate that an apartment has been designed in accordance all requirements outlined in the guidelines includes details that are not expected to be provided at the Development Application stage – such as slip resistant floor surfaces, hobless shower details and wall reinforcing to allow for the installation of handrails.

Balanced Assessment:
Assessing Officers are of a view that these details are appropriate to be conditioned and provided at/prior to the building permit stage.

The applicants stated commitment is considered to satisfy **O4.9.1** and a condition of approval is recommended to ensure that the stated commitment is delivered upon.

ELEMENT 4.10	Façade Design

ELEMENT OBJECTIVES

- O4.10.1 – Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area.
- O4.10.2 – Building façades express internal functions and provide visual interest when viewed from the public realm.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A4.10.1 – Façade design includes: ○ 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.		Y
A4.10.2 – In buildings with height greater than four storeys, façades include a defined base, middle and top for the building.		Y
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.		Y
A4.10.4– Building services fixtures are integrated in the design of the façade and are not visually intrusive from the public realm.		Y
A4.10.5 – Development with a primary setback of 1m or less to the street includes awnings that: ○ define and provide weather protection to entries ○ are integrated into the façade design ○ are consistent with the streetscape character.		Y
A4.10.6– Where provided, signage is integrated into the façade design and is consistent with the desired streetscape character.		N/A

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 4.10.1 Building façades** incorporate proportions, materials and design elements that respect and reference the character of the local area. This objective is demonstrated through 3D visualizations in the Design report and the Coloured Elevations submitted with this Development Application. **O 4.10.2 Building façades** express internal functions and provide visual interest when viewed from the public realm. This objective is demonstrated through 3D visualizations in the Design report and the Coloured Elevations submitted with this Development Application.	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* The acceptable outcomes under this element are achieved *Balanced Assessment:* The detailed assessment reaffirms the initial impression that the proposal satisfies the Element Objectives under Element 4.10 .

ELEMENT 4.11	Roof design

ELEMENT OBJECTIVES

- O4.11.1 – Roof forms are well integrated into the building design and respond positively to the street.
- O4.11.2 – Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A4.11.1 – The roof form or top of building complements the façade design and desired streetscape character.		Y
A4.11.2 –Building services located on the roof are not visually obtrusive when viewed from the street.		Y
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

APPLICANT COMMENT	LG OFFICER COMMENT
<<CONTENT COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 4.11.1** Roof forms are well integrated into the **building** design and respond positively to the **street**. This objective is demonstrated through 3D visualizations in the Design report. **O 4.11.2** Where possible, roof spaces are utilised to add **open space**, **amenity**, solar energy generation or other benefits to the **development**. The roof is setback to minimize perceived bulk and is utilized with Solar Energy Generation and to visually conceal Mechanical services and reduce their acoustic impact.	*First Impressions:* The proposal appears to satisfy the applicable element objectives. *Detailed Assessment:* The acceptable outcomes under this element are achieved *Balanced Assessment:* The detailed assessment reaffirms the initial impression that the proposal satisfies the Element Objectives under Element 4.11 .

ELEMENT 4.12	Landscape Design

ELEMENT OBJECTIVES

- O4.12.1 – 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.
- O4.12.2 – Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses.
- O4.12.3 – Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies.
- O4.12.4 – Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
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.		Y
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.		Y
A4.12.3 – Planting on building structures meets the requirements of Table 4.12.		Mostly
A4.12.4– Building services fixtures are integrated in the design of the landscaping and are not visually intrusive.		Y

Table 4.12 Planting on structure: minimum soil standards for plant types and sizes

Plant type	Definition	Soil volume	Soil depth	Soil area
Large tree	Over 12m high, crown spread at maturity	76.8m³	1,200mm	64m² with minimum dimension 7m
Medium tree	8-12m high, crown spread at maturity	36m³	1,000mm	36m² with minimum dimension 5m
Small tree	4-8m high, crown spread at maturity	7.2m³	800mm	3m × 3m
Small ornamentals	3-4m high, crown spread at maturity	3.2m³	800mm	2m × 2m
Shrubs	--	--	500-600mm	--
Ground cover	--	--	300-450mm	--
Turf	--	--	200mm	--

APPLICANT COMMENT	LG OFFICER COMMENT
<< COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> Refer to Landscape Architects drawing submission. **<< COPIED AND PASTED FROM 'APPENDIX 4 – LANSDCAPE PACKAGE' CONTAINED WITHIN ATTACHMENT 2 – SUPPORTING DOCUMENTATION>>** WATER EFFICENT LANDSCAPES With the majority of the soft landscape being situated in planters as contained situations, there is an opportunity to provide a co-ordinated strategy for a water efficient landscape. Collectively, this would feature i) plant selections (low water requirement) ii) reduction in evaporation losses iii) efficient water supply iv) water recycling Plant selections In principle, the majority of the softscape ground planting selections are endemic and have a low water requirement. The scheme will also include some feature exotics; offering flowering, deciduous tree and shade qualities. Whilst these exotics echo the locale's existing suburban gardens and seasonal variety, there are also appropriate for shaded situations and offer deciduous habits for winter solar access. Reductions in evaporation loss The majority of plantings are located in raised planters. The insulated merits of the constructed planter materials and thicknesses will assist in reducing water evaporation loss. Gravel mulching selected for wind will also provide a blanket layer for reducing water evaporation. As noted in irrigation below, the irrigation is provided below the mulch layer which offers greatly improved efficiency. Efficient water supply All plantings will be irrigated via efficient inline drip irrigation system which will cater for water mains and recycled water supply. Where achievable, the plantings will be hydro- zoned according to water requirements. This allows the reticulation to the endemic plantings to be separately controlled and greatly reduced following their establishment period.	*First Impressions:* Yes, the landscaping package prepared and communicated in the materials provided appears to be well integrated with the design of the building, improving the amenity of residents and pedestrians alike, and provides a level of detail indicative of competence and ability in this field (This including water management and species selection). *Detailed Assessment:* Given the size of the courtyard tree proposed, assessing officers queried the soil volume provided – pointing out that the soil volume was not as per table 4.12. The landscape architect provided a letter in response outlining why the courtyard tree was selected and how its soil volume is appropriate (see attachment 14). Balanced Assessment: Since this has been received, it has been noted that a few other trees proposed do not have the minimum recommended soil volume. The landscape architects response to the previous query, however, is considered to demonstrate a level of thought and expertise that gives the assessing officer a level of confidence in the landscaping package provided. The Town is satisfied with the detailed Performance Solution provided and the element objectives are considered to be satisfied. It is noted that a condition for a revised landscaping plan is recommended JDAP. This is primarily because the landscaping plan provided within Attachment 6 and 13 was for a *previous design iteration*. The DA plans recommended for approval (Attachment 1) includes additional on-structure planting and Deep Soil Areas adjacent to/above the car parking gate and visitor bays that are not detailed within the landscaping package received to date.

APPLICANT COMMENT (CONTINUED)	LG OFFICER COMMENT (CONTINUED)
MAINTENANCE The ongoing maintenance is critical for long term outcomes, three key considerations have been taken into account: Responsibility, landscape selection and maintenance schedules. Responsibility The key for long term success is to ensure that the majority of visible landscape elements from the street and public amenities will be taken care of the body corporate/strata rather than the individual. This reduces the potential risk of negligence and failure. As such, access provisions will be embedded into the strata guidelines and these areas will be cared for and reticulated as a whole. All ground planting, including the verge, entrance, courtyard and the ' waterfall planters' to Levels 1-4 will be maintained by strata. Secondary planters that are 'loose' to level 4 behind the balustrades, which provide a contribution to the upper level of the McCallum Lane streetscape will be included in strata guidelines as specific plant selections to limited into the future and to strata guideline expectation of continuing maintenance levels by owners for this portion only. This methodology is being appropriated due to limitations of external access. Landscape selection. Robust, solar and shade appropriate planting selections have been provided, consistent with tried and true council verge and other CAPA multi-residential developments; with the ARIA apartments (a heavily cited example in the residential Design Guidelines being an example) Maintenance As the visible areas are part of a strata responsibility, there is a shared interest in ensuring that these landscapes and due to scale looked after and maintained by a contracted maintenance company.	

ELEMENT 4.13	**Adaptive reuse (NOT APPLICABLE)**
ELEMENT 4.14	**Mixed use (NOT APPLICABLE)**

ELEMENT 4.15	Energy Efficiency

ELEMENT OBJECTIVES

- O4.15.1 – Reduce energy consumption and greenhouse gas emissions from the development.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A4.15.1 – **(a)** Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice (refer Design Guidance) **OR** **(b)** All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars. 1		**Y**

APPLICANT COMMENT	LG OFFICER COMMENT
<< COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 4.15.1** Reduce energy consumption and greenhouse gas emissions from the **development**. This objective is achieved primarily through passive design principles such as apartment orientation and dual aspect apartment design which afford good natural light penetration and cross ventilation opportunities. ~~Solar energy generation is also proposed for Common areas.~~ ^last sentence superseded. See below: **<<COPIED AND PASTED FROM ATTACHMENT 17 – CORRESPONDENCE FOR ESD DETAILS RECEIVED 31 JULY 2019>>** "*We are proposing to include 1kw Solar system per apartment which we believe to be a significant investment towards sustainable footprint of the development.*"; and "*A 1kw system equates to 3 x solar panels per Apartment – with 69 in total being shown on our roof plan.*"	*First Impressions:* The proposal appears to satisfy the applicable element objectives. It had to be communicated to the applicant that cross-ventilation and good orientation should be provided *in addition to* rather than *instead of* energy efficiency initiatives, particularly when seeking to demonstrate a superior standard of design to justify height and plot ratio concessions afforded under Local Planning Policy 33. *Detailed Assessment:* The acceptable outcomes under this element will be achieved if the solar system described in correspondence is implemented. Should 23kw of rooftop solar array be installed, it is possible that this may not be fully utilised/well targeted for the communal areas. Power being provided to each apartment could result in a far superior energy reduction initiative, but may require additional cost in terms of wiring and hardware. *Balanced Assessment:* The detailed assessment suggests that a condition of development approval is required to ensure the proposal satisfies the Element Objectives under Element 4.15.

ELEMENT 4.16	Water management and conservation

ELEMENT OBJECTIVES

- O4.16.1 – Minimise potable water consumption throughout the development.
- O4.16.2 – Stormwater runoff from small rainfall events is managed on-site, wherever practical.
- O4.16.3 – Reduce the risk of flooding so that the likely impacts of major rainfall events will be minimal.

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
A4.16.1 – Dwellings are individually metered for water usage.		?
A4.16.3 – Stormwater runoff generated from small rainfall events is managed on-site.		?
A4.16.4 – Provision of an overland flow path for safe conveyance of runoff from major rainfall events to the local stormwater drainage system.		?

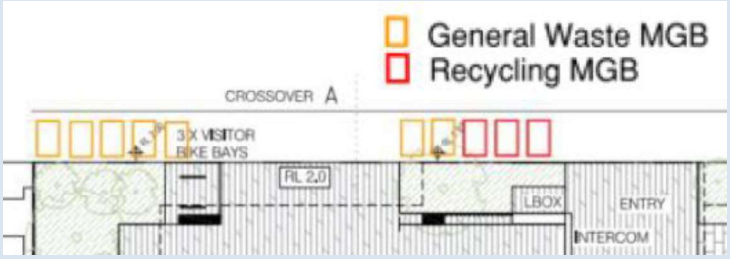
APPLICANT COMMENT	LG OFFICER COMMENT
<< COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **O 4.16.1** Minimise **potable water** consumption throughout the **development**. Fixtures and fittings with efficient Wels Ratings will be proposed. **O 4.16.2 Stormwater** runoff from **small rainfall events** is managed on-**site**, wherever practical. This is not considered practical for this development proposal. **O 4.16.3** Reduce the risk of flooding so that the likely impacts of **major rainfall events** will be minimal. Refer to Hydraulic Stormwater submission.	*First Impressions:* Insufficient information has been provided. *Detailed Assessment:* Feedback from both the Department of Biodiversity Conservation and attractions (on behalf of the Swan River Trust) and the Town's Engineers confirm the stormwater management plan provided (attachment 15) is not adequate *Balanced Assessment:* The Town is of a view that matters relating to Element Objectives O4.16.1-O4.16.3 can be safely conditioned in this instance.

ELEMENT 4.17	Waste Management

ELEMENT OBJECTIVES

- O4.17.1 – Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.
- O4.17.2 – Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste

ACCEPTABLE OUTCOMES	ACHIEVED? Y/N	
	APPLICANT	LG OFFICER
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).		Mostly
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).		N
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).		Y
A4.17.4– Communal waste storage is sited and designed to be screened from view from the street, open space and private dwellings.		Y

APPLICANT COMMENT	LG OFFICER COMMENT
<< COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES – CONSULTATION PLAN SET AND DOCUMENTS>> **O 4.17.1** Waste **storage** facilities minimise negative impacts on the **streetscape**, **building** entries and the **amenity** of residents. The bin store is located set back from the street boundary and adjacent to parking areas. The material treatments is in a dark colour scheme to minimize visual impact. **O 4.17.2** Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste. Refer to Waste Management Plan.	*First Impressions:* Waste management is recognised as an area in which it is difficult to provide a solution that satisfies all stakeholders. The approach taken, in consultation with Town Officers, is considered to be one of the least problematic/most acceptable. Conditions of development approval are likely to be required for Element Objectives to be satisfied. *Detailed Assessment:* The Waste Management Plan details that, on collection day, bins will be placed on the footpath facing McCallum lane. Given that this is a very narrow verge area before the road surface, this placement of the bins will obstruct pedestrian traffic for this limited time of say during the week. This is not in accordance with the WALGA waste guidelines which state that waste presentation point should "Be *away from public areas, be well-clear of vehicle , pedestrian, public, staff and visitor traffic areas"*.  While noting the above, there are not much by way of alternate solutions immediately available. The bins need to go somewhere and collection from Canning Highway is not supported while Taylor Street is sloping and in close proximity to intersections. It is also noted that other apartment developments along McCallum lane have similar bin presentation pad practices, albeit with 240L bins that do not obstruct (close to) the entire footpath width. Bulk waste is stated by Cardno as not falling within the scope of their Waste Management Plan. While the assessing officer does not object to this approach, it should be noted that the WALGA guidelines seek that Bulk waste be addressed. A4.17.2 is therefore not achieved. *Balanced Assessment:* To mitigate the impact of the proposed Waste Management Plan on pedestrians (given the presentation point obstructs the footpath) the Town has suggested to the applicant that it would be satisfied if they were to provide a cash contribution to cover the cost of constructing a footpath along the northern edge of McCallum Lane, between two sections of currently disconnected footpath. This would provide alternate (and more pleasant) means for pedestrian movement in the locale.



A quote for the cost of constructing such a footpath has been sourced ($16,625.57) and provided to the applicant for feedback. They have responded that they would like additional time to consider waste management options, the other contending approach being private collection that avoids the need for a bin presentation area – contractors hauling bins to and from the bin store while the collection vehicle idles. The applicant has stated that they're supportive of a condition that provides an option for either approach to be decided upon. Accordingly the Towns recommendation to JDAP includes such a condition. The assessing officer is of a view that, with this condition in place, the proposal is ensured to satisfy the Objectives of Element 4.17 – Waste Management

ELEMENT 4.18	Utilities		
ELEMENT OBJECTIVES			
• O4.18.1 –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 • O4.18.2 – All utilities are located such that they are accessible for maintenance and do not restrict safe movement of vehicles or pedestrians • O4.18.3 – 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. • O4.18.4 – 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.			
ACCEPTABLE OUTCOMES		**ACHIEVED? Y/N**	
		APPLICANT	LG OFFICER
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.			**Y**
A4.18.2 – Developments are fibre-to-premises ready, including provision for installation of fibre throughout the site and to every dwelling.			**Y**
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 and do not impact on functionality of outdoor living areas or internal storage.			**Y**
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.			**Y**

APPLICANT COMMENT	LG OFFICER COMMENT
<< COPIED AND PASTED FROM ATTACHMENT 5 – APPLICANTS RESPONSE TO ELEMENT OBJECTIVES>> **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, this is an existing serviced site. **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. The development proposes to address this objective with utility allocations as follows: -Water Meters to be located within areas labelled as 'SERV RSR' in the floor plans, accessed from common area walkways. -NBN and Comms Cupboards and Electrical risers are to be located within areas labelled as 'SERV RSR' in the floor plans, accessed from common area walkways. -Mechanical Condensers are located at roof level. -Instantaneous hot water units to be located within individual apartment stores. -No gas is proposed for the development. **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**. See point 4.18.2 above. Areas allocated as 'SERV RSR' will have cabinetry doors to visually screen services. **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**. Space allocations have been provided for utilities within the 'SERV RSR' locations nominated in the floor plans. Air quality is most likely to be compromised by Gas related services which are not applicable to this development proposal. Noise pollution is most applicable for AC condensers which are located at roof level to mitigate acoustic impacts.	*First Impressions:* The proposal appears to satisfy the Element Objectives *Detailed Assessment:* Revised plans have included screening to the rooftop air-conditioning condensers, preventing the from being seen from afar (they were already hidden from view up close due to angle and location). Firefighting booster cabinet has been located adjacent to the carpark security gate partially screened from view by landscaping and a support column for the balcony above. The approach taken is considered to appropriately balance DFES requirements for accessibility and hardstand and the preferred design outcome of it being visually unobtrusive. The level of information provided by the applicant in relation to water, gas, electricity, sewer and telecommunications is considered to be appropriate for the Development Application stage. Given that the applicant has indicated that hot water units will be located in storerooms, a condition seeking details of this is recommended to ensure that the storerooms in question do not lose their functionality In relation to A4.18.4, DRP has advised that the Laundries proposed are of an overall size and dimension that are appropriate to the size of the dwellings. Example below:  *Balanced Assessment:* The detailed assessment reaffirms the initial impression that the proposal satisfies the Element Objectives under Element 4.18.

TOWN OF VICTORIA PARK
Received: 02/05/2019

53-55 CANNING HWY, VICTORIA PARK

Planning Summary

16th April 2019

The site at 53-55 Canning Hwy features 3 street frontages including a strong visual connection with Canning Hwy to the East and potential view aspects out to the parkland and river to the North and West. This location represents a strong opportunity to act as a gateway project to the Town of Victoria Park's foreshore aspirations with public art wayfinding integration to the North East corner and street activation opportunities to the North West corning fronting onto Taylor Reserve and McCallum Park.

The site currently has a single Storey Residential building to 53 Canning Hwy and a 2 storey Commercial Structure to 55 and 55a Canning Hwy, there are no trees of significance. The existing structures and vegetation are proposed to be demolished.

The proposed development is comprised of 23 Apartments, a Lower Ground Floor Level Entry Lobby, a Lower Ground Floor Communal Lounge, an Upper Ground Floor level communal Clubhouse, 34 Residential car bays, 5 visitor car bays and various services areas.

The following pages provide information additional to the DA drawing and Design report submissions demonstrating that the design proposed achieves the performance objectives outlined in State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments.

A6 – Objectives summary

TOWN OF VICTORIA PARK
Received: 02/05/2019

This summary assists proponents and assessors to explain and assess the development against the Element Objectives listed in this policy.

A6 – OBJECTIVES SUMMARY
PART 2 – PRIMARY CONTROLS
2.2 Building height
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. Building height along McCallum lane is predominantly 5 storeys. This application proposes 1 additional storey to adjacent properties. This is considered appropriate for the following reasons: -The top storey is significantly set back from boundary edges with a floor plate featuring 3 Apartments in Lieu of the 5 apartments proposed on lower floors. -Darker material selections and lightweight roof structures are proposed to further reduce the visual impact the top storey. -The Town of Victoria Park's foreshore access and management plan marks the site as an existing and major node and as one of the primary wayfinding points to access foreshore amenities. -Building bulk is predominantly located to address McCallum Lane and Taylor St and significantly reduced along the southern boundary to limit perceived bulk and overshadowing to the South/ West Neighbour. -Floor plates are relatively small in relation to the size of the site, a typical floor plate (1st, 2nd and 3rd floor) including balcony and common areas covers less than 55% of the site area. -These small floor plates allow for generous sized communal areas at the Upper Ground Floor level and a double height communal clubhouse. -There are no adverse overlooking issues. -Flexibility of building height allows for more options for better design outcomes such as natural light and ventilation, aesthetic articulation and larger balconies. In this instance it promotes dual aspect apartment design with natural lighting to common walkways and cross ventilation to all apartments. -Use of significant planting areas at Ground floor levels as well as vertically up facades reduce the impact of visual bulk.
O 2.2.2 The height of **buildings** within a **development** responds to changes in topography. The design demonstrates this objective by proposing an additional storey to McCallum Lane at the lower street level grade and using tiered planting along Taylor St to address changes in level.
O 2.2.3 Development incorporates articulated roof design and/or roof top **communal open space** where appropriate. To achieve articulation the roof design is set back to minimize the impact of the top storey, addressed in darker colours and features lightweight louvred construction over outdoor living areas.
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. This objective is exceeded partially through the use of an additional storey which promotes good design outcomes in these areas. - Bulk is significantly reduced along the southern boundary to promote solar ingress into the South/ West property. -The communal open space proposed is significantly above the per Apartment requirements proposed in table 3.4 on pg 41.
2.3 Street setbacks
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. The setbacks proposed broadly align with neighbouring developments and are varied along boundary lengths to allow for articulation and reduction of perceived bulk.
O 2.3.2 The **street setback** provides a clear transition between the public and private realm. This objective is achieved through clear delineation of resident entry points and security lines. Where public interaction is encouraged on the corner of Taylor St and McCallum lane building elements are positioned on grade and significant full height glazing is incorporated.
O 2.3.3 The **street setback** assists in achieving visual privacy to **apartments** from the street. The areas most affected by visual privacy to the street are at the Upper Ground Floor level. This level is raised sufficiently on the McCallum Lane side and is heavily planted with larger private courtyard spaces along Taylor and Canning Hwy in to meet this objective

O 2.3.4 The **setback** of the **development** enables **passive surveillance** and outlook to the **street**. This objective is met by having all 23 Apartments have their primary aspects facing on to McCallum Lane and Taylor St maximizing passive surveillance to these streets. Secondary surveillance is provided to Canning Hwy from some apartments and the Clubhouse communal area, however Canning Hwy itself provides significant surveillance via traffic volume.

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2.4 Side and rear setbacks

O 2.4.1 Building boundary **setbacks** provide for adequate separation between neighbouring properties. The majority of the side setback is 16m or greater above Ground Floor. Where a nil setback is proposed it corresponds with the location of the nil setback of the adjacent property and is in proportion to other properties in the area such as 67 Canning Hwy. The existing commercial building has a Nil setback of 2.5 storeys for the full length of the side boundary with the exception of street setbacks.

O 2.4.2 Building boundary **setbacks** are consistent with the existing **streetscape** pattern or the desired streetscape character. Nil Setbacks broadly align with 4 and 5 storey nil setbacks to adjacent developments at 59 and 67 Canning Hwy and align with the setback pattern to McCallum Lane.

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. As the existing commercial building has a Nil setback along the side boundary there is no existing vegetation to retain.

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. Not Applicable for this development.

2.5 Plot ratio

O 2.5.1 The overall bulk and scale of **development** is appropriate for the existing or planned character of the area. A plot ratio of Approximately 1:1.75 is proposed on the site. This plot ratio is considered to be appropriate for the following reasons:
-Responses received in DRP minutes on 13th Nov 2018 and 5th March 2019 do not highlight height or density as areas of concern. The DA submission has reduced strata area and the number of apartments from the latest DRP submission.
-Comments from DRP minutes relating to community benefit and design quality have been addressed and incorporated into the Development Application Submission.
-DoP Directions 2031 additional density (relevance into the future), Capital City Framework, WAPC Policy 4.2 Activity Centres and DC 1.6 Transit Oriented Development all encourage density.
-The design incorporates a well articulated façade with generous balconies, planting and a variety of colours, materials and textures which create visual interest and assist in breaking up perceived building bulk.
-Greater plot ratio allows for economies of scale to create more generous communal areas for residents.
-There are no adverse overlooking issues.
-Building bulk is predominantly located to address McCallum Lane and Taylor St and significantly reduced along the southern boundary to limit perceived bulk and overshadowing to the South/ West Neighbour.
-Street activation is provided by positioning communal areas in close proximity to Canning Hwy, McCallum Lane and Taylor Street. The design also incorporates provision to revise the use of the Lower Ground floor communal lounge into a Food and Beverage tenancy if permitted by future planning policy.
-The Town of Victoria Park's foreshore access and management plan marks the site as an existing and major node and adjacent to one of the primary wayfinding points to access foreshore amenities. This marks the site as a 'gateway' project to the future foreshore development.

2.6 Building depth

O 2.6.1 Building depth supports **apartment** layouts that optimise **daylight** and **solar access** and **natural ventilation**. This objective us achieved as follows:

- Apartments are typically shallow in depth being around 8.7m in the deepest Living/ Dining/ Kitchen arrangement.
- Apartments are dual aspect allowing for light penetration in close proximity to rear kitchen areas and cross ventilation.
- Living Areas for all apartments are oriented obliquely to the north. No living areas are oriented directly to the South, East or West.

O 2.6.2 Articulation of **building** form to allow adequate access to **daylight** and **natural ventilation** where greater **building depths** are proposed. Whilst the apartment depths proposed are modest common area walkways to the rear of the building are open to allow for natural light ingress and ventilation.

O 2.6.3 Room depths and/or ceiling heights optimise **daylight** and **solar access** and **natural ventilation**. 2.7m ceilings are proposed to living areas and bedrooms. Living rooms and Bedrooms are typically located to the outer face of the building with kitchen areas and bathrooms located to deeper areas of apartments.

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2.7 Building separation

O 2.7.1 New **development** supports the desired future **streetscape** character with spaces between **buildings**. The existing streetscape is Medium Density Attached with Nil setbacks and long unbroken sections of façade to McCallum lane and the primary parkland view aspects. The proposed development supports this.

O 2.7.2 Building separation is in proportion to building height. Habitable room openings are setbacks exceed the Adjoining property boundary requirements.

O 2.7.3 Buildings are separated sufficiently to provide for residential **amenity** including visual **and acoustic privacy**, **natural ventilation**, **sunlight** and **daylight** access and outlook. This objective is achieved in the following ways:

-Openings are positioned to avoid overlooking to the neighbouring property.

-All private balcony areas face out to McCallum Lane and Taylor Street and are predominantly separated by 3m or more to allow for visual and acoustic privacy within the site and view aspects out to the North/ West to the park and river aspects and northern light.

O 2.7.4 Suitable areas are provided for **communal** and **private open space**, **deep soil areas** and **landscaping** between **buildings**. This objective is achieved with the significant integration of external communal areas to the south east portion of the site to provide separation from the neighbouring property. This area has significant areas of planting on structure including areas for trees.

PART 3 – SITING THE DEVELOPMENT

3.2 Orientation

O 3.2.1 Building layouts respond to the **streetscape**, topography and **site** attributes while optimising **solar** and **daylight access** within the **development**. All 23 apartments have their primary aspects facing obliquely north to maximize daylight access. The most desirable river and parkland views are to the North and West.

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**. This objective is achieved by having all living areas and balconies and the majority of bedrooms oriented obliquely North where overshadowing is minimized to smaller portions of a typical day.

3.3 Tree canopy and deep soil areas

O 3.3.1 Site planning maximises retention of existing healthy and appropriate trees and protects the viability of **adjoining trees**. Not Applicable to this project.

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. A significant increase in planting is proposed compared with the existing site conditions.

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. Refer to Landscape Architects Submission.

3.4 Communal open space

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.** A total of 194m2 communal area on upper ground and 81m2 on Lower Ground is proposed, this significantly exceeds the requirements in table 3.4.

O 3.4.2 Communal open space is safe, **universally accessible** and provides a high level of **amenity** for residents. Communal open space is separated into 2 parts:

1 -At lower ground floor an alfresco style area is proposed at street grade which activates the street and addresses the park. This has passive surveillance from the parkland and adjacent streets.

2- At Upper Ground Floor level the Communal Clubhouse and courtyard is secure from public access and has passive surveillance from common area walkways above.

Significant amenity is applicable to both of these areas by way of their generous size, proximity to streetscape and parkland and extensive planting elements.

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. Both of the above communal areas are positioned away from living areas and private open space. Where bedroom areas face on to the central courtyard at upper ground floor level they have planting screening. The private open space of the adjacent property at 59 Canning Hwy are facing out to the parkland, not towards the proposed Communal Open Space.

3.5 Visual privacy

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. As all of the living areas and private open space are oriented out to Taylor St and McCallum Lane overlooking within the site and to 59 Canning Hwy is severely diminished. Apartment Entries and Bedrooms facing towards 59 Canning Hwy are set back in excess of 16m from the boundary line.

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3.6 Public domain interface

O 3.6.1 The transition between the private and **public domain** enhances the privacy and safety of residents. The falls from Canning Hwy to McCallum lane provide opportunity to raise private open space areas above street level to afford privacy and security to residents at ground floor level. The variation in height as a result of site falls is mitigated with the use of deep soil areas within street setbacks and a series of raised planters to reduce perceived wall heights and provide amenity to the public footpath areas.

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. Significant passive surveillance is afforded to McCallum Lane and Taylor St and Taylor Park and McCallum Reserve beyond. The Lower Ground Floor Communal Lounge provides a significant public interface to Taylor St and McCallum lane and supports the Wayfinding and Pedestrian access aspirations of the town of Victoria Park's Foreshore access and management plan. Generous planting is proposed within the street setback areas and up building facades to contribute to the public realm.

3.7 Pedestrian access and entries

O 3.7.1 Entries and pathways are **universally accessible**, easy to identify and safe for residents and visitors. The entry lobby is accessible at grade and is clearly defined with A canopy structure over and a letterbox blade wall projecting out to the footpath.

O 3.7.2 Entries to the **development** connect to and address the **public domain** with an attractive **street** presence. Refer to the Design report which provides 3D visualizations to address this objective.

3.8 Vehicle access

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. A single vehicular access point is proposed positioned at the opposite side of the site from Canning Hwy and the McCallum Lane/ Taylor St Corner to minimize conflict with the existing vehicle and pedestrian context.

O 3.8.2 Vehicle access points are designed and located to reduce visual impact on the **streetscape**. The location of the vehicular access point away from the Taylor St/ McCallum Lane corner aids in reducing its impact from public view. The access gate to the parking area is set back approximately 8.8m from the site boundary below a balcony projection to further reduce this impact.

3.9 Car and bicycle parking

O 3.9.1 Parking and facilities are provided for cyclists and other modes of transport. Yes, refer floor plans and traffic report.

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. Refer to traffic report.

O 3.9.3 Car parking is designed to be safe and **accessible**. Yes, residents parking is located in a secure area separated from visitor bays.

O 3.9.4 The design and location of car parking minimises negative visual and environmental impacts on **amenity** and the **streetscape**. This objective is achieved by sleeving parking behind communal areas and the entry lobby at lower ground floor level. At the upper ground floor level parking is predominantly below ground and is screening with deep soil planting and tiered planters for areas exposed above ground level.

PART 4 – DESIGNING THE BUILDING

4.1Solar and daylight access

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**. This objective is achieved by orienting all 23 apartment living areas to oblique North.

O 4.1.2 Windows are designed and positioned to optimise **daylight** access for **habitable rooms**. The majority of habitable rooms (with the exception of some bedrooms) are oriented obliquely north. Living areas and Bedrooms have full height glazing in the majority of cases.

O 4.1.3 The **development** incorporates shading and glare control to minimise heat gain and glare:

- from mid-spring to autumn in **climate zones** 4, 5 and 6 **AND**
- year-round in climate zones 1 and 3.

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This objective is achieved by providing projecting shade structure to the majority of openings as a result of wide balcony frontages.

4.2 Natural ventilation

O 4.2.1 Development maximises the number of **apartments** with **natural ventilation**. All 23 Apartments have cross ventilation as a result of dual aspect design.

O 4.2.2 Individual **dwellings** are designed to optimise **natural ventilation** of **habitable rooms**. All 23 Apartments have cross ventilation as a result of dual aspect design. In particular, for in bound apartments with party walls to each side living areas are arranged as Living/Dining/ Kitchen through the depth of the apartments to afford cross ventilation via high level kitchen windows.

O 4.2.3 Single aspect apartments are designed to maximise and benefit from **natural ventilation**. Not applicable to this application - there are no single aspect apartments.

4.3 Size and layout of dwellings

O 4.3.1 The internal size and layout of **dwellings** is functional with the ability to flexibly accommodate furniture settings and personal goods, appropriate to the expected household size. This objective is demonstrated with furniture layouts indicated on the floor plans. Care is given to providing wall lengths free from glazing and doors to accommodate furniture layouts in bedrooms and living areas.

O 4.3.2 Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good **natural ventilation** and **daylight** access. This objective is achieved with Ceiling heights of 2.7m are proposed to Living and Bedroom areas, full height glazing is proposed to Living areas and the Majority of Bedrooms.

4.4 Private open space and balconies

O 4.4.1 Dwellings have good access to appropriately sized **private open space** that enhances residential **amenity**. All of the Apartments have private open space areas which exceed the requirements set out in table 4.4.

O 4.4.2 Private open space is sited, oriented and designed to enhance liveability for residents. This objective is achieved by having private open space for all apartments facing out to McCallum Lane and Taylor St with the Majority of Apartments receiving river and parkland views. View Aspects to Canning Hwy are minimized.

O 4.4.3 Private open space and **balconies** are integrated into the overall architectural form and detail of the **building**. This objective is demonstrated through 3D visualizations in the Design report.

4.5 Circulation and common spaces

O 4.5.1 Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors. This objective is achieved with the Generous lift lobby allowances and 1600mm side common area walkways with access to views of planting and the communal courtyard, natural light\ and natural ventilation.

O 4.5.2 Circulation and common spaces are attractive, have good **amenity** and support opportunities for social interaction between residents. This objective is achieved via generous, centralized lift lobbies and the visual connection from apartment entries down to the Upper Ground floor communal areas. The primary pedestrian entry at the lower Ground floor is also positioned adjacent to alfresco areas of the Lower Ground Floor Communal Area.

4.6 Storage

O 4.6.1 Well-designed, functional and conveniently located **storage** is provided for each **dwelling**. This objective is achieved by positioning stores in close proximity to apartment entries or within apartments for convenient access and functionality.

4.7 Managing the impact of noise

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**. Apartments are predominantly oriented away from Canning Hwy and glazing facing on to this street is minimized. Refer to acoustic report.

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. The development proposed to meet the performance requirements nominated in the acoustic report.

4.8 Dwelling mix

O 4.8.1 A range of **dwelling** types, sizes and configurations is provided that caters for diverse household types and changing community demographics.
This objective is demonstrated by providing a variety of 2 and 3 bed apartments as outlined below:

Medium 2 Bed Apts (68m2):	17%
Large 2 Bed Apts (79-84m2):	35%
Medium 3 Bed Apts (107 -110m2):	22%
Large 3 Bed Apts (122 -127m2):	26%

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4.9 Universal design

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. The following apartments are proposed to achieve Liveable Housing Silver Requirements:

5 x Apartments at the Upper Ground Floor level representing a range of unit types equating to around 22% of the Apartment total.

Providing Universal access for these particular units is intended to allow for ease of access to the Upper Ground Floor Communal Facilities.

4.10 Façade design

O 4.10.1 Building façades incorporate proportions, materials and design elements that respect and reference the character of the local area. This objective is demonstrated through 3D visualizations in the Design report and the Coloured Elevations submitted with this Development Application.

O 4.10.2 Building façades express internal functions and provide visual interest when viewed from the public realm. This objective is demonstrated through 3D visualizations in the Design report and the Coloured Elevations submitted with this Development Application.

4.11 Roof design

O 4.11.1 Roof forms are well integrated into the **building** design and respond positively to the **street**. This objective is demonstrated through 3D visualizations in the Design report.

O 4.11.2 Where possible, roof spaces are utilised to add **open space**, **amenity**, solar energy generation or other benefits to the **development**. The roof is setback to minimize perceived bulk and is utilized with Solar Energy Generation and to visually conceal Mechanical services and reduce their acoustic impact.

4.12 Landscape design

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**. Refer to Landscape Architects drawing submission.

O 4.12.2 Plant selection is appropriate to the orientation, exposure and **site** conditions and is suitable for the adjoining uses. Refer to Landscape Architects drawing submission.

O 4.12.3 Landscape design includes water efficient irrigation systems and where appropriate incorporates water harvesting or water re-use technologies. Refer to Landscape Architects drawing submission.

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. Refer to Landscape Architects drawing submission.

4.13 Adaptive reuse

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. Not applicable for this development proposal.

O 4.13.2 Residential **dwellings** within an adapted **building** provide good **amenity** for residents, generally in accordance with the requirements of this policy. Not applicable for this Development proposal.

4.14 Mixed use

O 4.14.1 Mixed use development enhances the **streetscape** and activates the **street**. Not applicable for this Development proposal.

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. Not applicable for this Development proposal.

4.15 Energy efficiency

O 4.15.1 Reduce energy consumption and greenhouse gas emissions from the **development**. This objective is achieved primarily through passive design principles such as apartment orientation and dual aspect apartment design which afford good natural light penetration and cross ventilation opportunities. Solar energy generation is also proposed for Common areas.

4.16	**Water management and conservation**
O 4.16.1 Minimise **potable water** consumption throughout the **development**. Fixtures and fittings with efficient Wels Ratings will be proposed.	
O 4.16.2 Stormwater runoff from **small rainfall events** is managed on-**site**, wherever practical. This is not considered practical for this development proposal.	
O 4.16.3 Reduce the risk of flooding so that the likely impacts of **major rainfall events** will be minimal. Refer to Hydraulic Stormwater submission.	
4.17	**Waste management**
O 4.17.1 Waste **storage** facilities minimise negative impacts on the **streetscape**, **building** entries and the **amenity** of residents. The bin store is located set back from the street boundary and adjacent to parking areas. The material treatments is in a dark colour scheme to minimize visual impact.	
O 4.17.2 Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste. Refer to Waste Management Plan.	
4.18	**Utilities**
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, this is an existing serviced site.	
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. The development proposes to address this objective with utility allocations as follows: -Water Meters to be located within areas labelled as 'SERV RSR' in the floor plans, accessed from common area walkways. -NBN and Comms Cupboards and Electrical risers are to be located within areas labelled as 'SERV RSR' in the floor plans, accessed from common area walkways. -Mechanical Condensers are located at roof level. -Instantaneous hot water units to be located within individual apartment stores. -No gas is proposed for the development.	
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**. See point 4.18.2 above. Areas allocated as 'SERV RSR' will have cabinetry doors to visually screen services.	
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**. Space allocations have been provided for utilities within the 'SERV RSR' locations nominated in the floor plans. Air quality is most likely to be compromised by Gas related services which are not applicable to this development proposal. Noise pollution is most applicable for AC condensers which are located at roof level to mitigate acoustic impacts.	

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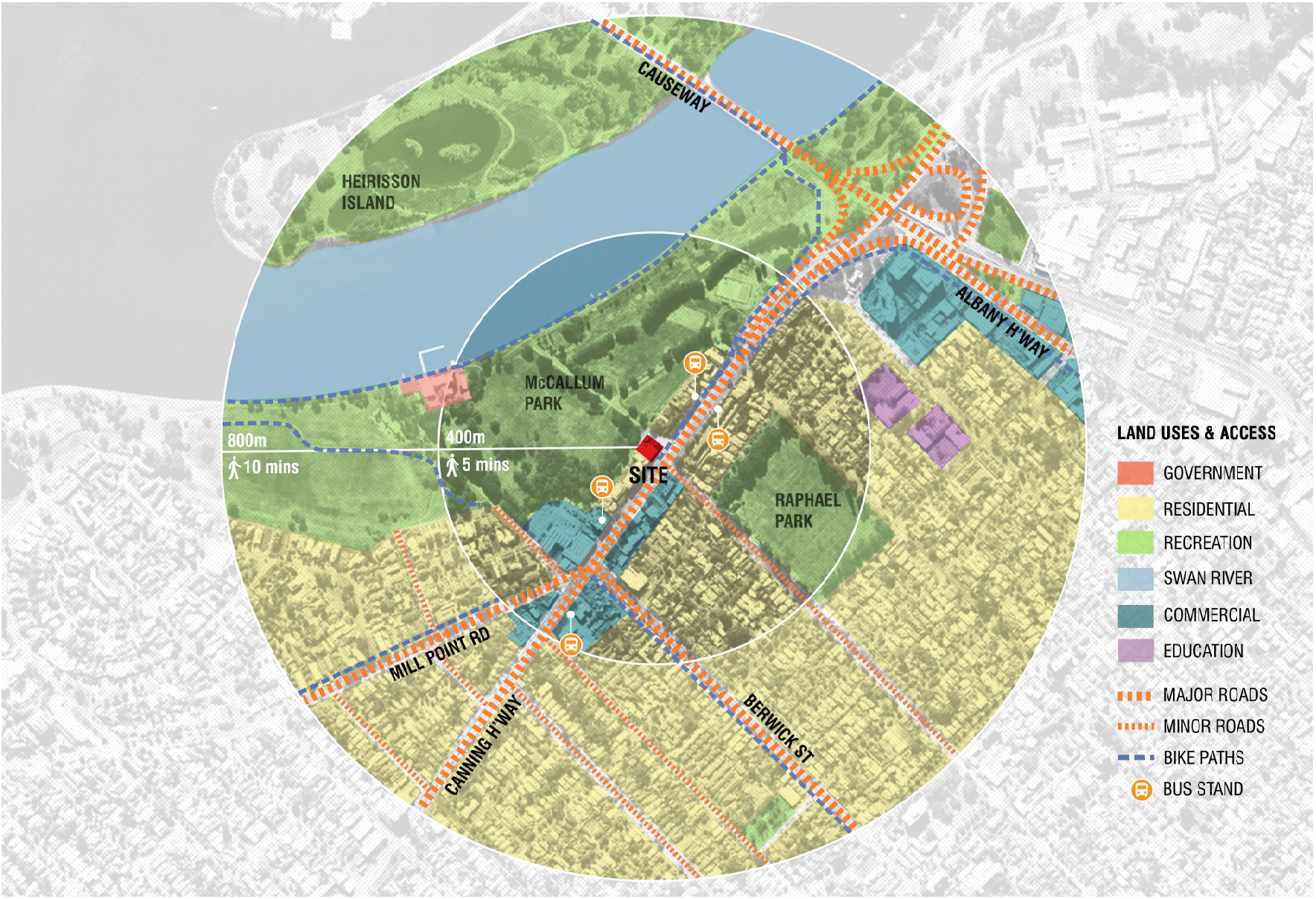
53-55 CANNING HWY, VICTORIA PARK

MJA STUDIO - DESIGN REPORT

2019_07_03

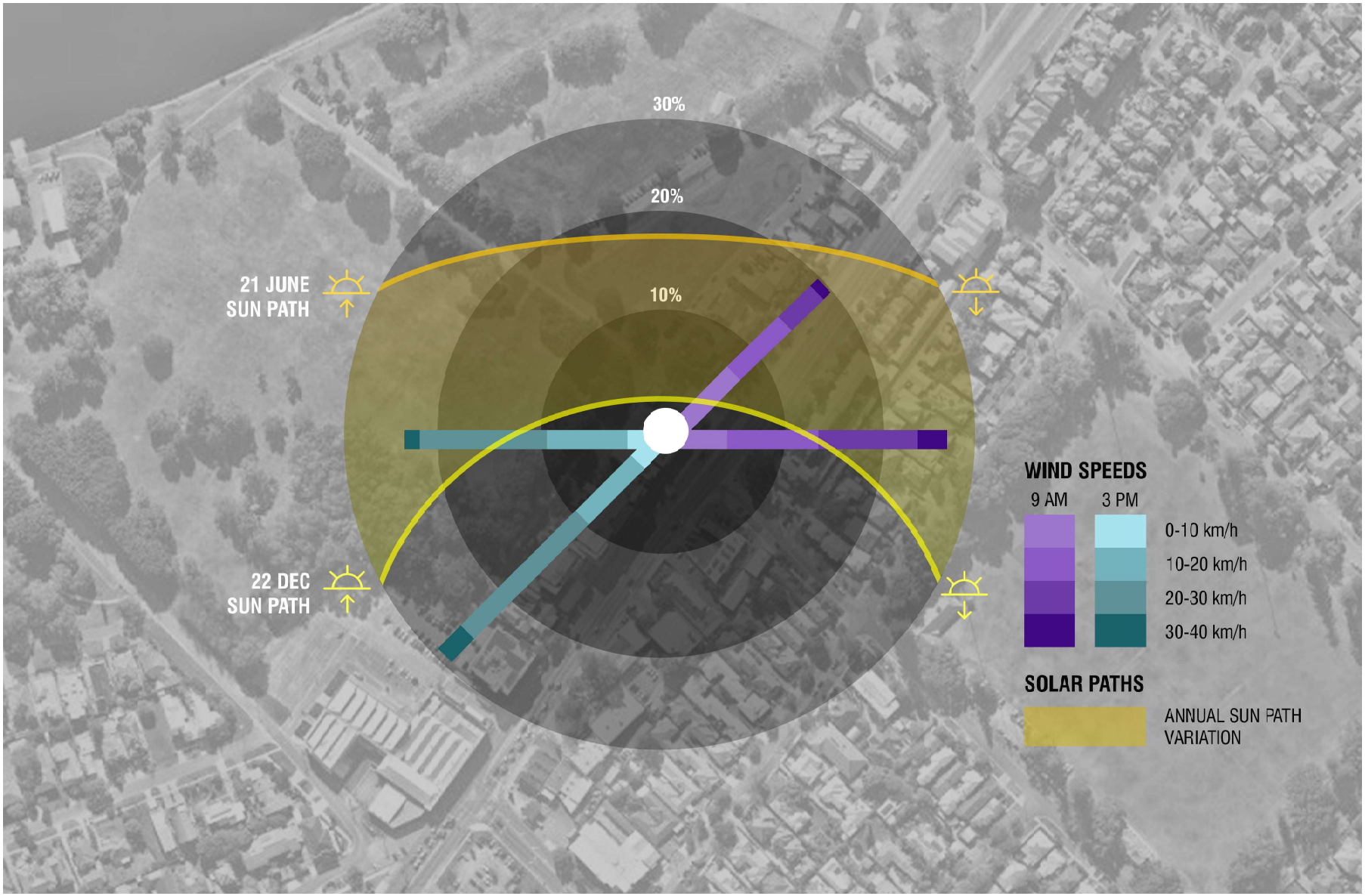
SITE ANALYSIS

SURROUNDING CONTEXT



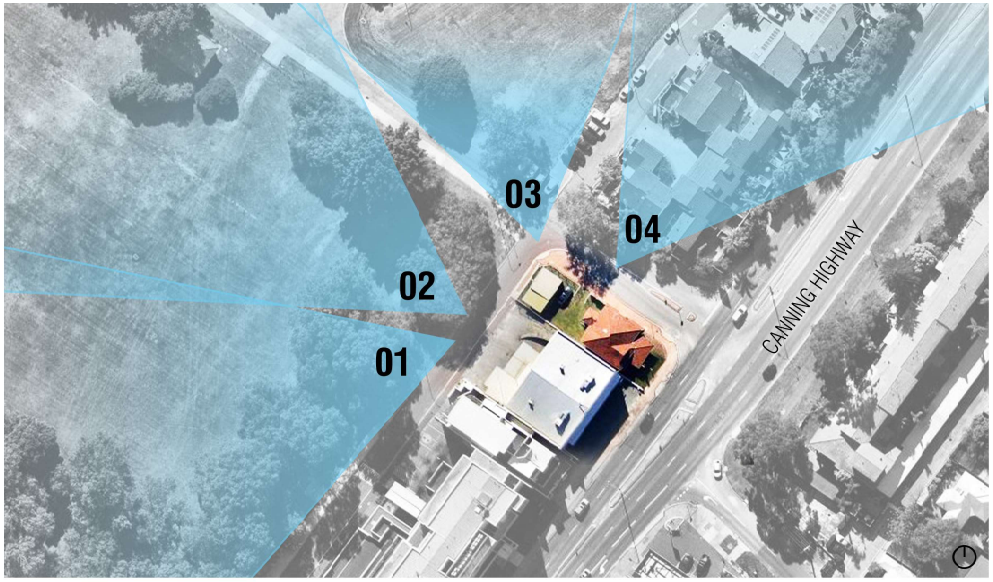
SITE ANALYSIS

PREVAILING WEATHER CONDITIONS

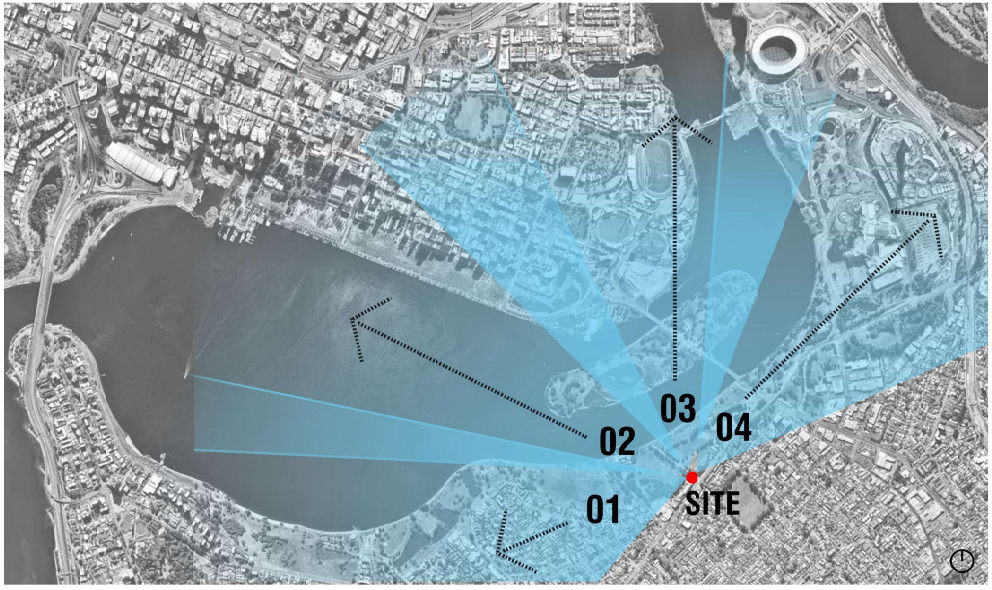


SITE ANALYSIS

VIEW CORRIDORS



KEY VIEW CONES: MICRO SCALE



KEY VIEW CONES: MACRO SCALE



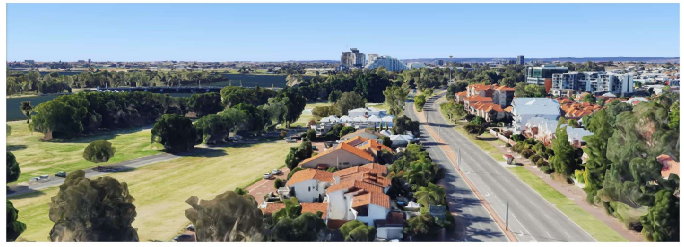
01 Southwest towards South Perth Foreshore



02 Northwest towards Swan River & Perth City



03 North towards the Causeway and Optus Stadium



04 Northeast towards Crown Perth



MCCALLUM LANE VIEW



MCCALLUM LANE/ TAYLOR STREET VIEW

SITE ANALYSIS

EXISTING STREETSCAPE

MCCALLUM LANE

-5 STOREY CONSTRUCTION

-CURVED BALCONY EDGES

-LOUVRED SCREENING

-PARKING AND PEDESTRIAN ENTRY AT GROUND

-GENEROUS BALCONY SIZES

-VISITOR PARKING ACCESSED FROM LANEWAY

-PENTHOUSES TO TOP FLOOR

-MINIMAL STREET SETBACK TO ADJACENT SITE



CANNING HWY VIEW



CANNING HWY/ TAYLOR STREET VIEW

SITE ANALYSIS

EXISTING STREETSCAPE

CANNING HWY

-4-5 STOREY CONSTRUCTION

-MASS PLANTING TO FOOTPATH EDGE

-PARKING SCREENING/ VENTILATION TO GROUND FLOOR

-BALCONY SCREENING IN ALTERNATIVE COLOUR

-NO BALCONIES

-PEDESTRIAN ENTRIES

-SECURE FENCING UP TO BOUNDARY EDGE







PRINCIPLE 1_

CONTEXT & CHARACTER

PEDESTRIAN AND EXERCISE ROUTE ALONG RIVER EDGE

SITE AS ‘GATEWAY’ TO FUTURE FORESHORE PUBLIC AMENITIES

TAYLOR/ MCCALLUM CORNER REPRESENTS ACTIVATION OPPORTUNITY

CANNING/ TAYLOR CORNER PRESENTS GATEWAY OPPORTUNITY







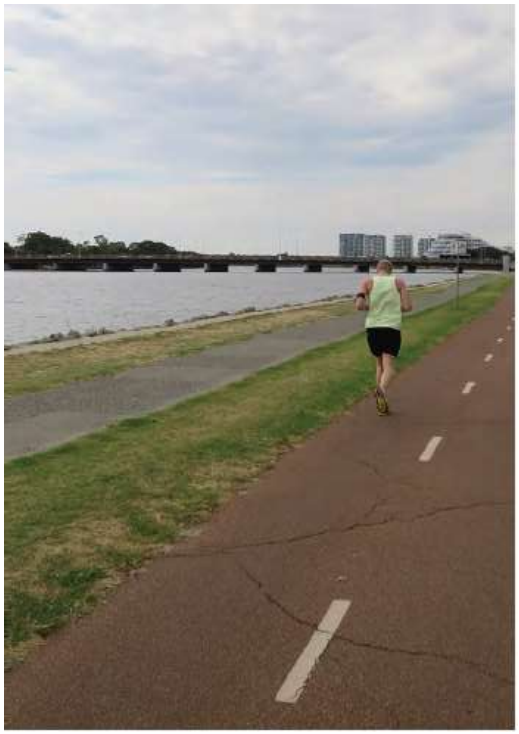
PRINCIPLE 1_

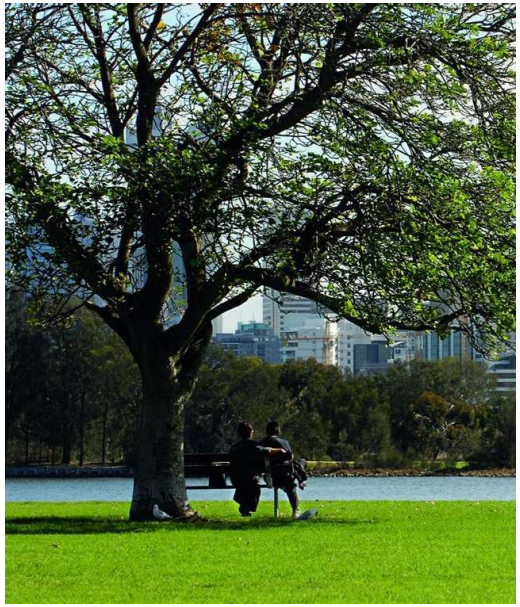
CONTEXT & CHARACTER

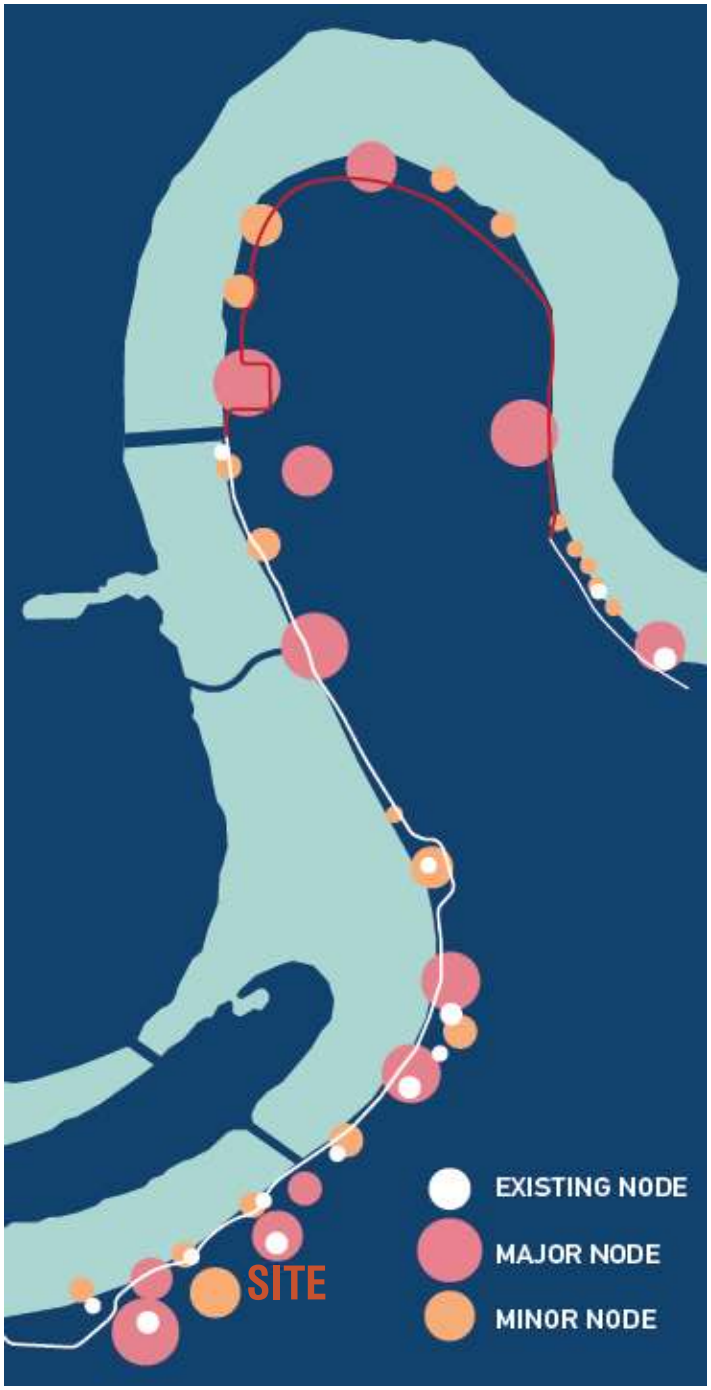
CONTRAST & SCULPTURAL FORMS REFLECT RIVER LOCALITY

INTEGRATE LOCAL MATERIAL TYPOLOGIES SUCH AS FACE BRICKWORK INTO FACADES

BRING THE PARKLAND ONTO THE BUILDING FACADE THROUGH POSITIONING OF TREE CRADLES







PRINCIPLE 1_

CONTEXT & CHARACTER

FORESHORE ACCESS AND MANAGEMENT PLAN

SITE LOCATION ON EXISTING AND MAJOR NODE

OPPORTUNITY TO CREATE A VISUAL AND PHYSICAL GATEWAY TO FORESHORE INCORPORATING PUBLIC ART'

TAYLOR ST LEADS TO FUTURE RESTAURANT AND PLAYGROUND

BUILDING TO ACT AS WAYFINDING MARKER AT CANNING/ TAYLOR CORNER THROUGH ARCHITECTURALLY EXPRESSED VERTICAL FACADE AND PUBLIC ART



FIGURE 14. TAYLOR RESERVE / MCCALUM PARK - INDICATIVE OPPORTUNITIES AND ACTIONS

REVEGETATION & EROSION CONTROL

1.1 HARD AND SOFT INFRASTRUCTURE
1.2 REMOVAL WEED SPECIES
1.3 BUFFER VEGETATION

TREES & SHADE

1.4 TREE AND UNDERSTOREY PLANTING
1.5 SHADE TREES

RIVER ACTIVITY & ACCESS

1.6 BEACH, DECK / PLATFORM
1.7 DISABLED WATER SKI

ACTIVATION & FACILITIES

1.8 TAYLOR RESERVE AND TOILET BLOCK
1.9 MCCALLUM PARK CONSOLIDATED
1.10 YOUTH ACTIVITY AREA
1.11 RESTAURANT AND PLAYGROUND

WAYFINDING

1.12 WAYFINDING SIGNAGE
1.13 IMPORVED PATH DESIGN

TRANSIT LINKS

1.14 PARKING AND INCREASED ACCESS

SENSE OF ARRIVAL

1.15 GATEWAY

STAKEHOLDER CO-OPERATION

1.16 SWAN RIVER TRUST

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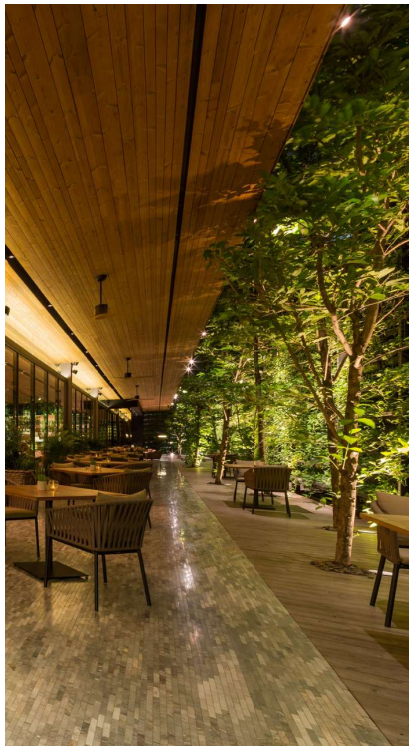

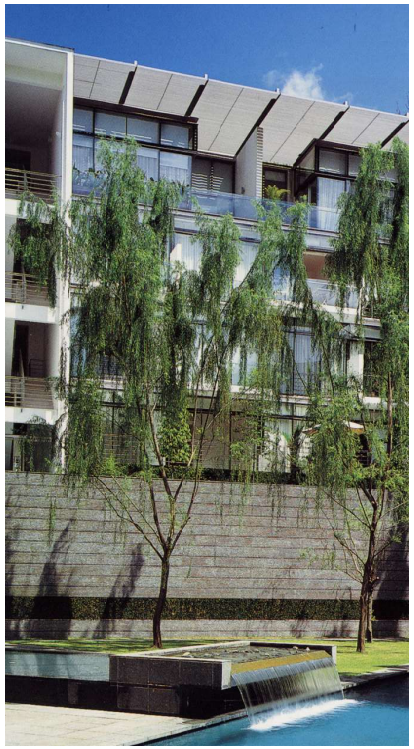

PRINCIPLE 2_

LANDSCAPE QUALITY

LANDSCAPE LOCATIONS OPTIMIZED FOR OCCUPANT AND COMMUNITY BENEFIT

-The integration of landscape has been considered early in the design process.
-Deep soil zones are concentrated within the street setback areas at the Lower Ground Floor level to maximize the streetscape benefit, soften facades and be positioned in proximity to outdoor living areas.
-Prominent planting on structure is provided at the upper ground floor level to provide a secondary ground plane.
-Planting on structure is concentrated in the communal central courtyard space to create view aspects from Apartment entries and communal facilities.

Please refer to the Landscape Architecture package by CAPA Landscape design included as part of this DA Submission.



BUILDING AS LANDSCAPE EMBRACE-

Keys moments of built form around landscape

Building podium to provide generous provision for landscape

-



SHELTERED SURROUND

Variety of internal landscape environments

landscape of journeying + discovery

Opportunity for shaded amenity and shade plantings

-



PARKLAND CONNECTION

Vistas for residents of parkland

Building and landscape articulaton to open and acknowledge the park elevation

-

CAPA

Landscape Design

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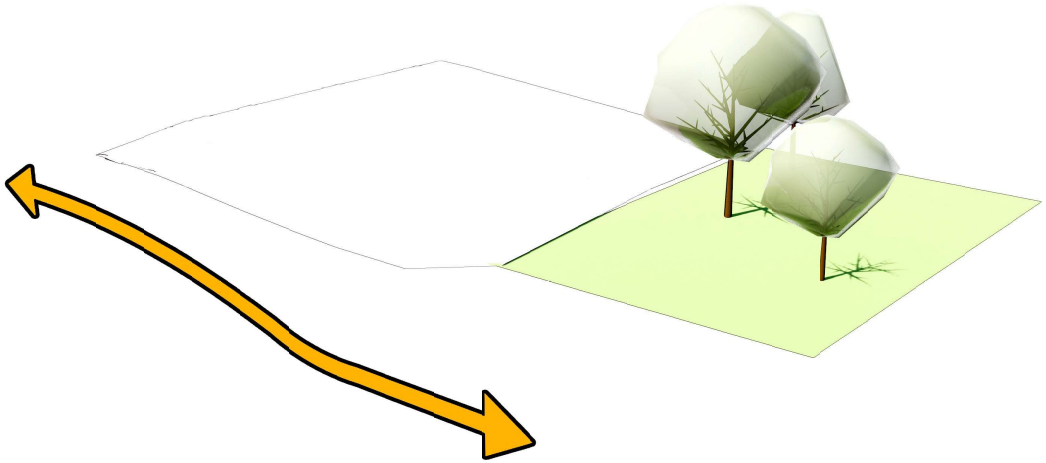


PRINCIPLE 3_

BUILT FORM AND SCALE

The guiding principles behind the proposed design are to maximize the amenity within the apartments, whilst sensitively responding to the existing site context.

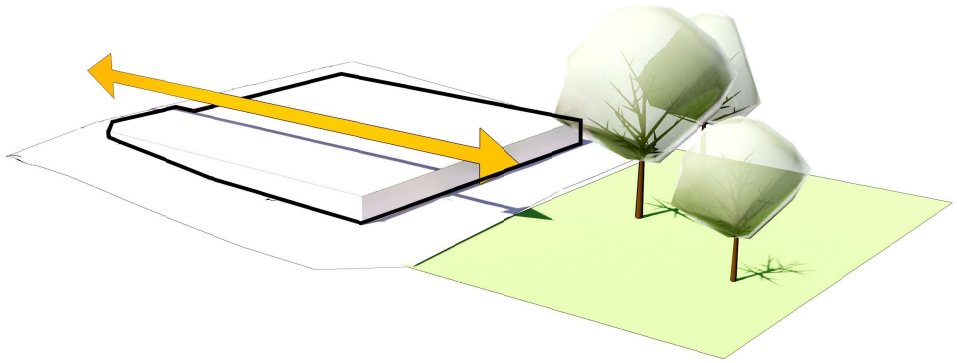
The following diagrams form a step by step sequence, illustrating how these key strategies inform the proposal.

SITE CONDITIONS

SLOPE APPROX. 2m FROM CANNING HWY TO MCCALLUM LANE

PRINCIPLE 3_

BUILT FORM AND SCALE

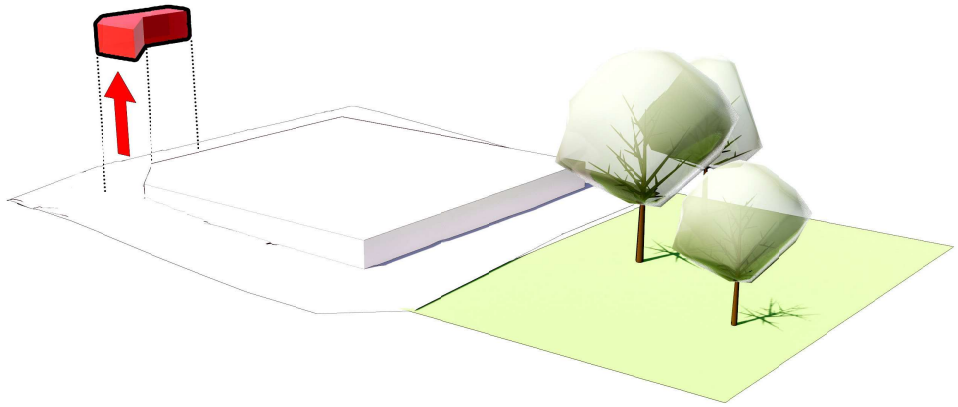


CREATING GROUND LEVEL

SET UP PLINTH AT CANNING HWY GROUND LEVEL

PRINCIPLE 3_

BUILT FORM AND SCALE

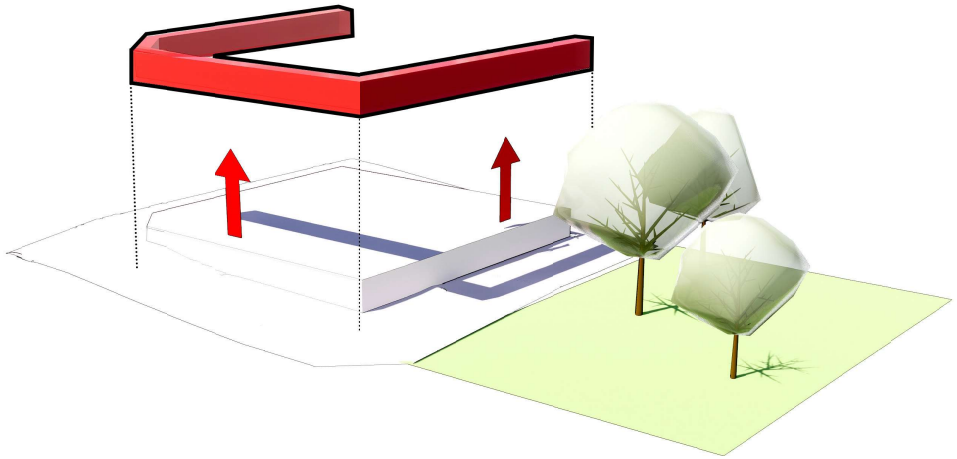


BUILDING ENVELOPE

REMOVE ROAD WIDENING PORTION OF SITE

PRINCIPLE 3_

BUILT FORM AND SCALE

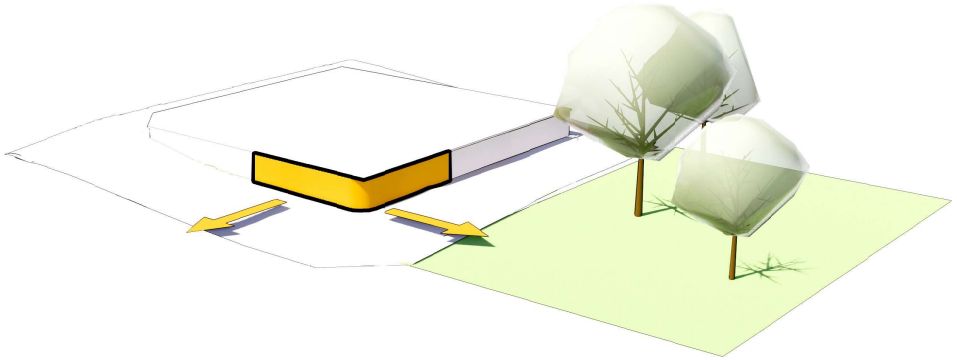


BUILDING ENVELOPE

ALLOW 2M STREET SETBACKS

PRINCIPLE 3_

BUILT FORM AND SCALE



STREET ACTIVATION

CREATE **ACTIVATION**

OPPORTUNITIES TO

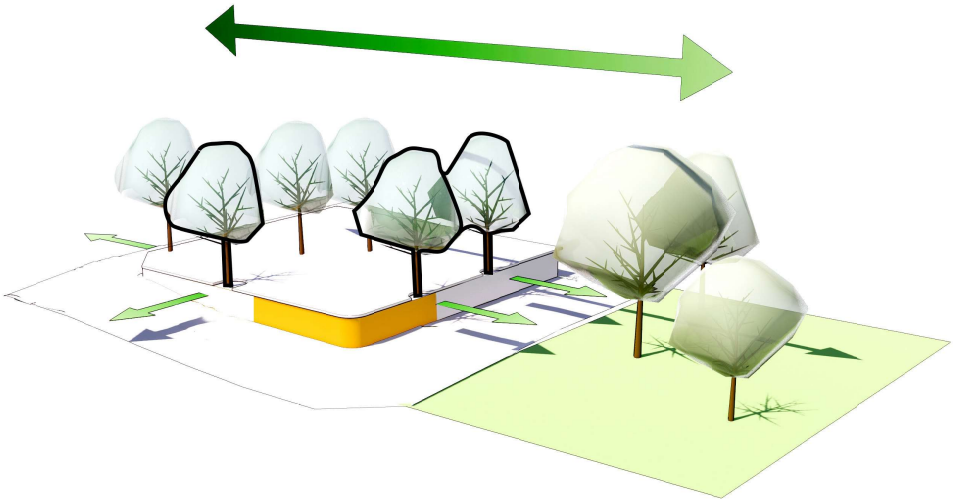
TAYLOR ST AND **MCCALLUM LANE**

FLEXIBLE COMMUNAL AREAS WHICH COULD BE CONVERTED

TO COMMERCIAL IN THE FUTURE

PRINCIPLE 3_

BUILT FORM AND SCALE



UPPER GROUND PLANE

BALANCE THE CONTRASTING STREET CONDITIONS BY CREATING TREE CRADLES TO UPPER GROUND LEVEL



PRINCIPLE 3_

BUILT FORM AND SCALE

STREET FRONTAGE RELATIONS

TREE CRADLES TYING ALL STREET FRONTAGES TOGETHER

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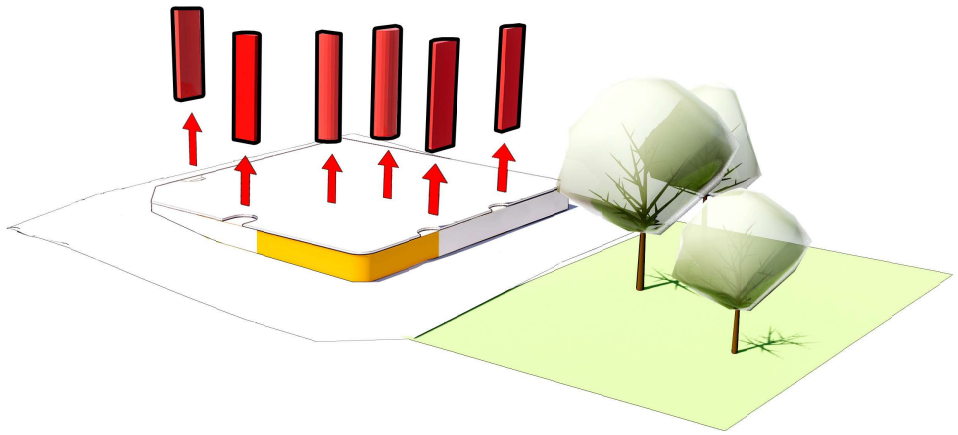
PRINCIPLE 3_

BUILT FORM AND SCALE

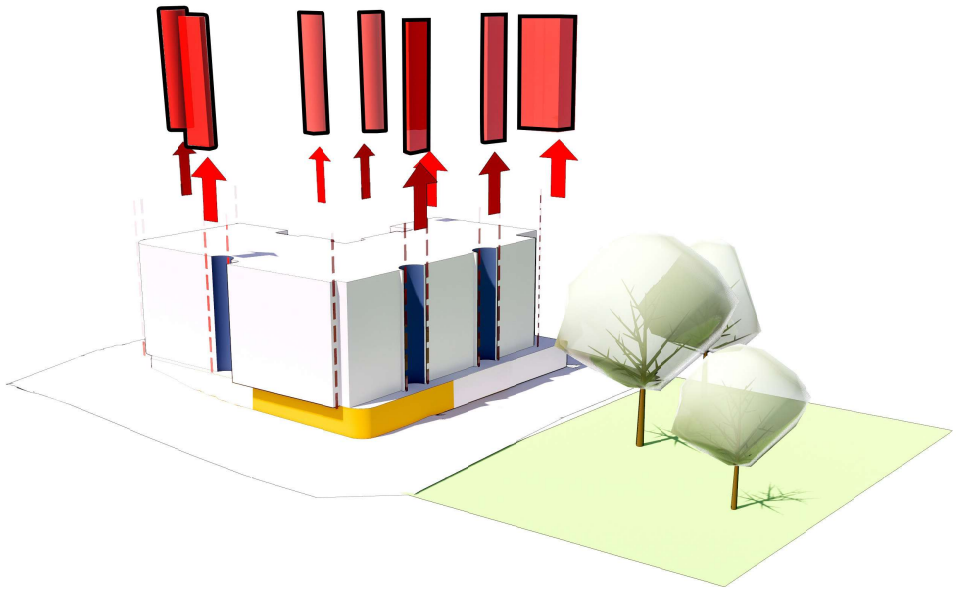


LOGIC OF FACADE SEPARATION

USE THESE TREE CRADLES TO SPLIT UP BUILDING MASS AND EXPRESS IT VERTICALLY

PRINCIPLE 3_

BUILT FORM AND SCALE



FACADE ARTICULATION

USE THESE

RECESSES

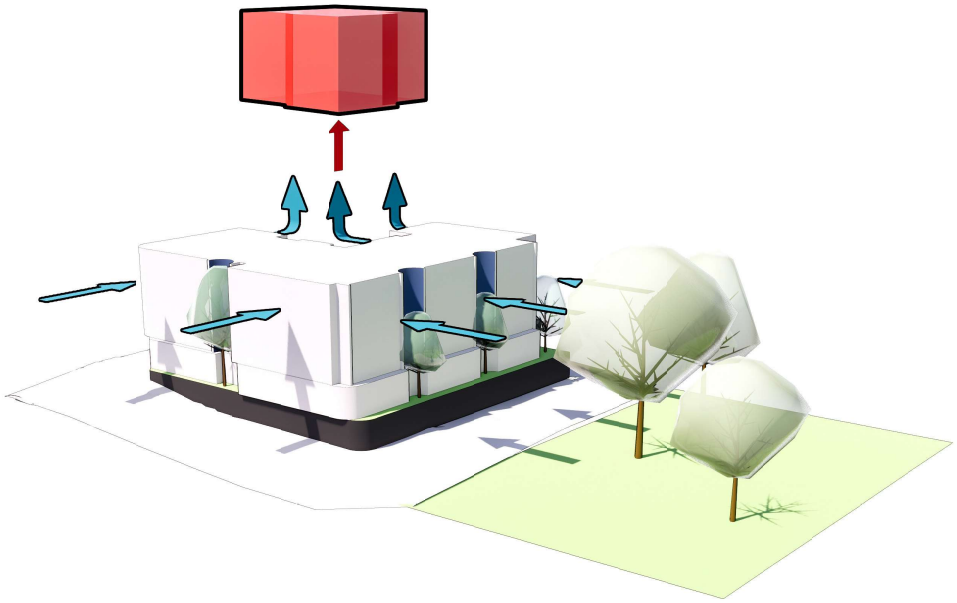
TO

MAXIMIZE OBLIQUE VIEWS

TO THE RIVER AND THE PARKS TREE CANOPY

PRINCIPLE 3_

BUILT FORM AND SCALE

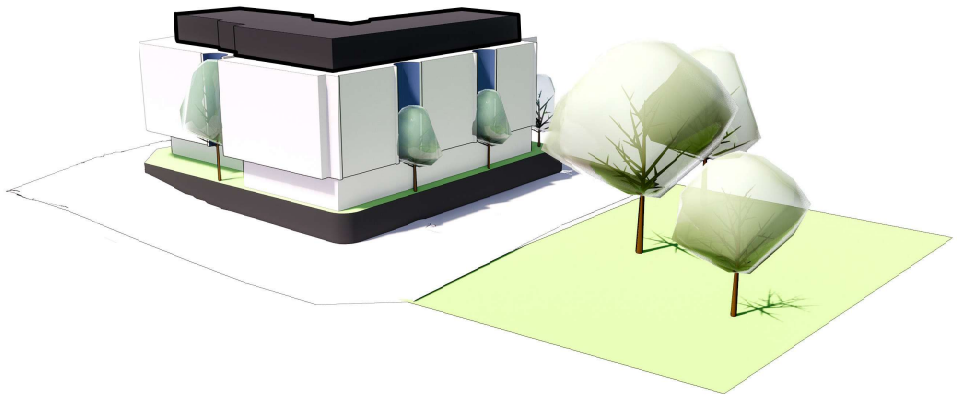


CENTRAL VOID

CUT OUT CENTRE VOID TO MAXIMIZE LIGHT AND VENTILATION INTO THE CENTRE OF THE BUILDING

PRINCIPLE 3_

BUILT FORM AND SCALE



SET BACK TOP FLOOR

SET BACK TOP FLOOR TO MINIMIZE VISUAL IMPACT FROM STREET



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MCCALLUM LANE RENDER

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TAYLOR ST RENDER

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CANNING HWY RENDER

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CRN TAYLOR AND MCCALLUM RENDER

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CRN TAYLOR AND MCCALLUM RENDER

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CRN CANNING AND TAYLOR RENDER

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PRINCIPLE 4_

FUNCTIONALITY AND BUILD QUALITY

ACTIVATION AT LOWER GROUND AND UPPER GROUND FLOOR PLANES

- The communal area on the Lower ground floor activates the corner of Taylor and McCallum lane connecting residents to the parkland.
- Universal accessibility is integrated into the site approach by locating the primary entrance at the Lower Ground Floor level.
-Visitor bike bays are provided adjacent to the primary entrance.
-Balcony sizes are generous, significantly larger than the minimums proposed in SPP 7.3 with access to northern light and views.
-Stores are located adjacent to individual apartment entries for ease of access and as overflow storage for smaller items.
-All units have a minimum of 2.7m Ceiling height to Living areas with full height glazing.
-All units have a minimum of 4m Width to Living Areas and 3 Bed Units have both Living and Dining areas adjacent to glazing lines with wide frontages.
-Balcony areas are separated n the majority of cases to reduce the impact of noise and aid in occupant privacy.
-Primary unit aspects are directed away from Canning Hwy to reduce noise impact.
-Apartments are dual aspect allowing for light penetration to rear of apartments and cross ventilation
-Vehicular access is limited to a single crossover and positioned away from apartments and communal areas.
-Building services are predominantly located at the carparking level or on the upper roof.
-Visitor bays and bin store access are located outside the security line.
-The Bin store is accessed in close proximity to the Entry Lobby/ Carpark access point.

PRINCIPLE 4_

FUNCTIONALITY AND BUILD QUALITY



PRIMARY FRONTAGE

FOR LIVING AREAS AND MASTER BEDROOMS FACING NORTH & WEST TO PARK AND RIVER

TREE CRADLES

PROVIDE SEPARATION

BETWEEN APARTMENTS

PRINCIPLE 4_

FUNCTIONALITY AND BUILD QUALITY



SECONDARY FRONTAGE FOR SOME BEDROOMS FACING BACK TO **COMMON AREAS**

SECONDARY FRONTAGE AND WALKWAYS PROVIDE **PASSIVE SURVEILLANCE** TO COMMUNAL AREA

PRINCIPLE 4_

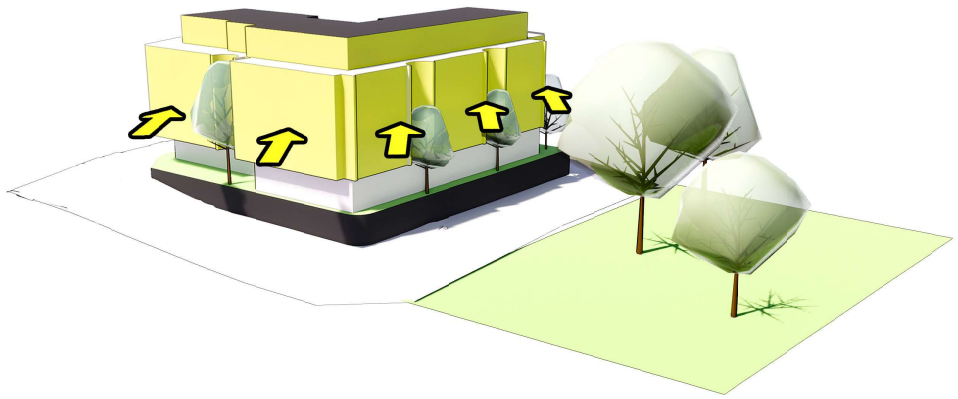
FUNCTIONALITY AND BUILD QUALITY



TERTIARY FRONTAGE TO KITCHENS FACING ON TO CENTRAL COURTYARD ALLOWS FOR LIGHT INGRESS TO REAR OF APARTMENTS

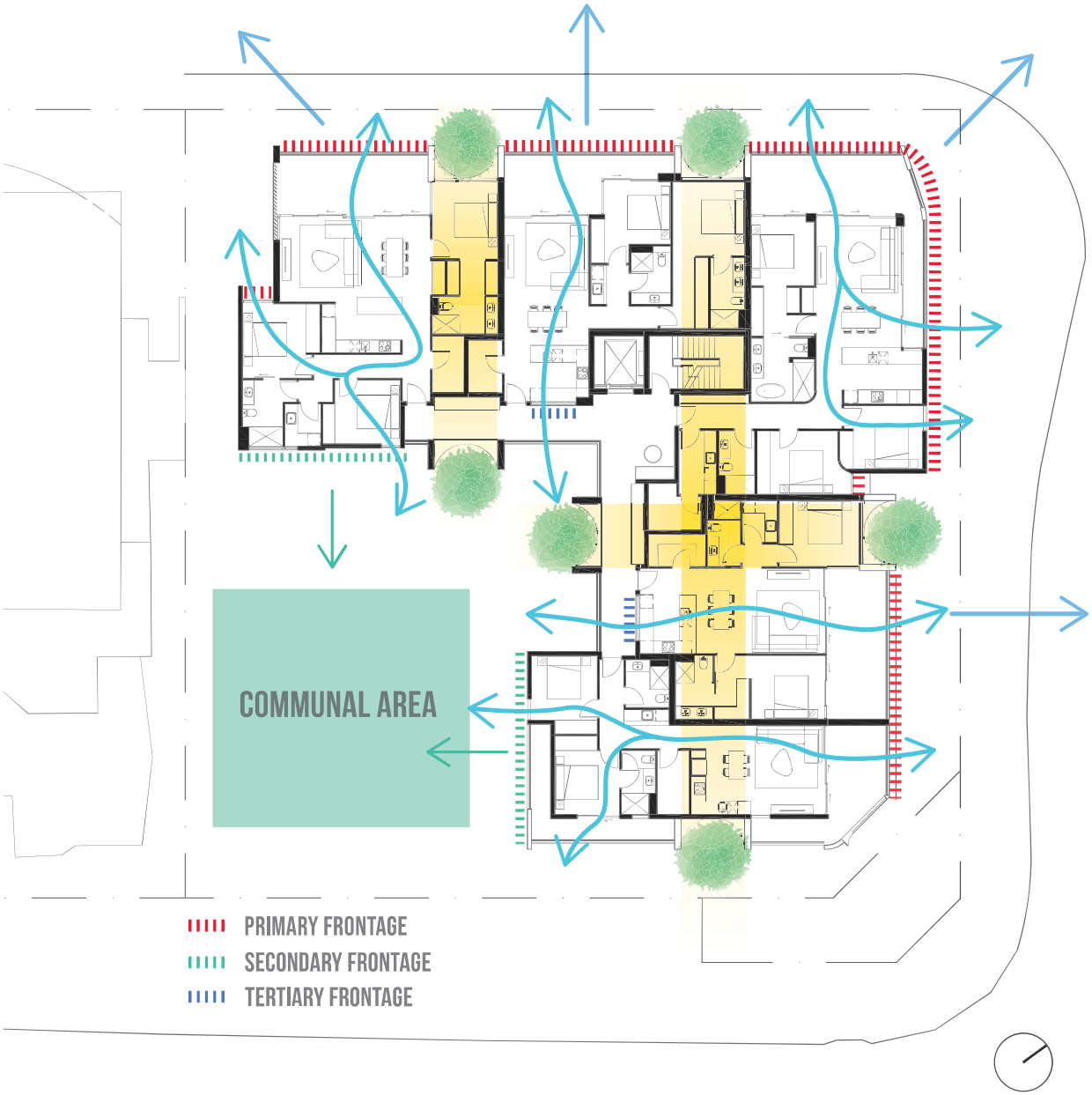
PRINCIPLE 4_

FUNCTIONALITY AND BUILD QUALITY



MAXIMIZE NORTH LIGHT & VIEWS

23 OUT OF 23 APARTMENTS HAVE NORTHERN LIGHT INGRESS TO OUTDOOR LIVING AREAS



PRINCIPLE 5_

SUSTAINABILITY

SUSTAINABLE DESIGN FOR INCREASED APARTMENT AMENITY

- Sustainability is integrated into the first principles of design, maximizing access to light & air to reduce overall energy use.
- Wide frontages ensure passive ventilation & natural lighting to all habitable spaces.
- Internal corridors are naturally lit with a communal courtyard outlook, providing the ability to naturally ventilate the communal access ways.
- All apartments are dual aspect allowing for cross ventilation.
-Solar PV is proposed to the roof to service common areas.
-Sculptural landscape insertions provide access to views of planting througout the development.
-The locality allows for views to parkland and the river for the majority of apartments.
-Northern light is maximized to living areas





PRINCIPLE 6_

AMENITY

APARTMENTS

-Apartments are oriented towards park views and northern light and away from Canning Hwy.
-Central communal areas and planting are created to provide view aspects to the centre of the site.
- Universal Access is provided to the door of each apartment

- A minimum of 20% of Apartments achieving Livable Housing Silver is proposed.
- Large terraces open directly from indoor living areas
- Full height glazing creates light filled interiors
- Large openings facilitate passive ventilation
- No cross views between apartments
- Generous communal facilities are provided to facilitate larger gatherings

A variety of 2 and 3 bed apartments are provided as outlined below:

MEDIUM 2 BED APTS (68M2): 17%
LARGE 2 BED APTS (79-84M2): 35%
MEDIUM 3 BED APTS (107 -110M2): 22%LARGE 3 BED APTS (122 -133M2): 26%

OVERSHADOWING

-As the adjacent property is zoned R80 there are nil overshadowing requirements.
-With the exclusion of the low rise Services and communal area on the South East of the site the building form allows for setbacks of 16m or more for the majority of the Southern boundary to minimize overshadowing impact.





PRINCIPLE 6_

AMENITY

COMMUNAL FACILITIES - PRIVATE

-A stand-alone clubhouse is proposed which positioned to provide activation on 3 sides to Canning Hwy, the entry corridor and the Central Courtyard
-The transparent design allows for visual connection from the central courtyard out to Canning Hwy.
-It's separation from other building elements allows for a double height space to be incorporated accentuating this transparency and providing generous volume commensurate with Communal facilities intended for use by larger groups.
-A restrained material palette emphasizes the space as a separate sculptural form.

COMMUNAL FACILITIES - PUBLIC CONNECTION

-A second communal facility at the lower ground floor corner of Taylor St and McCallum Lane is positioned to maximize interaction with the parkland and public realm. - Refer Principle 9 below.

CLUBHOUSE AND COURTYARD





PRINCIPLE 6_

AMENITY

CLUBHOUSE AND COURTYARD



PRINCIPLE 7_

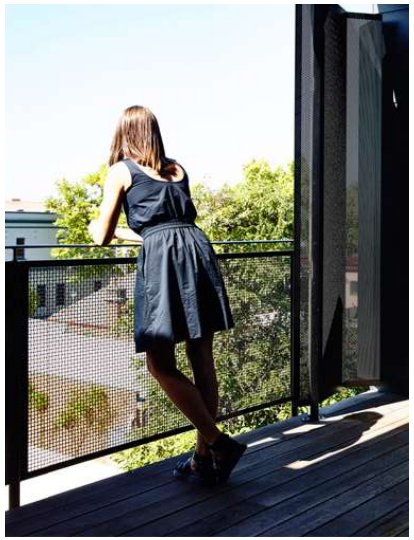
LEGIBILITY

--The primary pedestrian entry to McCallum Lane is defined with the canopy projecting from the 1st floor balcony datum. The
-The secondary Pedestrian entry to Canning Hwy is clearly delineated with the positioning of the stair and Communal area awning.
- Apartment entries are cleary visible from a centralized lift lobby
-Building Facades are articulated to emphasize entry points below









PRINCIPLE 8_

SAFETY

-The primary aspects and living areas of apartment view aspects are out to McCallum Lane and Taylor St providing passive surveillance.
-Traffic along Canning Hwy serves to provide additional surveillance to the Eastern portion of the site.
- Communal zones to the ground floor create activation at street level.
- The communal zone o the centre of the site is visible from all 23 of the apartment entry doors.
- Lighting will be integrated within the building facade
- The design eliminates potential entrapment spaces
- Graffiti resistant surfaces will be installed where required



CANNING HWY ENTRANCE



PRINCIPLE 9_

COMMUNITY

STREET AND PARK INTERACTION

-Communal facilities on the lower Ground floor area activate the McCallum Lane and Canning Hwy Corner addressing one of the primary access points to the foreshore nd providing a strong public connection to the park.

-The lower Ground Floor Communal facilities have been designed with consideration for the space to be converted into a commercial tenancy such as a cafe should alternative uses for the site become available in the future. We see this as an opportunity to connect the site with the Town of Victoria parks future aspirations for the foreshore such as the proposed restaurant and playground at the end of Taylor Rd.



INTERACTION BETWEEN RESIDENTS

-The Upper Ground Floor Communal Area is positioned to encourage interaction between residents as they enter apartemtns and from the lift lobby circulation space.

-The Central coutyard is visible from all 23 Apartment entry doors and lift lobbies from the Upper Ground to 4th Floors encouraging interaction between neighbours and use of the communal space.

LOWER GROUND COMMUNAL LOUNGE







PRINCIPLE 9_

COMMUNITY

PUBLIC ART

Public Art is proposed to be integrated into the Canning Hwy/ Taylor St Corner to provide a clear wayfinding marker to the foreshore.
Further consultation with the Town of Victoria Park will take place to determine how best to design the artwork to integrate with other elements of the proposed future foreshore development







PRINCIPLE 10_

AESTHETICS

- The overall built form composition has been carefully considered to respond to the surrounding context,in particular the adjacent river foreshore.
- The form utilizes a contrasting palette of charcoal, white, face brickwork and glass
- Landscaping is incorporated throughout the building to break up facade elements and provide visual relief.
- Fine grain textures are applied to lower levels for maximum community benefit
-The facades are reduced into smaller vertical elements to have the overall development read as a family of smaller buildings on the upper floors which are tied together with a face brickwork datum at the upper ground floor level.
-Material elements such as visually permeable brickwork screens and perforated metal are utilized to provide a range of transparency across facades.
-Taller elements such as the top floor and addressed in darker, contrasting colours to minimize their visual impact.
-Roof Elements at higher levels are treated with louvre elements to aid in visual transparency.
-Services areas are concealed from view



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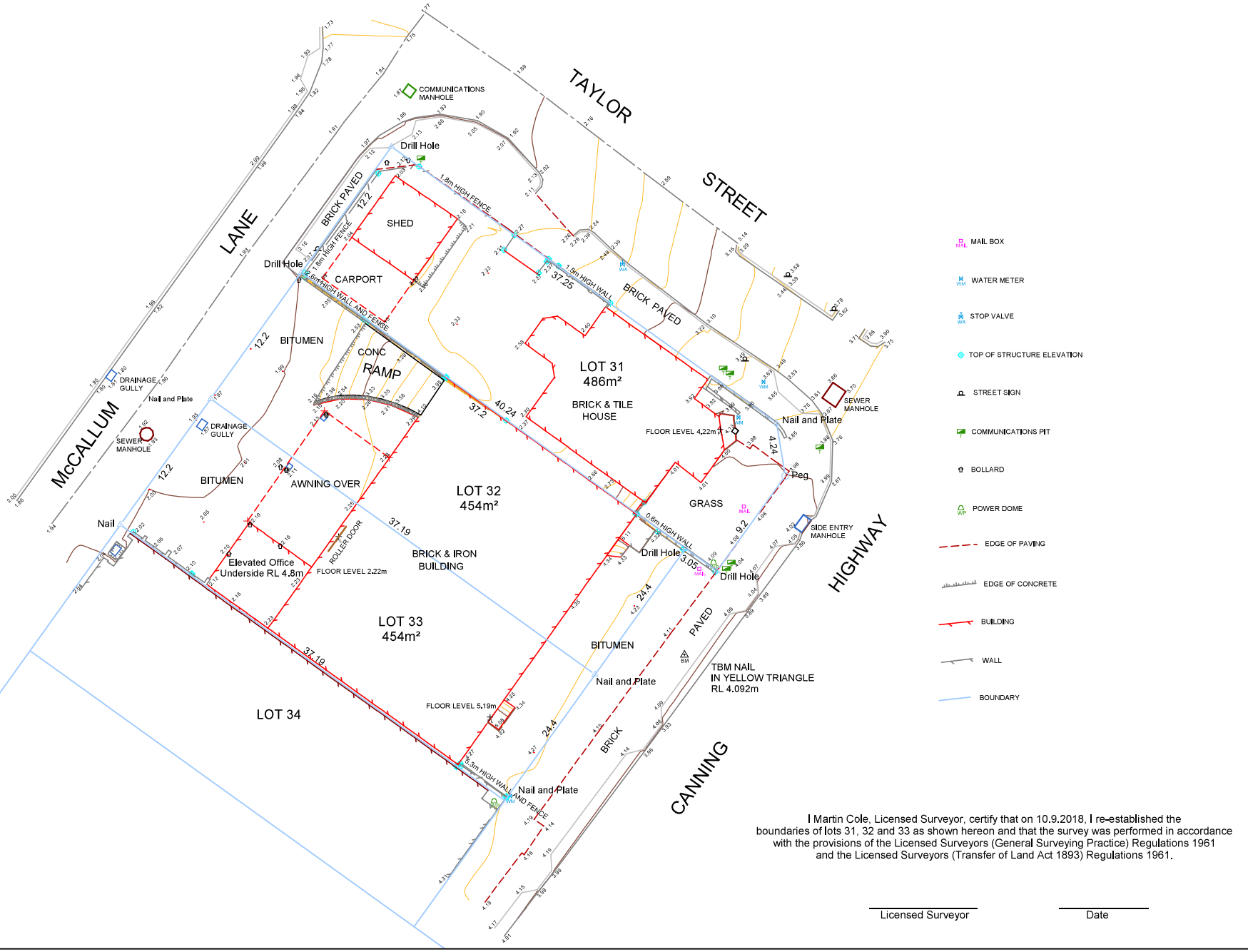
APPENDIX ITEM 1

DA DRAWINGS



I Martin Cole, Licensed Surveyor, certify that on 10.9.2018, I re-established the boundaries of lots 31, 32 and 33 as shown hereon and that the survey was performed in accordance with the provisions of the Licensed Surveyors (General Surveying Practice) Regulations 1961 and the Licensed Surveyors (Transfer of Land Act 1893) Regulations 1961.

Licensed Surveyor

Date

Rev.	Description	Drawn	Date	Checked
A	Initial Issue	MJC	11/9/2018	RJR

SCALE 1:300 @ A3

0 8 15

ALL DISTANCES ARE IN METRES

For a true to scale reproduction of this plan, plot it to A3 with the Paging Scaling set to None.

The contents of this plan are current and correct as of the date stated within the revision panel. All consultants and persons wishing to utilise this data should satisfy themselves of this plans currency by contacting the McMullen Nolan Group.

Surveyor:- MJC
Survey Date:- 10/9/2018
Precal/Cad:- 10/9/2018

ISO 9001 Quality Management | AS/NZS 4801:2001 Occupational Health and Safety Management

FS 565311 OSH 591267

N

MCMULLEN NOLAN GROUP
Level 1, 2 Sabre Crescent
Jandakot, W.A. 6164
PO Box 3526, Success
W.A. 6964, Australia
Offices in: Broome, Bunbury, Kununurra, Newman, Port Hedland, Melbourne

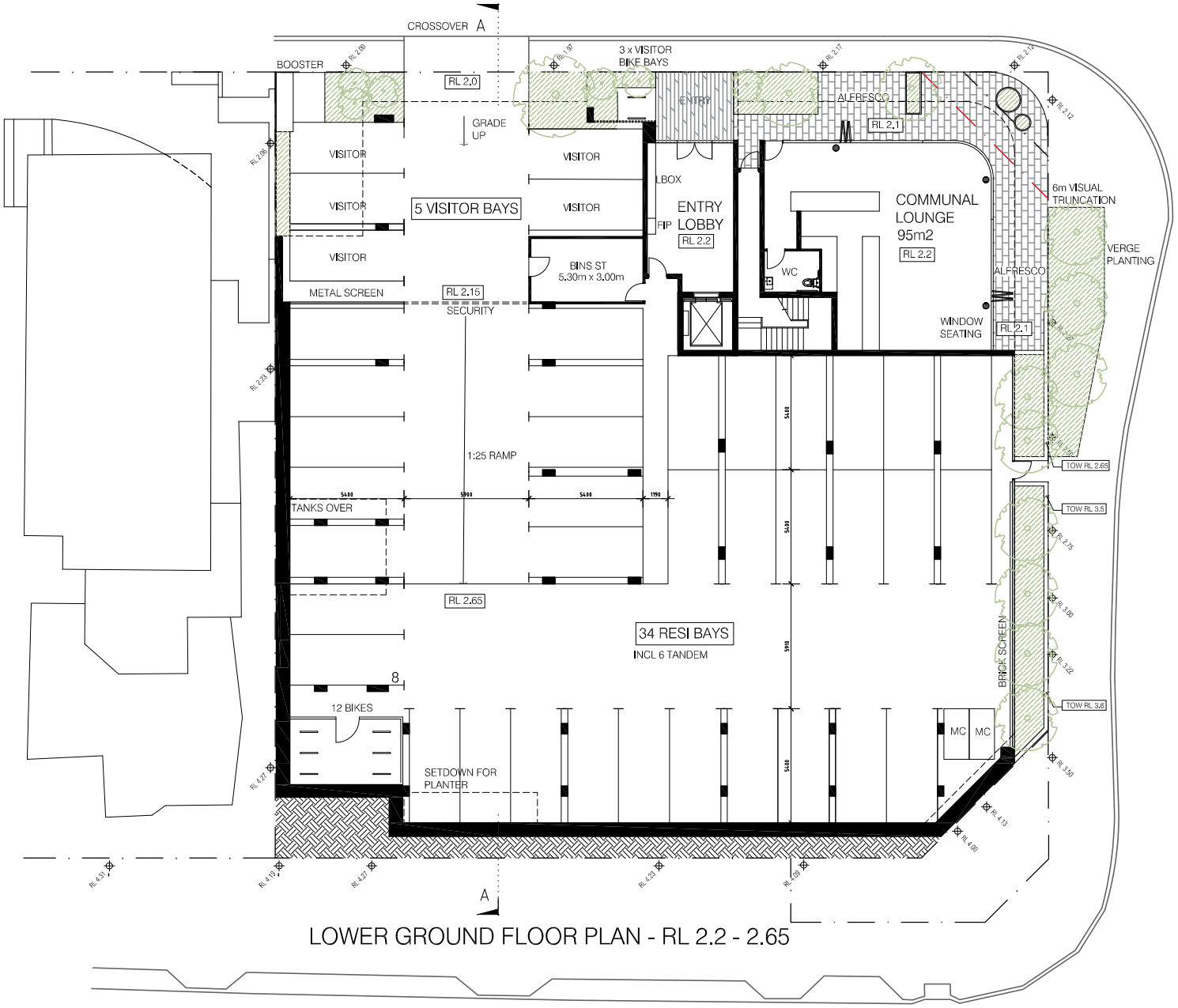
Tel: (08) 6436 1599
Fax: (08) 6436 1500
info@mngsurvey.com.au
www.mngsurvey.com.au
ABN 90 009 363 311

53 - 57 CANNING HIGHWAY, VICTORIA PARK
DETAIL AND BOUNDARY RE-ESTABLISHMENT

CLIENT:
KINGSFORT VP PTY LTD

Project Mngr:	Rob Rhodes	Datum	PCG94 / AHD

Job Number	Type	Plan Number	Revision
101731	DE	001	A



LOWER GROUND FLOOR PLAN - RL 2.2 - 2.65

MJA studio

LEVEL 1, SUITE 6, 23 RAILWAY ROAD, SUBIACO WA 6008
T (08) 9388 0333 www.mjastudio.net | admin@mjastudio.net

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REV.	DATE	AMENDMENT
Q	29.03.19	ISSUED FOR DA SIGN OFF
R	04.04.19	ISSUED FOR DA SIGN OFF
S	10.04.19	DA ISSUE
T	07.06.19	DRP & CLIENT REVISIONS
U	21.06.19	DA REV 1 ISSUE DRAFT
V	01.07.19	DA REV 1 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
LOWER GROUND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.01	AW	WB	V

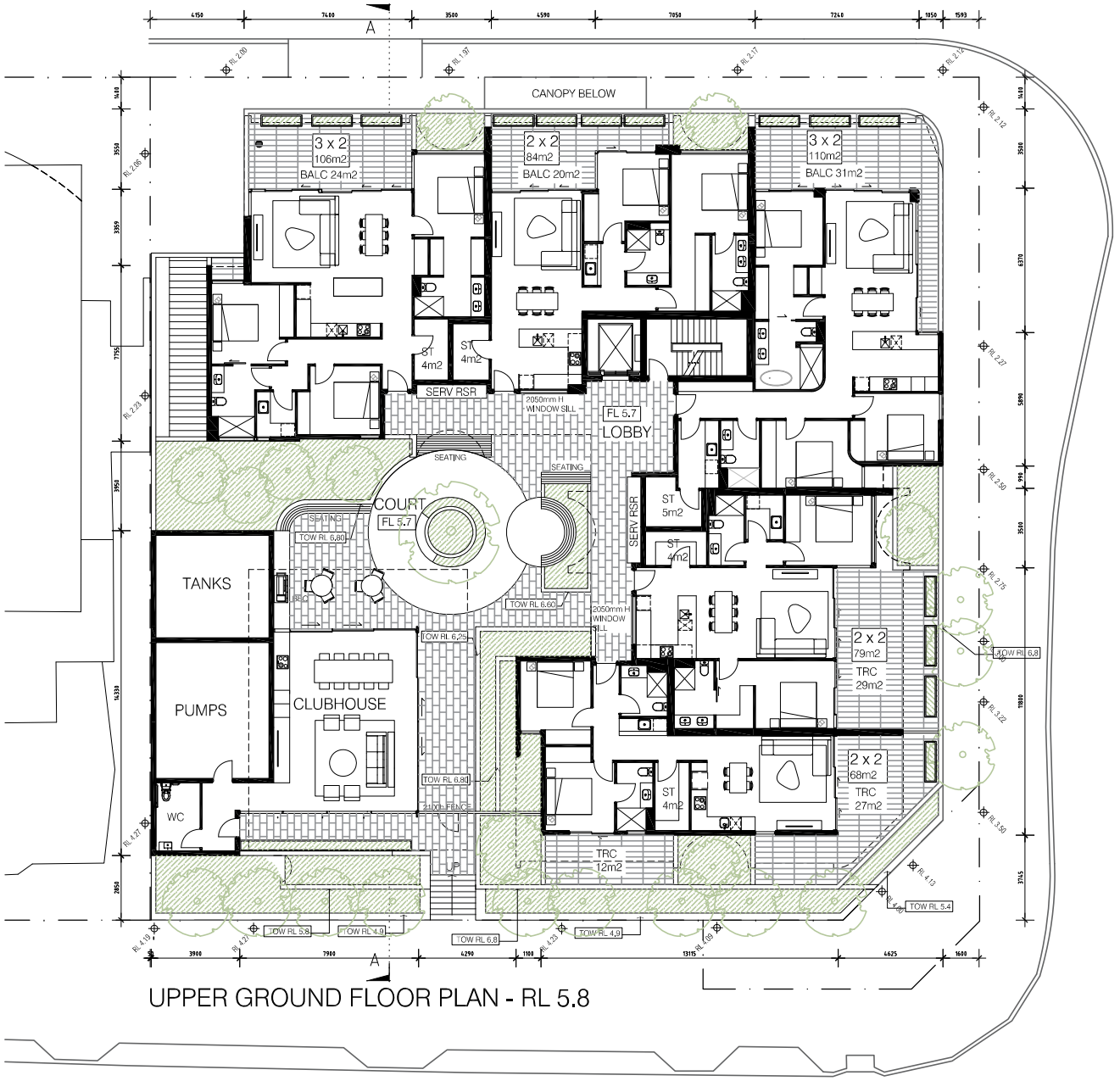
23 APARTMENTS

	A	B	C	D	E	F	G	H		
	2 X 2	2 X 2	2 X 2	3 X 2	3 X 2	3 X 2	3 X 2	3 X 2		TOTAL
	68	79	84	107	110	123	133	106		
LG										
UG	1	1	1		1			1		5
1	1	1	1		1			1		5
2	1	1	1		1			1		5
3	1	1	1		1			1		5
4				1		1	1			3
TOTAL	4	4	4	1	4	1	1	4		23
INTERNAL STRATA	272	316	336	107	440	123	133	424		2151
BAYS PER APT	1	1	1	2	2	2	2	2		
	4	4	4	2	8	2	2	8		34

RESIDENT BAYS	34 (1.48 PER APT)
VISITOR	5
TOTAL BAYS	34 + 5 VISITOR= 39

2 X 2 (12) = 52 %
3 X 2 (11)= 48 %

SITE AREA 1393m R80 1.0 = 1393



UPPER GROUND FLOOR PLAN - RL 5.8

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Q	07.06.19	DRP & CLIENT REVISIONS
R	13.06.19	DRP & CLIENT REVISIONS
S	21.06.19	DA REV 1 ISSUE DRAFT
T	01.07.19	DA REV 1 ISSUE DRAFT
U	03.07.19	DA REV 1 ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
UPPER GROUND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.02	AW	WB	U



1ST FLOOR PLAN - RL 9.0

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R	21.06.19	DA REV 1 ISSUE DRAFT
S	01.07.19	DA REV 1 ISSUE

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PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
1ST FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.03	AW	WB	S



2ND FLOOR PLAN - RL 12.2

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S	01.07.19	DA REV 1 ISSUE

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PROJECT ADDRESS
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VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

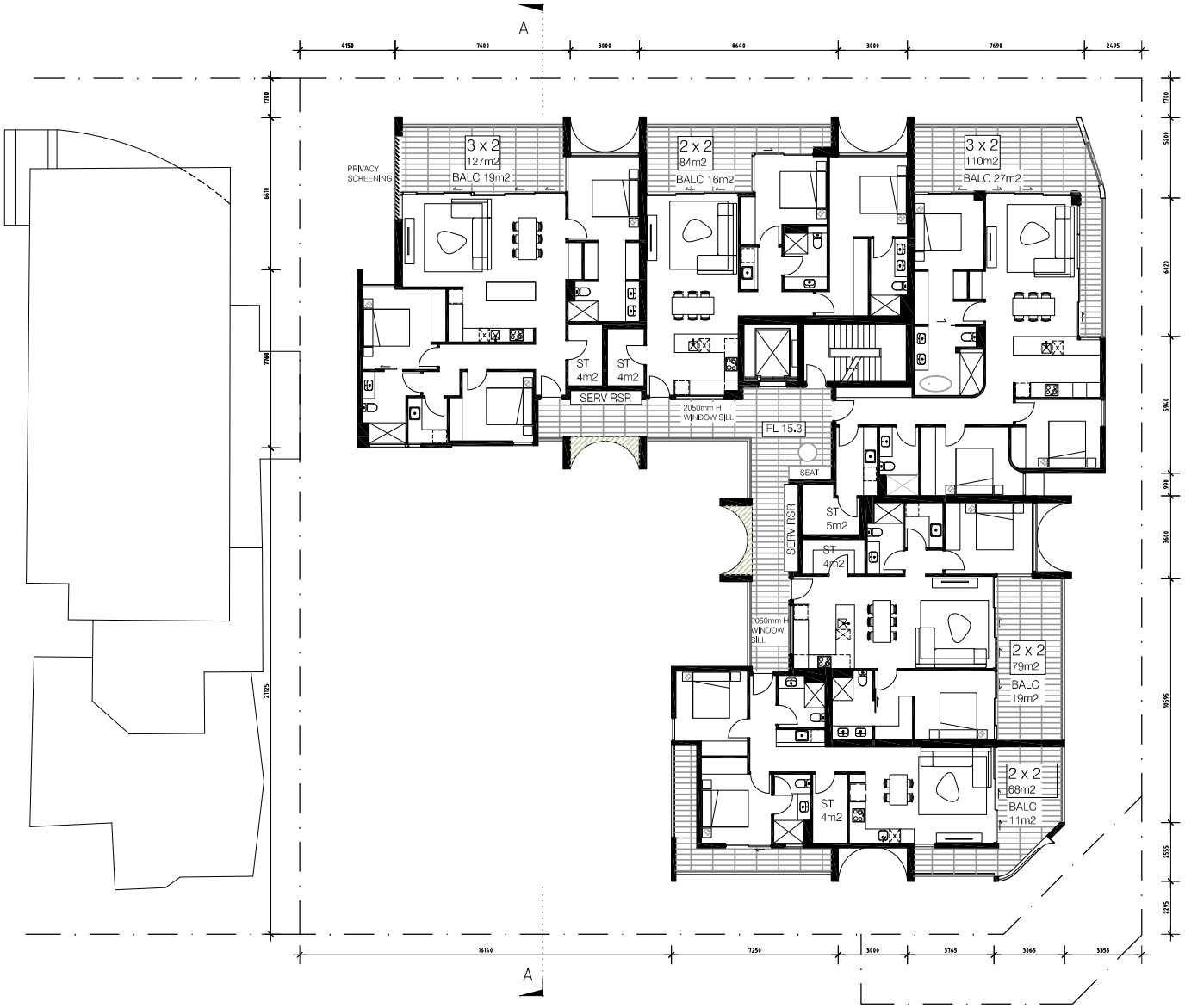
TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
2ND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.04	AW	WB	S



3RD FLOOR PLAN - RL 15.4

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R	21.06.19	DA REV 1 ISSUE DRAFT
S	01.07.19	DA REV 1 ISSUE

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PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
3RD FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.05	AW	WB	S



4TH FLOOR PLAN - RL 18.6

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P	07.06.19	DRP & CLIENT REVISIONS
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R	21.06.19	DA REV 1 ISSUE DRAFT
S	01.07.19	DA REV 1 ISSUE

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PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

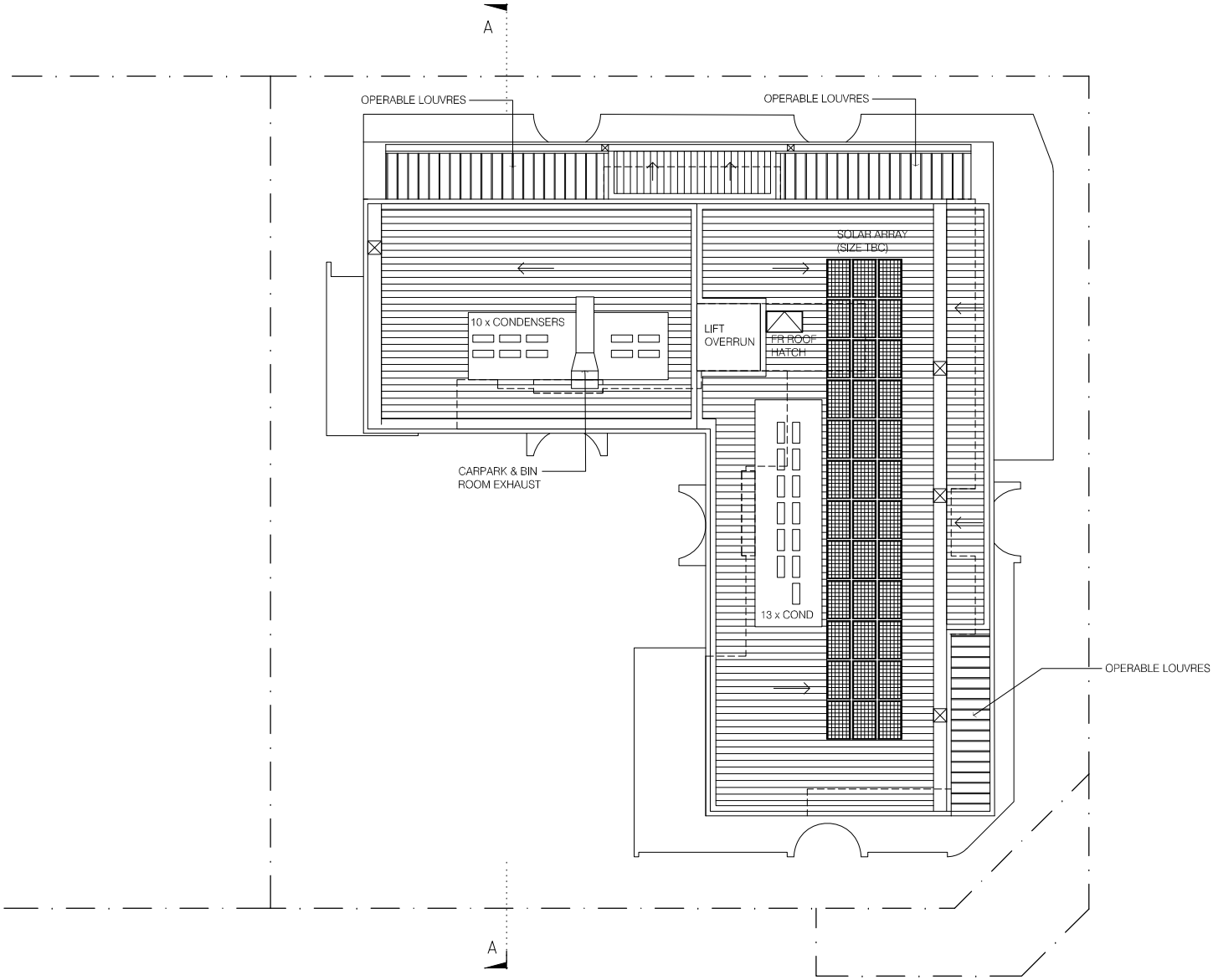
TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
4TH FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.06	AW	WB	S



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D	21.06.19	DA REV 1 ISSUE

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PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
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VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

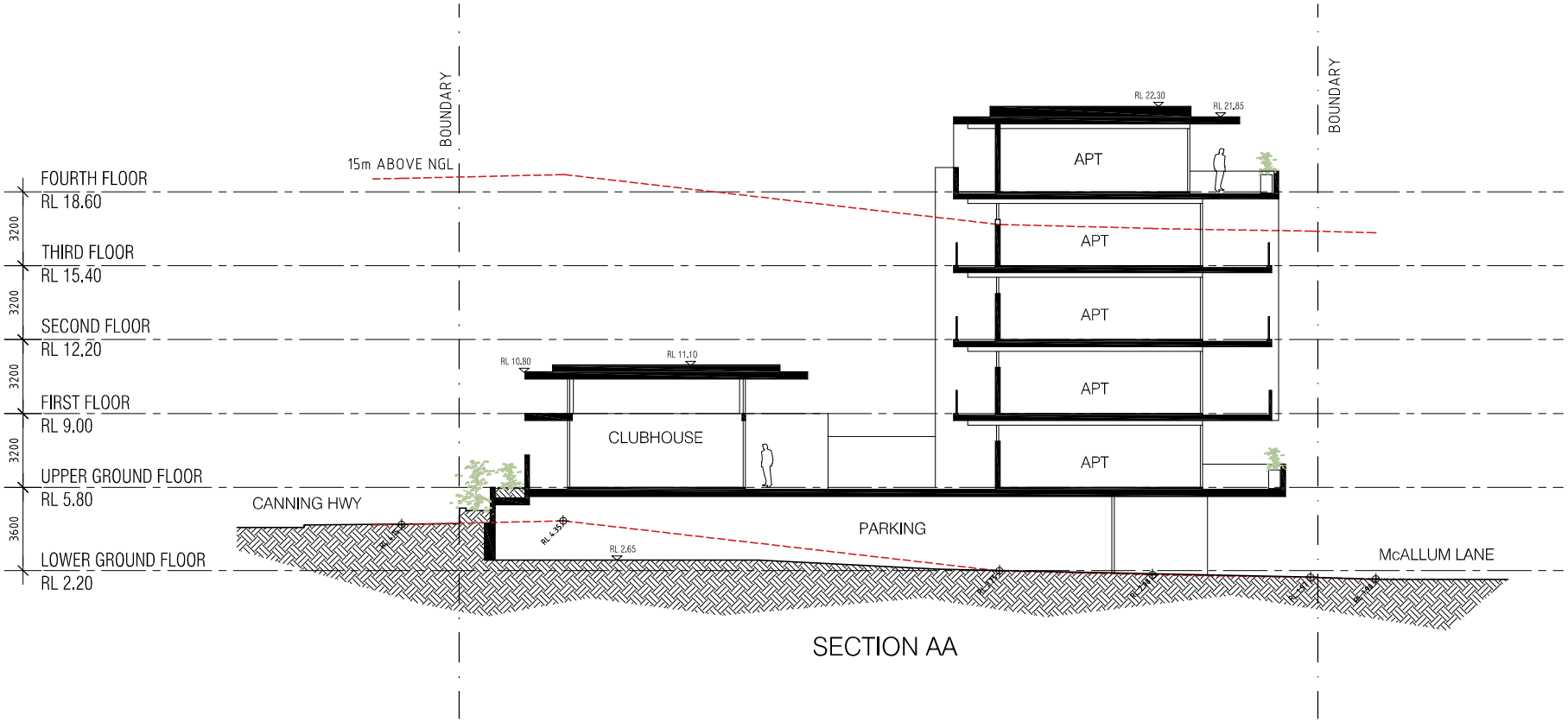
TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
ROOF PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.07	AW	WB	D



SECTION AA

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C	15.02.19	PRELIMINARY ISSUE
D	19.03.19	ISSUED FOR COORDINATION
E	19.03.19	ISSUED FOR COORDINATION
F	12.04.19	DA ISSUE
G	21.06.19	DA REV 1 ISSUE

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PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:200 @ A3

DRAWING
SECTIONS

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.08	AW	WB	G



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PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH
PROJECT NORTH

SCALE
0 1 2 5
1:200 @ A3

DRAWING
EASTERN ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.09	AW	WB	B



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PROJECT
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PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH
PROJECT NORTH

SCALE
0 1 2 5
1:200 @ A3

DRAWING
NORTHERN ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.10	AW	WB	C



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PROJECT ADDRESS
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VICTORIA PARK

MJA PROJECT NUMBER
18012

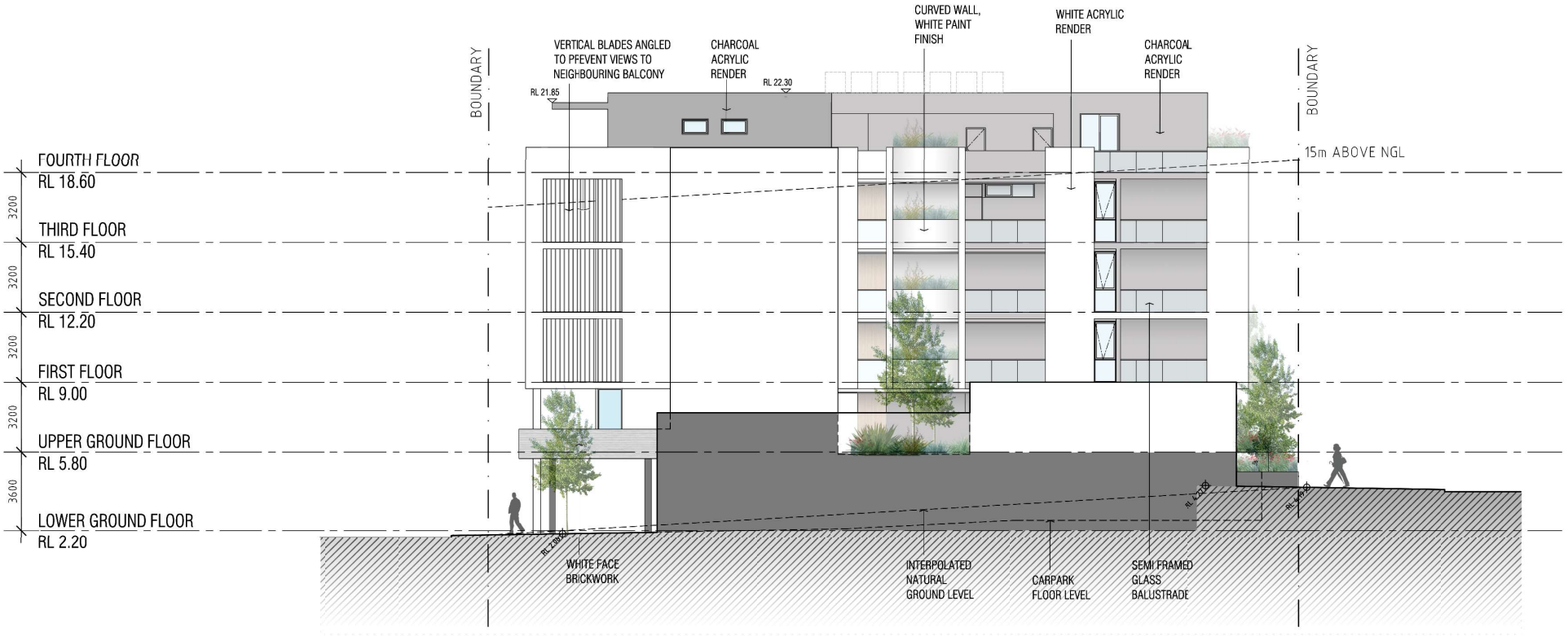
PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH / PROJECT NORTH

SCALE
0 1 2 5
1:200 @ A3

DRAWING
WESTERN ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.11	AW	WB	B



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VICTORIA PARK

MJA PROJECT NUMBER
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PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH
PROJECT NORTH

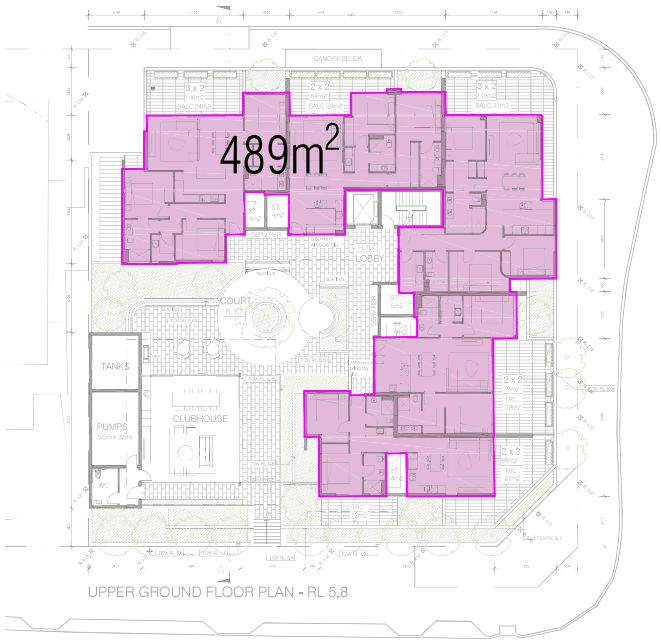
SCALE
0 1 2 5
1:200 @ A3

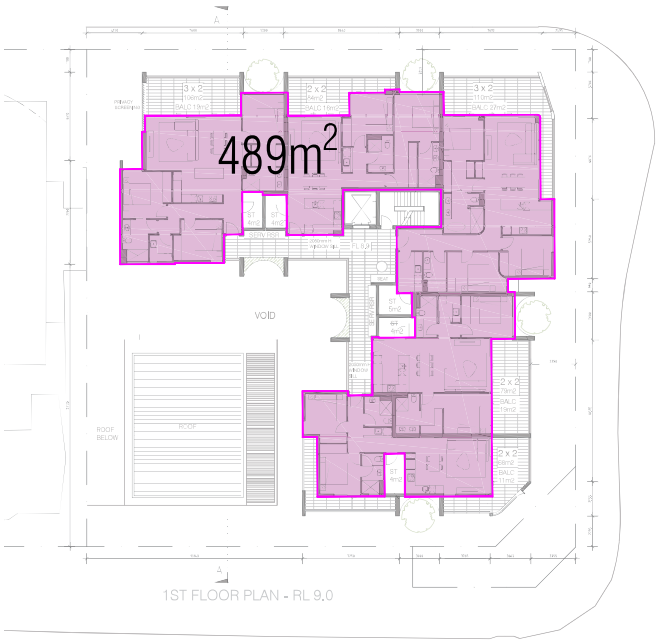
DRAWING
SOUTHERN ELEVATION

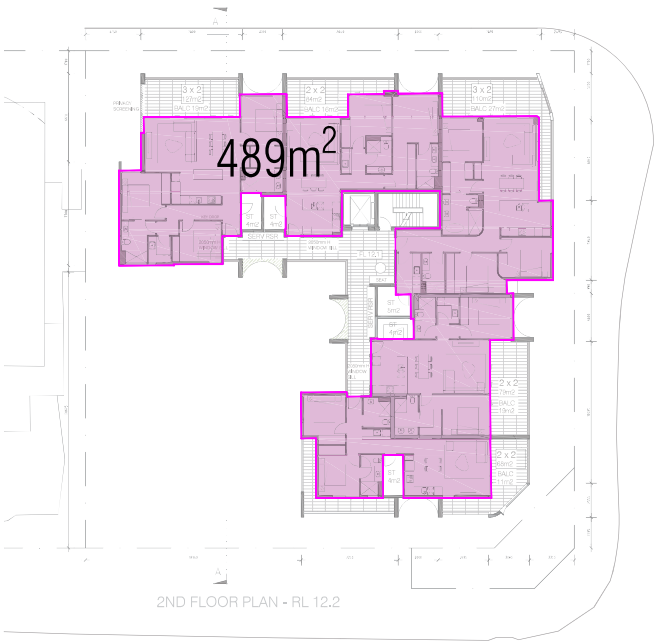
DRAWING NO.	DRAFTER	CHECKED	REV.
A1.12	AW	WB	B

APPENDIX ITEM 2

PLOT RATIO DIAGRAM







CLIENT

_

PROJECT

53-55 CANNING HWY, VICTORIA PARK

PAGE DESCRIPTION

DATE

03.07.19

MJA studio



3RD FLOOR PLAN - RL 15.4



4TH FLOOR PLAN - RL 18.6

TOTAL PLOT RATIO

= (489 + 489 + 489 +489 + 387) / 1393

= 2343 / 1393

= 1.68

CLIENT

–

PROJECT

53-55 CANNING HWY, VICTORIA PARK

PAGE DESCRIPTION

DATE

03.07.19

MJA studio

APPENDIX ITEM 3

COMMUNAL AREAS





COMMUNAL SPACE
EXTERNAL
INTERNAL

INTERNAL COMMUNAL SPACE
= 95 + 46
= 141m^2

EXTERNAL COMMUNAL SPACE
= 81 + 193
= 263m^2

CLIENT	PROJECT	PAGE DESCRIPTION	DATE
_	53-55 CANNING HWY, VICTORIA PARK		03.07.19

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APPENDIX ITEM 4

LANDSCAPE PACKAGE

53 - 55 CANNING HWY

Victoria Park, Western Australia

Landscape - Schematic Design
Development Application

190703_Landscape Revision 01



MJA studio

Architects

CAPA

Landscape Design





Site Elevation - Canning Hwy



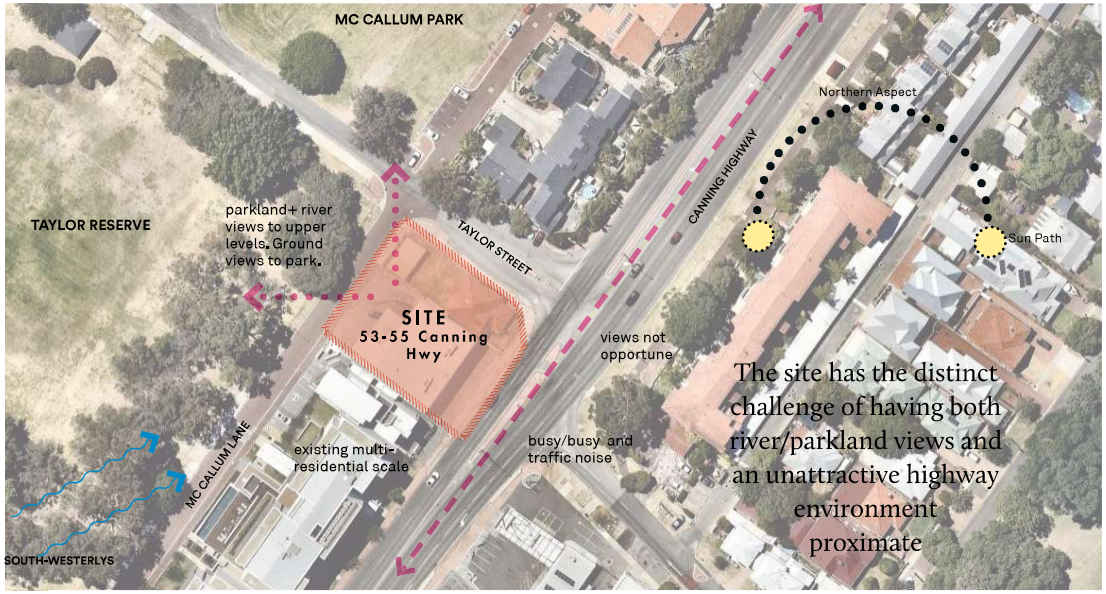
Site Elevation - cnr Canning Hwy + Taylor St

CONTEXT PLAN

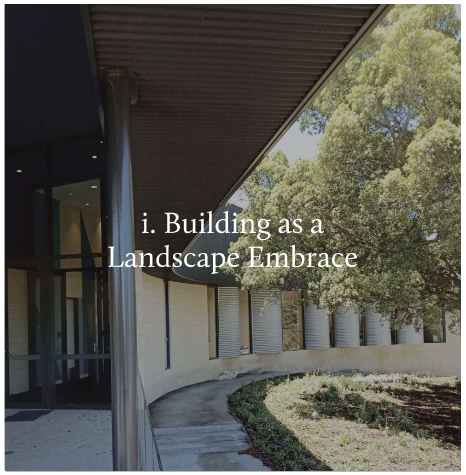
Large expanses of parkland adjacent.Proximate to the Swan River. Canning Highway traffic and noise a dominant existing element.

SITE PLAN

Canning Highway traffic and noise a dominant existing element that requires clear consideration. Future road widening to be allowed for in the design proposal and strategy, along with the understanding that is no verge provision for any street trees.



CORE CONCEPT



LANDSCAPE CORE IDEA

Keys moments of built form around landscape

Building podium to provide generous provision for landscape

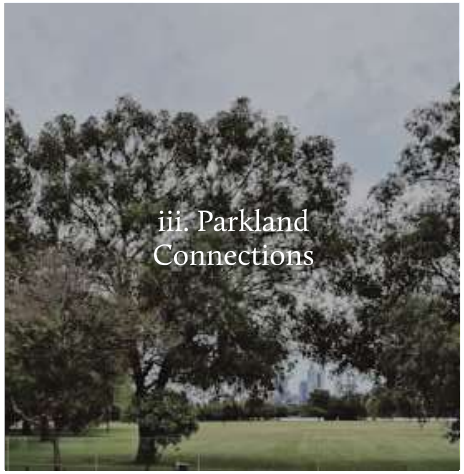


LANDSCAPE CORE IDEA

Variety of internal landscape environments

landscape of journeying + discovery

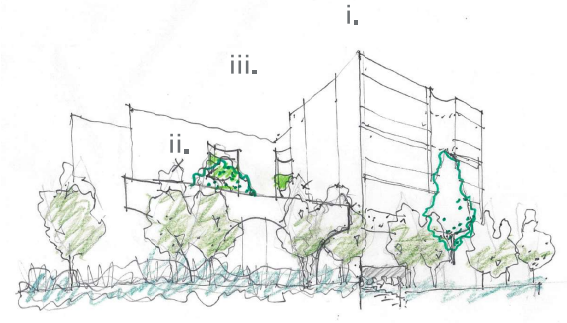
Opportunity for shaded amenity and shade plantings



LANDSCAPE CORE IDEA

Vistas for residents of parkland

Building and landscape articulation to open and acknowledge the park elevation



LANDSCAPE CONCEPT SUMMARY

The site has the distinct challenge of having both river and parkland views and heavy traffic and unattractive highway environment proximate.

Reflected in the landscape core ideas; the landscape design is structured in a clear and considered way with the built forms. The architectural forms and gestures provide a unique scale and embrace of the landscape , with vertical flute elements 'embracing' key vertical trees and providing feature garden spill planters. A sheltered courtyard provides seclusion from the surrounds whilst connecting into the social amenities. In contrast, generous sized and carefully sited balconies by the architect provide valued connections with the adjacent parkland and riverine landscape.



View of Taylor St and Mc Callum Lane

WATER EFFICENT LANDSCAPES

With the majority of the soft landscape being situated in planters as contained situations, there is an opportunity to provide a co-ordinated strategy for a water efficient landscape. Collectively, this would feature

i) plant selections (low water requirement)
ii) reduction in evaporation losses
iii) efficient water supply
iv) water recycling

Plant selections

In principle, the majority of the softscape ground planting selections are endemic and have a low water requirement. The scheme will also include some feature exotics; offering flowering, deciduous tree and shade qualities. Whilst these exotics echo the locale's existing suburban gardens and seasonal variety, there are also appropriate for shaded situations and offer deciduous habits for winter solar access.

Reductions in evaporation loss

The majority of plantings are located in raised planters. The insulated merits of the constructed planter materials and thicknesses will assist in reducing water evaporation loss. Gravel mulching selected for wind will also provide a blanket layer for reducing water evaporation. As noted in irrigation below, the irrigation is provided below the mulch layer which offers greatly improved efficiency.

Efficient water supply

All plantings will be irrigated via efficient inline drip irrigation system which will cater for water mains and recycled water supply. Where achievable, the plantings will be hydro- zoned according to water requirements. This allows the reticulation to the endemic plantings to be separately controlled and greatly reduced following their establishment period.

MAINTENANCE

The ongoing maintenance is critical for long term outcomes, three key considerations have been taken into account: Responsibility, landscape selection and maintenance schedules.

Responsibility

The key for long term success is to ensure that the majority of visible landscape elements from the street and public amenities will be taken care of the body corporate/ strata rather than the individual. This reduces the potential risk of negligence and failure. As such, access provisions will be embedded into the strata guidelines and these areas will be cared for and reticulated as a whole.

All ground planting, including the verge, entrance, courtyard and the ' waterfall planters' to Levels 1-4 will be maintained by strata.

Secondary planters that are 'loose' to level 4 behind the balustrades ,which provide a contribution to the upper level of the Mc Callum Lane streetscape will be included in strata guidelines as specific plant selections to limited into the future and to strata guideline expectation of continuing maintenance levels by owners for this portion only. This methodology is being appropriated due to limitations of external access.

Landscape selection.

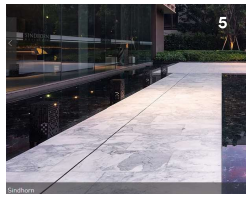
Robust, solar and shade appropriate planting selections have been provided, consistent with tried and true council verge and other CAPA multi-residential developments; with the ARIA apartments (a heavily cited example in the residential Design Guidelines being an example)

Maintenance

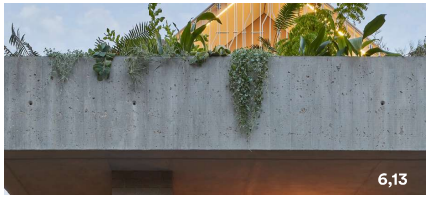
As the visible areas are part of a strata responsibility, there is a shared interest in ensuring that these landscapes and due to scale looked after and maintained by a contracted maintenance company.



















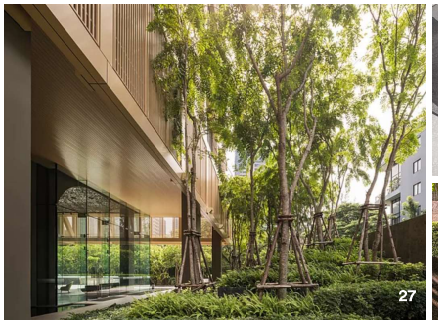
LOWER GROUND LEVEL KEY

1. MATURE TREE- Street tree type. Future collaborative discussions with council to develop.
2. PAVED THRESHOLD - Quality paving to provide a threshold form street to carpark.
3. SIGNATURE TRELLIS - Trellis planting type with mailbox and hydrant elements (4)
5. FOYER THRESHOLD - Quality paving to provide a threshold form street to Entrance Foyer.
6. CASCADE PLANTING ELEMENT ABOVE - Planting above to provide added layer of definition for the entrance and lobby.
7. FEATURE ENTRANCE TREE - Signify entrance and to be sympathetic to surroundings.
8. MEDIUM TREE - New tree to provide filter, colour + spatial surround for alfresco corner
9. FEATURE LOOSE POTS - Softness, colour and spatial surround for alfresco to corner.
10. NEW VERGE TREE PLANTINGS - Setback to ground provide opportunity for good size trees to be sited adjacent. Future collaborative discussions with council to develop. Consolidated planting to provide green layer to Taylor Street
11. NEW LARGE TREE PLANTING - New Large tree (Jacaranda sp.) to location.
12. FILTER TREES - Small to medium sized trees with filter canopy. Endemic selection. Ref: The Loft Apartments - Singapore. W Architects , TIERRA Design (landscape)
13. Planters w/ cascade planting - Native planting types to planters with cascade habit.

MC CALLUM LANE



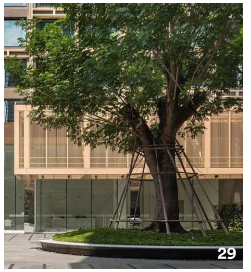
GROUND LEVEL PLAN

















UPPER GROUND LEVEL KEY

21. AVENUE PLANTING - Medium scale trees to raised planter to provide green infrastructure to Canning Hwy in lieu of no street tree opportunities. (image 13)
22 ENTRY - Secondary Canning Hwy access. Terraced planters and filtered tree (13)
23 NEW MEDIUM SIZED TREE - New medium sized tree (Tristianopsis)
24 TERRACE PLANTERS - Terraced arrangement to provide soil depth zone and layering Buffer planting to podium level.
26 FIXED ALCOVE SEATING - Seating with high back rest for soil depth provision and to provide view towards pavilion.
27 SMALL TREES - Small deciduous trees to provide filter from late afternoon sun.
28 PODIUM PLANTING - Lush shade planting to podium level at higher level.
29 FEATURE DISC + TREE - Raised large tree to provide key courtyard element. Seating incorporated in radial planter with adjacent seating areas.
30 FEATURE SEATING - Bench seating located under ' flute cascade planters' above.
31 OUTDOOR LOBBY SEATING - Separate area provided adjacent to lift for waiting.
32 MOTIF PAVING - Coloured motif elements incorporated in paving to echo radial forms.
33 FERNERY - Soft leaf plantings to shaded area. Terraced planter.
34 COLUMNAR TREES - Mature columnar tree plantings with curved 'flute planters' above.
35 CASCADE PLANTING - Endemic planting at planter to cascade for entrance def. below.
36 HEDGE PLANTING - Hedge planting to provide green corner and conceal wall behind.



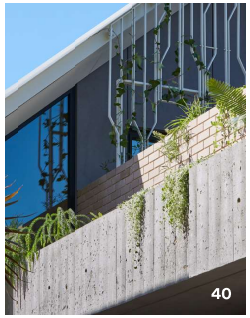
View of Internal Courtyard











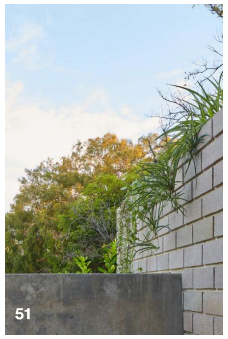


LEVEL 01-03 KEY

40. FLUTE PLANTERS - Cascade planting to courtyard planters.
41 COLUMNAR TREES - Mature columnar tree plantings below with curved 'flute planters' surround to upper levels.
42 BUILDING EMBRACE - Sculpted forms of the building to acknowledge landscape. (Ref: Sverre Fehn - Nordic Pavilion)
43 Cascading Plantings for shade scenarios.

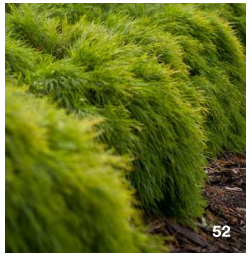














LEVEL 04 KEY

50. FLUTE PLANTERS - Cascade planting to courtyard planters.

51 FLUTE PLANTERS - Cascade planting to street side. (ref: Parkroyal Hotel - WOHA)

52 LOOSE PLANTERS - Provision for Cascade planting to street side and assist in adding another layer to the upper podium level.



COLUMNAR TREES

Pyrus calleryana 'Capital'
A deciduous slender tree with glossy leaves turning reddish orange + purple in autumn.
Environment: Full-sun position.
Height at maturity: 6-9m high x 3m wide.
Habit: Upright



MEDIUM TREE SUGGESTION

Tristaniopsis Laurina 'Luscious'
Shiny foliage with red coloured tipped new growth and yellow flowers with a sweet perfume. Bark is a striking port colour that peels back revealing a mottled cream stem.
Height at maturity: 7-12m high x 5m wide



FILTER TREES

Acacia Cognata 'Emerald Curl'
Small Tree - Australian native with curling feathery leaf.
Height at maturity: 3-5m high x 3-3.5m wide
Flower: yellow flowers early spring.



COURTYARD TREE

Betula Nigra 'Tropical Birch'
White trunk, rich green foliage. Deciduous, yellow autumn colour.
Height at maturity: 10-12m high x 5m wide
Habit: Broadly conical to ovate. Pendulous branch tips.



FEATURE SHADE TREES

Cyathea cooperi 'Australian Tree Fern'
Hardy native tree, highly adaptive. Fast growing single trunk with large lacy fronds.
Height: 2-5m high x 1-3m wide



FEATURE TREE

Strelitzia nicolai 'Giant Bird of Paradise'
Large, evergreen plant produces very long, broad leaves, resembling a palm frond.
Height at maturity: 6m high x3m wide
Flower: White and dark blue flowers in Spring



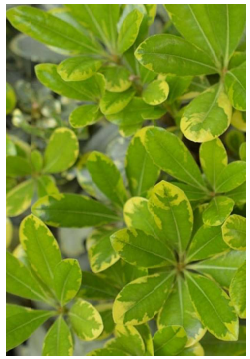
VERGE TREE SUGGESTION + LARGE TREE

Jacaranda mimosaefolia 'Purple Jacaranda'

Deciduous tree with green soft foliage yellowing prior to shedding.
Height: 10-12m high x 8-10m wide.
Flower: purple bell shaped flowers.



SHADE PLANTING
Alocasia macrorrhiza (Elephant Ears)
Perennial, large heart shaped leaves with pale yellow scented flowers followed by red berries. Only one Australian species (related to genus Colcasia)
Soil: Well-drained, moist
Flower Time + Color: Summer, yellow scented
Height: 1-2m



Pittosporum 'Creme de Mint' (Dwarf Mock Orange)
A small growing, compact evergreen shrub with glossy mint-green leaves edged with a creamy white border.
Environment: Sunny to partial shade
Soil: Moist, well drained soils
Irrigation: Low water once established
Height: 1m high x 50cm wide
Flower: Creamy white scented flowers in Spring



Alpinia caerulea (Red Backed Ginger, Native Ginger)
Clumping upright rhizome plant with striking maroon/red-backed leaves.
Height: 2m



Acanthus mollis
Large dark green, dramatic, glossy leaves. Grows in full sun or shade.
Height: 1m high x 1m width
Flowers: White-pink-purple Nov-Jan



Crinum Pedunculatum (Spider Lily)
Large lily can be grown in a wide range of conditions from full sun to half shade or more.
Flower: fragrant white flowers
Height: 1.5 - 2m high + width



AROMATIC SHRUBS
Cestrum Nocturnum 'Night scented Jessamine'
Evergreen medium sized dense hrub.
Environment: Full-sun to light shade.
Light frost tolerance. Not drought tolerant.
Height: 3m high x 2-3m wide
Flower: large clusters of green yellow flowers, scented at night



Zamia furfuracea (Cardboard Plant)
A cycad with thick, felty leaves up to 1.2m long that emerge from the middle of the plant, forming a rosette.
Height: 1.5m wide.



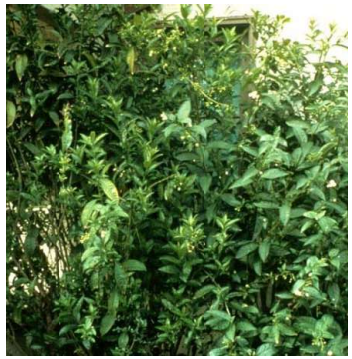
Philodendron 'Xanadu'
Evergreen, low height shrub with deep green foliage
Environment: Full-sun to part-shade in tempertate/sub-tropical climate
Soil: Well-drained with humus. Irrigation: adequate water in Spring
Height: 1-1.5m high x 1m wide



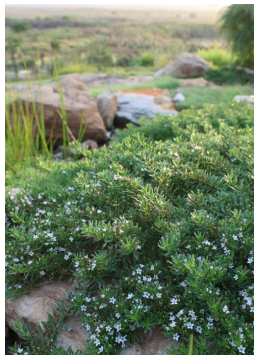
Liriope muscari 'Just Right' (Lily Turf)
An evergreen perennial with strappy, green leaves.
Environment: Full-sun to partly and heavily shaded position.
Height: 50cm high x 50cm wide
Flower: Purple small flowers, Nov-Dec



Pittosporum 'Creme de Mint' (Dwarf Mock Orange)
A small growing, compact evergreen shrub with glossy mint-green leaves edged with a creamy white border.
Height: 1m high x 50cm wide
Flower: Creamy white scented flowers in Spring



AROMATIC SHRUBS
Cestrum Nocturnum 'Night scented Jessamine'
Evergreen medium sized dense hrub.
Height: 3m high x 2-3m wide
Flower: large clusters of green yellow flowers, scented at night



CASCADE PLANTING
Myoporum parvifolium 'Yareena'
A prostrate cascade planting with clean foliage.
Environment: Full-sun to light shaded position.
Height: 10cm high x 1m wide
Flower: White flower in Spring/Early summer.



Casuarina glauca var. 'Cousin It'
Fine and cascade foliage
Environment: Full sun to part shade positions.
Soil: well drained soils. Irrigation: Tolerates dryness.
Height: 1m wide x 0.15m high
Flower: reddish brown terminal flower spikes



Dichondra argentea 'Silver Falls' (Kidney Weed)
Long silvery stems, small leaves
Soil: Well-drained. Irrigation: Can tolerate drought
Height: 15cm high x 1.5m wide



ROOF PLANTING
Phormium cookianum 'Green Dwarf' (Flax)
Perennial with broad leaves
Environment: Full-sun to part shade
Height: 70-80cm high x wide



Pittospermum tobira 'Miss Muffet'
Evergreen, low compact shrub with tight foliage. Dwarf variety. Height: 1m high x 2m wide

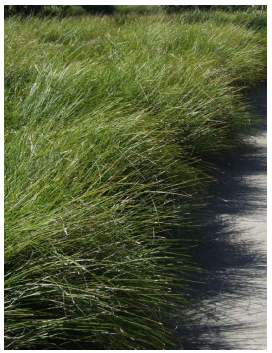


LOCATION: 1st, 2nd, 3rd, 4th, Roof

Phormium tenax 'Variegatum' (Flax)
Perennial with broad variegated striped leaves
Environment: Full-sun to part shade
Soil: Well-drained. Irrigation: Can tolerate dryness
Height: 1m-1.5m high x wide



Westringia fruticosa 'Mundi' (Native Rosemary)
Hardy groundcover shrub with dense, tidy habit. Small grey-green foliage . Height: 0.5m high x 1.5m wide



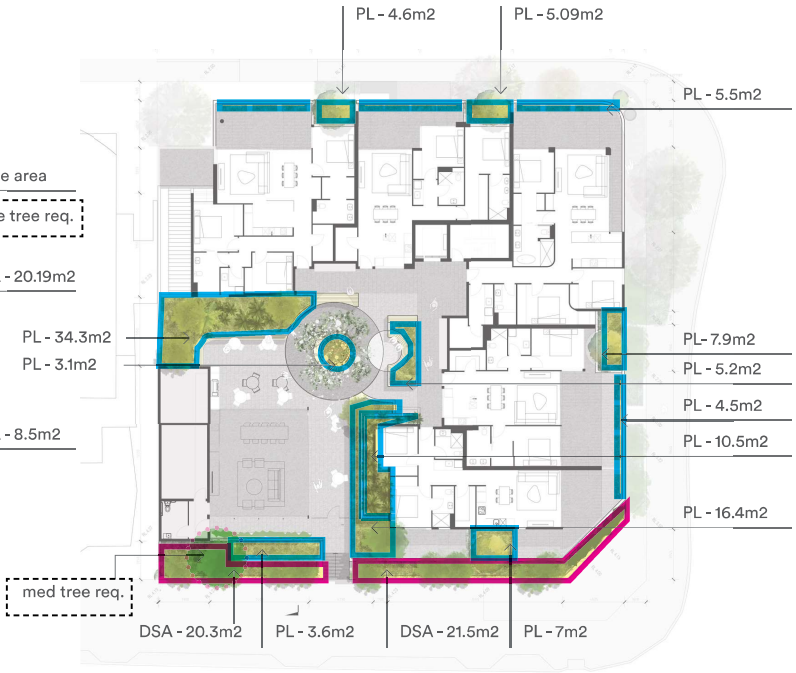
Lomandra longifolia 'tanika
Compact tufted low height grass
Soil: adaptable to most well drained soils
Height: 50-60cm cm high x wide.



HEDGING
Radermachera sp. Kunming 'Summerscent'®.
Compact, dense, lush green glossy foliage and a profusion of highly scented flowers.
Height: 2-3m high x 2-3m wide
Flower: Fragrant light pink flowers



Lower Ground Level
DSA 42.6 m2
Planting area NA



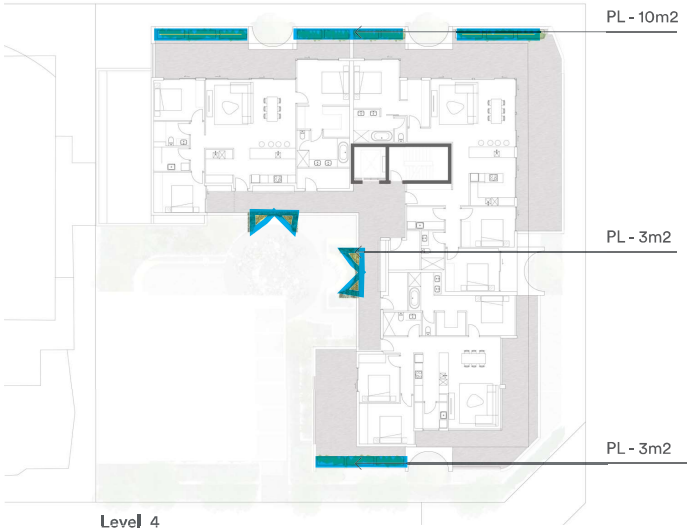
Upper Ground Level
DSA 41.8 m2
Planting area 104.7 m2



Level 1
DSA - NA
Planting area 3 m2

Level 2
DSA - NA
Planting area 3 m2

Level 3
DSA - NA
Planting area 3 m2



Level 4
DSA - NA
Planting area 16 m2

LANDSCAPE AREA OVERALL

Site Area	1393m2
Deep Soil Area (DSA) Required	*393m2 (1o%)*
Deep Soil (DSA) achieved	104.29m2 (7.5%)
Deep soil shortfall	*288.7m2 (2.5%)*
Planting on Slab required to achieve item A3.3.7 in lieu of shortfall (DSA 10% required -6% achieved, x2 shortfall)	*109.2m2 (8%)*
Planting on slab achieved	132.7m2 (9.5%)

Acceptable Outcome Item A3.3.7 Achieved.

LANDSCAPE AREA LEVEL SUMMARIES

Deep Soil Area Areas (DSA)	
DSA - Lower Ground	42.6 m2
DSA - Upper Ground	41.8 m2
Total DSA Area:	84.4 m2
Additional Planting on Slab Areas (PL) (soil depth< 1m)	
PL - Lower Ground	NA
PL - Upper Ground	104.7m2
Level 1	3m2
Level 2	3m2
Level 3	3m2
Level 4	16m2
Total Planting Area on slab (excluding DSA)	129.7m2

APPENDIX ITEM 5

STORMWATER PROPOSAL

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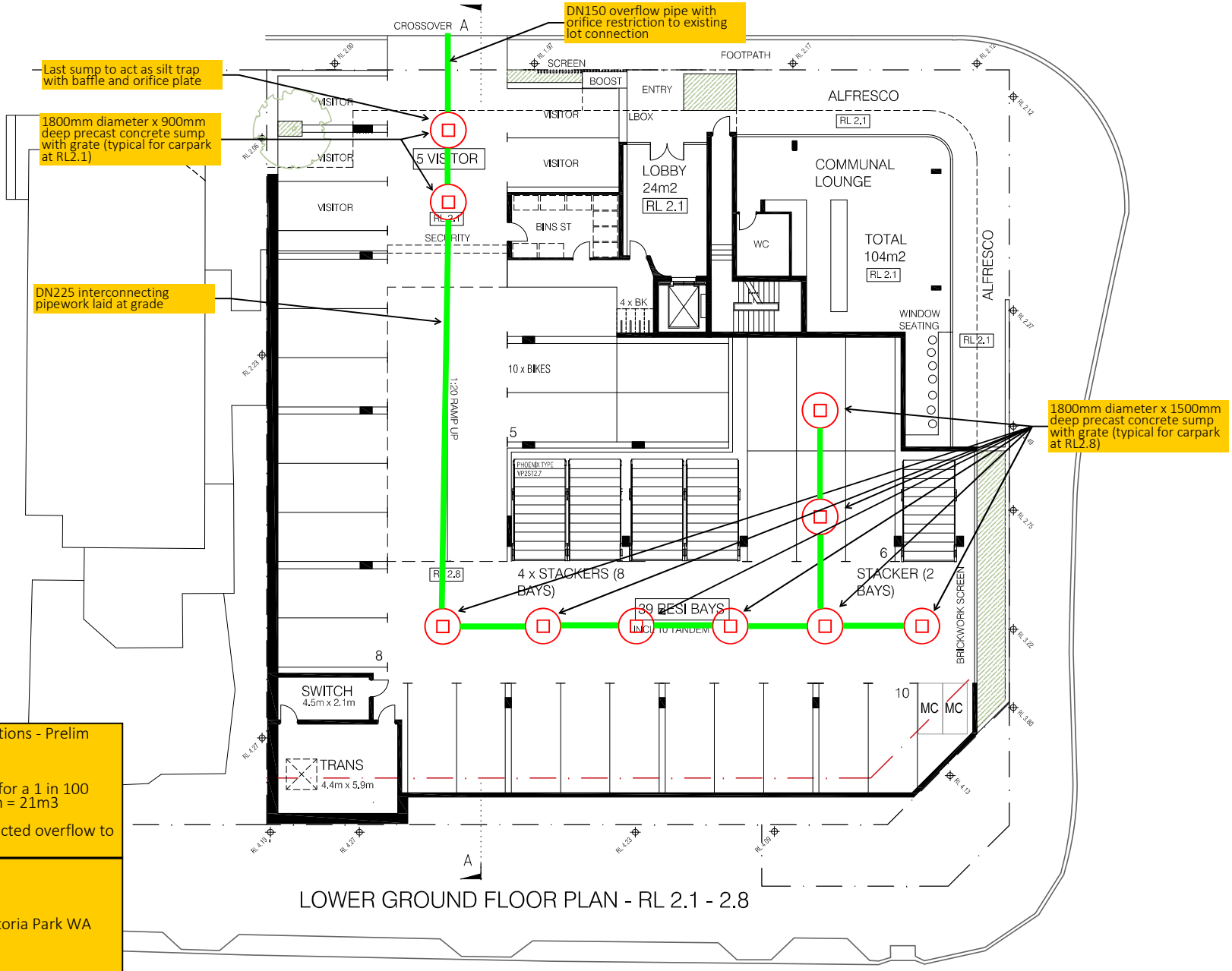

LOWER GROUND FLOOR PLAN - RL 2.1 - 2.8

Stormwater Drainage Design Calculations - Prelim

Site area = ~1,395m2

Minimum storage capacity required for a 1 in 100 year storm event - 5 minute duration = 21m3

Proposal: retention on site and restricted overflow to council system

Project Reference: 2018-067

Client: WBG Property

Project: 53-55 Canning Highway, Victoria Park WA

Drawing: Prelim Stormwater Review
Revision: A
Date: 31.03.2019

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TJ PEACH & ASSOCIATES
HYDRAULIC SERVICES & FIRE PROTECTION CONSULTANCY

REV.	DATE	AMENDMENT
K	22.01.19	PRELIMINARY ISSUE
L	24.01.19	PRELIMINARY ISSUE
M	29.01.19	PRELIMINARY ISSUE
N	31.01.19	PRELIMINARY ISSUE
O	15.02.19	DRP ISSUE
P	19.03.19	ISSUED FOR COORDINATION

CLIENT

PROJECT
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MJA PROJECT NUMBER
18012

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

PROJECT STATUS
FOR REVIEW

TRUE NORTH / PROJECT NORTH

SCALE
1:200 @ A3

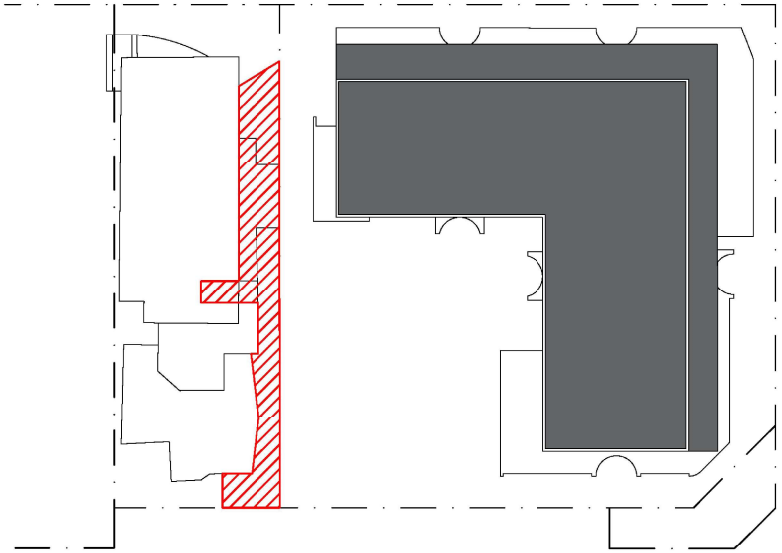
DRAWING
LOWER GROUND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.01	AW	WB	P

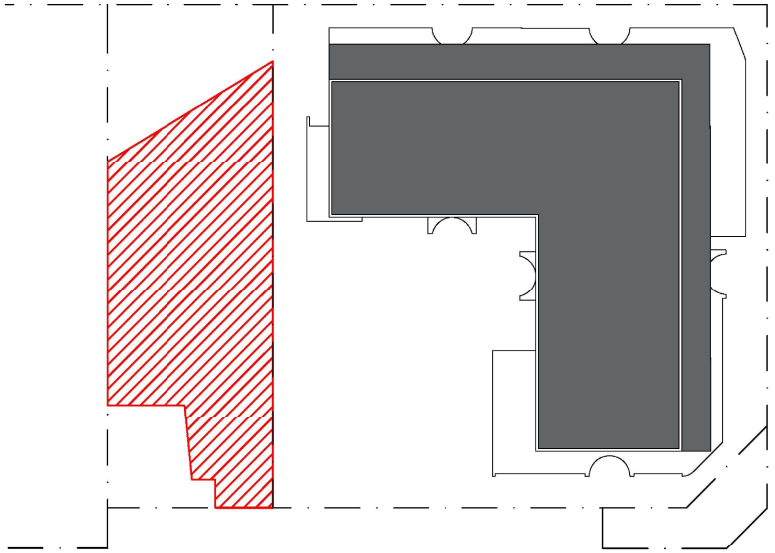
APPENDIX ITEM 6

OVERSHADOWING

12.00pm 21st June



WITH NEIGHBOURING BUILDING:



EXCLUDING NEIGHBOURING BUILDING:

SITE AREA
490.5m^2

OVERSHADOW AREA
309m^2 (63% of adjacent site)

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53-55 CANNING HWY, VICTORIA PARK

PAGE DESCRIPTION

DATE

16.04.19

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MCCALLUM LANE RENDER

CLIENT	PROJECT	PAGE DESCRIPTION	DATE
_	53-55 CANNING HWY, VICTORIA PARK		16.04.19

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TAYLOR ST RENDER

CLIENT	PROJECT	PAGE DESCRIPTION	DATE
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CANNING HWY RENDER



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53-55 CANNING HWY, VICTORIA PARK

PAGE DESCRIPTION

DATE

16.04.19

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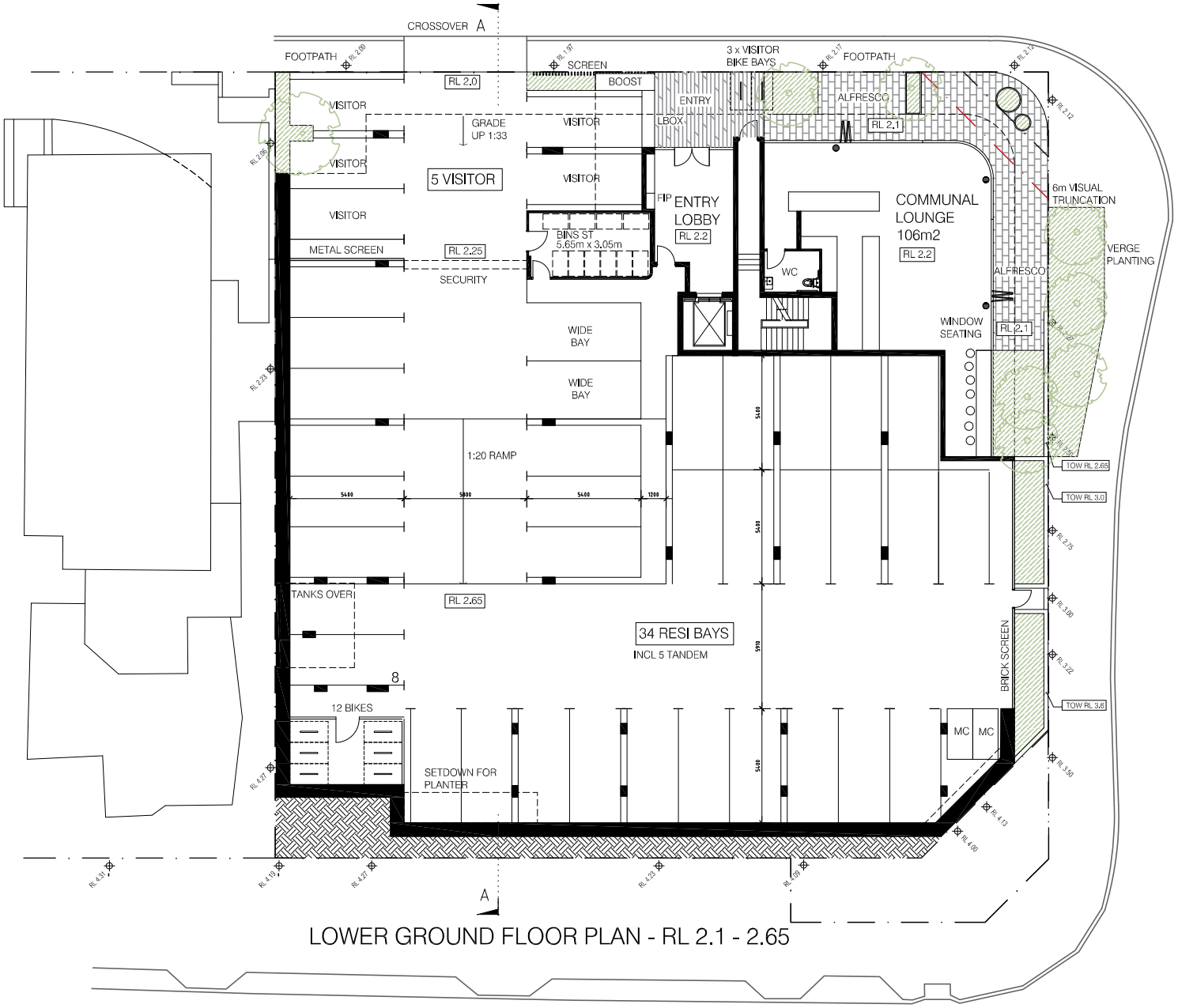

LOWER GROUND FLOOR PLAN - RL 2.1 - 2.65

TOWN OF VICTORIA PARK
Received: 02/05/2019

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N	31.01.19	PRELIMINARY ISSUE
O	15.02.19	DRP ISSUE
P	19.03.19	ISSUED FOR COORDINATION
Q	29.03.19	ISSUED FOR DA SIGN OFF
R	04.04.19	ISSUED FOR DA SIGN OFF
S	10.04.19	DA ISSUE

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53-55 CANNING HWY
VICTORIA PARK

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
1:200 @ A3

DRAWING
LOWER GROUND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.01	AW	WB	S

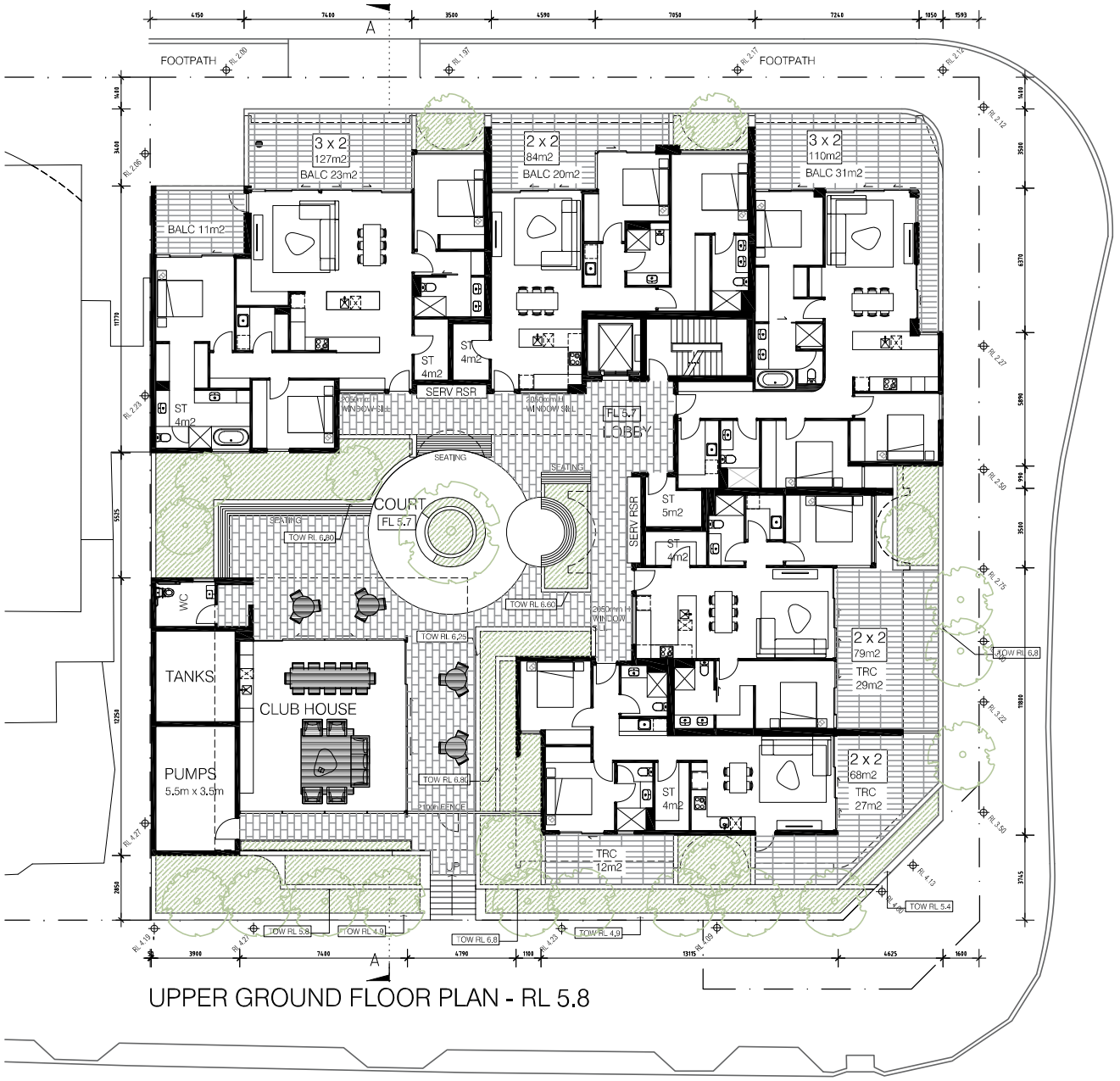
23 APARTMENTS

	A	B	C	D	E	F	G	H		
	2 X 2	2 X 2	2 X 2	3 X 2	3 X 2	3 X 2	3 X 2	3 X 2		TOTAL
	68	79	84	107	110	122	127	127		
LG										
UG	1	1	1		1			1		5
1	1	1	1		1			1		5
2	1	1	1		1			1		5
3	1	1	1		1			1		5
4				1		1	1			3
TOTAL	4	4	4	1	4	1	1	4		23
INTERNAL STRATA	272	316	336	107	440	122	127	508		2228
BAYS PER APT	1	1	1	2	2	2	2	2		
	4	4	4	2	8	2	2	8		34

RESIDENT BAYS	34 (1.48 PER APT)
VISITOR	5
TOTAL BAYS	34 + 5 VISITOR= 39

2 X 2 (12) = 52 %
3 X 2 (11)= 48 %

SITE AREA 1393m R80 1.0 = 1393



UPPER GROUND FLOOR PLAN - RL 5.8

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L	15.02.19	DRP ISSUE
M	19.03.19	ISSUED FOR COORDINATION
N	29.03.19	ISSUED FOR DA SIGN OFF
O	04.04.19	ISSUED FOR DA SIGN OFF
P	10.04.19	DA ISSUE

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DEVELOPMENT APPLICATION

TRUE NORTH | PROJECT NORTH

SCALE
1:200 @ A3

DRAWING
UPPER GROUND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
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TOWN OF VICTORIA PARK
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1ST FLOOR PLAN - RL 9.0

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O	04.04.19	ISSUED FOR DA SIGN OFF
P	10.04.19	DA ISSUE

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PROJECT STATUS
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TRUE NORTH | PROJECT NORTH

SCALE
1:100 @ A1 (1:200 @ A3)

DRAWING
1ST FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.03	AW	WB	P



2ND FLOOR PLAN - RL 12.2

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N	29.03.19	ISSUED FOR DA SIGN OFF
O	04.04.19	ISSUED FOR DA SIGN OFF
P	10.04.19	DA ISSUE

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PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:200 @ A3

DRAWING
2ND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.04	AW	WB	P

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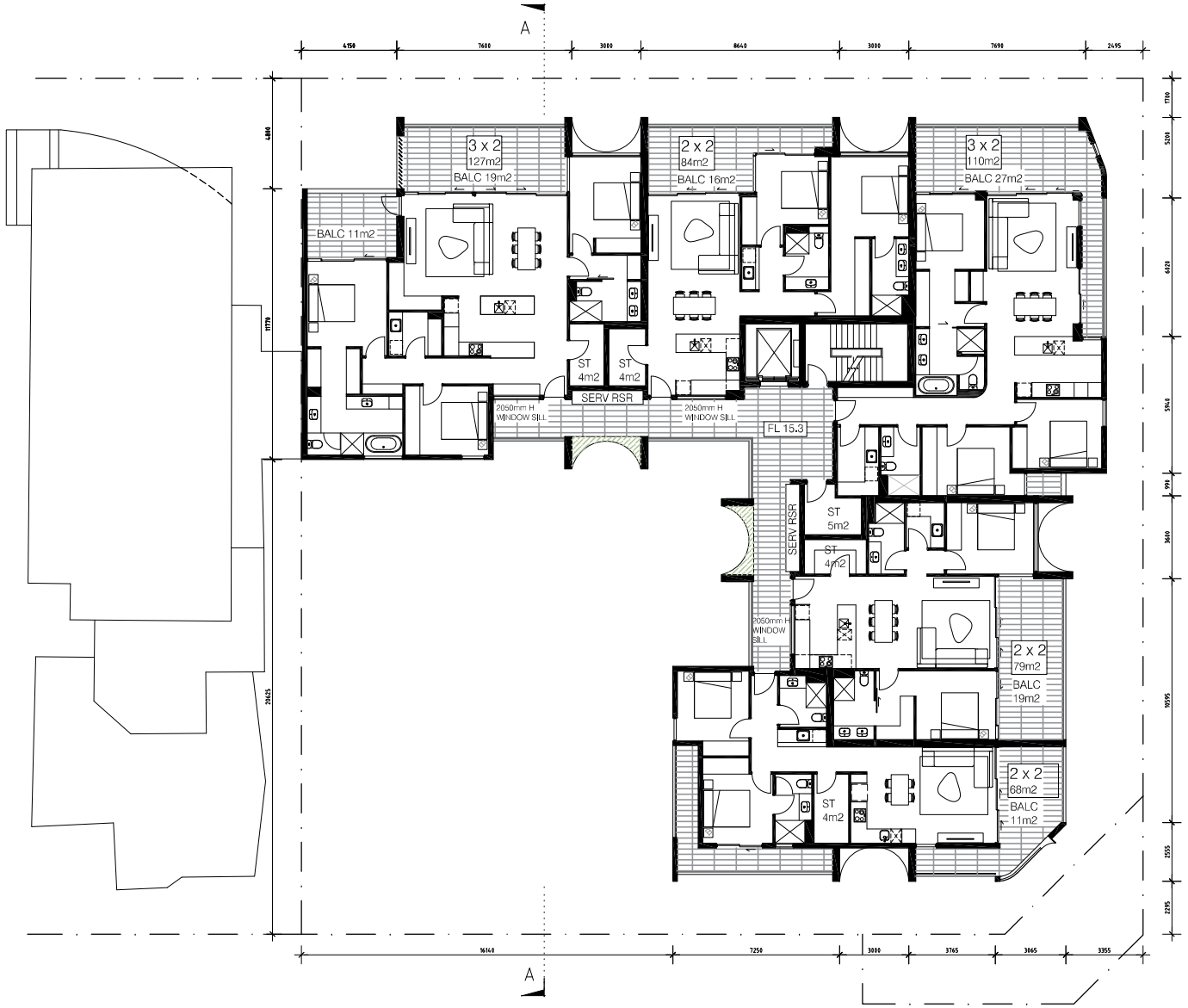

3RD FLOOR PLAN - RL 15.4

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M	19.03.19	ISSUED FOR COORDINATION
N	29.03.19	ISSUED FOR DA SIGN OFF
O	04.04.19	ISSUED FOR DA SIGN OFF
P	10.04.19	DA ISSUE

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53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
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PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
3RD FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.05	AW	WB	P

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Received: 02/05/2019



4TH FLOOR PLAN - RL 18.6

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L	19.03.19	ISSUED FOR COORDINATION
M	29.03.19	ISSUED FOR DA SIGN OFF
N	04.04.19	ISSUED FOR DA SIGN OFF
O	10.04.19	DA ISSUE

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VICTORIA PARK

MJA PROJECT NUMBER
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PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

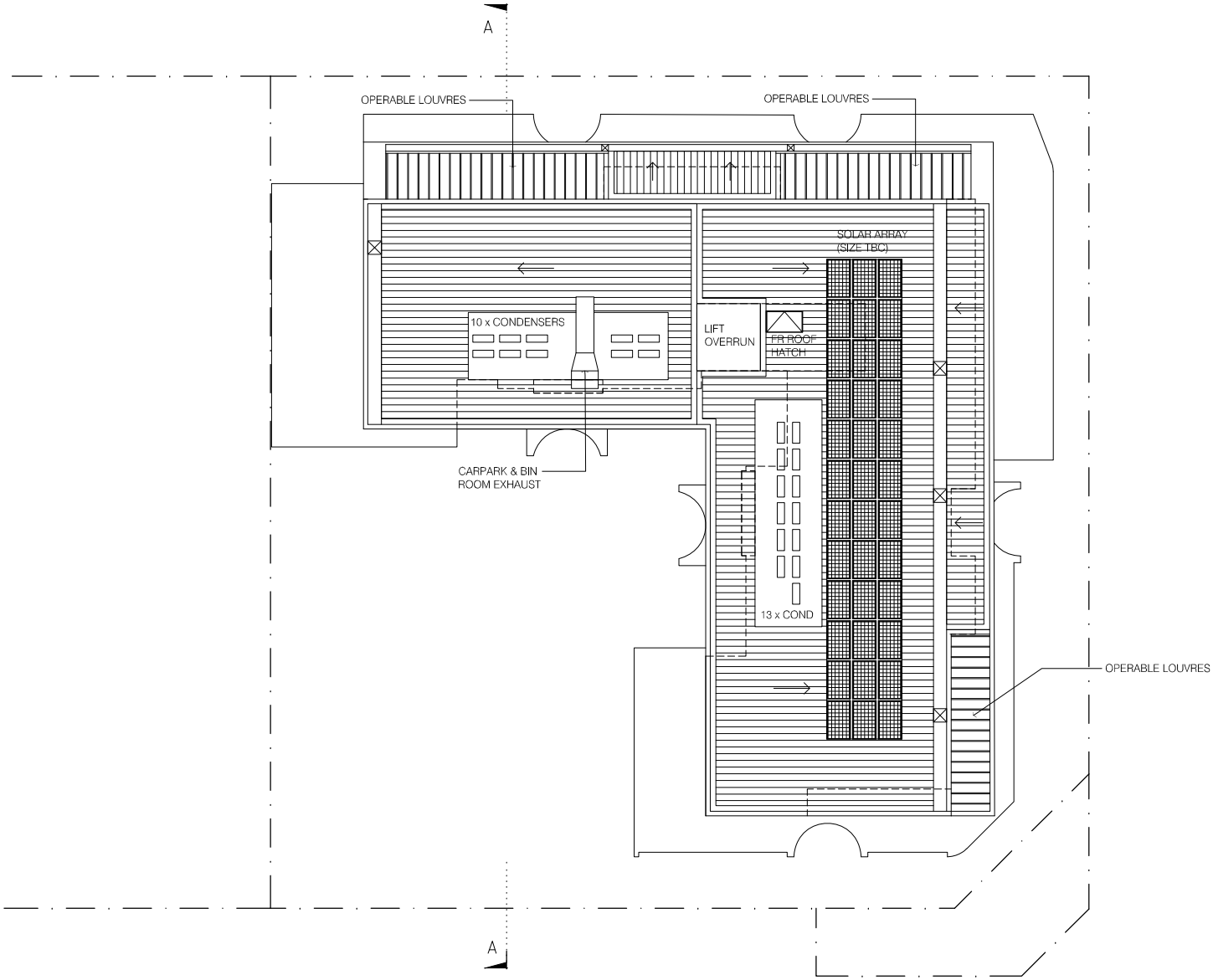
PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
4TH FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.06	AW	WB	O

TOWN OF VICTORIA PARK
Received: 02/05/2019



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B	10.04.19	DA ISSUE

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53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

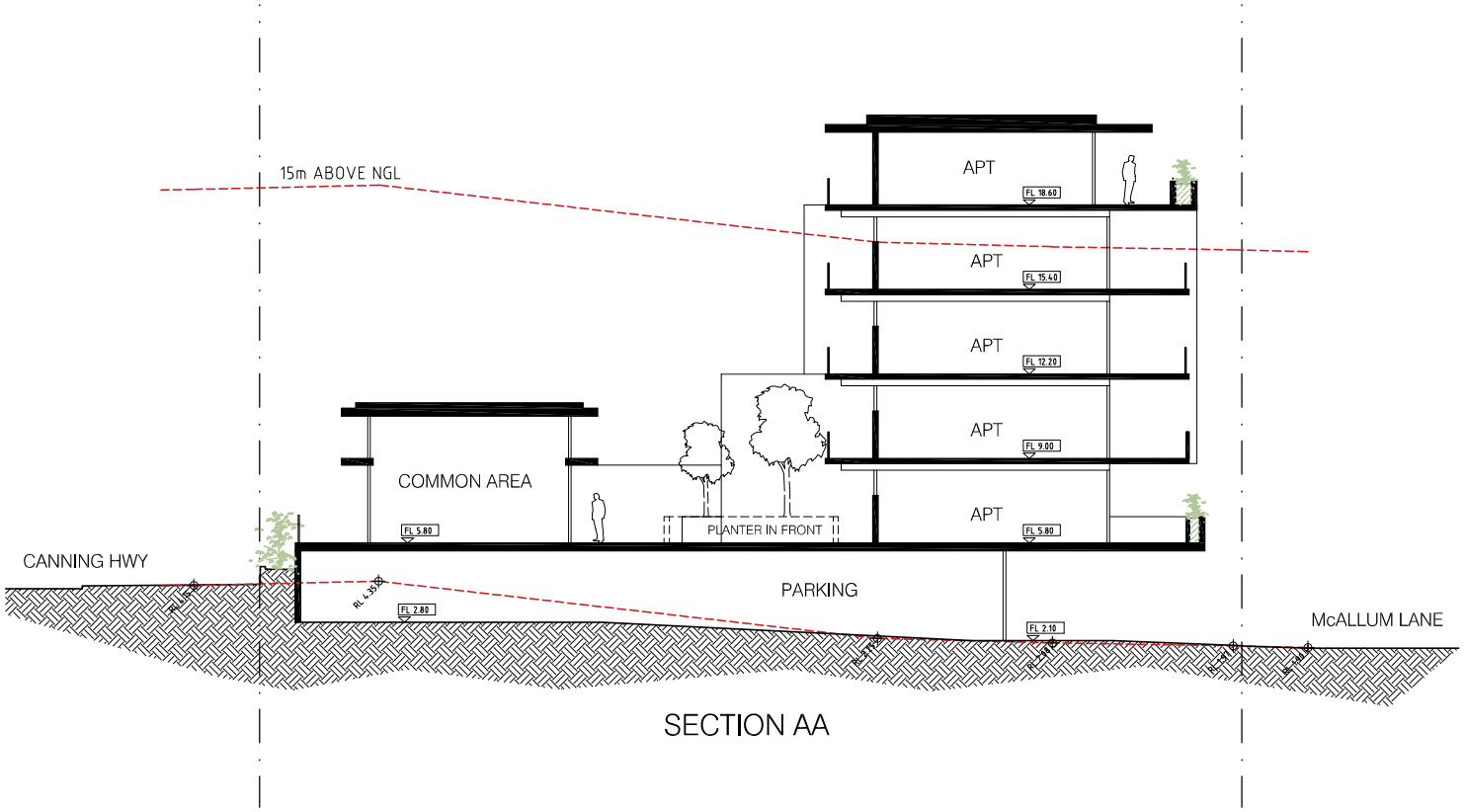
PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
ROOF PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.07	AW	WB	B

TOWN OF VICTORIA PARK
Received: 02/05/2019



SECTION AA

MJA studio

LEVEL 1, SUITE 6, 23 RAILWAY ROAD, SUBIACO WA 6008
T (08) 9388 0333 www.mjastudio.net | admin@mjastudio.net

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REV.	DATE	AMENDMENT
A	12.10.18	PRELIMINARY ISSUE
B	23.01.19	PRELIMINARY ISSUE
C	15.02.19	PRELIMINARY ISSUE
D	19.03.19	ISSUED FOR COORDINATION

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH | PROJECT NORTH

SCALE 0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
SECTIONS

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.08	AW	WB	D

TOWN OF VICTORIA PARK
Received: 02/05/2019



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REV.	DATE	AMENDMENT
A	12.04.19	PRELIMINARY ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

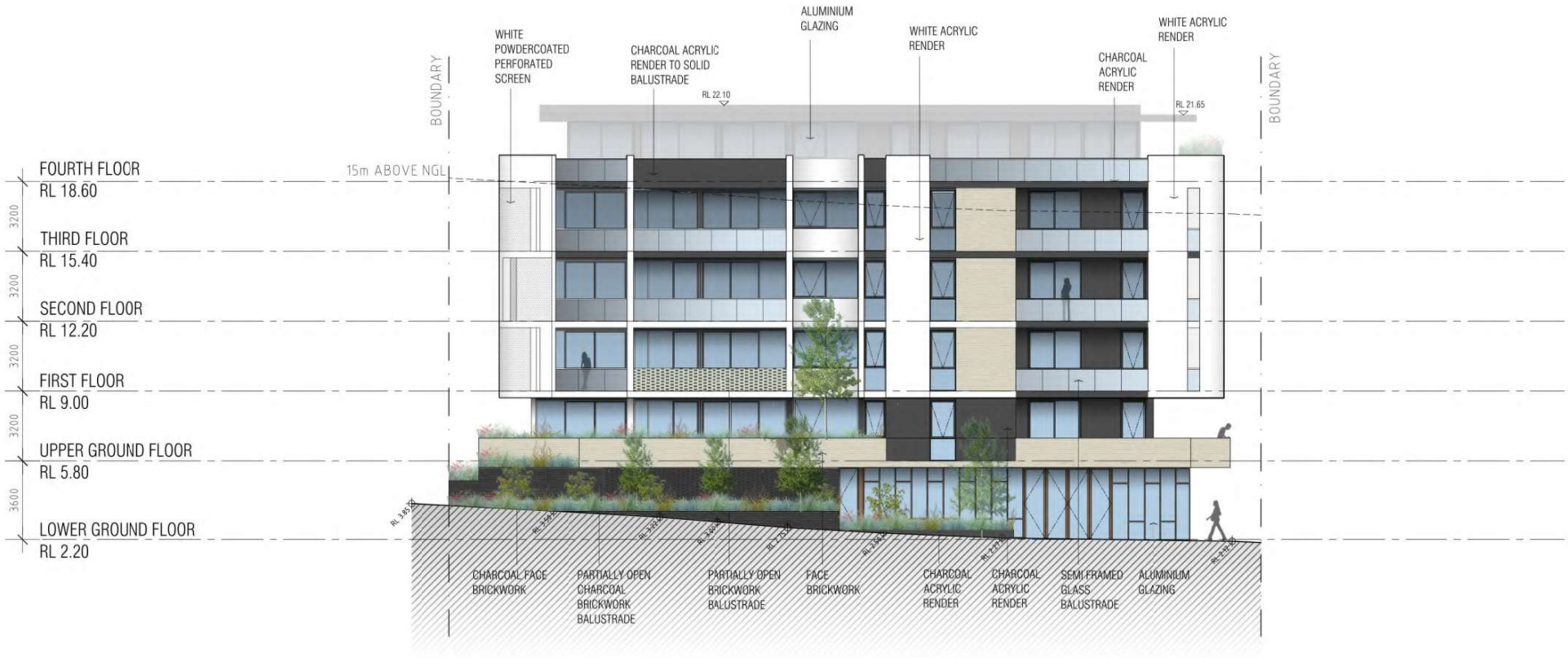
TRUE NORTH
PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
EASTERN ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.09	AW	WB	A

TOWN OF VICTORIA PARK
Received: 02/05/2019



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REV.	DATE	AMENDMENT
A	12.04.19	PRELIMINARY ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH / PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
NORTHERN ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.10	AW	WB	A

TOWN OF VICTORIA PARK
Received: 02/05/2019



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REV.	DATE	AMENDMENT
A	12.04.19	PRELIMINARY ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

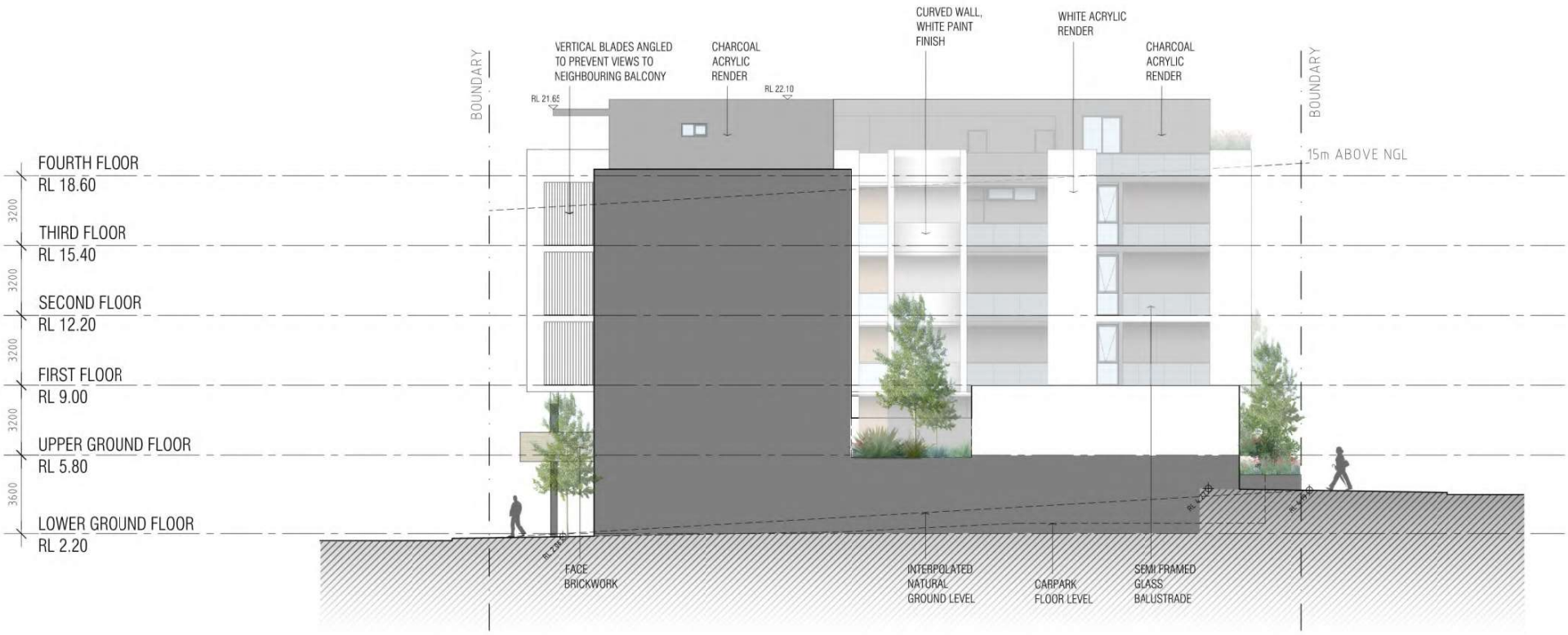
TRUE NORTH
PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
WESTERN ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.11	AW	WB	A

TOWN OF VICTORIA PARK
Received: 02/05/2019



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REV.	DATE	AMENDMENT
A	12.04.19	PRELIMINARY ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH
PROJECT NORTH

SCALE
0 1 2 5
1:100 @ A1 (1:200 @ A3)

DRAWING
SOUTHERN ELEVATION

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.12	AW	WB	A



CRN TAYLOR AND MCCALLUM RENDER

CLIENT	PROJECT	PAGE DESCRIPTION	DATE
_	53-55 CANNING HWY, VICTORIA PARK		16.04.19

MJA studio



TAYLOR/ MCCALLUM CORNER RENDER

CLIENT	PROJECT	PAGE DESCRIPTION	DATE
_	53-55 CANNING HWY, VICTORIA PARK		16.04.19

MJA studio



CRN CANNING AND TAYLOR RENDER

CLIENT	PROJECT	PAGE DESCRIPTION	DATE
_	53-55 CANNING HWY, VICTORIA PARK		16.04.19

MJA studio

D19/38261

TOWN OF VICTORIA PARK
File No. S,2017,235.1
Xref No. PR2082
BLP ☐ CLP ☐ FLBLP ☐ FIN ☐ RAT ☐
25 JUN 2019
RAN ☐ EH ☐ PLN ☑ BLD ☐
RLP ☐ CEO ☐ HR ☐ NE ☐
DOC No.

23 June 2019

Town of Victoria Park
Locked Bag 437
Victoria Park WA 6979

Attention: Sturt McDonald

Dear Sir,

Re: Objection to DA 53-55 McCallum Lane, Victoria Park ("the DA")

Having just returned from overseas, it is with regret, that time does not afford us, an Opportunity, to study in depth, the plans submitted.

We, the occupiers and owners of unit [redacted] 59 Mc Callum Lane, immediately adjacent to the proposed development, wish to object to the recently proposed DA.
Our objections are;

1 A lack of consideration for the impact on, adjoining property and lack of vision, for how this development fits in, or enhances the general development of McCallum Lane.

2. The various elevations shown in the report, do not show the adverse design and practical impact the proposed building, will have on the tenants who are owner/occupiers at 59 McCallum Lane ("59")

3. The blocking of natural light by "53-55"
The wall face that tenants in 59 McCallum Lane will be presented with by adjacent 53-55. The close proximity of this elevation of the building will be a design-imposed nightmare for the 59 McCallum Lane Owners.

The application does not address the overshadowing of our property, which apart from lack of general amenity, would preclude the use of solar collections during winter, creating a dark and gloomy interface, between the proposed development and No 59.

4. Building Height:
We wish to object to the building height as being inappropriate:
Even though the top storey is set back it still contributes to:
Deprivation of light to our building. The DA is an attempt to get as many units as possible. In fact, all of the principles can be better achieved with fewer units on the site:
A sense of mass and volume that is unappealing
A inconsistent profile of buildings along McCallum Lane

5. Set back:
It is not clear from the information exactly what the rear setback onto McCallum Lane is, however it would appear that the impact of setback and building design, will restrict the amenity enjoyed from the balcony areas of level 2, 3 and 4 of our building, of which building approval was granted by TVP. It is argued that the owner/occupiers at 59 will be significantly disadvantaged, if the setback to McCallum Lane is not in line or set back from that of our apartments.
The over height and overshadowing will cause poor lighting, aesthetic and amenity outcomes.

6. Siting the development:

The position of vehicle access for residents and visitors to the development will create a lot of noise to residents of No 59, due to the close proximity and position of entry to No 53, 55.

There is insufficient setback of the property from the McCallum Lane boundary.

This will create a safety issue for vehicles accessing McCallum Lane.

The setback on this building should be deeper than the existing buildings. This would lessen the impact of balcony intrusion and noise.

7. Parking:

We believe that the DA under-estimates the parking requirement. It seems obvious that these units will be marketed and sold to higher socio-demographics, than the average apartment in Victoria Park and generally the buyers are more likely to:
- Be older than average
- Have adult children who drive
- Have higher disposable incomes
- Have more than one car per household
- Be less likely to use public transport

The number of public events in Taylor Park and McCallum Park, during the year, creates a parking nightmare.

For this reason, minimum parking requirements (like R code housing density requirements) should be considered in the context of the likely occupants of the proposed development as opposed to an "average" which is clearly not relevant to the reality.

Privacy and Overlooking
The proposed design is totally insufficient. Some of the occupants of 53-55 will have the ability to look into our balcony areas, outdoor areas and some windows. Likewise, we will be forced to look out onto a wall of brickwork and will have diminished daylight, solar access and ventilation.

The DA is an attempt to get as many units as possible. In fact, all of the principles can be better achieved with fewer units on the site:

Summary:

McCallum Lane was chosen by us for it's natural leafy setting, in this vibrant environment, with close proximity to the city.
Our understanding of the TOVP planning for this area, is to promote a harmonious community setting, with exciting upgrades, to the foreshore and parks, presently taking place.
The plan for the development at No 53-55, is infill at best. Twenty three apartments in a complex of four stories, plus two levels for parking and amenities.
Has anyone considered the impact of this building on this area?

At present Taylor Road is a popular entry for people avoiding two sets of traffic lights, to Mill Point road, South Perth.

As you are aware, a right hand turn is virtually impossible onto Canning Highway, via Taylor Road. We must all travel via the car park to Mill Point Road or Way Road.

Designated parking on McCallum Lane and Taylor road is limited. This should be for people wishing to access the walk and bike paths.
The residents of the Said apartments will need more than their allotted visitor bays. It is virtually impossible to get bays on McCallum Lane, as commuters to the city are accessing these early in the morning, and parking all day. The Town of Victoria Park will need to address this, plus the added impact the large apartment block will have, on an area, widely used for events and fixtures. There is little doubt, that an extra forty plus vehicles will be parked within this complex.

We do understand the revenue from twenty three apartments is appealing; however the logistical complexities must be addressed prior to committing to the plans presented.

We acknowledge and agree, that the structure will impact our lifestyle, in the form of privacy and amenity. A smaller complex of high quality, would have addressed this unique location, limiting the footprint, improving aesthetics and assuring a prominent entry point to Victoria Park, river parklands.

Taylor Road, after all, is the new gateway, to this beautiful and prominent setting of McCallum and Taylor Parks on the Swan River.

Thank you, for the opportunity to comment.

Kind regards,

[redacted]
[redacted]59 McCallum Lane
Victoria Park WA 6100

11 June 2019

Town of Victoria Park
Locked Bag 437
Victoria Park WA 6979

Attention: Sturt McDonald
By Email: SMcDonald@vicpark.wa.gov.au

Dear Sir,

Re: Objection to DA 53-55 McCallum Lane, Victoria Park ("the DA")

We, the occupiers and owners of one of the units immediately adjacent to the proposed development, wish to strongly object to the recently proposed DA.

Our objections are on numerous grounds (as listed below), however we see the main grounds as lack of design merit and lack of consideration for impact on adjoining property and lack of vision for how this development fits in, or enhances the general development of McCallum Lane. I would suggest that this may be an exercise in greed by the applicants to cram as many units on the site that is masqueraded as having some design merit.

To make it easier to follow we have prepared our specific objections approximately in the same order as matters have been discussed and raised in the report supporting the DA receipted by Town of Victoria Park on 2 May 2019.

1. Date of Report:
   I wish to request a time for extension of public feedback. As of 6 June no one in our apartment knew about the formal proposal. Nothing had been received in the mail or emailed to us. It was only on 6 June when I contacted the Town of Victoria Park ("TVP") that I was aware of a detailed report lodged with the council. One of the other occupants in our building (59 McCallum Lane) is on an overseas holiday and will not have an opportunity to respond as they do not return from holiday until about 17 June 2019.

2. The various elevations shown early in the report do not show the adverse design and practical impact the proposed building will have on the tenants who are owner/occupiers at 59 McCallum Lane ("59") see "McCallum Lane Render" at pp24/224. This elevation does not show:

   – The blocking of natural light by "53-55"
   – The cliff-like wall face that tenants in 59 McCallum Lane will be presented with by adjacent 53-55. The close proximity of this elevation of the building will be a design-imposed nightmare for the 59 McCallum Lane tenants.

3. For all the espoused "principles", basically the DA is an attempt to get as many units as possible. In fact, <u>all</u> of the principles can be <u>better</u> achieved with less units on the site:

4. Building Height:
   We wish to object against the building height as being inappropriate:

   – Even though the top storey is set back it still contributes to:

   – Deprivation of light to our building

   – A sense of mass and volume that is unappealing

   – A higgledy-piggledy profile of buildings along McCallum Lane (see Eastern elevation at pp203/224) This design issue on McCallum Lane is exacerbated by the TVP allowing the building at 67 McCallum Lane to be slightly higher than 59

   - If the new building setbacks were consistent with the existing commercial building (ie equal or less than 2.5 storeys) then we would not consider the issue as great. Just because the setback is nil now however should not be considered as automatic permission (or a good design) for future development.

   – The topography faced by the applicants is not different from that faced by other buildings between Canning Highway and McCallum Lane.

5. Plot ratio:
   The plot ratio sought of 1.75 is argued as inappropriate:

   - Even though plot ratio is not a panacea in terms of design consideration, it does force consideration of deprivation of amenity and community quality for others in the immediate area and invariably it pushes design consequences that disadvantage the adjoining neighbours and the building profile of McCallum Lane itself. The height and bulk of the proposal visually diminishes the building at 59 McCallum Lane. The lack of lean-back accentuates the differences.

   Plot ratio has encouraged developers to hold setbacks in reserve for the benefit of the occupants and neighbourhood. The design at 67 for instance does not have the "bulk" of the design as proposed for 53-55.

6. Set back:
   It is not clear from the information exactly what the rear setback onto McCallum Lane is however it would appear that the impact of setback and building design will restrict the amenity enjoyed from the balcony areas of level 2, 3 and 4 of our building of which building approval was granted by TVP. It is argued that the owner/occupiers at 59 will be significantly disadvantaged if the setback to McCallum Lane is not in line with that of 59.

   Similarly, a large architectural window facing approximately NNE and over the proposed DA at 53-55 was approved by TVP and would be totally redundant if the approval proceeds. These issues highlight the adverse impact of the proposed design. The over height and overshadowing will cause poor lighting, aesthetic and amenity outcomes.

7. Siting the development:

The application does not address the overshadowing of our property which apart from lack of general amenity, would preclude the use of solar collections during winter and would create a dark and gloomy interface between the proposed development and 59.

There is insufficient setback of the property from the McCallum Lane boundary rendering both loss of views from our balconies on our building from levels 2, 3 and 4 and also creating a fundamental design issue where balconies on the interface of the 2 buildings will look completely dysfunctional. The only fair and functional remedy is for a lean-back of 6-8 metres minimum for the applicants building at the interface of the 2 properties from the second storey upwards.

8. Parking:
We believe that the DA underestimates the parking requirement. It seems obvious that these units will be marketed and sold to a higher socio-demographic than the average apartment in Victoria Park and generally the buyers are more likely to:
   - Be older than average
   - Have adult children who drive
   - Have higher disposable incomes
   - Have more than one car per household
   - Be less likely to use public transport

For this reason, minimum parking requirements (like R code housing density requirements) should be considered in the context of the likely occupants of the proposed development as opposed to an "average" which is clearly not relevant to the reality.

9 Privacy and Overlooking
The proposed design is totally insufficient in that we will have the occupants of 53-55 having the ability to look into our balcony areas, outdoor areas and some windows. Likewise, we will be forced to look out onto a cliff of brickwork and will have diminished daylight, solar access and ventilation.

Summary:

We, the owner and occupant of Unit 3, 59 McCallum Lane believe that the DA fails consistently to reflect issues associated with the impact of the proposed DA on our property.

From our perspective we are disadvantaged due mainly to the lack of lean-back of the proposed building on our joint border. At a minimum the proposed DA needs to remove at least 2 levels of the building within 6-8 metres of the common boundary.

The other big issue could be the setback from McCallum Lane. This creates both design and practical problems for us on a regular basis.

We also request extensions of time for neighbours in our building and others to comment as insufficient time has been allowed for comment.

Kind regards,

[redacted]
/59 McCallum Lane
Victoria Park WA 6100

	Submissions received via the ToVP ‘Your Thoughts’ consultation portal
Support	The development design is stunning and will be great asset to the neighbourhood. The proposal of a commercial space for a coffee shop is a great idea too, something that is lacking in our little area.

From: [redacted]
To: Sturt McDonald
Subject: FW: 20190611 Letter - Town of Victoria Park - Community Consultation - No 53-55 (Lots 31, 32 and 33) Canning Highway - Application for 23 Multiple Dwellings (A10122609)
Date: Wednesday, 12 June 2019 11:23:40
Attachments: image003.jpg
Image001.png

Hi Sturt,

Please see email below. Happy to discuss implications of the MRS reservation.

Regards
[redacted]

[redacted] Land Use Planning
140 William Street, Perth WA 6000
[redacted] |
www.dplh.wa.gov.au

cid:image001.png@01D52103.333D1FC0

The department acknowledges the Aboriginal peoples of Western Australia as the traditional custodians of this land and we pay our respects to their Elders, past and present.

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From: [redacted]
Sent: Wednesday, 12 June 2019 9:43 AM
To: [redacted]
Subject: FW: 20190611 Letter - Town of Victoria Park - Community Consultation - No 53-55 (Lots 31, 32 and 33) Canning Highway - Application for 23 Multiple Dwellings (A10122609)

Hi [redacted]

We do not have any concerns from a properties perspective, and would note that we would anticipate that any planning approval would be on the basis that the reservation be set aside as p[art of the approval process.

Kind regards

[redacted], Management, Disposals | Business and Corporate Services
Albert Facey House, 469 Wellington Street, Perth WA 6000
[redacted]

www.dplh.wa.gov.au



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From: Tim Ryan
Sent: Wednesday, 12 June 2019 7:56 AM
To: [redacted]
Cc: [redacted]
Subject: RE: 20190611 Letter - Town of Victoria Park - Community Consultation - No 53-55 (Lots 31, 32 and 33) Canning Highway - Application for 23 Multiple Dwellings (A10122609)

Hi [redacted]

There isn't really anything for us to be overtly concerned about this development is on the northern side down near the Causeway and we don't own much in the vicinity

The road reserved is already dedicated in front of Lots 32 and 33 Lot 31 we would have to purchase at some time however they have no powers of compulsion so it would be at our leisure. As the development is impacted by a PRR reservation it will come through to us for comment and we will instruct to set aside pending future acquisition



[redacted] Business and Corporate Services
Albert Facey House, 469 Wellington Street, Perth WA 6000
[redacted] |
www.dplh.wa.gov.au

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-----Original Message-----
From: [redacted]
Sent: Tuesday, 11 June 2019 3:33 PM
To: [redacted]
Subject: FW: 20190611 Letter - Town of Victoria Park - Community Consultation - No 53-55 (Lots 31, 32 and 33) Canning Highway - Application for 23 Multiple Dwellings (A10122609)

Hi [redacted]

Do you mind having a look at the enclosed as it relates to our holdings on Canning Hway.

Kind regards

[redacted]

[redacted] | Business and Corporate Services Albert Facey House, 469 Wellington Street, Perth WA 6000
[redacted] |
www.dplh.wa.gov.au

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-----Original Message-----
From: [redacted]
Sent: Tuesday, 11 June 2019 3:18 PM
To: [redacted]
Subject: FW: 20190611 Letter - Town of Victoria Park - Community Consultation - No 53-55 (Lots 31, 32 and 33) Canning Highway - Application for 23 Multiple Dwellings (A10122609)

Hi [redacted]

This letter has been sent to the WAPC as an adjacent landowner to a development proposed in Victoria Park. For your attention. If you would like any planning advice let me know.

Regards
[redacted]

[redacted] | Land Use Planning
140 William Street, Perth WA 6000
[redacted]
www.dplh.wa.gov.au

The department acknowledges the Aboriginal peoples of Western Australia as the traditional custodians of this land and we pay our respects to their Elders, past and present.

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TOWN OF VICTORIA PARK
REQUIREMENTS OF OTHER COUNCIL BUSINESS UNITS

DA Ref No: 5.2019.216.1

STREET IMPROVEMENT BUSINESS UNIT:

(1) Crossover location and construction shall comply with the Town's Specifications for Crossover Construction. A separate application must be made to the Town's Street Improvement Unit (tel 9311 8115) for approval prior to construction of a new crossover. Residential Vehicle crossovers shall be constructed from the following approved materials: Brick / Block Pavers, In-Situ concrete, In-Situ Lime-Crete, In-Situ Exposed aggregate or any other material approved by the Town.

(2) All proposed retaining walls adjacent to road reserves and ROW areas to be designed and signed by a Structurally Engineer to handle heavy vehicle and high volume traffic surcharging loads.

Advice to Applicant:

(1) Work Zone permits "may" not to be permitted along Canning Highway due to road verge size limits, high traffic levels, proximity to intersections and Bus route. All works, trades, vehicle, materials etc. to be retained onsite and not encroach into verge and roadways.

(2) Any and all damage sustained to Footpaths, TOVP assets and public utilities located within the road reserve are to be immediately reinstated if damaged during any stage of Subdivision, Demolition or Development works at or adjacent to property. All reinstated at applicant's expense to TOVP or relevant Service provider's specifications and requirements.

(3) Existing Sewerage system running through / adjacent to property. Property may be subject to Sewerage easement and restrictions inside or adjacent to property. Applicant to liaise with the Water Corporation for any/all enquiries and requirements.

(4) All reinstatement to TOVP assets and public utilities to be undertaken at the applicant's expense. All works to be to the Towns or relevant Service provider's specifications and requirements.

BUILDING BUSINESS UNIT:

(1) A building permit is required to be obtained from the Town prior to commencement of any work in relation to this development approval.

(2) A demolition permit is required to be obtained from the Town prior to the demolition of the existing building(s) and/or structure(s) on the site.

(3) Rat baiting is to be provided and set in the proposed building to be demolished, for a minimum of 14 days prior to an application for a demolition permit being submitted to the Town. It is recommended that certification from a licensed pest management technician/registered pest management business be provided as part of the demolition permit application to confirm that the required rat baiting has occurred.

(4) Form BA20 – 'Notice and Request for consent to work affecting other land' to be submitted with Building Permit Application. Consent is required from properties located at No. 59 Canning Highway.

(5) Any required excavation or filling greater than 150mm below or above existing ground levels is to be retained along any boundary by a retaining wall system designed by a practising Structural Engineer. Council approval is required for all proposed retaining wall systems greater than 150mm in height or depth.

(6) In addition to the disabled access and facility requirements of the Building Code of Australia that may be applicable, it is the responsibility of the building owner/developer to ensure the development complies with the Disability Discrimination Act 1992. Further information may be obtained from the Disability Services Commission.

(7) Where applicable, protection of openable windows to a bedroom where the floor level is 2m or more above the surface beneath must comply with Part 3.9.2.5, B.C.A Volume Two 2013/2014.

(8) Separate wash basin and laundry washtub to be provided where combined bathroom and laundry facilities are proposed, in accordance with Part 3.8.3.2 BCA Volume Two 2013/2014 and Part F2.1 Volume One 2013/2014.

Advice to Applicant:

(1) In the case of a Class 1a or 10 building, the application for a building permit can be submitted as either a certified or an uncertified application. A Class 2-9 building can only be submitted as a certified application.

PARKS BUSINESS UNIT:

(1) The Landscape Plan required by the conditions of planning approval should include the following:

- Plan to scale not less than 1:200, preferably 1:100;
- North point and lot boundaries;
- Existing trees for retention or removal, including verge trees;
- Verges – include all services and features from the property line to the roadway edge;
- Hard surfacing areas, footpaths, crossovers and driveways;
- Retaining walls, fences and other structures;
- Note proposed irrigation type (waterwise design preferred);
- Mulch type - large-particled to allow for effective drainage;
- Mulch application depth - minimum 70mm;
- Mulch is to be suitably retained on the verge to prevent the contamination of street drainage systems;
- Plant legend showing:
  - Proposed plant species (botanic and common names);
  - Container size (not less than 130mm);
  - Plant quantities;
  - Low-natural-light condition plant selection (where appropriate)
  - Waterwise plant selection (where appropriate); and
  - Appropriate spacing – moderate planting density, relative to the eventual mature size and spread of the species selected;
- Drainage details; and
- Landscape maintenance schedule.

Landscaping is to be installed in accordance with the approved plan continually maintained to a standard to the satisfaction of the Town.

Advice to Applicant:

(1) Unauthorised verge tree pruning or removal is subject to a penalty under the *Activities on Thoroughfares and Public Places Local Law 2000, Division 1 – General, 2.1 General Prohibitions.*

(2) The Town's street tree(s) is to be protected from damage during all phases of development. Pruning of any street tree affected by the development on the subject site is to be undertaken by the Town, at the applicant's cost.

ENVIRONMENTAL HEALTH BUSINESS UNIT:

(1) Car park ventilation is to be designed to ensure that the carbon monoxide build up in the parking area does not exceed the requirements in accordance with the Health Act (Carbon Monoxide) Regulations 1975 and the Town of Victoria Park Health Local Law 2003.

(2) A suitable enclosure is to be provided for the storage and cleaning of receptacles on the premises. The enclosure is to be cleaned and disinfected on a regular basis.

The enclosure to be:

I. of sufficient size to accommodate all receptacles used on the premises but in any event having a floor area not less than 3 square metres;
II. constructed of brick, concrete, corrugated compressed fibre cement sheeting or other material of suitable thickness approved by the the Town;
III. easily accessible to allow for the removal of the receptacles;
IV. contain a smooth and impervious floor –
   - of not less than 75 millimetres in thickness; and
   - which is evenly graded to an approved liquid refuse disposal system;
V. located to the satisfaction of the Town;
VI. constructed with walls not less than 1.5 m in height and an access way of not less than 1 m in width and fitted with a self-closing gate; and
VII. installed with a tap connected to an adequate water supply.

(3) Sound levels created are not to exceed the provisions of the Environmental Protection (Noise) Regulations 1997.

(4) All construction work must be carried out between the hours of 7.00 am and 7.00 pm Monday to Saturday, excluding Sundays and Public Holidays.

(5) All construction work noise is to be carried out in accordance with Control of Environmental Noise Practises set out in Section 6 of AS 2436 – 1981 – Guide to Noise Control on Construction, Maintenance and Construction Sites.

(6) All equipment used on the site must be the quietest reasonably available.

(7) It is recommended that at least 24 hours before the commencement of construction, the construction contractor or owner/occupier of the construction site gives written notice of the proposed work to the occupiers of all premises at which noise emissions received were likely to fail to comply with the standard prescribed under Regulation 7 of the Environmental Protection (Noise) Regulations 1997.

(8) Any work involving the handling and removal of asbestos must be undertaken in accordance with the Health (Asbestos) Regulations 1992.

(9) Floors in wet areas (WC's, urinals, bathroom, laundries and cleaners rooms) to be properly surfaced and have an even fall to an approved to floor waste outlet.

(10) The proposed development is satisfactory to the Environmental Health Services subject to compliance with the following legislation (as amended):

- Health (Miscellaneous Provisions) Act 1911;
- Health Act (Laundries and Bathrooms) Regulations;
- Sewerage (Lighting, Ventilation & Construction) Regulations 1971;
- Town of Victoria Park Health Local Law 2003;
- Health (Treatment of Sewerage and Disposal of Effluent and Liquid Waste Regulations);

- Perth Metropolitan Region Sewerage Policy 1982;
- Environmental Protection (Noise) Regulations 1997.

TOWN OF VICTORIA PARK
Received: 30/07/2019

GOVERNMENT OF WESTERN AUSTRALIA

Department of **Biodiversity, Conservation and Attractions**

SWAN RIVER TRUST

Your ref: 5.2019.216.1 – DAP/19/01613
Our ref: 2019/1444
Enquiries: Paul Compe
Phone: [redacted]
Email: [redacted]

Sturt McDonald
Planning Officer
Town of Victoria Park
99 Shepparton Road
VICTORIA PARK WA 6100

Dear Mr McDonald,

CLAUSE 30A(2)b(i) – 23 UNIT MULTIPLE DWELLING – LOT 31, 32 AND 33 (53 AND 55) CANNING HIGHWAY, VICTORIA PARK

Thank you for providing the Swan River Trust (the Trust) with the opportunity to comment on the above development application received on 23 May 2019.

The Department of Biodiversity, Conservation and Attractions (the Department) refers to *Corporate Policy Statement 48 – Planning for Development Setback Requirements Affecting the Swan Canning Development Control Area,* which seeks to ensure that a minimum setback of 10 metres or 20 per cent of the average depth of the lot, whichever is the lesser, is maintained between the boundary of the Parks and Recreation reserve and development to preserve the visual amenity and landscape values of the river foreshore. The development proposes a setback of 6 metres in lieu of the 7.5-metre setback that would usually be recommended. However, in this instance where a road exists in the parks and recreation reserve adjacent to the proposed multiple dwelling, the acceptability of the proposed setback from McCallum Lane is deferred to the Town of Victoria Park.

The proposal is being processed pursuant to Clause 30A(2)b(i) of the Metropolitan Region Scheme, as the proposed development is on a lot that abuts land in the Swan Canning Development Control Area.

The Department has assessed the application on behalf of the Trust, and you are advised that the Department has no objections to the proposal, subject to the following conditions:

1. Prior to the commencement of works, the applicant shall prepare and have approved an Urban Water Management Plan for the development to the satisfaction of the Town of Victoria Park on the specifications of the Department of Biodiversity, Conservation and Attractions (see **Advice Note 1**).

2. The Urban Water Management Plan approved under **Condition 1** shall be implemented.

3. The applicant shall take appropriate preventative measures during the works to ensure that no construction material, topsoil, runoff or deleterious matter is allowed to enter the stormwater system, adjacent Parks and Recreation reserve, or the river.

Rivers and Estuaries Branch
Locked Bag 104, Bentley Delivery Centre, Western Australia 6983
Phone: (08) 9219 9000 Email: rivers.planning@dbca.wa.gov.au
www.dbca.wa.gov.au

20130130

TOWN OF VICTORIA PARK
Received: 30/07/2019

ADVICE TO APPLICANT

1. With regard to **Condition 1**, the applicant is advised the stormwater management system shall be designed to prevent mobilisation of sediment, nutrients and contaminants from the site to the river. Stormwater from the proposed development should be managed in accordance with Department of Biodiversity, Conservation and Attractions *Policy 49 – Planning for Stormwater Management Affecting the Swan Canning Development Control Area*, the Department of Water and Environmental Regulations *Stormwater Management Manual for Western Australia* and *Decision Process for Stormwater Management in WA*, and water sensitive urban design principles.

   Stormwater runoff from constructed impervious surfaces generated by small rainfall events (i.e. the first 15 mm of rainfall) must be retained or detained at source as much as practical and will not be permitted to enter the river untreated (in particular from the carpark).

   The Urban Water Management Plan is to make specific reference to clause 4.16, Design Guidance 4.16.5 of *State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments*. Incorporate the use of deep soil zones within the site to locate vegetation and assist with stormwater management as referred to in the Western Australian Planning Commission's draft *Apartment Design Guidelines*.

2. The Urban Water Management Plan required under **Condition 1** can be emailed to rivers.planning@dbca.wa.gov.au.

3. The applicant is advised that the proposed works are located in a high to moderate acid sulphate soils risk area. The Acid Sulphate Soils Guideline Series for guidance on the identification, assessment and management of acid sulphate soils in Western Australia is available from the Department of Water and Environmental Regulation website at www.dwer.wa.gov.au. If any acid sulphate soils are exposed during the works, the Department of Water and Environmental Regulation should be contacted for further advice.

If you have any queries regarding this matter, please contact the officer above. In all correspondence please quote the above reference number.

Yours sincerely

Jacey Mills
A/Manager, Statutory Assessments
As delegate of the Swan River Trust
Under Section 28B(2) of the SCRM Act 2006

30 July 2019

mainroads
WESTERN AUSTRALIA

Enquiries: Nicole Coaker on [redacted]
Our Ref: 17/2700 D19#531481)
Your Ref: 5.2019.216.1

TOWN OF VICTORIA PARK
Received: 03/07/2019

2 July 2019

Chief Executive Officer
Town of Victoria Park
Locked Bag No.437
Victoria Park WA 6979

ATTENTION: STURT MCDONALD

Dear Sir/Madam

REQUEST FOR COMMENT ON PROPOSED 23 MULTIPLE DWELLINGS - 53-55 CANNING HIGHWAY VICTORIA PARK – TOWN OF VICTORIA PARK.

I refer to your correspondence dated 17 May 2019 and additional information received 29 May 2019, requesting comments on the abovementioned proposed development application.

Main Roads has no objections, subject to the following conditions and advice:

Condition:

1. No earthworks shall encroach onto the Canning Highway road reserve
2. No stormwater drainage shall be discharged onto the Canning Highway road reserve, including the road requirement as shown within Land Protection Plan: 1.1041/2
3. No development other than landscaping shall be permitted on the land as shown as required for future road purposes on the enclosed Land Protection Plan: 1.1041/2.
4. The ground levels on the Canning Highway boundary are to be maintained as existing.
5. Noise amelioration is the responsibility of the applicant. The conclusions of the Acoustic Assessment numbered 42195 compiled by Wood and Grieves dated 12 April 2019 are required to be implemented.
6. Waste Collection must be executed as per Waste Management Plan numbered: CW070700, dated 11 April 2019.

Advice

1. In relation to Condition numbered: 3, the project for the upgrading/widening of **Canning Highway** is not in Main Roads current 4-year forward estimated construction program and all projects not listed are considered long term. Please be aware that timing information is subject to change.

mainroads WESTERN AUSTRALIA

TOWN OF VICTORIA PARK
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Should the City disagree with or resolve not to include as part of its conditional approval any of the above conditions, Main Roads requests an opportunity to meet and discuss the application further, prior to a final determination being made.

The support of this approval is valid for a period of two (2) years from the date of this letter. Any changes or date extensions relating to this development application must be referred to Main Roads for comment and recommendation.

Main Roads requests a copy of the City's final determination on this proposal to be sent to planninginfo@mainroads.wa.gov.au quoting the file reference above.

Yours sincerely

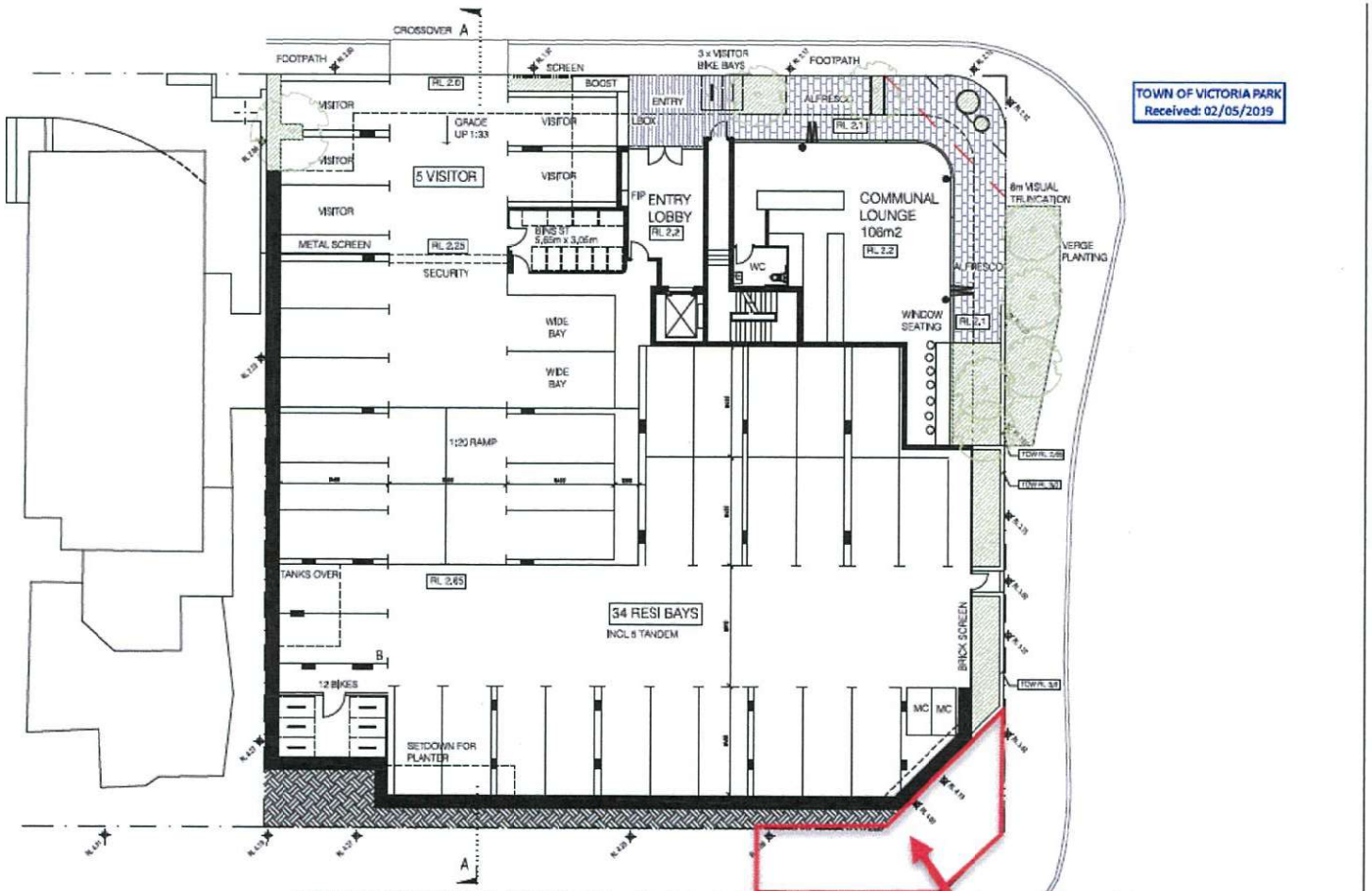
Zeljko Zagorac
Statutory Road Planning Manager

Encl: Referral plan for Condition numbered 3.
MRWA Land Protection Plan: 1.1041/2

mainroads
WESTERN AUSTRALIA

TOWN OF VICTORIA PARK
Received: 03/07/2019

TOWN OF VICTORIA PARK
Received: 02/05/2019



LOWER GROUND FLOOR PLAN - RL 2.1 - 2.65

As per Condition No: 3 - Land requirement as per MRWA : Land Protection Plan 9721-111-1

REV.	DATE	AMENDMENT
5	31.01.19	PRELIMINARY ISSUE
0	15.02.19	DRP ISSUE
1	19.03.19	ISSUED FOR COORDINATION
2	26.03.19	ISSUED FOR DA SIGN OFF
3	04.04.19	ISSUED FOR DA SIGN OFF
4	10.04.19	DA ISSUE

CLIENT

PROJECT: CANNING HWY RESIDENTIAL
PROJECT ADDRESS: 53-55 CANNING HWY VICTORIA PARK

MJA PROJECT NUMBER: 18012
PROJECT STATUS: DEVELOPMENT APPLICATION

TRUE NORTH / PROJECT NORTH
SCALE: 1:200 @ A3

DRAWING: LOWER GROUND FLOOR PLAN
DRAWING NO. A1.01 | DRAFTER AW | CHECKED WB | REV. S

Don Aitken Centre, Waterloo Crescent, East Perth WA 6004
PO Box 6202, East Perth WA 6892
enquiries@mainroads.wa.gov.au
138 138

TOWN OF VICTORIA PARK
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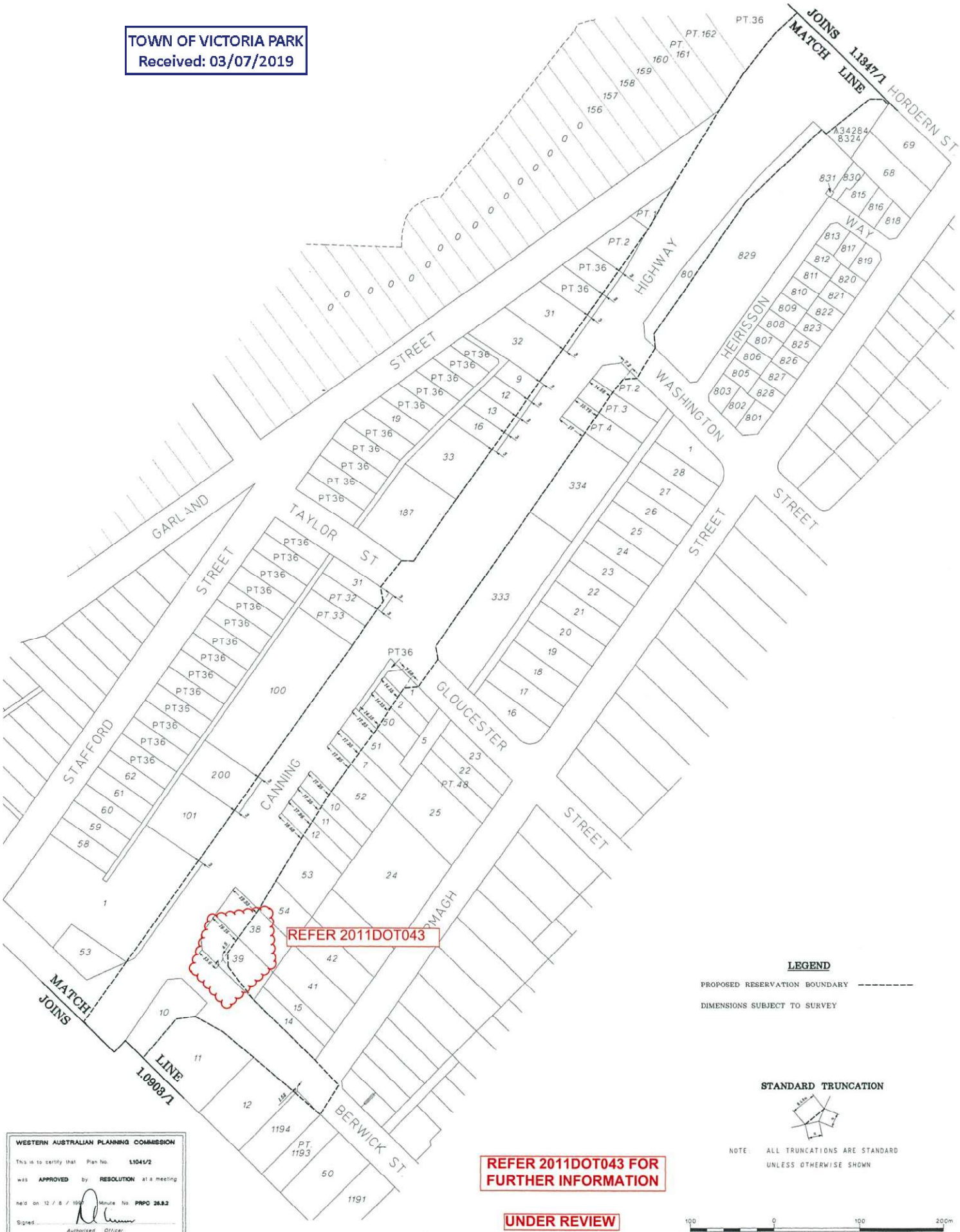

REFER 2011DOT043 FOR FURTHER INFORMATION

UNDER REVIEW

LEGEND

PROPOSED RESERVATION BOUNDARY ---------

DIMENSIONS SUBJECT TO SURVEY

STANDARD TRUNCATION

NOTE: ALL TRUNCATIONS ARE STANDARD UNLESS OTHERWISE SHOWN

100 0 100 200m

SUPERSEDES PLAN 1.1041/1

WESTERN AUSTRALIAN PLANNING COMMISSION

This is to certify that Plan No. 1.1041/2 was APPROVED by RESOLUTION at a meeting held on 12 / 8 / 1998 Minute No. PRPC 26.8.2

Signed ..... Authorised Officer

EFFECTIVE 21 / 12 / 1998

GOVERNMENT OF WESTERN AUSTRALIA

WESTERN AUSTRALIAN PLANNING COMMISSION

CANNING HIGHWAY
HORDERN STREET TO BERWICK STREET
OTHER MAJOR HIGHWAYS
PROPOSED LAND REQUIREMENT

AUTHORISED M CONNOR
DRAFTSPERSON S JENKINS
EXAMINED
REVISED
DATE

NORTH

SCALE 1:2000

PLAN No 1.1041/2

FILE REF 999/2/1/66
PLAN REF PTH 16.22, 15.22, 16.23
HRS 1.25999 SHT 16 1.3695, 1.3710

BAR CODE

TOWN OF VICTORIA PARK
Received: 02/05/2019

flyt



53-57 Canning Hwy

TRANSPORT IMPACT STATEMENT

email: info@flyt.com.au twitter.com/flytplan web: www.flyt.com.au

TOWN OF VICTORIA PARK
Received: 02/05/2019

PROJECT	81113-414-FLYT-TRS-0002			
Revision	Description	Originator	Review	Date
A	Draft	CXS	AS	9/04/2019
0	Issued	CXS	AS	12/04/2019

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1. INTRODUCTION

TOWN OF VICTORIA PARK
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1.1 Development Introduction

This report has been prepared in support of the proposed apartment development at 53-57 Canning Highway, Victoria Park.

The development site is to the northwest of Canning Highway, also bounded by Taylor Street, McCallum Lane and an existing apartment development at 59 McCallum Lane, as shown in Figure 1. The site is located within the Town of Victoria Park.

Figure 1 Development site context (source: Town of Victoria Park)



1.2 Transport Impact Statement

The report has been prepared in accordance with the WA Planning Commission's (WAPC) Transport Impact Assessment Guidelines (Volume 4 – Individual Developments). The Guidelines promote three levels of assessment, where the required detail is dependent on the likely level of traffic impact, as follows (and as shown in Figure 2):

- Low impact – less than 10 peak hour trips, no assessment required;
- Moderate impact – between 10 and 100 peak hour trips, Transport Impact Statement required; and
- High impact – more than 100 peak hour trips, full Transport Impact Assessment required.

Figure 2 Level of transport impact assessment required (source: WAPC Transport Impact Assessment Guidelines, 2016)

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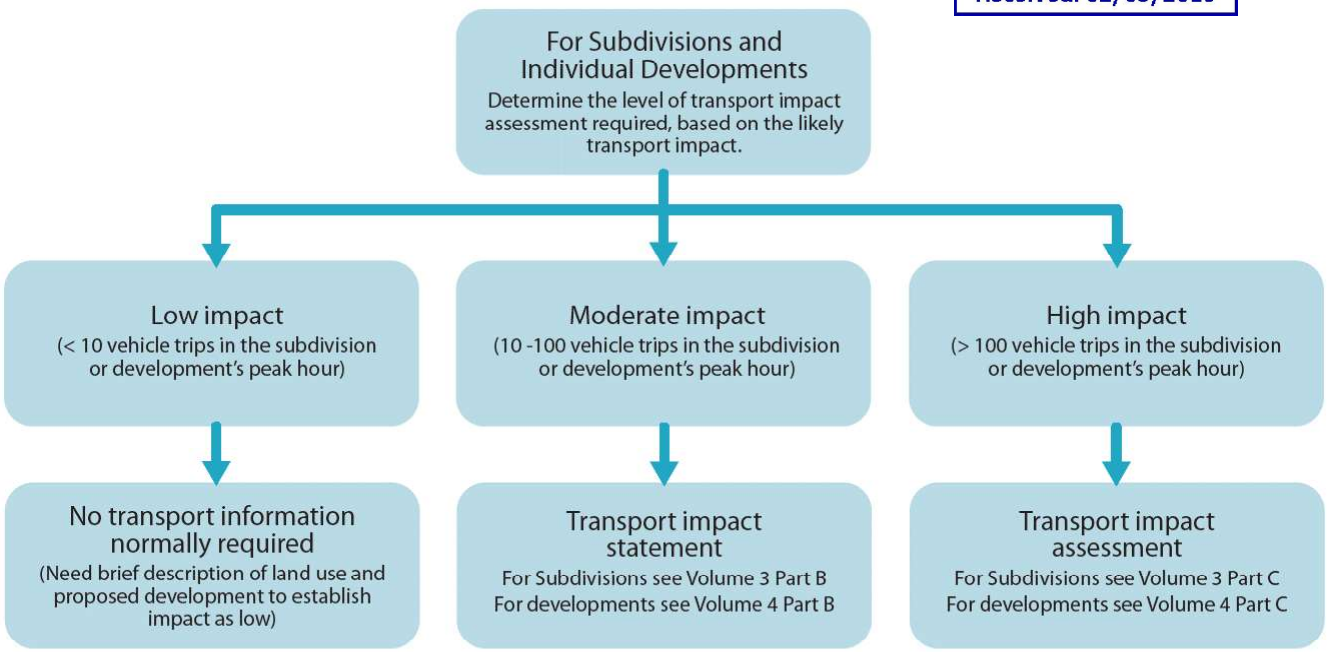

The traffic attributable to the proposed development has been determined to be less than 100 vehicle trips in the operating and road network peak hours, therefore the required level of assessment is a Transport Impact Statement.

1.3 Report Structure

The report is structured as required by the Transport Impact Assessment Guidelines, with the following Sections:

- Proposed development;
- Vehicle access and parking;
- Provision for service vehicles;
- Daily traffic volumes and vehicle types;
- Traffic management on frontage streets;
- Public transport access;
- Pedestrian access;
- Cycle access;
- Site specific issues;
- Safety issues.

2. PROPOSED DEVELOPMENT

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2.1 53-57 Canning Highway

The development site is located at 53-57 Canning Highway, Victoria Park and is opposite Taylor Reserve. The site is bordered by Canning Highway to the southeast, Taylor Street to the northeast, McCallum Lane to the northwest and by an existing apartment complex to the southwest. 53 Canning Highway is currently occupied by a single storey dwelling with a crossover onto Taylor Street while 55-57 Canning Highway is a vacant two storey commercial building, as shown in Figure 3.

Figure 3 – Development site (source: Town of Victoria Park)

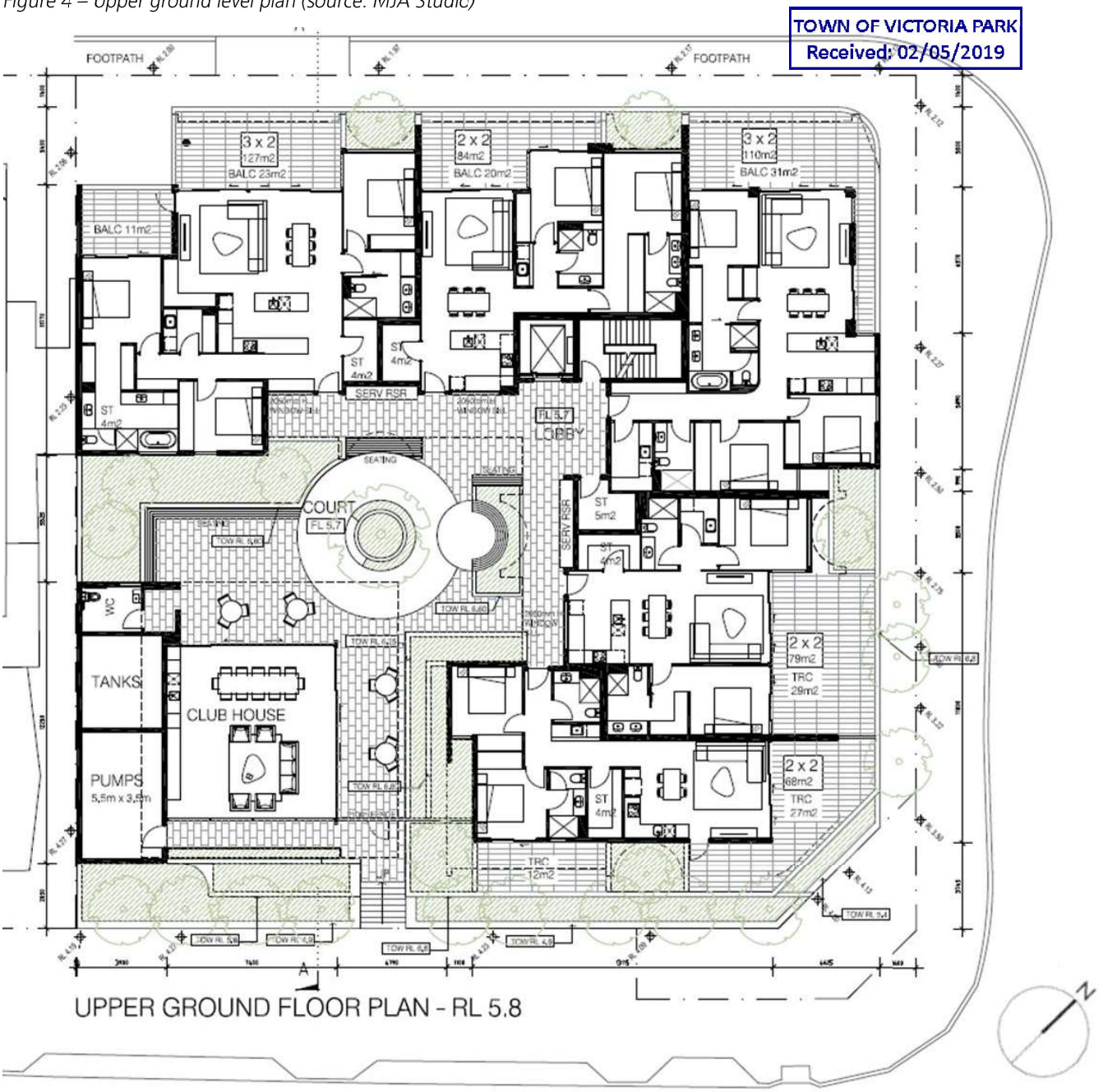


The proposed development includes the following:

- 23 apartments (twelve 2x2 and eleven 3x2) over 5 levels
- Parking at Lower Ground (McCallum Lane level) with 34 residential bays, 5 visitor bays, 2 motorcycle bays and bike storage area with capacity for 12 bikes.

A plan of the Upper Ground level is shown in Figure 4.

Figure 4 – Upper ground level plan (source: MJA Studio)



3. VEHICLE ACCESS AND PARKING

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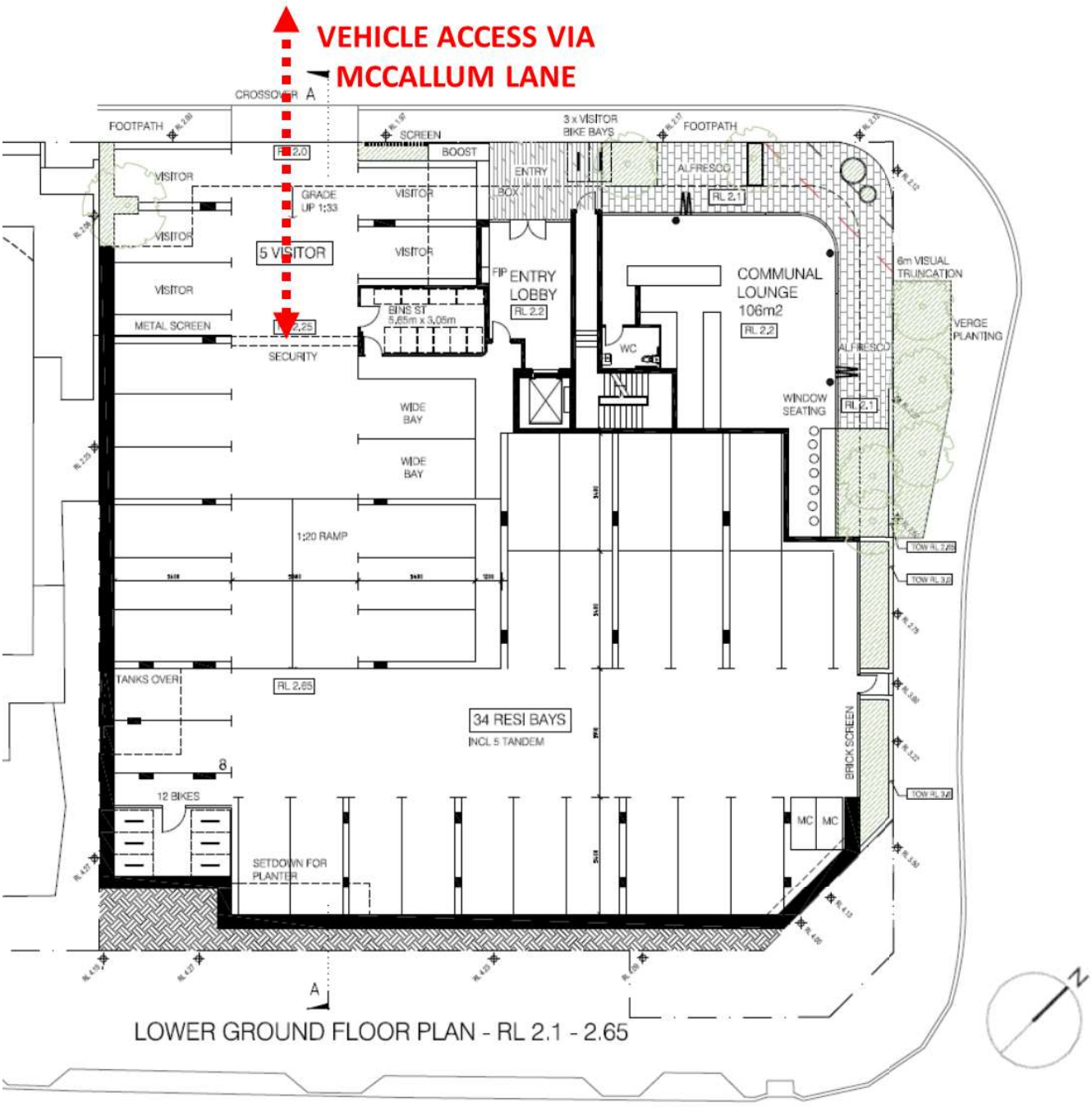
3.1 Vehicle Access

All vehicle access to the development is proposed via McCallum Lane, as shown in Figure 5. The development crossover will be located approximately 40m to the west of the intersection of McCallum Lane with Taylor Street.

The existing crossover to Taylor Street will be closed.

Figure 5 – Proposed vehicle access (source: MJA Studio)



3.2 On-site Parking

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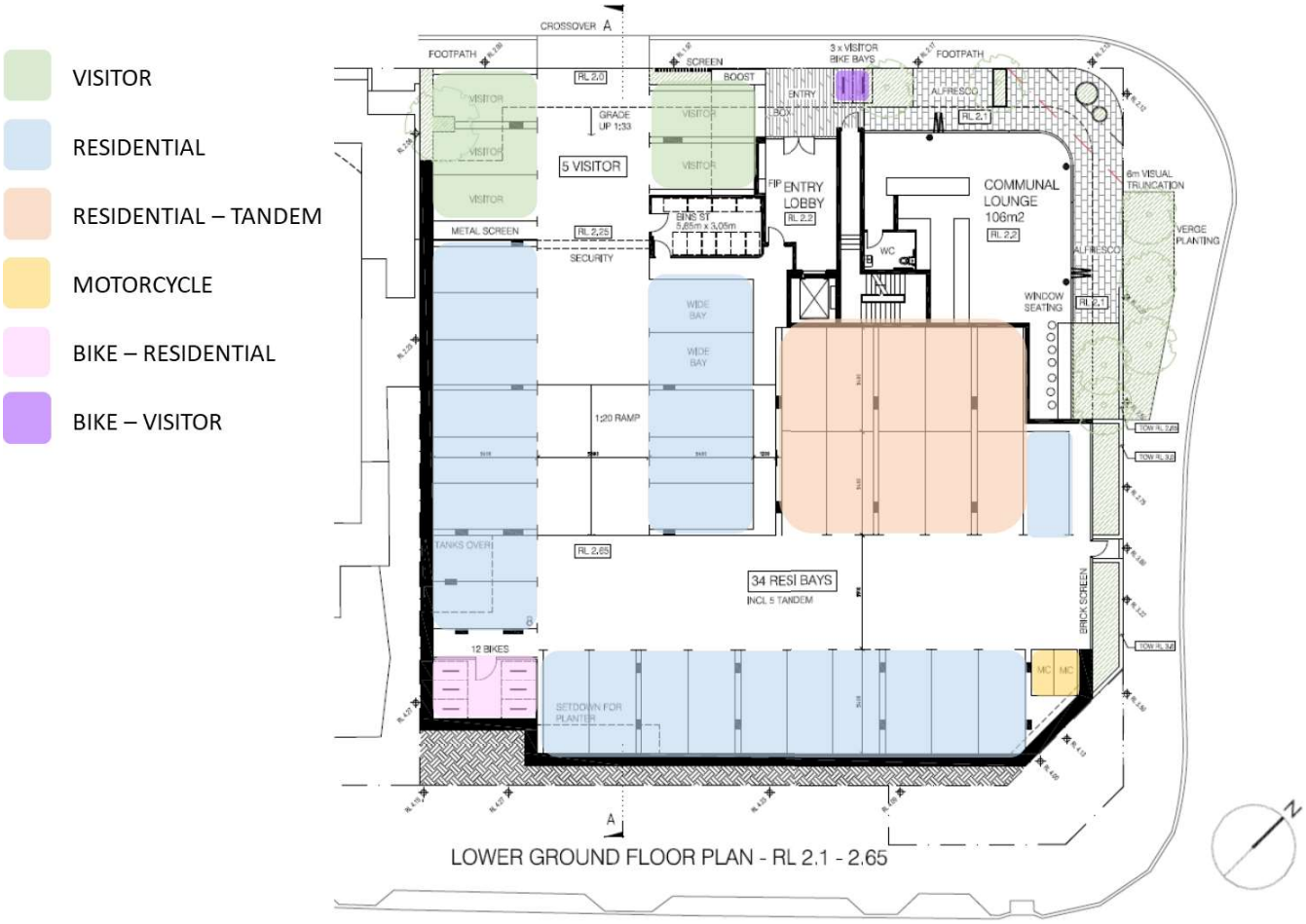
Thirty four residential and five visitor car parking bays will be provided at lower ground level, as shown in Figure 6. In addition, there will be 12 bike bays in a secure compound and 2 motorcycle bays. A security gate will prevent public access to the residential bays; all visitor bays will be located in front of the gate. Of the 34 residential bays, 10 are proposed as tandem bays (5 x 2 bays). Visitor bike bays (2 inverted U rails with capacity for up to 4 bikes) will be located adjacent to the lobby entry on McCallum Lane.

Figure 6 – Proposed lower ground floor level with car parking (source: MJA Studio)



All parking bays will be designed to comply with Australian Standards 2890 Parking Standards Part 1: Off-street car parking.

3.3 Off-site Parking

There are a number of on-street parking bays in proximity of the development site. There are 4 90° parking bays on the northern side of Taylor Street, immediately west of the intersection of McCallum Lane, and a further 60 90° parking bays west of Garland Street. On McCallum Lane to the north of Taylor Street there are 6 90° parking bays, and a further 16 parallel bays on the western side of McCallum Lane. On the north side of Garland Street there is approximately 150m of informal 90° parking, sufficient to accommodate between 50 and 60 cars.

The off-site parking provision is shown in Figure 7.

Figure 7 – Off-site parking (source: Town of Victoria Park)



3.4 Required Car Parking

As the development site is within 250m of a high frequency transit route stop (discussed in further detail in Section 7), it falls under the definition of Location A (as defined by the R Codes Volume 2 Apartments) for the purposes of determining parking rates. The minimum parking rates for residents and their visitors are outlined in Table 1.

Table 1 – Required Car Parking Rates (Source: R Codes volume 2 Apartments)

Land Use	Car Parking Rate		Bike Parking Rate		Motorcycle Parking Rate	
	Resident	Visitor	Resident	Visitor	Resident	Visitor
Residential (2 beds)	0.75 bay per dwelling	1 bay per four dwellings up to 12 dwellings, 1 bay per eight dwellings for the 13th dwelling and above	0.5 bay per dwelling	1 space per 10 dwellings	1 space per 10 car bays	none
Residential (3 beds)	1 bay per dwelling					

Applying these rates to the proposed development, the minimum car, bike and motorcycle parking requirements are:

- Residential – 12 x 2 bed apartments = 9 car + 6 bike + 1 mc
  – 11 x 3 bed apartments = 11 car + 5 bike + 1 mc
- Visitor – 3 (for first 12 apartments) + 11 / 8 (for next 11 apartments) = 5 car + 3 bike
- **Minimum required parking car = 20 resident + 5 visitor bays**
- **Minimum required parking bike = 11 resident + 3 visitor bays**
- **Minimum required parking motorcycle = 2 motorcycle bays**

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The proposed parking provision is:

- Residential – 12 x 2 bed apartments = 12 bays
  – 11 x 3 bed apartments = 22 bays
- Visitor – 23 apartments = 5 bays
- Total car parking = 34 resident + 5 visitor bays
- Total bike parking = 12 resident + 4 visitor bays
- Total motorcycle parking = 2 resident

The proposed car parking provision is in excess of the minimum requirements, and under the maximum provision. The bike parking exceeds the minimum requirements. The proposed motorcycle parking is consistent with the minimum requirements.

4. PROVISION FOR SERVICE VEHICLES

TOWN OF VICTORIA PARK
Received: 02/05/2019

4.1 Deliveries

Deliveries to the residential apartments can park in the visitor bays located in the lower ground level, accessed from McCallum Lane.

4.2 Rubbish Collection

Rubbish collection will occur on McCallum Lane. The bin storage area is located at lower ground level. On bin collection days bins will be transported from the bin storage area to the street and back again.

5. DAILY TRAFFIC VOLUMES AND VEHICLE TYPES

TOWN OF VICTORIA PARK
Received: 02/05/2019

5.1 Trip Generation

The WAPC's Transport Impact Assessment Guidelines Volume 5 – Technical Guidance provides residential peak hour trip rates. The residential trip rates are based on the Perth and Regions Travel Surveys (PARTS) data averaged over the range of dwelling types. The recommended rate for residential land use is 0.8 vehicle trips per dwelling for the AM and PM peak hours, split as follows:

- AM peak 25% IN, 75% OUT
- PM peak 67% IN, 33% OUT

These rates are considered high, given they represent an average of the entire Metropolitan area and include a high proportion of detached dwellings. Surveys of unit developments within the City of Perth have revealed peak hour trip rates of between 0.2 and 0.3 peak hour trips per dwelling. The location of the development site (approximately 3.5km southeast of the Perth CBD) and the proximity to high frequency public transport services has led to the adoption of a reduced peak hour trip rate of 0.5 vehicles trips per dwelling.

Table 2 – Peak hour trip rates

Land Use	AM Peak IN	AM Peak OUT	PM Peak IN	PM Peak OUT
Residential	0.125	0.375	0.335	0.165

Based on a total of 23 apartments, the development is forecast to generate 12 trips in the AM peak hour and 12 trips in the PM peak hour, as summarised Table 3.

Table 3 – Forecast peak hour trips

Land Use	AM Peak IN	AM Peak OUT	PM Peak IN	PM Peak OUT
23 apartments	3	9	8	4

5.2 Trip Distribution

Trips to and from the development have been distributed according to the proportion of existing left and right turning vehicles at the intersections of McCallum Lane / Taylor Street and Canning Highway / Taylor Street (as discussed in section 6.2).

- AM Peak hour: To development
  - 77% from Canning Highway Ave northeast;
  - 23% from Canning Highway Ave southwest;
- AM Peak hour: From development
  - 77% to Canning Highway Ave northeast;
  - 23% to Canning Highway Ave southwest (via McCallum Lane, Ellam Street, Mill Point Road and Way Road)
- PM Peak hour: To development
  - 76% from Canning Highway Ave northeast;
  - 24% from Canning Highway Ave southwest;
- PM Peak hour: From development
  - 71% to Canning Highway Ave northeast;
  - 29% to Canning Highway Ave southwest;

Very few vehicles were observed turning right into Canning Highway from Taylor Street in the AM peak hour (and none before 8:30AM) but there were a number of vehicles turning into McCallum Lane (southwestbound). It is

assumed that there is a demand for vehicles to head towards Canning Highway southwestbound in the AM peak however vehicles are doing this via McCallum Lane, Ellam Street, Mill Point Road and Way Road where they can turn right into Canning Highway at the signalised intersection.

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6. TRAFFIC MANAGEMENT ON FRONTAGE STREETS

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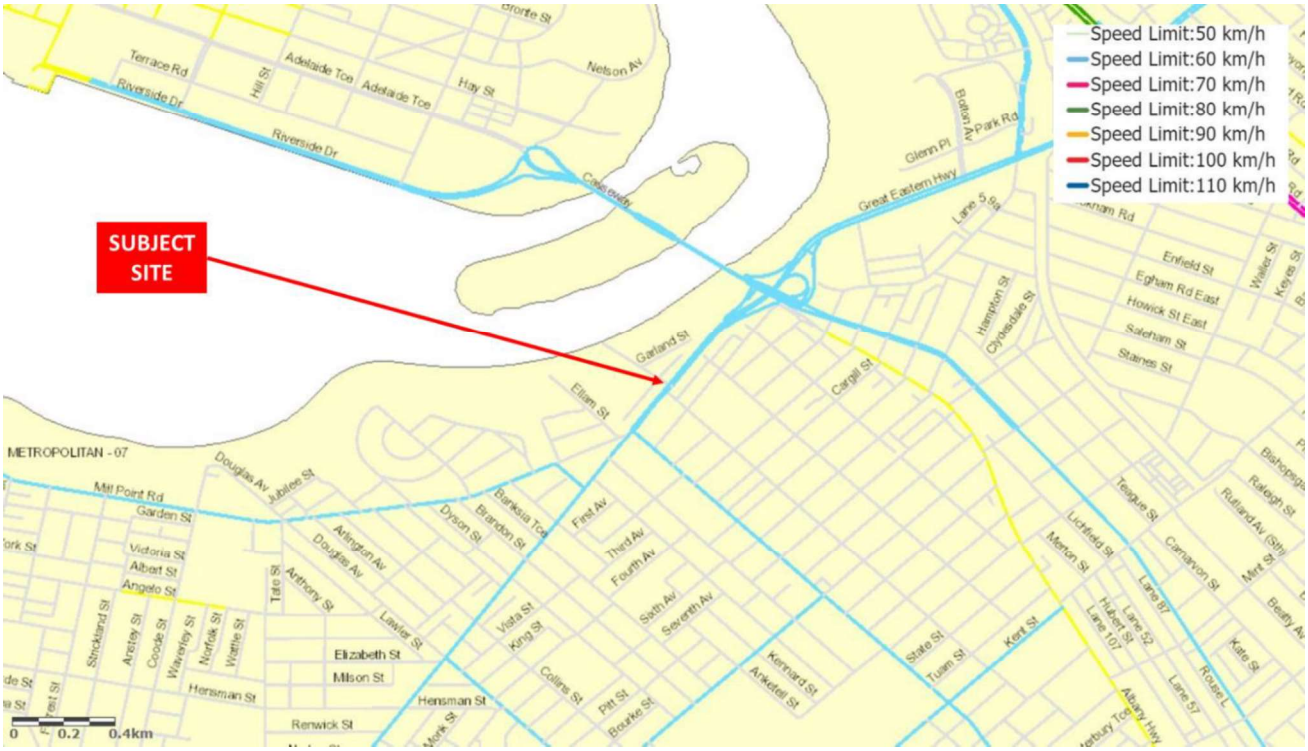
6.1 Frontage Streets

The site is bordered by Canning Highway to the southeast, Taylor Street to the northeast, McCallum Lane to the northwest and by an existing apartment complex to the southwest. The road hierarchy surrounding the development site is shown in Figure 8 and the speed zoning is shown in Figure 9.

Figure 8 – Road hierarchy surrounding development site (source: MRWA)



Figure 9 – Speed zoning surrounding development site (source: MRWA)



Canning Highway provides an important connection between Victoria Park and Fremantle. It is classified as a Primary Distributor and is under the care and control of Main Roads WA. Along the frontage of the development site it is constructed as two carriageways separated by a 4m solid median. The northbound carriageway has two 3.2m lanes while the southbound carriageway has three 3.4m lanes. The Canning Highway cross section is shown in Figure 10.

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The posted speed limit of Canning Highway is 60 kph. There is no on-street parking.

A 3.5m wide brick paved footpath is provided along the Canning Highway development frontage. Along the southern side of Canning Highway, a 2.5m shared path is provided north of Gloucester Street while south of Gloucester Street there is a 3m wide brick paved footpath.

The most recent traffic count for Canning Highway, undertaken in 2018 approximately 140m to the north of the intersection with Taylor Street, revealed traffic volumes of 42,300 vehicles per day (vpd), with 20,800 vpd in the northbound direction and 21,500 vpd in the southbound direction. Heavy vehicles made up approximately 5.5% of all traffic along Canning Highway.

Figure 10 – Canning Highway cross section looking southwest (source: Flyt)



Taylor Street is classified as an Access Street. The width of road along the development frontage varies between 8m (with a single lane of travel in each direction near the intersection with McCallum Lane) and 14m near the intersection with Canning Highway. At this location there is space for left and right turning vehicles to queue while waiting to turn into Canning Highway, a 1.5m solid median and a single northwestbound lane. A cross section of Taylor is shown in Figure 11.

The posted speed limit is 50 kph. There is no on-street parking along the section of Taylor Street adjacent to the development frontage, however there are 4 90° parking bays on the northern side of Taylor Street, immediately west of the intersection of McCallum Lane, and a further 60 90° parking bays west of Garland Street.

A brick paved footpath is provided along the southwestern side of Taylor Street, with a minimum width of 2.5m. There is no footpath on the northeastern side.

The most recent traffic counts for Taylor Street, undertaken in June 2014, reveal the section of road between McCallum Lane and Canning Highway is carrying approximately 1,720 vpd. The 85th percentile speed is 33 kph.

Figure 11 – Taylor Street cross section looking northwest (source: Flyt)

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McCallum Lane is classified as an Access Street. Along the development frontage it is constructed to a width of 6m, with a single lane of travel in each direction. A cross section of Crawford Road is shown in Figure 12.

Figure 12 – McCallum Lane cross section looking southwest (source: Flyt)



There is no on-street parking along McCallum Lane and the posted speed limit is 50 kph. There is a 2m footpath along the southeast side (along the development frontage).

The most recent traffic counts for McCallum Lane, undertaken in April 2016, reveal the section of road south of Taylor Street is carrying approximately 1,030 vpd. The 85th percentile speed is 35 kph.

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6.2 Surrounding Intersections

There are two intersections in the immediate vicinity of the development site.

- Canning Highway / Taylor Street – stop sign controlled four-way intersection;
- Taylor Street / McCallum Lane Street – priority controlled four-way intersection.

Peak hour traffic counts were undertaken on Wednesday April 3rd 2019 at the subject intersections. Observations were also made of traffic conditions including queue lengths and typical delays for turning vehicles. The traffic counts were undertaken between 7:45 and 8:45 AM and between 4:45 and 5:45 PM, which represent the peak times for Canning Highway and development traffic.

The existing peak hour traffic volumes through each of the surrounding intersections are shown in Table 4.

Table 4 – Existing peak hour turning traffic volumes

Approach	Movement	AM Peak	PM Peak
Canning Highway / Taylor Street			
Canning Highway northeastbound	Left	19	26
	Through	1,869	1,414
Canning Highway southwestbound	Through	1,356	2084
	Right	63	82
Taylor Street	Left	37	39
	Right	3	16
Taylor Street / McCallum Lane			
McCallum Lane southwest	Left	8	7
	Through	0	0
	Right	26	17
Taylor Street southeast	Left	34	55
	Through	46	32
	Right	3	12
McCallum Lane northwest	Left	2	2
	Through	2	1
	Right	0	1
Taylor Street southeast	Left	0	0
	Through	12	32
	Right	6	10

6.2.1 Existing Intersection Performance

SIDRA Intersection 8.0 has been used to assess the existing peak hour performance of the intersection between Canning Highway and Taylor Street. The SIDRA model has been calibrated to try to match the queuing and delays observed on-site. The intersection of Canning Highway and Taylor Street is assisted by its proximity to the signalised intersection between Canning Highway and Berwick Street which provide gaps in the traffic stream for right turning

vehicles. SIDRA is not able to accurately model the impacts of a nearby signalised intersection on a stop – sign controlled intersection and therefore overestimates queues and delays to right turn movements from Taylor Street.

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The SIDRA predicted peak hour results are summarised in Table 5. Detailed SIDRA output is provided in Appendix 1.

Table 5 – SIDRA predicted existing intersection performance – AM and PM peak hours

Approach	Turn	AM Peak hour			PM Peak hour		
		Level of Service	Delay (s)	95th % Back of Queue (m)	Level of Service	Delay (s)	95th % Back of Queue (m)
Canning Highway / Taylor Street							
Canning Highway northeastbound	Left	A	5.6	0	A	5.6	0
	Through	A	0.1	0	A	0.1	0
Canning Highway southwestbound	Through	A	0.0	0	A	0.1	0
	Right	E	45.4	11.7	D	31.9	11.6
Taylor Street	Left	C	20.0	3.0	B	14.3	2.0
	Right	F	156.1	2.4	F	55.3	3.9

SIDRA predicts the intersection of Canning Highway with Taylor Street is currently operating at an overall level of service A, however the right turn movements into and out of Taylor Street are predicted to operate at a LOS E/F. The right turn from Canning Highway into Taylor Street is predicted to operate at LOS D/E, with average delays of 45.4s in the AM peak hour and 31.9s in the PM peak hour. For the right turn out of Taylor Street, SIDRA predicts a LOS F with delays approaching 2-3 minutes in the AM peak hour (only 3 vehicles currently make this movement) and 1 minute in the PM peak.

The SIDRA predicted delays to right turn movements from Taylor Street are greater than those observed on site. This is because SIDRA is not able to accurately model the impacts of the nearby signalised intersection of Canning Highway with Berwick Street which provides gaps in the traffic stream for the right turning vehicles.

6.2.2 Forecast Intersection Performance

Based on a total of 23 apartments, the development is forecast to generate 12 trips in the AM peak hour and 12 trips in the PM peak hour.

Using the distribution as discussed in Section 5.2, the forecast additional AM and PM peak hour traffic volumes attributable to the proposed development are shown in Table 6.

Table 6 – Forecast additional peak hour traffic volumes

Approach	Movement	AM Peak	PM Peak
Canning Highway / Taylor Street			
Canning Highway northeastbound	Left	+1	+2
	Through		
Canning Highway southwestbound	Through		
	Right	+2	+6
Taylor Street	Left	+7	+3
	Right		+1
Taylor Street / McCallum Lane			

Approach	Movement	AM Peak	PM Peak
McCallum Lane southwest	Left		
	Through		
	Right	+7	+4
Taylor Street southeast	Left	+3	+8
	Through		
	Right		
McCallum Lane northwest	Left		
	Through		
	Right		
Taylor Street southeast	Left		
	Through		
	Right		

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The forecast traffic volumes through the intersections of Beaufort Street with Normanby Road and Crawford Road (including the potential additional traffic) are summarised in Table 7.

Table 7 – Forecast peak hour turning traffic volumes

Approach	Movement	AM Peak	PM Peak
Canning Highway / Taylor Street			
Canning Highway northeastbound	Left	20	28
	Through	1,869	1,414
Canning Highway southwestbound	Through	1,356	2084
	Right	65	88
Taylor Street	Left	44	42
	Right	3	17
Taylor Street / McCallum Lane			
McCallum Lane southwest	Left	8	7
	Through	0	0
	Right	33	21
Taylor Street southeast	Left	37	63
	Through	46	32
	Right	3	12
McCallum Lane northwest	Left	2	2
	Through	2	1
	Right	0	1
Taylor Street southeast	Left	0	0
	Through	12	32
	Right	6	10

SIDRA Intersection 7.0 has been used to assess the potential future peak hour performance of the two intersections. The AM peak hour results are summarised in Table 8

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Table 8 – SIDRA predicted future intersection performance – AM and PM peak hours

Approach	Turn	AM Peak hour			PM Peak hour		
		Level of Service	Delay (s)	95th % Back of Queue (m)	Level of Service	Delay (s)	95th % Back of Queue (m)
Canning Highway / Taylor Street							
Canning Highway northeastbound	Left	A	5.6	0	A	5.6	0
	Through	A	0.1	0	A	0.1	0
Canning Highway southwestbound	Through	A	0.0	0	A	0.1	0
	Right	E	46.3	12.2	D	33.0	12.7
Taylor Street	Left	C	20.1	3.6	B	14.3	2.2
	Right	F	157.3	2.4	F	56.9	4.2

The forecast development traffic is predicted to increase the overall intersection delay by 0.1 seconds in both the AM and PM peak hour. For traffic turning out of Taylor Street into Canning Highway, SIDRA predicts an additional delay of 0.1 seconds for left turning traffic, while the average delay for right turning vehicles is predicted to increase by 1.2 seconds in the AM peak and by 1.6 seconds in the PM peak hour. The delay to vehicles turning right into Taylor Street from Canning Highway is predicted to increase by 0.9 seconds in the AM peak and by 1.1 seconds in the PM peak.

Given SIDRA is not able to accurately model the impacts of a nearby signalised intersection which provide gaps in the traffic stream for right turning vehicles, the SIDRA predicted delays to right turn movements to and from Taylor Street are expected to be an overestimate.

In the AM peak hour, vehicles from the development wanting to head towards Canning Highway southwest will most likely use McCallum Lane, Ellam Street, Mill Point Road and Way Road, from where they can turn right into Canning Highway at the signalised intersection.

The traffic impact of the 12 additional trips attributable to the development in the AM and PM peak hours is therefore considered to be low.

7. PUBLIC TRANSPORT ACCESS

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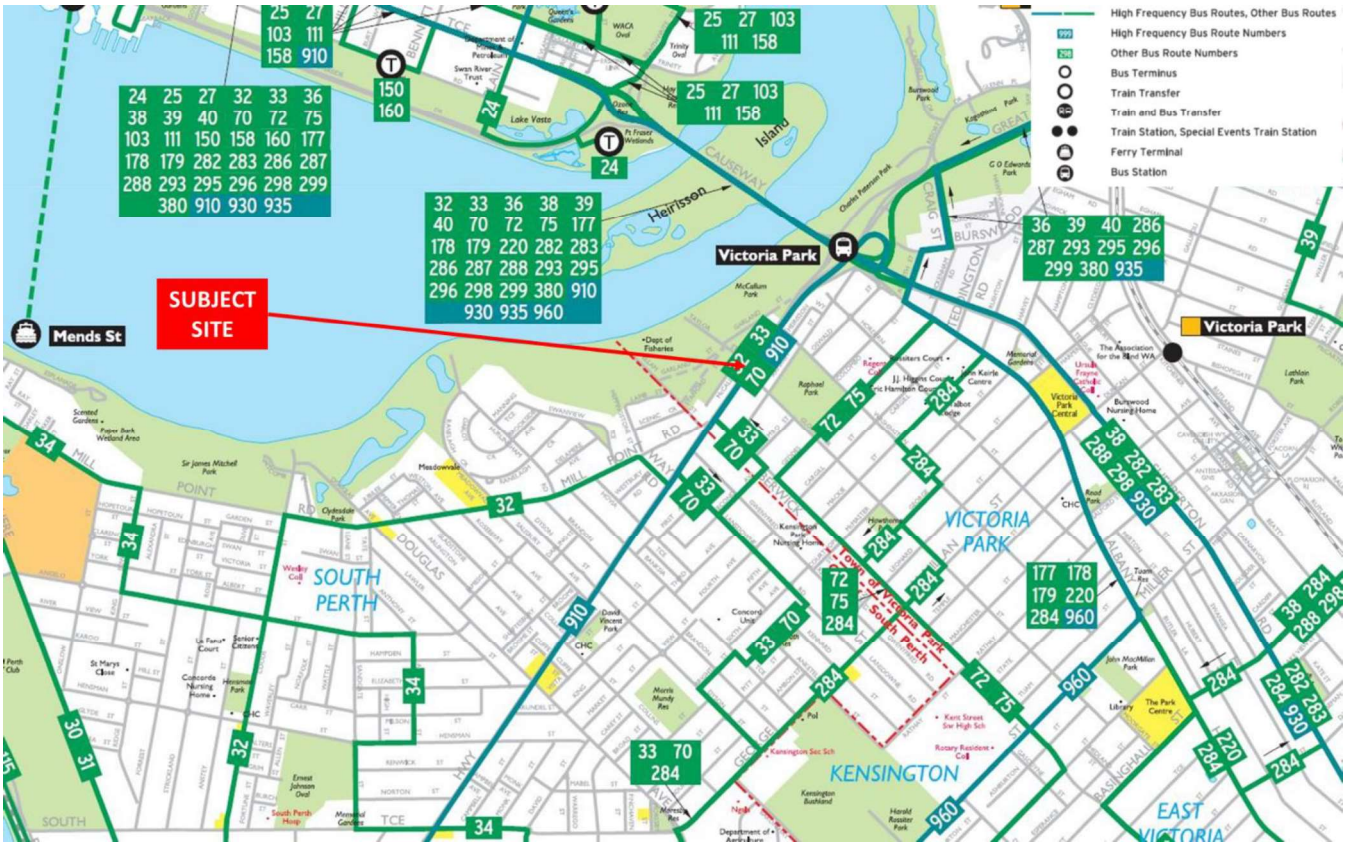
7.1 Introduction

The subject site is serviced by bus routes 32, 33 and 910 which all travel along Canning Highway, and is within 750m of the Victoria Park Bus Station, and 2km of the Victoria Park Train Station. Bus stops are located between 120m and 160m from the proposed development lobby on Canning Highway, as shown in Figure 14.

Figure 13 – Adjacent bus routes (source: Transperth)



Bus route 910 is a high frequency service, with services at least every 15 minutes, including on Saturdays and Sundays. The service operates between Perth and Fremantle Station via Canning Highway. The closest bus stops for route 910 are located within 120m (for services to Perth) and 160m (for services to Fremantle) of the proposed development entrance on Canning Highway. As the development is located with 250m of a high frequency bus route, the R Codes consider the development to be within location A.

Figure 14 – Closest bus stops



Bus route 32 runs between Perth and Como via Mill Point Road while route 33 runs between Perth and Karawara via Curtin Central Bus Station. More detail of bus route services and frequencies is provided in Table 9.

Table 9 – Bus frequency and service numbers

Route	Direction	Weekday Summary		Saturday Summary	Sunday/ Public Holiday Summary
		No. Services	AM/ PM Peak Frequency		
910	To Perth	88	7 mins / 15 mins	15 mins	15 mins
	To Fremantle	81	15 mins / 7 mins	15 mins	15 mins
32	To Perth	33	15 mins / 30 mins	hourly	hourly
	To Como	34	30 mins / 20 mins	hourly	hourly
33	To Perth	22	20 mins / 40 mins	hourly	hourly
	To Karawara	23	40 mins / 20 mins	hourly	hourly

8. PEDESTRIAN ACCESS

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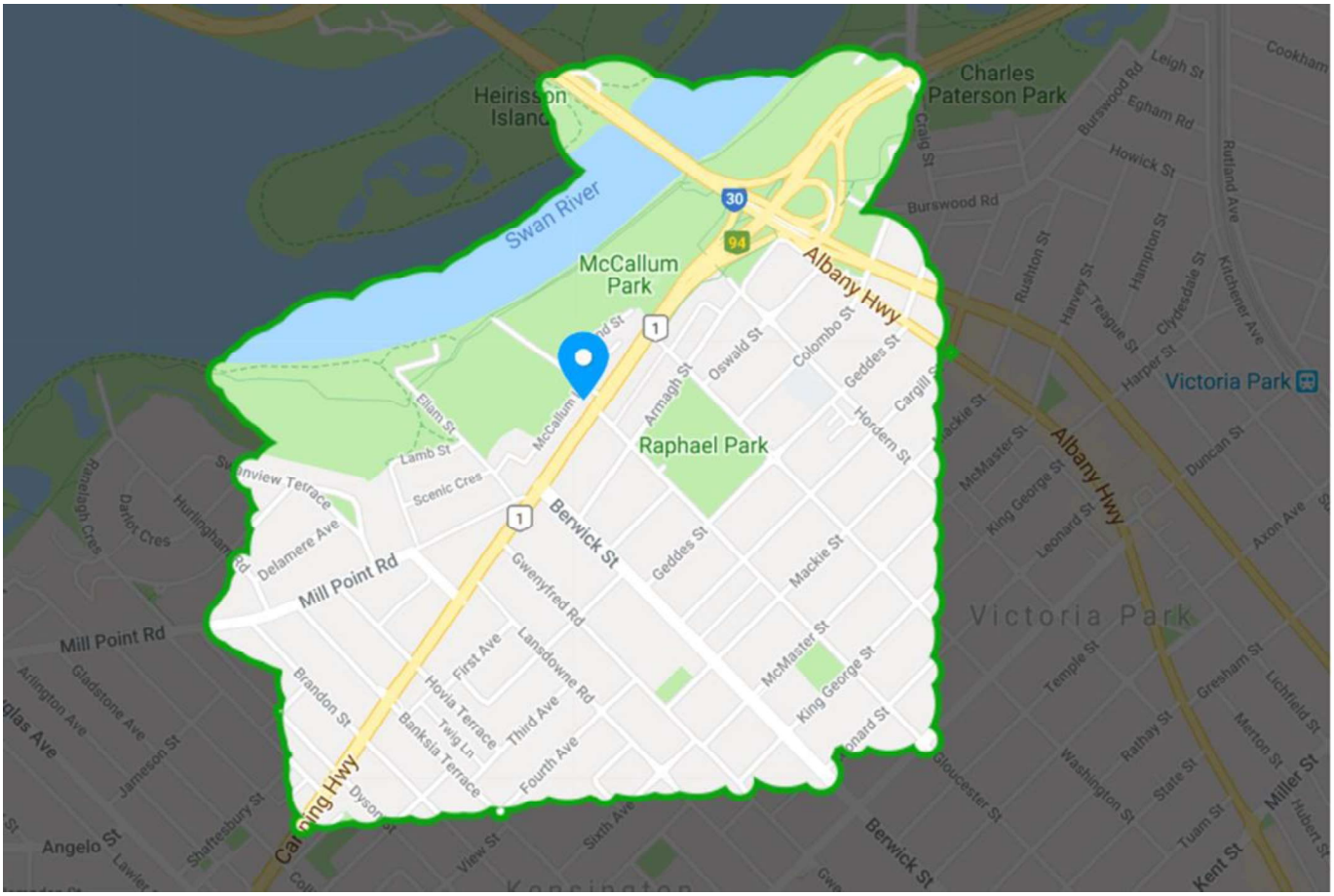
8.1 Existing Pedestrian Network

A 3.5m wide brick paved footpath is provided along the Canning Highway development frontage. Along the southern side of Canning Highway, a 2.5m shared path is provided north of Gloucester Street while south of Gloucester Street there is a 3m wide brick paved footpath.

The WalkScore walkability assessment tool considers the development site to be somewhat walkable (some errands can be accomplished on foot), with a walk score of 63 out of 100.

The 15-minute walkable catchment is shown in Figure 15, which includes large areas of Victoria Park and South Perth. The walkable catchment is a square shape, which reflects the grid street pattern and the provision of footpaths on both sides of every street.

Figure 15 – Walkable catchment in 15 minutes (source: WalkScore)



8.2 Development Proposals

The proposed development includes two pedestrian entry points; one at lower ground level from McCallum Lane and the second one at upper ground level from Canning Highway.

9. CYCLE ACCESS

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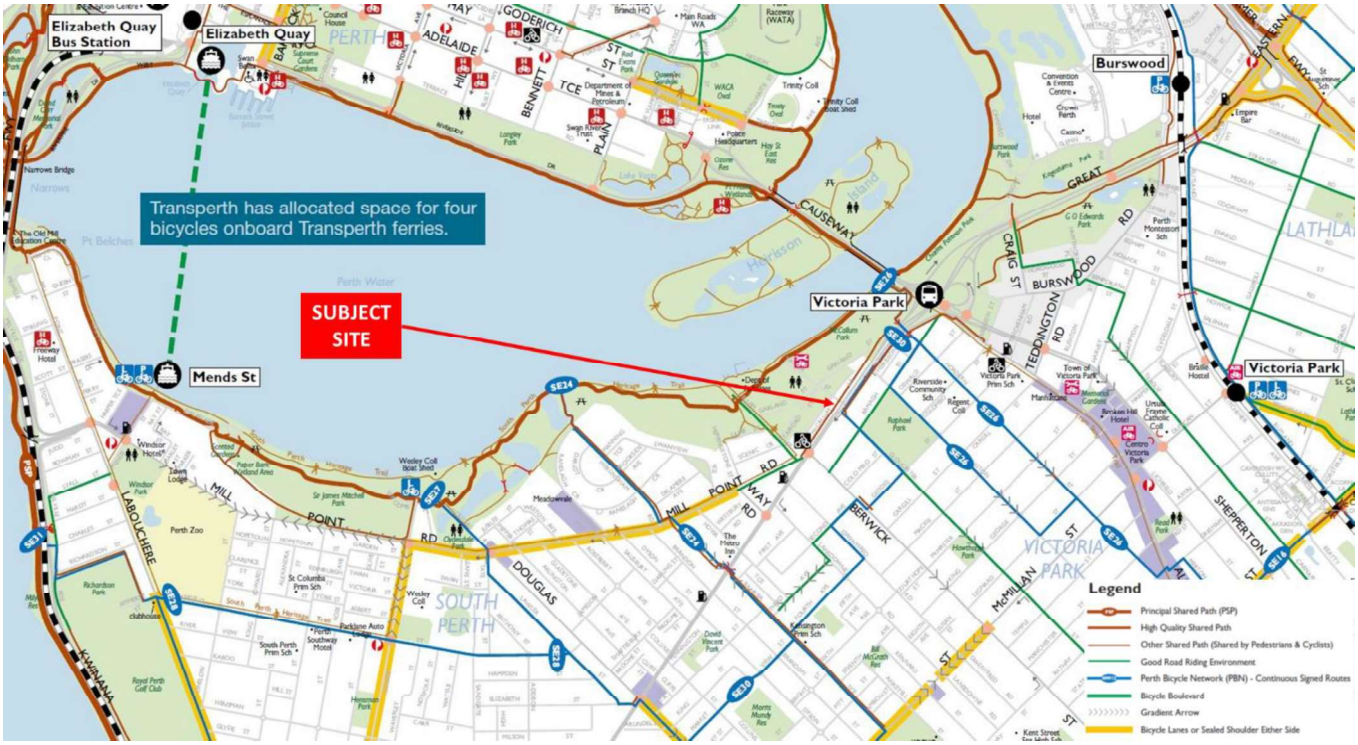
9.1 Existing Cycle Network

The formal cycle and shared path network in the vicinity of the development site are shown in Figure 16. This includes the principal shared path (PSP) along the Swan River foreshore and a shared path on the eastern side of Canning Highway (north of Gloucester Street).

Figure 16 – Cyclist network surrounding development site (source: Department of Transport)



9.2 Development Proposals

The proposed development includes a secure compound with parking for 12 bikes within the lower ground level. Access to the compound is via the development crossover at McCallum Lane. Adjacent to the entry lobby on McCallum Lane there will be 2 inverted U rails with capacity for up to 4 bikes to accommodate visitor bike parking.

10. SITE SPECIFIC ISSUES

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10.1 Issues – Canning Highway

The development site is located adjacent to Canning Highway, which carries substantial traffic volumes in the peak periods. The traffic impact of the development is considered to be insignificant, with the 23 proposed apartments forecast to generate 12 additional trips in the AM and PM peak hours.

Most of this traffic will travel through the intersection of Canning Highway and Taylor Street, however in busy times, vehicles from the development wanting to head towards Canning Highway southwestbound will most likely use McCallum Lane, Ellam Street, Mill Point Road and Way Road, from where they can turn right into Canning Highway at the signalised intersection.

11. SAFETY ISSUES

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11.1 Crash History

In the five-year period ending December 31st 2017, there were nine reported crashes at the intersection of Canning Highway Street and Taylor Street, including 3 crashes which required medical treatment. Of the 9 crashes, 3 were right angle crashes (vehicles approaching from adjacent approaches of the intersection), 3 were right turn crashes (a vehicle turning right in front of an oncoming vehicle), 2 were sideswipe crashes (a vehicle colliding with the side of another vehicle) and 1 was rear end (a vehicle colliding with the rear of another vehicle).

12. SUMMARY AND CONCLUSIONS

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12.1 Transport Impact Statement

This report has been prepared in support of the proposed apartment development at 53-57 Canning Highway, Victoria Park.

The report has been prepared in accordance with the WA Planning Commission's (WAPC) Transport Impact Assessment Guidelines (Volume 4 – Individual Developments). The traffic attributable to the proposed development has been determined to be less than 100 vehicle trips in the operating and network peak hour, therefore the required level of assessment is a Transport Impact Statement.

The development proposes 23 two and three bedroom apartments with a total of 34 resident parking bays, 2 motorcycle bays, 12 secure bicycle bays, 5 visitor car bays and 2 inverse U rails for bike visitors (accommodating up to 4 bikes).

The proposed car parking provision in in excess of the minimum requirements, and under the maximum provision. The bike parking exceeds the requirements. The proposed motorcycle parking is consistent with the minimum requirements.

The development site is well located for proximity to high frequency public transport services, a highly permeable pedestrian network, and the local bicycle network.

The proposed development is forecast to generate a total of 12 vehicle trips in both the AM and PM peak hour. The traffic impact of the trips attributable to the development is insignificant.

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MOVEMENT SUMMARY

Site: 1 [Canning Taylor existing AM]

Canning Hwy / Taylor St
Existing traffic volumes
AM Peak
Site Category: -
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Canning Hwy SW												
1	L2	19	2.0	0.502	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.0
2	T1	1869	5.5	0.502	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		1888	5.5	0.502	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
North: Canning Hwy NE												
8	T1	1356	5.5	0.361	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	63	2.0	0.456	45.4	LOS E	1.6	11.7	0.96	1.04	1.19	33.8
Approach		1419	5.3	0.456	2.1	NA	1.6	11.7	0.04	0.05	0.05	57.9
West: Taylor Street												
10	L2	37	2.0	0.134	20.0	LOS C	0.4	3.0	0.79	1.00	0.79	45.1
12	R2	3	2.0	0.139	156.1	LOS F	0.3	2.4	0.99	1.00	0.99	16.8
Approach		40	2.0	0.139	30.2	LOS D	0.4	3.0	0.81	1.00	0.81	40.1
All Vehicles		3347	5.4	0.502	1.3	NA	1.6	11.7	0.03	0.03	0.03	58.6

MOVEMENT SUMMARY

Site: 1 [Canning Taylor existing PM]

Canning Hwy / Taylor St
Existing traffic volumes
PM Peak
Site Category: -
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Canning Hwy SW												
1	L2	26	2.0	0.383	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
2	T1	1414	5.5	0.383	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		1440	5.4	0.383	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.8
North: Canning Hwy NE												
8	T1	2084	5.5	0.554	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	82	2.0	0.441	31.9	LOS D	1.6	11.6	0.92	1.03	1.19	38.6
Approach		2166	5.4	0.554	1.3	NA	1.6	11.6	0.03	0.04	0.05	58.6
West: Taylor Street												
10	L2	39	2.0	0.086	14.3	LOS B	0.3	2.0	0.64	1.00	0.64	48.4
12	R2	16	2.0	0.196	55.3	LOS F	0.6	3.9	0.98	1.01	1.01	31.4
Approach		55	2.0	0.196	26.2	LOS D	0.6	3.9	0.74	1.00	0.75	41.8
All Vehicles		3661	5.3	0.554	1.2	NA	1.6	11.6	0.03	0.04	0.04	58.7

Appendix 2 – SIDRA Output (Forecast Intersection Performance)

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MOVEMENT SUMMARY

Site: 1 [Canning Taylor forecast AM]

Canning Hwy / Taylor St
Development traffic volumes
AM Peak
Site Category: -
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Canning Hwy SW												
1	L2	20	2.0	0.502	5.6	LOS A	0.0	0.0	0.00	0.01	0.00	58.0
2	T1	1869	5.5	0.502	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		1889	5.5	0.502	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.8
North: Canning Hwy NE												
8	T1	1356	5.5	0.361	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
9	R2	65	2.0	0.471	46.3	LOS E	1.7	12.2	0.96	1.04	1.20	33.5
Approach		1421	5.3	0.471	2.2	NA	1.7	12.2	0.04	0.05	0.06	57.8
West: Taylor Street												
10	L2	44	2.0	0.159	20.1	LOS C	0.5	3.6	0.80	1.00	0.80	45.1
12	R2	3	2.0	0.140	157.3	LOS F	0.3	2.4	0.99	1.00	0.99	16.7
Approach		47	2.0	0.159	28.8	LOS D	0.5	3.6	0.81	1.00	0.81	40.7
All Vehicles		3357	5.4	0.502	1.4	NA	1.7	12.2	0.03	0.04	0.03	58.5

MOVEMENT SUMMARY

Site: 1 [Canning Taylor forecast PM]

Canning Hwy / Taylor St
Forecast traffic volumes
PM Peak
Site Category: -
Stop (Two-Way)

Movement Performance - Vehicles

Mov ID	Turn	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Canning Hwy SW												
1	L2	28	2.0	0.383	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
2	T1	1414	5.5	0.383	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	59.8
Approach		1442	5.4	0.383	0.2	NA	0.0	0.0	0.00	0.01	0.00	59.8
North: Canning Hwy NE												
8	T1	2084	5.5	0.554	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
9	R2	88	2.0	0.475	33.0	LOS D	1.8	12.7	0.93	1.04	1.23	38.2
Approach		2172	5.4	0.554	1.4	NA	1.8	12.7	0.04	0.04	0.05	58.4
West: Taylor Street												
10	L2	42	2.0	0.092	14.3	LOS B	0.3	2.2	0.64	1.00	0.64	48.4
12	R2	17	2.0	0.211	56.9	LOS F	0.6	4.2	0.98	1.01	1.01	31.0
Approach		59	2.0	0.211	26.6	LOS D	0.6	4.2	0.74	1.00	0.75	41.6
All Vehicles		3673	5.3	0.554	1.3	NA	1.8	12.7	0.03	0.05	0.04	58.6

TOWN OF VICTORIA PARK
Received: 02/05/2019

WOOD & GRIEVE ENGINEERS

53 – 55 Canning Highway – Victoria Park

Acoustic Report

Development Application

Prepared for:

Total PM

Prepared by:

Imran Khan

Project No. 42195

P:\42195\PROJECT DOCUMENTATION\ACOUSTICS\DESIGN\REPORTS\AC-RE-001-42195_53-55CANNINGHWY_DA_002.DOCX

Date:
12 April 2019

Ground Floor, 226 Adelaide Terrace, Perth WA 6000
T: (08) 6222 7000 **E:** perth@wge.com.au **W:** www.wge.com.au

Revision

TOWN OF VICTORIA PARK
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REVISION	DATE	COMMENT	APPROVED BY
001	29 March 2019	Draft Issue	**IK**
002	12 April 2019	Issued for DA submission	**IK**

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Executive Summary

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Wood and Grieve Engineers (WGE) were commissioned by Total Project Management (TPM) to undertake the acoustic assessment in support of the Development Application for the proposed Residential development located at 53 – 55 Canning Highway Victoria Park.

The development will consist of the following architectural volumes:

- 25 residential apartments;
- Lounge rooms

As part of the Development Application, the noise impact from Canning Highway was assessed against the State Planning Policy 5.4 using a detailed 3D noise model within the software package SoundPLAN v8.0. Attended measurements had been undertaken on site to ascertain the typical ambient noise levels at the project site during peak traffic periods.

Based on the traffic/train volumes and proposed layout the development, a noise intrusion assessment had been carried out in order to ascertain the acoustic treatments. Preliminary glazing performance requirements have been selected to meet the acceptable indoor noise stated in the AS2107 and SPP5.4 guidelines for the worst-case scenario façade locations due to the noise from Canning Highway and the Fremantle passenger rail line. Specific glazing configuration types will be provided as the project progresses into later stages.

Noise emissions from the development will require ongoing review to ensure compliance with the Western Australia Environmental Protection (Noise) Regulations 1997 (EPNR). At this stage no information is available regarding the mechanical equipment selection. Once more detailed information has been provided, a thorough noise assessment will be carried out and appropriate mitigation strategies or treatments will be recommended in order to comply with the EPNR regulations at the nearest noise sensitive receivers.

By addressing the above-mentioned items, the requirements established by the applicable regulations will be complied with at the Building Permit stage.

1. Introduction

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This report presents an acoustic assessment for the proposed multi-storey residential apartment development located in Victoria Park. The acoustic aspects of the project have been analysed to identify potential issues related to the proposal and recommendations are provided to address them at Development Application stage.

This report identifies the applicable criteria to the project. The following regulations and standards apply to the project;

- State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning' (SPP 5.4);
- Western Australia Environmental Protection (Noise) Regulations 1997 (EPNR);
- Australian Standard AS2107:2016 – *Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors* (AS2107)*;* and
- National Construction Code 2016, Building Code of Australia - section F.5 (NCC).

1.1 Site Description

The project site is located at 53 – 55 Canning Highway, Victoria Park. The project is located along Canning Highway which is major road and minor roads McCallum Ln and Taylor St surrounding the proposed location. The surrounding area is a mix of commercial and residential properties, with several recreational parks and fields to the nearby area.

Figure 1 presents the project location in context to the aforementioned locations.

Figure 1: Project site and surrounding areas



Source: Nearmap

2. Acoustic Criteria

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2.1 Environmental Protection (Noise) Regulation 1997

Environmental noise impacts resulting from the noise emissions from the project are addressed through the Environmental Protection Act 1986, with the regulatory requirements detailed in the Environmental Protection (Noise) Regulations 1997 (EPNR).

The EPNR establishes the maximum permissible noise emission levels (assigned levels) to be received at all adjacent noise-sensitive premises during specific periods of the day as a result of the cumulative noise emissions from all sources proposed for the project site. Compliance to relevant noise limits outlined in the EPNR is compulsory.

The EPNR states noise emissions from any premises are considered not to *significantly contribute to* the noise at a receiver if the noise emissions are 5 dB or below the assigned levels.

In brief, the assigned levels are determined by considering of the amount of commercial and industrial zones, as well as main transport corridors and sporting venues surrounding the noise sensitive premises. The assigned levels apply at premises receiving the noise (noise sensitive receiver) and not to areas within the project site or lot. In addition, the Environmental Protection (Noise) Regulations 1997 identify the following in Schedule 3, clause 2A:

> *"If the land within either of the circles is categorised on the land use map as land in respect of which mixed uses are permitted, the use of that land that results in the highest influencing factor is to be used in the determination of the influencing factor."*

The nearest noise sensitive receivers have been considered as the residential properties surrounding the area, with the closest measurable noise sensitive receiver being located at 59 McCallum Ln, Victoria Park.

The current Town of Victoria Park Planning Scheme (TPS1) was accessed via the Town of Victoria Park online mapping system.

Traffic data for roads surrounding the nearest noise sensitive receiver were obtained from Main Roads Western Australia (MRWA) on the 20th March 2019. The available traffic data has been presented in Table 1.

Table 1: Traffic count data (MRWA)

Transport Corridors	EPNR Classification [1)]	Average Daily Traffic Volumes					
		2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Canning Hwy (At Albany Bridge)	Major Road	37939	—	36692	39201	—	—

1) As defined by the EPNR. Secondary roads have between 6000-15000 vehicles per day. Major roads have greater than 15000 vehicles per day.

2.1.1 Influencing Factor for 59 McCallum Ln

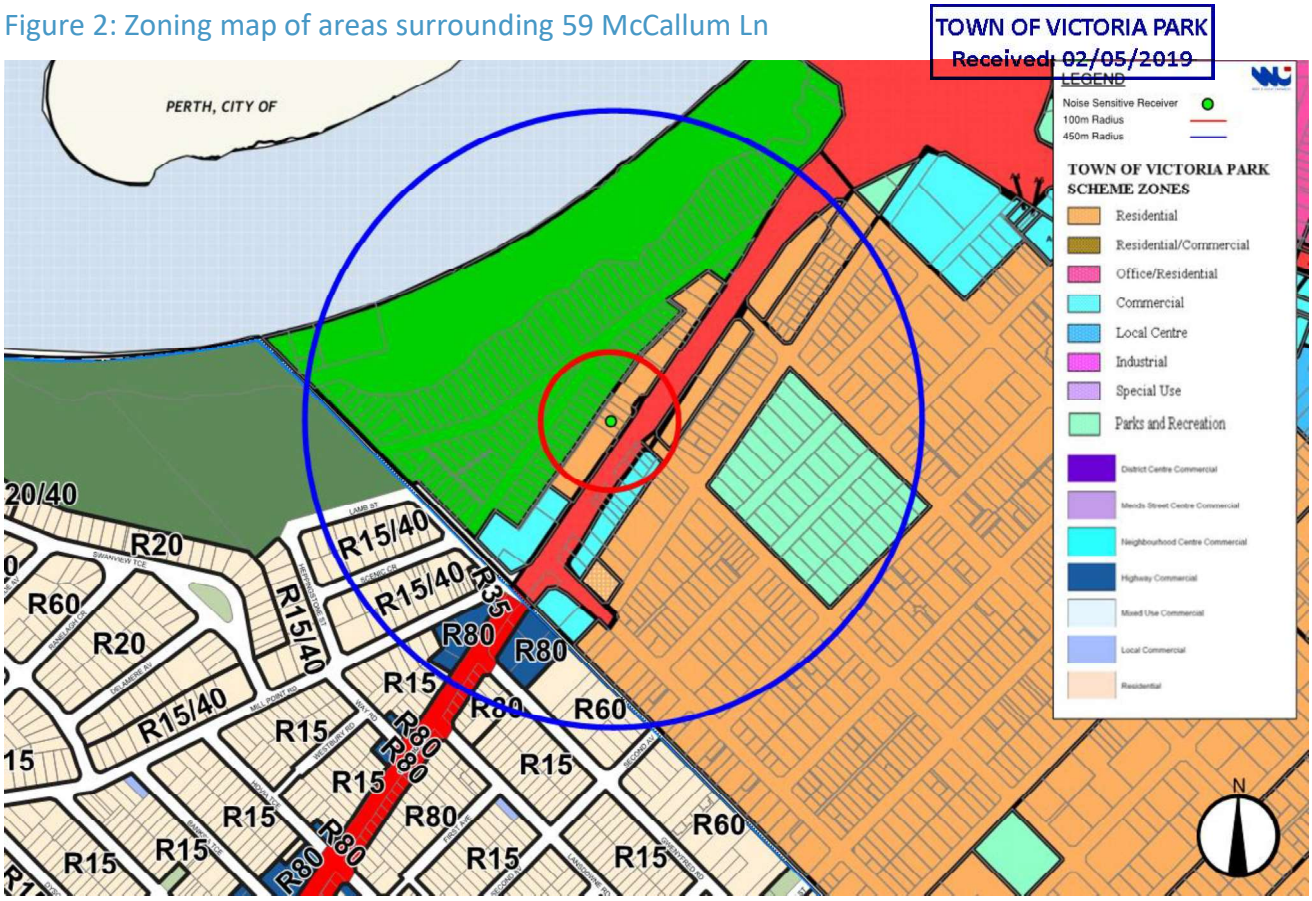
The influencing factor for 59 McCallum Ln results from identifying major roads, commercial and industrial areas for all nearest noise sensitive receivers is 8 dB, as summarized in Table 2.

Table 2: Influencing factor (IF) noise sensitive 59 McCallum Ln

Noise Sensitive Premises	Commercial Zones	Industrial Zones	Transport Corridors	Influencing Factor
59 McCallum Ln	4 % within a 100 m radius 4 % within a 450 m radius	0 % within a 450 m radius	Canning Hwy (major road) in a 100 m radius Berwick Street (major road) within 450 m radius	**6 dB**

Figure 2 indicate the land use zones surrounding 59 McCallum Ln.

Figure 2: Zoning map of areas surrounding 59 McCallum Ln



Source: Town of Victoria Park intramap

2.1.2 Assigned Noise Levels for Nearest Sensitive Receiver

Table 3 summarizes the assigned levels at the nearest noise sensitive premises, which is added to the influencing factor calculated for the receiver detailed in Table 2. It is required that all noise emissions from the development are below the assigned level for all defined periods of the day and at the lot boundary of the receiver or 15m from any associated building. It is noted that the EPNR assigned levels only apply at the premises receiving the noise only and not to noise within the site.

Table 3: Assigned levels for 59 McCallum Ln

Type of premises receiving noise	Time of day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: Highly sensitive area	0700 to 1900 hours Monday to Saturday	51	61	71
	0900 to 1900 hours Sunday & public holidays	46	56	71
	1900 to 2200 hours all days	46	56	61
	2200 hours on any day to 0700 hours Monday to Saturday, and 0900 hours Sunday & public holidays	41	51	61
Noise sensitive premises: any area other than highly sensitive areas	All Hours	60	75	80
Commercial premises	All Hours	60	75	80
Industrial and utility premises	All Hours	65	80	90

2.2 State Planning Policy 5.4

State Planning Policy 5.4 (SPP 5.4) establishes the outdoor noise criteria that apply to a noise sensitive land use due to noise emissions from road and rail transport. A detailed assessment is required for any noise land use within 300 m of a Major freeway.

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The noise criteria, provided in Table 4, apply for new noise-sensitive development proposals at 1 m from the most exposed, habitable façade of the proposed building, at each floor level, and within at least one outdoor living area on each residential lot.

Table 4: Outdoor noise criteria for SPP5.4

Time of day	Noise Target	Noise Limit
Day (6 am – 10 pm)	$L_{Aeq(Day)}$ 55 dB(A)	$L_{Aeq(Day)}$ 60 dB(A)
Night (10 pm – 6 am)	$L_{Aeq(Night)}$ 50 dB(A)	$L_{Aeq(Night)}$ 55 dB(A)

In the application of these outdoor noise criteria to new noise-sensitive developments, the objective of the policy is to achieve:

Acceptable indoor noise levels in noise-sensitive areas (for example, bedrooms and living rooms of houses); and

- A reasonable degree of acoustic amenity in at least one outdoor living area on each residential lot.
- If a noise-sensitive development takes place in an area where outdoor noise levels will meet the noise target, no further measures are required under SPP 5.4.

In areas where the noise target is likely to be exceeded, but the noise level is likely to be within the 5 dB margin, mitigation measures should be implemented by the developer with a view to achieving the target levels in at least one outdoor living area on each residential lot. Where indoor spaces are planned to be facing any outdoor area in the margin, noise insulation deemed-to-comply packages or equivalent performing shall be implemented into the building design.

In areas where the outdoor noise limit is likely to be exceeded (i.e. above $L_{Aeq(Day)}$ of 60dB(A) or $L_{Aeq(Night)}$ of 55dB(A)), a detailed noise assessment in accordance with the guidelines should be undertaken by the developer. Customised noise mitigation measures should be implemented with a view to achieving the noise target in at least one outdoor living or recreation area on each noise-sensitive lot or, if this is not practicable, within the margin. Where indoor spaces will face outdoor areas that are above the noise limit, mitigation measures should be implemented to achieve acceptable indoor noise levels in those spaces.

2.3 Internal Noise Levels

2.3.1 Australian Standard AS2107

The internal noise level criteria detailed in this section are based on the recommendations provided in the Australian / New Zealand Standard AS 2107:2016 'Acoustics – Recommended design sound levels and reverberation times for building interiors' (AS 2107).

AS2107 provides recommended internal noise levels (defined as the equivalent continuous A-weighted sound pressure level — $L_{Aeq,t}$) for optimising the acoustic amenity in occupied spaces. The level of noise in an enclosed space typically consists of noise from building services and/or noise intrusion due to external sources (e.g. traffic).

The relevant internal noise level criteria have been outlined in Table 5.

Table 5: Recommended internal noise levels from AS2107

Type of occupancy/activity	Recommended design sound level, L_{eq} dB(A)
Residential Buildings – Houses and apartments in inner city areas or entertainment districts or near major roads –	
Sleeping areas (night time)	35 – 40
Living areas	35 – 45
Common areas	45 – 50

The internal noise level criteria in AS2107 recommend continuous equivalent (L_{Aeq}) levels for background noise. This document is a common reference for establishing satisfactory goals for quasi-static mechanical and external traffic noise ingress.

2.3.2 SPP 5.4

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The SPP 5.4 states the following:

For residential buildings, acceptable indoor noise levels are $L_{Aeq(Day)}$ of 40dB(A) in living and work areas and $L_{Aeq(Night)}$ of 35 dB(A) in bedrooms. For all other noise-sensitive buildings, acceptable indoor noise levels in Table 1 of Australian Standard AS 2107:2000 Acoustics – Recommended design sound levels and reverberation times for building interiors.

Acoustic recommendations and configurations detailed in this report have been designed to comply with the above requirement.

2.4 Sound Transmission and Insulation – NCC 2016

The acoustic provisions for inter-tenancy walls in Class 2 buildings are outlined in the National Construction Code of 2016 (NCC 2016). These requirements consist of airborne and impact sound insulation performance parameters, summarised in Table 6.

Table 6: Performance requirements as stated in NCC 2016

Construction	Condition	Deemed-to-Satisfy Requirements	Verification Requirements
Walls	**Airborne Sound Insulation**		
	Between sole-occupancy units	Minimum $R_w + C_{tr}$ 50	Minimum $D_{nT,w} + C_{tr}$ 45
	Between a sole-occupancy unit and a plant room, lift shaft, stairway corridor, public corridor or the like	Minimum R_w 50	Minimum $D_{nT,w}$ 45
	Impact Sound Insulation		
	Between a laundry, kitchen, bathroom or sanitary compartment in a sole-occupancy unit, and a habitable room in an adjoining unit	Discontinuous construction [1)]	As deemed to satisfy
	Between a sole-occupancy unit and a plant room or lift shaft	Discontinuous construction [1)]	As deemed to satisfy
Floors	**Airborne Sound Insulation**		
	Between sole-occupancy units and between sole occupancy unit and lift shaft, stairway or public corridor	Minimum $R_w + C_{tr}$ 50	Minimum $D_{nT,w} + C_{tr}$ 45
	Impact Sound Insulation		
	Between sole-occupancy units and between sole occupancy unit and lift shaft, stairway or public corridor	Maximum $L_{n,w}$ 62	Maximum $L_{nT,w}$ 62
Services	**Airborne Sound Insulation**		
	Between a habitable room (other than a kitchen) in a sole-occupancy unit and a duct, soil, waste or water supply pipe duct (if the duct or pipe is located in a wall or floor cavity and serves or passes through more than one sole-occupancy unit)	Minimum $R_w + C_{tr}$ 40	N/A
	Between a kitchen or non-habitable room in a sole-occupancy unit and a duct, soil, waste or water supply pipe duct (if the duct or pipe is located in a wall or floor cavity and serves or passes through more than one sole-occupancy unit	Minimum $R_w + C_{tr}$ 25	N/A
	If a storm water pipe passes through a sole-occupancy unit (habitable room other than kitchen)	Minimum $R_w + C_{tr}$ 40	N/A

	If a storm water pipe passes through a sole-occupancy unit (kitchen or non-habitable room)	Minimum $R_w + C_{tr}$ 25	N/A

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1) For the purposes of this Part, “discontinuous construction” means a wall having a minimum 20 mm cavity between two separate leaves.

- For masonry, where wall ties are required to connect leaves, the ties are of the resilient type; and
- For other than masonry, there is no mechanical linkage between leaves except at the periphery.

3. Noise Survey

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Attended noise measurements were undertaken at the project site to establish the existing acoustic environment for use in noise intrusion assessments. Measurements were undertaken on the 21st March 2019. The location of the measurements is presented in Figure 3.

Figure 3: Attended Measurements Locations



Source: Nearmaps

3.1 Noise Measurements

3.1.1 Test Methodology

Attended measurements have been conducted using instrumentation equivalent to an integrating sound level meter equipped with one octave and one-third octave band filters, and an omni-directional condenser microphone. All instrumentation meets Type 1 specifications as per ANSI S1.4 and ANSI S1.43.

All sound level meters were calibrated by an authorised NATA (National Association of Testing Authorities) laboratory less than 2 years ago and have successfully passed all AS 1259 and AS/NZS 4476 standards and specifications.

The time constant for the RMS detector were set to a slow response (1 sec) for all measurements on all sound level meters. The sound level meters were calibrated before and after each measurement session using a Type 1 acoustic calibrator. The calibrator was also calibrated less than 2 years ago, and is in compliance with AS IEC 60942-2004.

A complete schedule of all equipment used during for acoustic measurements is provided in Table 7. A copy of calibration certificates for the relevant instrumentation may be provided upon request.

Table 7: Equipment and Calibration Details

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Manufacturer / Model	Serial Number
Brüel & Kjær 2250 - Sound Analyser	3002096
Brüel & Kjær 4231 - Calibrator	3005155

3.1.2 Summary of Measurement Results

The noise levels obtained from the attended noise measurements have been provided Table 8.

Table 8: Attended Measured Noise Levels

Reference	Location	Date and Time	$L_{eq,\ 10\ min}$ dB(A)	Spectrum Noise Levels (dB)						
				63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
A1	Corner of McCallum Ln and Taylor St	21/03/2019 8:04 AM	**63**	70	63	61	59	59	54	48	40
A2	55 Canning Hwy	21/03/2019 8:12 AM	**76**	76	71	69	70	74	67	58	51
A3	55a Canning Hwy	21/03/2019 8:23 AM	**76**	75	72	70	70	74	67	58	50

At the time of noise survey, the nearby car repair shop (Bridgestone Select) did not generate any perceivably significant noise. For this reason, it has been considered to not significantly impact noise levels at the project site relative to other contributing factors (i.e. major transport corridor Canning Hwy).

4. Noise Intrusion Assessment

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An assessment of external transport noise impacts affecting the site was undertaken in accordance with the SPP 5.4.

Detailed methodology and assessment specifications are detailed in the SPP 5.4 Implementation Guidelines (referred to as the Guidelines in the remainder of this report). Sound PLAN v8.0 (3D noise modelling software) was used to simulate noise emissions expected from road transport corridors and, subsequently, to determine noise levels 1 metre from the façades of each proposed lot for development as well as external noise sensitive areas.

A noise intrusion assessment for proposed development was conducted based on the predicted noise levels from the 3D model as well as the attended measurements. Roof configuration and external glazing performance requirements have been provided according to the noise intrusion assessment results with the view of providing satisfactory internal noise levels that achieve the AS2107 criteria detailed in this report in Section 2.3.

Calculations were undertaken following the methodology described in British Standard BS EN 12354:2000 and by utilizing the worst case (i.e. highest measured) noise levels at each façade to determine suitable glazing to address the noise sensitive of each space. Appropriate corrections were applied to the linear spectral noise levels to compensate for potential losses due to flanking paths and façade correction.

4.1 Methodology

4.1.1 Road Traffic

Canning highway is located adjacent to the south-eastern boundary of the project site. Given the speed limit and percentage of heavy vehicles, SPP 5.4 classifies the road as a Secondary road/District distributor.

The road traffic noise assessment has been conducted based on the methodology described by the Calculation of Road Traffic Noise algorithm (CoRTN 1988 Australia, NSW).

The CoRTN algorithm has been developed to calculate $L_{A10,18hr}$ noise levels. However, SPP5.4 requires road noise assessments to be based upon the energy averaged $L_{Aeq,16hr}$ and $L_{Aeq,8hr}$ noise descriptors for the daytime and night time respectively. Conversions are applied using the method outlined in the DEFRA publication, *"Method for Converting the UK Road Traffic Noise Index $L_{A10,18hour}$ to the EU Noise Indices for Road Noise Mapping."*

This algorithm considers the following parameters;

- Traffic volume during each period of the day, and for current and future scenarios;
- Average traffic speeds;
- Height of each individual noise source (passenger vehicles, heavy vehicles – engine and exhaust);
- Percentage of heavy vehicles; and
- Gradient and surface of road.

Road traffic noise source heights were incorporated into the noise model in accordance to the description detailed by the Guidelines. The modelled heights of vehicle "strings" are provided below;

- Passenger vehicles: + 0.5 m
- Heavy vehicles — Engine noise: + 1.5 m
- Heavy vehicles — Exhaust: + 3.6 m

4.1.2 Topography

The topographical data for the project site and surrounding areas were incorporated into the noise modelled. Ground elevations were determined based on data available from Nearmap and site drawings from the Architect.

4.1.3 Ground Absorption

To suit the current conditions of the project location, a ground condition of 0.6 has been used in the model, which is in between a soft ground condition (1) and a reflective ground condition (0).

4.2 Traffic Volumes

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4.2.1 Road Traffic

Historical average daily traffic volumes were obtained from the Main Roads Western Australia (MRWA) to determine the proportion of vehicles during day and night, as well as the percentage of heavy vehicles that transit Canning Hwy.

The most recent records available for this section of Canning Hwy was 38,201 vehicles per day during 2016. Based on the records 17. 5% of these are indicated as being heavy vehicles.

SPP 5.4 requires all noise assessments to consider changes in traffic volumes expected over the next 20 years. An increase rate of 3% per year has been conservatively assumed to determine both current and future traffic volumes. The simulated traffic volumes have been provided in Table 9.

Table 9: Predicted road traffic volumes

Road	Assessment Year	Predicted Daily Vehicle Volume	Mean Day time[1)] Vehicle Volume per hour	Mean Night time[1)] Vehicle Volume per hour	Heavy Vehicle Percentage	Vehicle Speed (km/h)
Canning Hwy	**2019**	41742	2319	428	5.0 % - Day time 2.9 % - Night time	60
	2039	75391	4188	773		

1) Day time period refers to 0600 AM – 2200 PM. Night time refers to 2200 PM – 0600 AM

4.3 Noise Modelling Results

The results of the SoundPLAN noise model show that the noise level for future traffic scenario (2039) at the façade at the proposed development locations are detailed below. The highest predicted noise level at the façade of the development has been summarised below:

- Level 1: South Façade – Day time: $L_{Aeq,16h}$ 75dB(A), Night time: $L_{Aeq,8h}$ 68dB(A)

Refer to APPENDIX B for detailed façade and grid noise contours.

The predicted noise levels at the façades of the proposed development are higher than the 'noise limit' values in SPP 5.4. In order to address the overarching principle of the policy, we will provide input to the façade design to ensure that indoor noise levels (especially in bedrooms) are in alignment with the recommended indoor noise levels.

Details of preliminary glazing performance requirements are provided in Section 4.4.

4.4 Façade Treatments – Preliminary Recommendations

The predicted noise levels at the façade exceed the 'noise limit' and would require acoustic treatments be provided to meet compliance to the internal noise level criteria.

As the architectural drawings for the project are developed and indicate the extent of glazing and solid elements, Noise intrusion calculations were undertaken based on the worst case predicted external noise levels at each façade of the development.

Calculations have followed the methodology described in British Standard BS EN 12354:2000 Building Acoustics – Estimation of acoustic performance of buildings from the performance of elements Part 3: Airborne sound insulation against outdoor sound.

All noise intrusion assessments were undertaken using current sound insulation prediction software (Insul v8.0.12) and target compliance with the acoustic requirements outlined by SPP 5.4.

4.4.1 Building Envelope

At this stage of the design, the material selection of solid elements for external façade construction details have not been agreed. It generally recommended that the sound insulation performance of external walls achieves an acoustic rating of $R_W + C_{tr} \geq 45$ in order to maintain adequate internal noise levels.

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The external elements have been assumed to be masonry construction at this stage. Where lightweight is proposed to be used, the minimum glazing performance rating required shall be reassessed to consider the reduced performance of the lightweight wall.

Once the details of construction materials have been agreed by the design team, subsequent noise intrusion calculations will be conducted to determine the treatments to solid elements of the façade for compliance to internal noise targets outlined in SPP 5.4.

4.4.2 Glazing

Glazing systems and entryway elements typically provide lower airborne sound insulation performance than external walls, forming weak acoustic links in the building envelope.

To satisfy internal noise level design targets, glazed elements located at the façades are determined based on the composite sound reduction index (i.e. the combined sound insulation performance of all façade elements relative to their surface area).

In order to satisfy internal noise level design targets, the following minimum acoustic performance rating (R_w) outlined in Table 10 are required for compliance to internal noise levels and apply to the glazing system as a whole (i.e. frame, seals and window hardware). As the project progresses into later stages, specific configurations for single-layer and double-layer glazing options will be provided.

Table 10: Recommended Glazing Performance Ratings

Glazing Type	Minimum Performance Rating
Type A	R_w 32
Type B	R_w 35
Type C	R_w 38
Type D	R_w 34

Façade glazing type locations can be found in in the mark ups provided in APPENDIX C.

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5. Noise Emission Assessment

Noise emission assessment is required to be carried out to determine the noise impact from the proposed development on the nearest sensitive receivers. Based on the latest architectural drawings, the main noise emitting source from the proposed development has been identified as the item below:

- Upper ground floor pump and tanks room
- Roof condenser units

Figure 4 and Figure 5 below shows the location of the expected fire pump and tank room and condenser units respectively.

Figure 4: Pump and Tank Room Location

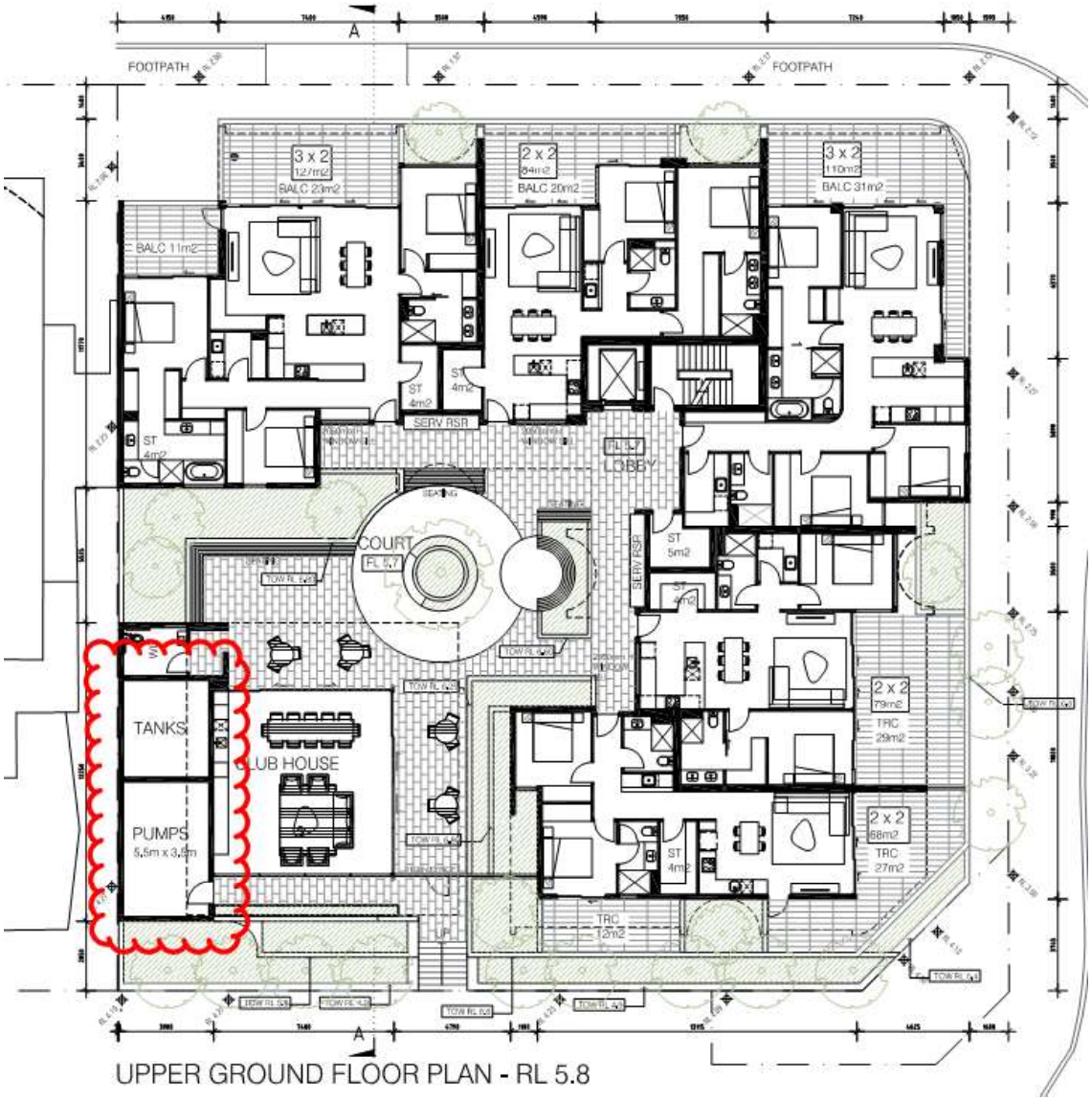

Figure 5: Condenser Unit Locations

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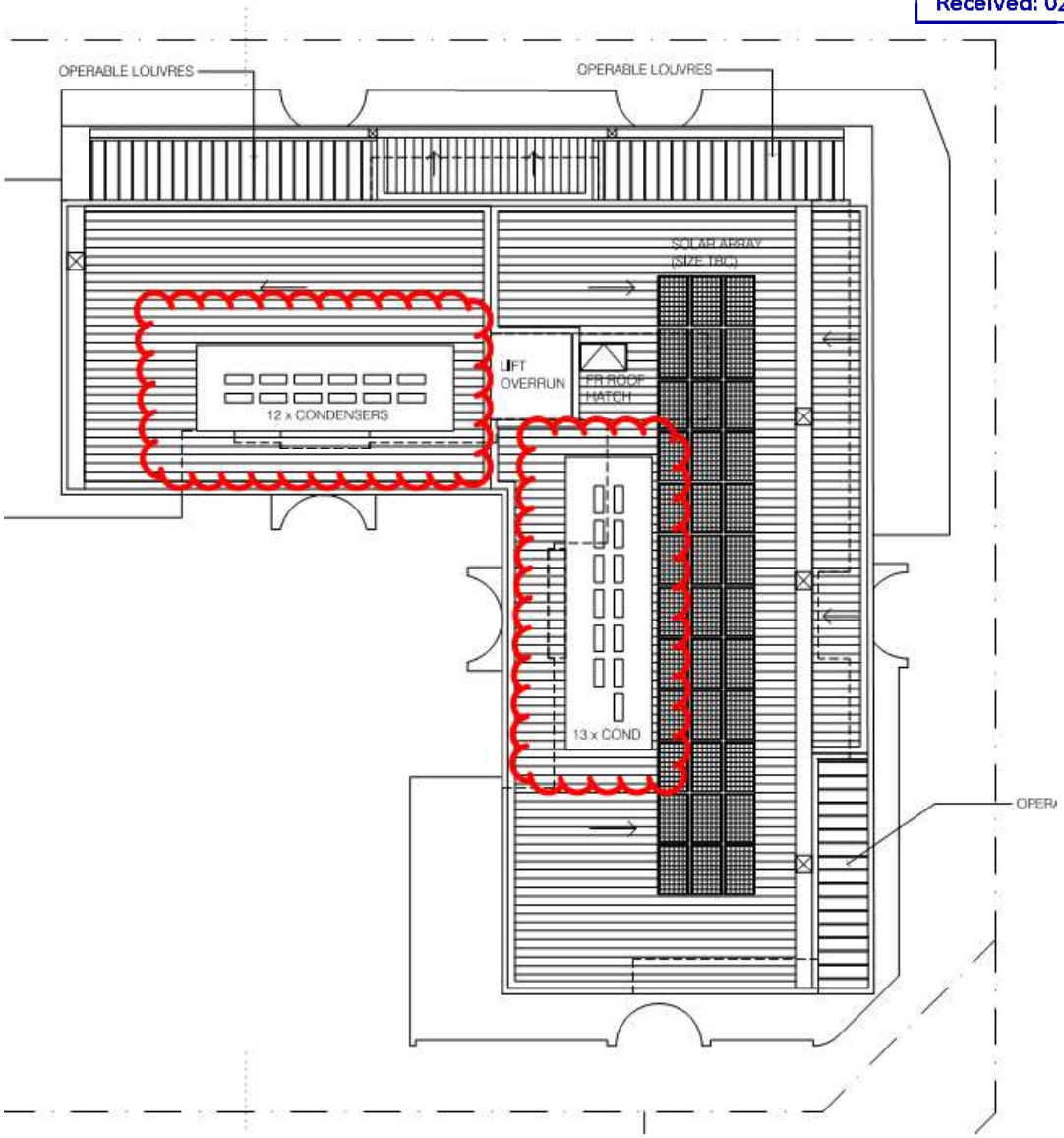

At this stage, there is also no mechanical equipment selection and data available. Once more detailed information has been provided, a thorough noise assessment will be carried out and appropriate mitigation strategies or treatments will be recommended to comply with the EPNR regulations at the nearest noise sensitive receivers.

Acoustic mitigation strategies or treatments such as noise barriers, attenuators, acoustic lining, and equipment reselection maybe recommended depending on the noise emission levels.

6. Conclusion

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Noise impact from Canning Hwy has been assessed against the State Planning Policy 5.4 using a detailed 3D noise model within the software package SoundPLAN v8.0. Attended measurements had been undertaken on site in order to ascertain the typical ambient noise levels at the project site during peak traffic periods.

Based on the traffic volumes, the proposed layout of the development and predicted noise levels within the 3D noise model, a noise intrusion assessment had been carried out to ascertain the acoustic treatments. Preliminary glazing treatment performance ratings have been selected to meet the acceptable indoor noise stated in the AS2107 and SPP5.4 guidelines for the worst-case scenario façade locations due to the noise from Canning Hwy. Specific Glazing configurations will be provided as the project progresses into later stages.

Noise emissions from the development will require ongoing review to ensure compliance with the EPNR. Once more detailed information has been provided, a thorough noise assessment will be carried out and appropriate mitigation strategies or treatments will be recommended to comply with the EPNR regulations at the nearest noise sensitive receivers.

By addressing the above-mentioned items, the requirements established by the applicable regulations will be complied with at the Building Permit stage.

APPENDIX A Glossary of Acoustic Terms

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Term	Description
A-weighting	A frequency dependent filter applied to an instrument-measured noise. In its simplest form, the filter is designed to replicate the relative sensitivity to loudness perceived by the human ear.
Acoustic Barrier	Solid walls or partitions, solid fences, earth mounds, earth berms, buildings, etc. used to reduce noise.
Ambient Noise	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.
Background Noise	A term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation, when extraneous noise is removed.
C_{tr}	A standard weighting curve which replicates low frequency noise, such as that from traffic. Often added to $D_{nT,W}$ or R_W to characterise airborne sound insulation performance.
dB	The abbreviation for decibel.
dB(A)	A-weighted sound level in decibels.
$D_{nT,W}$	Similar to D_W, $D_{nT,W}$ is the weighted standardised level difference, which also considers reverberation and background noise level of the receiver room.
D_W	A single number value that represents a field measurement of the weighted level difference between two adjacent spaces separated by a partition. $D_W = L_1 - L_2$ where, L_1 is the average sound pressure level in the source room; and L_2 is the average sound pressure level in the receiver room.
Extraneous Noise	Noise resulting from activities that are not typical of the area. Atypical activities include construction, and traffic generated by holidays period and by special events such as concert or sporting events. Normal daily traffic is not considered to be extraneous.
Flanking Path	The transmission of sound from a source room to a receiving room by paths other than through the separating partition i.e. via the ceiling, unsealed gaps and cracks or ineffective door seals etc.
Frequency	Frequency is synonymous to pitch. Frequency or pitch can be measured on a scale in units of Hertz (Hz). Most noise sources typically comprise of a vast, and often complex, range of frequencies.
L_{A1}	The A-weighted sound pressure level exceeded for 1% of the measurement time period.
L_{A10}	The A-weighted sound pressure level exceeded for 10% of the measurement time period.
L_{A90}	The A-weighted sound pressure level exceeded for 90% of the measurement time period. Typically represents the background noise level of an environment.
L_{Aeq}	The equivalent continuous sound pressure level in dB(A). It is often accompanied by an additional suffix "T", which is indicative of the measurement time period. (e.g. $L_{Aeq,15min}$, symbolising the measurement is evaluated over 15-minutes.)
L_{Amax}	The maximum A-weighted sound pressure level recorded over the measurement period.
Noise Logger	A sound level meter situated at a particular point of interest. The instrument is typically for an extended period in order to ascertain typical noise patterns associated with the measurement position.

Term	Description
Reflection	Sound wave changed in direction of propagation due to a solid object met on its path.
Reverberation	The persistence of a sound within a space, which will naturally decay over time. Most apparent once the source signal has ceased emitting. Reverberation may have effects on speech intelligibility if not adequately controlled. Reverberation time, represented in seconds, can vary depending on the volume and surface finishes of the space.
R_W	A single number value which represents the airborne sound insulation performance of a partition or building element that has been determined under laboratory testing conditions.
Sound Level Meter	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound Absorption	The ability of a material to absorb sound energy through its conversion into thermal energy.
Sound Power Level (L_W or SWL)	The total sound energy radiated by a source, expressed in Watts. The sound power level is ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power.
Sound Pressure Level (L_P or SPL)	The measured acoustic wave strength in a given environment and at a particular point of interest where the total sound level expressed is relative to a reference pressure, i.e. the threshold of human hearing. Sound pressure level is typically measured using a standard sound level meter with a microphone, expressed in decibels (dB).
T_{mf}	Describe in AS/NZS 2107:2016 as the arithmetic average of the reverberation time in octave bands at 500 Hz & 1000 Hz.

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APPENDIX B Noise Contour Maps

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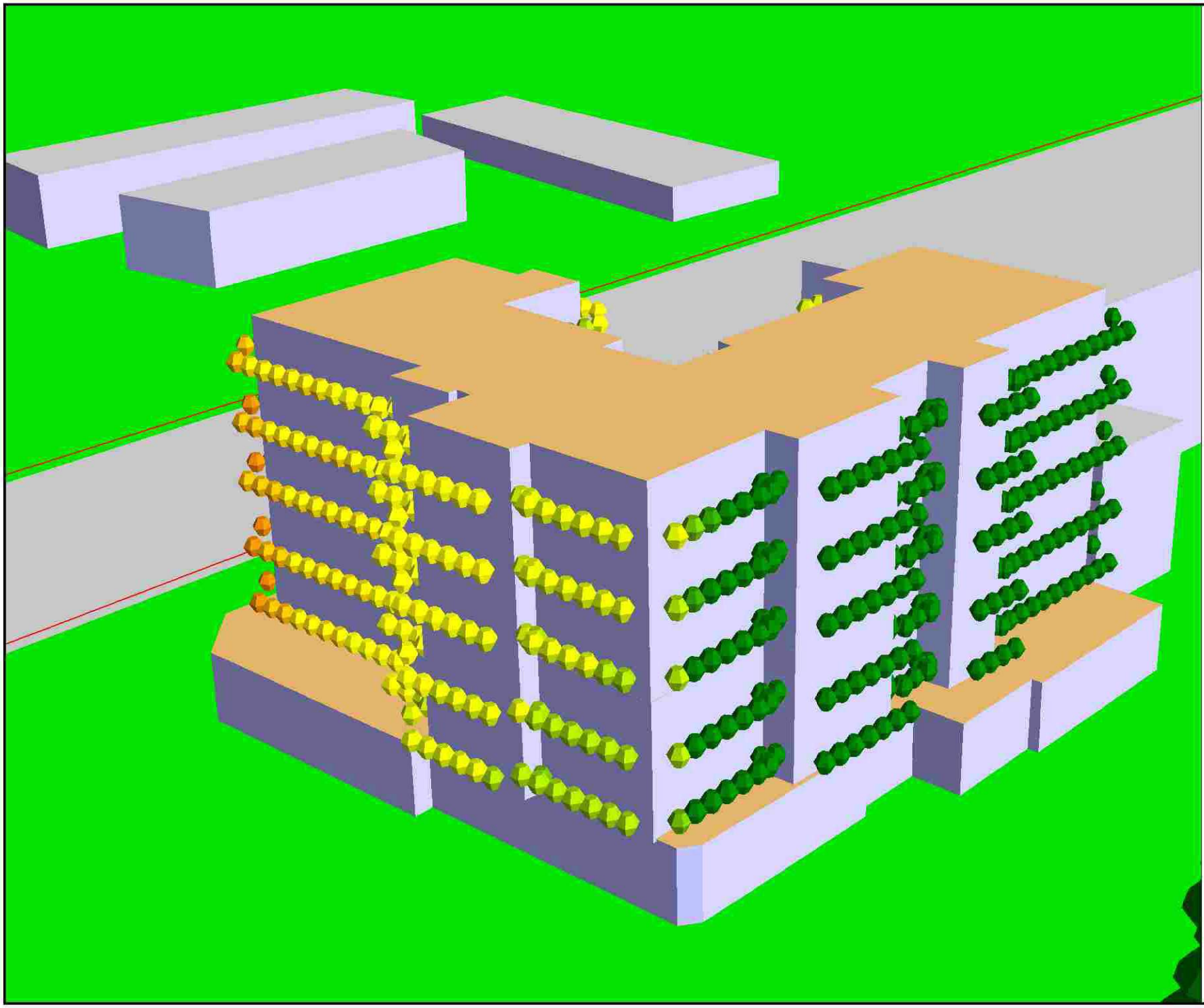

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29/03/2019
JLM

FUTURE NGIHT TIME SCENARIO (YEAR 2039)

FACADE NOISE CONTOUR (NORTH EAST)

Noise level
in dB(A)

	< 52.0
52.0 <=	< 54.0
54.0 <=	< 56.0
56.0 <=	< 58.0
58.0 <=	< 60.0
60.0 <=	< 62.0
62.0 <=	< 64.0
64.0 <=	< 66.0
66.0 <=	< 68.0
68.0 <=	< 70.0
70.0 <=	< 72.0
72.0 <=	< 74.0
74.0 <=	< 76.0
76.0 <=	< 78.0
78.0 <=	< 80.0

0 10 20 30 40 50 m

WOOD & GRIEVE ENGINEERS



53 - 55 Canning Highway Victoria Park

TOWN OF VICTORIA PARK
Received: 02/05/2019

42195
29/03/2019
JLM

FUTURE NGIHT TIME SCENARIO (YEAR 2039)

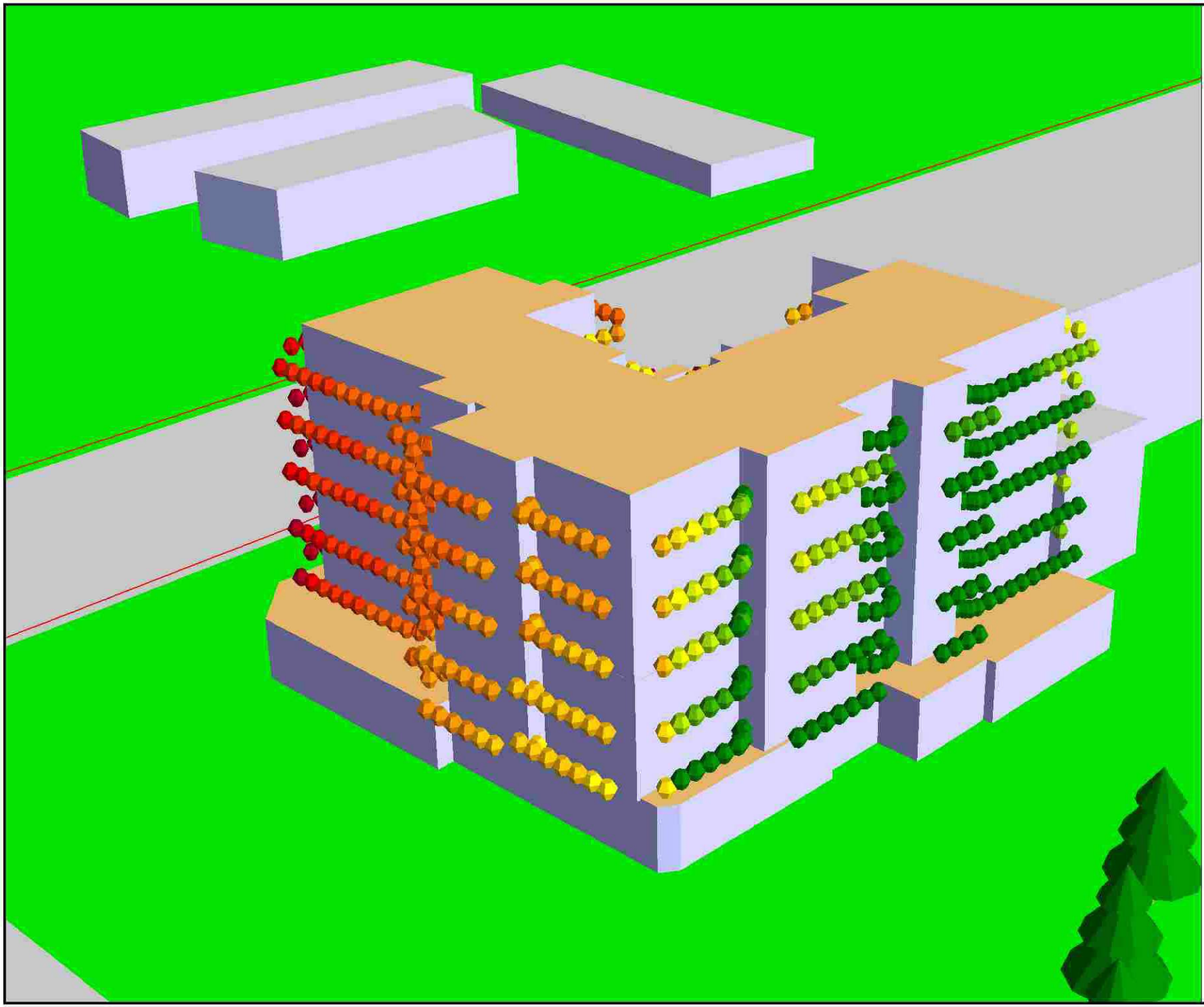
FACADE NOISE CONTOUR (SOUTH WEST)

Noise level in dB(A)

	< 52.0
52.0 <=	< 54.0
54.0 <=	< 56.0
56.0 <=	< 58.0
58.0 <=	< 60.0
60.0 <=	< 62.0
62.0 <=	< 64.0
64.0 <=	< 66.0
66.0 <=	< 68.0
68.0 <=	< 70.0
70.0 <=	< 72.0
72.0 <=	< 74.0
74.0 <=	< 76.0
76.0 <=	< 78.0
78.0 <=	< 80.0

0 10 20 30 40 50 m

WOOD & GRIEVE ENGINEERS



53 - 55 Canning Highway Victoria Park

TOWN OF VICTORIA PARK
Received: 02/05/2019

42195
29/03/2019
JLM

FUTURE DAY TIME SCENARIO (YEAR 2039)

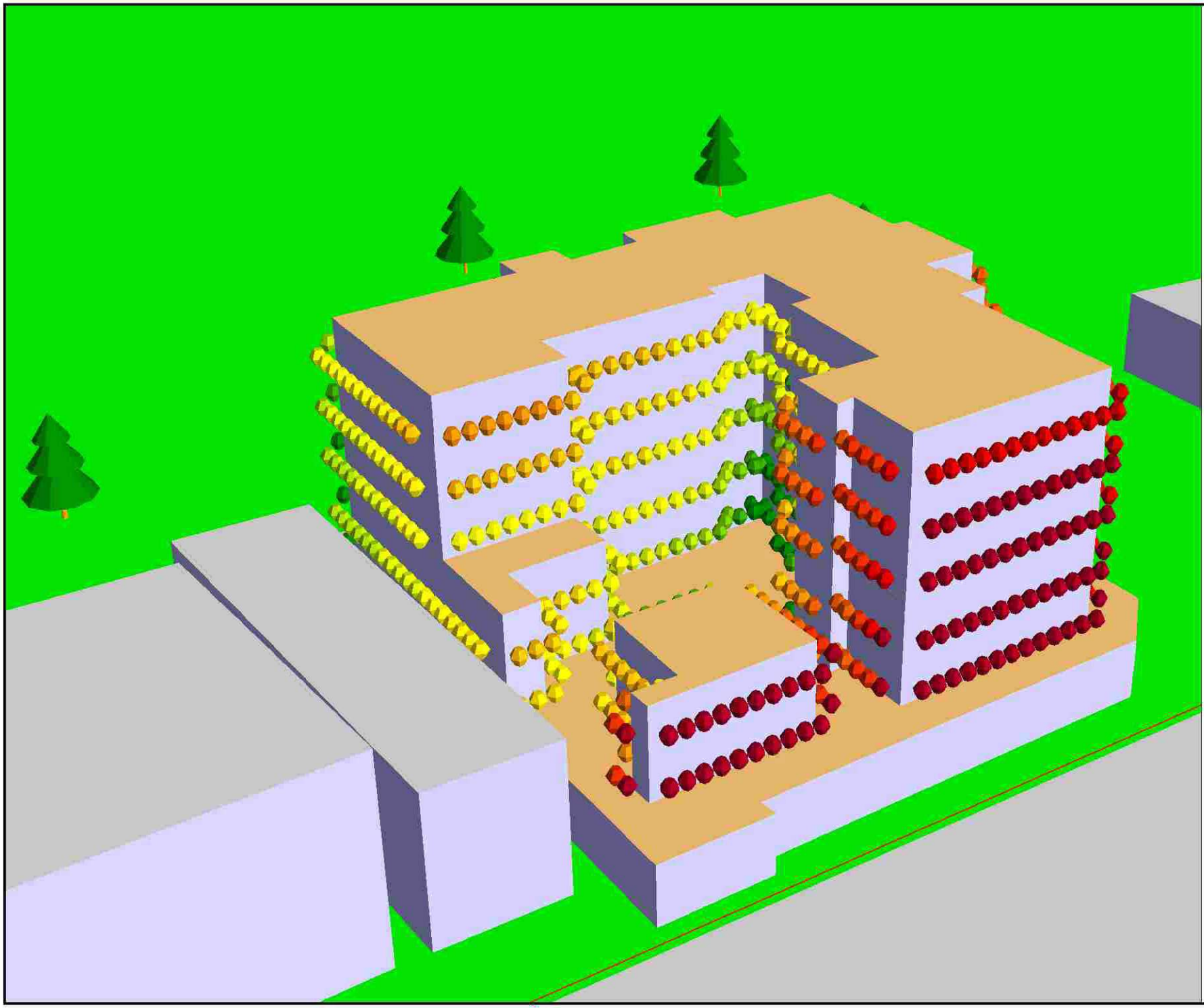
FACADE NOISE CONTOUR (NORTH EAST)

Noise level in dB(A)

	< 52.0
52.0 <=	< 54.0
54.0 <=	< 56.0
56.0 <=	< 58.0
58.0 <=	< 60.0
60.0 <=	< 62.0
62.0 <=	< 64.0
64.0 <=	< 66.0
66.0 <=	< 68.0
68.0 <=	< 70.0
70.0 <=	< 72.0
72.0 <=	< 74.0
74.0 <=	< 76.0
76.0 <=	< 78.0
78.0 <=	< 80.0

0 10 20 30 40 50 m

WOOD & GRIEVE ENGINEERS



53 - 55 Canning Highway Victoria Park

TOWN OF VICTORIA PARK
Received: 02/05/2019

42195
29/03/2019
JLM

FUTURE DAY TIME SCENARIO (YEAR 2039)

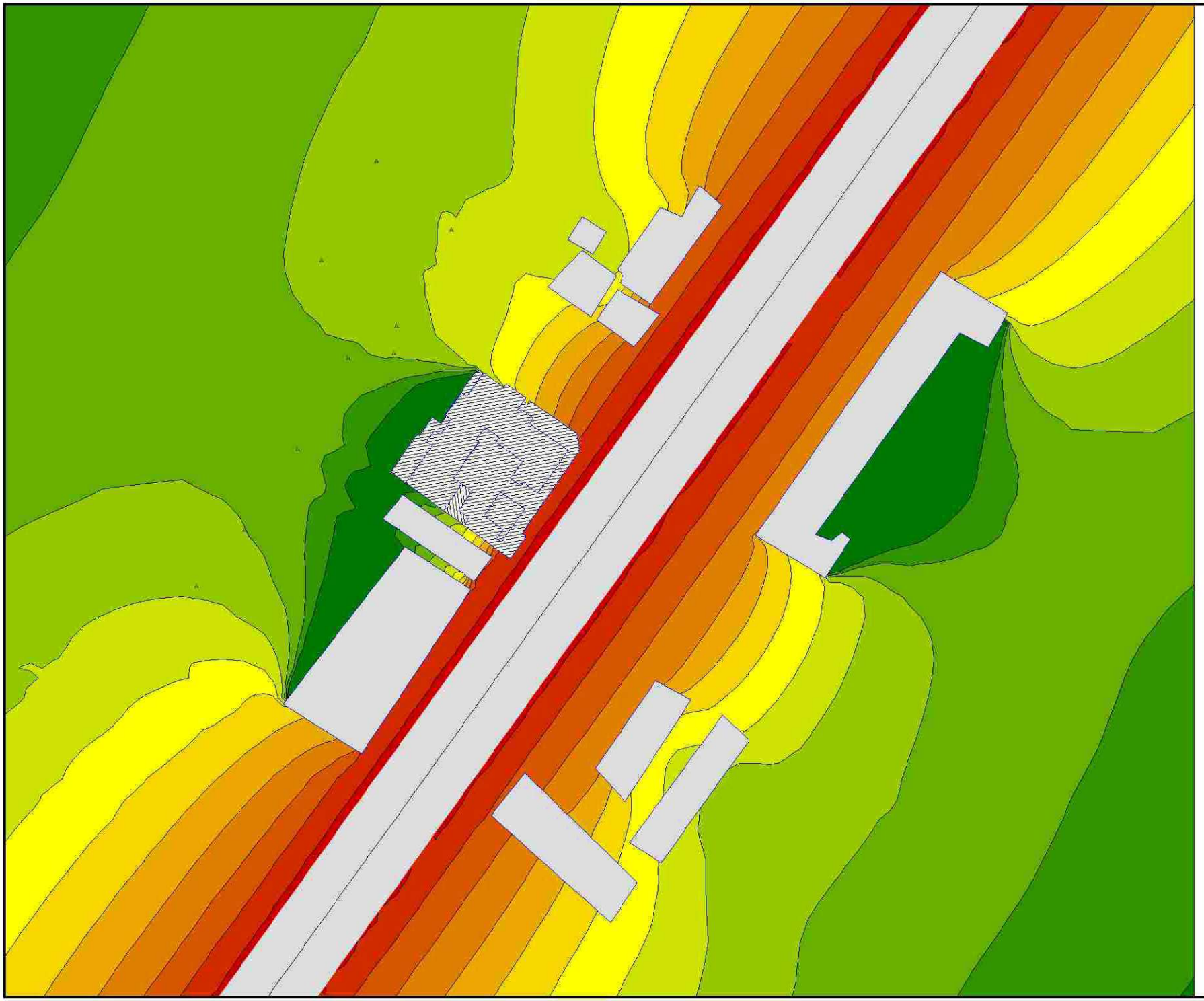
FACADE NOISE CONTOUR (SOUTH WEST)

Noise level
in dB(A)

	< 52.0
52.0 <=	< 54.0
54.0 <=	< 56.0
56.0 <=	< 58.0
58.0 <=	< 60.0
60.0 <=	< 62.0
62.0 <=	< 64.0
64.0 <=	< 66.0
66.0 <=	< 68.0
68.0 <=	< 70.0
70.0 <=	< 72.0
72.0 <=	< 74.0
74.0 <=	< 76.0
76.0 <=	< 78.0
78.0 <=	< 80.0

0 10 20 30 40 50 m

WOOD & GRIEVE ENGINEERS



53 - 55 Canning Highway Victoria Park

TOWN OF VICTORIA PARK
Received: 02/05/2019

42195
29/03/2019
JLM

CURRENT DAY TIME SCENARIO (YEAR 2019)

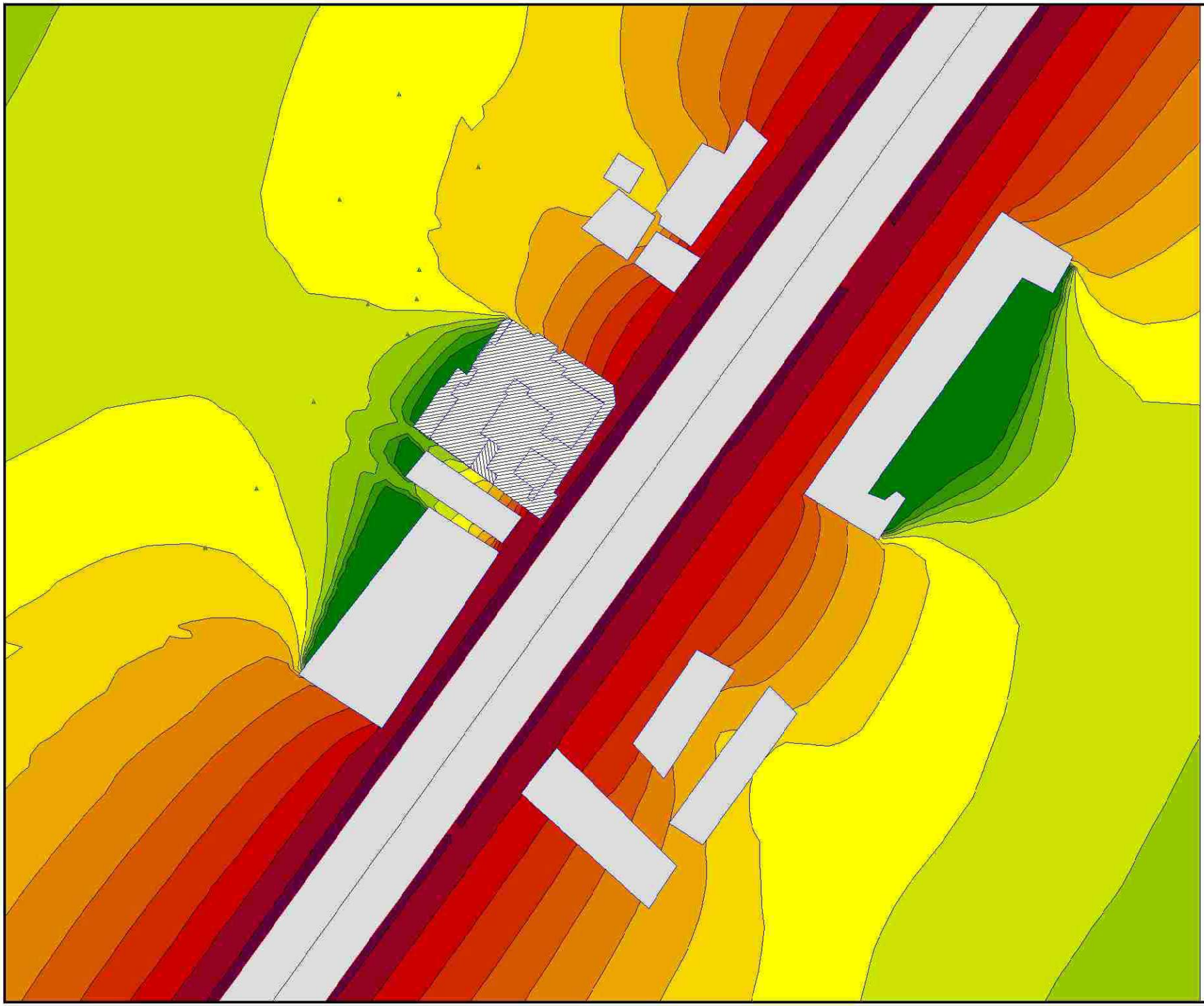
NOISE CONTOUR AT UPPER GROUND FLOOR LEVEL RECEIVER HEIGHT

Noise level
in dB(A)

	< 52.0
52.0 <=	< 54.0
54.0 <=	< 56.0
56.0 <=	< 58.0
58.0 <=	< 60.0
60.0 <=	< 62.0
62.0 <=	< 64.0
64.0 <=	< 66.0
66.0 <=	< 68.0
68.0 <=	< 70.0
70.0 <=	< 72.0
72.0 <=	< 74.0
74.0 <=	< 76.0
76.0 <=	< 78.0
78.0 <=	< 80.0

0 7 14 21 28 35 m

WOOD & GRIEVE ENGINEERS



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TOWN OF VICTORIA PARK
Received: 02/05/2019

42195
29/03/2019
JLM

CURRENT NIGHT TIME SCENARIO (YEAR 2019)

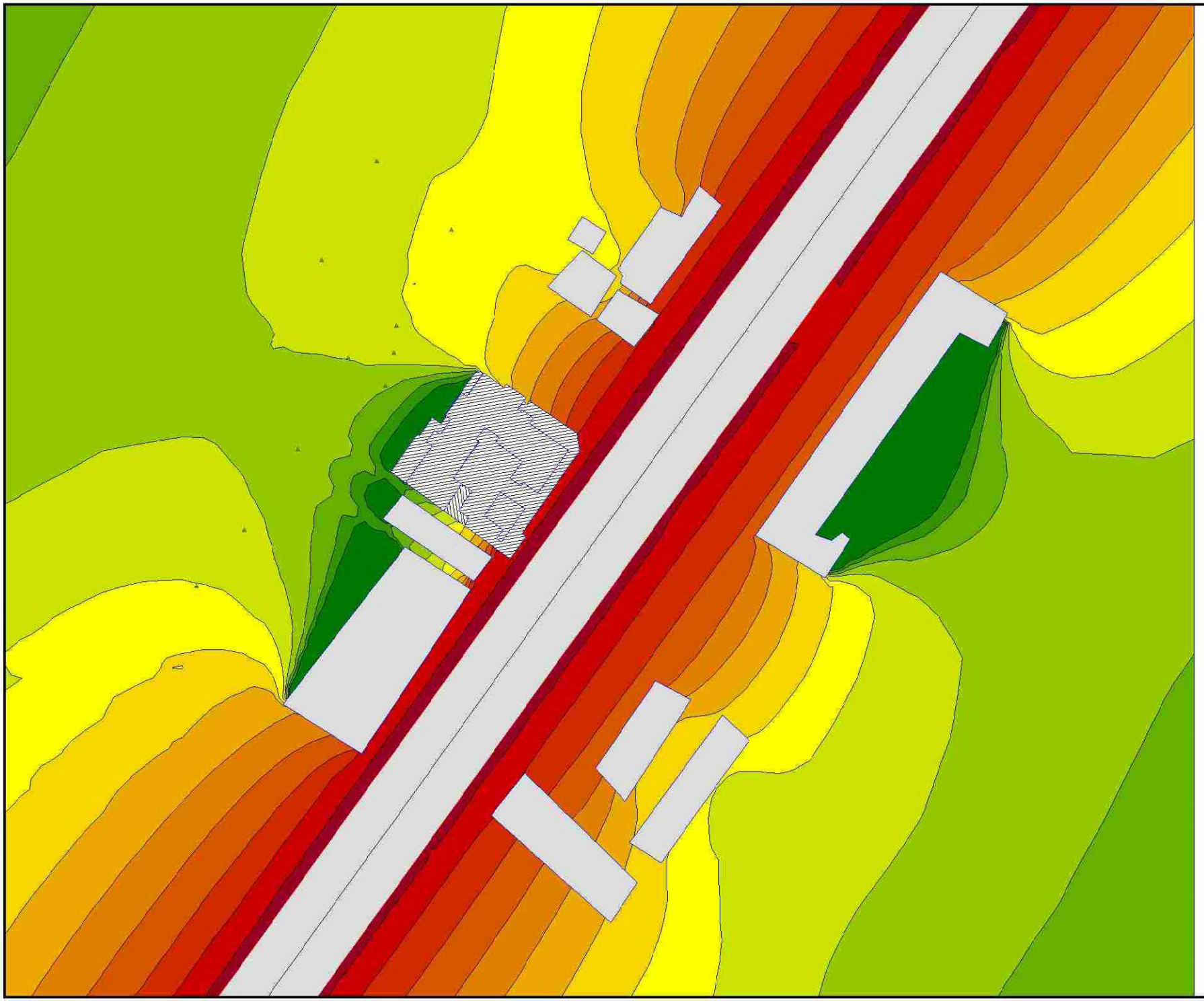
NOISE CONTOUR AT UPPER GROUND FLOOR LEVEL RECEIVER HEIGHT

Noise level in dB(A)

	< 40.0
40.0 <=	< 42.0
42.0 <=	< 44.0
44.0 <=	< 46.0
46.0 <=	< 48.0
48.0 <=	< 50.0
50.0 <=	< 52.0
52.0 <=	< 54.0
54.0 <=	< 56.0
56.0 <=	< 58.0
58.0 <=	< 60.0
60.0 <=	< 62.0
62.0 <=	< 64.0
64.0 <=	< 66.0
66.0 <=	< 68.0

0 7 14 21 28 35 m

WOOD & GRIEVE ENGINEERS



53 - 55 Canning Highway Victoria Park

TOWN OF VICTORIA PARK
Received: 02/05/2019

42195
29/03/2019
JLM

FUTURE DAY TIME SCENARIO (YEAR 2039)

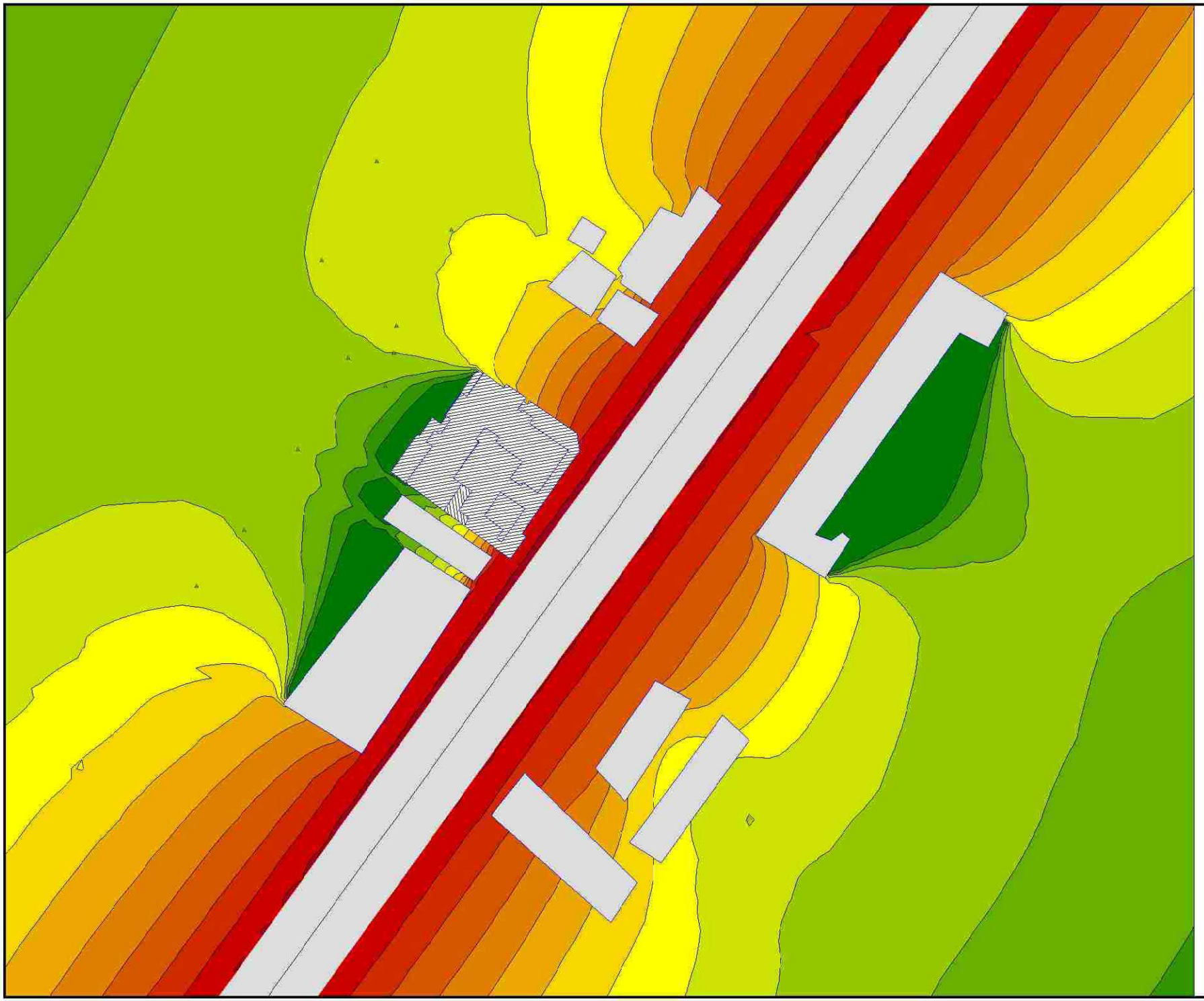
NOISE CONTOUR AT UPPER GROUND FLOOR LEVEL RECEIVER HEIGHT

Noise level in dB(A)

	< 52.0
52.0 <=	< 54.0
54.0 <=	< 56.0
56.0 <=	< 58.0
58.0 <=	< 60.0
60.0 <=	< 62.0
62.0 <=	< 64.0
64.0 <=	< 66.0
66.0 <=	< 68.0
68.0 <=	< 70.0
70.0 <=	< 72.0
72.0 <=	< 74.0
74.0 <=	< 76.0
76.0 <=	< 78.0
78.0 <=	< 80.0

0 7 14 21 28 35 m

WOOD & GRIEVE ENGINEERS



53 - 55 Canning Highway Victoria Park

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Received: 02/05/2019

42195
29/03/2019
JLM

FUTURE NIGHT TIME SCENARIO (YEAR 2039)

NOISE CONTOUR AT UPPER GROUND FLOOR LEVEL RECEIVER HEIGHT

Noise level in dB(A)

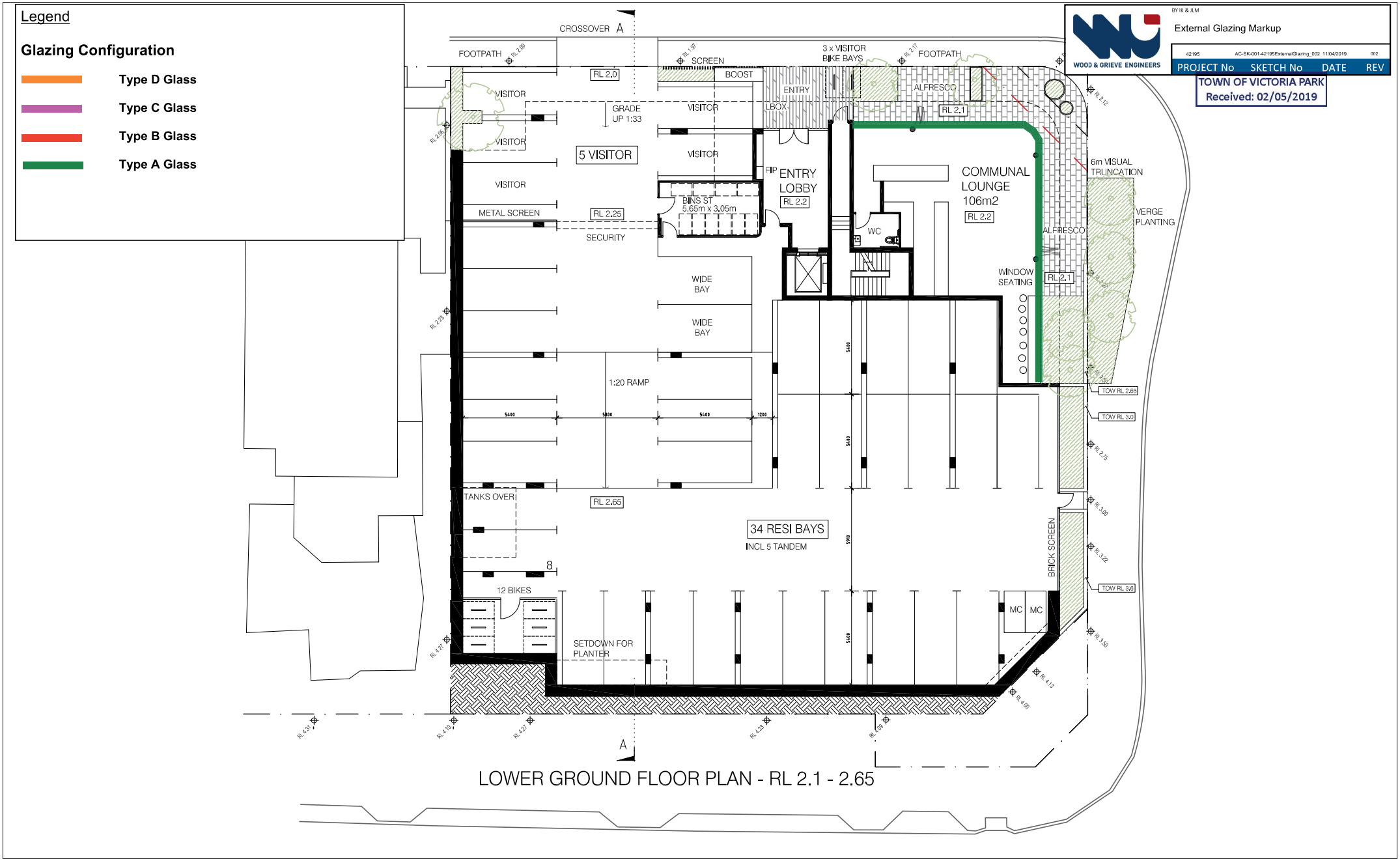
	< 45.0
45.0 <=	< 47.0
47.0 <=	< 49.0
49.0 <=	< 51.0
51.0 <=	< 53.0
53.0 <=	< 55.0
55.0 <=	< 57.0
57.0 <=	< 59.0
59.0 <=	< 61.0
61.0 <=	< 63.0
63.0 <=	< 65.0
65.0 <=	< 67.0
67.0 <=	< 69.0
69.0 <=	< 71.0
71.0 <=	< 73.0

0 7 14 21 28 35 m

WOOD & GRIEVE ENGINEERS

APPENDIX C Façade Glazing Mark up

TOWN OF VICTORIA PARK
Received: 02/05/2019



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N	31.01.19	PRELIMINARY ISSUE
O	15.02.19	DRP ISSUE
P	19.03.19	ISSUED FOR COORDINATION
Q	29.03.19	ISSUED FOR DA SIGN OFF
R	04.04.19	ISSUED FOR DA SIGN OFF
S	10.04.19	DA ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

MJA PROJECT NUMBER
18012

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH
PROJECT NORTH

SCALE
1:200 @ A3

DRAWING
LOWER GROUND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.01	AW	WB	S

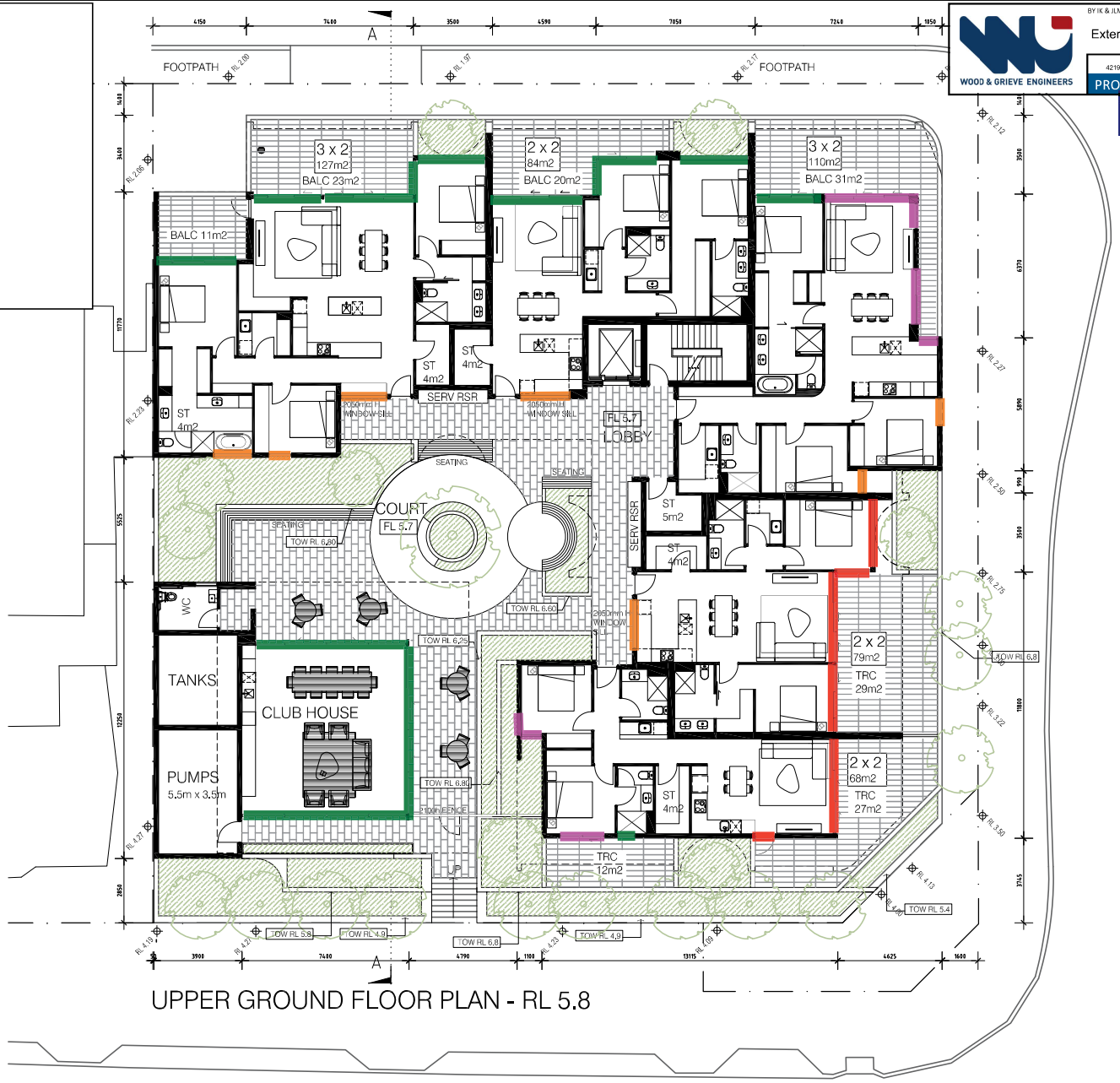
Legend

Glazing Configuration

- Type D Glass
- Type C Glass
- Type B Glass
- Type A Glass

2	1	1	1		1			1		5
3	1	1	1		1			1		5
4				1		1	1			3
TOTAL	4	4	4	1	4	1	1	4		23
INTERNAL STRATA	272	316	336	107	440	122	127	508		2228
BAYS PER APT	1	1	1	2	2	2	2	2		
	4	4	4	2	8	2	2	8		34

RESIDENT BAYS	34 (1.48 PER APT)
VISITOR	5
TOTAL BAYS	34 + 5 VISITOR= 39
2 X 2 (12) = 52 % 3 X 2 (11)= 48 %	
SITE AREA 1393m R80 1.0 = 1393	



UPPER GROUND FLOOR PLAN - RL 5.8

WOOD & GRIEVE ENGINEERS

BY IK & JLM

External Glazing Markup

PROJECT No	SKETCH No	DATE	REV
42195	AC-SK-001-42195ExternalGlazing_002	11/04/2019	002

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L	15.02.19	DRP ISSUE
M	19.03.19	ISSUED FOR COORDINATION
N	29.03.19	ISSUED FOR DA SIGN OFF
O	04.04.19	ISSUED FOR DA SIGN OFF
P	10.04.19	DA ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
1:200 @ A3

DRAWING
UPPER GROUND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.02	AW	WB	P

Legend

Glazing Configuration

- Type D Glass
- Type C Glass
- Type B Glass
- Type A Glass



1ST FLOOR PLAN - RL 9.0

WOOD & GRIEVE ENGINEERS

BY IK & JLM

External Glazing Markup

PROJECT No	SKETCH No	DATE	REV
42195	AC-SK-001-42195ExternalGlazing_002	11/04/2019	002

TOWN OF VICTORIA PARK
Received: 02/05/2019

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L	15.02.19	DRP ISSUE
M	19.03.19	ISSUED FOR COORDINATION
N	29.03.19	ISSUED FOR DA SIGN OFF
O	04.04.19	ISSUED FOR DA SIGN OFF
P	10.04.19	DA ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
1:200 @ A3

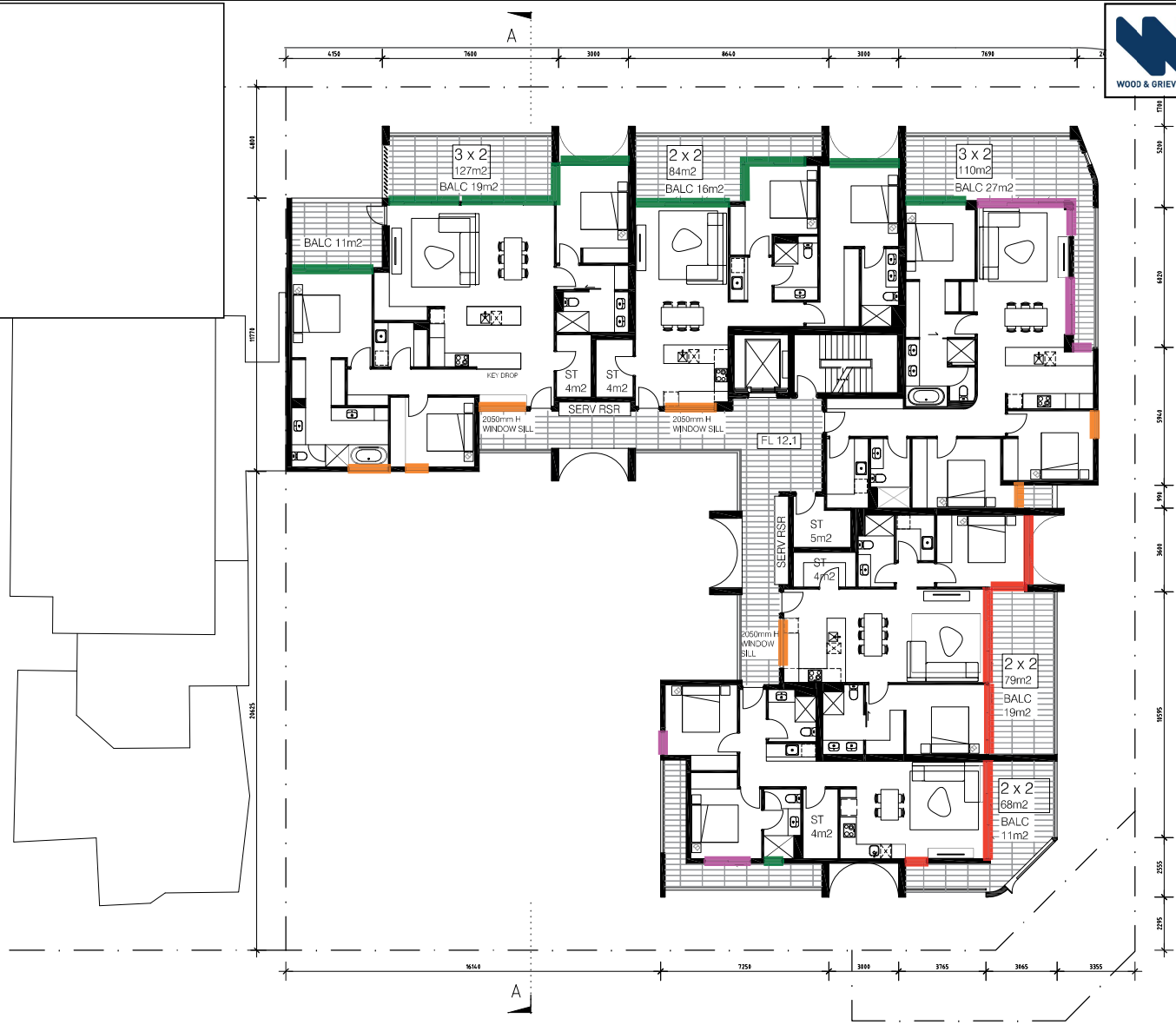
DRAWING
1ST FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.03	AW	WB	P

Legend

Glazing Configuration

- Type D Glass
- Type C Glass
- Type B Glass
- Type A Glass



2ND FLOOR PLAN - RL 12.2

WOOD & GRIEVE ENGINEERS

BY IK & JLM

External Glazing Markup

PROJECT No	SKETCH No	DATE	REV
42195	AC-SK-001-42195ExternalGlazing_002	11/04/2019	002

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K	05.02.19	PRELIMINARY ISSUE
L	15.02.19	DRP ISSUE
M	19.03.19	ISSUED FOR COORDINATION
N	29.03.19	ISSUED FOR DA SIGN OFF
O	04.04.19	ISSUED FOR DA SIGN OFF
P	10.04.19	DA ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:200 @ A3

DRAWING
2ND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.04	AW	WB	P

Legend

Glazing Configuration

- Type D Glass
- Type C Glass
- Type B Glass
- Type A Glass



3RD FLOOR PLAN - RL 15.4

WOOD & GRIEVE ENGINEERS

BY IK & JLM

External Glazing Markup

PROJECT No	SKETCH No	DATE	REV
42195	AC-SK-001-42195ExternalGlazing_002	11/04/2019	002

TOWN OF VICTORIA PARK
Received: 02/05/2019

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REV.	DATE	AMENDMENT
K	05.02.19	PRELIMINARY ISSUE
L	15.02.19	DRP ISSUE
M	19.03.19	ISSUED FOR COORDINATION
N	29.03.19	ISSUED FOR DA SIGN OFF
O	04.04.19	ISSUED FOR DA SIGN OFF
P	10.04.19	DA ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:200 @ A3

DRAWING
3RD FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.05	AW	WB	P

Legend

Glazing Configuration

- Type D Glass
- Type C Glass
- Type B Glass
- Type A Glass



4TH FLOOR PLAN - RL 18.6

WOOD & GRIEVE ENGINEERS

BY IK & JLM

External Glazing Markup

PROJECT No	SKETCH No	DATE	REV
42195	AC-SK-001-42195ExternalGlazing_002	11/04/2019	002

TOWN OF VICTORIA PARK
Received: 02/05/2019

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REV.	DATE	AMENDMENT
J	22.01.19	PRELIMINARY ISSUE
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L	19.03.19	ISSUED FOR COORDINATION
M	29.03.19	ISSUED FOR DA SIGN OFF
N	04.04.19	ISSUED FOR DA SIGN OFF
O	10.04.19	DA ISSUE

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH

PROJECT NORTH

SCALE
0 1 2 5
1:200 @ A3

DRAWING
4TH FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.06	AW	WB	O

53 - 55 CANNING HWY

Victoria Park, Western Australia

TOWN OF VICTORIA PARK
Received: 03/07/2019

Landscape - Schematic Design
Development Application

190703_Landscape Revision 01



MJA studio
Architects

CAPA
Landscape Design





Site Elevation - Canning Hwy



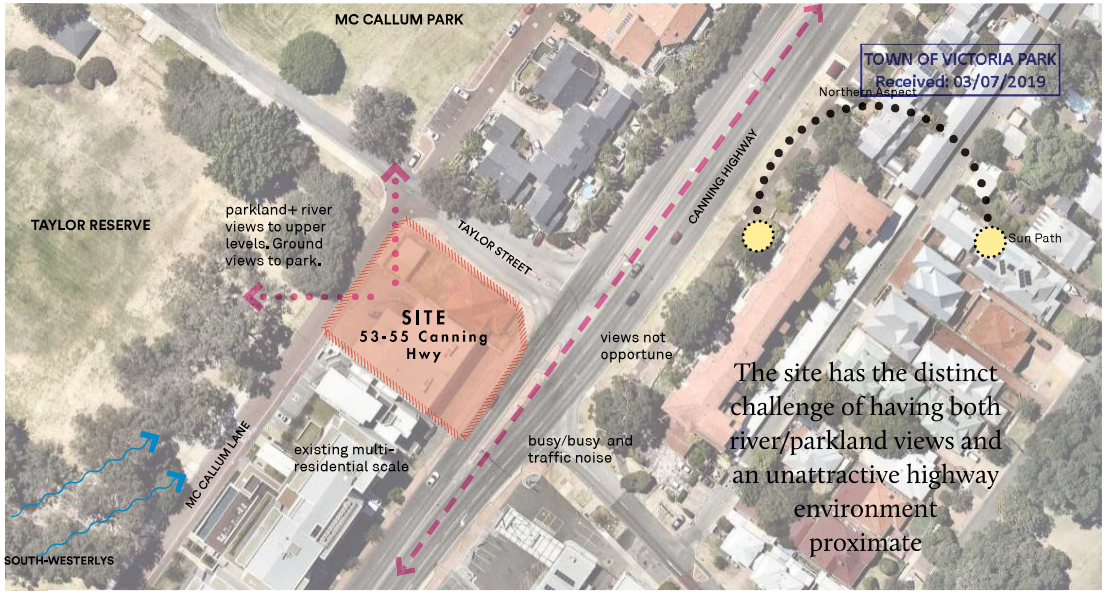
Site Elevation - cnr Canning Hwy + Taylor St

CONTEXT PLAN

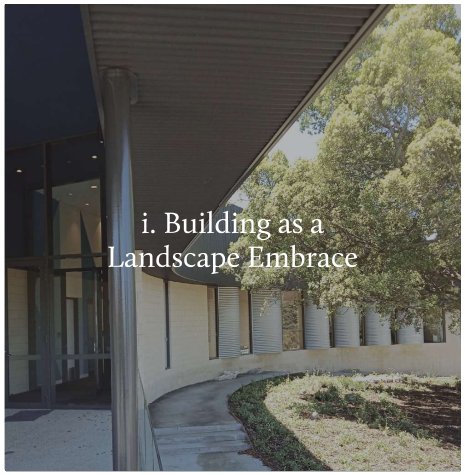
Large expanses of parkland adjacent.Proximate to the Swan River. Canning Highway traffic and noise a dominant existing element.

SITE PLAN

Canning Highway traffic and noise a dominant existing element that requires clear consideration. Future road widening to be allowed for in the design proposal and strategy, along with the understanding that is no verge provision for any street trees.



CORE CONCEPT



LANDSCAPE CORE IDEA

Keys moments of built form around landscape

Building podium to provide generous provision for landscape



LANDSCAPE CORE IDEA

Variety of internal landscape environments

landscape of journeying + discovery

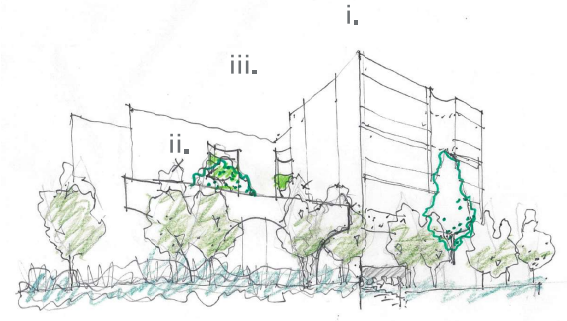
Opportunity for shaded amenity and shade plantings



LANDSCAPE CORE IDEA

Vistas for residents of parkland

Building and landscape articulation to open and acknowledge the park elevation



LANDSCAPE CONCEPT SUMMARY

The site has the distinct challenge of having both river and parkland views and heavy traffic and unattractive highway environment proximate.

Reflected in the landscape core ideas; the landscape design is structured in a clear and considered way with the built forms. The architectural forms and gestures provide a unique scale and embrace of the landscape , with vertical flute elements 'embracing' key vertical trees and providing feature garden spill planters. A sheltered courtyard provides seclusion from the surrounds whilst connecting into the social amenities. In contrast, generous sized and carefully sited balconies by the architect provide valued connections with the adjacent parkland and riverine landscape.



View of Taylor St and Mc Callum Lane

WATER EFFICENT LANDSCAPES

With the majority of the soft landscape being situated in planters as contained situations, there is an opportunity to provide a co-ordinated strategy for a water efficient landscape. Collectively, this would feature

i) plant selections (low water requirement)
ii) reduction in evaporation losses
iii) efficient water supply
iv) water recycling

TOWN OF VICTORIA PARK
Received: 03/07/2019

Plant selections

In principle, the majority of the softscape ground planting selections are endemic and have a low water requirement. The scheme will also include some feature exotics; offering flowering, deciduous tree and shade qualities. Whilst these exotics echo the locale's existing suburban gardens and seasonal variety, there are also appropriate for shaded situations and offer deciduous habits for winter solar access.

Reductions in evaporation loss

The majority of plantings are located in raised planters. The insulated merits of the constructed planter materials and thicknesses will assist in reducing water evaporation loss. Gravel mulching selected for wind will also provide a blanket layer for reducing water evaporation. As noted in irrigation below, the irrigation is provided below the mulch layer which offers greatly improved efficiency.

Efficient water supply

All plantings will be irrigated via efficient inline drip irrigation system which will cater for water mains and recycled water supply. Where achievable, the plantings will be hydro- zoned according to water requirements. This allows the reticulation to the endemic plantings to be separately controlled and greatly reduced following their establishment period.

MAINTENANCE

The ongoing maintenance is critical for long term outcomes, three key considerations have been taken into account: Responsibility, landscape selection and maintenance schedules.

Responsibility

The key for long term success is to ensure that the majority of visible landscape elements from the street and public amenities will be taken care of the body corporate/ strata rather than the individual. This reduces the potential risk of negligence and failure. As such, access provisions will be embedded into the strata guidelines and these areas will be cared for and reticulated as a whole.

All ground planting, including the verge, entrance, courtyard and the ' waterfall planters' to Levels 1-4 will be maintained by strata.

Secondary planters that are 'loose' to level 4 behind the balustrades ,which provide a contribution to the upper level of the Mc Callum Lane streetscape will be included in strata guidelines as specific plant selections to limited into the future and to strata guideline expectation of continuing maintenance levels by owners for this portion only. This methodology is being appropriated due to limitations of external access.

Landscape selection.

Robust, solar and shade appropriate planting selections have been provided, consistent with tried and true council verge and other CAPA multi-residential developments; with the ARIA apartments (a heavily cited example in the residential Design Guidelines being an example)

Maintenance

As the visible areas are part of a strata responsibility, there is a shared interest in ensuring that these landscapes and due to scale looked after and maintained by a contracted maintenance company.

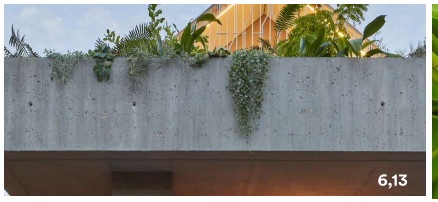


TOWN OF VICTORIA PARK
Received 03/07/2018

















LOWER GROUND LEVEL KEY

1. MATURE TREE- Street tree type. Future collaborative discussions with council to develop.
2. PAVED THRESHOLD - Quality paving to provide a threshold form street to carpark.
3. SIGNATURE TRELLIS - Trellis planting type with mailbox and hydrant elements (4)
5. FOYER THRESHOLD - Quality paving to provide a threshold form street to Entrance Foyer.
6. CASCADE PLANTING ELEMENT ABOVE - Planting above to provide added layer of definition for the entrance and lobby.
7. FEATURE ENTRANCE TREE - Signify entrance and to be sympathetic to surroundings.
8. MEDIUM TREE - New tree to provide filter, colour + spatial surround for alfresco corner
9. FEATURE LOOSE POTS - Softness, colour and spatial surround for alfresco to corner.
10. NEW VERGE TREE PLANTINGS - Setback to ground provide opportunity for good size trees to be sited adjacent. Future collaborative discussions with council to develop. Consolidated planting to provide green layer to Taylor Street
11. NEW LARGE TREE PLANTING - New Large tree (Jacaranda sp.) to location.
12. FILTER TREES - Small to medium sized trees with filter canopy. Endemic selection. Ref: The Loft Apartments - Singapore. W Architects , TIERRA Design (landscape)
13. Planters w/ cascade planting - Native planting types to planters with cascade habit.

MC CALLUM LANE



GROUND LEVEL PLAN

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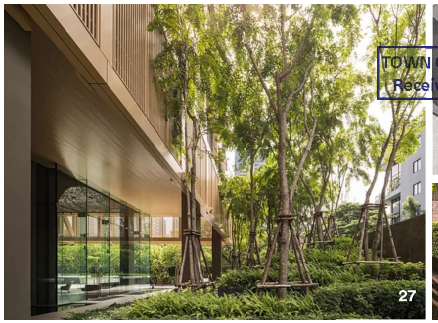

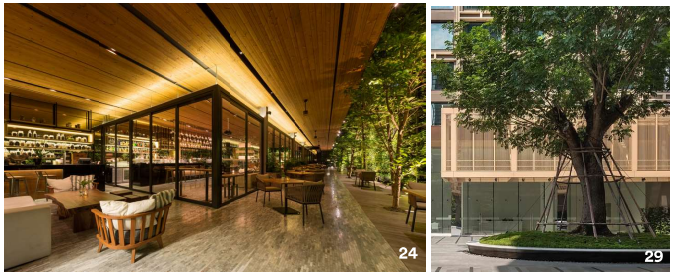



UPPER GROUND LEVEL KEY

21. AVENUE PLANTING - Medium scale trees to raised planter to provide green infrastructure to Canning Hwy in lieu of no street tree opportunities. (image 13)
22 ENTRY - Secondary Canning Hwy access. Terraced planters and filtered tree (13)
23 NEW MEDIUM SIZED TREE - New medium sized tree (Tristianopsis)
24 TERRACE PLANTERS - Terraced arrangement to provide soil depth zone and layering Buffer planting to podium level.
26 FIXED ALCOVE SEATING - Seating with high back rest for soil depth provision and to provide view towards pavilion.
27 SMALL TREES - Small deciduous trees to provide filter from late afternoon sun.
28 PODIUM PLANTING - Lush shade planting to podium level at higher level.
29 FEATURE DISC + TREE - Raised large tree to provide key courtyard element. Seating incorporated in radial planter with adjacent seating areas.
30 FEATURE SEATING - Bench seating located under ' flute cascade planters' above.
31 OUTDOOR LOBBY SEATING - Separate area provided adjacent to lift for waiting.
32 MOTIF PAVING - Coloured motif elements incorporated in paving to echo radial forms.
33 FERNERY - Soft leaf plantings to shaded area. Terraced planter.
34 COLUMNAR TREES - Mature columnar tree plantings with curved 'flute planters' above.
35 CASCADE PLANTING - Endemic planting at planter to cascade for entrance def. below.
36 HEDGE PLANTING - Hedge planting to provide green corner and conceal wall behind.

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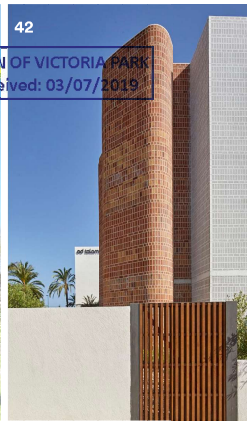
View of Internal Courtyard







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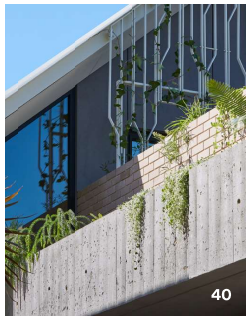



LEVEL 01-03 KEY

40. FLUTE PLANTERS - Cascade planting to courtyard planters.
41 COLUMNAR TREES - Mature columnar tree plantings below with curved 'flute planters' surround to upper levels.
42 BUILDING EMBRACE - Sculpted forms of the building to acknowledge landscape. (Ref: Sverre Fehn - Nordic Pavilion)
43 Cascading Plantings for shade scenarios.



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LEVEL 04 KEY

50. FLUTE PLANTERS - Cascade planting to courtyard planters.

51 FLUTE PLANTERS - Cascade planting to street side. (ref: Parkroyal Hotel - WOHA)

52 LOOSE PLANTERS - Provision for Cascade planting to street side and assist in adding another layer to the upper podium level.

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COLUMNAR TREES

Pyrus calleryana 'Capital'
A deciduous slender tree with glossy leaves turning reddish orange + purple in autumn.
Environment: Full-sun position.
Height at maturity: 6-9m high x 3m wide.
Habit: Upright



MEDIUM TREE SUGGESTION

Tristaniopsis Laurina 'Luscious'
Shiny foliage with red coloured tipped new growth and yellow flowers with a sweet perfume. Bark is a striking port colour that peels back revealing a mottled cream stem.
Height at maturity: 7-12m high x 5m wide



FILTER TREES

Acacia Cognata 'Emerald Curl'
Small Tree - Australian native with curling feathery leaf.
Height at maturity: 3-5m high x 3-3.5m wide
Flower: yellow flowers early spring.



COURTYARD TREE

Betula Nigra 'Tropical Birch'
White trunk, rich green foliage. Deciduous, yellow autumn colour.
Height at maturity: 10-12m high x 5m wide
Habit: Broadly conical to ovate. Pendulous branch tips.



FEATURE SHADE TREES

Cyathea cooperi 'Australian Tree Fern'
Hardy native tree, highly adaptive. Fast growing single trunk with large lacy fronds.
Height: 2-5m high x 1-3m wide



FEATURE TREE

Strelitzia nicolai 'Giant Bird of Paradise'
Large, evergreen plant produces very long, broad leaves, resembling a palm frond.
Height at maturity: 6m high x3m wide
Flower: White and dark blue flowers in Spring



VERGE TREE SUGGESTION + LARGE TREE

Jacaranda mimosaefolia 'Purple Jacaranda'

Deciduous tree with green soft foliage yellowing prior to shedding.
Height: 10-12m high x 8-10m wide.
Flower: purple bell shaped flowers.

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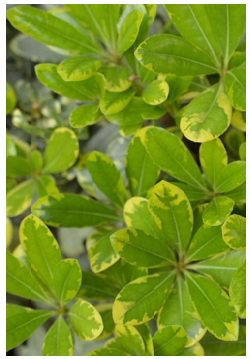
SHADE PLANTING
Alocasia macrorrhiza (Elephant Ears)
Perennial, large heart shaped leaves with pale yellow scented flowers followed by red berries. Only one Australian species (related to genus Colcasia)
Soil: Well-drained, moist
Flower Time + Color: Summer, yellow scented
Height: 1-2m



Pittosporum 'Creme de Mint' (Dwarf Mock Orange)
A small growing, compact evergreen shrub with glossy mint-green leaves edged with a creamy white border.
Environment: Sunny to partial shade
Soil: Moist, well drained soils
Irrigation: Low water once established
Height: 1m high x 50cm wide
Flower: Creamy white scented flowers in Spring



Alpinia caerulea (Red Backed Ginger, Native Ginger)
Clumping upright rhizome plant with striking maroon/red-backed leaves.
Height: 2m



Acanthus mollis
Large dark green, dramatic, glossy leaves. Grows in full sun or shade.
Height: 1m high x 1m width
Flowers: White-pink-purple Nov-Jan



Crinum Pedunculatum (Spider Lily)
Large lily can be grown in a wide range of conditions from full sun to half shade or more.
Flower: fragrant white flowers
Height: 1.5 - 2m high + width



AROMATIC SHRUBS
Cestrum Nocturnum 'Night scented Jessamine'
Evergreen medium sized dense hrub.
Environment: Full-sun to light shade.
Light frost tolerance. Not drought tolerant.
Height: 3m high x 2-3m wide
Flower: large clusters of green yellow flowers, scented at night



Zamia furfuracea (Cardboard Plant)
A cycad with thick, felty leaves up to 1.2m long that emerge from the middle of the plant, forming a rosette.
Height: 1.5m wide.



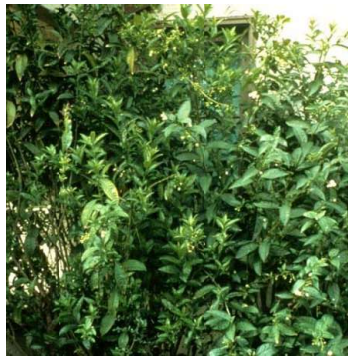
Philodendron 'Xanadu'
Evergreen, low height shrub with deep green foliage
Environment: Full-sun to part-shade in tempertate/sub-tropical climate
Soil: Well-drained with humus. Irrigation: adequate water in Spring
Height: 1-1.5m high x 1m wide



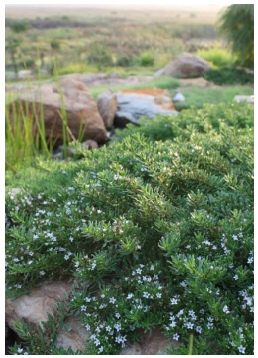
Liriope muscari 'Just Right' (Lily Turf)
An evergreen perennial with strappy, green leaves.
Environment: Full-sun to partly and heavily shaded position.
Height: 50cm high x 50cm wide
Flower: Purple small flowers, Nov-Dec



Pittosporum 'Creme de Mint' (Dwarf Mock Orange)
A small growing, compact evergreen shrub with glossy mint-green leaves edged with a creamy white border.
Height: 1m high x 50cm wide
Flower: Creamy white scented flowers in Spring



AROMATIC SHRUBS
Cestrum Nocturnum 'Night scented Jessamine'
Evergreen medium sized dense hrub.
Height: 3m high x 2-3m wide
Flower: large clusters of green yellow flowers, scented at night



CASCADE PLANTING
Myoporum parvifolium 'Yareena'
A prostrate cascade planting with clean foliage.
Environment: Full-sun to light shaded position.
Height: 10cm high x 1m wide
Flower: White flower in Spring/Early summer.



Casuarina glauca var. 'Cousin It'
Fine and cascade foliage
Environment: Full sun to part shade positions.
Soil: well drained soils. Irrigation: Tolerates dryness.
Height: 1m wide x 0.15m high
Flower: reddish brown terminal flower spikes



Dichondra argentea 'Silver Falls' (Kidney Weed)
Long silvery stems, small leaves
Soil: Well-drained. Irrigation: Can tolerate drought
Height: 15cm high x 1.5m wide



ROOF PLANTING
Phormium cookianum 'Green Dwarf' (Flax)
Perennial with broad leaves
Environment: Full-sun to part shade
Height: 70-80cm high x wide



Pittospermum tobira 'Miss Muffet'
Evergreen, low compact shrub with tight foliage. Dwarf variety. Height: 1m high x 2m wide



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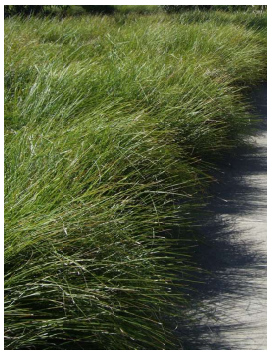
LOCATION: 1st, 2nd, 3rd, 4th, Roof

Phormium tenax 'Variegatum' (Flax)
Perennial with broad variegated striped leaves
Environment: Full-sun to part shade
Soil: Well-drained. Irrigation: Can tolerate dryness
Height: 1m-1.5m high x wide



Westringia fruticosa 'Mundi' (Native Rosemary)
Hardy groundcover shrub with dense, tidy habit. Small grey-green foliage . Height: 0.5m high x 1.5m wide



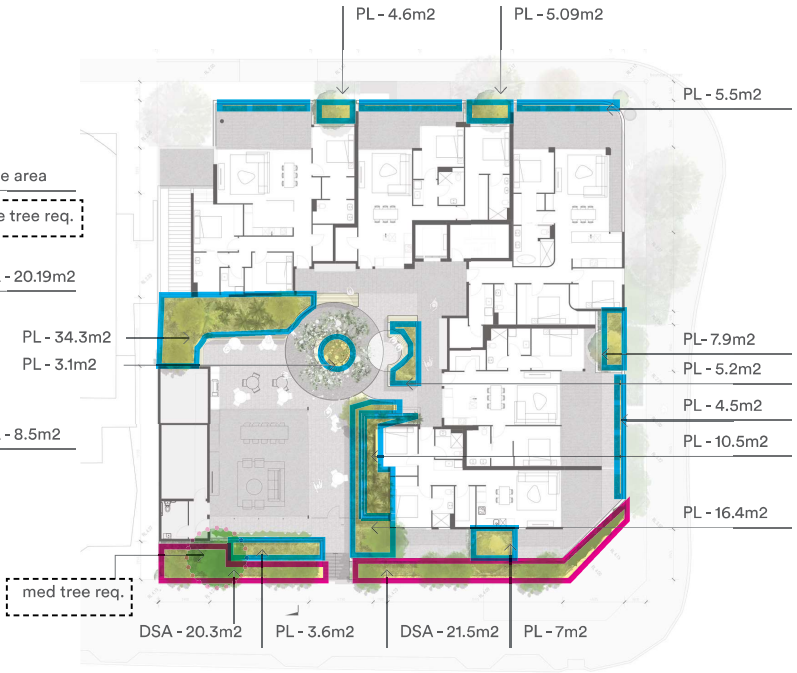
Lomandra longifolia 'tanika
Compact tufted low height grass
Soil: adaptable to most well drained soils
Height: 50-60cm cm high x wide.



HEDGING
Radermachera sp. Kunming 'Summerscent'®.
Compact, dense, lush green glossy foliage and a profusion of highly scented flowers.
Height: 2-3m high x 2-3m wide
Flower: Fragrant light pink flowers



Lower Ground Level
DSA 42.6 m2
Planting area NA



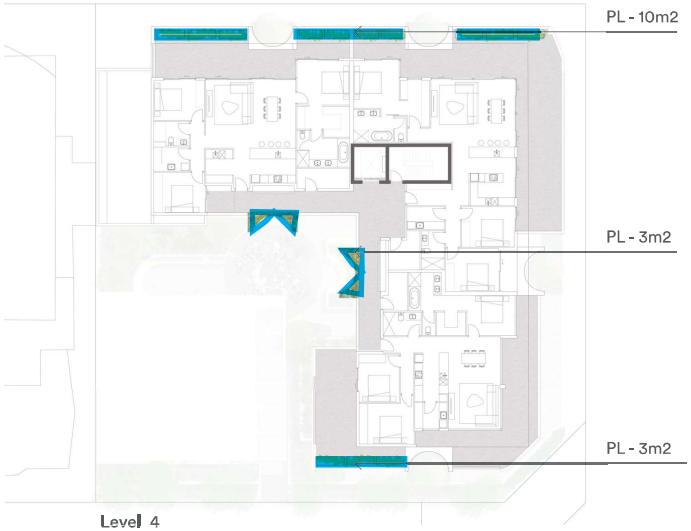
Upper Ground Level
DSA 41.8 m2
Planting area 104.7 m2



Level 1
DSA - NA
Planting area 3 m2

Level 2
DSA - NA
Planting area 3 m2

Level 3
DSA - NA
Planting area 3 m2



Level 4
DSA - NA
Planting area 16 m2

LANDSCAPE AREA OVERALL

Site Area	1393m2
Deep Soil Area (DSA) Required	*393m2 (1o%)*
Deep Soil (DSA) achieved	104.29m2 (7.5%)
Deep soil shortfall	*288.7m2 (2.5%)*
Planting on Slab required to achieve item A3.3.7 in lieu of shortfall (DSA 10% required -6% achieved, x2 shortfall)	*109.2m2 (8%)*
Planting on slab achieved	132.7m2 (9.5%)

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Acceptable Outcome Item A3.3.7 Achieved.

LANDSCAPE AREA LEVEL SUMMARIES

Deep Soil Area Areas (DSA)	
DSA - Lower Ground	42.6 m2
DSA - Upper Ground	41.8 m2
Total DSA Area:	84.4 m2
Additional Planting on Slab Areas (PL) (soil depth< 1m)	
PL - Lower Ground	NA
PL - Upper Ground	104.7m2
Level 1	3m2
Level 2	3m2
Level 3	3m2
Level 4	16m2
Total Planting Area on slab (excluding DSA)	129.7m2

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CAPA

Landscape File Note

Project	53-55 Canning Highway	Date	1914_190725
		Page	1
Subject	Courtyard Tree Query Response to ToV		

Distribution: Town of Victoria Park, MJA Studio (Alan White, TPM (Sheldon Turner)

Query: ToV Planning Officer Landscape Comments:

It is requested that Landscape Architect provide written advice (an email is fine) confirming that the soil volume provided for the courtyard tree is sufficient to ensure its future health. While I trust that current choice has been well thought-out, the courtyard tree forms an integral component of the communal space and the broader development concept. It would be remiss of the Town not to seek clarification on this matter given that the tree selected would appear to fall under the category of a 'Medium Tree' (despite it not being labelled as such on other plans) and appears to have a soil volume far less than 36m^2 as recommended under Table 4.12 of Design WA to support the tree's future growth and wellbeing. I should emphasise that this is not being brought up with the intent of removing it from the proposal. The intent is to confirm (/identify measures to ensure) that the courtyard tree is a viable component of the proposal.

CAPA Response

The courtyard tree is a key landscape element to the communal space and environment.

The species proposed is in response to a number of site, environment and building mass considerations:

- The area is shaded in part and a deciduous selection was selected to allow solar access during winter.
- As a landscape element, we wanted the canopy density to be a filtered canopy experience and not too dense.
- The tree's shape with a pleachable trunk structure and bark appearance is important, to allow people to sit under.
- Available space for the tree canopy adjacent is affected by the need to provide roof/canopy for the clubhouse. i.e the tree can't be too wide, but some height desirable for scale.
- The area is on slab above the carpark circulation, with any soil provision requiring to be built up from podium level. Being in the centre the height of the planter build-up needs to be balanced without appearing too tall.

As a key tree feature , we've selected a tropical Birch tree. It has a filtered canopy habit and is deciduous. The bark is also attractive. This tree is available as good sized mature stock (4-5m tall) which is in 400 lt bags . Another option would be a Lagerstroemia (Crepe Myrtle) however, we preferred the Birch due to its larger growth size.

A good sized Birch stock tree planted in this environment should grow more to a size of 4m wide x 7-8m height. This will be in experience 1.2m taller, given the raised planter.

The planter will have a soil depth of 1.2m and will be 3.6m wide (12,000lt) which we believe will accommodate the stock rootball of 400lts and the Clubroom Canopy to the heights noted above.

From a drainage and soil point of view, the tree being naturally suited to river and boggy environments , will be suitable in a contained planter environment on slab (with drainage under) Soil will be a special planter soil mix by Eclipse Soils which will retain good water absorption and will be non-slumping type.

Kind regards, Steven Postmus (CAPA)

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Waste Management Plan

Multi-Residential Development, 53-55 Canning Highway, Victoria Park

CW1070700



Prepared for
Total Project Management

25 July 2019

Cardno
Shaping the Future

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Contact Information

Cardno WA
Trading as Cardno Pty. Ltd.
ABN 77 009 119 000

11 Harvest Terrace, West Perth, WA 6005

Telephone: 08 9273 3888
Facsimile: 08 9486 8664
International: +61 8 9273 3888

wa@cardno.com.au
www.cardno.com

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Revision	Effective Date	Description of Revision	Prepared by:	Reviewed by:
A	11 Apr. 19	Issue to Client	OH	RD
B	25 Jul. 19	ToVP comment amendments	OH	RD

Front page image from Walga *Multiple Dwelling Waste Management Plan Guidelines* 2014.

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Appendices

Appendix A Architectural Plans
Appendix B Multiple Dwelling Waste Management Plan Guidelines
Appendix C Waste Generation Calculations

Tables

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Table 4-1 Waste and Recycling Generation Rates 3

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1 Introduction

Cardno (WA) Pty Ltd (Cardno) was commissioned by Total Project Management to prepare a Waste Management Plan (WMP) in support of the Development Application (DA) for the construction of a multi-residential development, 53-55 Canning Highway, Victoria Park (the Development).

The scope of this WMP is limited to the estimation of waste and recycling volumes generated by the Development and includes recommendations for the appropriate collection, storage, handling and transportation of waste and recycling, based on the requirements outlined in WALGA's Multiple Dwelling Waste Management Waste Management Plan Guidelines and WALGA's Commercial and Industrial Waste Management Plan Guidelines (Appendix B). Estimations of generated volumes of liquid and bulk rubbish are not provided. Specialist contractors will need to be commissioned by the Development operators for the collection and disposal of liquid wastes and bulk rubbish, as necessary.

1.1 Site Description

Plans for the Development outline a four storey building with a mix of 2 and 3 bedroom apartments. The anticipated usages generating waste that the Development will consist of are tabulated in Table 1-1.

The Development will front on to Canning Highway on the eastern side and McCallum Lane on the western side. The bin enclosure is easily accessible from McCallum, allowing for waste collection.

Architectural plans outlining the usage of floor space are provided in Appendix A.

Table 1-1 Development Breakdown by Usage Type Generating Waste

Usage	Quantity
Two bedroom apartments	12
Three bedroom apartments	11

1.2 Waste and Recycling Collection Services

The Development will use the waste collection services provided by the Town of Victoria Park (the Town). The Town provides weekly service for general waste and fortnightly service for recycling. The point of collection will be via McCallum Lane, with the development providing a caretaker to bring bins out to the Lane and back to the bin store on collection days.

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2 Waste Generation and Management

In order to ensure that the waste from the Development is properly managed, it was necessary to estimate the volume of waste that is likely to be generated on the premises. WALGA's Guidelines for multi-residential developments utilise generation rates which have been developed through consultation with Local Governments in WA. Using generation rates for from this source, a broad estimation of daily waste generation for the Development has been developed.

2.1 Waste and Recycling Streams

Waste and recyclables will be sorted on-site and as close to source as possible. Sorting will rely on appropriate education of residents in addition to adequate signage for bins located at the bin storage area. Waste and recycling streams are to be based upon the most recent Towns waste calendar and or website.

Based on current streams, waste and recycling will be based on the following streams:

> General Waste; and

> Co-mingled Recycling, which includes all paper, milk and juice cartons, cardboard, rigid plastic (no metal), plastic bottles and containers, steel and aluminium cans, pot and pans, empty aerosols and glass bottles and jars. .

2.1.1 Other Streams

Storage, handling and collection of liquid wastes are not covered in this WMP. The Development operator will need to source and enter into an agreement with an appropriate registered and accredited waste collection contractor for these wastes.

Storage, handling and collection of bulk wastes, such as mattresses and other hard rubbish, are not covered in this WMP. The Town does not provided services to remove bulk wastes from multi-residential or commercial development. The Development operator will need to source and enter into an agreement with an appropriate registered and accredited waste collection contractor for these wastes.

The developer is to engage a private contractor for waste services at which time, a waste management plan including liquid waste and bulk waste will be completed.

2.2 Waste and Recycling Generation Estimate

A summary of the estimated weekly waste generated for each waste stream is provided in Table 2-1. Waste estimates were obtained by way of the calculations outlined in Appendix C and in line with waste generation rates recommended by WALGA (Appendix B)

Table 2-1 Weekly Waste Generation Rates for the Development

Type of Premises	Quantity	General Waste (L)	Co-mingled Recycling (L)
Two bedroom apartments	12	1,920	480
Three bedroom apartments	11	2,640	1,320

The waste volumes presented are estimates only, and are representative of the design drawings of the Development provided in April 2019.

2.2.1 Bin Requirements

A breakdown of the anticipated mobile garbage bin (MGB) requirements and associated storage area requirements are provided below in Table 2-2 (as correspondence with the Town). Please note the estimates are indicative of the area required for the storage of bins exclusively, and does not allow for the movement of bins or access to the bin enclosure.

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Table 2-2 Bin and Bin Enclosure Requirements for the Development

	Length (mm)	Width (mm)	Quantity	Area Required (m^2)
660 L MGBs for General Waste	780	1260	7	6.88
660 L MGBs for Co-mingled Recycling	780	1260	3	2.95
		Total Area Required		9.83
		Total Area Provided		17.23

A layout of the anticipated bin enclosure is provided in Appendix A. This bin storage area has a floor area of 17.23 m^2, providing adequate space to store and manoeuvre the 10 660L MGBs required of the Development. Final resolution of the actual bin placement for function access are subject to final construction.

2.3 Bin Enclosure Layout

MGBs will be stored in an allocated enclosure towards the entrance to the lower ground floor carpark of the Development and will be easily and safely accessible from the interior of the development as well as by door entrance off McCallum Lane. The waste bins will be stored directly abutting the walls of the enclosure.

2.4 Bin Enclosure Amenity

2.4.1 Odour

The enclosure is located away from public areas which will prevent odour nuisance.

2.4.2 Noise

The bin enclosure is located away from public areas to limit noise that may otherwise disturb residents when materials are placed in the bins.

2.4.3 Vermin

The use of lidded MGBs will eliminate access by vermin. The use of bait stations will also be considered by the Development operator if required.

2.4.4 Washing of Bins and Enclosure

The Development operator will be responsible for the organisation of regular washing of bins and for maintenance of the storage area.

2.4.5 Aesthetics

The bin enclosure has been designed with the Development and as such will be consistent with the overall aesthetics, avoiding the placement of bins along the external faces of the building.

2.4.6 Protection from Vandalism

The bin enclosure will be closed off from public access and will use gates and/or doors to promote a sense of ownership and community in order to deter vandalism and anti-social behaviour. No bins will remain or be stored outside of the enclosure.

2.4.7 Transient Waste

If transient waste is left behind, it will be the responsibility of strata management to remove the waste via a private contractor.

2.5 Transfer of Waste and Recycling

2.5.1 Apartments

2.5.1.1 Waste Transfer from Apartments

Tenants will transfer waste from their apartments to the refuse room on the ground floor as required. The waste will be emptied into one of the provided 6600 L general waste MGBs.

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2.5.1.2 Co-mingled Recycling Transfer from Apartments

Tenants will transfer recyclables from their apartments to the refuse room on the ground floor as required. The waste will be emptied into one of the 6600 L co-mingled recycling MGBs provided.

2.5.2 Common Areas

2.5.2.1 Waste Transfer from Common Areas

General waste associated with the common areas of the Development, such as the halls and communal lounge, will be the responsibility of the Development operator. Waste will be transferred from common areas to one of the provided 660 L general waste MGBs.

2.5.2.2 Co-mingled Recycling Transfer from Common Are as

Recyclables associated with the common areas of the Development, such as halls and communal lounge, will be the responsibility of the Development operator. Waste will be transferred from common areas to one of the 660 L co-mingled recycling MGBs.

2.6 Collection of Waste and Recycling

Current waste collection within the area is via McCallum Lane. Nominated staff (staff to be engaged by developer) will transfer loaded 660 L MGBs from the bin enclosure to McCallum Lane on collection days for collection. Bins locations for presentation on McCallum Lane are shown in Figure 2-1.



Figure 2-1 Bin Locations for Collection

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Staff will present the bins for collection as follows:

> Bins will be positioned to have a clearance of a minimum of 300 in between;

> Bins shall not be placed beneath power poles, trees or signs;

> Bins will not be overfull, containing contaminated material or loose items;

> Bins will be presented on the collection day by 6am for collection.

> Bins will not remain on the kerbside outside of collection times instead being returned to the bin enclosure once they have been emptied; and

> The maximum distance staff will be required to travel from the bin enclosure to the Street is approximately 8 m.

2.6.2 Waste Collection Frequencies

It is anticipated that waste collection frequencies will be as follows:

> Weekly general waste collection; and

> Fortnightly recycling collection.

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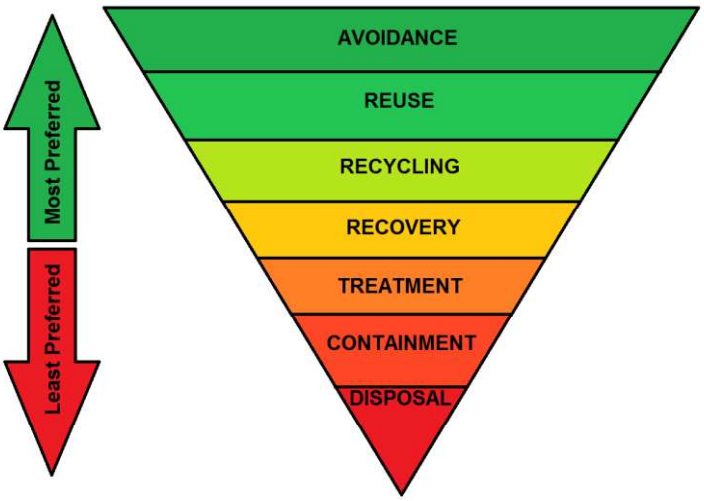
Received: 25/07/2019

3 Waste Reduction and Management Strategy

This waste management plan has been developed with the strategic approach of reducing waste through best practices and education of tenants and commercial staff. Best practices for waste minimisation will optimise the Development's use of the waste minimisation hierarchy, which seeks to encourage sustainable options for waste. The waste hierarchy is demonstrated below.



Education of staff will involve the following:

> Demonstration of waste management systems pertinent to an individual's role;

> Distribution of waste management strategy documents in relevant locations;

> Training on all pertinent equipment related to waste management;

> An explanation of the benefits of waste separation and recycling; and

> Sufficient labelling of bins, signage of storage areas and equipment to reinforce waste separation.

In the event that waste generation rates for the Development change, a waste audit may be required by the Town or other regulatory bodies. Similarly, should a change to the waste regulations be implemented by the Town or other regulatory bodies, a waste audit may be required in addition to further waste stream separation.

TOWN OF VICTORIA PARK
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4 References

WALGA (2014), *Multiple Dwelling Waste Management Plan Guidelines*, Perth.

TOWN OF VICTORIA PARK
Received: 25/07/2019

Multi-Residential Development, 53-55 Canning Highway, Victoria Park

APPENDIX A

ARCHITECTURAL PLANS



APPENDIX CONTENT REMOVED AS-

(A) PLANS DEPITECTED ARE SUPERCEDED VERSIONS. REVISED PLANS HAVE SINCE BEEN SUBMITTED; AND

(B) UNNECCESARY DUPLICATION OF INFORMATION PROVIDED ELSEWHERE AMONGST RESPONSIBILITY AUTHORITY REPORT (RAR) ATTACHMENTS.

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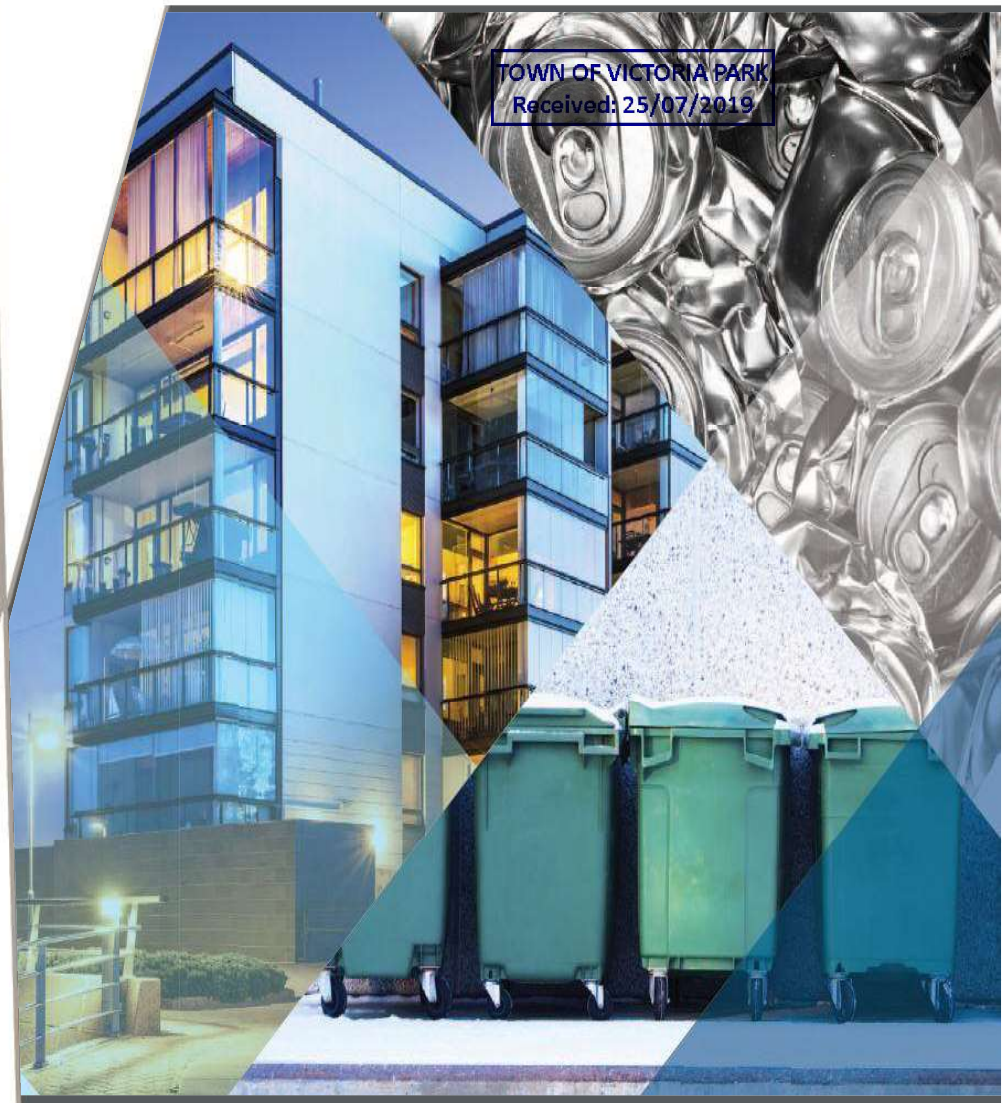

TOWN OF VICTORIA PARK
Received: 25/07/2019

APPENDIX B

MULTIPLE DWELLING WASTE MANAGEMENT PLAN GUIDELINES

APPENDIX CONTENT REMOVED AS THE WALGA GUIDELINES ARE AVILABLE ONLINE. INCLUSION OF THIS IN THE MANAGEMENT PLAN IS AN UNNECCESSARY DUPLICATION OF A COMMONLY AVAILABLE STANDARD.

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APPENDIX C

WASTE GENERATION CALCULATIONS

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Received: 25/07/2019

Weekly residential and commercial waste estimates are based on the waste and recycling generation rates provided in WALGA's Guidelines for multi-residential developments and as advised by the Town, which are outlined in Table 4-1.

Table 4-1 Waste and Recycling Generation Rates

Floor Item	Waste Rates	Recycling Rates
2 Bedroom Apartment	160 L/unit/week	80 L/unit/fortnight
3 Bedroom Apartment	240 L/unit/week	240 L/unit/fortnight

The following equation was used to calculate the anticipated weekly waste generation for residential waste in each building:

$$\boldsymbol{Total\ Amount\ of\ Waste\ Type} = (\boldsymbol{Number\ of\ Units} \times \boldsymbol{Waste\ Rate})$$

The total number of bins required for general waste for residential waste was calculated using the following equation:

$$\boldsymbol{Total\ Number\ of\ Bins\ Required} = \frac{\boldsymbol{Total\ Weekly\ Waste\ Generated}}{\boldsymbol{660\ L}}$$

The total number of recycling bins required for residential waste was calculated using the following equation:

$$\boldsymbol{Total\ Number\ of\ Bins\ Required} = \frac{\boldsymbol{Total\ Weekly\ Waste\ Generated}}{\boldsymbol{660\ L}}$$

TOWN OF VICTORIA PARK
Received: 25/07/2019

About Cardno

Cardno is an ASX200 professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company, listed on the Australian Securities Exchange [ASX: CDD].

Contact

Perth

11 Harvest Terrace
West Perth WA 6005

PO Box 447
West Perth WA 6872

Phone +61 8 9273 3888
Fax +61 8 9486 8664

wa@cardno.com

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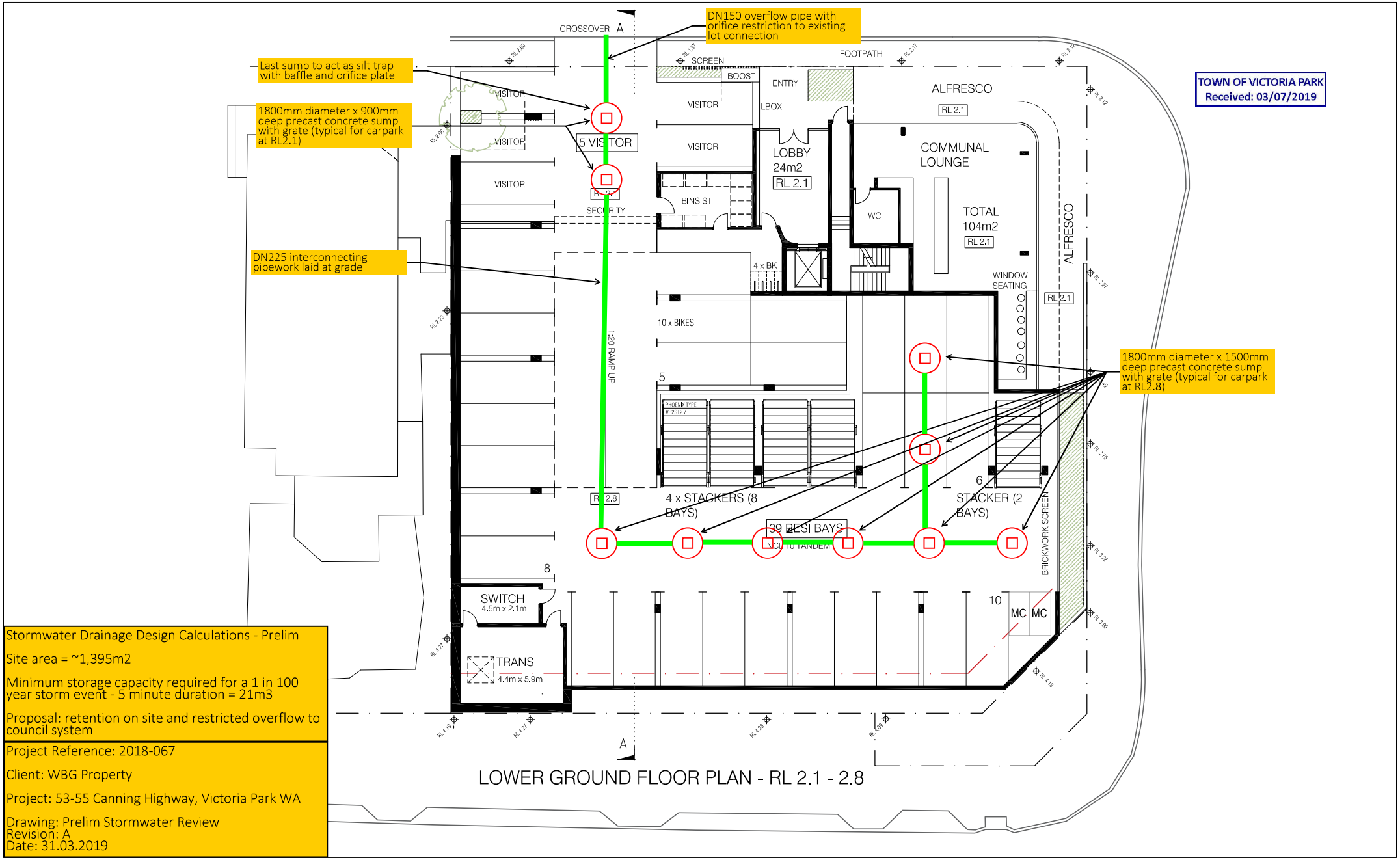

LOWER GROUND FLOOR PLAN - RL 2.1 - 2.8

TOWN OF VICTORIA PARK
Received: 03/07/2019

Stormwater Drainage Design Calculations - Prelim

Site area = ~1,395m2

Minimum storage capacity required for a 1 in 100 year storm event - 5 minute duration = 21m3

Proposal: retention on site and restricted overflow to council system

Project Reference: 2018-067

Client: WBG Property

Project: 53-55 Canning Highway, Victoria Park WA

Drawing: Prelim Stormwater Review
Revision: A
Date: 31.03.2019

MJA studio

LEVEL 1, SUITE 6, 23 RAILWAY ROAD, SUBIACO WA 6008
T (08) 9388 0333 www.mjastudio.net | admin@mjastudio.net

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TJ PEACH & ASSOCIATES
HYDRAULIC SERVICES & FIRE PROTECTION CONSULTANCY

REV.	DATE	AMENDMENT
K	22.01.19	PRELIMINARY ISSUE
L	24.01.19	PRELIMINARY ISSUE
M	29.01.19	PRELIMINARY ISSUE
N	31.01.19	PRELIMINARY ISSUE
O	15.02.19	DRP ISSUE
P	19.03.19	ISSUED FOR COORDINATION

CLIENT

PROJECT
CANNING HWY RESIDENTIAL

PROJECT ADDRESS
53-55 CANNING HWY
VICTORIA PARK

MJA PROJECT NUMBER
18012

PROJECT STATUS
FOR REVIEW

TRUE NORTH | PROJECT NORTH

SCALE
1:200 @ A3

DRAWING
LOWER GROUND FLOOR PLAN

DRAWING NO.	DRAFTER	CHECKED	REV.
A1.01	AW	WB	P

Sturt McDonald

From: Alan White [redacted]
Sent: Wednesday, 31 July 2019 14:00
To: Sheldon Turner; Sturt McDonald
Cc: Robert Cruickshank
Subject: TRIM: RE: TRIM: RE: 53-55 Canning Highway

HP TRIM Record Number: D19/46378

Hi Sturt,

Do you require us to update our Architect's statement with the ESD information below and renders from the latest DRP?

A 1kw system equates to 3 x solar panels per Apartment – with 69 in total being shown on our roof plan.

Regards

Alan White
ARCHITECT

A – Level 1, Suite 6, 23 Railway Rd, Subiaco WA 6008
T – [redacted]
W – www.mjastudio.net

MJA [redacted] studio

THE BOTTLEYARD APARTMENTS



From: Sheldon Turner [redacted]
Sent: Wednesday, 31 July 2019 1:56 PM
To: Sturt McDonald [redacted]
Cc: Robert Cruickshank [redacted]; Alan White [redacted]
Subject: RE: TRIM: RE: 53-55 Canning Highway

Hi Sturt,

We are proposing to include 1kw Solar system per apartment which we believe to be a significant investment towards sustainable footprint of the development.

Please see attached photos of the signs, let me know if you require anything further.

Kind regards,

Sheldon Turner
DIRECTOR

m: [redacted]
w: totalpm.com.au
a: Level 6, 1008 Hay Street PERTH WA 6000
p: PO Box 7752, CLOISTERS SQUARE WA 6850

Government of **Western Australia**
Development Assessment Panels

Form 2 – Responsible Authority Report

(Regulation 17)

Property Location:	Lot 54 (No. 72) Railway Parade, Bassendean
Development Description:	Proposed 22 Multiple Dwellings
Proposed Amendments:	To amend the approval so as to extend the period within which the development must be substantially commenced by a further two years.
DAP Name:	Metro Central JDAP
Applicant:	Reegan Cake, Dynamic Planning and Developments
Owner:	Mark Francis Hammond & Sandra Lee Hammond
Value of Amendment:	Overall estimated cost of development remains unchanged at $3.3 million dollars
LG Reference:	2019-077
Responsible Authority:	Town of Bassendean
Authorising Officer:	Christian Buttle, A/Manager, Development Services (Planning)
DAP File No:	DAP/15/00740
Report Date:	24 July 2019
Application Received Date:	11 June 2019
Application Process Days:	43 days
Attachment(s):	1. Original Determination Notice (2015) 2. Amended Determination Notice (2017); 3. Applicant's supporting letter dated 10 June 2019.

Officer Recommendation:

That the Metro Central JDAP resolves to:

1. **Accept** that the DAP Application reference DAP/15/00740 as detailed on the DAP Form 2 date stamped received 11 June 2019 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;

2. **Refuse** the DAP Application reference DAP/15/00740 as detailed on the DAP Form 2 date stamped received 11 June 2019 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 Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* and 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 (No. 72) Railway Parade, Bassendean, for the following reasons:

Reasons

1. There has been a prior extension of time for this approval and the Panel is not satisfied that there have been any meaningful steps taken to implement the existing approval. The test to be satisfied before approving an extension has not been satisfied;
2. The proposed development does not satisfactorily address the provisions contained within State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments for the reasons identified within the Responsible Authority Report; and
3. Having regard to the reasons identified within points 1 and 2, above, the period within which the development must be substantially commenced ought not to be extended.

Details: outline of development application

Insert Zoning	MRS:	Urban
	TPS:	Residential (R20/40)
Insert Use Class:		Multiple Dwellings ('P' (permitted) land use)
Insert Strategy Policy:		Not applicable
Insert Development Scheme:		Town of Bassendean Local Planning Scheme No. 10
Insert Lot Size:		2,561 square metres
Insert Existing Land Use:		N/A – Vacant Land

The applicant seeks approval to modify the development approval for 22 Multiple Dwellings which was most recently approved by the Metro Central JDAP at its meeting held 29 May 2017 by extending the period of validity within which the proposed development must be substantially commenced by a further 2 years.

Background:

Development approval for the proposed 22 Multiple Dwellings was first granted by the Metro Central JDAP at its meeting held 23 June 2015.

An amended development approval for the proposed 22 Multiple Dwellings was subsequently granted by the Metro Central JDAP at its meeting held 29 May 2017 to:
(a) Extend the period of validity within which the proposed development must be substantially commenced; and
(b) Delete certain conditions that had been imposed on the original approval.

Legislation and Policy:

Legislation
- Planning and Development Act 2005;
- Planning Development (Local Planning Schemes) Regulations 2015; and
- Town of Bassendean Local Planning Scheme No. 10.

State Government Policies
The following state government policies are of relevance when considering the application for development approval:

(a) Directions 2031 (Bassendean is an identified District Centre);
(b) State Planning Policy 7.3 – Residential Design Codes – Volume 2 - Apartments; and
(c) State Planning Policy 4.2 – Activity Centres for Perth and Peel.

Note: SPP7.3 was gazetted 24 May 2019, so was not a factor in the decision making process associated with the first determination of the application in 2015, nor the amended application in 2017.

Local Policies
The application for development approval was originally 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 4.3 of Local Planning Scheme No. 10 and were required to 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. 18 – Landscaping with Local Plants is of relevance when considering the application for development approval.

Consultation:

Public Consultation
No public consultation was undertaken in conjunction with the assessment of this application for development approval.

The original application was referred to the following adjoining / nearby property owners for information purposes only and not for formal public comment:

- Rear (opposite side of right-of-way to north of development site) - No. 6 Ivanhoe Street, Bassendean (Bassendean Church of Christ);
- Left hand (western side) – Nos. 2 & 2B Broadway;
- Right hand (eastern side) – No. 70 Railway Parade.

The relationship of the development site to the other properties described above can be seen on the 2019 aerial photography extract which is provided below (development site is highlighted red):



Consultation with other Agencies or Consultants
Nil.

Planning Assessment:

Local Planning Scheme
Provisions within the Town's Local Planning Scheme No. 10 remain unchanged from when the application was last determined.

The assessment table, below, provides an assessment of the application against the newly operative State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments.

Item
2.2 - Building height Building height controls within SPP7.3 Vol 2 remain at two storeys which is consistent with the previous version of the R-Codes. The proposed development is two storeys in height and is acceptable as proposed.
2.3 - Street setbacks Street setback controls within SPP7.3 Vol 2 remain at 4m which is consistent with the

previous version of the R-Codes. The proposed development provides a 4m minimum street setback.

Item	Requirement	Proposal	Compliance
2.4 - Side and rear setbacks	Setbacks provide for adequate separation between neighbouring properties Setbacks are consistent with the existing streetscape pattern or the desired streetscape character. Setbacks from side and rear boundaries enables retention of existing trees and provision of deep soil areas.	Block 1 units 2m side setback adjacent to western property boundary Nil side setback for bank of stores and bin store adjacent to southern property boundary. Block 3 units 1.6m side setback from eastern property boundary for dwellings. Nil side setback for carports adjacent to eastern property boundary. 1.2m side setback for store and bin store adjacent to eastern property boundary. Block 4 units 1.6m side setback from eastern property boundary for dwellings. Nil setback to western property boundary for dwellings.	No. Setbacks were established having regard to requirements contained within previous R-Codes. Applicant has not demonstrated how previously approved design meets objectives of: • Adequate building separation; • Building setbacks being consistent with the established or desired streetscape; • Provision of deep soil areas; and • Transition between sites with different intensities of development.

2.5 – Plot Ratio

Plot ratio controls within SPP7.3 Vol 2 remain at 0.6 which is consistent with the previous version of the R-Codes. The development is designed to a plot ratio of 0.6.

2.6 – Building depth

Building depth controls are newly introduced. However, owing largely to the Town's Local Planning Policy No. 2 – Energy Efficient Design, all apartments are designed with:

- North facing courtyards (ground floor units) or balconies (upper floor units);
- North facing aspect to living areas within dwellings; and
- Minimal openings on eastern and western walls.

No single aspect apartments are proposed.

Item	Requirement	Proposal	Compliance
2.7 Building Separation	New development supports desired future streetscape character with spaces between buildings. Building separation is in proportion to building height. Buildings are separated sufficiently to provide for residential amenity including visual and acoustic privacy, natural ventilation, sunlight and daylight access and outlook. Suitable areas are provided for communal and private open space, deep soil areas and landscaping between buildings.	Proposed side setback distances are described in section 2.4, above. Separation distances between buildings on same site meet the requirements specified within Table 2.7. Adequate residential amenity is provided, based upon positioning of buildings. No communal open space areas provided. Inadequate deep soil areas provided to allow for desired landscaping of site.	No. The physical separation of buildings which front Railway Parade and buildings which front the rear right-of-way exceed the separation distance specified within Table 2.7 for buildings on the same site. Separation distances to adjoining property boundaries (as specified within Table 2.7) are not met. Suitable areas have not been provided for communal open space nor have adequate spaces been provided for deep soil areas and landscaping between buildings.

2.8
Development incentives for community benefit

Not applicable for consideration in the determination of this application.

Item	Requirement	Proposal	Compliance
3.1 Site analysis and design response	A written and illustrated site analysis that demonstrates how	Written and illustrated site analysis not provided.	Lack of written and illustrated site analysis is reflective of the fact

	the design response is informed by the site analysis and responds to surrounding context.		that the application has not been prepared having regard to the now operative provisions contained within SPP7.3 – Vol2 – Apartments.
Item	**Requirement**	**Proposal**	**Compliance**
3.2 Orientation	Building layouts respond to streetscape, topography and site attributes while optimising solar and daylight access within the development. Building form and orientation minimises overshadowing of the habitable rooms, open space and solar collectors of neighbouring properties during mid-winter.	Buildings fronting Railway Parade are arranged to face the street. Buildings fronting rear right-of-way are arranged to face the right-of-way. Shadows from the proposed development are cast back toward the street and not onto adjoining properties.	Yes.
Item	**Requirement**	**Proposal**	**Compliance**
3.3 Tree canopy and deep soil areas	Site planning maximises retention of existing healthy and appropriate tree and protects the viability of adjoining trees. Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition. Development	All existing trees on site were removed prior to the initial lodgement of an application for development approval for the site in 2015 (trees were removed in conjunction with the demolition of the original houses in 2013. Insufficient measures have been provided to improve tree canopy or offset reduction of tree	No. Proposed development has not been designed to provide for deep soil areas with dimensions that will allow for trees of expected height and canopy spread at maturity which are now required for developments of this kind.

	includes deep soil areas or other infrastructure to support planting on structures, with sufficient area and volume to sustain healthy plan and tree growth.	canopy from pre-development condition. Insufficient deep soil areas have been provided on site and insufficient space has been provided on site within planting areas provided to accommodate tree heights and canopy diameters that would be associated with the planting of medium and large sized trees.	
Item	**Requirement**	**Proposal**	**Compliance**
3.4 Communal open space	Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas. Communal open space is safe, universally accessible and provides a high level of amenity for residents. 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.	Communal open space is defined as: *"outdoor areas within the lot and either at ground level or on structure that is accessible to and shared by residents for common recreational use and in some instances accessible to the public. It must promote gathering and social interaction. It does not include primary external circulation areas for vehicles or pedestrians however a seating niche or small gathering space within a circulation area is included. A minimum*	None of the proposed development can reasonably be classified as communal open space. This is not surprising noting that communal open space requirements have been reintroduced into the R-Codes after being absent for many years. The design was prepared at a time when communal open space was not required and accordingly no communal open space has been provided for the development. Noting this, the proposed development meets neither the

		dimension is applicable for the main (largest) component. Covered communal facilities connected to open space, publicly accessible open space and public open space within the development site (if provided) can contribute to communal open space requirements." No such spaces are provided within the proposed development.	Acceptable Outcomes, nor the associated Element Objectives with respect to this matter.
3.5 - Visual privacy Visual privacy controls within SPP7.3 Vol 2 remain generally consistent with the previous version of the R-Codes, to which the development complies.			
Item	**Requirement**	**Proposal**	**Compliance**
3.6 Public domain interface	The transition between the private and public domain enhances the privacy and safety of residents. Street facing development and landscape design retains and enhances the amenity and safety of the adjoining public domain, including the provision of shade.	Ground floor dwellings generally have direct independent access. Car parking is situated within the primary street setback area. Upper level balconies and windows overlook the street and the right-of-way. Balcony balustrading is open in design.	No. Car parking is located within the primary street setback area which detracts from appearance of the front setback area and associated opportunities for landscaping.
3.7 - Pedestrian access and entries Satisfactory pedestrian access and entrance arrangements are provided noting that: • A main pedestrian entrance to the development is provided on the Railway			

Parade frontage of the development;

- A network of pedestrian paths link to the main pedestrian entrance of the development connecting to the entrance of all other dwellings within the development; and
- There are separate entrances to ground floor dwellings.

3.8 - Vehicle Access

Main vehicle access point development serving all occupier car parking bays along with two (2) visitor car parking bays is from rear right-of-way.
Secondary vehicle access point for four (4) visitor car parking bays from Railway Parade.

Item	Requirement	Proposal	Compliance
3.9 Car and bicycle parking	Parking and facilities are provide for cyclists and other modes of transport. Car parking provision is appropriate to the location. Bicycle parking at 0.5 spaces per dwelling for occupiers and 1 space per 10 dwellings for visitors. Motorcycle / Scooter parking at a rate of 1 space for every 10 car bays.	Bicycle parking provided at a ratio specified within the previous version of the R-Codes, being 0.33 spaces per dwelling for occupiers Motorcycle / Scooter parking not provided.	No. Car parking provision meets requirements. Bicycle and Motorcycle / Scooter parking not provided in accordance with expectations contained within now operative Codes. See detailed comments, below.

3.9 – Car and bicycle parking – Detailed Comments

- Each dwelling is provided with one (1) car parking bay, thus satisfying the provisions contained within Table 3.9
- Four (4) visitor car parking bays and associated vehicle circulation areas are located within the Railway Parade street setback area, contrary to the provisions contained within both the Acceptable Outcomes and Element Objectives;
- Bicycle parking has not been provided at the ratio specified within Table 3.9, contrary to the provisions contained within both the Acceptable Outcomes and Element Objectives; and
- Motorcycle / Scooter parking has not been provided which is contrary to both the Acceptable Outcomes and Element Objectives.

Item	Requirement	Proposal	Compliance

4.1 Solar and daylight access	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. Windows are designed and positioned to optimise daylight access for habitable rooms. The development incorporates shading and glare control to minimise heat gain and glare from mid spring to autumn.	All dwellings have a northern aspect to their areas of private open space (courtyard for ground floor units or balcony for upper floor units). All dwellings have a northern aspect to main living areas. Balconies provide shading to main living area windows.	Yes.
Item	**Requirement**	**Proposal**	**Compliance**
4.2 Natural ventilation	Development maximises the number of apartments with natural ventilation. Individual dwellings are designed to optimise natural ventilation of habitable rooms. Single aspect apartments are designed to maximise and benefit from natural ventilation.	Opportunities for cross ventilation have been provided within the design for each apartment. No single aspect apartments are proposed.	Yes.
Item	**Requirement**	**Proposal**	**Compliance**
4.3 Size and layout of dwellings	The internal size and layout of dwellings is functional with the ability to flexibly	2.656m floor to ceiling height proposed for habitable rooms is less than that	No. Floor to ceiling heights are less than specified

	accommodate furniture settings and personal goods, appropriate to the expected household size. Ceiling heights and room dimensions provide for well-proportioned spaces that facilitate good natural ventilation and daylight access.	identified within the Acceptable Outcomes. Master bedrooms sizes are slightly less than the 10 sq.metre floor area and slightly less than 3m min internal dimension identified within the Acceptable Outcomes. Internal floor areas for proposed dwellings are less than those identified within the Acceptable Outcomes.	within the Acceptable Outcomes. Room sizes are less than specified within Acceptable Outcomes. Internal floor areas are less than those specified within the Acceptable Outcomes. These new provisions have been introduced into SPP7.3 in an attempt to address deficiencies identified in earlier versions of the R-Codes and improve the level of amenity provided to occupants of dwellings of this kind.

4.4 - Private open space and balconies

Provisions within SPP7.3 Vol 2 remain consistent with (in the case of 2 bedroom dwellings) or less onerous (in the case of 1 bedroom dwellings) than the provisions contained within the previous R-Codes. Noting this, the arrangements that were previously approved remain acceptable.

4.5 - Circulation and common spaces

This new provision is primarily aimed at larger developments with a larger number of dwellings utilising shared circulation and common spaces. The design of the proposed development generally sees two upper floor dwellings being serviced by a single stair. The arrangements which have previously been approved for the development remain satisfactory.

4.6 – Storage

All dwellings are provided with a 4 sq.metre store (internal area) which maintains compliance with provisions specified within Table 4.6.

Item	**Requirement**	**Proposal**	**Compliance**
4.7 Managing the impact of noise	The siting and layout of development minimises the impact of external	Applicant advises that the design of the dwellings will exceed the minimum	As information has not been provided in conjunction with this application for development

	noise sources and provides appropriate acoustic privacy to dwellings and on-site open space. Acoustic treatments are used to reduce sound transfer within and between dwellings and to reduce noise transmission from external noise sources. Dwellings exceed the minimum requirements of the NCC Potential noise sources are not located adjacent to the external wall of habitable rooms or within 3m of a window to a bedroom. Major openings to habitable rooms are oriented away or shielded from external noise sources.	requirements of the NCC and that detailed information will be provided at Building Permit stage.	approval, advice provided by applicant is unable to be verified at this time.
4.8 - Dwelling mix The development contains the same dwelling mix that was originally approved, being: • 16 x two bed / two bath apartments (8 ground level and 8 upper level); • 4 x one bed / one bath apartments (2 ground level and 2 upper level); and • 2 x one bed + study / one bath apartments (1 ground level and 1 upper level). As shown above, the dwelling mix is distributed evenly across both levels of the development and the arrangements (as previously approved) are considered to satisfactorily address the requirement for a range of dwelling types, sizes and configurations to be provided.			
4.9 – Universal	20% of all	No detail provided	No.

design	dwellings across a range of dwelling sizes meet Silver Level requirements as defined in the Liveable Housing Design Guidelines; or 5% of dwellings are designed to Platinum Level.	as to how this requirement has been addressed.	See detailed comments, below.

4.9 Universal design – detailed comments

As the element objective requires that the development include dwellings with universal design features providing dwelling options for people living with disabilities or limited mobility or to facilitate ageing in place, it is clear that this matter must be addressed within a number of dwellings within the proposed development.

Noting that this is a new requirement, the development has not previously been designed to meet this requirement, and the comment from the applicant that "details will be incorporated at the building licence stage" does not satisfactorily address this matter.

Item	Requirement	Proposal	Compliance
4.10 Façade design	Building facades incorporate proportions, materials and design elements that respect and reference the character of the local area. Building facades express internal functions and provide visual interest when viewed from the public realm	Railway Parade elevation comprises two storey built form which fits with the default height allowance for the locality. Dwellings contain traditional pitched roof facing Railway Parade and a variety of materials are used. Defined pedestrian entry is provided.	Yes.

4.11 - Roof design

The building design provides a traditional pitched roof to the block of 8 dwellings facing Railway Parade, which reflects the traditional character of the Railway Parade streetscape.

The buildings facing the rear right-of-way have a skillion roof form, which is acceptable noting that there is not an established streetscape character in this location.

Item	Requirement	Proposal	Compliance

4.12 Landscape design	Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open spaces; and provides an attractive outlook for habitable rooms. Plant selection is appropriate to the orientation, exposure and site conditions and is suitable for the adjoining uses Landscape design includes water efficient irrigation systems and, where appropriate, incorporates water harvesting or water re-use technologies. Landscape design is integrated with the design intent of the architecture including its built form, materiality, key functional areas and sustainability strategies.	The level of detail provided within the plans is 'undeveloped'. Landscape plan prepared by a competent landscape designer has not been provided. Landscape details provided not suitable to landscaped areas provided (for example, 'large trees' are provided within 500mm wide landscape strips immediately adjacent to lot boundaries. Areas provided for landscaping do not provide sufficient space for tree planting and growth (having regard to anticipated overall height and crown spread at maturity). Deep soil areas not provided in accordance with specified requirements.	No. Landscape design has not been considered as an integral part of design preparation. Landscape detail is insufficient and does not adequately respond to, nor address provisions contained within SPP7.3. A summary of the deficiencies associated with the landscaping component of the proposal are identified in the column immediately to the left.
4.13 - Adaptive reuse Not applicable to the assessment or determination of this application.			
4.14 – Mixed use Not applicable to the assessment or determination of this application.			
4.15 Energy efficiency	Reduce energy consumption and greenhouse gas emissions from the development.	Applicant states that *"detailed NATHERS compliance to be submitted at*	No. No information has been provided by applicant in support

	Incorporate at least one significant energy efficiency initiative within the development that exceeds minimum practice; Or All dwellings exceed the minimum NATHERS requirement for apartments by 0.5 stars.	*building licence stage."*	of claims made within application documentation.
4.16 Water management and conservation	Minimise potable water consumption throughout the development. Stormwater managed on site. Reduce the risk of flooding.	Applicant states that potable water consumption will be minimised, but provides no information to demonstrate how this will be achieved. All storm water can be managed on site and the property is not subject to flooding risk.	No. No information has been provided by applicant in support of claims made within application documentation.
4.17 Waste management	Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents. Waste to landfill is minimised by providing safe and convenient bins and information for the separation of recycling and waste.	Two separate bin storage areas to accommodate: 11 x general waste bins; and 11 x recycling bins (22 x 240L bins in total). This was an acceptable arrangement when the application was first assessed and determined, but waste management arrangements have	No. The Town is about to implement FOGO waste arrangements (food organics; garden organics) which will require the provision of a third bin. The bin storage areas do not incorporate space to accommodate the required third set of bins for FOGO. An appropriate

		advanced since this time and design now needs to cater for third 'FOGO' bins.	waste management plan has not been provided.
4.18 Utilities	Site is appropriately serviced. Utilities are located such that they are accessible. Utilities are integrated into the design of buildings and landscape so that they are no visually obtrusive.	Applicant simply states 'yes' with respect to proposal addressing acceptable outcomes, but provides no detail.	No. Application lacks detail to be able to satisfactorily address compliance with applicable requirements.

Other Planning Considerations

The Form 2 application is made in accordance with DAP regulation 17(1)(a) *"to amend the approval so as to extend the period within which any development approved must be substantially commenced"*. The relevant planning considerations in considering such an application should include:

(a) Whether the planning framework has changed substantially since the development approval was granted;
(b) Whether the development would likely receive approval now; and
(c) Whether the holder of the development approval has actively and relatively conscientiously pursued the implementation of the development approval.

(a) Changes to Planning Framework

In deciding whether or not to grant an extension to the period of validity of approval, JDAP will need to carefully consider the substantive changes that have occurred to the planning framework since the application was first approved in 2015 and then further approved in 2017.

Clause 77(2) of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 states that:

"An application under subclause (1) –
(a) Is to be made in accordance with the requirements in Part 8 and dealt with under this Part as if it were an application for development approval; and
(b) May be made during or after the period within which the development approval must be substantially commenced."

In the time since the JDAP last approved the application, the following changes to the planning framework have been introduced:

State Planning Policy 7.0 – Design of the Built Environment (SPP7)
SPP7 is the lead policy relating to design quality and built form outcomes across the built environment. It introduces the 10 principles for good design and applies to all levels of the planning hierarchy, including applications for development approval. The policy is to be read in conjunction with the R-Codes.

State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments
A new version of the R-Codes was published in the Government Gazette on 24 May 2019. This new version of the R-Codes seeks to achieve improved design outcomes for apartment developments in an attempt to address poor built form outcomes that had resulted under the previous version of the R-Codes.

(b) Would the development receive approval now?
No. The changes to the planning framework that have been identified above along with the range of areas where the application does not satisfactorily address that new planning framework (as identified in the assessment, above) mean that the application would not likely receive approval if it were an application that was lodged, assessed and determined from new.

(c) Implementation of approval
The Town has not been provided with any indication that the holder of the development approval first granted in 2015 and then approved in an amended form in 2017 has actively and relatively conscientiously pursued the implementation of the development approvals that have been previously granted for the site.

The development site originally comprised house numbers 72 and 74 Railway Parade. Both of these houses were demolished in 2013, some 2 years before the first development approval was issued for the site in 2015.

Following the issue of development approval in 2015, a Form 2 application was made in 2017 which sought to:
- Extend the validity of the approval by a further two years; and
- Delete conditions 1, 2, 3, 4, 15, 16, 17, 21, 24 and 26 from the original notice of determination.

The request to delete various conditions of approval was supported by the provision of updated plans which were said to address a number of the conditions that were imposed on the original approval, thus rendering those conditions redundant.

The Metro Central JDAP determined the application by:
- Deleting conditions 1, 2, 3, 4, 16 and , 17; and
- Amending conditions 15, 26 and 36.

All other conditions and requirements detailed on the original approval from 2015 remained the same.

Apart from the lodgement of this amended application in 2015 (which was primarily made for the purpose of extending the validity of approval for the proposed development), there have been no attempts made to implement the development approval. An application for a Building Permit has not been made

to the Town; there has been not been evidence of a marketing plan for the sale of apartments having been prepared or actioned etc.

This new application is made on behalf of a prospective purchaser of the site and the application provides no advice with respect to any attempts that have been made to implement the approval. The applicant simply states that *"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…".*

This comment provides no advice of what (if anything) has been done in the past, and provides no detail or certainty of what may happen in the future, should approval be granted to extend the period of validity of approval once again.

The circumstances of this application align with those of the following application:

Address:	Lots 1 & 164 (Nos. 7 & 9) Riversdale Road, Burswood
Proposal:	Amendment to Approval to extend period of validity of approval for a further 2 year period for a proposed multiple dwelling development
File Ref:	DAP File No. DAP/15/00837
Decision:	Determination made at Metro Central JDAP Meeting held 12 December 2018 (Meeting No. 326)

In considering the application referred to in the table above, JDAP refused the application which sought to extend the period of validity of approval for a further 2 years (as this application does) for the following reason:

"There has been a prior extension of time for this approval and the Panel is not satisfied that there have been any meaningful steps taken to implement the existing approval. The test to be satisfied before approving an extension has not been satisfied in this instance and the approval therefore ought not to be extended."

As with the application that was considered at Metro Central JDAP Meeting No. 326, there has also been a prior extension of time granted for this proposal and no information is available to show that there have been any meaningful steps taken to implement the approval. As such, the test to be satisfied before approving an extension of time for this application has similarly not been satisfied. The consequence of this is that approval therefore ought not be extended for this application.

Officer Comments

Approval for the proposed development was first granted 2015 and then an amended approval, to extend the validity of approval was granted in 2017.

There have been no meaningful steps taken to implement the approval and this application is made on behalf of a prospective purchaser of the development site.

In May 2019, State Planning Policy 7.3 – Residential Design Codes – Volume 2 – Apartments, was gazetted. This State Planning Policy aims to deliver improved design and development in response to a range of concerns that were identified in

conjunction with the operation of former State Planning Policy 3.1 – Residential Design Codes.

In doing so, SPP7.3 introduces a variety of provisions that were not contained within former SPP3.1.

Given that the plans which are the subject of consideration were first lodged with the Town in early 2015 (more than 4 years before SPP7.3 was gazetted), it is not surprising that the application does not satisfactorily respond to provisions that are now contained within SPP7.3. Approvals are time limited to take account of such situations arising.

Options/Alternatives:
Should the Metro Central JDAP believe that application for development approval warrants approval, the application could be approved subject to the same terms and conditions as were applied to the development in 2017, save for the further extended timeframe.

In the alternative, if the Metro Central JDAP accepts the position put forward within the RAR with respect to:

(a) The application not satisfactorily addressing the planning considerations that must be taken into account for an application of this kind; and
(b) The application not satisfactorily addressing State Planning Policy 7.3 – Residential Design Codes Volume 2 – Apartments,

then it would be appropriate for the application to be refused for the reasons that have been specified.

Council Recommendation:
The Council of the Town of Bassendean considered this matter at its Ordinary meeting held 23 July 2019, at which time it resolved to adopt the Officer recommendation contained within this RAR without modification.

Conclusion:
For the reasons identified within this report it is recommended that the application be refused.

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

Zoe Hendry

DAP Secretariat

1/07/2015

Encl. DAP Determination Notice
Approved plans

Cc: Mr Christian Buttle
Town of Bassendean

Government of **Western Australia**
Development Assessment Panels

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 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.

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.

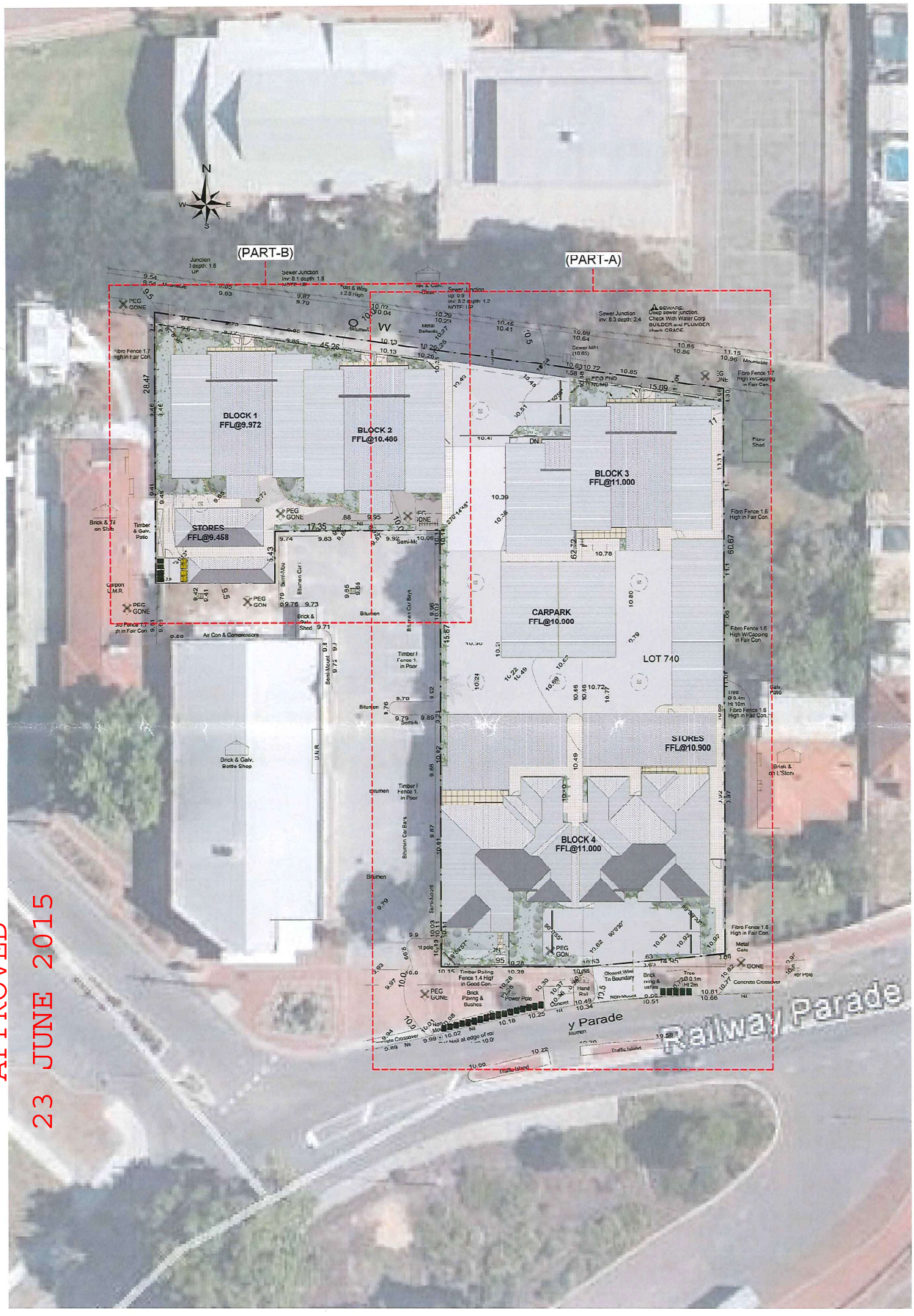
6. Dial Before You Dig:
Underground assets may exist in the area that is subject to your application. In the interests of health and safety and in order to protect damage to third party assets please telephone 1100 before excavating or erecting structures. If alterations are required to the configuration, 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)
A2.05	FIRST FLOOR PLAN
A3.01	ELEVATIONS
A3.02	ELEVATIONS
A4.01	PERSPECTIVES

Grand total: 8

TOWN OF BASSENDEAN
13 MAY 2015
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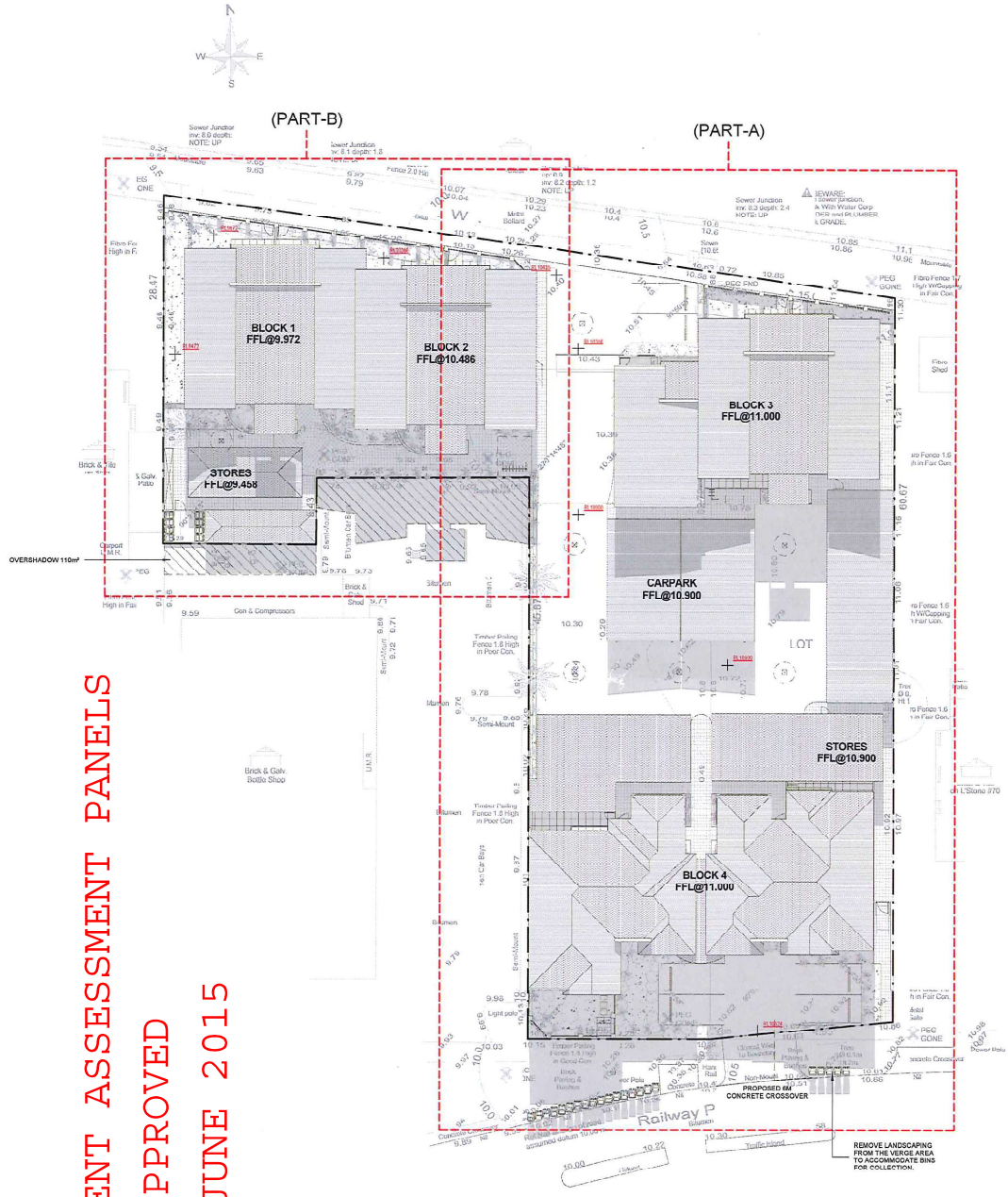
PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (NO.72) RAILWAY PARADE, BASSENDEAN,
(Town of Bassendean)

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015

PROPOSED SITE DEVELOPMENT PLAN
(WITH AERIAL UNDERLAY)

Project number	1414	Drawing number	Revision
Issue Date	11.05.2015	A1.01	2
Drawn by	NK		
Checked by	CF	Scale @ A1	1:200

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



DEVELOPMENT ASSESSMENT PANELS
APPROVED
23 JUNE 2015

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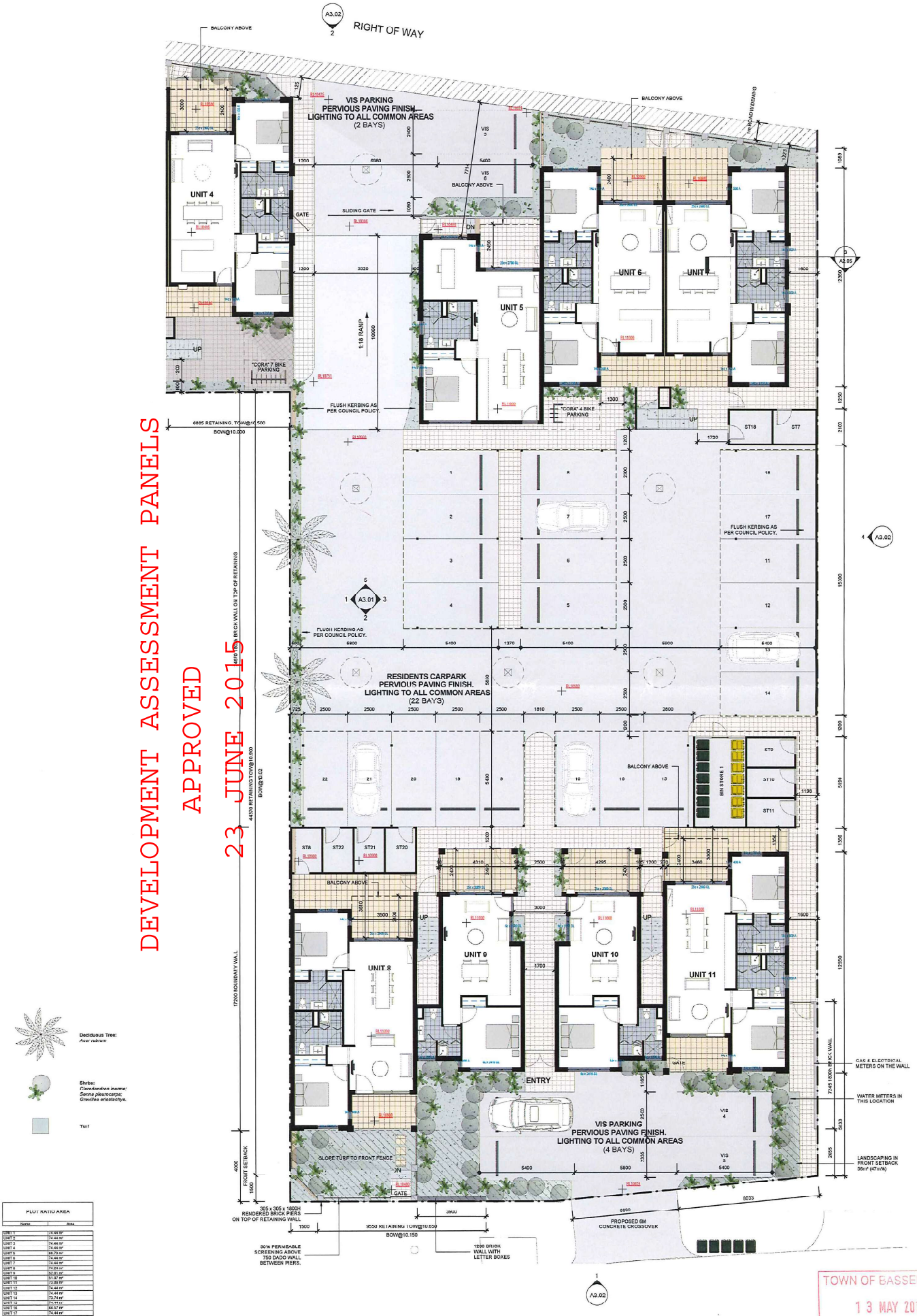
PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (NO.72) RAILWAY PARADE, BASSENDEAN,
(Town of Bassendean)

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015

PROPOSED SITE DEVELOPMENT PLAN

Project number	1416	Drawing number	Revision
Issue Date	11.05.2015	A1.02	2
Drawn by	NK		
Checked by	CF	Scale @ A1	1:200



DEVELOPMENT ASSESSMENT PANELS
APPROVED
23 JUNE 2015

PLOT RATIO AREA	
Name	Area
UNIT 1	74.44 m²
UNIT 2	74.44 m²
UNIT 3	74.44 m²
UNIT 4	68.73 m²
UNIT 5	74.44 m²
UNIT 6	74.44 m²
UNIT 7	74.24 m²
UNIT 8	50.01 m²
UNIT 10	51.87 m²
UNIT 11	72.89 m²
UNIT 12	74.44 m²
UNIT 13	74.44 m²
UNIT 14	73.74 m²
UNIT 15	74.44 m²
UNIT 16	66.57 m²
UNIT 17	74.44 m²
UNIT 18	74.44 m²
UNIT 19	74.92 m²
UNIT 20	51.71 m²
UNIT 21	51.70 m²
UNIT 22	74.33 m²
Grand total: 22	1522.56 m²

TOWN OF BASSENDEAN
13 MAY 2015
RECEIVED

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

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015

PROPOSED SITE / GROUND FLOOR PLAN (PART A)

Project number	1416	Drawing number	Revision
Issue Date	11.05.2015	A2.01	2
Drawn by	NK		
Checked by	CF	Scale @ A1	1:100



DEVELOPMENT ASSESSMENT PANELS
APPROVED
23 JUNE 2015

TOWN OF BASSENDEAN
13 MAY 2015
RECEIVED

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 (1BED SOUTH FACING)	EAST AND WEST FACING WALLS BLANK	60% ROOMS CROSS VENTILATED	SOLAR HOT WATER UNIT OR SOLLER PERGOLA	LANDSCAPE DESIGN COPLIANCE	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

Deciduous Tree:
Acer rubrum

Shrubs:
Clerodendron inerme;
Senna pleurocarpa;
Grevillea erikstachya.

Turf

PLOT RATIO AREA

Name	Area
UNIT 1	74.44 m²
UNIT 2	74.44 m²
UNIT 3	74.44 m²
UNIT 4	74.44 m²
UNIT 5	60.73 m²
UNIT 6	74.44 m²
UNIT 7	74.44 m²
UNIT 8	74.24 m²
UNIT 9	52.01 m²
UNIT 10	51.87 m²
UNIT 11	73.88 m²
UNIT 12	74.44 m²
UNIT 13	74.44 m²
UNIT 14	73.74 m²
UNIT 15	74.44 m²
UNIT 16	66.57 m²
UNIT 17	74.44 m²
UNIT 18	74.44 m²
UNIT 19	74.92 m²
UNIT 20	51.71 m²
UNIT 21	51.79 m²
UNIT 22	74.39 m²
Grand total: 22	1032.56 m²

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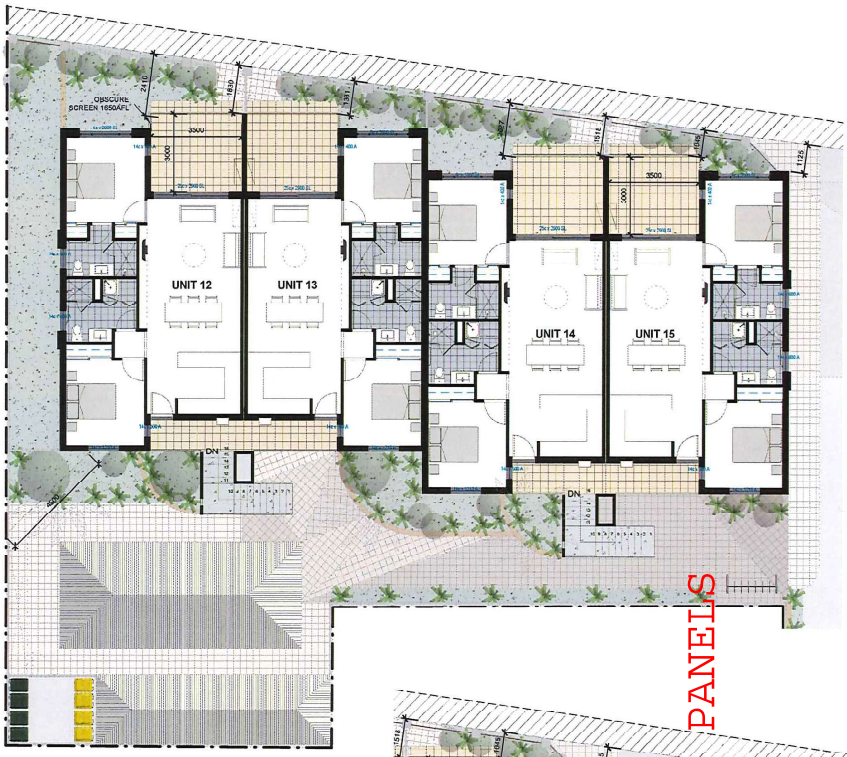
PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
(Town of Bassendean)

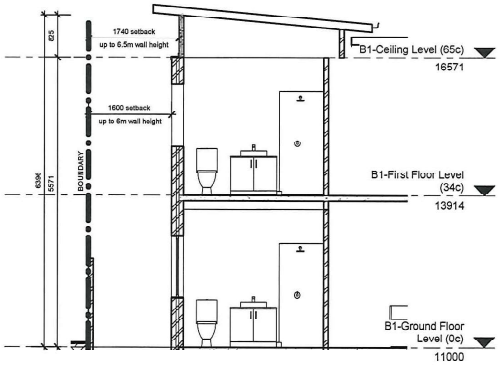
No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015

PROPOSED SITE / GROUND FLOOR PLAN
(PART B)

Project number	1416	Drawing number	Revision
Issue Date	11.05.2015	A2.02	2
Drawn by	NK		
Checked by	CF	Scale @ A1	1 : 100

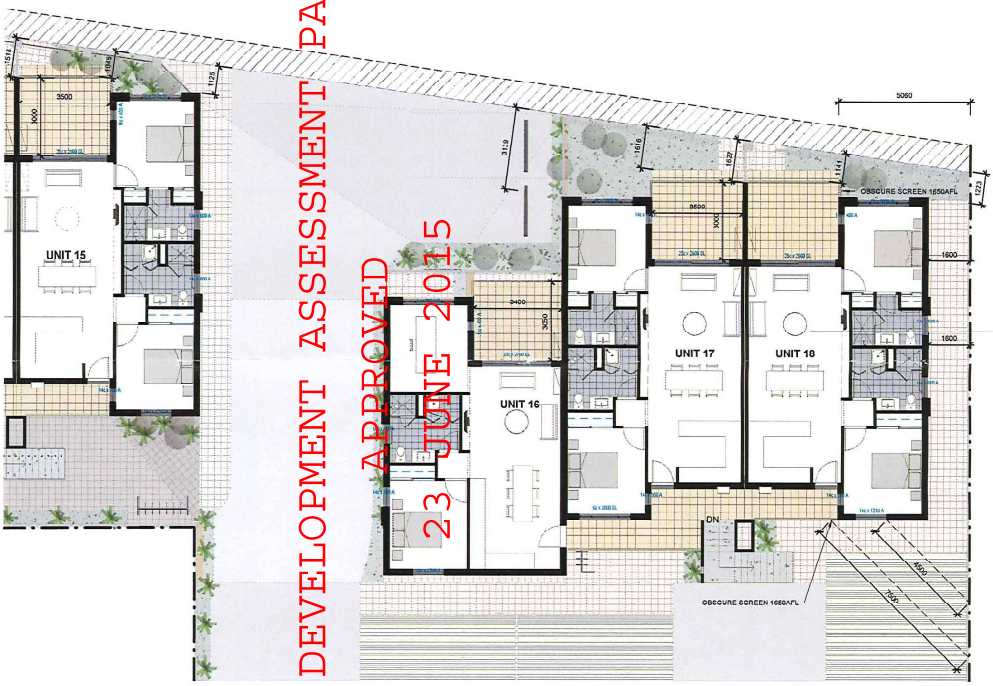


2 FIRST FLOOR PLAN (PART-B)
SCALE 1:100



3 Section 1
SCALE 1:50

DEVELOPMENT ASSESSMENT PANELS
APPROVED
23 JUNE 2015





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

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13 MAY 2015
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PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
(Town of Bassendean)

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015

FIRST FLOOR PLAN

Project number	1416	Drawing number	Revision
Issue Date	11.05.2015	A2.05	2
Drawn by	NL		
Checked by	CF	Scale @ A1	As indicated



1 UNIT 4 EAST ELEVATION
SCALE 1:100

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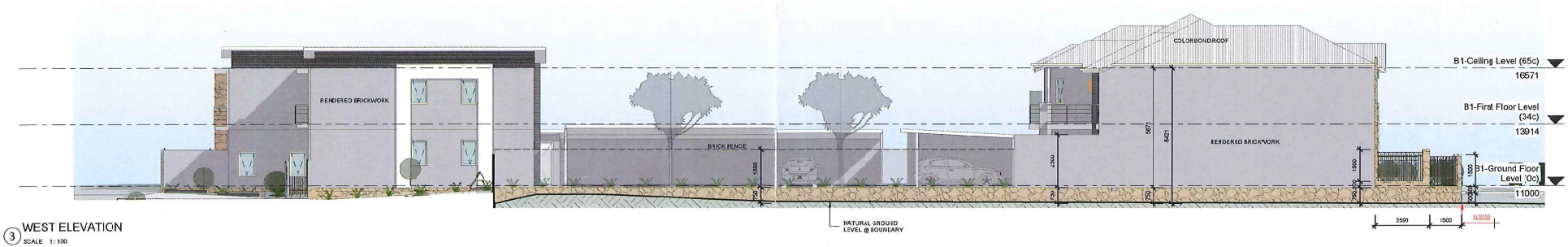
5 SOUTH ELEVATION
SCALE 1:100

DEVELOPMENT ASSESSMENT PANELS
APPROVED
23 JUNE 2015



2 NORTH ELEVATION FRONT BLOCK
SCALE 1:100



3 WEST ELEVATION
SCALE 1:100

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

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015

ELEVATIONS
Drawn by: CT
Checked by: IN
Project Number: 1335.015
Scale @ A3: 1:100
Drawing Number: A3.01
Revision: 2

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13 MAY 2015
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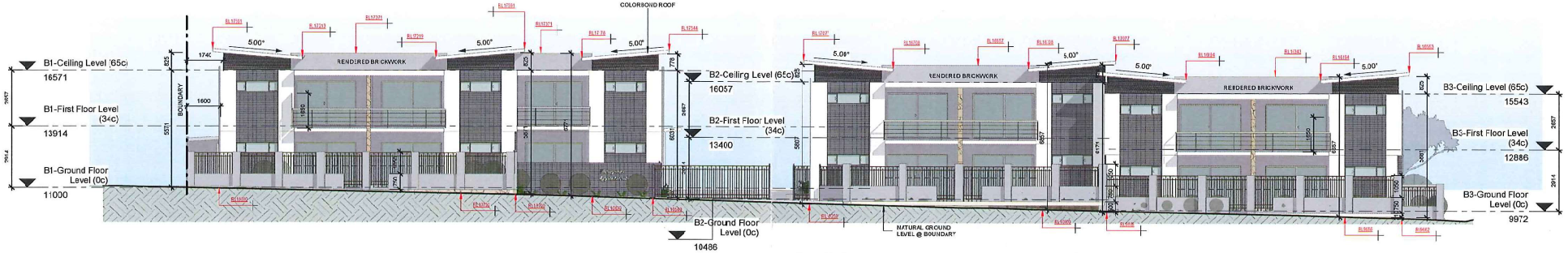
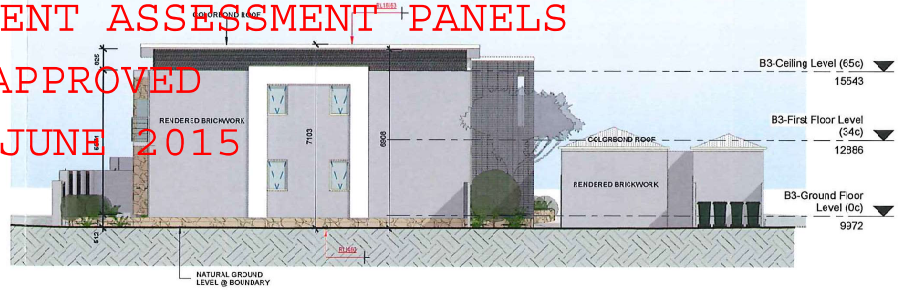
1 RAILWAY PARADE ELEVATION
SCALE 1 : 100

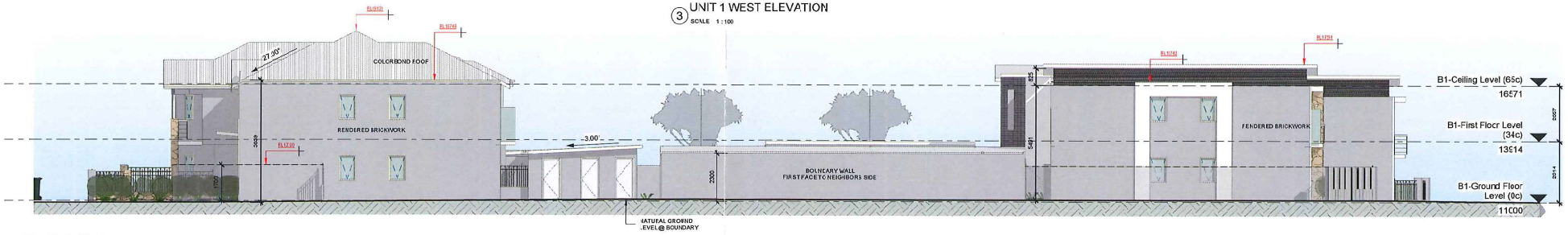


2 ROW ELEVATION
SCALE 1 : 100

DEVELOPMENT ASSESSMENT PANELS
APPROVED
23 JUNE 2015



3 UNIT 1 WEST ELEVATION
SCALE 1:100



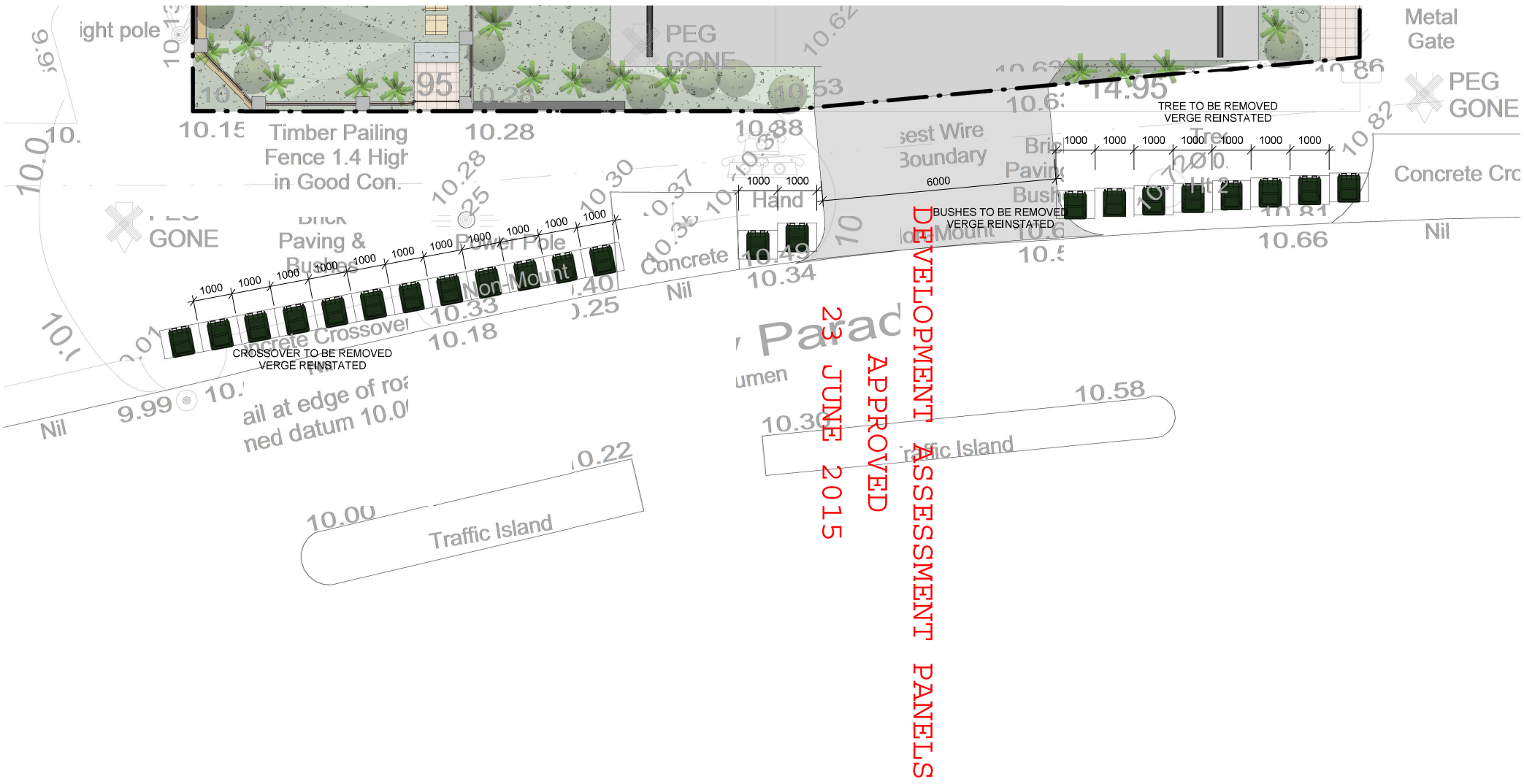
4 EAST ELEVATION
SCALE 1:100

PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 94 (NO.72) RAILWAY PARADE, BASSENDEAN,
(Town of Bassendean)

NO.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015

ELEVATIONS

Drawing Number: A3.02
Revision: 2
Scale: 1:100



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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	1416	Drawing number	Revision/Issue
Issue Date	18.05.2015	A0.00	3
Drawn by	NK		
Checked by	CF	Scale @ A3	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

Government of **Western Australia**
Development Assessment Panels

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:

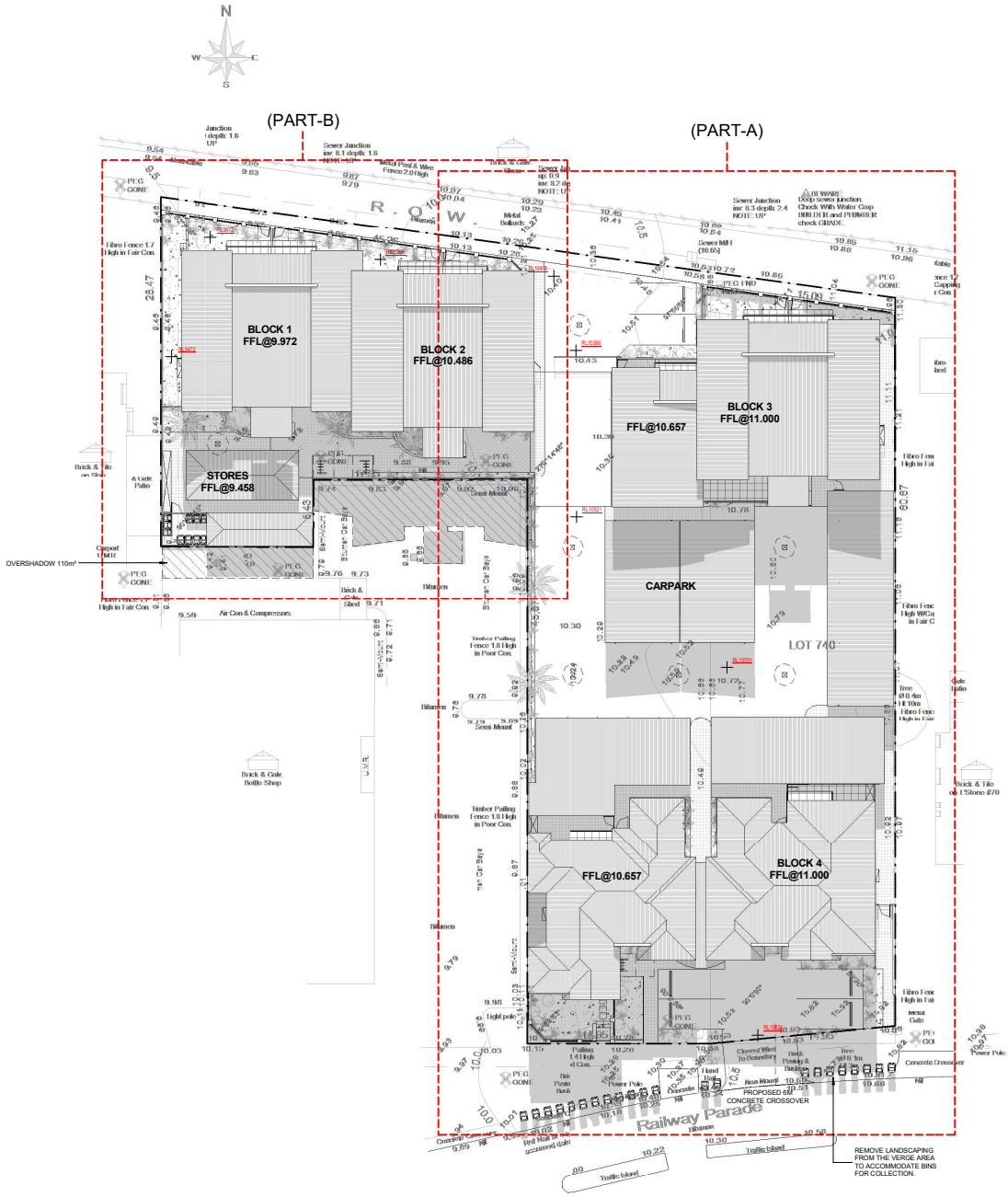
   This decision constitutes planning approval only and is valid for a period of **4 years from 23 June 2015**. If the subject development is not substantially commenced within the **4** year period, the approval shall lapse and be of no further effect.

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



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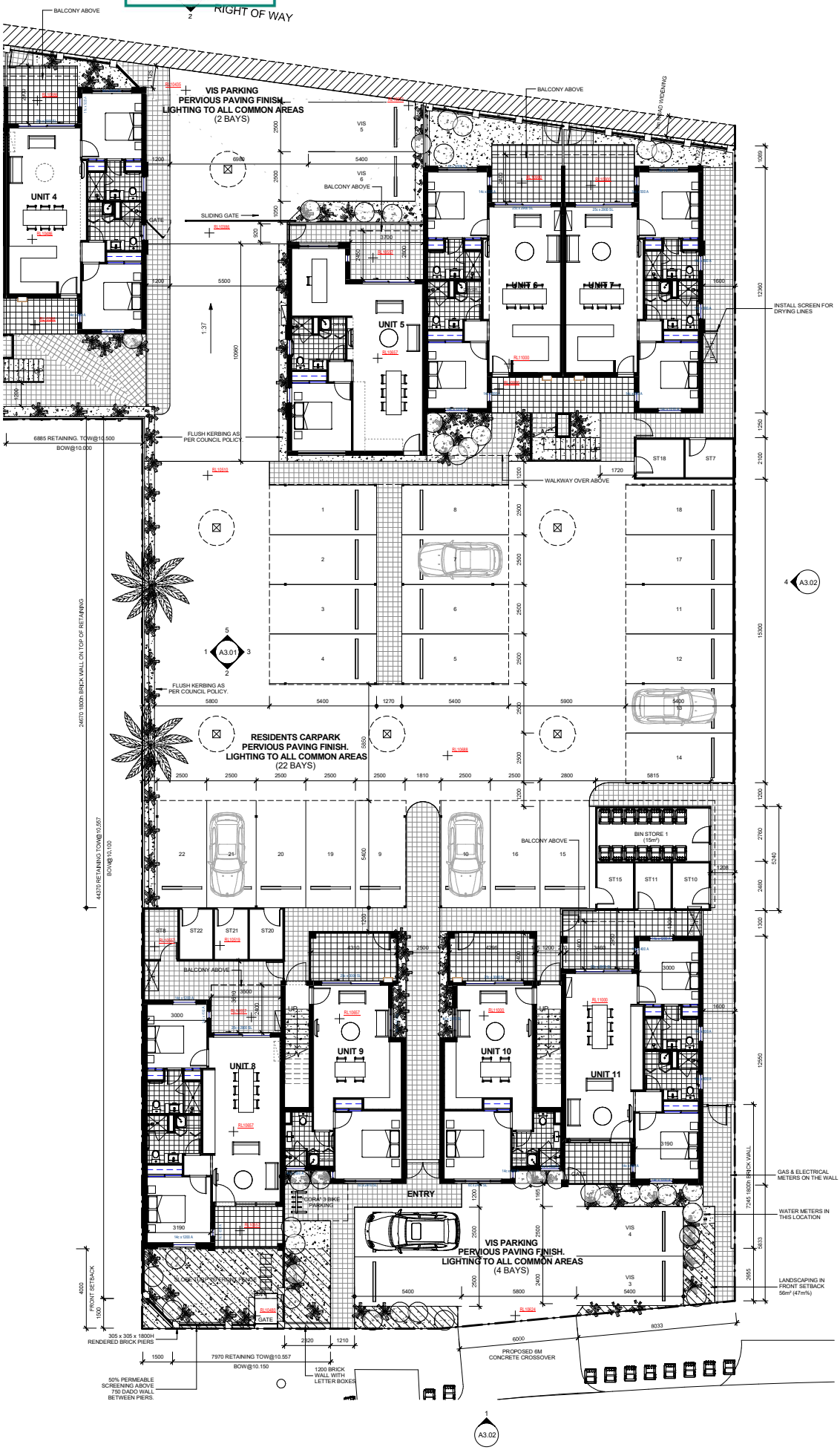
PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
(Town of Bassendean)

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
7	REVISE BINS & BIKES STORES	27.10.2015

PROPOSED SITE DEVELOPMENT PLAN

Project number	1416	Drawing number	Revision
Issue Date	27.10.2015	A1.01	7
Drawn by	MK		
Checked by	CF	Scale @ A1	1 : 200

DEVELOPMENT ASSESSMENT PANEL
APPROVED
29-May-2017





PLOT RATIO AREA

Name	Area
UNIT 1	74.44 m²
UNIT 2	74.44 m²
UNIT 3	74.44 m²
UNIT 4	74.44 m²
UNIT 5	68.19 m²
UNIT 6	74.81 m²
UNIT 7	74.66 m²
UNIT 8	74.76 m²
UNIT 9	51.73 m²
UNIT 10	51.88 m²
UNIT 11	74.64 m²
UNIT 12	74.44 m²
UNIT 13	74.44 m²
UNIT 14	73.74 m²
UNIT 15	74.44 m²
UNIT 16	65.86 m²
UNIT 17	74.44 m²
UNIT 18	74.44 m²
UNIT 19	70.20 m²
UNIT 20	51.97 m²
UNIT 21	51.97 m²
UNIT 22	74.26 m²
Grand total: 22	1528.00 m²

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

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
7	REVISE BINS & BIKES STORES	27.10.2015

PROPOSED SITE / GROUND FLOOR PLAN (PART A)

Project number	1416	Drawing number	Revision
Issue Date	27.10.2015	A2.01	7
Drawn by	NK		
Checked by	CF	Scale @ A1	1 : 100

DEVELOPMENT ASSESSMENT PANEL

APPROVED

29-May-2017



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 (1BED SOUTH FACING)	EAST AND WEST FACING WALLS BLANK	60% ROOMS CROSS VENTILATED	SOLAR HOT WATER UNIT OR SOLLER PERGOLA	LANDSCAPE DESIGN COPLIANCE	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

Deciduous Tree:
Acer rubrum

Shrbs:
Clerodendron inerme;
Senna pleurocarpa;
Grevillea eriostachya.

Turf

PLOT RATIO AREA

Name	Area
UNIT 1	74.44 m²
UNIT 2	74.44 m²
UNIT 3	74.44 m²
UNIT 4	74.44 m²
UNIT 5	88.19 m²
UNIT 6	74.81 m²
UNIT 7	74.06 m²
UNIT 8	74.76 m²
UNIT 9	51.73 m²
UNIT 10	51.88 m²
UNIT 11	74.64 m²
UNIT 12	74.44 m²
UNIT 13	74.44 m²
UNIT 14	73.74 m²
UNIT 15	74.44 m²
UNIT 16	95.86 m²
UNIT 17	74.44 m²
UNIT 18	74.44 m²
UNIT 19	70.20 m²
UNIT 20	51.57 m²
UNIT 21	51.57 m²
UNIT 22	74.26 m²
Grand total: 22	1528.00 m²

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

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
7	REVISE BINS & BIKES STORES	27.10.2015

PROPOSED SITE / GROUND FLOOR PLAN (PART B)

Project number	1414	Drawing number	Revision
Issue Date	27.10.2015	A2.02	7
Drawn by	MK		
Checked by	CF	Scale @ A1	1 : 100

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29-May-2017



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

No.	Description	Date
2	REVISED DA	11.05.2015
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
6	WINDOW SIZES OF UNIT 19 ADDED	20.10.2015
7	REVISE BINS & BIKES STORES	27.10.2015

FIRST FLOOR PLAN (PART A)

Project number	1414	Drawing number	Revision
Issue Date	27.10.2015	A2.05	7
Drawn by	MK		
Checked by	CF	Scale @ A1	1 : 100

DEVELOPMENT
ASSESSMENT PANEL

APPROVED

29-May-2017



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

No.	Description	Date
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
7	REVISE BINS & BIKES STORES	27.10.2015

FIRST FLOOR PLAN (PART B)

Project number	1416	Drawing number	Revision
Issue Date	27.10.2015	A2.06	7
Drawn by	MK		
Checked by	CF	Scale @ A1	1 : 100

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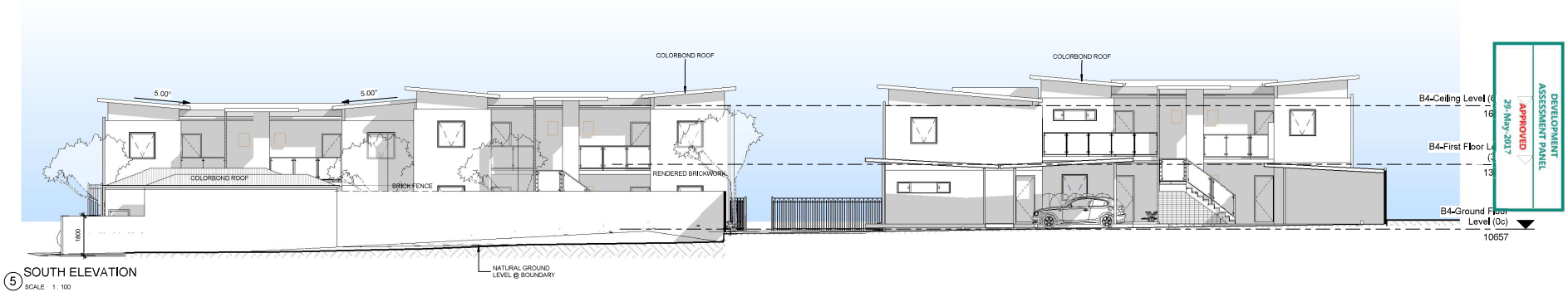
PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (No. 72) RAILWAY PARADE, BASSENDEAN.
(Town of Bassendean)



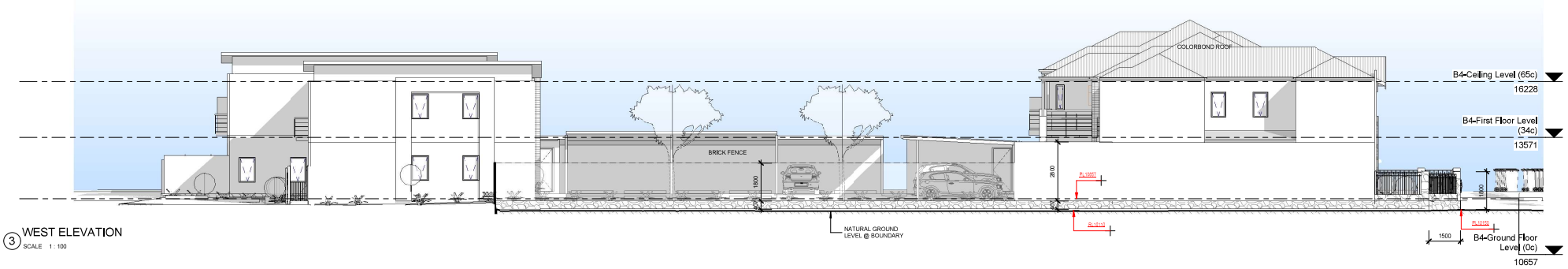
1 UNIT 4 EAST ELEVATION
SCALE 1 : 100



5 SOUTH ELEVATION
SCALE 1 : 100



2 NORTH ELEVATION FRONT BLOCK
SCALE 1 : 100



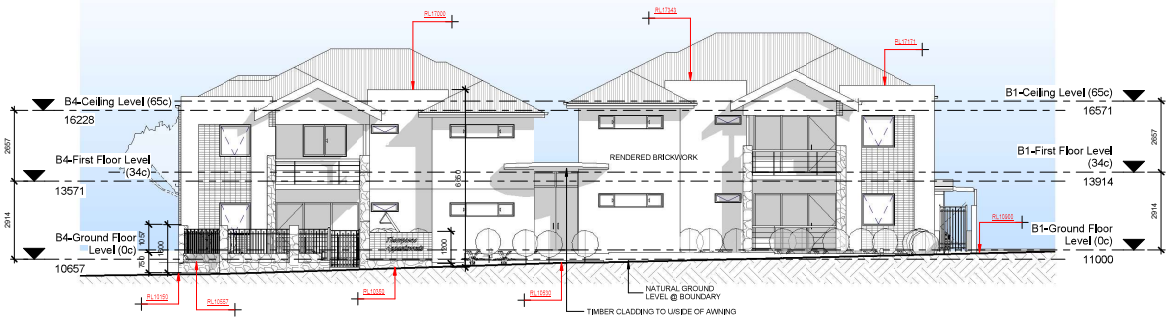
3 WEST ELEVATION
SCALE 1 : 100

DEVELOPMENT ASSESSMENT PANEL
APPROVED
29-May-2017

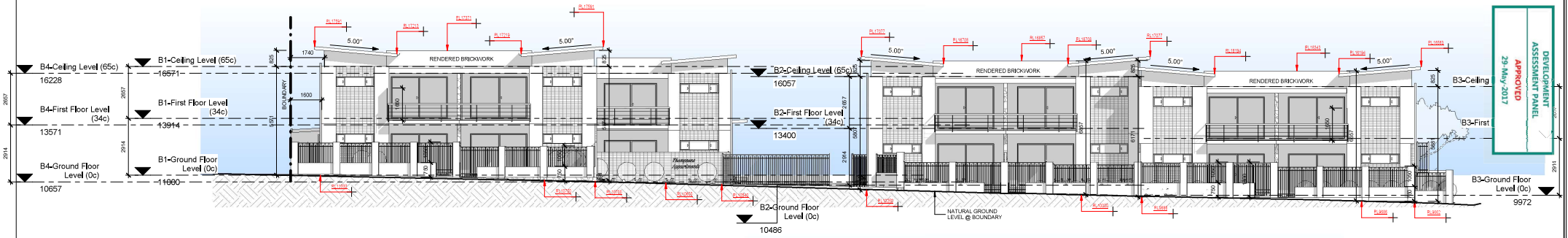
No.	Description	Date
1	DA PLANS	02/02/2015
2	REVISED DA	11/05/2015
5	REVISED DA	11/09/2015
6	REVISED DA	11/09/2015
7	REVISE BINS & BIKE S STORES	27/10/2016

Drawn by: Project number: 1127.3 B
Checked by: Date: 27/1/2016
Scale @ A1: 1:100
Drawing number: A3.01
Revision: 7

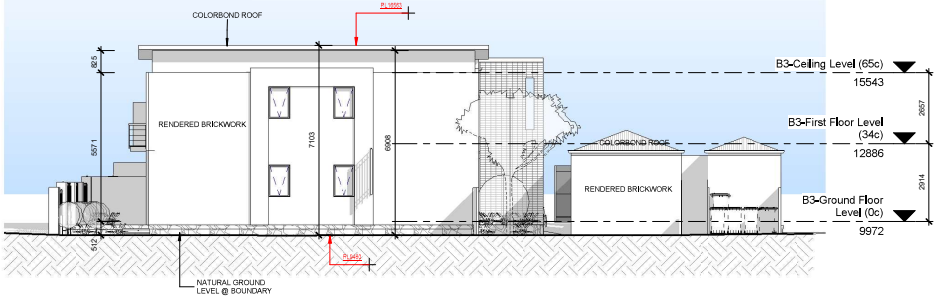
ELEVATIONS



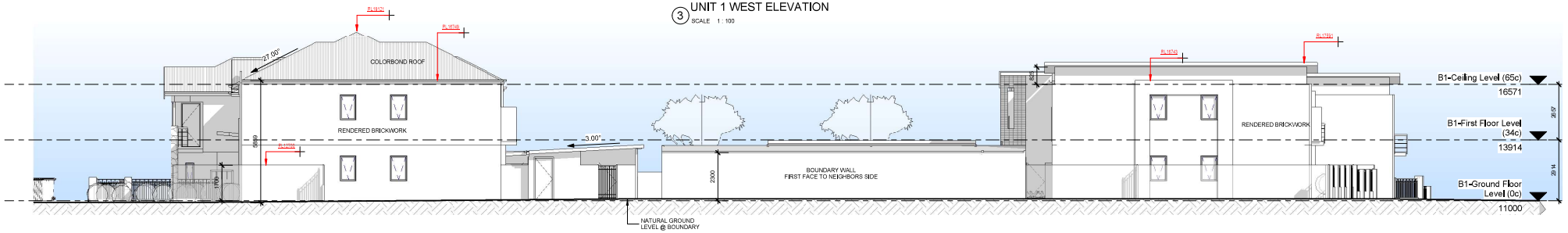
1 RAILWAY PARADE ELEVATION
SCALE 1 : 100



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

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

No.	Description	Date
1	DA PLANS	02/02/2015
2	REVISED DA	11/05/2015
3	REVISED DA	11/09/2015
4	RE-VISED DA	27/10/2015
5		
6		
7	RE-VISE BINS & BIKES STORES	27/10/2016

ELEVATIONS

Drawn By: Author
Checked By: Checker
Project Number: 15/1.3
Date: 27/10/2016
Scale @ A1: 1:100
Drawing number: A3.02
Revision: 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
JDAP FORM 2 APPLICATION – EXTENSION OF APPROVAL TIMEFRAME

Dynamic Planning and Developments Pty Ltd act on behalf of the contracted purchaser of 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.

DYNAMIC PLANNING
AND DEVELOPMENTS

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 2,561m^2.

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.

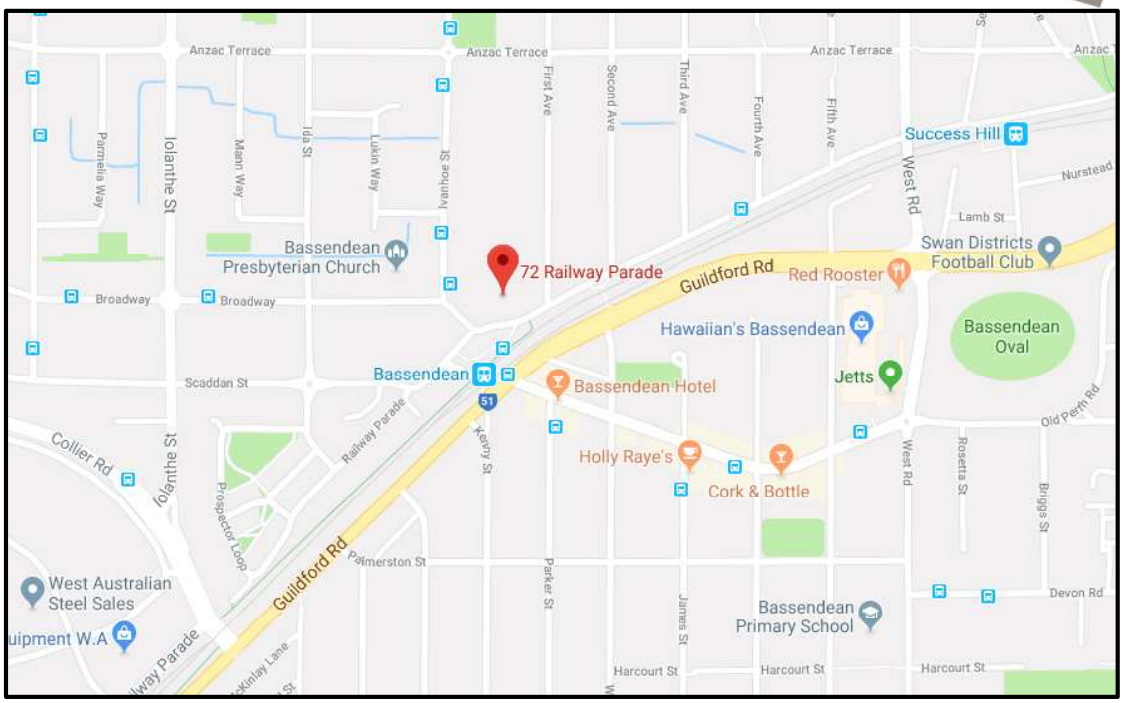


Figure 1 – Regional Context of Subject Site



Figure 2 – Local Context Aerial View of Subject Site

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 places 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.

JDAP 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**.

DYNAMIC PLANNING
AND DEVELOPMENTS

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	☐
	Survey Strata	☐
	Built Strata	☐
	Green Title/Freehold	☑
	Easement on Property?	☑
	Easement on Adjoining Property?	☑
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
- 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?	☐
Swan River Trust/DPAW	☐
Heritage Council	☐
Main Roads WA	☐

Dept of Transport	☐
Dept of Enviro & Conservation	☐
Other (list here)	☐

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

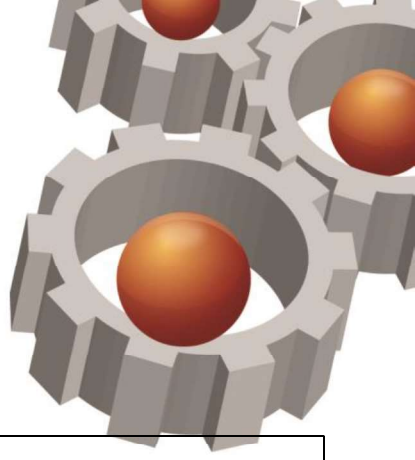
	Required	Proposed	Compliance Yes / No
Primary Street	Ground Floor – 4.0m	4.0m min	Yes
	First Floor – 4.0m	4.0m min	
Secondary Street	Ground Floor – 1.5m	n/a	N/A
	First Floor – 1.5m	n/a	

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

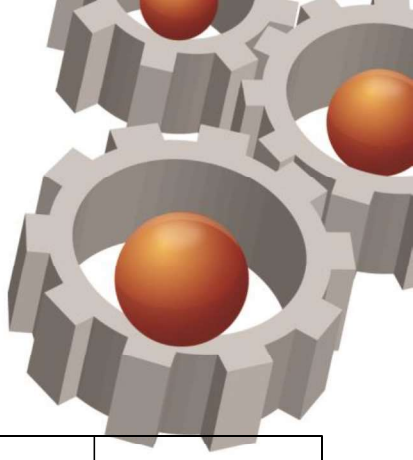
	Required	**Proposed**	**Compliance** Yes / No
Side (**West**)- Unit 8 wall			
• Height	1 storey	2 storey	No
• Length – max 2/3			

DYNAMIC PLANNING
AND DEVELOPMENTS

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
Comments: 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 • 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 • 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: • 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	

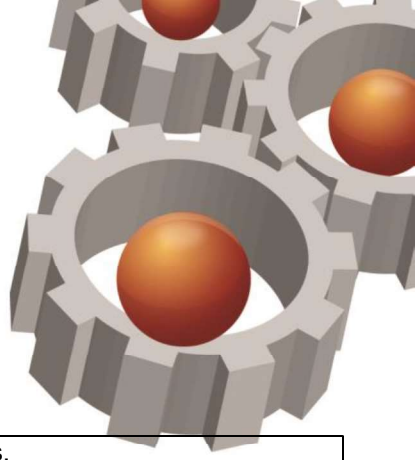
• Analysis and interpretation.	Yes	
DG 3.1.3 Local planning instruments applying to the development site should be considered and understood as part of the site analysis process.		
DG 3.1.4 Depending on site factors, the site design response may require consultant advice for cultural, heritage, landscape, 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: - 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.

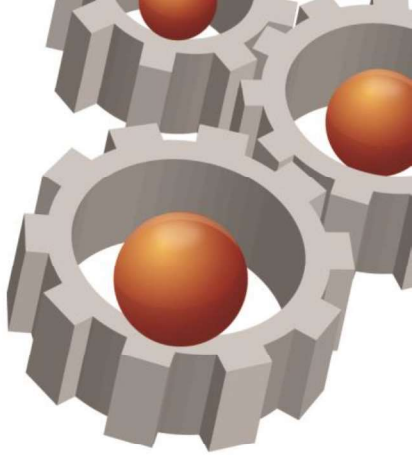
	- adjoining properties coded R50 - R60 - 50% of the site area [1] - adjoining properties coded R80 or higher – Nil requirements. 'Where a development site shares its southern boundary with a lot, and that lot is bound to the north by other lot(s), the limit of shading at A 3.2.3 shall be reduced proportionally to the percentage of the affected properties northern boundary that abuts the development site. (Refer to Figure A7.2 in Appendix 7)	
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: - 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			

DYNAMIC PLANNING
AND DEVELOPMENTS

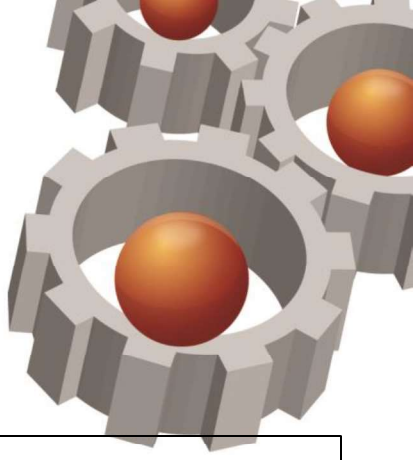


Element Objective 3.4 Communal Open Space		Achieved?
O 3.4.1	**Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree retention and deep soil areas.**	Yes
O 3.4.2	**Communal open space is safe, universally accessible and provides a high 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.

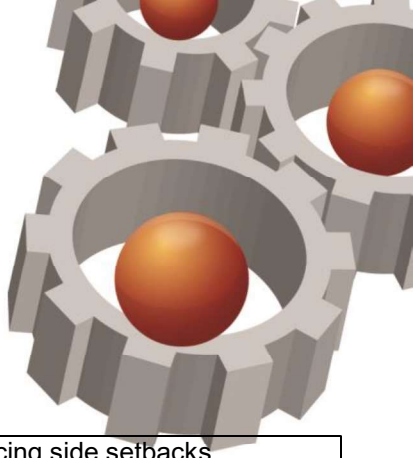
Acceptable Outcome (applicable) or Design Guidance (site analysis)

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.



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	

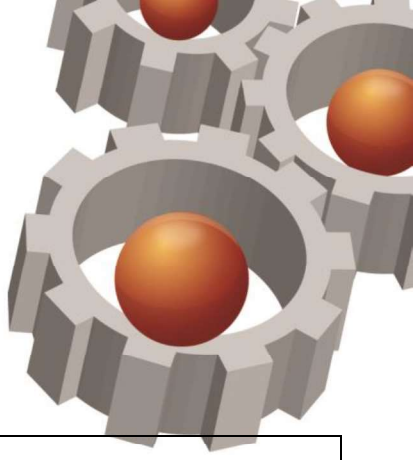
Element Objective 3.5 Visual Privacy			**Achieved?**
O 3.5.1	**The orientation and design of buildings, windows and balconies minimises direct overlooking of habitable rooms and private outdoor living areas within the site and of neighbouring properties, while maintaining daylight and solar access, ventilation 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] *[1]Firefighting 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.*	Front façade not obstructed by dominant service and utility areas.



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

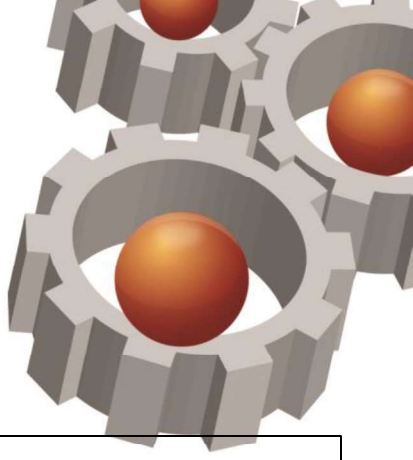
Element Objective 3.7 Pedestrian access and entries		**Achieved?**
O 3.7.1	**Entries and pathways are universally accessible, easy to identify and safe for residents and visitors.**	Yes
O 3.7.2	**Entries to the development connect to and address the public domain with an attractive street presence.**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



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

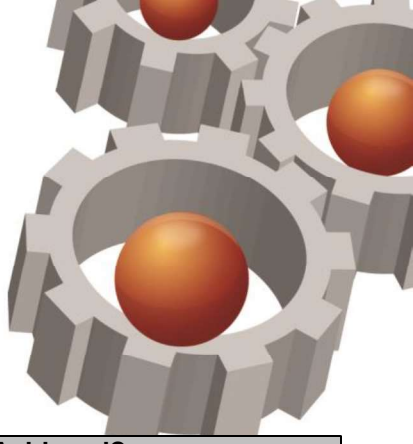
Explain how –
n/a – satisfies Acceptable Outcomes.

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

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: - 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.			6 x visitor bays 22 x resident bays
	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 13th dwelling and above	Visitor – 4 bays

	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.		

DYNAMIC PLANNING
AND DEVELOPMENTS

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:** – **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: (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: - minimise direct sunlight to habitable rooms: • between late September and early March in climate zones 4, 5 and 6 ~	Yes – northern aspect and roof overhangs provided to manage.

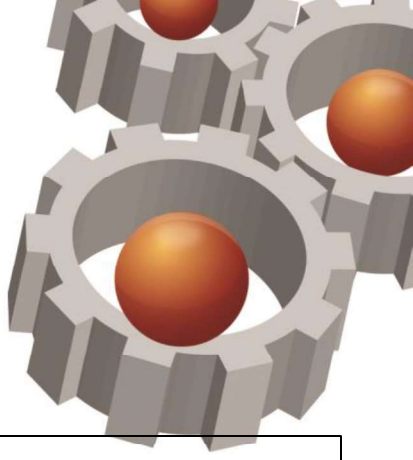
	AND • in all seasons in climate zones 1 and 3 - permit winter sun to habitable rooms in accordance with A 4.1.1 (a).	
OR Potential Alternative (Design Guidance)	n/a – satisfies Acceptable Outcomes.	

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

Explain how –
n/a – satisfies Acceptable Outcomes.

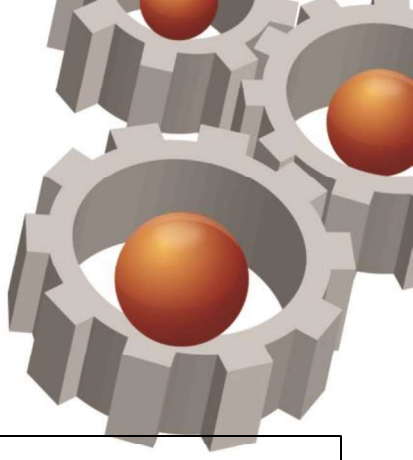
Acceptable Outcome (applicable) or Design Guidance (site analysis)
n/a – satisfies Acceptable Outcomes.

Acceptable Outcome	**Required**	**Proposed**
A4.2.1	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	(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 (b) Single aspect apartments included within the 60 per cent minimum at (a) above must have: • 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.



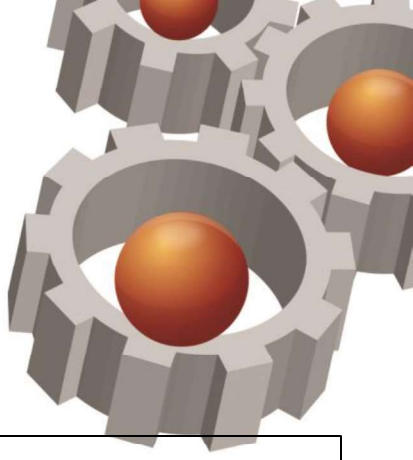
	(c) For dwellings located at the 10th storey or above, balconies incorporate high and low level ventilation openings.	
A4.2.3	The depth of cross-over and cross-through apartments with openings at either end and no openings on side walls does not exceed 20m.	All units <20m in depth.
A4.2.4	No habitable 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)	10sqm
	Other Bedroom	9m^2	3m (excluding Robes)	10sqm
	Living room – studio and 1 bed	N/A	3.6m	-
	Living room – other dwellings	N/A	4m	3.6m x 8.3m open plan design
A4.3.3	Measured from the finished floor level to finished ceiling level. minimum ceiling heights are: - 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



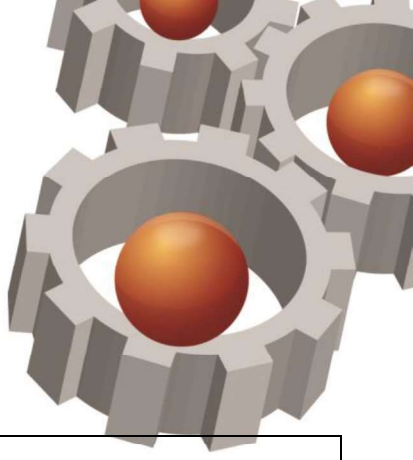
Explain how –

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.			



Alternative (Design Guidance)	

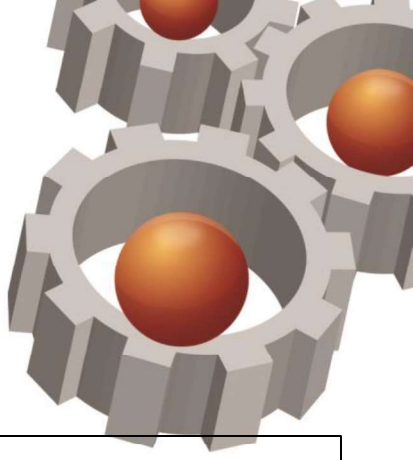
Element Objective 4.5 Circulation and common space		**Achieved?**
O 4.5.1	**Circulation spaces have adequate size and capacity to provide safe and convenient access for all residents and visitors.**	Yes
O 4.5.2	**Circulation and common spaces are attractive, have good amenity and support opportunities 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



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.	

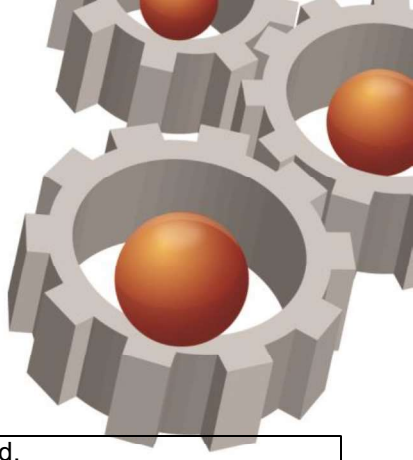
Element Objective 4.6 Storage		**Achieved?**
O 4.6.1	**Well-designed, functional and conveniently located storage is provided for each dwelling.**	Yes

Explain how –
n/a – satisfies Acceptable Outcomes.

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

n/a – satisfies Acceptable Outcomes.

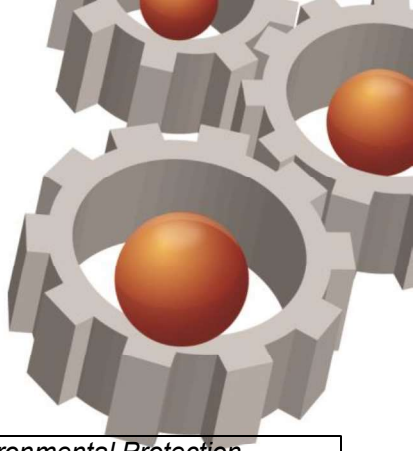
Acceptable Outcome	**Required**				**Proposed**
A4.6.1	Each dwelling has exclusive use of a separate, ventilated, weatherproof, bulky goods storage area. This can be located either internally or externally to the dwelling with dimensions in accordance with Table 4.6.				Yes
	Dwelling type	Storage area	Min dimension	Min height	
	Studio/1 bed	3m^2	1.5m	2.1m	n/a
	2 bed	4m^2			4sqm minimum @ 1.7m
	3 bed	5m^2			n/a



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 *Environmental Protection (Noise) Regulations* 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.	

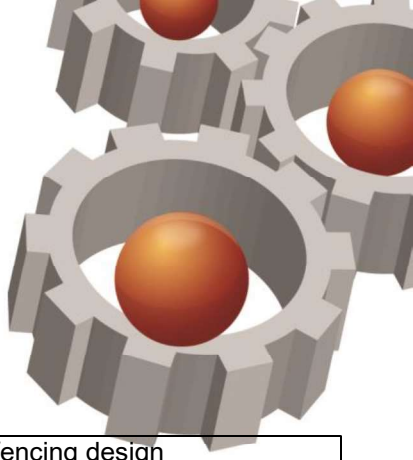
Element Objective 4.10 Façade Design	**Achieved?**

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: - 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: - 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



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.	

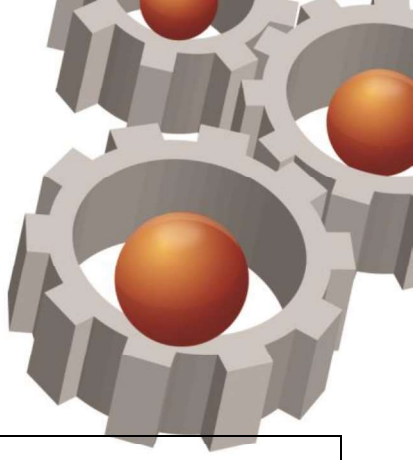
Element Objective 4.11 Roof Design		**Achieved?**
O 4.11.1	**Roof forms are well integrated into the building design and respond positively to the street.**	Yes
O 4.11.2	**Where possible, roof spaces are utilised to add open space, amenity, solar energy generation or other benefits to the development.**	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.	



Alternative (Design Guidance)	

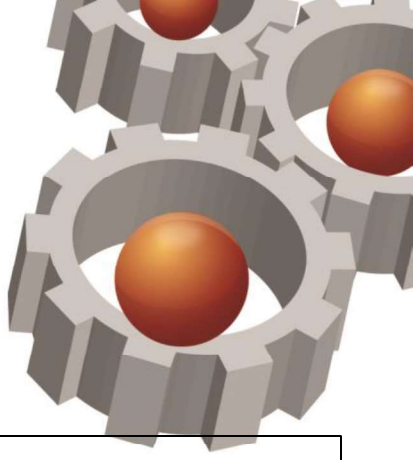
Element Objective 4.12 Landscape design		Achieved?
O 4.12.1	**Landscape design enhances streetscape and pedestrian amenity; improves the visual appeal and comfort of open space areas; and provides an attractive outlook for habitable rooms.**	Yes
O 4.12.2	**Plant selection is appropriate to the orientation, 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.

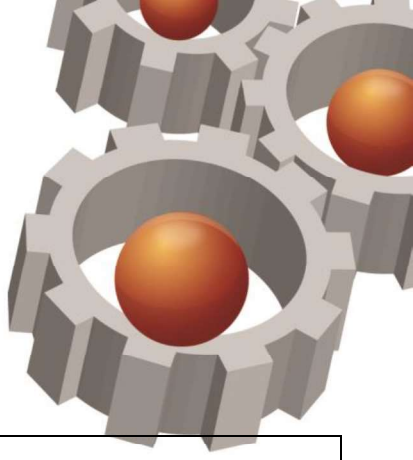
Acceptable Outcome	Required	Proposed
A4.12.1	Submission of a landscape plan prepared by a competent landscape designer. This is to include a species list and irrigation plan demonstrating achievement of Waterwise design principles.	To be provided at building licence stage. Site plan design has been endorsed 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.



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**		

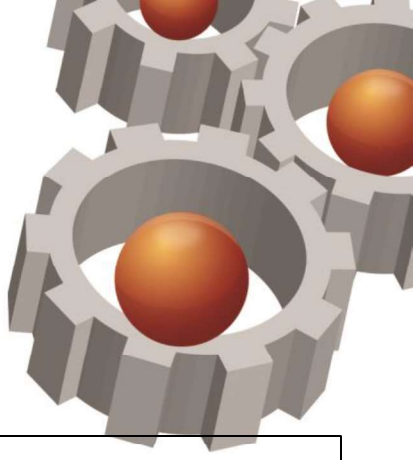
Acceptable Outcome	**Required**	**Proposed**
A4.13.1	New additions to buildings that have heritage value do not mimic the existing form and are clearly identifiable from the original building.	n/a
A4.13.2	New additions complement the existing building by referencing and interpreting the scale, rhythm and materiality of the building.	n/a
OR Potential Alternative	n/a	



(Design Guidance)	

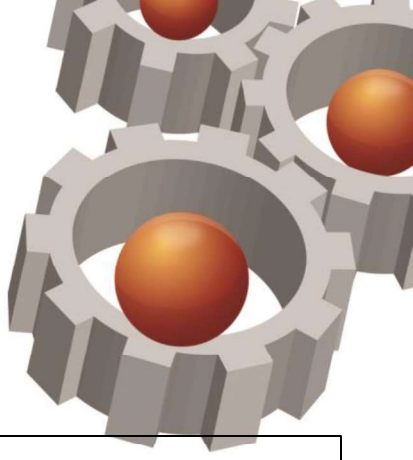
Element Objective 4.14 Mixed use		**Achieved?**
O 4.14.1	**Mixed use development enhances the streetscape and activates the street.**	n/a
O 4.14.2	**A safe and secure living environment for residents is maintained through the design and management of the impacts of non-residential uses such as noise, 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



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



	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.	

DYNAMIC PLANNING
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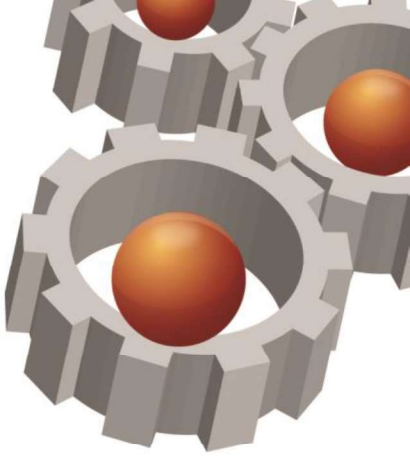


Element Objective 4.17 Waste management		Achieved?
O 4.17.1	**Waste storage facilities minimise negative impacts on the streetscape, building entries and the amenity of residents.**	Yes
O 4.17.2	**Waste to landfill is minimised by providing safe and convenient bins and information for the separation and recycling of waste.**	Yes

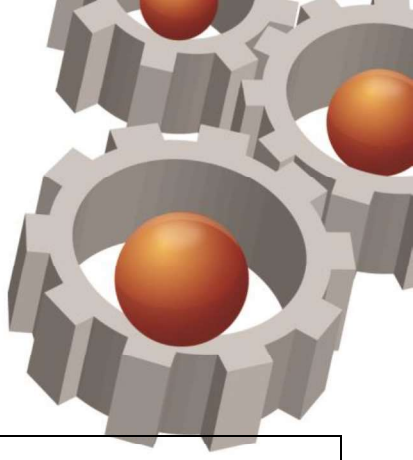
Explain how –

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.	



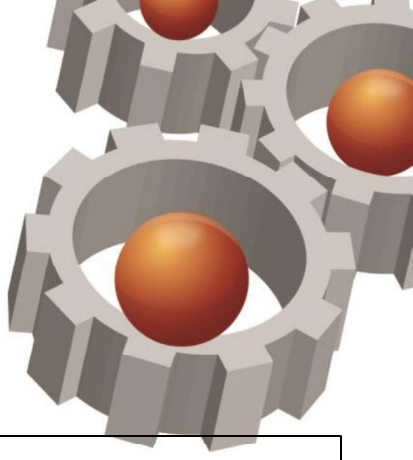
Alternative (Design Guidance)	

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



	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.	

DYNAMIC PLANNING
AND DEVELOPMENTS

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
AND DEVELOPMENTS

ATTACHMENT 1
Certificate of Title

WESTERN AUSTRALIA

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

VOLUME **2868** FOLIO **757**

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue May 21 10:16:00 2019 JOB 59321295

Landgate
www.landgate.wa.gov.au

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 t (08) 9275 4433 f (08) 9275 4455

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

Government of **Western Australia**
Development Assessment Panels

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:

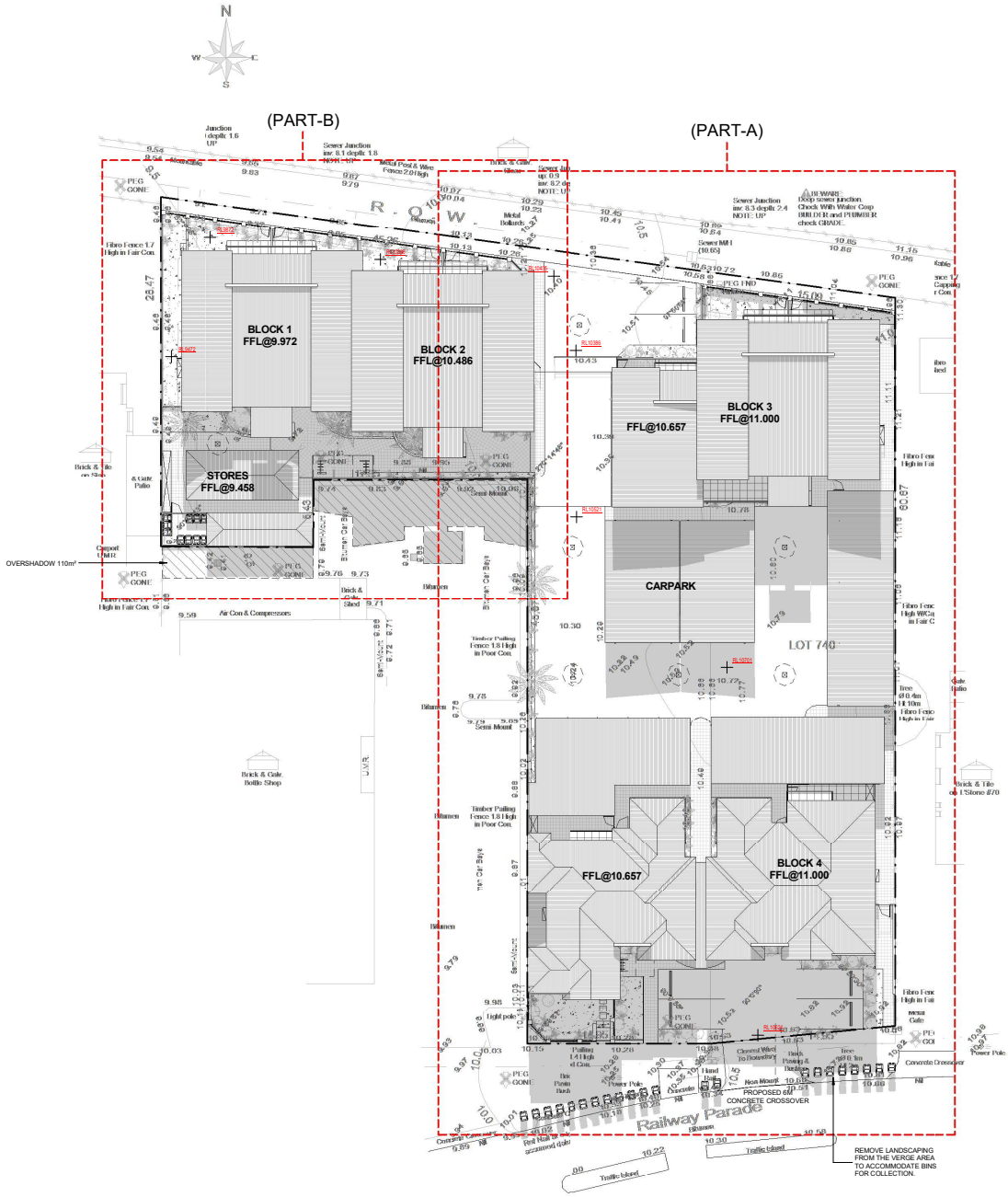
   This decision constitutes planning approval only and is valid for a period of **4 years from 23 June 2015**. If the subject development is not substantially commenced within the **4** year period, the approval shall lapse and be of no further effect.

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



urban & rural perspectives
TOWN PLANNERS & BUILDING DESIGNERS
Unit 8, 16 Kent Way MALAGA WA 6090 Tel: (08) 9248 8777 Fax: (08) 9248 4040

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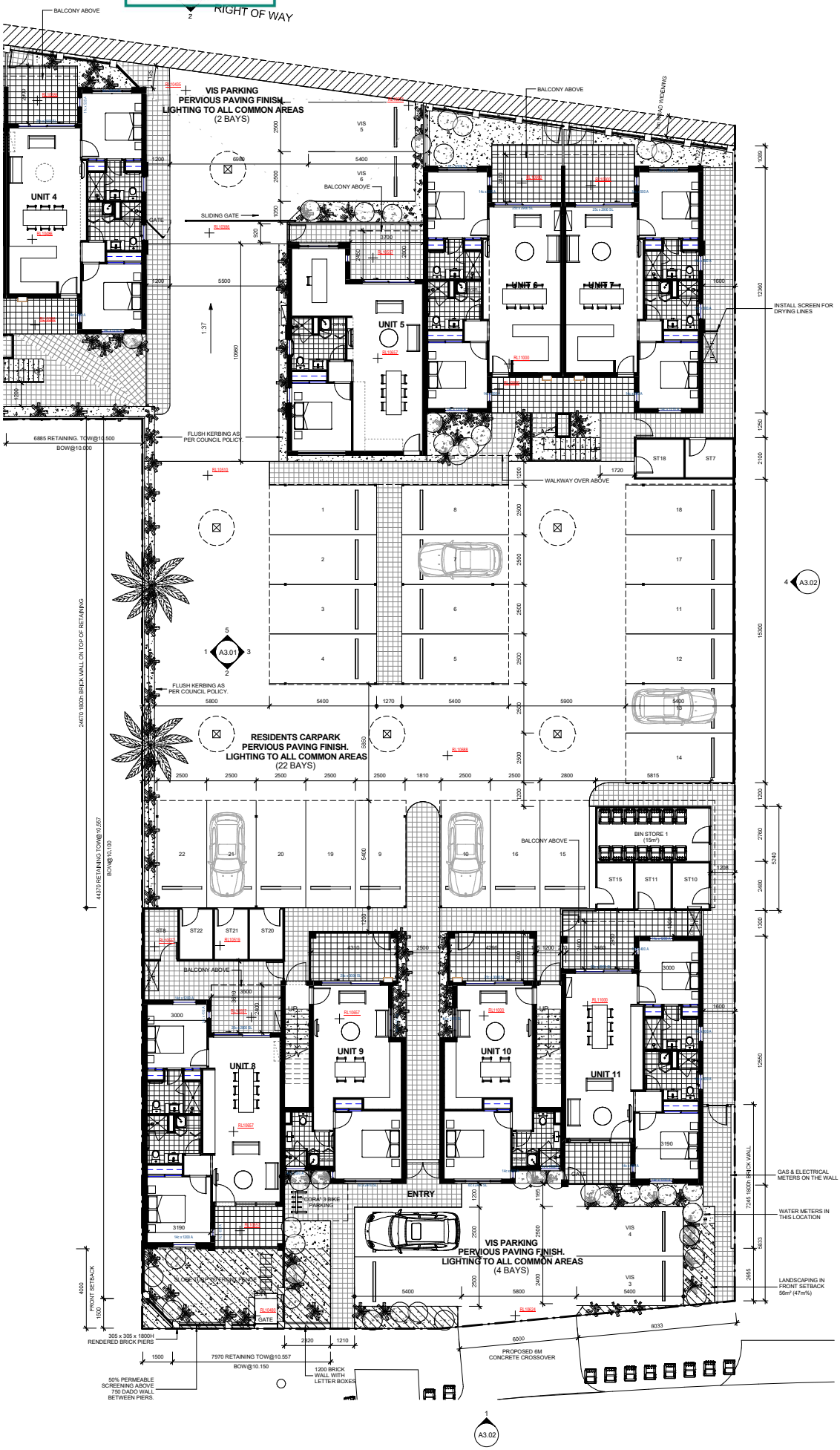
PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
(Town of Bassendean)

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
7	REVISE BINS & BIKES STORES	27.10.2015

PROPOSED SITE DEVELOPMENT PLAN

Project number	1416	Drawing number	Revision
Issue Date	27.10.2015	A1.01	7
Drawn by	MK		
Checked by	CF	Scale @ A1	1 : 200

DEVELOPMENT ASSESSMENT PANEL
APPROVED
29-May-2017





PLOT RATIO AREA

Name	Area
UNIT 1	74.44 m²
UNIT 2	74.44 m²
UNIT 3	74.44 m²
UNIT 4	74.44 m²
UNIT 5	68.19 m²
UNIT 6	74.81 m²
UNIT 7	74.66 m²
UNIT 8	74.76 m²
UNIT 9	51.73 m²
UNIT 10	51.88 m²
UNIT 11	74.64 m²
UNIT 12	74.44 m²
UNIT 13	74.44 m²
UNIT 14	73.74 m²
UNIT 15	74.44 m²
UNIT 16	65.86 m²
UNIT 17	74.44 m²
UNIT 18	74.44 m²
UNIT 19	70.20 m²
UNIT 20	51.97 m²
UNIT 21	51.97 m²
UNIT 22	74.26 m²
Grand total: 22	1528.00 m²

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

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
7	REVISE BINS & BIKES STORES	27.10.2015

PROPOSED SITE / GROUND FLOOR PLAN (PART A)

Project number	1416	Drawing number	Revision
Issue Date	27.10.2015	A2.01	7
Drawn by	NK		
Checked by	CF	Scale @ A1	1 : 100

DEVELOPMENT ASSESSMENT PANEL

APPROVED

29-May-2017



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 (1BED SOUTH FACING)	EAST AND WEST FACING WALLS BLANK	60% ROOMS CROSS VENTILATED	SOLAR HOT WATER UNIT OR SOLLER PERGOLA	LANDSCAPE DESIGN COPLIANCE	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

Deciduous Tree:
Acer rubrum

Shrbs:
Clerodendron inerme;
Senna pleurocarpa;
Grevillea eriostachya.

Turf

PLOT RATIO AREA

Name	Area
UNIT 1	74.44 m²
UNIT 2	74.44 m²
UNIT 3	74.44 m²
UNIT 4	74.44 m²
UNIT 5	88.19 m²
UNIT 6	74.81 m²
UNIT 7	74.06 m²
UNIT 8	74.76 m²
UNIT 9	51.73 m²
UNIT 10	51.88 m²
UNIT 11	74.64 m²
UNIT 12	74.44 m²
UNIT 13	74.44 m²
UNIT 14	73.74 m²
UNIT 15	74.44 m²
UNIT 16	95.86 m²
UNIT 17	74.44 m²
UNIT 18	74.44 m²
UNIT 19	70.20 m²
UNIT 20	51.57 m²
UNIT 21	51.57 m²
UNIT 22	74.26 m²
Grand total: 22	1528.00 m²

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

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
7	REVISE BINS & BIKES STORES	27.10.2015

PROPOSED SITE / GROUND FLOOR PLAN (PART B)

Project number	1414	Drawing number	Revision
Issue Date	27.10.2015	A2.02	7
Drawn by	MK		
Checked by	CF	Scale @ A1	1 : 100

DEVELOPMENT
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29-May-2017



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

No.	Description	Date
2	REVISED DA	11.05.2015
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
6	WINDOW SIZES OF UNIT 19 ADDED	20.10.2015
7	REVISE BINS & BIKES STORES	27.10.2015

FIRST FLOOR PLAN (PART A)

Project number	1414	Drawing number	Revision
Issue Date	27.10.2015	A2.05	7
Drawn by	MK		
Checked by	CF	Scale @ A1	1 : 100

DEVELOPMENT
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29-May-2017



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

No.	Description	Date
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
7	REVISE BINS & BIKES STORES	27.10.2015

FIRST FLOOR PLAN (PART B)

Project number	1416	Drawing number	Revision
Issue Date	27.10.2015	A2.06	7
Drawn by	MK		
Checked by	CF	Scale @ A1	1 : 100

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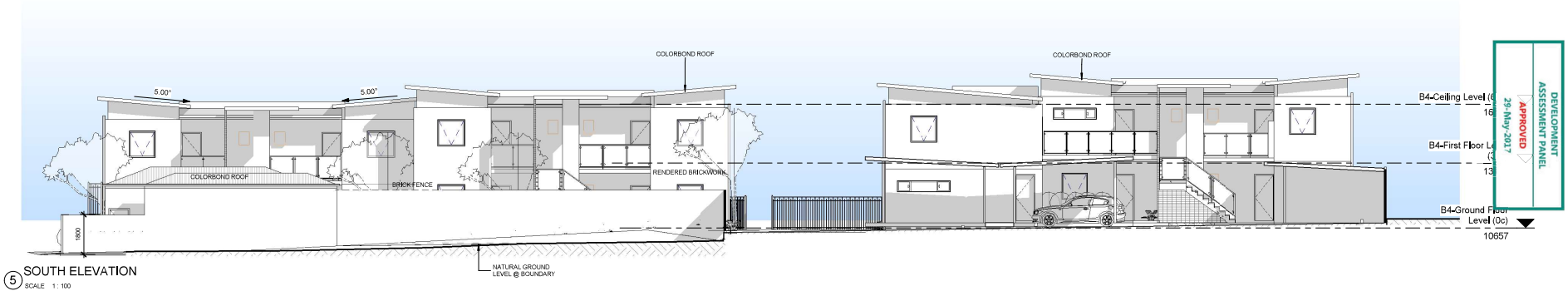
PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (No. 72) RAILWAY PARADE, BASSENDEAN.
(Town of Bassendean)



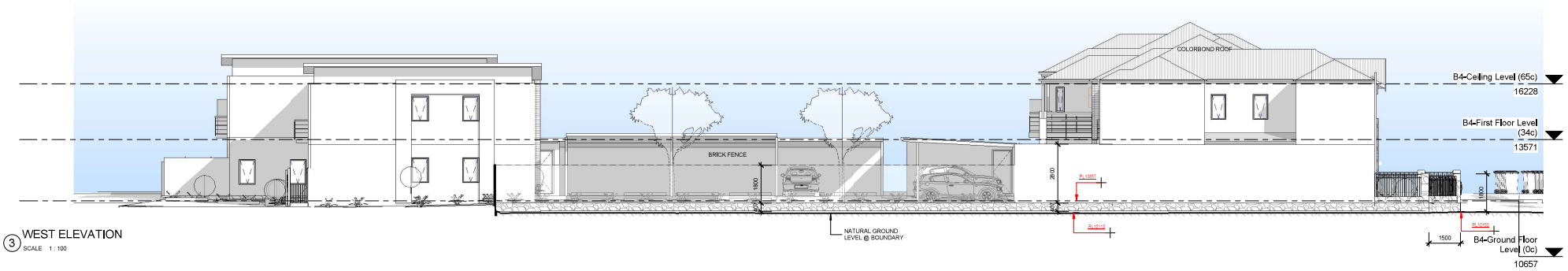
1 UNIT 4 EAST ELEVATION
SCALE 1 : 100



5 SOUTH ELEVATION
SCALE 1 : 100



2 NORTH ELEVATION FRONT BLOCK
SCALE 1 : 100



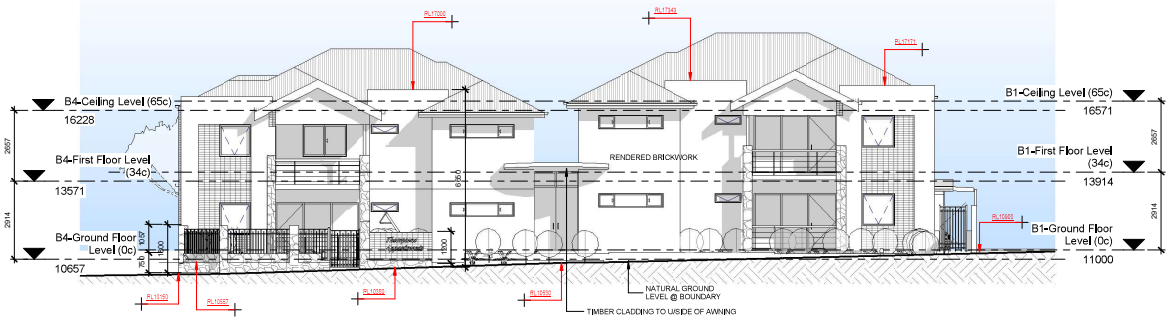
3 WEST ELEVATION
SCALE 1 : 100

DEVELOPMENT ASSESSMENT PANEL
APPROVED
29-May-2017

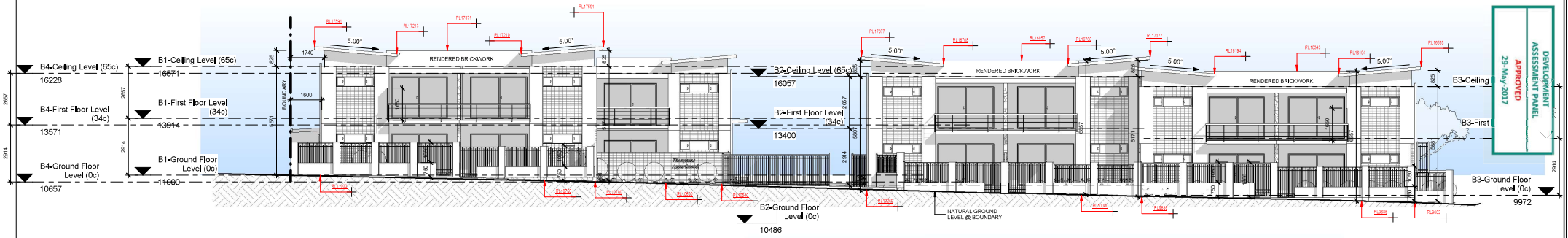
No.	Description	Date
1	DA PLANS	02/02/2015
2	REVISED DA	11/05/2015
5	REVISED DA	11/09/2015
6	REVISED DA	27/10/2015
7	REVISE BINS & BIKE S STORES	27/10/2016

Drawn by: Project number: 1147.3
Checked by: Date: 27/1/2016
Scale @ A1: 1:100
Drawing number: A3.01
Revision: 7

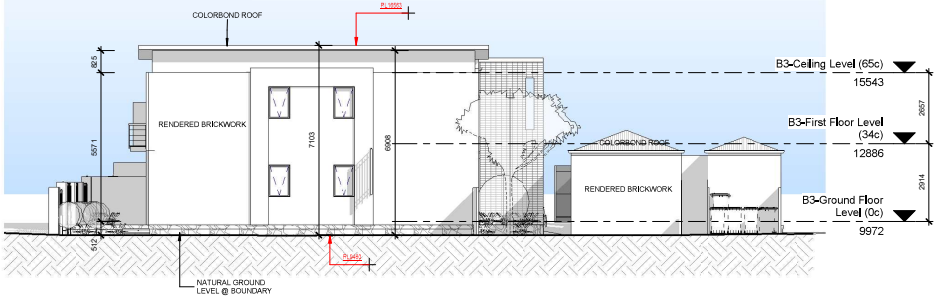
ELEVATIONS



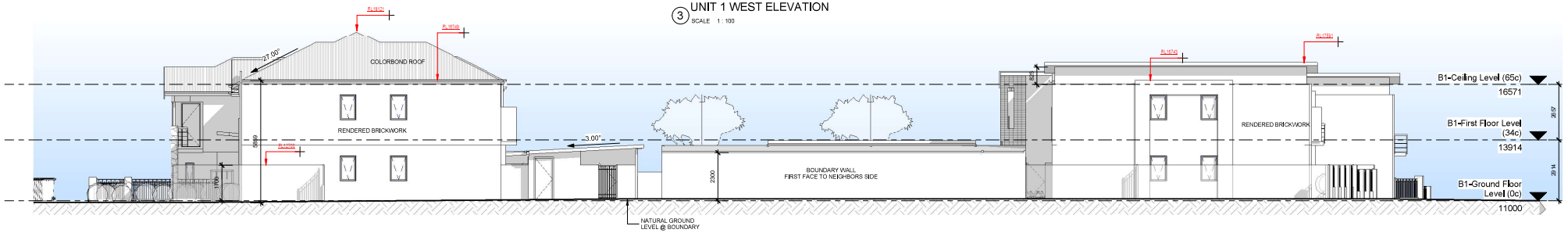
1 RAILWAY PARADE ELEVATION
SCALE 1 : 100



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

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

No.	Description	Date
1	DA PLANS	02/02/2015
2	REVISED DA	11/05/2015
3	REVISED DA	11/09/2015
4	RE-VISED DA	27/10/2015
5		
6		
7	RE-VISE BINS & BIKES STORES	27/10/2016

ELEVATIONS

Drawn By: Author
Checked By: Checker
Project Number: 15/1.3
Date: 27/10/2016
Scale @ A1: 1:100
Drawing number: A3.02
Revision: 7

DYNAMIC PLANNING
AND DEVELOPMENTS

Attachment 3

JDAP Minutes – Original Approval 23/6/15

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*

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:

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

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.

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;

(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

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

(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.

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.**



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

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.

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:

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   (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.

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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.



Mr Ian Birch
Presiding Member, Metro Central JDAP

DYNAMIC PLANNING
AND DEVELOPMENTS

ATTACHMENT 4

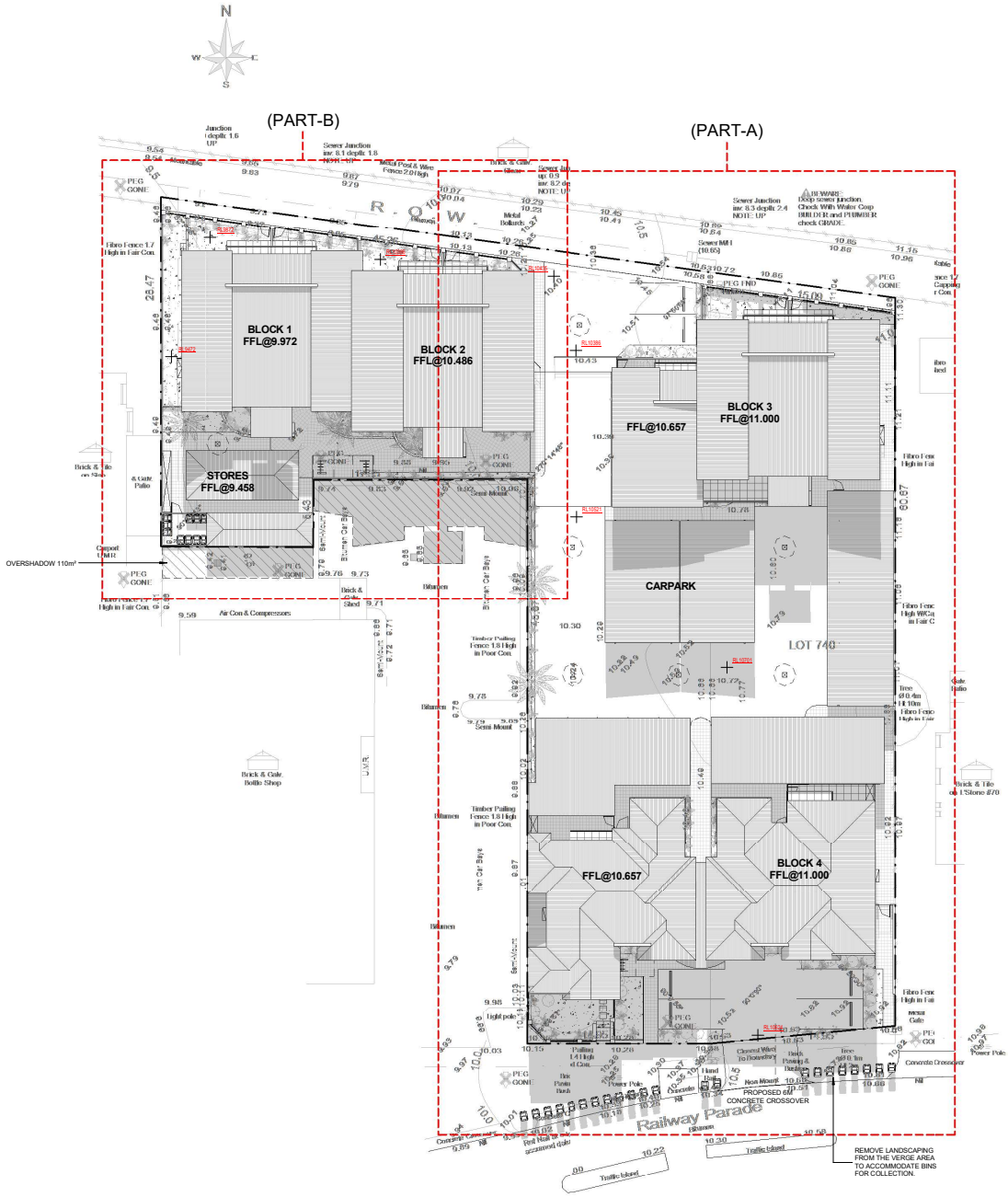
Approved DA Plans for Re-Submission

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

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



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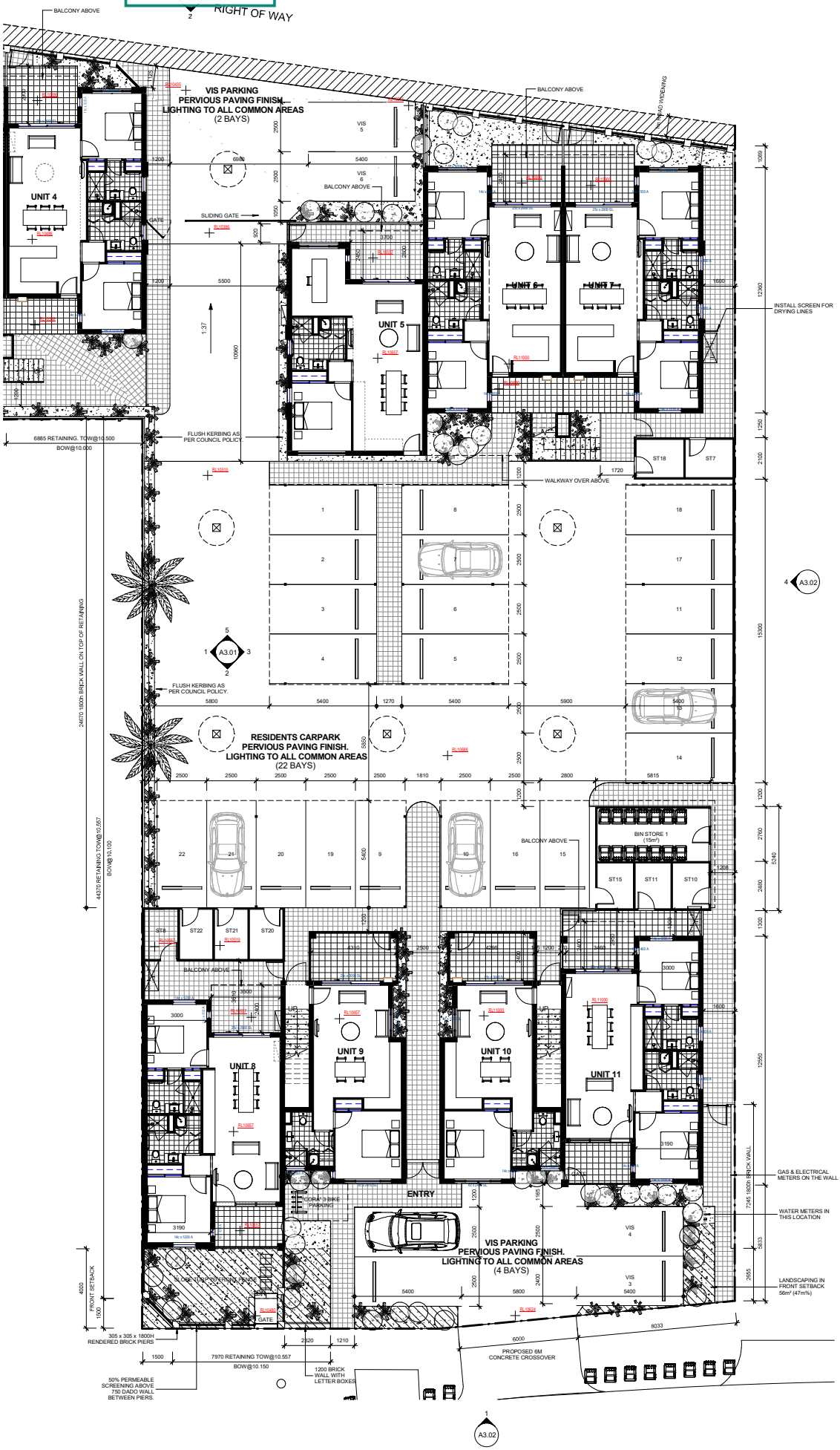
PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (No.72) RAILWAY PARADE, BASSENDEAN,
(Town of Bassendean)

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
7	REVISE BINS & BIKES STORES	27.10.2015

PROPOSED SITE DEVELOPMENT PLAN

Project number	1416	Drawing number	Revision
Issue Date	27.10.2015	A1.01	7
Drawn by	MK		
Checked by	CF	Scale @ A1	1 : 200

DEVELOPMENT ASSESSMENT PANEL
APPROVED
29-May-2017





PLOT RATIO AREA

Name	Area
UNIT 1	74.44 m²
UNIT 2	74.44 m²
UNIT 3	74.44 m²
UNIT 4	74.44 m²
UNIT 5	68.19 m²
UNIT 6	74.81 m²
UNIT 7	74.66 m²
UNIT 8	74.76 m²
UNIT 9	51.73 m²
UNIT 10	51.88 m²
UNIT 11	74.64 m²
UNIT 12	74.44 m²
UNIT 13	74.44 m²
UNIT 14	73.74 m²
UNIT 15	74.44 m²
UNIT 16	65.86 m²
UNIT 17	74.44 m²
UNIT 18	74.44 m²
UNIT 19	70.20 m²
UNIT 20	51.97 m²
UNIT 21	51.97 m²
UNIT 22	74.26 m²
Grand total: 22	1528.00 m²

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2016/2016 11:28:36 AM

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

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
7	REVISE BINS & BIKES STORES	27.10.2015

PROPOSED SITE / GROUND FLOOR PLAN (PART A)

Project number	1416	Drawing number	Revision
Issue Date	27.10.2015	A2.01	7
Drawn by	NK		
Checked by	CF	Scale @ A1	1 : 100

DEVELOPMENT ASSESSMENT PANEL

APPROVED

29-May-2017



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 (1BED SOUTH FACING)	EAST AND WEST FACING WALLS BLANK	60% ROOMS CROSS VENTILATED	SOLAR HOT WATER UNIT OR SOLLER PERGOLA	LANDSCAPE DESIGN COPLIANCE	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

Deciduous Tree:
Acer rubrum

Shrbs:
Clerodendron inerme;
Senna pleurocarpa;
Grevillea eriostachya.

Turf

PLOT RATIO AREA

Name	Area
UNIT 1	74.44 m²
UNIT 2	74.44 m²
UNIT 3	74.44 m²
UNIT 4	74.44 m²
UNIT 5	88.19 m²
UNIT 6	74.81 m²
UNIT 7	74.06 m²
UNIT 8	74.76 m²
UNIT 9	51.73 m²
UNIT 10	51.88 m²
UNIT 11	74.64 m²
UNIT 12	74.44 m²
UNIT 13	74.44 m²
UNIT 14	73.74 m²
UNIT 15	74.44 m²
UNIT 16	95.86 m²
UNIT 17	74.44 m²
UNIT 18	74.44 m²
UNIT 19	70.20 m²
UNIT 20	51.57 m²
UNIT 21	51.57 m²
UNIT 22	74.26 m²
Grand total: 22	1528.00 m²

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

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
7	REVISE BINS & BIKES STORES	27.10.2015

PROPOSED SITE / GROUND FLOOR PLAN (PART B)

Project number	1414	Drawing number	Revision
Issue Date	27.10.2015	A2.02	7
Drawn by	MK		
Checked by	CF	Scale @ A1	1 : 100

DEVELOPMENT
ASSESSMENT PANEL
APPROVED
29-May-2017



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

No.	Description	Date
2	REVISED DA	11.05.2015
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
6	WINDOW SIZES OF UNIT 19 ADDED	20.10.2015
7	REVISE BINS & BIKES STORES	27.10.2015

FIRST FLOOR PLAN (PART A)

Project number	1414	Drawing number	Revision
Issue Date	27.10.2015	A2.05	7
Drawn by	MK		
Checked by	CF	Scale @ A1	1 : 100

DEVELOPMENT
ASSESSMENT PANEL

APPROVED

29-May-2017



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

No.	Description	Date
4	REVISED DA	06.07.2015
5	REVISED DA	11.09.2015
7	REVISE BINS & BIKES STORES	27.10.2015

FIRST FLOOR PLAN (PART B)

Project number	1416	Drawing number	Revision
Issue Date	27.10.2015	A2.06	7
Drawn by	MK		
Checked by	CF	Scale @ A1	1 : 100

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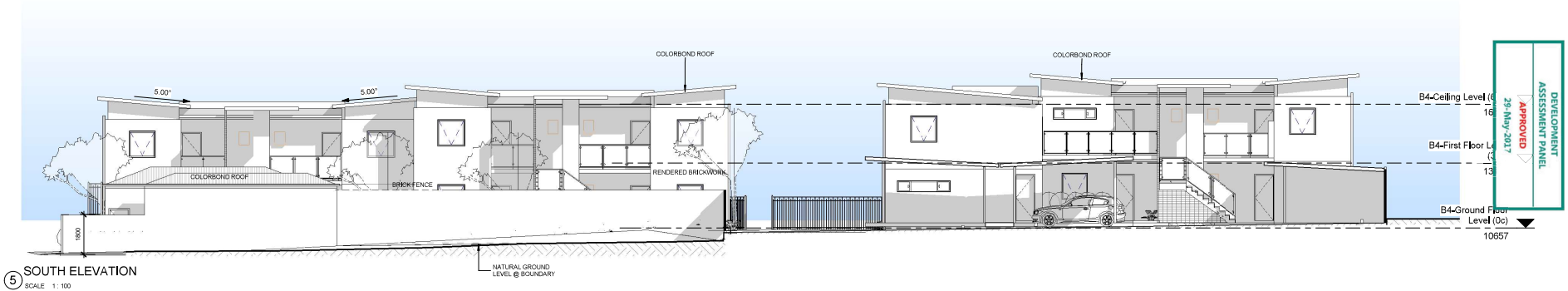
PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 54 (No. 72) RAILWAY PARADE, BASSENDEAN.
(Town of Bassendean)



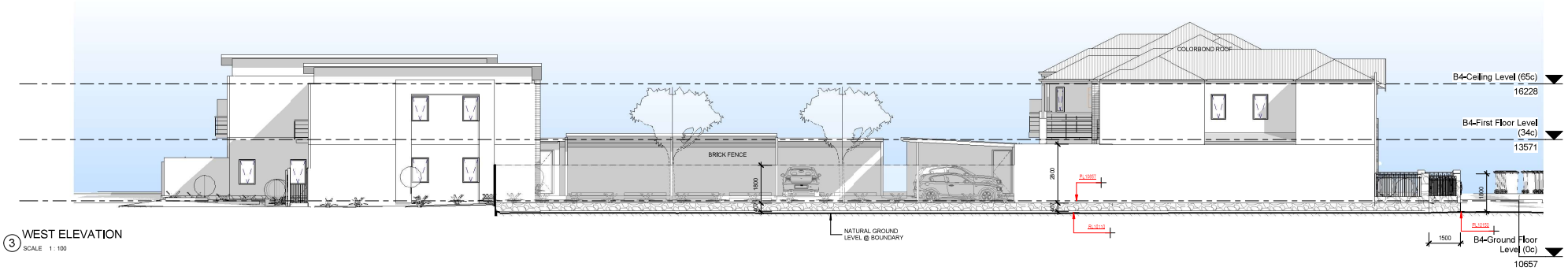
1 UNIT 4 EAST ELEVATION
SCALE 1 : 100



5 SOUTH ELEVATION
SCALE 1 : 100



2 NORTH ELEVATION FRONT BLOCK
SCALE 1 : 100



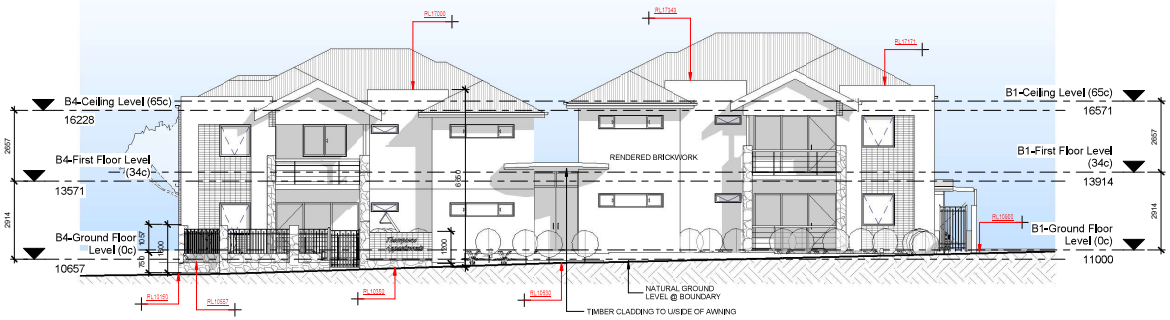
3 WEST ELEVATION
SCALE 1 : 100

DEVELOPMENT ASSESSMENT PANEL
APPROVED
29-May-2017

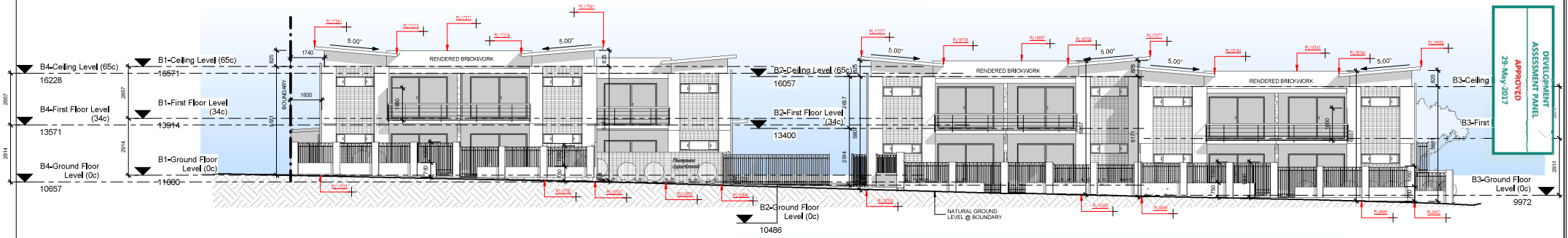
No.	Description	Date
1	DA PLANS	02/02/2015
2	REVISED DA	11/05/2015
5	REVISED DA	11/09/2015
6	REVISED DA	27/10/2015
7	REVISE BINS & BIKE S STORES	27/10/2016

Drawn by: Project number: 1147.3
Checked by: Date: 27/1/2016
Scale @ A1: 1:100
Drawing number: A3.01
Revision: 7

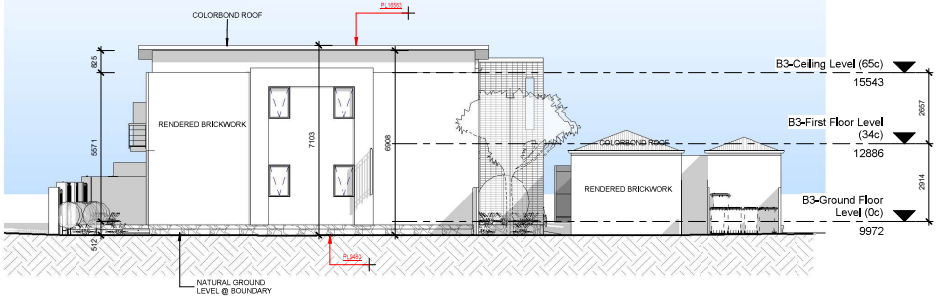
ELEVATIONS



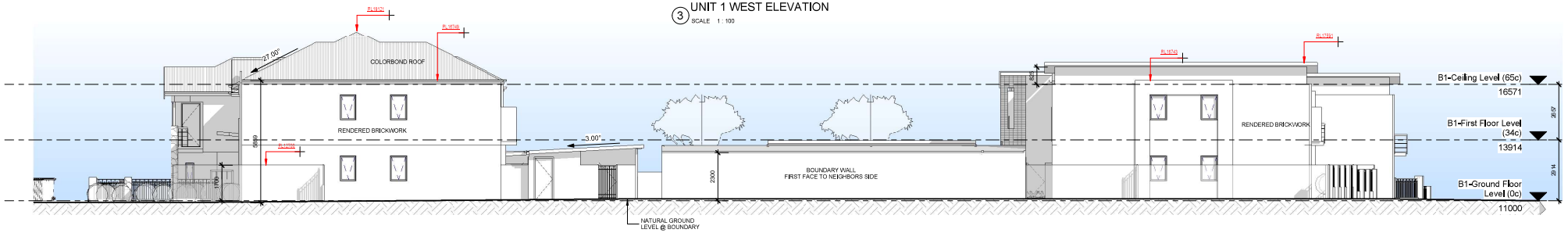
1 RAILWAY PARADE ELEVATION
SCALE 1 : 100



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

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

No.	Description	Date
1	DA PLANS	02/02/2015
2	REVISED DA	11/05/2015
3	REVISED DA	11/09/2015
4	RE-VISED DA	27/10/2015
5		
6		
7	RE-VISE BINS & BIKES STORES	27/10/2016

ELEVATIONS

Drawn By: Author
Checked By: Checker
Project Number: 15/1.3
Date: 27/10/2016
Scale @ A1: 1:100
Drawing number: A3.02
Revision: 7

DYNAMIC PLANNING
AND DEVELOPMENTS

Attachment 5

Original Submitted Supporting Documentation

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

admin@dynamicplanning.net.au www.dynamicplanning.net.au

urban & rural perspectives
URP
TOWN PLANNERS & BUILDING DESIGNERS

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 Deign 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 2,561m^2 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;

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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

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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

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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 Deign 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)

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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'	The application proposes that: 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 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.	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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		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. 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. 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. 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. 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.
Element 6.1.3 C1.1 – 'Street setback'	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.	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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		streetscape, with the balconies, outdoor living areas and major opening to various Apartments providing an 'active frontage' to the right of way. 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. 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.
Element 6.1.4 C4.1 – 'Lot boundary setbacks' (buildings on boundary)	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'.	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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		of adjoining Lot 51 (No.76) Railway Parade, the following points are submitted in support of the proposal: i) Those portions of the proposed development built up to the western and southern boundaries abut 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. 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.
Element 6.3.2 C2 – 'Landscaping' (hardstand)	The application proposes that the new multiple dwelling development will comprise 39% (i.e. 47m^2) of the front setback area being landscaped in lieu of 50% (i.e. 60m^2) required by the `deemed to comply requirements' of the R-Codes.	1. The proposed variation to the maximum permitted hardstand area (i.e. 11% or 13m^2) 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 landscaping 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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		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.
Element 6.3.6 C6.3 – 'Site works'	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.	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: 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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		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 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. 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.
Element 6.4.1 C1.1– 'Visual privacy'	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).	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. 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.

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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.

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APPENDIX 1 – SITE DEVELOPMENT PLAN



PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 748 & 92 (No.72 & 74) RAILWAY PARADE, BASSENDEAN,
(Town of Bassendean)

No	Description	Date
1	DA PLANS	22.02.2015

PROPOSED SITE / GROUND FLOOR PLAN
(PART A)

A2.01 1



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 (NEED SOUTH FACING)	EAST AND WEST FACING WALLS N BLANK	80% 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









PROPOSED MULTIPLE DWELLING DEVELOPMENT
LOTS 740 & 52 (No.72 & 74) RAILWAY PARADE, BASSENDEAN
(Town of Bassendean)

No.	Description	Date
1	DA PLANS	02.07.2018

PROPOSED SITE / GROUND FLOOR PLAN (PART 3)

A2.02 | 1

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TOWN PLANNERS & BUILDING DESIGNERS

13 May 2015

IPA-8758015

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

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

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 in 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 Deign'

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.

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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

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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.

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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 emulating 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)

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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 (1BED SOUTH FACING)	EAST AND WEST FACING WALLS BLANK	60% ROOMS CROSS VENTILATED	SOLAR HOT WATER UNIT OR SOLLER PERGOLA	LANDSCAPE DESIGN COPLIANCE	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

Deciduous Tree:
Acer rubrum

Shrbs:
Chamelaucium uncinatum
Senna pleurocarpa
Grevillea eriostachya

Turf

PLOT RATIO AREA	
Name	Area
UNIT 1	74.68 m²
UNIT 2	74.68 m²
UNIT 3	74.68 m²
UNIT 4	74.68 m²
UNIT 5	74.68 m²
UNIT 6	74.68 m²
UNIT 7	74.68 m²
UNIT 8	74.28 m²
UNIT 9	72.25 m²
UNIT 10	71.87 m²
UNIT 11	72.02 m²
UNIT 12	74.68 m²
UNIT 13	74.68 m²
UNIT 14	73.79 m²
UNIT 15	74.68 m²
UNIT 16	67.57 m²
UNIT 17	74.68 m²
UNIT 18	74.68 m²
UNIT 19	74.82 m²
UNIT 20	71.71 m²
UNIT 21	71.72 m²
UNIT 22	74.52 m²
Grand total: 22	1632.55 m²

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

No.	Description	Date
1	DA PLANS	02.02.2015
2	REVISED DA	11.05.2015

PROPOSED SITE / GROUND FLOOR PLAN (PART B)

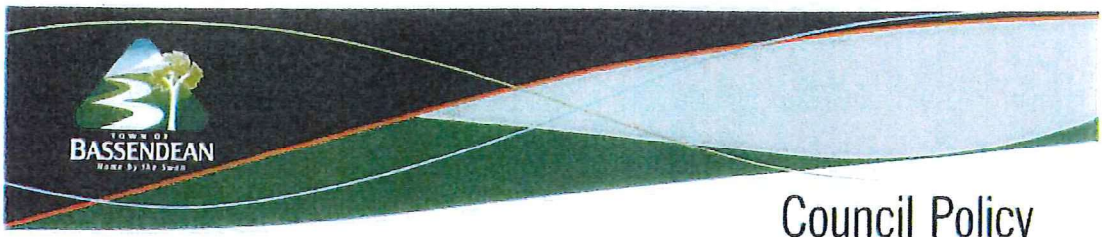
Project number	Date	Drawing number	Revision
Issue Date	11.05.2015	A2.02	2
Drawn by	MA		
Checked by	CF	Scale @ A1	1:100

LOT 54 (No. 72) RAILWAY PARADE, BASSENDEAN.

APPENDIX 1 - WATER SENSITIVE DESIGN POLICY CHECKLIST

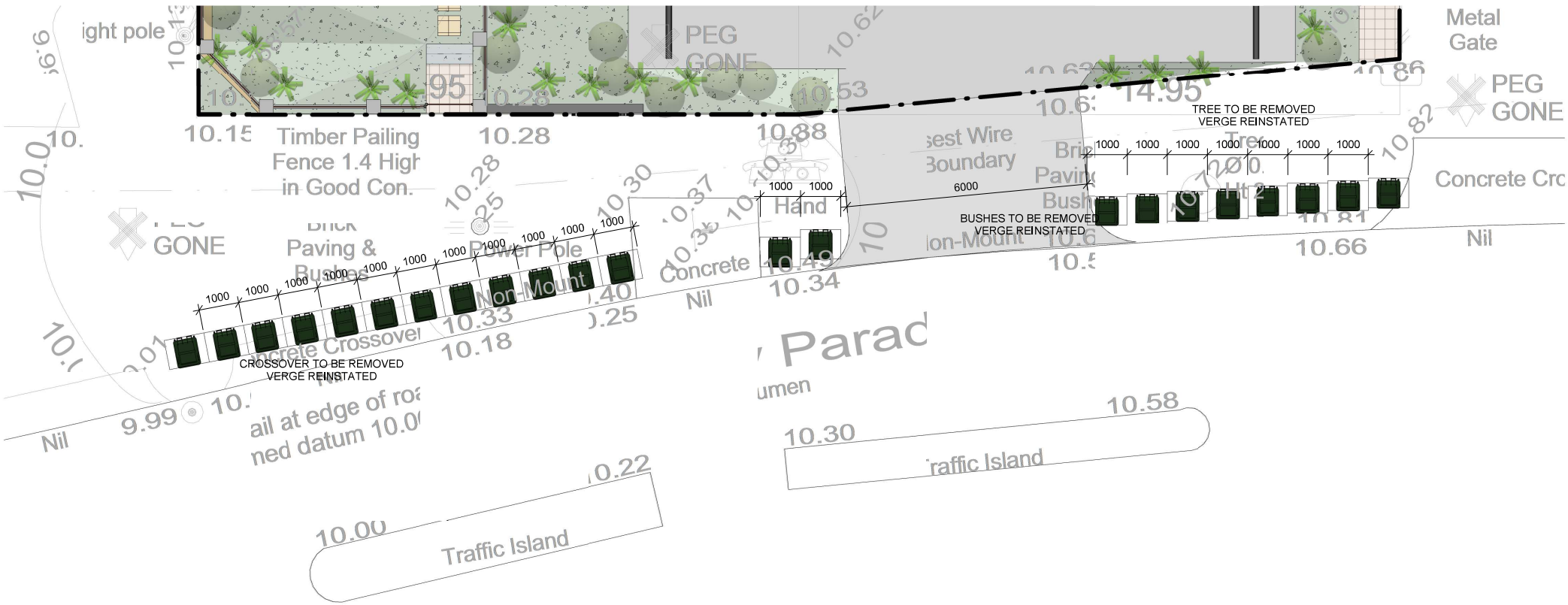
Section	Policy Application	Structure Plan	Subdivision	Development Application
5.1	Early incorporation of water resource issues in planning			
5.2	Drainage design based on sub- catchments			
5.3	Treatment Train approach from top of catchment			
	Stormwater management components follow natural contours			
	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 Carparking area.
	Sediment less that 100 microns trapped			
5.4	Floor levels >500mm above 1:100			✓ FFL 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			

LOT 54 (No. 72) RAILWAY PARADE, BASSENDEAN.



Council Policy

Section	Policy Application	Structure Plan	Subdivision	Development Application
	Runoff from paving directed to garden or lawn areas			✓ Refer 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			✓ Soakwells 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			



urban & rural perspectives

URP

TOWN PLANNERS & BUILDING DESIGNERS

Unit 8, 16 Kent Way MALAGA WA 6009 Tel: (08) 9248 8777 Fax: (08) 9248 4040

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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	1416
Issue Date	18.05.2015
Drawn by	NK
Checked by	CF

Drawing number: **A0.00**

Revision/Issue: **3**

Scale @ A3: 1 : 100

DYNAMIC PLANNING
AND DEVELOPMENTS

Attachment 6

Town of Bassendean – Original DA Assessment

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

admin@dynamicplanning.net.au www.dynamicplanning.net.au

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.

The relationship of the development site to the other properties described above can be seen on the 2014 aerial photography extract which is provided below (development site is highlighted red):



The decision to inform adjoining property owners of the proposed development without inviting comment from them is consistent with the approach advocated within Clause 4.1.3 of the R-Codes where a merits based assessment of an application will show that adjoining property owners are not adversely impacted. The body of the report will explain how the proposed development is seen to be acceptable in terms of matters flagged in the information letters to adjoining property owners relating to:

- Visual Privacy;
- Lot Boundary Setbacks; and
- Building Height.

Consultation with other Agencies or Consultants
Nil.

Planning assessment:

The development site is zoned Residential with a dual density coding of R20/40 under the provisions of the Town's Local Planning Scheme No. 10. The objectives of the Residential Zone are:

(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.

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**
(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.	Scheme provision satisfactorily addressed. The proposed development incorporates eight dwellings facing Railway Parade (four ground floor and four upper floor). 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.
(b)	There is due regard for relevant Local Planning Policies.	Scheme provision **not** satisfactorily addressed. 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. A copy of the assessment and associated score for each of the dwellings has been provided as an attachment to this report. 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. 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. 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,

		the point score for each dwelling would increase from 57.5 to the required 70 point minimum. 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.
(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.	Scheme provision satisfactorily addressed. The Town's Local Planning Policy No. 3 – Water Sensitive Design provides the matters against which the application must be assessed.
(e)	The existing streetscape is being preserved.	Scheme provision **not** satisfactorily addressed. 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. 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: • 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

		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 • 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. 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.

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

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:

- 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.

6.1.3 – Street Setback facing right-of-way – Detailed Comments

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."

(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)

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.

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.

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.

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.	

6.1.4 - Lot boundary setbacks – Detailed comments

Right hand (eastern) side boundary alongside No. 70 Railway Parade

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.

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:

- 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).

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.

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.

Left hand (western) side boundary alongside Nos. 2 & 2B Broadway
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

Southern boundary adjoining rear of BWS site at No. 76 Railway Parade

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.

Left hand (western) side boundary wall adjoining BWS site at No. 76 Railway Parade

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

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.

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.

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.
6.3.1 – Outdoor living areas (OLA's) – Detailed comments 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: • 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	Landscaping of open spaces in accordance with the following: (i) Street setback max 50% hard surface and no cars save for visitors bays; (ii) Separate wheelchair accessible pedestrian paths connecting entries to buildings with the public footpath and car parking areas; (iii) Landscaping between each 6 consecutive external car bays to include shade trees; (iv) Lighting to pathways, communal open space and car parking areas;	Generally acceptable with the exception of pedestrian path provision. Extent of hard surface within street setback requires consideration against the Design principles. See detailed comments below:

	and (v) Clear line of sight at pedestrian and vehicle crossings.	
6.3.2 – Landscaping - Detailed comments Landscaping: 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. Pedestrian Path 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.		
6.3.3 Parking	Car and bicycle parking at the following ratios: Occupier car bays: 0.75 bays per small dwelling (< 75m^2 or 1 bedroom) (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). Visitor car bays: 0.25 bays per dwelling Bicycle Parking: 1 space per 3 dwellings for occupiers; and 1 space per 10 dwellings for visitors designed in accordance with AS2890.3 (as amended).	Parking is provided at the following ratios: Occupier car bays 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. Visitor Car Bays 6 bays required and 6 bays provided. Bicycle Parking While the number of bays is acceptable, siting and design is not. See additional comments below.
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.

6.3.4 Design of car parking spaces	(i) Spaces and manoeuvring areas as per AS 2890.1.	(i) Not acceptable. See detailed comments below.
	(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.	(ii) Acceptable.
	(iii) Car parking areas comprising 6 or more spaces provided with landscaping & shade trees.	(iii) Not applicable. No uncovered car parking areas comprising 6 of more bays proposed.
	(iv) All bays except visitors' fully concealed from the street or public place.	(iv) Acceptable.

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

	(ii) Excavation or filling within a site and behind street setback line limited by compliance with building height limits and building setback requirements. (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.	

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.

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.

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.

6.3.8 Stormwater management	All storm water contained on site where possible.	Complies.
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.

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

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

- 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	Diversity in unit types and sizes as follows: <u>1 Bedroom Dwellings</u> 20% min & 50% max (5 minimum / 11 maximum) <u>2 Bedroom Dwellings</u> 40% minimum (9 minimum) Min dwelling size of 40m^2 plot ratio floor area.	Acceptable. See detailed comments below.

<u>6.4.3 – Dwelling Size – Detailed Comments</u>

All dwellings within the development incorporate a minimum plot ratio floor area of 40 sq. metres.

The proposed development incorporates the following mix:

- 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.

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".

The proposed development provides the following mix of dwelling types:

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.

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 /

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.

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

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 60m^2 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.

6.4.5 External fixtures	(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	(i) $4m^2$ 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.	(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.

<u>6.4.6 – Utilities and Facilities – Detailed comments</u>

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.