



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: Thursday 6 March 2014; 10am
Meeting Number: MNWJDAP/49
Meeting Venue: City of Stirling
25 Cedric Street Stirling

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Ian Birch (Alternate Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr Mike Norman (Local Government Member, City of Joondalup)
Cr John Chester (Local Government Member, City of Joondalup)
Cr Rod Willox (Local Government Member, City of Stirling)
Cr David Michael (Local Government Member, City of Stirling)

Officers in attendance

Ms Ivin Lim (Development Assessment Panels)
Ms Melinda Bell (City of Joondalup)
Ms Renae Mather (City of Joondalup)
Mr Ross Povey (City of Stirling)
Ms Kimberley Masuku (City of Stirling)
Mr Greg Bowering (City of Stirling)

Local Government Minute Secretary

Ms Melissa Karapetcoff (City of Stirling)

Applicants and Submitters

Mr Stephen Shirecore (Meyer Shircore and Associates)
Ms Doreen Ding (Meyer Shircore and Associates)
Mr Ross Underwood (Planning Solutions)
Mr Paul Kotsoglo (Planning Solutions)
Mr Luke Saraceni (Westbridge Property Group)
Mr Dominic Snellgrove (Cameron Chisholm Nicol)
Mr Russell Poliwka (First Western Realty)

Members of the Public

Mr Graham Chave

1. Declaration of Opening

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



2. Apologies

Mr Paul Drechsler (Deputy Presiding Member)
Mayor Giovanni Italiano (Local Government Member, City of Stirling)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

The Minutes of the Metro North-West JDAP Meeting No.48 held on 26 February 2014 were not available at time of Agenda preparation.

5. Disclosure of Interests

Member/Officer	Report Item	Nature of Interest
Mr Ian Birch	8.2	Impartiality

Mr Ian Birch is an acquaintance of Mr Luke Saraceni (Westbridge Property Group) who is associated with the application at Item 8.2. Mr Birch has declared that his impartiality will not be affected on the matter before the JDAP and will consider the application on its merits.

In accordance with Section 2.4.6 of the Code of Conduct 2011, DAP members participated in a site visit for the application at Item 8.2 prior to the DAP Meeting.

6. 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.

7. Deputations and Presentations

- 7.1** Mr Dominic Snellgrove (Cameron Chisholm Nicol) presenting for the application at Item 8.2. The presentation will address the architectural merits of the proposed development.
- 7.2** Mr Luke Saraceni (Westbridge Property Group) presenting for the application at Item 8.2. The presentation will discuss the concepts and merits of the proposed development.
- 7.3** Mr Paul Kotsoglo (Planning Solutions) presenting for the application at Item 8.2. The presentation will discuss the application of the TPS provisions on the proposed development.



8. Form 1 - Responsible Authority Reports – DAP Applications

- 8.1** Property Location: Lot 523 (35) Davidson Terrace, Joondalup
 Application Details: Commercial, Office and Multiple Dwelling
 (proposed eight storey development)
 Applicant: Meyer Shircore and Associates
 Owner: WN Poliwka
 Responsible authority: Local Government
 Report date: 24 February 2014
 DoP File No: DP/13/00956
- 8.2** Property Location: Lots 32, 33 and 105, House Number 96 Tenth
 Avenue, Inglewood
 Application Details: Mixed Use Development
 Applicant: Planning Solutions
 Owner: Sanborn Holdings Pty Ltd
 Responsible authority: City of Stirling
 Report date: 12 February 2014
 DoP File No: DP/13/00588

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

Nil

10. Appeals to the State Administrative Tribunal

Nil

11. Meeting Closure



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 523 (35) Davidson Terrace, Joondalup
Application Details:	COMMERCIAL, OFFICE and MULTIPLE DWELLING (proposed eight storey development)
DAP Name:	Metro North-West JDAP
Applicant:	Meyer Shircore and Associates
Owner:	WN Poliwka
LG Reference:	DA13/1489
Responsible Authority:	Local Government
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DP/13/00956
Report Date:	24 February 2014
Application Receipt Date:	28 November 2013
Application Process Days:	60 days
Attachment(s):	1: Location Plan 2: Development Plans and Elevations 3: Building Perspectives 4: Environmentally Sustainable Design Checklist

Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DP/13/00956 and accompanying plans date stamped 16 January 2014 and 17 February 2014 in accordance with Clause 6.9 of the *City of Joondalup District Planning Scheme No. 2*, subject to the following conditions:

Conditions

1. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two year period, the approval shall lapse and be of no further effect.
2. A Construction Management Plan being submitted to and approved by the City prior to the commencement of construction. The management plan shall detail how it is proposed to manage:
 - all forward works for the site;
 - the delivery of materials and equipment to the site;
 - the storage of materials and equipment on the site;
 - the parking arrangements for the contractors and subcontractors;
 - the management of sand and dust during the construction process;

- other matters likely to impact on the surrounding properties.

All development shall be undertaken in accordance with this plan.

3. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to and approved by the City, prior to the commencement of development. All refuse management shall thereafter be undertaken in accordance with this plan.
4. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings, with details of the location of such plant being submitted for approval by the City prior to the commencement of development.
5. An onsite stormwater drainage system, with the capacity to contain a 1:100 year storm of 24-hour duration, is to be provided prior to the development first being occupied, and thereafter maintained to the satisfaction of the City. The proposed stormwater drainage system is required to be shown on the Building Permit submission and be approved by the City prior to the commencement of development.
6. The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004), Off-street Parking for People with Disabilities (AS/NZS2890.6 2009) and Off-street Commercial Vehicle Facilities (AS2890.2:2002), prior to the occupation of the development. These bays are to be thereafter maintained to the satisfaction of the City.
7. Wheel stops shall be provided to the bays immediately adjacent the pedestrian area to the lifts and stair 2, being the three bays on the lower basement level, and two bays on the upper basement level. Wheel stops shall be installed prior to the occupation of the development and to the satisfaction of the City.
8. Bicycle parking facilities shall be provided in accordance with the Australian Standard for Off-street Car parking – Bicycles (AS2890.3-1993) prior to the development first being occupied. Details of bicycle parking area(s) shall be provided to, and approved by the City prior to the commencement of development.
9. No obscure or reflective glazing is permitted to ground floor facades.
10. A signage strategy shall be submitted to and approved by the City prior to occupation of the development.
11. The ground floor tenancies indicated as 'Commercial' shall be occupied by land uses that are preferred or permitted under the applicable Agreed Structure Plan. The City shall be notified of the land uses prior to the tenancies first being occupied, and any subsequent change of land uses thereafter.

Advice Notes

1. Further to condition 1, where an approval has so lapsed, no development shall be carried out without the further approval of the City having first being sought and obtained.
2. Further to condition 11, land uses shall be in accordance with the preferred uses under the *Joondalup City Centre Development Plan and Manual*. Should the *Joondalup City Centre Structure Plan* be endorsed by the Western Australian Planning Commission prior to occupation of the tenancies, land uses shall be in accordance with the permitted ("P") uses of the Central Core district. Further development approval shall be obtained for any land use(s) that are not preferred or permitted under the applicable Agreed Structure Plan.
3. The applicant/builder is advised that there is an obligation to design and construct the premises in compliance with the requirements of the *Environmental Protection Act 1986* and the *Environmental Protection (Noise) Regulations 1997*.
4. All Bin Storage Areas are to be designed and equipped to the satisfaction of the City. Each bin area shall be provided with a hose cock and have a concrete floor graded to a 100mm industrial floor waste gully connected to sewer.
5. The development shall comply with the *Sewerage (Lighting, Ventilation and Construction) Regulations 1971* including all internal W.C.'s shall be provided with mechanical exhaust ventilation and flumed to the external air.
6. Any mechanical ventilation for the development shall comply with *Australian Standard 1668.2*, *Australian Standard 3666* and the *Health (Air Handling and Water Systems) Regulations 1994*.
7. It is recommended that all residential units be provided with condensation dryers within the laundries. Conventional dryers are key contributors to the growth of indoor mould.

Background:

Insert Property Address:	Lot 523 (35) Davidson Terrace, Joondalup
Insert Zoning	MRS: Central City Area
	TPS: Centre
Insert Use Class:	Commercial – covers a variety of land uses 'Office' – Preferred, "P" use 'Multiple Dwelling' – Preferred, "P" use
Insert Strategy Policy:	Not applicable
Insert Development Scheme:	<i>City of Joondalup District Planning Scheme No.2 (DPS2)</i> <i>Joondalup City Centre Development Plan and Manual (JCCDPM)</i> <i>Draft Joondalup City Centre Structure Plan (JCCSP)</i>

Insert Lot Size:	1,334m ²
Insert Existing Land Use:	None
Value of Development:	\$25 million

The site is located on the corner of Reid Promenade and Davidson Terrace (Attachment 1 refers). The site currently consists of vegetation, a small outbuilding, temporary awning and fence.

The property is zoned 'Centre' under the *City of Joondalup District Planning Scheme No.2* (DPS2) and is subject to the provisions of the *Joondalup City Centre Development Plan and Manual* (JCCDPM). Under the JCCDPM the site is located within the Central Business District and is designated for General City Uses. In addition, the draft *Joondalup City Centre Structure Plan* (JCCSP), which was adopted by Council at its meeting in December 2012 and is currently awaiting endorsement from the Western Australian Planning Commission (WAPC), is considered a seriously entertained planning document, and has been given due regard in the assessment of the application. Under the draft JCCSP the site is located within the Central Core District.

Council at its meeting on 28 June 2011 approved a proposal for a five storey commercial development on this lot subject to conditions. Development in accordance with this decision did not commence, and the approval has subsequently lapsed and is no longer valid.

Truncation and right of access easements

Two easements exist over the lot regarding the right of way to the rear of the property. These easements ensure that the six metre right of way is maintained (to a minimum clearance of 4.6 metres), and a visual truncation is provided where the right of way intersects with Reid Promenade (to a minimum clearance of three metres).

The proposed development meets the requirements of these easements.

Details: outline of development application

The applicant seeks approval for a seven storey development, consisting of:

- Two levels of undercroft car parking accessed via the right of way, with a total of 60 car parking bays, 21 bicycle bays, and 32 store rooms.
- Ground floor commercial tenancies (total net lettable area of 685.3m²), with specific land uses not yet determined, bin and servicing areas, and male and female end of trip facilities (consisting of six lockers each and shower facilities).
- First and second floor office tenancies (total net lettable area of 2,393.6m²).
- Third to seventh floor 32 multiple dwellings, including four single bedroom, 16 two bedroom, 10 three bedroom, and two four bedroom units).

The external facade of the building will comprise:

- Patterned precast panel walls;
- Walls painted Dulux "Natural White";
- Coloured and clear glazing;
- Continuous aluminium awnings along the ground floor facade, being a minimum of 2.5 metres wide, and achieving a minimum clearance of three metres;
- Aluminium awnings above all commercial windows; and
- Balconies with clear glazed balustrades.

The development plans and elevations are provided as Attachment 2, with building perspectives provided as Attachment 3.

Legislation & policy:

Legislation

- *Planning and Development Act 2005;*
- *Metropolitan Region Scheme;* and
- *City of Joondalup District Planning Scheme No.2*
 - *Joondalup City Centre Development Plan and Manual;* and
 - *Draft Joondalup City Centre Structure Plan.*

State Government Policies

Nil

Local Policies

Council Policy - Environmentally Sustainable Design Policy

The policy encourages the integration of environmentally sustainable design principles in development. The applicant is required to complete the City's Environmentally Sustainable Checklist demonstrating the inclusion of environmentally sustainable design elements in the proposal and indicating if the development has been designed and assessed against a nationally recognised rating tool. The checklist for this development is provided as Attachment 4.

Council Policy – Joondalup City Centre Car Parking for Commercial Development

The policy seeks to balance the requirement for private and public car parking, and allows for a percentage reduction in on-site car parking for buildings five storeys and above. This policy only applies in considering the development against the requirements of the JCCDPM, and will be the subject of review once the JCCSP is endorsed by the WAPC.

Consultation:

Public Consultation

Public consultation was not undertaken in relation to this proposal as the proposed development is considered of a scale that is appropriate for the Joondalup City Centre, and the development is not considered to result in any significant adverse impact on the locality.

Consultation with other Agencies or Consultants

Not applicable.

Planning assessment:

Land use

The identified land uses within the development are 'Office' and 'Multiple Dwelling' which are preferred uses under the JCCDPM and permitted ("P") uses under the draft JCCSP. These land uses are therefore deemed appropriate.

The ground floor tenancies have been indicated as being for commercial uses only, with specific land uses not yet identified. As a specific land use has not been assigned as part of this development, it is recommended that a condition of approval be imposed on any approval permitting the tenancies to be used for any of the preferred or permitted used under the applicable Agreed Structure Plan at that time. It is noted that under the draft JCCSP and related scheme amendment an application for planning approval will not be required to change the use where the land use is a permitted ("P") land use and there are no other changes proposed (for example, no changes to net lettable area).

Assessment against the JCCDPM and draft JCCSP

The proposed development is subject to the provisions of both the JCCDPM and the draft JCCSP. An assessment against these requirements has been undertaken and the areas of non-compliance are highlighted in the table and discussed further below:

JCCDPM Requirement	Draft JCCSP Requirement	Proposed
<i>Plot ratio</i>		
Maximum 1.5	No requirement	2.1 <i>Does not comply with JCCDPM</i>
<i>Street setbacks</i>		
<p>Recession plane applicable to street boundaries.</p> <p>Davidson Terrace (western boundary) Maximum height permitted 10 metres at street boundary, and then to be contained within 60 degree recession plan.</p> <p>Reid Promenade (northern boundary) Maximum height permitted 13 metres at street boundary, and then to be contained within a 60 degree recession plane.</p>	<p>A building must have a nil setback to the street alignment with some exceptions (forecourt, colonnades, or to accommodate irregular shaped lot).</p> <p>Every part of a building above the fifth storey, other than a roof, balcony or outdoor living area must have a minimum setback of six metres from the street alignment.</p>	<p><u>JCCDPM</u></p> <p>Nil setbacks to the street boundary for the first four storeys.</p> <p>Approximately eight metre projection (maximum) through recession plane to Davidson Terrace.</p> <p>Approximately 10 metre projection (maximum) through recession plane to Reid Promenade.</p> <p><u>Draft JCCSP</u></p> <p>Nil setbacks to the street boundary for the first four storeys.</p> <p>The fourth to eighth storeys have a minimum building</p>

JCCDPM Requirement	Draft JCCSP Requirement	Proposed
		<p>setback of 3.6 metres excluding balconies. Balconies are located within six metres of the street alignment which is permitted under the draft JCCSP.</p> <p><i>Does not comply with JCCDPM or draft JCCSP.</i></p>
Ground floor facade glazing		
<p>Glazing at ground floor frontages should be maximized and set within a visually solid, framed façade. At least 50% of the area of the ground floor shall be glazed and the horizontal dimension of the glazing shall comprise at least 75% of the total building frontage.</p> <p>Window sill heights should be at or close to floor level. Obscured or reflective glazing shall not generally be used at ground floor level.</p>	<p>Not less than 50% of the area of the façade of the ground floor is to be glass windows or glass doors and the windows and doors must be a minimum of 75% of the width of the ground floor façade.</p> <p>Glass windows and doors must be constructed of clear glass and are not permitted to be obscured.</p> <p>The sill of a ground floor window must not be higher than 500mm above the finished floor level.</p>	<p>57.3% of the area and 72.5% of width of the ground floor frontage is glazed.</p> <p>Window sill heights are at the floor level.</p> <p><i>Does not comply with JCCDPM or draft JCCSP.</i></p>
Floor levels		
<p>The ground floor level should be at the paving level. For sloping sites, the average height of the average finished floor level at the property line must not exceed 0.6m. No part of the internal FFL should be more than 1.2 metres above pavement level.</p>	<p>The ground floor of a building to be at or near the level of the finished pedestrian paving. Any level differences to be addressed within the building.</p>	<p>Small portions of the building on Reid Promenade are not proposed at the level of the finished pedestrian paving. Maximum difference is 900mm at north east corner of Tenancy 1.</p> <p>Average level is less than 600mm.</p> <p><i>Does not comply with draft JCCSP.</i></p>
Open space		
	<p>A dwelling must be provided with a courtyard or balcony having a minimum area of 10m² and having no dimension less than two metres.</p> <p>Multiple dwellings of more than five dwellings must be provided with communal space having a minimum area of 50m² and having no dimension less than five metres.</p>	<p>Balconies provided are in excess of 10sqm. Minimum areas are balconies to one bedroom apartments which are 11m².</p> <p>No communal space provided.</p> <p><i>Does not comply with draft JCCSP.</i></p>

JCCDPM Requirement	Draft JCCSP Requirement	Proposed
<i>Car parking</i>		
Commercial requirement is one bay per 30m ² NLA. In accordance with City Policy, the commercial parking requirement is reduced by 25%. Residential requirement is one bay per dwelling. Bays required: 68 bays for commercial component and 32 bays for residential component. Total bays required = 100	Commercial requirement is one bay per 30m ² NLA for the ground floor component only. Residential requirement is one bay per dwelling for the second to fourth storey, with no requirement above the fourth storey. Bays required: 23 bays for commercial component and 21 bays for residential component Total bays required = 44	24 bays indicated for commercial use, and 36 bays for residential use. Two disabled bays provided immediately in front of the lifts. One service bay provided, which does not count towards car parking bays for the purposes of the JCCDPM or draft JCCSP. Total bays provided = 60 <i>Does not comply with JCCDPM</i>

Building scale and design

The proposed development does not strictly satisfy the building scale and design requirements in respect to street setbacks, plot ratio, glazing and floor level of the ground floor tenancies. Notwithstanding the non-compliance with these requirements it is considered that the objectives of the structure plans have been met as:

- The building has been designed acknowledging the intersection of Davidson Terrace and Reid Promenade as a 'landmark', with a patterned pre cast corner element complementing the residential balconies fronting Reid Promenade and Davidson Terrace. A mix of clear and colourback glazing has also been incorporated within this element to add further visual interest.
- The varied setback from the street boundaries, large balconies and the use of varied colours and materials provides strong articulation in the façade as viewed from the streets and surrounding properties, providing for an attractive building.
- The raised floor level to a maximum of 900mm to one of the ground floor tenancies is only a small portion of the frontage, and overall the development provides the opportunity for a strong level of street activation through glazing and small tenancy frontages. The subject tenancy still maintains a section that is at grade within the pedestrian level, ensuring that the relationship with the street is maintained, and the building/tenancies are accessible by all users in an equitable manner.

Open space for residential dwellings

Under the draft JCCSP a minimum of 50m² communal open space is required, with none provided as part of this development. In support of this variation, the applicant has justified that they have ensured that balconies are larger than that required by the draft JCCSP have been provided to compensate for the lack of communal area.

The balconies for the proposed multiple dwellings range from 11m² (for one bedroom dwellings) to 34.8m². The average size of the balconies is 26.8m², being more than double the 10m² required under the draft JCCSP. It is considered that given the high amount of private outdoor living area available for the dwellings, that there remains adequate area for recreation for the residents, despite the lack of communal open space.

Car parking

Under the JCCDPM, a total of 100 car bays are required, with 60 bays provided. It is noted that under the draft JCCSP, 44 bays are required.

Whilst the on-site parking being provided is not in accordance with the JCCDPM and City Policy, as the development satisfies the requirements of the draft JCCSP, the parking being provided is considered reasonable. It is noted that a development of this scale is unlikely to be feasible should parking be required in accordance with the JCCDPM and City Policy, and could result in an oversupply of private parking. The City is in the process of finalising the development of a five storey public car park immediately to the south of the site which will provide a significant increase in public car parking for the immediate area and the City Centre.

It is also noted that the development is considered to be highly accessible, being within 100 metres of a CAT bus stop and 800 metres of the Joondalup Train Station. Furthermore, the end of trip facilities which are to be provided including lockers, showers and bicycle parking facilities encourage the use of alternative modes of transport.

Crime Prevention through Environmental Design (CPTED)

A review of the development has been undertaken in accordance with the CPTED principles, and the following is noted:

- The large amounts of glazing, balconies on all facades, and mix of commercial and residential ensure a high degree of passive surveillance is provided at all times.
- Security grilles and door to the rear servicing areas and use of CCTV will ensure that opportunities for entrapment and anti-social behaviour is minimised. Balconies on the subject and adjoining lot will also provide the perception of surveillance of this area.
- The angling of the tenancy at the intersection of the right of way and Reid Promenade maximises pedestrian sightlines.
- The use of patterned precast concrete walls on the blank facades abutting the right of way will discourage graffiti.
- The use of visually permeable grilles to the car park maximises visibility whilst maintaining security.

Traffic

A traffic impact statement has been provided as part of the development application. This statement confirms that the traffic volumes will be supported by the existing road network, and that the car parking area and vehicles sightlines within and from the car park is provided in accordance with Australian Standards.

To ensure maximum area is provided in front of the lift and stair 2 for pedestrians a condition is recommended on any approval requiring wheel stops to be provided to the car parking bays immediately adjacent this area to avoid vehicles overhanging into the pedestrian path. This will apply to three bays in the lower basement level, and two bays in the upper basement level.

Signage

While some indication has been provided on signage to the ground floor tenancies, comprehensive detail on the location of all signage has not been provided. Given the number of commercial tenancies within the development, it is considered that a signage strategy should be provided, outlining the type, location and general guidelines for signage. This will ensure that a cohesive approach is taken and that future signage does not detract from the high quality external appearance of the development.

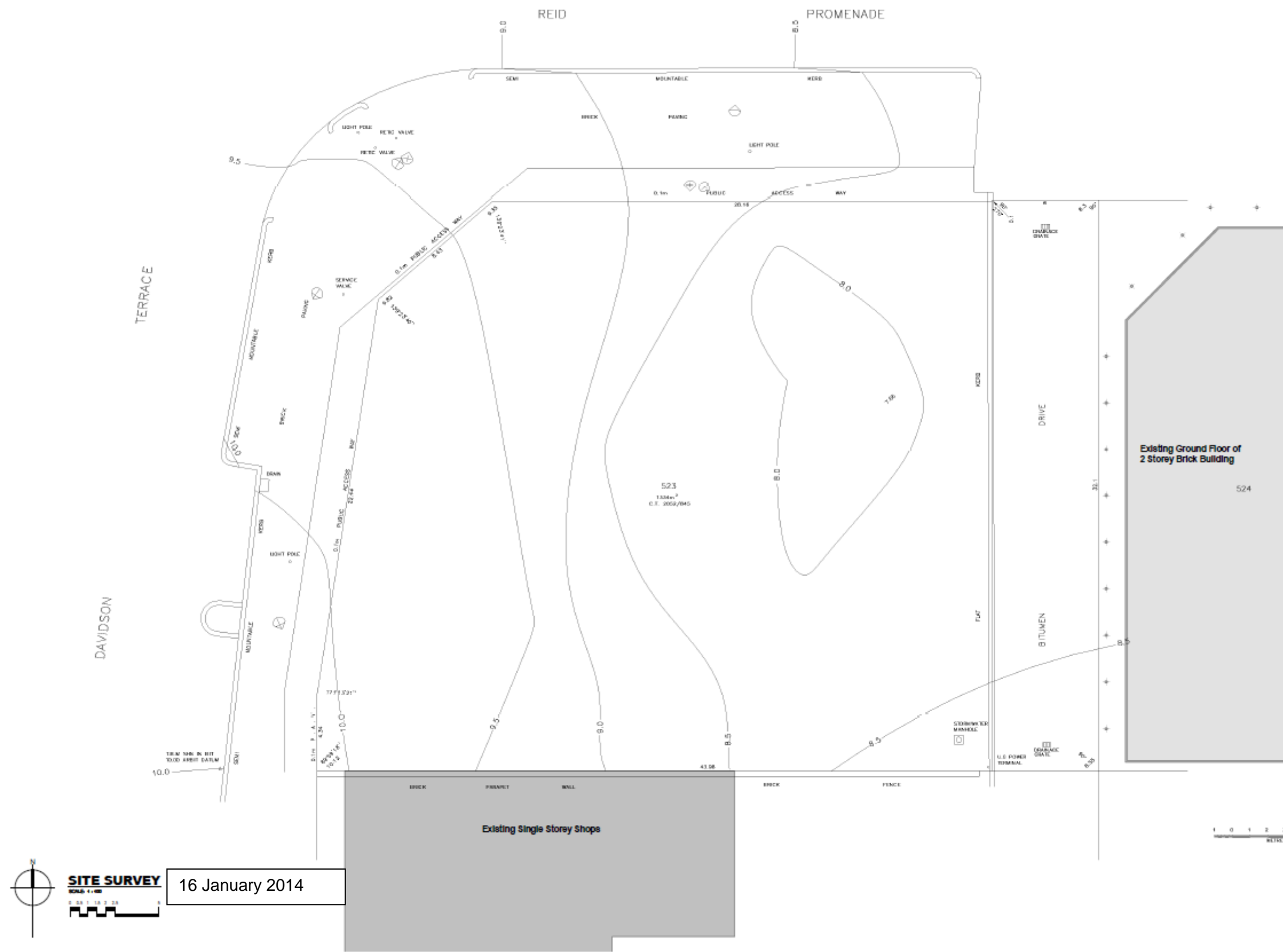
Conclusion:

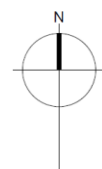
The proposed development meets the requirements of the JCCDPM and draft JCCSP with the exception of the aspects discussed in this report. Notwithstanding the areas of non compliance it is considered that the proposal complies with the relevant objective of these documents as it is of high quality built form and provides visual interest to the locality and supports the growth of the Joondalup City Centre.

It is recommended that the application be approved, subject to conditions.









LOWER BASEMENT LEVEL

SCALE: 1:100



NOTE
FINAL COLUMN LOCATION
TO BE DETERMINED

17 February 2014

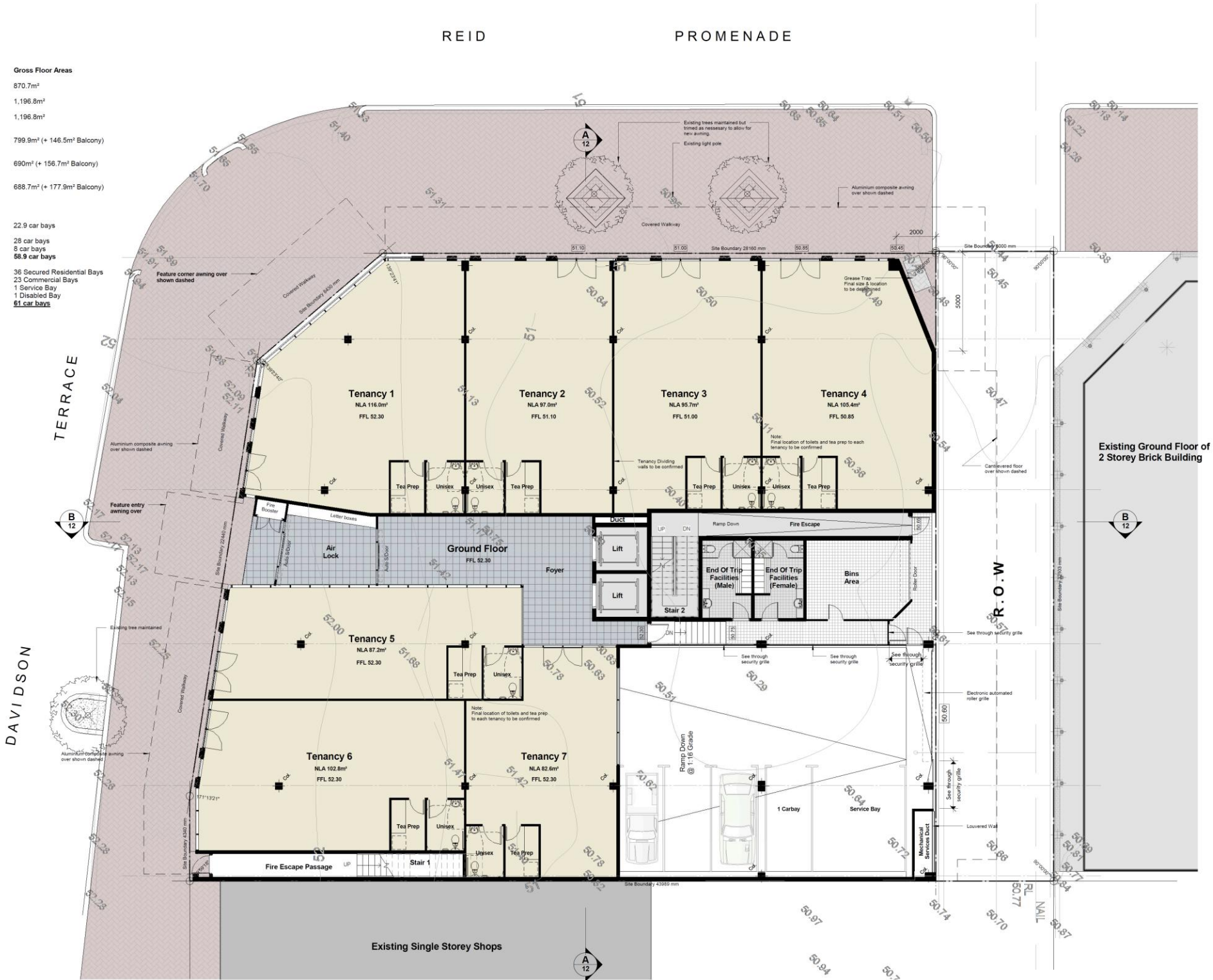


SITE CRITERIA

1. Site Area	1,334m²	
2. Landscaping	N/A	
3. Floor Areas	Nett Floor Areas	Gross Floor Areas
a. Ground Floor	686.7m²	870.7m²
b. First Floor	1008.9m²	1,196.8m²
c. Second Floor	1017.2m²	1,196.8m²
d. Third & Fourth Floor	-	799.9m² (+ 146.5m² Balcony)
e. Fifth & Sixth Floor	-	690m² (+ 156.7m² Balcony)
f. Seventh Floor	-	688.7m² (+ 177.9m² Balcony)
4. Car Parking		
a. Cars Required		
i. Ground Floor 686.7m² @ 1/30m² NLA	22.9 car bays	
ii. Residential	28 car bays	
28 No. Units	8 car bays	
4 No. Penthouse	58.9 car bays	
Total		
b. Cars Provided		
i. Undercroft	36 Secured Residential Bays	
	23 Commercial Bays	
	1 Service Bay	
	1 Disabled Bay	
Total	61 car bays	

NOTE

1. Ground Floor
Final toilets arrangement still to be determined
2. Tenancy Dividing walls to be determined
3. Ground Floor levels to be determined by Tenancy
(i.e window sill to be max 600 above external paving level)



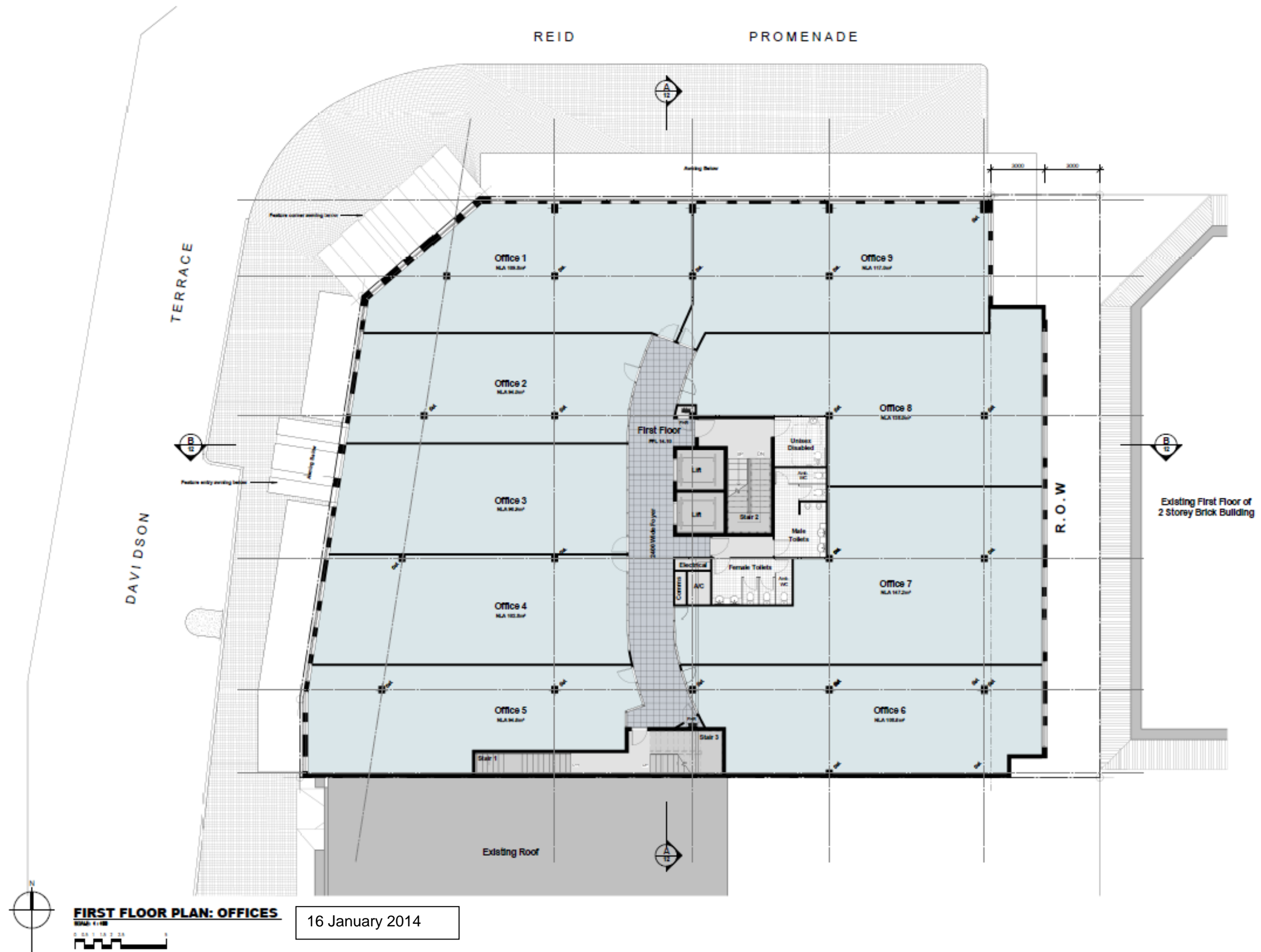
SITE & GROUND FLOOR PLAN: COMMERCIAL

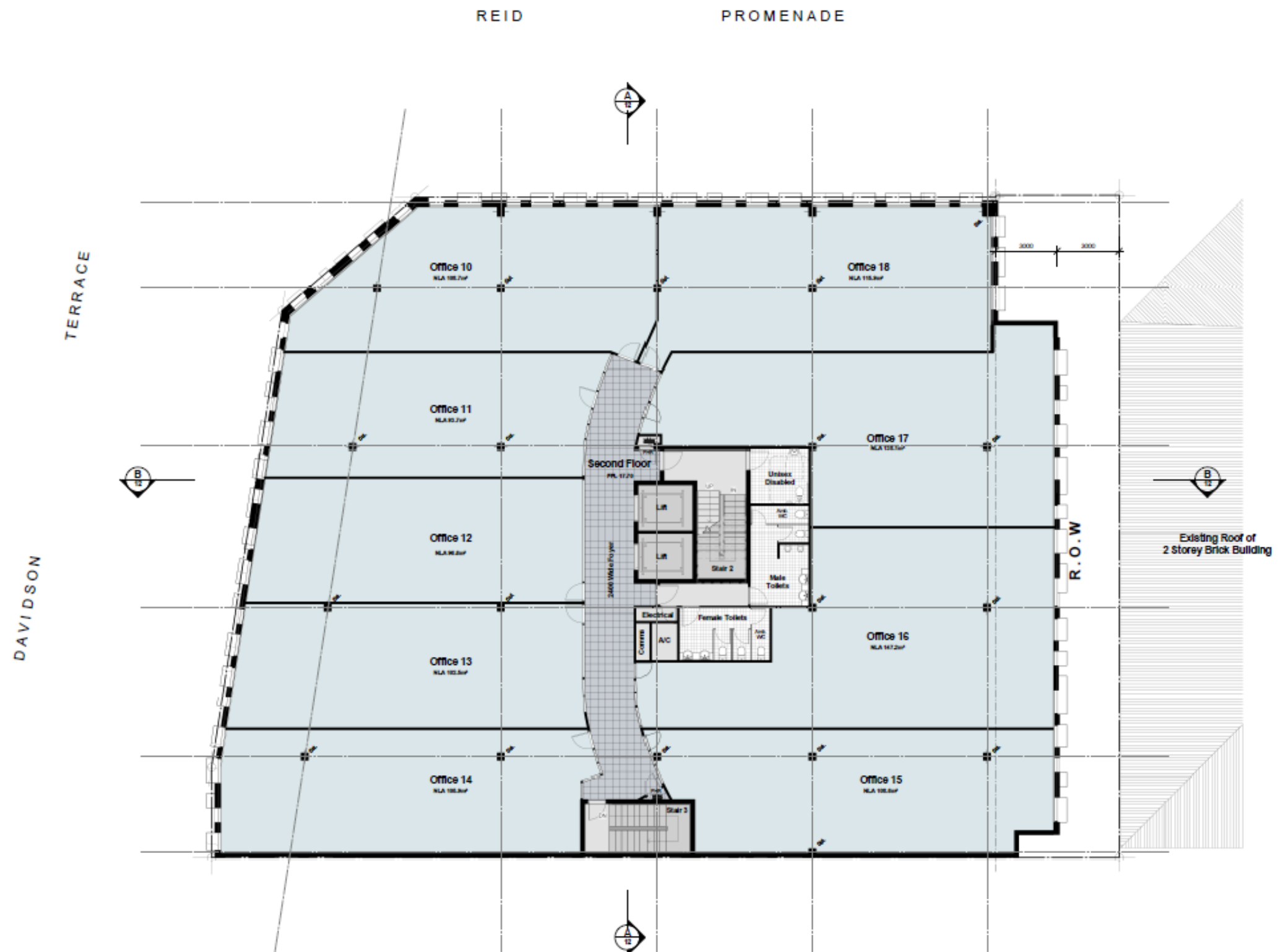
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NOTE
FINAL COLUMN LOCATION
TO BE DETERMINED

17 February 2014





SECOND FLOOR PLAN: OFFICES

16 January 2014



THIRD & FOURTH FLOOR PLAN: RESIDENTIAL

16 January 2014



FIFTH & SIXTH FLOOR PLAN: RESIDENTIAL

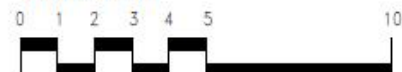




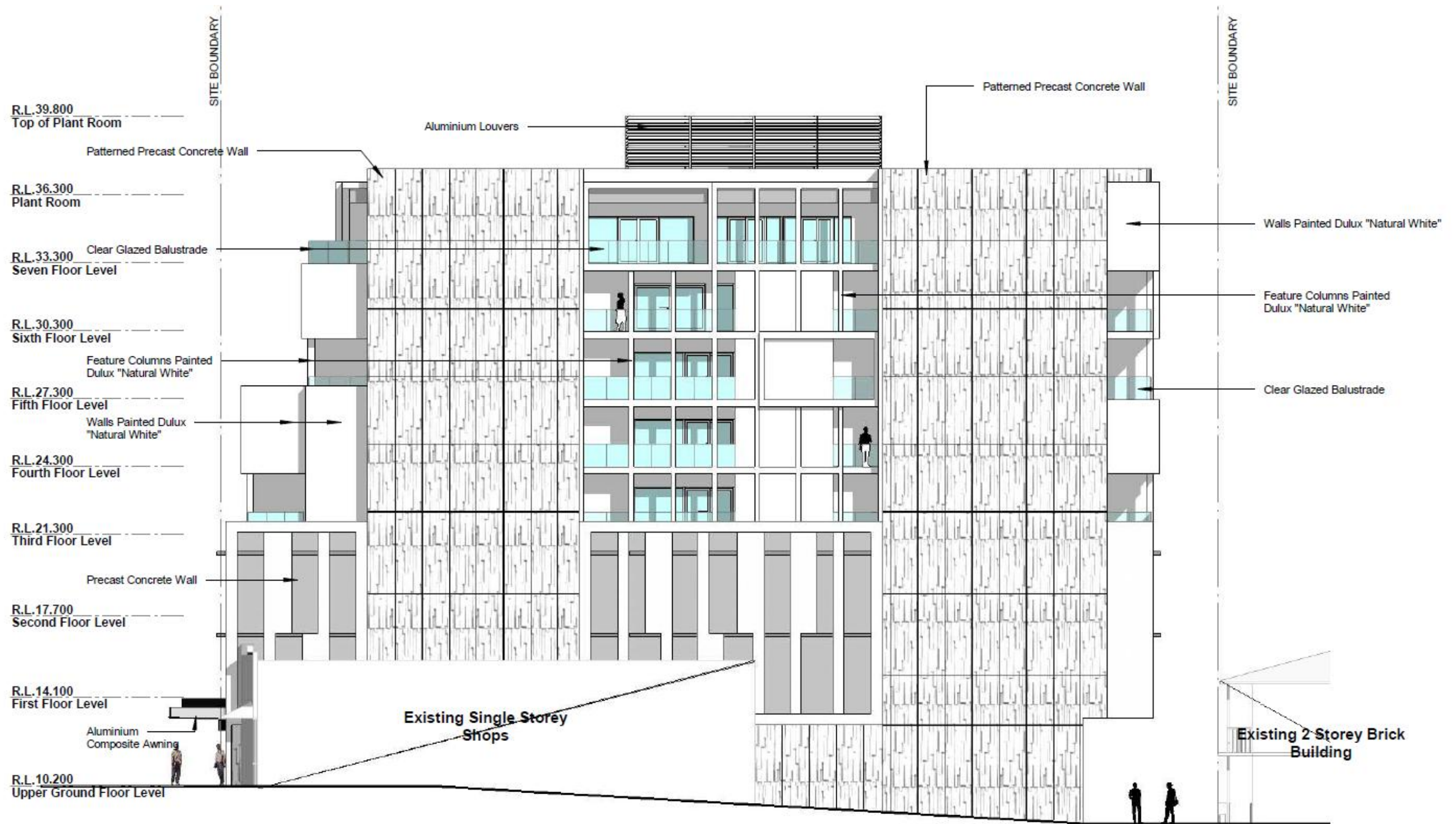


NORTH ELEVATION: REID PROMENADE

SCALE: 1 : 200



16 January 2014

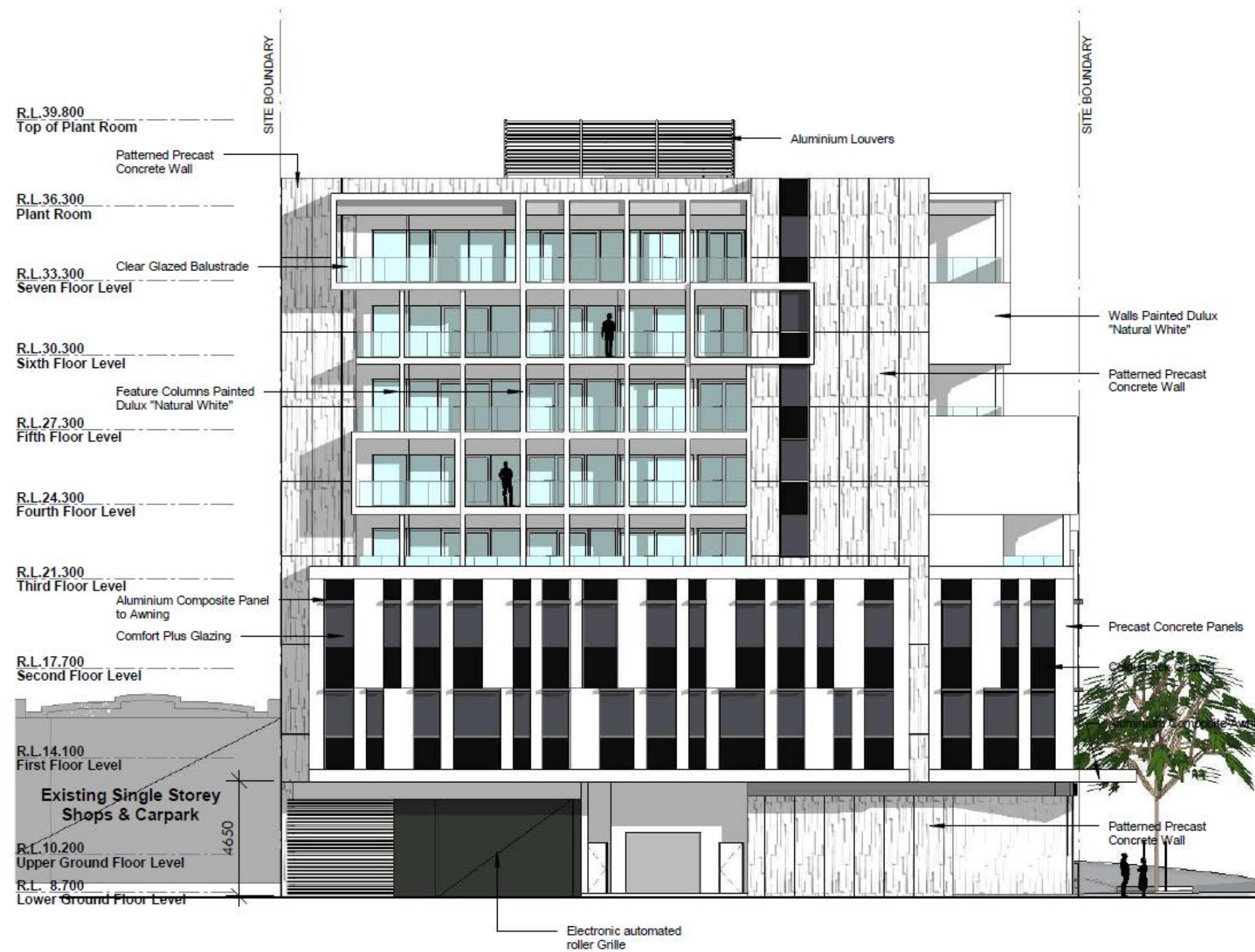


SOUTH ELEVATION

SCALE: 1 : 200

0 1 2 3 4 5

16 January 2014

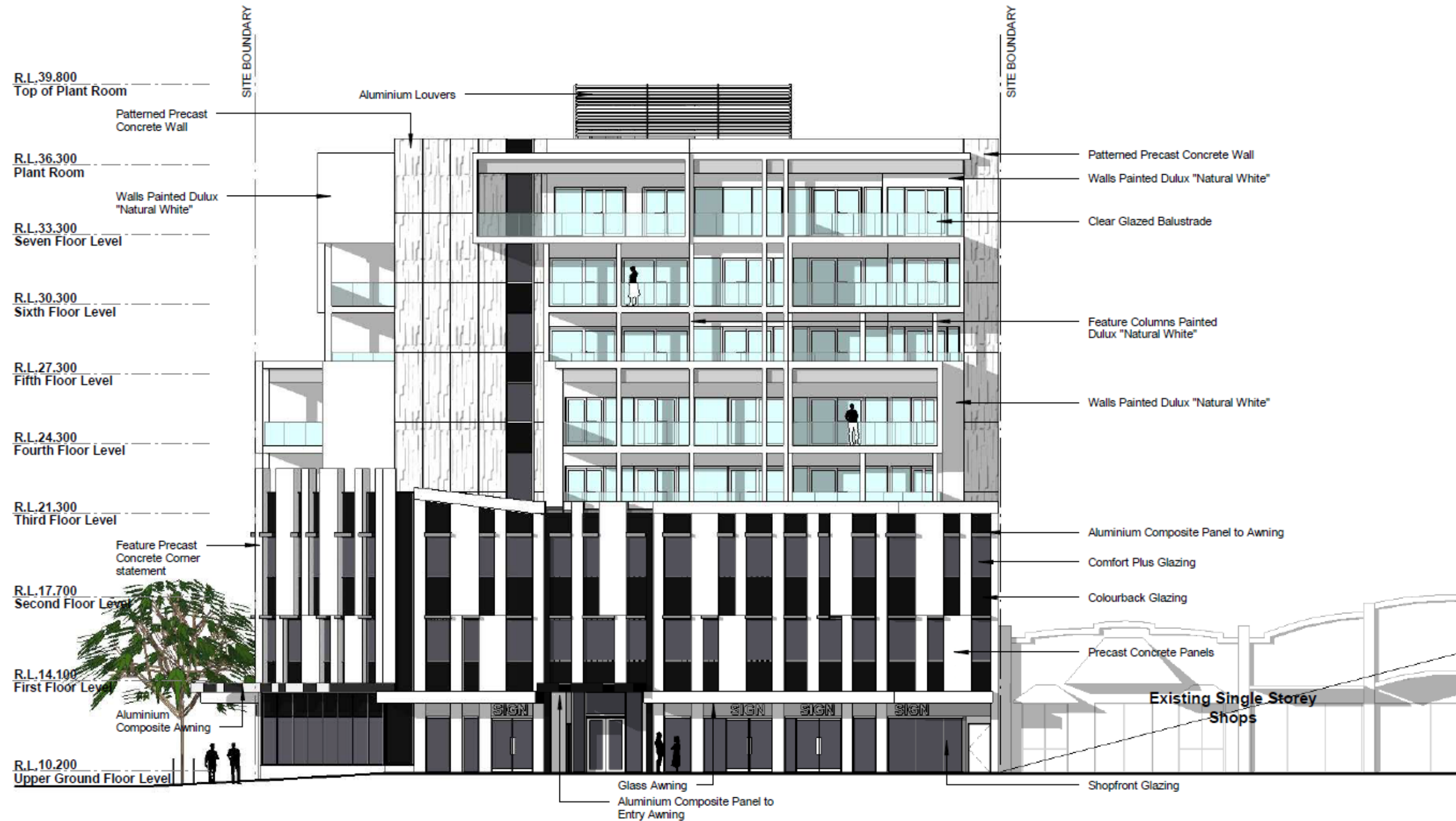


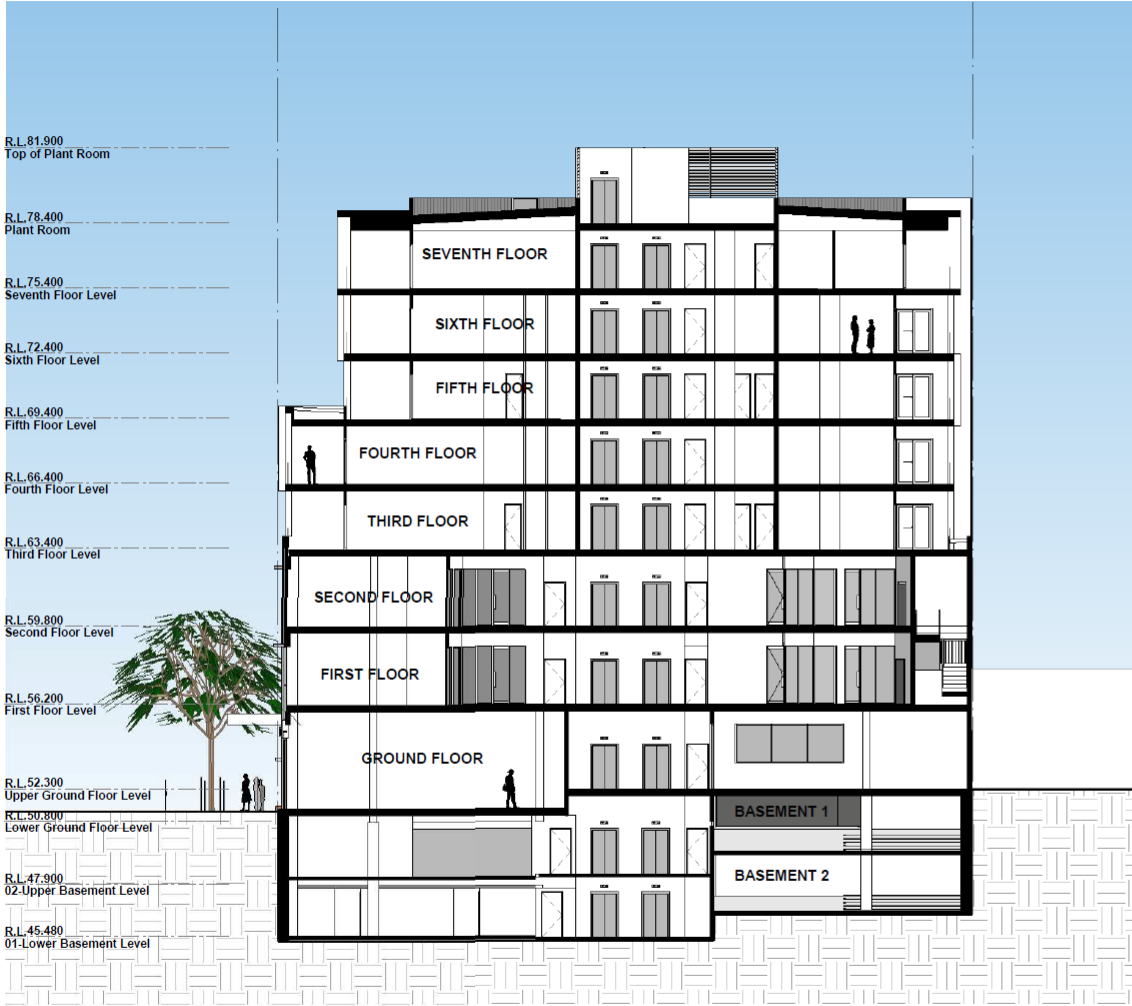
EAST ELEVATION: R.O.W

SCALE: 1 : 200

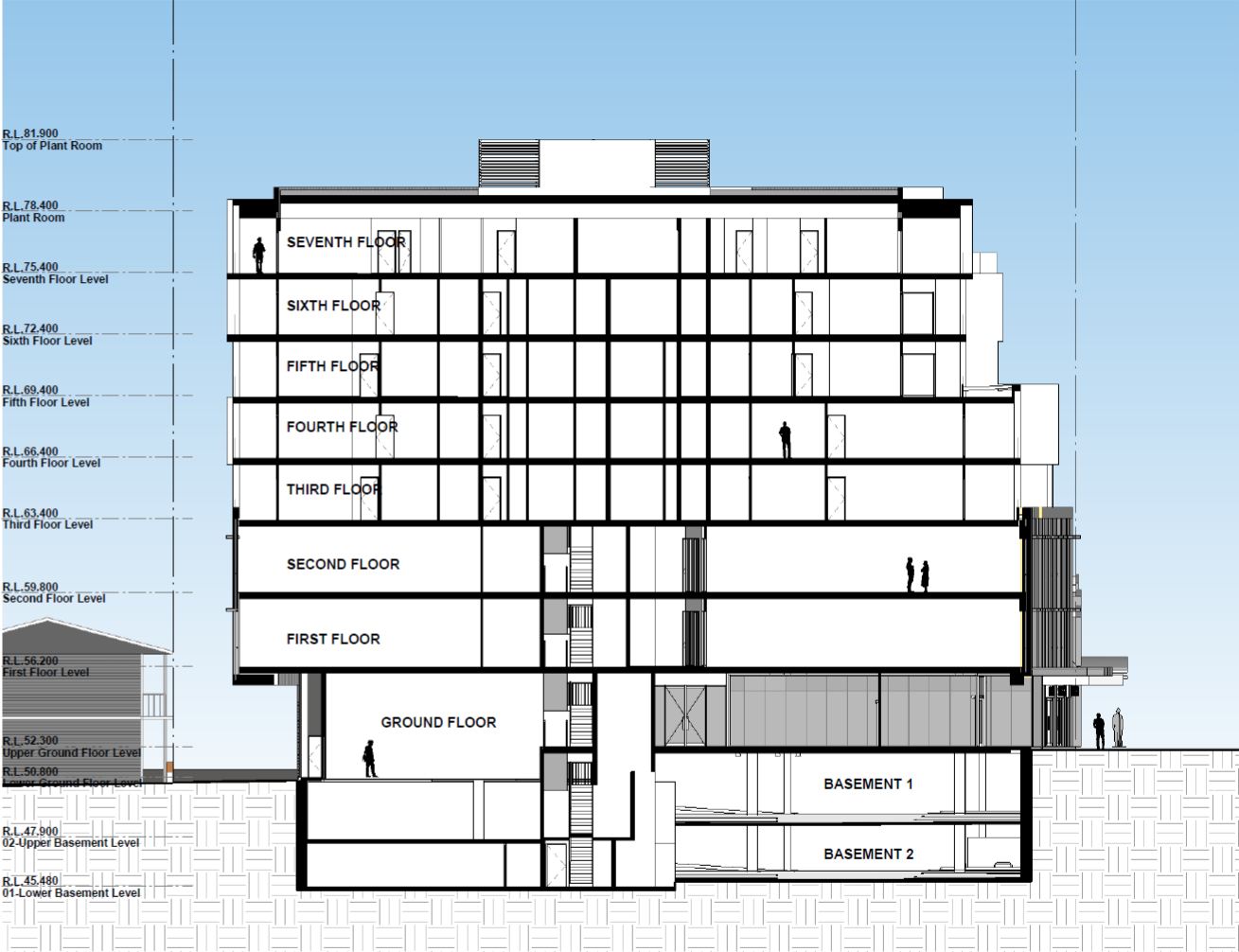


16 January 2014





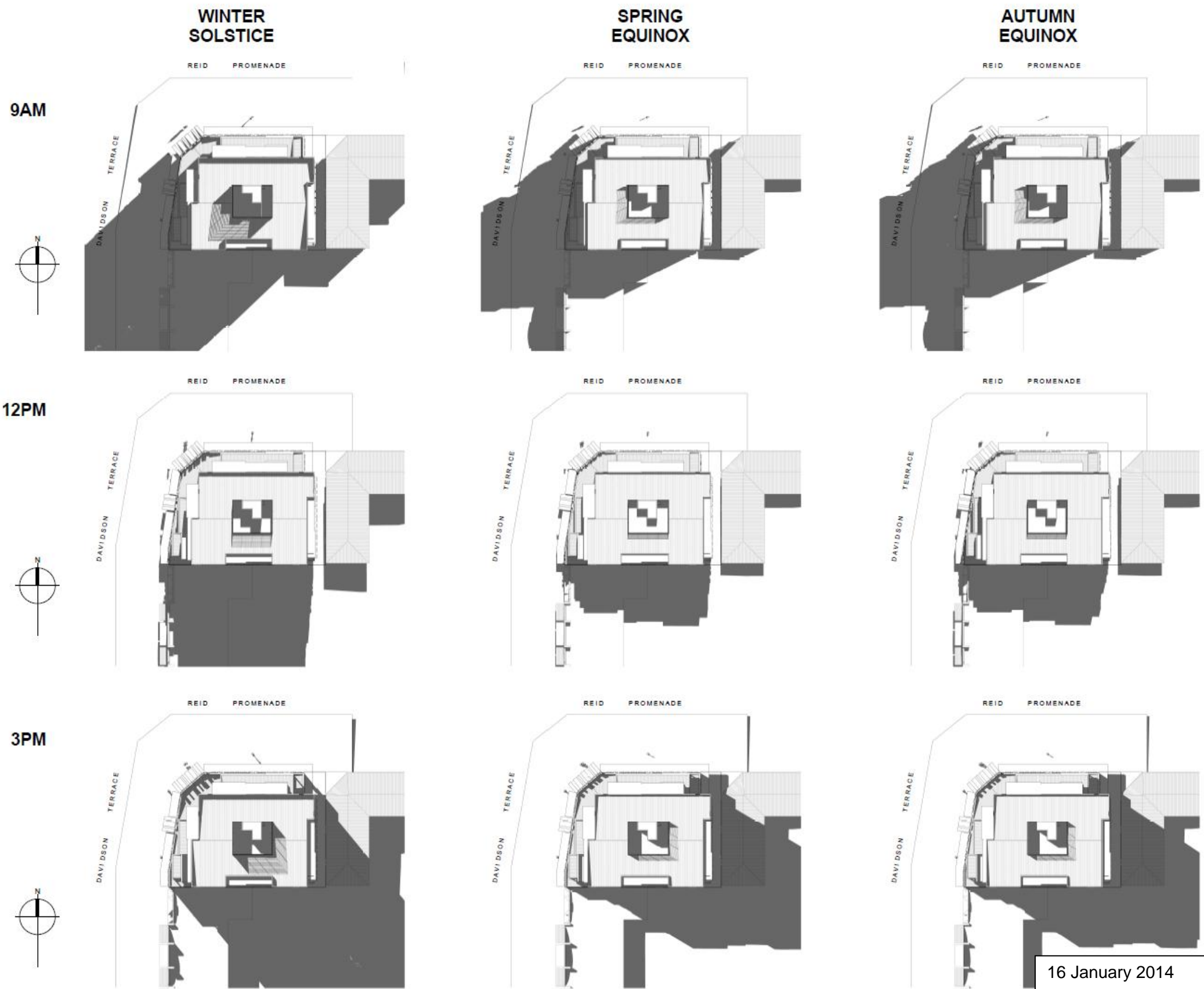
SECTION A
SCALE: 1 : 200



SECTION B
SCALE: 1 : 200



16 January 2014







DAVIDSON TERRACE VIEW
SCALE



REID PROMENADE LOOKING WEST VIEW
SCALE:



REAR VIEW - VIEW FROM CAR PARK

SCALE



Environmentally Sustainable Design – Checklist

Under the City's planning policy, *Environmentally Sustainable Design in the City of Joondalup*, the City encourages the integration of environmentally sustainable design principles into the construction of all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

Environmentally sustainable design is an approach that considers each building project from a 'whole-of-life' perspective, from the initial planning to eventual decommissioning. There are five fundamental principles of environmentally sustainable design, including: siting and structure design efficiency; energy efficiency; water efficiency; materials efficiency; and indoor air quality enhancement.

For detailed information on each of the items below, please refer to the *Your Home Technical Manual* at: www.yourhome.gov.au, and *Energy Smart Homes* at: www.clean.energy.wa.gov.au.

This checklist must be submitted with the planning application for all new residential, commercial and mixed-use buildings and redevelopments (excluding single and grouped dwellings, internal fit outs and minor extensions) in the City of Joondalup.

The City will seek to prioritise the assessment of your planning application and the associated building application if you can demonstrate that the development has been designed and assessed against a national recognised rating tool.

Please tick the boxes below that are applicable to your development.

Siting and structure design efficiency

Environmentally sustainable design seeks to affect siting and structure design efficiency through site selection, and passive solar design.

Does your development retain:

- ☐ existing vegetation; and/or
- ☐ natural landforms and topography

Does your development include:

- ☒ northerly orientation of daytime living/working areas with large windows, and minimal windows to the east and west
- ☐ passive shading of glass
- ☒ sufficient thermal mass in building materials for storing heat
- ☒ insulation and draught sealing
- ☐ floor plan zoning based on water and heating needs and the supply of hot water; and/or
- ☐ advanced glazing solutions

Energy efficiency

Environmentally sustainable design aims to reduce energy use through energy efficiency measures that can include the use of renewable energy and low energy technologies.

Do you intend to incorporate into your development:

- ☐ renewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
- ☒ low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
- ☒ natural and/or fan forced ventilation

Water efficiency

Environmentally sustainable design aims to reduce water use through effective water conservation measures and water recycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient technologies.

Does your development include:

- ☐ water reuse system(s) (e.g. greywater reuse system); and/or
- ☐ rainwater tank(s)

Do you intend to incorporate into your development:

- ☒ water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc)

Materials efficiency

Environmentally sustainable design aims to use materials efficiently in the construction of a building. Consideration is given to the lifecycle of materials and the processes adopted to extract, process and transport them to the site. Wherever possible, materials should be locally sourced and reused on-site.

Does your development make use of:

- ☒ recycled materials (e.g. recycled timber, recycled metal, etc)
- ☐ rapidly renewable materials (e.g. bamboo, cork, linoleum, etc); and/or
- ☒ recyclable materials (e.g. timber, glass, cork, etc)
- ☐ natural/living materials such as roof gardens and "green" or planted walls

Indoor air quality enhancement

Environmentally sustainable design aims to enhance the quality of air in buildings, by reducing volatile organic compounds (VOCs) and other air impurities such as microbial contaminants.

Do you intend to incorporate into your development:

- ☒ low-VOC products (e.g. paints, adhesives, carpet, etc)

'Green' Rating

Has your proposed development been designed and assessed against a nationally recognised "green" rating tool?

- ☐ Yes
- ☒ No **NOTE: National construction code had been referred. Section J energy efficiency had been used as a guide.**

If yes, please indicate which tool was used and what rating your building will achieve:

If yes, please attach appropriate documentation to demonstrate this assessment.

If you have not incorporated or do not intend to incorporate any of the principles of environmentally sustainable design into your development, can you tell us why:

Is there anything else you wish to tell us about how you will be incorporating the principles of environmentally sustainable design into your development:

We have where possible incorporated non toxic materials into the proposed construction process. Our construction materials are long lasting and better functioning thus eliminating the frequency that products or materials are replaced or serviced. The use of more energy efficiency materials and products is also incorporated into our methodology.

When you have checked off your checklist, sign below to verify you have included all the information necessary to determine your application.

Thank you for completing this checklist to ensure your application is processed as quickly as possible.

Applicant's Full Name: Meyer Shindore & Associates Contact Number: 9381 8511

Applicant's Signature:  Date Submitted: 16.01.2014

Accepting Officer's Signature: _____

Checklist Issued: March 2011



Form 1 - Responsible Authority Report (Regulation 12)

Property Location:	Lots 32, 33 and 105, House Number 96 Tenth Avenue, Inglewood
Application Details:	Mixed Use Development
DAP Name:	Metropolitan North-West JDAP
Applicant:	Planning Solutions
Owner:	Sanborn Holdings Pty Ltd
LG Reference:	DA13/1758
Responsible Authority:	City of Stirling
Authorising Officer:	Ross Povey Director Planning and Development
Department of Planning File No:	DP/13/00588
Report Date:	12 February 2014
Application Receipt Date:	8 July 2013
Application Process Days:	220 days
Attachment(s):	Attachment 1 Development Application Plans (unless otherwise stated plans are date stamped 18 December 2013): <ul style="list-style-type: none">a. SK01.01 Rev A Existing Site Planb. SK02.00 Rev B -02 Basement Car Park Masterplanc. SK02.01 Rev C -01 Basement Car Park Masterpland. SK02.02 Rev C Ground Floor Masterplan, date stamped 10 February 2014e. SK02.03 Rev A Level 01 Masterplanf. SK02.04 Rev A Level 02 Masterplang. SK02.05 Rev A Level 03 Masterplanh. SK02.06 Rev A Level 04 Masterplani. SK02.07 Rev B Ground A & B, date stamped 10 February 2014j. SK02.08 Rev A Level 01 – A & Bk. SK02.09 Rev A Level 02 – A & Bl. SK02.10 Rev A Level 03 – A & Bm. SK02.11 Rev A Level 04 – A & Bn. SK 02.12 Rev A Roof A & Bo. SK02.13 Rev B Ground and Level 01 C & D, date stamped 10 February 2014p. SK02.14 Rev A Level 02 and Roof C & Dq. SK02.15 Rev C -02 Basement Car Park A & Br. SK02.16 Rev C -01 Basement Car Park A & Bs. SK06.01 Rev A Elevationst. SK06.02 Rev B Elevationsu. SK06.03 Rev A Elevationsv. SK07.01 Rev C Elevationsw. SK40.01 Rev B Perspectives Ax. SK40.02 Rev A Perspectives B

	<p>y. SK40.03 Rev A Solar Study</p> <p>Attachment 2 Aerial Location Plan</p> <p>Attachment 3 Metropolitan Region Scheme (MRS) Zoning Map</p> <p>Attachment 4 City of Stirling Local Planning Scheme No. 3 (LPS 3) Zoning Map</p> <p>Attachment 5 City of Stirling Local Planning Policy 3.1 – Character Retention Guidelines Mt Lawley, Menora & Inglewood</p> <p>Attachment 6 City of Stirling Local Planning Policy 5.2 – Inglewood Town Centre Design Guidelines</p> <p>Attachment 7 City of Stirling Local Planning Policy 6.7 – Parking & Access</p> <p>Attachment 8 City of Stirling Local Planning Policy 6.5 – Development Abutting Rights of Ways</p> <p>Attachment 9 City of Stirling Local Planning Policy 6.3 – Bin Storage</p> <p>Attachment 10 City of Stirling Local Planning Policy 6.2 – Bicycle Parking</p> <p>Attachment 11 City of Stirling Local Planning Policy 6.6 - Landscaping</p> <p>Attachment 12 Applicants Planning Report, including Transport Statement by ARUP</p> <p>Attachment 13 Further submissions from applicant dated 20 September 2013, 18 December 2013, and 6 February 2014</p> <p>Attachment 14 Heritage Impact Assessment prepared by TPG Heritage on behalf of the City, dated July 2013</p>
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	<p>Attachment 15 Further advice from TPG Heritage dated 16 October 2013 in response to amended plans</p> <p>Attachment 16 Department of Planning referral comments</p>
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Recommendation:

That the Metro North-West JDAP resolves to:

Refuse DAP Application reference DP/13/00588 and accompanying plans (Attachment 1) for a Mixed Use Development in accordance with Clause 10.3.1 of the City of Stirling Local Planning Scheme No. 3, for the following reasons:

1. The proposed multiple dwellings on the ground floor facing the street cannot be approved in a Mixed Use zone.
2. The proposed parking within the Lawry Lane road reserve does not have the support of the City, as Managers of the land, therefore approval of these bays would constitute an invalid decision; and
3. The proposal to convert Lawry Lane into a one way laneway is not in the interests of orderly and properly planning.

Background:

Property Address:	Lots 32, 33 and 105, House Number 96 Tenth Avenue. Inglewood
Zoning	MRS: Urban
	TPS: Mixed Use
Use Class:	Multiple DwellingOffice Restaurant Shop
Strategy Policy:	Not Applicable
Development Scheme:	Not Applicable
Lot Size:	659m ² , 627m ² , & 2449m ² Total area of all three lots is therefore 3,735m ²
Existing Land Use:	Shop & associated Car Park
Value of Development:	\$16 million

The subject site, comprising three (3) lots, is located in the local municipality of Stirling, approximately 5km northeast of the Perth CBD. The subject site is bordered by Beaufort Street to the northwest, with Tenth and Eleventh Avenues to the north east and south west respectively. Lawry Lane runs through the development site and acts to divide Lot 105 from Lots 32 and 33. The border between the City of Stirling and the City of Bayswater is located approximately 370 metres to the south east.

The subject lot is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 3) and 'Mixed Use' under the City of Stirling's Local Planning Scheme No.

3 (LPS3) (Attachment 4). The surrounding land uses along Beaufort Street comprise a mixture of land uses, including commercial and multiple dwellings; the land uses to the south east along Tenth and Eleventh Avenues are residential R30.

Lot 105 currently contains a Shop (IGA supermarket), with Lots 32 and 33 containing parking associated with the Shop use. All existing structures and parking areas will be demolished as part of the proposed development.

Clause 4.2.9 of Local Planning Scheme No. 3 – Mixed Use Zone

LPS3 provides the following objectives for the Mixed Use zone:-

- a) *To provide for a wide variety of active uses on the street level that contribute to a vibrant and active street which are compatible with residential and other non active uses on upper levels.*
- b) *To facilitate the creation of employment within the area so as to reduce the demand for travel, and enhance the level of self sufficiency.*
- c) *To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments.*

Clause 5.3.2 of LPS3 - Special Application of Residential Design Codes

The subject site is zoned Mixed Use, hence clause 5.3.2 of LPS3 applies, which states:

Except as otherwise required in the Scheme or a Local Planning Policy, residential development not in the Residential Zone is to comply with the requirements of multiple dwellings under the R80 R-Code.

Residential development on the subject lots is therefore to be in accordance with the R80 standards of Part 6 of the R-Codes, unless otherwise varied by a Local Planning Policy, such as the Inglewood Town Centre Design Guidelines (as detailed further in this report).

Clause 6.6.3 of LPS3 – Heritage Protection Area Special Control Area

The subject site is located within the Heritage Protection Area Special Control Area. Clause 6.6.1 of LPS3 outlines the following objectives for the Heritage Protection Area Special Control Area:-

- a) *To ensure the conservation and retention of buildings within the Heritage Protection Area Special Control Area dating from the early 1900s to the 1950s where the architectural style of the building is generally intact;*
- b) *To ensure the retention of existing buildings referred to in (a) above to maintain the existing character of the streetscape;*
- c) *To ensure that new buildings (where permitted), alterations, additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respect the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;*
- d) *To maintain and improve existing street trees, grass verges and front gardens; and*
- e) *To retain mature trees wherever possible.*

Clause 6.6.3 of LPS3 requires development within the Heritage Protection Area (HPA) to conform to the following:-

- a) *The objectives of the Heritage Protection Area Special Control Area (clauses 6.6.1); and*
- b) *The Local Planning Policy adopted for the Heritage Protection Area Special Control Area (Character Guidelines Mt Lawley, Menora and Inglewood).*

Clause 10.2 of LPS3 – Matters to be Considered by the Council

In considering a development application, the decision maker is to have due regard to the matters set out in clause 10.2 of LPS3. Matters relevant to the subject application are as follows:

- *the aims and provisions of the Scheme and the objectives of the relevant zone and any other relevant town planning schemes operating within the Scheme area (including the Metropolitan Region Scheme);*
- *the requirements of orderly and proper planning including any relevant proposed new town planning scheme or amendment, or region scheme or amendment, which has been granted consent for public submissions to be sought;*
- *any Local Planning Policy adopted by Council under Clause 2.4, any heritage policy statement for a designated heritage area adopted under clause 7.3.2, and any other structure plan, detailed area plan or guidelines adopted by the Council under the Scheme;*
- *whether adequate provision has been made for landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;*
- *the potential loss of any community service or benefit resulting from the planning approval;*
- *The compatibility of a use or development within its setting;*
- *the preservation of the amenity of the locality;*
- *Any social issues that have an effect on the amenity of the locality;*
- *The relationship of the proposal to development on adjoining land or on other land in the locality including but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the proposal;*
- *Whether the proposed means of access to and egress from the site are adequate and whether adequate provision has been made for the loading, unloading, manoeuvring and parking of vehicles;*
- *The amount of traffic likely to be generated by the proposal, particularly in relation to the capacity of the road system in the locality and the probably effect on traffic flow and safety; and*
- *Any relevant submissions received on the application.*

Local Planning Policy 3.1 – Character Retention Guidelines

The applicable Local Planning Policy as per clause 6.6.3 of LPS3 is the Character Retention Guidelines Mt Lawley, Menora & Inglewood (Local Planning Policy 3.1) (Attachment 5). The objectives of the Guidelines are identified as follows:-

The purpose of these Guidelines is to ensure that the heritage character of Mt Lawley, Menora and Inglewood is retained and protected, as well as being reflected in new development.

The retention of the heritage buildings, gardens and streetscapes is important, as these are the features that give the area its special heritage character. Some buildings in the area are included on the State Register of Heritage Places, the City of Stirling's Heritage List and Municipal Inventory, but many more contribute to the character of the area. New buildings, where they occur, should be designed to fit into the existing streetscape, and be designed in a similar style, scale and proportions as the existing heritage buildings.

Give the above, the key objectives of these Guidelines are to:-

- Ensure the retention of building within the Heritage Protection Areas dating from the early 1900s to the 1950s where the architectural style of the building is generally intact;*
- Ensure that new buildings, alterations and additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respects the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;*
- Maintain and improve existing street trees, grass verges and front gardens;*
- Retain mature trees wherever possible; and*
- Provide a framework for the assessment of development applications in line with the above points.*

Local Planning Policy 4.2 – Mixed Use & Commercial Centre Design Guidelines

The City of Stirling's Mixed Use & Commercial Centres Design Guidelines (Local Planning Policy 4.2) apply to the subject site, the objectives of which are:

- To create vibrant and active mixed use centres by locating facilities such as housing, employment places and retail activities together;*
- To create main street frontages to existing box style developments;*
- To create a high level of pedestrian amenity through the provision of continuous streetscapes, interactive frontages and weather shelter;*
- To promote a high quality built form that creates a distinctive urban form and enables safety and security through passive surveillance; and*
- To create public and private spaces that are safe, attractive and surrounded by active vibrant uses that will become the focal / meeting point of the centres.*

However, the Introduction of the Mixed Use & Commercial Centre Design Guidelines states that where the Policy is inconsistent with the provisions of a specific Policy or Guidelines applying to a particular site or area, the provisions of that specific Policy or Guidelines prevail. In this instance, specific Guidelines do apply, being the Inglewood Town Centre Design Guidelines. This essentially makes the majority of standards contained in the Mixed Use & Commercial Centre Guidelines irrelevant to the subject lots.

Local Planning Policy 5.2 – Inglewood Town Centre Design Guidelines

The City of Stirling's Inglewood Town Centre Design Guidelines (Local Planning Policy 5.2) (Attachment 6) provide specific development standards to guide development within the Inglewood Town Centre. The implementation of the Inglewood Town Centre Guidelines plays a critical role in ensuring the objectives of the Heritage Protection Area Special Control Area are met. The objectives of the Guidelines are:

- *Provide a positive contribution to, and strengthening of, the recognisable features of the Inglewood Town Centre as a “main street/strip shopping” precinct;*
- *Encouraging a diverse mix of daytime and night time activities;*
- *Conserve the heritage character of existing commercial buildings in the Town Centre;*
- *Encourage new development and redevelopment to maintain the building scale, form and themes of the existing buildings that are recognised as giving the Inglewood Town Centre its Inter-War character;*
- *Encourage traditional shop fronts that contribute towards an active and pedestrian friendly environment; and*
- *Corner developments, redevelopments and renovations should be regarded as special opportunities for landmark buildings, due to their high visibility and potential to become gateways to the Town Centre.*

Local Planning Policy 6.7 – Parking & Access

The City's Parking and Access Policy (Local Planning Policy 6.7) (Attachment 7) contains the following objectives:-

- *To facilitate the development of adequate parking facilities;*
- *To ensure safe, convenient and efficient access for pedestrians, cyclists and motorists;*
- *To ensure that a major parking problem is unlikely to occur;*
- *To ensure that car parking does not have a detrimental impact on the character and amenity of a residential area; and*
- *To ensure that an oversupply of parking does not occur that discourages alternative forms of transport and is detrimental to urban design and Centre character.*

The Policy specifies that any further parking concessions beyond those allowed for in the Policy must be determined by “...*having due regard to the circumstances of a particular case, any justification submitted by the applicant and the likely impact on the amenity of the surrounding area and residents*”.

Local Planning Policy 6.5 – Development Abutting Rights of Ways

The City's Development Abutting Rights of Ways Policy (Local Planning Policy 6.7) (Attachment 8) applies to all lots which abut a Right of Way (ROW) or a dedicated road which was originally created as a ROW. As the subject lots abut Lawry Lane the Policy is applicable. Lawry Lane is classified as a Category 1 laneway, for which the following objective applies:

Developments are required to utilise Category 1 ROW for access and contribute to the development of a pleasant streetscape along it.

Summary of development application (DA13/1758)

The application proposes the redevelopment of lots 32, 33 and 105, House Number 96 Tenth Avenue, Inglewood. The site currently contains a Shop (IGA supermarket) and associated car parking. The proposal (refer Attachment 1) includes the following:-

1. Demolition of the existing building and associated car parking.
2. Construction of a three (3) to five (5) storey mixed use development, including a total of 94 multiple dwellings. The development can be broken down as follows:-
 - Two Basement levels providing:-
 - A total of 94 residential parking bays;
 - 6 commercial parking bays (in tandem);
 - 7 visitors parking bays;
 - 31 residential bicycle parking bays;
 - 92 storerooms; &
 - Building utilities.
 - Ground floor:-
 - three (3) non-residential tenancies comprising a 201m² Office, a 141m² Shop, and a 105m² Restaurant;
 - 17 multiple dwellings, and 8 associated storerooms;
 - Commercial and residential bin storage areas; &
 - 18 Visitor parking bays along both sides of Lawry Lane, with the 10 bays on the south east side of the Lane partially located within the laneway road reserve. This would have the effect of restricting Lawry Lane to one way traffic in lieu of the existing two way arrangement.
 - Other Levels – 77 multiple dwellings.

Revised Plans

The original development proposal required redesign as it included construction of basement parking underneath the Lawry Lane road reserve. The construction within the road reserve required the consent of the City, as Managers of the land, and the Department of Lands, as owners of the land on behalf of the Crown. However the required consent was unable to be obtained and the application was therefore considered invalid and incapable of being determined.

Amended plans were provided on 18 December 2013, wherein all development (with the exception of the 10 parking bays partially located in the Lawry Lane road reserve) is now contained within the subject lots. The application is therefore now a valid application and its consideration by the North West Metropolitan JDAP can be progressed.

Legislation & policy:

Legislation

- Planning and Development Act 2005
- Metropolitan Region Scheme (MRS)
- Local Planning Scheme No. 3 (LPS3)

State Government Policies

- Residential Design Codes of Western Australia

The following Local Planning Policies are applicable to the development:-

- Local Planning Policy 3.1 – Character Retention Guidelines Mt Lawley, Menora & Inglewood
- Local Planning Policy 4.2 – Mixed Use and Commercial Centre Design Guidelines
- Local Planning Policy 5.2 – Inglewood Town Centre Design Guidelines
- Local Planning Policy 6.2 – Bicycle Parking
- Local Planning Policy 6.3 – Bin Storage
- Local Planning Policy 6.5 – Development Abutting Rights of Ways
- Local Planning Policy 6.6 – Landscaping
- Local Planning Policy 6.7 – Parking & Access

Consultation:

Public Consultation

The application was advertised for a period of 21 days, in accordance with the City's 'Planning Consultation Procedure' and part 9.4 of Local Planning Scheme No.3. Letters were sent to all owners and occupiers of properties within a 100m radius of the subject site. Three (3) signs were also placed on site and the details of the application were listed on the City's website. It should be noted that the amended plans received on 18 December 2013 were not subject to further consultation as these only included amendments on the basement levels.

At the conclusion of the advertising period, 64 submissions were received, with their relative locations as follows:

Submissions Received	Within 100m of site	More than 100m from subject site	All Submissions
SUPPORT	1.56%	1.56%	3.1%
OBJECT	37.5%	54.7%	92.2%
OTHER (Not stated/ no opinion/ 'conditional')	3.1%	1.56%	4.7%

The submissions received have been summarised in the table below. Also provided is the percentage of objections in which the issue was raised, and officer's response to the issue.

Issue Raised	Percentage of Objections in which Issue was Raised	City of Stirling Officer's Comment	Applicant's Comment

Impact on local traffic network	71.2%	The traffic impact considerations of the proposal are discussed later in the report.	In accordance with the Transport Statement submitted with the application, the proposed development will generate less traffic than the existing development on the subject site.
Building Height	69.5%	The building height exceeds the 2 – 3 storeys permitted by the Inglewood Town Centre Design Guidelines. Building height is discussed in further detail later in the report.	Whilst the proposed development does not achieve all the provisions of the Inglewood Town Centre Design Guidelines, it meets the overall objective of the Guidelines, and importantly maintains the primacy of the Clocktower. The development has been designed to minimise building bulk, by strategically locating the highest portions of development in the centre of the site so that they are not visible from surrounding streets.
Car parking	66.1%	The parking considerations of the proposal are discussed in further detail later in the report.	The proposal complies with the City's parking requirements. The proposed development provides 124 car parking spaces (114 of which are wholly within the site's boundaries), resulting in a surplus of 9 spaces. There is no shortfall of parking. There are also 43 bicycle parking spaces available, and residents and customers will have access to Perth's newest high-frequency bus route (950), which runs along Beaufort Street, commencing 27 January 2014.
Building Bulk & Density	64.4%	Built form consideration, including those relating to bulk and density, are discussed in further detail later in the report.	The development has been designed to minimise building bulk, by strategically locating the highest portions of development in the centre of the site so that they are not visible from surrounding streets. The density of the development is consistent with state-

			wide planning objectives and complements Perth's newest high-frequency bus route (950) on Beaufort Street, commencing 27 January 2014.
Lack of compliance with Inglewood Town Centre Design Guidelines	57.6%	The proposal seeks a number of concessions with respect to the development standards contained in these Guidelines. These are discussed in further detail later in the report.	The proposed development meets all objectives of the Guidelines. We understand the City has programmed a new urban design study for the Beaufort Street Activity Corridor (including the Inglewood Town Centre) commencing in February 2014, which will ultimately replace the existing Guidelines.
Inconsistent with the heritage character of the area	37.3%	Heritage considerations are discussed in further detail later in the report.	The proposed development is consistent with the City's Character Retention Guidelines. The proposed development includes a shop front design reflecting traditional shop front forms. The building represents a contemporary design with design cues taken from a heritage assessment of the locality and its Inter War commercial and residential.
Building Design	32.2%	The design of the building, as it relates to the location of the site within the City's Heritage Protection Area, is discussed in further detail later in the report.	The proposed development is consistent with the City's Character Retention Guidelines, whilst providing for a contemporary design which reflects various heritage elements rather than mimicking a traditional design. The proposed development provides a form of development not previously constructed in Inglewood, so there is no specific style on which to copy, and in any event it would be inappropriate to do so.
Impact on amenity	30.5%	Impact on amenity is a valid planning consideration, particularly given the concessions sought by the applicant as	The proposed development has been carefully designed so as to protect the amenity of the nearby locality and

		part of their proposal. Amenity is discussed in further detail later in the report.	adjacent residential properties, by limiting building height on boundaries and overshadowing.
Loss of existing IGA supermarket	28.8%	The role of the existing supermarket in the local community is acknowledged. However, other than the built form considerations relating to the demolition of the building, there is no ability for the City to require the existing land use to be retained. The proposed land uses must be assessed on their merits and in accordance with the existing planning framework.	The planning framework does not mandate the provision of a supermarket. The area is currently serviced by four other substantial supermarkets within a 2km radius and this has caused the present IGA operation to become unviable as it is not well supported by the local community.
The building will detract from local heritage icons (e.g. the Clocktower)	23.7%	This relates to the building height considerations and is therefore discussed in further detail later in the report.	The proposed development is consistent with the City's Character Retention Guidelines and the Guidelines. The development has been designed to reduce the impact of building bulk away from public streets, retaining the primacy of the Clocktower.
The development will lower property values	18.6%	Impact on property values is not a valid planning consideration.	There is no evidence the proposed development will lower property values, and in any event property values are not a relevant planning consideration for the assessment of the proposal.
Lack of landscaping and open space	18.6%	Landscaping and open space are discussed in further detail later in the report.	Approximately 293m ² (or 7% of the subject site) is provided in the form of yard space and communal courtyard space. The provision of further landscaping is not consistent with the intent of the Guidelines.
The development will have a negative impact on the local community	18.6%	The potential impact on the community is very subjective and covers a broad range of considerations which have also been raised in the submissions received. Impact on the local community, by its association with the other	The proposal will provide diversity in housing stock and will ensure the local population will be provided with housing choice and options. There is no evidence demonstrating the proposed development would have an adverse effect on the local

		issues listed here, are therefore discussed in further detail later in the report.	community.
Restriction of Lawry Lane to one way	17%	The proposal to have Lawry Lane function as one way only is discussed in further detail later in the report.	The road reserve of Lawry Lane currently operates as car parks to service the existing supermarket, meaning it is currently un-trafficable. The reinstatement of Lawry Lane as a trafficable road will improve traffic connections. The restriction of Lawry Lane to one-way traffic will not effect traffic movements in the area, as alternative traffic routes (such as Beaufort Street) are available.
The development is not aligned with surrounding residential uses	17%	The zoning of the subject site differs from the sites immediately abutting it to the southeast and south west. Therefore while concerns regarding the interaction of existing and proposed land uses are acknowledged, the City is required to assess the proposal based on the zoning of the subject site, not the zoning of the adjoining residential locality.	Setbacks, building bulk, design and materials of the proposed development have been subject to detailed architectural analysis and are complementary to surrounding residential uses in the locality.
Concern regarding Housing Type	15.2%	The subject site is zoned 'Mixed Use' where multiple dwellings are a discretionary land use under the City's Local Planning Scheme No. 3. The appropriateness of the land use is discussed in more detail later in the report.	The proposal will provide diversity in housing stock and will ensure the local population will be provided with housing choice and options. The planning framework requires diversity in housing types.
Concerns regarding the consultation process	13.6%	The consultation process was undertaken in strict accordance with the City's Planning Consultation Procedure.	Consultation was undertaken by the City of Stirling which culminated in a Community Forum held in October 2013.
Setbacks to Neighbouring Properties	11.9%	Setbacks are discussed in further detail later in the report.	The proposed development includes a recession plane, where the third storey is setback a further 2.26m than the first two storeys (being 3.0m) from the adjoining residential properties. The

			recession plane provides for sunlight and ventilation access to the adjoining residential properties, and protects the amenity of those residential properties. It also means there is far less visual impact when viewed from the surrounding streets.
Anti-social behaviour due to the development	11.9%	Anti-social behaviour is not expected to be an issue as the proposed land uses are generally in accordance with the objectives of the Mixed Use zone.	There is no evidence demonstrating the proposed development will result in an increase in anti-social behaviour in the locality.
Ground floor land uses (specifically that a café already exists in the locality, and that a new supermarket is not proposed)	10.2%	The proposed land uses are discussed in further detail later in the report.	The proposed ground floor uses are permissible under the planning framework. The existing supermarket is unviable as it is not well supported by the local community and there are four other supermarkets within a 2km radius of the subject site.
The development will affect the safety of pedestrians	8.5%	The subject site is surrounded by road reserves with vehicle access predominantly via the two way basement level access. Sufficient sightlines from all vehicle access and egress points have been provided. There is no evidence to suggest that the development will pose a safety risk to pedestrians.	Suitable sightlines are provided at all intersections of vehicle routes and footpaths to reduce the likelihood of conflicts between vehicles and pedestrians.
Overshadowing on Neighbouring Properties	8.5%	The overshadowing proposed by the development complies with the deemed-to-comply standards of the R-Codes.	The proposed development meets the deemed-to-comply standards relating to overshadowing of adjoining residential properties, with only 20% of the adjoining properties being overshadowed at noon on June 21. This is well within the deemed-to-comply standards.
Noise due to the development	6.8%	The development is required to comply with the Environmental Protection (Noise) Regulations 1997. Any required noise attenuation measures for the dwellings can be dealt with through the imposition	The proposed development will incorporate the noise attenuation measures at the building permit stage.

		of a condition requiring an acoustic noise assessment, and required noise attenuation measures can be implemented as part of the building permit.	
Undesirable demographic of residents	6.8%	This is not a valid planning consideration.	The ultimate demographic of the proposed development is not and can not be known. The proposal will provide diversity in housing stock and will ensure the local population will be provided with housing choice and options. There is no evidence the proposed development will be occupied largely by any particular demographic type of person.
Street Setbacks	5.1%	The proposed street setbacks comply with the City's requirements. Specifically, the Mixed Use zoning allows for a nil setback.	The nil street setbacks are a requirement of the Guidelines. Nonetheless, to protect the amenity of adjacent residential properties larger setbacks to Tenth Avenue and Eleventh Avenue are proposed on the southeast side of Lawry Lane.
Lack of access for service vehicles, incl. Waste removal	5.1%	This is discussed in further detail later in the report.	A loading bay is provided on Lawry Lane. Residential waste will be collected from the street by the City's waste collection service, and commercial waste will be collected by private contractor.
Lack of cohesive development—should be developed in conjunction with the adjoining lots to enable a landmark building	5.1%	The subject application is required to be determined at this point in time on its own merits.	The development plans indicate the general building form of a potential development on the adjoining sites, providing an indication of an ultimate consolidated development along Beaufort Street between Tenth Avenue and Eleventh Avenue. As the adjoining lots are not under control of the developer, the adjoining sites cannot be included in the development application. This is a matter for the City's Beaufort Street Activity Corridor Study.

Construction issues due to basement levels	3.4%	Construction considerations are not a valid planning consideration, but rather would need to be addressed as part of the building permit process.	Construction issues will be addressed at the building permit stage.
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Consultation with other Agencies or Consultants

The City of Stirling consulted with the Department of Planning with regards to the subject application, as the subject site abuts Beaufort Street, which is an Other Regional Road under the Metropolitan Region Scheme and is also subject to a road widening requirement. The Department of Planning provided the following advice (refer Attachment 16):

Access

Vehicular access to the subject site is proposed via the local road network. Tenth Avenue will provide access to a basement car park. Lawry Lane will provide additional access, servicing and car parking opportunities. This is in accordance with the Commission's Regional Roads (Vehicular Access) Policy DC 5.1m which seeks to minimise the number of new crossovers onto regional roads.

Land Requirements

The subject site abuts Beaufort Street, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and reserved as a Category 2 road as per Plan Number SP694/2. Frontage access may be allowed subject to approval on a Category 2 Road. Lot 105 is affected by the ORR reservation for Beaufort Street per the WAPC Land Requirement Plan 1.3560/1. It appears that this land requirement has been acknowledged in the submitted proposal.

Transport Assessment

A Transport Statement has been submitted with the proposal in accordance with the WAPC's Transport Assessment Guidelines for Developments. The proposed development is likely to generate fewer trips than the existing use of the site (IGA supermarket) and is therefore unlikely to have any impact above current activities.

Summary of Recommendations

The Department has no objections to the proposal on regional transport planning grounds.

The City sought clarification on whether the road widening should be required to be ceded as part of the subject development. The Department of Planning advised that they are agreeable to the road widening being ceded as a condition of approval.

Referral to the City's heritage consultants, TPG Town Planning, Urban Design and Heritage, was also undertaken. Their advice is contained in Attachments 14 and 15 and is referred to further in this report.

Referrals to officers from the City's Engineering Design, City Planning, and Health & Compliance Business Units were also consulted as a part of the City's assessment. Their advice is also referred to further in this report.

Planning assessment:

The development has been assessed against the City of Stirling's Local Planning Scheme No. 3 (LPS3) and the applicable policies contained in the City's Local Planning Scheme No. 3 Policy Manual. It should be noted that LPS3 provides guidance in respect to zoning and objectives of zones, however, more specific development standards are provided in relevant local planning policies.

Given the number of Scheme elements and Local Planning Policies that are applicable to the proposed development, the planning assessment part of this report has been broken down into the following sections:

1. Demolition of Existing Building
2. Proposed Land Uses
3. Residential Design Codes Multiple Dwellings Assessment
4. Local Planning Policy 3.1 – Character Retention Guidelines
5. Local Planning Policy 5.2 – Inglewood Town Centre Design Guidelines
6. Local Planning Policy 6.7 – Parking & Access
7. Local Planning Policy 6.5 – Development Abutting Rights of Ways
8. Local Planning Policy 6.3 – Bin Storage
9. Local Planning Policy 6.2 – Bicycle Parking
10. Local Planning Policy 6.6 – Landscaping

It is advised that, as discussed in section 2 of this report, there is a statutory impediment which prevents the approval of the subject development. Notwithstanding this statutory impediment, the City has proceeded to undertake a complete assessment of the proposal in accordance with the applicable planning framework. The JDAP are advised that the City's comments and recommendations in assessing other aspects of the development should not be misconstrued as support for the development. The effect of the statutory impediment is such that the City is unable to offer a favourable recommendation on the proposal.

1. Demolition of Existing Building

The subject site is located in the Heritage Protection Area Special Control Area (HPA) and subject to the provisions of the Character Retention Guidelines. Clause 8.2.1(a) of LPS3 specifies that the demolition of buildings within the HPA requires development approval. Part 3 of the Character Retention Guidelines (LPP3.1) relates to the demolition of buildings within the HPA, the objective of which is to:

Retain and conserve traditional buildings within the Heritage Protection Areas, particularly those buildings dating from the early 1900s to the 1950s.

The subject application has been referred to the City's expert heritage consultants to review how the proposal meets the criteria for demolition. The City is in receipt of their expert heritage advice in the form of a heritage impact assessment (refer Attachment 14). Relevant extracts of the report are as follows:

Historic aerial photography available online from Landgate shows that the subject site was vacant apart from the two weatherboard dwellings in 1953. By 1965 the brick and corrugated iron warehouse currently used as a supermarket had been constructed and the two weatherboard dwellings demolished to accommodate car parking. Little change appears to have been undertaken to the site since this time.

The existing warehouse building on the subject site is an intrusive element in the Inglewood Heritage Protection Area, and as such does not contribute to the significance of the HPA.

The proposed development will constitute an improvement to the existing streetscape, by removing an intrusive element (the presentation of the existing building, surrounded by large setbacks and carparking) and replacing with a neutral development, which is in keeping with the heritage character of the area.

In view of the above, the City is supportive of the demolition of the existing building as it does not constitute a traditional building. Further comments regarding the heritage impact assessment of the proposed development are contained further in this report.

2. Proposed Land Uses

The table below summarises the zoning permissibility of the proposed uses, as stated in Table 1 of LPS3.

USE	LPS3 ZONING PERMISSIBILITY	
Office	P	The use is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme.
Restaurant	P	
Shop	P	
Multiple Dwelling	D ²	The use is not permitted unless Council has exercised its discretion by granting planning approval. Note 2 states that Multiple Dwellings are not permitted on the ground floor fronting a street.

Under LPS3, an Office is defined as:-

“Means premises used for administration, clerical, technical, professional or other like business activities.”

Under LPS3, a Restaurant is defined as:-

“Means premises where the predominant use is the sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licenses under the Liquor Licensing Act 1988.”

Under LPS3, a Shop is defined as:-

“Means premises used to sell goods by retail, or hire goods, but does not include a showroom or fast food outlet.”

Under LPS3, a Multiple Dwelling is defined as:-

“Has the same meaning as in the Residential Design Codes.”

Within the Residential Design Codes (R-Codes), a Multiple Dwelling is defined as:-

“A dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:

- does not include a grouped dwelling; and*
- includes any dwellings above the ground floor in a mixed use development.”*

In accordance with the above details and LPS3, the three non-residential land uses are permitted, and therefore do not require the Development Assessment Panel's consideration based on land use alone.

However, multiple dwellings in the Mixed Use zone are a Discretionary use. By virtue of the permissibility designation D², multiple dwellings in the Mixed Use zone are not permitted unless the decision maker exercises its discretion by granting approval subject to the qualification of the superscript '2', being that multiple dwellings are not permitted on a ground floor fronting a street. The expression 'not permitted' is the equivalent of an 'X' use in clause 4.3.2. The inclusion of superscript '2' and its associated footnote has the express effect that multiple dwellings on the ground floor fronting a street are incapable of approval. Consequently, there is no discretion to approve multiple dwellings on the ground floor fronting a street as proposed.

The City's position has also been informed by the decision of the State Administrative Tribunal in the matter of *36 Chester Avenue Pty Ltd and City of Stirling [2012] WASAT 198*. In that case, at [34], the SAT found that footnote 2 *“was intended very clearly to prohibit certain land use otherwise permitted in the zone”*. The interpretation clearly reached by the Tribunal in that matter is that the superscript '2' and its corresponding note *“gives, in effect, an 'X', or prohibited, use”* to multiple dwellings on the ground floor facing a street. The Tribunal found at [41] that clause 5.5.1 of LPS3, which otherwise allows variations to development standards, can not be applied, as this land use standard is not capable of relaxation or variation.

In view of the above, it is clear due to the inclusion of multiple dwellings at the street level fronting Lawry Lane, a statutory impediment exists which prevents approval of the development as currently proposed.

The applicant has provided two arguments under which they feel the proposal is capable of approval, as follows:

- a) The Laneway argument
- b) The Home Office argument

These arguments are considered separately in the following sections of this report.

The Laneway Argument

The applicant's first argument contends that the prohibition of multiple dwellings on the ground floor facing a street was not intended to apply to dwellings facing a Lane as this is contrary to the City's Local Planning Policy 6.5 – Development Abutting Rights of Ways. The applicants have provided the following comments in their planning report (Attachment 12) in relation to this argument:

Multiple dwelling is a 'D2' use within the Mixed Use zone pursuant to LPS3, meaning “the use is not permitted unless the Council has exercised its discretion by granting planning approval”. Footnote 2 to the Zoning Table of LPS3 states

“not permitted on the ground floor fronting a street”. The State Administrative Tribunal considered the effect of Footnote 2 in 36 Chester Avenue Pty Ltd v City of Stirling [2012] WASAT 198 and found that it has to be given full force and effect according to its terms as part of LPS3.

Although there are no ground floor dwellings fronting onto Tenth Avenue, Eleventh Avenue or Beaufort Street, there are dwellings on the ground floor fronting onto Lawry Lane, a gazetted road. The relevant question is whether the City (and the Metro North West Joint Development Assessment Panel) may approve ground floor dwellings fronting Lawry Lane. This relies on the definition of the word “street” in its context of use in Footnote 2, and advice has been obtained in response to this issue.

Clause 1.7.1 of LPS3 provides:

“Unless the context otherwise requires, words and expressions used in the Scheme have the same meaning as they have -

- a) in the Planning and Development Act; or*
- b) if they are not defined in that Act -*
 - i. in the Dictionary of defined words and expressions in Schedule 1; or*
 - ii. in the Residential Design Codes.”*

The word “street” is not defined in the Planning and Development Act 2005 or in Schedule 1 of LPS3, but under the R-Codes it is defined to mean:

“Any public road, communal street, private street, right-of-way or other shared access way that provides the principal frontage to a dwelling but does not include an access leg to a single battleaxe lot.”

By the above definition, Lawry Lane is defined as a “street”; however, the above definition does not apply pursuant to clause 1.7.1 of LPS3 if “the context otherwise requires”.

The City’s Local Planning Policy 6.5 – Development Abutting Rights of Way (LPP6.5) is relevant to the application of the definition of “street” or otherwise to Lawry Lane, in the context of Footnote 2. LPP 6.5 applies development standards to rights of way (ROW). For the purpose of LPP6.5, Lawry Lane is classified as a Class 1 ROW. LPP6.5 provisions applicable to a Category 1 ROW include:

“General

Developments are required to orient to and use the ROW for primary access except where the applicant provided adequate justification, clearly illustrating why use of the ROW does not represent the optimum traffic management option and that the development will not detract from the objectives of providing passive surveillance and creating a pleasant streetscape within the ROW.

Residential Development

Residential developments are required to use the ROW for primary access.”

There are also various provisions in LPP6.5 relating to Category 1 ROW which are clearly based upon and encourage residential developments having primary frontage to ROW.

If the broad definition of “street” in the R-Codes were to be applied to development along ROW, residential development would be prohibited by Footnote 2 of the Zoning Table, within certain zones, from fronting onto ROW. This is clearly inconsistent with the intent of LPP6.5. It is considered the definition of “street”, in the context of its use in Footnote 2, is clearly not intended to apply to ROW as set out in the LPP6.5. There is a strong argument to the effect that the purpose of Footnote 2 does not require the application of the broad definition of “street” in the R-Codes, and that the application or the ordinary dictionary meaning of the street (which excludes lanes, alleys and the like) would support the operation of Footnote 2 and LPP6.5.

The residential element of the proposal will complement existing residential development in the area surrounding the subject site whilst also contributing to the vibrancy and activity of the Mixed Use zone. In our view, the proposed residential use is entirely appropriate and the City (and the Metro North West Joint Development Assessment Panel) should therefore exercise its discretionary powers in accordance with Clause 5.5.1 of LPS3 and grant planning approval.

The applicant's argument in this instance rests on whether Lawry Lane is considered a 'street'. The applicant contends that, by virtue of comments contained in Local Planning Policy 6.5 (Attachment 8), Category 1 laneways such as Lawry Lane are required to have dwellings orientate to the street. However, LPP6.5 functions as an overarching Policy applicable to sites with various zonings throughout the City, and is therefore only intended to guide development on properties which abut laneways.

LPP6.5 must therefore be read in the context required by the Scheme, being that it is subject to a land use restriction which does not permit dwellings on the ground floor facing a street. The logical approach to balancing LPP6.5 with LPS3 is that the 'primary access' requirement of LPP6.5 requires multiple dwellings above a ground floor commercial component to simply gain access via the street level. Understood in this way, it is the City's view that there is no inconsistency. This approach is also supported by the objectives of the Mixed Use zone, which seek to provide "...for a wide variety of active uses on the street level that contribute to a vibrant and active street". The standards of LPP6.5 are not intended to override the land use provisions of the Scheme but rather to be complementary to their common purpose.

Even if there were inconsistencies between LPP6.5 and LPS3, as per clause 2.3.1 of LPS3 the standards of LPP6.5 are incapable of overriding the land use provisions of the Scheme, as follows:

"If a provision of a Local Planning Policy is inconsistent with the Scheme, the Scheme prevails."

It is therefore inconsistent with the subsidiary nature of local planning policies for the proponent to advocate that a policy provision be used to advocate for the decision maker to adopt a different interpretation of a word under the Scheme.

The City therefore concludes that in relation to the question of land use on this site, the contents of LPP6.5, as advanced by the applicant, are irrelevant. Lawry Lane is a dedicated road reserve and, in accordance with the R-Codes definition, can not be deemed anything other than a street. Notwithstanding any merits that may exist in having multiple dwellings on the street level of this particular development, there is

no discretionary decision capable of being made by the JDAP in relation to this issue. Accordingly the development is required to be refused.

The Home Office Argument

The applicants second argument is on the basis that the inclusion of Home Offices within the ground floor multiple dwellings which abut the laneway resolves the statutory impediment. The applicants have provided the following comments in their additional planning submission (Attachment 13) in relation to this argument:

The amended plans and information are intended to provide a secondary avenue for approval of the ground floor dwellings fronting Lawry Lane, in the event our primary argument fails. In summary, the further information supports the approval of a 'home office' as a separate and distinct use pursuant to the City's Local Planning Scheme No. 3, a use which could 'front' Lawry Lane, and support a rear dwelling which has no direct frontage to Lawry Lane by virtue of the home office. Our amended plans show a home office in each ground floor dwelling, and should this argument be successful minor modifications to the plan (as a condition of development approval) showing all home offices having fronting Lawry Lane.

We also note that no ground floor dwellings front Lawry Lane; all main entry (front door) access to the dwellings are via side or rear passages.

It is acknowledged that Home Office is a separate land use as defined in LPS3. However what the applicant has failed to acknowledge is that the existence of the Home Office relies on the existence (and approval) of the Multiple Dwelling, and is therefore to be viewed as a use within a use. The Home Office definition is quite clear on this, as follows (emphasis added):

*"Means a home occupation limited to **a business carried out solely within a dwelling** by a resident of the dwelling but which does not:*

- a) Entail clients or customers travelling to and from the dwelling;*
- b) Involve any advertising signs on the premises; or*
- c) Require any external change to the appearance of the dwelling."*

As per the definition, a Home office cannot exist in isolation – that is, the approval of the home office relies on the approval of the multiple dwelling within which it exists. The Home Office can therefore not exist unless the multiple dwelling is itself capable of approval. As already outlined above, the ground floor multiple dwellings are not capable of approval. Therefore there is no ability to approve the home offices, as such an approval relies on the approval of the multiple dwellings in the first instance.

Furthermore, the inclusion of home offices on the plans gives rise to a further consideration given that, under clause 8.2.1(g) of LPS3, a home office does not require planning approval. This means that neither the City nor the JDAP can grant approval for the home office component of the plans. If the approval of the proposed development relies on the inclusion of a land use which is exempt from requiring approval, then that approval would be invalid (*WR Carpenter Properties Pty Ltd & Anor and Shire of Busselton* [2005] WASAT 266 at [30]). The determining authority can only determine whether approval is granted for the multiple dwellings within which the home offices are proposed and, as explained above, approval of the multiple dwellings in this instance is prohibited by footnote 2 of the LPS3 Zoning Table.

It is therefore clear that the provision of the Home Offices does not resolve the statutory impediment that prevents the approval of multiple dwellings fronting Lawry Lane.

3. Residential Design Codes Multiple Dwellings Assessment

Design Element		'Deemed-to-Comply' / N/A	OR	'Design Principles' Assessment	Comment
6.1 Context					
6.1.1	Building size	✓			Building size is controlled by the Inglewood Town Centre Design Guidelines (LPP5.2). Refer assessment below.
6.1.2	Building Height	✓			Building height is controlled by LPP5.2. Refer assessment below.
6.1.3	Street Setback	✓			Street setbacks are controlled by LPP5.2 and the Development Abutting Rights of Ways Policy (LPP6.5). Refer assessment below.
6.1.4	Lot Boundary Setbacks	✓			Setbacks from adjoining properties are controlled by LPP5.2. Refer assessment below.
6.1.5	Open Space	✓			Table 4 of the R-Codes specifies that open space for the subject lots (i.e. with an R80 coding) is restricted only by those development requirements in applicable under the local planning scheme. As LPS3, including applicable Local Planning Policies, do not contain any standards regarding open space, a nil open space requirement applies. The proposal therefore complies.
6.2 Streetscape					
6.2.1	Street Surveillance	✓			The floor plan indicates that three (3) of the street level dwellings on the laneway do not provide surveillance of the street. This can be resolved by

Design Element		'Deemed-to-Comply' / N/A	OR	'Design Principles' Assessment	Comment
					way of a condition of approval should the application be amended such that it is capable of approval.
6.2.2	Street Walls and Fences	✓			Street Walls & Fences are controlled by the Character Retention Guidelines (LPP3.1) and 5.2. Refer assessment below.
6.2.3	Sight lines	✓			Complies with R-Codes provision.
6.2.4	Building appearance	✓			The appearance of the building, as it relates to the requirements of LPP 3.1 and 5.2, is discussed in further detail below.
6.3 Site Planning and Design					
6.3.1	Outdoor Living Areas	✓			Complies with R-Codes provision.
6.3.2	Landscaping	✓			Landscaping requirements are controlled by the Landscaping Policy (LPP5.6). Refer assessment below.
6.3.3	Parking	✓			Parking is discussed in further detail in section 6 of the report.
6.3.4	Design of Parking Spaces	✓			Design of Parking Spaces is discussed in section 6 of the report.
6.3.5	Vehicular Access	✓			Vehicular Access is controlled by LPP5.2, LPP5.6, and the Parking & Access Policy (LPP6.7). Refer assessment below.
6.3.6	Site Works	✓			Complies with R-Codes provision.
6.3.7	Retaining Walls	✓			Complies with R-Codes provision.
6.3.8	Stormwater management	✓			Complies with R-Codes provision. All stormwater is proposed to be retained on site through the use of

Design Element		'Deemed-to-Comply' / N/A	OR	'Design Principles' Assessment	Comment
					stormwater detention cells below the basement level.
6.4 Building Design					
6.4.1	Visual Privacy			✓	The application proposes six (6) windows on the southeast elevation with a cone of vision setback of 3m from the lot boundary. As the zoning of the adjoining lots is R30, the required setback is considered to be 4.5m, not 3.0m as the applicant contends. Incursions to the adjoining properties are not supported and a condition requiring the windows to be amended so they are not deemed major openings, would therefore be recommended, and would need to be imposed should the application be amended such that it is capable of approval.
6.4.2	Solar Access for Adjoining Sites	✓			The adjoining properties are coded R30 which means the shadow cast is not to exceed 35% of the adjoining site areas. The shadow cast over the adjoining lot 31 is 20%. The shadow cast over the adjoining lot 34 is also 20%.
6.4.3	Dwelling Size	✓			The application proposes 94 multiple dwellings, 38.3% of which are single bedroom and 61.7% of which are two bedrooms. The proposal therefore complies with this deemed-to-comply standard of the R-Codes in relation to dwelling mix.
6.4.4	Outbuildings	✓			Not applicable.
6.4.5	External Fixtures	✓			Complies with R-Codes provision.
6.4.6	Utilities and facilities	✓			All dwellings are provided with a storage area as

Design Element	'Deemed-to-Comply' / N/A	OR	'Design Principles' Assessment	Comment
				required. Rubbish collection is controlled by the Bin Storage Policy (LPP6.3). Refer assessment below. Clothes dryers are proposed to be provided for all dwellings, negating the need for clothes-drying areas.

As outlined above, the proposal is, subject to conditions (were the development capable of approval), in accordance with the R-Codes deemed-to-comply standards. Conditions relating to Street Surveillance and Visual Privacy would however need to be imposed to ensure this compliance.

4. Local Planning Policy 3.1 – Character Retention Guidelines

The subject lots are located within the Inglewood part of the Heritage Protection Area Special Control Area and therefore subject to the Character Retention Guidelines (LPP3.1) (Attachment 5). Part 6 of the Guidelines make reference to the Inglewood Town Centre Design Guidelines (LPP5.2). As an assessment against the standards of Local Planning Policy 5.2 is outlined in section 5 of this report, section 4 of this report will be confined to the key requirements impacting on heritage as it relates to LPP3.1 only.

The Guidelines identify that Inglewood is an area of considerable significance, as follows:

The area is a good example of a highly intact residential area close to the city characterised by typical homes occupied by the working people of Perth from the early 1900s to the 1950s. The area has aesthetic, historic and social significance for the following reasons:

- *Typical example of the rectangular grid road and subdivision pattern;*
- *Good examples of housing from the early 1900s and inter-war period, including some very good examples of Federation Bungalow and Californian Bungalow styles;*
- *Street design including street layout, grass verges and street trees; and*
- *Garden layout, design and quality.*

The application was referred to the City's expert heritage consultants to review the heritage implications of the proposal. Their assessment against the requirements of LPP3.1 (and LPP5.2 where applicable) is transcribed as follows:

Provision	Requirements	Proposal	TPG Comments
PART 6 – COMMERCIAL & MIXED USE DEVELOPMENT			
Objectives			
	Ensure the conservation and retention of traditional buildings, particularly	N/A	N/A

Provision	Requirements	Proposal	TPG Comments
	traditional shops and commercial buildings, including those described in Part 5 of the Guidelines.		
	Ensure new commercial and mixed-use development consistent with 'main street', mixed-use design principles, and consistent with the heritage character of the locality.	Traditional main street principles applied to the corner commercial component of the development. This objective is discussed in more detail below.	Acceptable.
	Ensure refurbishment of more recent development in a manner in keeping with traditional commercial buildings.	N/A	N/A
Streetscape			
Ground Floor Setbacks	Additions to traditional buildings and new commercial and mixed-use buildings shall have nil front setbacks to any street frontage (Note: some properties may be subject to regional road widening).	The commercial component of the Development, at the corner of Tenth Ave and Beaufort Street, maintains a nil setback to both street frontages.	Compliant. Consideration should be given to continuing the awning to the southern end of building A.
	Where a site has frontage to a primary and secondary street, a minor setback will be considered for alfresco dining on the secondary street. Such setback areas shall be designed to match the existing footpath in terms of levels and paving treatment.	N/A	N/A
	Continuous awnings or verandahs of traditional scale, form and design shall be provided over the street, and be functional to provide appropriate weather protection.	Simple boxed awning wrapping around commercial component.	Compliant.
Upper Floor Setbacks	Upper floor additions to traditional buildings shall be setback a minimum of 3 metres from the predominant building line of the original building's street façade.	N/A	N/A
	Nil setbacks for upper floors of new commercial and mixed-use buildings may be considered subject to compliance with the objectives of this section	Nil setback to corner component (ground, first and second floors). 0.5m setback to a portion of building A	The design and finishes of the end units of Buildings C & D (adjacent to Tenth and Eleventh Ave, respectively) should be

Provision	Requirements	Proposal	TPG Comments
	provided these floors are no higher than three storeys.	fronting Tenth Ave at third floor. This portion of the building incorporates different design features to the levels below, to give the visual impression of receding. Building C setback 3.56m at ground and first floor, and 4.38 at second floor from Tenth Avenue. Building D setback 2.22m at ground and first floor, and 3.05 at second floor from Eleventh Avenue.	amended so that the first floor gives the impression of receding and the ground floor is the dominant element, facilitating a better transition between the three storey form and the adjacent single storey dwellings. This could be achieved by limiting the terracotta to the ground floor of the façade and using a darker treatment above.
Orientation	New buildings shall address the street.	Ground floor commercial tenancies have access from Tenth Ave or Beaufort Street.	Compliant.
		Multiple dwellings address Lawry Laneway.	Acceptable.
	Main entrances to buildings shall face the street, and in the case of corner sites shall face the corner, and shall be maintained in operation.	Corner café tenancy accessed from corner. Entrances to retail and commercial tenancies from respective street frontages. Access to upper floors of buildings A & B from Tenth Ave and Lawry Lane.	Compliant.
		Access to buildings C & D from Lawry Lane.	Compliant.
	On-site car parking shall be located to the rear of buildings	Underground car parking provided.	Compliant.
Built Form & Design			
Design	New commercial and mixed-use buildings shall be of traditional style and reflect the design, colours, and materials of traditional buildings within the streetscape	The corner portion of the development reflects some of the characteristics of the Inter War Functionalist style (evident in the Beaucott Buildings at the corner of Walcott and Beaufort Sts), including horizontal banding, boxed awning and parapet construction.	The design of the corner component would benefit from a stepping up of the parapet at the corner, as a contemporary interpretation of historic precedent. Additionally, consideration should be given to adding a nameplate of some description at the

Provision	Requirements	Proposal	TPG Comments
		The terracotta cladding is reminiscent of traditional brick construction.	corner, for example with the name of the building or street number.
		Buildings C & D employ hipped and gabled roof forms, with terracotta cladding, rendered portions and feature timber cladding to select upper portions, primarily beneath the gable ends.	The design, colours and materials of buildings C & D take appropriate cues from the traditional dwellings in the streetscape, applied in a contemporary manner. This is considered to be a positive application of the Guidelines.
	New commercial and mixed-use buildings shall have similar facade treatments and architectural detailing / articulation as traditional buildings	See above.	Refer above to suggestions regarding stepping up of the parapet and a feature nameplate at the upper corner.
	New commercial and mixed-use buildings shall have similar sill and awning heights to traditional buildings.	Commercial portion includes sills at 0.5m and awnings at 2.8m from ground level.	Compliant.
	Window frames shall be constructed in timber (preferred) or wide-profile metal. Shop fronts shall reflect traditional shop fronts with narrower timber or metal framing.	50mm powder coated aluminium (charcoal grey) door and window frames proposed.	Compliant.
	Refer to the City's Local Planning Policy Inglewood Town Centre Design Guidelines and the Mixed- Use for additional requirements.	The proposed development has a height of three storeys to the corner portion, and on the southern side of Lawry Lane. Four storeys are proposed to a portion of the Tenth Ave frontage and on the northern side of Lawry Lane, with 5 storeys at the centre of the site.	Non-compliant, other than corner component of Building A. The impact of additional height has been mitigated by stepping back the upper floors from the street frontages and the abutting residential development, and by employing different treatments to give the appearance of receding. This is considered to be acceptable. Five storeys is rarely contemplated in the HPAs and therefore had

Provision	Requirements	Proposal	TPG Comments
			to be carefully considered. Given that the five storey component is at the centre of the site; the development is progressively stepped down towards the boundary abutting traditional residential development; and that the chosen materials and finishes are recessive, we believe the impact on the streetscape and the HPA to be acceptable.
		The development has a nil setback to Tenth Avenue and the Beaufort St MRS reserve for the corner portion. Development on Lots 32 and 32 is setback 3.56m and 2.22m respectively.	The corner portion of the development is compliant. The setbacks proposed for buildings C & D are considered to facilitate an appropriate transition between Beaufort St and the neighbouring residential development. Refer to comments above regarding the first floor façade treatment to the end units of buildings C & D.
		The proposal includes a range of materials including terracotta cladding, painted concrete and weatherboard.	The colours and materials chosen are considered to appropriately reflect those of traditional dwellings in the locality, in a contemporary manner.
		The façade includes horizontal banding, reflective of the Inter War Functionalist style, which is broken up by vertical elements. Gabled roofs are incorporated in the residential portion of the development.	The design of the façade treatment is generally considered to be acceptable, however the corner portion would benefit from stepping up of the parapet and consideration should be given to a nameplate located on the upper corner portion, as discussed above. Refer to comments above regarding the first floor façade treatment to the end

Provision	Requirements	Proposal	TPG Comments
			units of buildings C & D.
		Vehicle access from Tenth Ave and Lawry Lane (no vehicle access from Beaufort St).	Compliant.
		Articulated façades to all street and lane frontages.	Compliant.
		Lighting to be provided to Lawry Lane.	Compliant.
Signage			
	Signage shall not cover any architectural features or detailing of a building, and should not dominate the shopfront or building frontage. Signage is to be positioned and designed to fit within spaces created by architectural elements on the building in particular the awnings and pediments.	Signage has not been included in the current proposal.	Any signage is to be subject to a future application and must comply with the provisions of the Guidelines.
	Multi-tenancy developments should provide a coordinated signage strategy as part of the development application.	As above.	As above.
	Signage within the Mount Lawley, Menora and Inglewood Heritage Protection Areas: (i) is subject to the signage provisions of Local Planning Scheme No. 3; and (ii) shall be subject to the provisions relating to signage in Local Planning Policy Inglewood Town Centre Design Guidelines (notwithstanding that the area to which it applies does not include the heritage protection areas) and if there is inconsistency between the provisions of the Local Planning Scheme No. 3 and those of the Inglewood Town Centre Design Guidelines, the latter prevail.	As above.	As above.
PART 4.5 – FENCES & GARDENS			
Garden	Existing front gardens,	Only two small trees	Trees should be planted

Provision	Requirements	Proposal	TPG Comments
Design	mature trees, and street trees shall be retained and maintained.	at the entrance to the supermarket currently exist on site. These are being removed however a large number of trees are shown on perspectives, elevations and plans.	in accordance with submitted development plans. This will result in a Significant improvement in the existing landscaping.
	Where trees are to be removed, the applicant shall demonstrate justification for removal, and satisfy the City that alternative measures such as pruning are impractical.	Refer above.	Refer above.
	Where mature trees are to be removed, the applicant should plant and maintain suitable replacements elsewhere on the site.	Refer above.	Refer above.
Inglewood	Fencing shall be compatible with the style and character of the house in terms of design and detail.	Front fences located to southern ends of Tenth and Eleventh Ave frontages, and to Lawry Lane. Grey rendered planter to 450mm, flat bar balustrade fencing to 1600mm.	Design and details of fence reflect those of the development.
	Solid fences or screen walls forward of the predominant building line shall not exceed 750mm in height.		Solid portion of Street / Lane facing fences are compliant. Dividing fences facing Neighbouring dwellings to the south should be lowered for the portion in front of the main building line.

The heritage advice prepared by TPG Heritage provided the following conclusion:

This Heritage Assessment has been prepared with reference to the City of Stirling's Character Retention Guidelines Mount Lawley, Menora and Inglewood (the Guidelines), and demonstrates that the proposed development represents a positive interpretation of the Guidelines, taking design cues and materials from traditional styles and employing them in a contemporary manner. The height of the development has been carefully considered with respect to its potential impact on the HPA.

The proposed development will constitute an improvement to the existing streetscape, by removing an intrusive element (the presentation of the existing building, surrounded by large setbacks and carparking) and replacing with a neutral development, which is in keeping with the heritage character of the area.

Nonetheless, the following modifications are recommended to more fully address the Guidelines:

- The boundary fences abutting the neighbouring residential development forward of the main building line, and front fences facing Tenth Avenue, Eleventh Avenue, and Lawry Lane should be lowered to 750mm (solid portion) and 1200mm (open portion, if desired) for the portion in accordance with the Inglewood Fencing provisions of the Guidelines.*
- The parapet should be stepped up at the corner of Beaufort Street and Tenth Avenue as a contemporary interpretation of historic precedent.*
- The design and finishes of the end units of buildings C and D (abutting Tenth and Eleventh Avenue, respectively) should be amended so that the first floor gives the impression of receding and the ground floor is the dominant element, facilitating a better transition between the three storey form and the adjacent single storey dwellings.*

Additionally, consideration should be given to adding a nameplate of some description at the corner, for example with the name of the building or street number. Any signage is to be subject to a future application and must comply with the provisions of the Guidelines.

Following the receipt of amended plans on 24 September 2013, the following additional comments were provided by the City's heritage consultants (refer Attachment 15):

We have reviewed the amended plans and additional justification provided by the applicant for No. 96 Tenth Avenue, with respect to our assessment of the original plans in accordance with the Character Retention Guidelines, and have the following comments:

- The boundary fences abutting neighbouring residential development forward of the main building line, and front fences facing Tenth Avenue, Eleventh Avenue, and Lawry Lane have been amended and now comply with the Guidelines.*
- We appreciate the applicants' justification with regard to the decision not to incorporate a stepped parapet at the corner of Tenth Avenue and Beaufort Street, and are satisfied that the inclusion of a nameplate provides an appropriate contemporary interpretation of historic precedent.*
- With regard to the interface between the three storey component of the development and the neighbouring single storey historic residential development on Tenth and Eleventh Avenues, we are satisfied that the proposed setbacks and façade treatments result in an appropriate transition between the 4-5 storey, nil setback development towards Beaufort Street and the existing neighbouring development.*

In view of the above, it is considered that the heritage consideration relating to the proposal, including the applicable standards of the Character Retention Guidelines as well as the design requirements of the Inglewood Town Centre Design Guidelines, have been addressed. The proposal is therefore acceptable from a heritage design perspective.

5. Local Planning Policy 5.2 - Inglewood Town Centre Design Guidelines

The City of Stirling's Inglewood Town Centre Design Guidelines (Local Planning Policy 5.2) (LPP5.2) (Attachment 6) provide the following objectives to guide development within the Inglewood Town Centre:

- *Provide a positive contribution to, and strengthening of, the recognisable features of the Inglewood Town Centre as a “main street/strip shopping” precinct;*
- *Encouraging a diverse mix of daytime and night time activities;*
- *Conserve the heritage character of existing commercial buildings in the Town Centre;*
- *Encourage new development and redevelopment to maintain the building scale, form and themes of the existing buildings that are recognised as giving the Inglewood Town Centre its Inter-War character;*
- *Encourage traditional shop fronts that contribute towards an active and pedestrian friendly environment; and*
- *Corner developments, redevelopments and renovations should be regarded as special opportunities for landmark buildings, due to their high visibility and potential to become gateways to the Town Centre.*

The table below outlines the proposal's compliance with the development standards of the Guidelines.

LPP5.2 Element	Complies / N/A	O R	Variation Required	Comment
BUILT FORM & DESIGN				
<i>Plot Ratio</i>				
<ul style="list-style-type: none"> • A maximum plot ratio of 0.75:1 shall apply to all new development; and • This may be increased up to 1:1 provided that in any development having a plot ratio in excess of 0.75:1, not less than 75% of the excess shall be dedicated to residential use. 			✓	The development proposes a plot ratio of 1.686 in lieu of the permitted 1.0.
<i>Building Height</i>				
<ul style="list-style-type: none"> • Maximum building height shall be two storeys or 9.0m where it is visually compatible with adjoining buildings. • Corner sites may be increased to 3 storeys. 			✓	The proposed development is 3 – 5 storeys in height.
<i>Setbacks</i>				
<i>Front</i>				
<ul style="list-style-type: none"> • Buildings shall have a nil front setback from the street boundary of the lot (s), or from the proposed road widening boundary where this is applicable; • The front setback may be 	✓			The development provides a nil street to the Beaufort Street road widening and Tenth Avenue.

LPP5.2 Element	Complies / N/A	O R	Variation Required	Comment
<p>reduced to 2.5 metres subject to:</p> <ul style="list-style-type: none"> o No demolition of a 'heritage' building; o An adequate alignment with abutting properties can be created and / or where alfresco dining is to be provided; o The roofline shall have a nil front setback, awnings shall be constructed over the footpath and the building shall provide an active edge to the footpath. 				
<p><i>Side</i></p> <ul style="list-style-type: none"> • To strengthen the continuity of the streetscapes and provide a continual weather protection for pedestrians buildings shall generally be built from side boundary to side boundary; • Where adjoining sites are zoned residential, side setbacks shall be 3m for buildings of one storey, and 5m for buildings of two storeys; • For mixed use buildings containing residential uses setbacks shall be calculated as per the Residential Design Codes of Western Australia; and • The setback may be increased where it is considered desirable that a pedestrian walkway be provided at the side of a new development connecting a public street to a car park or other facility at the rear of the development. 	✓			Development on Lots 32 and 33 is setback 3.56m and 2.22m, however this is considered to facilitate an appropriate transition between the subject site and the adjoining R30 lots. These setbacks are consistent with the R-Codes.
<p><i>Rear</i> 3.0 metres minimum.</p>			✓	The development provides a nil setback to the proposed stores for the ground floor multiple dwellings on Lots 32 and 33. The first floor on Lots 32 and 33 provides a 2.75m / 3.03m setbacks. The second floor provides a setback of 5.29m.
<i>Colours & Materials</i>				
<p><i>Walls</i></p> <p>Red bricks and stucco trims or rendered masonry are the key solid wall treatments and should remain the dominant materials. Concrete tilt-up panel systems are generally not acceptable, as they do not fit in with</p>	✓			The proposal includes a range of materials including terracotta cladding, painted concrete and weatherboard. As per the advice from the City's heritage consultants,

LPP5.2 Element	Complies / N/A	O R	Variation Required	Comment
the character of the Town Centre. This form of wall structure may be acceptable for internal walls or walls that cannot be seen from a street;				these are considered to appropriately reflect those of traditional dwellings in the locality in a contemporary manner.
<i>Shop Fronts</i> The majority of existing shopfronts are treated in timber or metal frames and clear glazed. New shopfronts should be an expression of their time unless they are replacements for shopfronts in heritage places, where expert advice should be sought.	✓			The proposed shopfronts are considered a contemporary interpretation of the traditional shopfronts evident in this locality.
<i>Roofs</i> Roofing materials on existing buildings are mostly concealed behind parapets. Clay tiles and custom orb profile steel sheeting can be viewed on some buildings and are acceptable materials for new development. Roofing materials should not be used as façade treatments and where roofing is visible, large scale and large profile roofing is not acceptable.	✓			The development includes predominantly parapets that will act to conceal the roof from view. Those roofs which are visible are proposed to be constructed in metal zincalume or colorbond (Dune colour) sheeting.
<i>Colours</i> <ul style="list-style-type: none"> Owners should not use colours that make their buildings stand in sharp contrast to their context. Intense and lurid colours <u>shall not be used</u>; Muted neutral backgrounds with mid-range accents are considered acceptable colours for new developments and redevelopments of existing buildings. Colour palettes encouraged in the Town Centre include self-coloured areas (i.e., unpainted brick faces), the majority of the building's facade in creams and neutral colours, with highlights to detailed areas, trims and decorative elements in soft greens and blues; Proponents are encouraged to refer to Peter Cuffley's book "Australian Houses in the 20s and 30s", published by 5 Mile Press, for more detailed colour palettes. 	✓			The proposal has been reviewed by the City's expert heritage consultants, who have endorsed the colour schedule as proposed. Their advice forms Attachments 14 and 15 to this report and has also been outlined in detail in section 4 of this report.
<i>Design</i>				
<ul style="list-style-type: none"> New development shall consist of long horizontal strips of retail development, broken into a vertical rhythm by the 	✓			The corner portion of the building reflects some of the characteristics of the Inter War Functionalist

LPP5.2 Element	Complies / N/A	O R	Variation Required	Comment
<p>compartmentation of shops and fenestration to individual shops, refer Figure 2;</p> <ul style="list-style-type: none"> • Monolithic buildings with blank frontages shall not be permitted; • Large scale panel systems and sheet metal cladding shall not be permitted as they do not achieve the required building scale and design that is compatible with the character of the Town Centre; • New development shall line up the levels of over-footpath canopies, parapet tops, window heads and sills, etc, wherever possible. • Additions shall be compatible with the scale and design of the existing building; • New development shall be architectural statements of their own time, reflect their function(s), and be compatible with the overall character of the Town Centre; • New development should generally not endeavour to copy historic building types. 				<p>style, including horizontal banding, boxed awnings and parapet construction. Modifications to the design of the building were made at the suggestion of the City's expert heritage consultants who are supportive of the proposal.</p>
STREETSCAPE RELATIONSHIP				
<i>Activity & Uses</i>				
<ul style="list-style-type: none"> • Active uses such as shops, cafes and restaurants shall be located at ground level; • Office and other non active uses shall be located above the ground floor level; • Mixed use developments shall ensure that active retail-type uses occupy the majority of street front exposure; and • Passive, non-retail uses may be located at the rear of premises, or be located above ground level. 			✓	<p>Active uses comprising a Shop and Restaurant have been incorporated at ground level. However an Office, which is deemed a non-active use, is also proposed at ground level, which is contrary to the Guidelines.</p> <p>It also noted that essential services (bin storage areas, transformer, fire booster, stairwell and basement access) occupy a significant portion of the Tenth Avenue frontage. This is also considered contrary to the Guidelines and is discussed in further detail later in the report.</p>
<i>Ground Floor Frontage</i>				
<ul style="list-style-type: none"> • Where development frontages are located adjacent to heritage places that contribute to the 	✓			<p>The subject site is not located adjacent to existing heritage buildings. However, it is</p>

LPP5.2 Element	Complies / N/A	O R	Variation Required	Comment
<p>character of the street, the new shopfronts should pay due regard to the style, scale and colouring of the adjacent building façade;</p> <ul style="list-style-type: none"> Large frontages must be treated in modules, with a minimum 6 metre module, that are in keeping with the rhythm of the shopfronts of the Town Centre, and should have the effect of a small frontage character (See previous Figure 2); and Shopfront window sills should be between 450mm - 600mm from footpath level. Sill levels may be lower where frontages are to be open to the street. 				<p>considered that the design of the proposal has paid due regard to the traditional shopfronts that are found in the wider locality.</p> <p>The frontages of the non-residential components to Beaufort Street and Tenth Avenue have been broken into modules as required.</p> <p>Shopfront window sills are proposed at 450mm above footpath level.</p>
<i>Weather Protection</i>				
<p>Awnings shall:</p> <ul style="list-style-type: none"> have a minimum clearance from the footpath of 2.7m; have a maximum clearance from the footpath of 3.2m; be provided over all footpaths that abut a building, including footpaths that provide access to the rear of buildings; be constructed using materials that are opaque and non-reflective (no glass); match the height and design of adjoining awnings (where present); protrude from the face of the building by a minimum width of 2.0m (where possible); be parallel to the footpath; and be constructed to comply with the Local Government Miscellaneous Provisions Act 1960 – section 400 (2) & the Building Regulations 1989 Part 9. 			✓	<p>The proposed awnings have a minimum clearance of 2.8m.</p> <p>The awnings do not extend the entire length of Tenth Avenue prior to the Lane. This area has been nominated as a bin pick up point hence the provision of awnings along this part of Tenth Avenue would conflict with that. This is discussed in further detail later in this report.</p> <p>The awnings protrude 2.5m from the face of the building and are parallel to the footpath as required.</p>
<i>Landscaping</i>				
A Landscaping Plan is required to be submitted for all non residential development in accordance with the City's Landscaping Policy.	✓			Landscaping is discussed in further detail below.
<i>Fencing</i>				
Boundary fences shall not be permitted.	✓			Fencing is discussed in further detail below.
<i>Public Art</i>				
The provision of public art in an approved form as part of new developments is encouraged to help create a strong sense of identity.			✓	No new public art is proposed as part of the subject application.

LPP5.2 Element	Complies / N/A	O R	Variation Required	Comment
ACCESS & PARKING				
<i>Car Parking</i>				
Parking shall be in accordance with the City's Parking Policy.	✓			Parking is discussed in further detail below.
<i>Vehicular Access</i>				
No vehicular access to individual properties will be permitted from Beaufort Street. All development site access must be taken either from side streets or from the existing rights-of way to the rear of the development sites.	✓			No vehicle access is proposed from Beaufort Street.
<i>Pedestrian Access</i>				
<ul style="list-style-type: none"> • All developments shall have a principal access from Beaufort Street via shopfront access. • Pedestrian access should also be provided from the car parking at the rear of each site where the intended use permits. Access down the side of the premises may also be acceptable; • Choices for pedestrians moving from rear car parks through to street frontages are important for improving the accessibility of the Beaufort Street strip and will assist in improving permeability; and • All entrances shall be visually obvious and attractively presented. Entrances must be at footpath level to allow Universal Access, and any necessary changes of level should take place within buildings. 			✓	<p>The primary entry point to the development is via Tenth Avenue (i.e. no principal access from Beaufort Street). Pedestrian access to the multiple dwellings is via Tenth Avenue and Lawry Lane. There is no access between the car park and Beaufort Street as all pedestrian traffic to Beaufort Street will be via Tenth Avenue.</p> <p>The site is relatively level and all entrances are at street level to allow for universal access.</p>
LIGHTING, SAFETY & SECURITY				
<i>Lighting</i>				
External lighting should be designed to be in keeping with the character of the street. It should light the building effectively without drawing undue attention to it, and to provide an effective level of public amenity along the footpath.	✓			<p>Street lighting is proposed along Lawry Lane.</p> <p>The outside of all commercial tenancies will be lit to facilitate lighting to entry points and opportunities for passive surveillance.</p>
OTHER CONSIDERATIONS				
<i>Signage</i>				
<p>The following signs shall not be permitted:</p> <ul style="list-style-type: none"> • Above Roof Signs; • Created Roof; • Ground Based Signs; • Hoardings Signs; • Product Display Signs; • Projecting Signs; • Pylon Signs; and 			✓	<p>The development proposes Projecting Signs, contrary to the requirements of LPP5.2. Limited details have been provided in relation to the proposed Projecting Signs to enable the City's consideration.</p>

LPP5.2 Element	Complies / N/A	O R	Variation Required	Comment
<ul style="list-style-type: none"> Tethered. 				Consequently it is recommended that, should the application be amended such that it is capable of approval, a condition should be required specifying that signage does not form part of this application, and that any signage be the subject of a future application once specific signage details can be provided.
<p>The following sign provisions have been varied from the City's Advertising Signs Policy:</p> <ul style="list-style-type: none"> Wall signs shall have a maximum area of 5.0m² per tenancy. 	✓			Not Applicable (refer comments above).
<p>Signage Design:</p> <ul style="list-style-type: none"> Signs should be an integral part of the design and scale of the building, and shall have regard to the materials, finishes, colours and fenestration of the building, and ensure that architectural features of the building are not obscured; Signs on buildings of heritage and cultural significance shall respect the building's architectural style, character and integrity. Particular regard shall be given to the sign's design, materials, style and method of attachment to the building. Signs should not detract from the heritage significance of the building; Signs shall be compatible with the style, scale and characters of the surrounding streetscape, and the predominant uses within the locality; and Colours for signs should be selected with due consideration for the colours used in neighbouring developments. 	✓			Not Applicable (refer comments above).
SPECIFIC DEVELOPMENT GUIDELINES				
<i>New Development Located off Beaufort Street</i>				
Where new development is located on a corner lot and/or has an entrance(s) or aspect facing a side street, the form, scale, setbacks and street elevations of the development should be compatible with adjoining development in the side street. In	✓			The design of the proposed development has been discussed in section 4 of this report.

LPP5.2 Element	Complies / N/A	O R	Variation Required	Comment
particular, development in these locations should not create large blank walls or fences to the side street. Setbacks for proposed development should also be complementary to those in adjoining development so that a sharp contrast is not provided to the street.				
<i>Mixed Use Developments</i>				
<ul style="list-style-type: none"> • Mixed use developments, which provide a combination of retail, office and /or residential uses, are encouraged within the Town Centre. Mixed use developments generally provide enhanced security through extended hours of activity and occupation. A mix of different uses can also optimise the use of on-site car parking through complementary hours of operation, and optimise the use of land and its economic return. Developments that include a residential component encourage social interaction, provide opportunities for living and working in the same building and have the potential to provide affordable housing; • Residential components of mixed use developments should generally be located above the commercial component of the development. Residences proposed to be located behind commercial premises that front Beaufort Street may be acceptable, but particularly close attention will need to be paid to issues of vehicular access to the dwellings, and protection of the amenity of nearby existing dwellings. Crossovers to side streets must be kept to a minimum; and • Mixed use developments may qualify for a plot ratio bonus (refer to "Plot Ratio" under the "Development Controls" section). 				<p>The proposed development provides a mixture of residential and non-residential uses.</p> <p>The residential component is partially located at street level which is contrary to the Scheme requirements. This has been discussed earlier in the report.</p>

As identified in the table above, the proposal does not comply with the development standards of the Inglewood Town Centre Guidelines as they relate to:

- Plot Ratio;
- Building height;
- Rear setbacks;
- Activity & Uses;
- Weather Protection;

- Public Art; &
- Pedestrian Access.

Where a proposal does not conform with the development standards of the Guidelines, the variations are to be considered against the objectives of the Guidelines. The objectives of the Guidelines are:

- *Provide a positive contribution to, and strengthening of, the recognisable features of the Inglewood Town Centre as a “main street/strip shopping” precinct;*
- *Encouraging a diverse mix of daytime and night time activities;*
- *Conserve the heritage character of existing commercial buildings in the Town Centre;*
- *Encourage new development and redevelopment to maintain the building scale, form and themes of the existing buildings that are recognised as giving the Inglewood Town Centre its Inter-War character;*
- *Encourage traditional shop fronts that contribute towards an active and pedestrian friendly environment; and*
- *Corner developments, redevelopments and renovations should be regarded as special opportunities for landmark buildings, due to their high visibility and potential to become gateways to the Town Centre.*

The appropriateness of each of the variations, as they relate to the objectives of LPP 5.2, are addressed in the following table.

Officer Comment	Meets Objectives?
<p><u>Plot Ratio & Building Height</u></p> <p>The development proposes a plot ratio of 1.6868 in lieu of the plot ratio bonus of 1.0 permitted by the Guidelines. The building height proposed is 3 – 5 storeys in lieu of the permitted 3 storeys. As these two elements are interrelated (i.e. the development is overheight because of the additional plot ratio and vice versa) they will be discussed together.</p> <p>The building height and plot ratio proposed represents substantial departures from the applicable standard that requires careful consideration, as the outcome is a building which is greater than any other mixed use development which currently exists in the locality.</p> <p>The applicant has provided justification (refer pages 19 and 20 of Attachment 12) in relation to these elements. The reasoning put forward by the applicant is considered sound. The development provides a landmark building on the corner whilst respecting the heritage context of the locality. Critically, the City's expert heritage consultants are supportive of the proposal (refer Attachment 14 and 15). Specifically in relation to the proposed building height, they have advised as follows:</p> <p><i>The proposed development has a height of three storeys to the corner portion, and in the southern side of Lawry Lane. Four storeys are proposed to a portion of the Tenth Avenue frontage and on the northern side of Lawry Lane, with 5 storeys at the centre of the site.</i></p> <p><i>The impact of additional height has been mitigated by stepping back the</i></p>	<p>Yes</p>

<p><i>upper floors from the street frontages and the abutting residential development, and by employing different treatments to give the appearance of receding. This is considered acceptable.</i></p> <p><i>Five storeys is rarely contemplated in the HPA's and therefore had to be carefully considered. Given that the five storey component is at the centre of the site; the development is progressively stepped down towards the boundary abutting traditional residential development; and that the chosen materials and finishes are recessive, we believe the impact on the streetscape and the HPA to be acceptable.</i></p> <p>The additional height has been deliberately located so that it is contained within the centre of the development, with a small portion visible from Tenth Avenue. This will ensure that it does not dominate the Beaufort Street streetscape, particularly from pedestrian level. The additional plot ratio is also reasonable given the location of the site on Beaufort Street, which has immediate access to a high frequency public transport route.</p> <p>The provision of a development which incorporates high density residential development in the subject location is consistent with the objectives of the Guidelines, which seek to strengthen the town centre by providing a mix of uses. Furthermore the provisions of Directions 2031 identify the importance of providing urban infill in existing inner city areas. It is noted that Directions 2031 was prepared only after the preparation of the Guidelines; hence it is likely that the Guidelines have not taken into account the strategic objectives of the existing state planning framework.</p> <p>The City's City Planning Business Unit has recently commenced its Beaufort Street Activity Corridor Study. This project will produce a very clear plan for land use and transport and will explore opportunities to stimulate activity and encourage development in keeping with the character of Beaufort Street. The officers working on this Study have advised that the proposed development is "...consistent with the strategic direction of Beaufort Street".</p> <p>It is acknowledged that the objectives of the Inglewood Town Centre Design Guidelines may not be expressly applicable in addressing the appropriateness of the proposed building height and plot ratio. The proposed development is of a height and density that has never previously been contemplated in this locality. However it is clear that, based on the objectives of the Guidelines, what is paramount is to ensure that the overall impact of the development is appropriate within the Inglewood town centre context. Notwithstanding the community concerns regarding the height, the City's officers are obliged to provide an objective assessment of the proposal.</p> <p>For the reasons outlined above, and earlier in this report, the proposal is considered to meet the objectives of the Guidelines and is therefore capable of support.</p>	
<p><u>Rear Setbacks</u></p> <p>The rear set backs of nil and 2.75m are contrary to the 3m required by the Guidelines.</p> <p>The City considers the rear setbacks acceptable as, notwithstanding the departure from the Guidelines, the setbacks provided are in accordance with the relevant deemed-to-comply standards of clause 6.1.4 of the R-Codes.</p> <p>As the objectives of the Guidelines are of limited relevance to the rear setbacks, it is considered appropriate to revert to the design principles of clause 6.1.4 of the R-Codes which are as follows:</p> <p><i>P4.1 Buildings set back from boundaries or adjacent buildings so as to:</i></p> <ul style="list-style-type: none"> • <i>ensure adequate daylight, direct sun and ventilation for buildings and</i> 	<p>Yes</p>

<p><i>the open space associated with them;</i></p> <ul style="list-style-type: none"> <i>• moderate the visual impact of building bulk on a neighbouring property;</i> <i>• ensure access to daylight and direct sun for adjoining properties; and</i> <i>• assist with the protection of privacy between adjoining properties.</i> <p><i>P4.2 In mixed use development, in addition to the above:</i></p> <ul style="list-style-type: none"> <i>• side boundary setbacks to retail/commercial component of the development is in accordance with the existing street context, subject to relevant scheme provisions.</i> <i>• retail/commercial development adjoining residential is designed to minimise the potential impacts between the two uses.</i> <p>Direct solar access to adjoining properties is not impacted and the proposed setbacks are in accordance with the deemed-to-comply standards of the R-Codes. The development complies with the solar access standards of clause 6.4.2 of the R-Codes and the proposed boundary walls do not abut any habitable spaces on the adjoining lots. Any impact in relation to building bulk will be mitigated due to the use of different colours and materials, as well as the extrusions provided to the walls. Visual privacy for adjoining lots will be maintained by ensuring the proposal is in strict accordance with the R-Codes requirements (refer R-Codes assessment in section 3 of this report). The proposed setbacks are therefore considered to clearly meet the design principles of clause 6.1.4 of the R-Codes and are therefore, notwithstanding the objectives received, are considered to warrant supported.</p>	
<p><u>Activity & Uses</u></p> <p>The Guidelines require active commercial uses to be located at street level. However in this instance there is an office proposed on the ground floor facing Beaufort Street.</p> <p>Offices are considered non-active uses. However, given the office is one of three tenancies on the ground floor, and only 205m² in area, it is not expected to compromise the objectives of the Guidelines to facilitate active ground floor uses. The office facilitates a mixture of uses on the site which all interrelate to each other to support the integrity of the town centre. It is noted that the surrounding properties in the town centre provide numerous active uses, including restaurants, and shops, so the provision of one small office as part of the subject development will not, in the City's opinion, compromise the objectives of the Guidelines.</p> <p>It also noted that essential services (bin storage areas, switch room, transformer, and fire booster) occupy a portion of the Tenth Avenue frontage. This is also considered contrary to the Guidelines. However this is an element that the City feels can be deemed acceptable if a public art mural could be provided on this wall. This is discussed in further detail below.</p> <p><small>*The City's comments in this section should not be misconstrued as support for the proposed multiple dwellings on the ground floor facing Lawry Lane. This is a separate issue which constitutes a statutory impediment to the approval of the proposed development, and has been discussed in section 2 of this report.</small></p>	Yes*
<p><u>Weather Protection</u></p> <p>As discussed further in section 8 of this report, awnings for weather protection are not extended along the entire Tenth Avenue frontage. This is because, were awnings to be provided along all of Tenth Avenue, a conflict would occur between the awnings and the proposed waste removal arrangements.</p> <p>Given the lack of weather protection is only along a small section of the Tenth Avenue frontage, the City's officers have no objections to this element. The subject site is adjacent to the Residential land on which there is no</p>	Yes

requirement for weather protection, so the variation will not result in any inconsistencies in the built form for pedestrians.	
<u>Public Art</u> The development has not provided for any public art, as anticipated by the Guidelines. This is an element that does not appear to have been explored by the applicant however, in considering the blank façade along a portion of the Tenth Avenue frontage (refer “Activity & Uses” section above), the City is of the opinion that opportunities for public art, in the form a mural on part of the Tenth Avenue ground floor facade, do exist. Such a requirement could be imposed by a condition, if the application were capable of approval.	Yes
<u>Pedestrian Access</u> Opportunities for pedestrian access directly to Beaufort Street are limited due to the narrow frontage that Lot 105 has to that street. By providing pedestrian access off Tenth Avenue, the Beaufort Street façade can remain in tact. Pedestrian activity along Beaufort Street is not expected to be compromised as the subject lots are surrounded by a variety of land uses in both directions along Beaufort Street.	Yes

6. Local Planning Policy 6.7 – Parking & Access

Car Parking

Table 1 of the City of Stirling’s Parking & Access Policy (Local Planning Policy 6.7) (LPP6.7) (Attachment 7), provides the relevant development standards for the number of car parking bays required for the proposed non-residential uses. Additionally, clause 6.3.3 of the R-Codes outlines the car parking requirements for the residential component of the development.

In relation to the uses proposed as part of this development, the following ratios are applicable:

- Office 1 bay per 30m² of gross floor area (GFA)
- Shop 1 bay per 12.5m² of gross leasable area (GLA)
- Restaurant 1 bay per 7m² of gross floor area (GFA)
- Multiple
Dwellings 0.75 bays per Small (<75m² or 1 bedroom) dwelling
 1 bay per Medium (75-110m²) dwelling
 0.25 visitors bays per dwelling

Furthermore, in accordance with LPP6.7, the non-residential development on the site is permitted the following parking concessions:

- 15% -The proposed development is within 200 metres of a stop on a high frequency bus route;
- 10% - The proposed development is within 400 metres of an existing public car parking area; &
- 10% - The site is within a Mixed Use zone.

Parking requirements for the non-residential component of the proposed development are therefore summarised in the table below:

USE	POLICY PROVISION	VARIABLE (m ²)	BAYS REQUIRED
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Office	1 bay per 30m ² GFA	201	6.7
Shop	1 bay per 12.5m ² GLA	141	11.28
Restaurant	1 bay per 7m ² GFA	105	15
TOTAL			32.98
Concessions			35%
Revised total			21.43 (21)
Bays Provided			3 (excluding tandem bays)
Surplus/Deficit			-18

The commercial component of the development proposes a parking shortfall of 18 bays.

Parking requirements for the residential component of the proposed development are as follows:

- 82 Small dwellings require 61.5 (62) bays
- 12 Medium dwellings require 12 bays
- 94 dwellings require 23.5 (24) visitors bays

The parking requirement for the multiple dwellings is therefore 74 bays, plus an additional requirement of 24 visitors bays.

Taking into account the non-residential and residential parking requirements, the development as a whole requires 119 bays. The parking provided for the development as a whole is 122 bays (excluding the three tandem parking bays, which are prohibited by LPP6.7 for non-residential development). This does however include 10 parking bays which are partially proposed within the Lawry Lane road reserve, which is discussed in further detail below. If the location of the Lawry Lane parking bays can be resolved, there should in principle be sufficient parking for the development. However, the allocation of the bays as proposed on the plans is inequitable and therefore does not accord with the City's requirements. The allocation of bays as proposed on the plans is as follows:

- 3 parking bays for the non-residential component (i.e. an 18 bay shortfall)
- 94 bays for the dwellings (i.e. a 20 bay surplus)
- 25 visitors bays (i.e. a 1 bay surplus)

Notwithstanding the applicants justification for the parking allocations (refer page 38 of Attachment 12), the proposed allocation of parking bays is not supported by the City. The parking requirements for the non-residential component have been severely underprovided, and in the City's opinion would most certainly lead to a parking problem in the locality. Notwithstanding the statutory impediment that prevents the approval of this development, in the event that the statutory impediment is resolved, the City would require as a condition of approval that the allocation of parking be strictly as per the requirements of the R-Codes and LPP6.7.

Transport Analysis

Part 6.0 of LPP6.7 required the submission of a full transport analysis (technical report). The submitted report was prepared by ARUP and is included as Appendix 2 of Attachment 12.

The City's Engineering Design Business Unit reviewed the contents of this technical report and has advised that:

In general, the report demonstrates that the proposed development should not have an adverse impact on the surrounding road network and there are no major traffic engineering issues that would prevent this application from being approved.

I would like to, however, bring to your attention that there are some minor issues regarding parking (e.g. number of bays provided for residential and commercial use, provision of tandem bays, etc) that should be reviewed in detail by the Approvals Engineer.

It is acknowledged that one of the principle concerns raised in the submissions received was in relation to the traffic congestion in the locality and the safety of the intersection of Tenth Avenue and Beaufort Street. The technical report identifies that the total inbound and outbound trips for the existing use during the PM peak hour period (5pm – 6pm) were counted as 173. Total trips expected as a result of the proposed development during the same PM peak hour period are only 73. This means that, based on the findings of the technical report that has been endorsed by the City's Traffic Design Engineer, the proposal will not generate any additional vehicle trips compared to the existing development. This is confirmed in the following extract from Part 4.3 of the technical report:

Review of the data – empirical and derived – shows that the impacts of the proposed development are likely to be less than the existing IGA. This incorporates a significant margin, meaning minor changes to forecast land uses (including yields) are likely to have no impacts over and above currently activity. The impacts of a proposed development should be judged based on additive traffic, not total development-generated traffic. In this instance, no analysis of external intersection is considered to be warranted.

In view of the above, whilst the community concerns regarding traffic congestion and safety are acknowledged, it is not possible to require the developer to address these concerns as part of this development application.

Parking Bays within Lawry Lane

The development proposes 10 of the visitor bays located along Lawry Lane, partially within the road reserve. As the parking bays are within the road reserve, the City's consent, as Managers of the Land, is required. The City is not prepared to provide its consent and the applicant was advised that the parking should be wholly relocated outside of the road reserve. In response the applicant suggested that a condition of approval be imposed requiring the preparation of a maintenance agreement for these bays to ensure no liability issues arise. The City is not supportive of this as it essentially results in public land being required to support a private development. It is the City's position that the parking bays should be relocated so they are wholly outside of the road reserve (this would necessitate redesign of the buildings on Lots 32 and 33) – this would also ensure the proposal complies with the parking requirements outlined above. It is advised that without the City's consent, were the JDAP to approve the parking bays within the road reserve as part of this application, the approval would be invalid.

The provision of parking along both sides of Lawry Lane also compromises the ability for the lane to continue to function in two directions. The City's Engineering Design Business Unit has advised as follows:

The proposed location of visitors parking bays to straddle the Lawry Lane road reserve and part of the private land is not supported as this leads to potential problems arising from unclear liability and responsibility for future maintenance of the bays. Moreover, the required number of visitors bays associated with a development site is to be provided on-site, not within public land. Therefore the parking bays should be relocated outside of the road reserve. Alternatively, consideration could be given to the option of the applicants ceding sufficient road widening areas for Lawry Lane to accommodate the visitors parking bays within the road reserve (where the bays would be open for general public use and maintained by the City). On the basis of a 4.0m road carriageway width, a 1.0m width allowance for lighting and kerbing and 2.1m wide bays along both sides of the lane, a widening of 4.17m would be required to be ceded under this option as a minimum (the required widening may need to be increased if a wider carriageway for two-way traffic is necessary).

In view of the above, the parking which is partially within the laneway road reserve does not have the support of the City. Given the works within the road reserve require the City's consent, as Managers of the land, any approval of these bays would result in the approval being deemed invalid. Therefore some redesign of the proposal is required so that the parking bays along Lawry Lane are wholly located within the subject lots.

One Way Laneway proposal

By virtue of the parking partially within the road reserve, the ability of Lawry Lane to continue to function in dual directions is compromised. This also has the potential to compromise the efficient access and egress for future developments on the vacant lots which still exist at the north-eastern end of Lawry Lane. Due consideration needs to be given to their future servicing needs and it is reasonable to expect that vehicle access to their properties will be compromised if approval of the development results in the laneway being restricted as a result. It is also noted that the applicants technical transport report has not provided any comment on the implications of this on the surrounding traffic network.

Furthermore, referrals were undertaken to the following Business Units within the City, both of which objected to the proposal:

- The City's City Planning Business Unit, who are responsible for strategic land use planning, have advised that the proposal to restrict Lawry Lane traffic to one way is not acceptable and that two way traffic should be maintained.
- The City's Engineering Design Business Unit, who are responsible for traffic design and management, have advised that the proposal has the potential to impact on traffic circulation in the surrounding streets. They are also concerned that the proposal will have adverse access and egress implications for future developments of the adjoining vacant lots 90 and 91, at the corner of Eleventh Avenue and Beaufort Street.

7. Local Planning Policy 6.5 – Development Abutting Rights of Ways

The City's Development Abutting Rights of Ways Policy (LPP6.5) (Attachment 8) provides standards relating to development on properties which abut rights of ways or dedicated roads which were originally rights of ways. LPP6.5 applies to the subject development as it abuts Lawry Lane, which was originally a ROW prior to become a gazetted road reserve.

Each ROW within the City has been designated a 'Category', based on assessment of the relative suitability and benefits of use of the ROW. The policy provisions directly relate to the Category allocation and objectives. In the case of the subject development, Lawry Lane divides lot 105 from lots 32 and 33. Whilst Lawry Lane is a dedicated road reserve, LPP6.5 applies because the lane was originally a right of way prior to the gazettal of the road reserve. Lawry Lane has been categorised as a Category 1 ROW. Clause 5.1.1 of LPP6.5 specifies that Category 1 ROW's are:

Located in areas with significant traffic safety / management issues (including the majority of commercial developments capable of utilising ROW for service and/or parking access) or adjoins properties fronting major roads

The Objectives of Category 1 ROW's specifies that "Developments are required to utilise Category 1 ROW for access and contribute to the development of a pleasant streetscape along it". Specific development standards are outlined in the table below (development provisions not applicable to the subject proposal have not been included).

LPP6.5 Element	Complies / N/A	O R	Variation Required	Comment
GENERAL DEVELOPMENT PROVISIONS FOR ALL ROW'S				
Provide sufficient reversing and manoeuvring area for vehicular access to the satisfaction of the City (as per Australian Standards AS/NZS 2890).	✓			Manoeuvring for the visitors parking along the laneway is acceptable. Should the application be approved this can be conditioned accordingly.
Provide a 1.5m public street access / service access to the public street for all developments utilising a ROW for vehicular access.	✓			1.5 wide pedestrian pathways are provided on both sides of Lawry Lane.
Provide a visual truncation to provide a sight line to allow safe reversing for developments utilising a ROW for vehicular access or abutting a development utilising a ROW for vehicular access.	✓			Visual truncations are provided in accordance with the R-Codes.
Provide visual truncations for all corner lots abutting ROW including: <ul style="list-style-type: none"> • 3m x 3m corner truncation for lots at the intersection of two ROW for a 5.0m wide ROW; & • 2m x 2m corner truncations for lots at the intersection of a ROW and the street. • Corner truncations to City's satisfaction for ROW less than 5.0m wide. 			✓	The required 2m x 2m truncations at the intersection of the ROW and the streets has not been shown on the plans, however can be brought into compliance as a condition of approval subject to some minor modifications to the proposed parking along the ROW.
Provide sealing and drainage to ROW to the satisfaction of the City where a development utilises an unmade ROW for vehicle access.	✓			Should the application be approved this can form a condition of approval.
CATEGORY 1 DEVELOPMENT PROVISIONS				

LPP6.5 Element	Complies / N/A	O R	Variation Required	Comment
<i>Residential Development</i>				
Residential developments are required to use the ROW for primary access.	✓			The proposed development orientates to the ROW.
Where a development uses a ROW for primary access, the R-Codes provisions relating to primary streets shall apply, except where they conflict with the provisions below. This includes the requirement to ensure adequate surveillance between the dwelling and the ROW, but excepting provisions relating to setbacks from that street. Setbacks are specified below.	✓			The proposal has been assessed against the R-Codes in section 3 of this report. The proposal meets the R-Codes in relation to surveillance between the dwellings and the ROW.
Residential developments utilising a ROW for access are required to provide adequate porch or carport light, preferably sensor activated.	✓			Street lighting along the ROW is proposed and can form a condition of approval, should the application be amended such that it is capable of approval.
<i>Setbacks</i>				
<p>All buildings are to be setback from the ROW:</p> <p>a) A minimum of 2.0m at ground floor level;</p> <p>b) A minimum of 3.0m at upper storey level;</p> <p>c) Carports, garages and car-bays to residential developments using a ROW are to be setback a minimum of 5.5m (to allow for casual visitor parking within the setback area as parking is not permitted in the ROW). A reduced setback of 2.0m may be acceptable where primary access to the dwelling is available from the primary street (note: primary access via a pedestrian access leg does not qualify for setback reduction); and</p> <p>d) Carports, garages and car-bays to non-residential developments are to be setback a minimum of 2.0m.</p>			✓	<p>The development proposes the following setbacks:</p> <p>a) A minimum of 2.4m at both the ground and upper levels to the buildings to the south-east of the laneway;</p> <p>b) A minimum of 2.7m at both the ground and upper levels to the buildings to the north-west of the laneway.</p> <p>The car bays located along the laneway provide a nil setback to the ROW, or are partially constructed within the road reserve (discussed previously in section 6 of this report).</p>
All setback provisions from the ROW are to be determined after allowing for any ROW widening requirement from the lot.			✓	The setbacks have been taken from the existing ROW boundary, i.e. have not taken the required widening into account.
Where a development orients to the	✓			Courtyards are located

LPP6.5 Element	Complies / N/A	O R	Variation Required	Comment
ROW, the location of courtyards in the ROW setback will generally not be permitted, because of the need for these to have the ability to be adequately fenced and screened.				behind the street setback areas of the ROW.
<i>Landscaping</i>				
Where a development uses a ROW for primary access, a significant component of soft landscaping within the setback to the ROW will be required in addition to the requirements of Planning Policy 6.6 'Landscaping' in order to contribute to the creation of an attractive streetscape.			✓	Limited landscaping has been proposed. The setback area along both sides of the ROW comprises parking, with limited tree plantings proposed. Landscaping is discussed in further detail in section 10 of this report.
All landscaping within 0.5m of the ROW is to be no more than 0.75m in height and is not to be of a thorny, poisonous or hazardous nature.	✓			The trees proposed are not expected to be of a thorny, hazardous or poisonous nature. This can be ensured through a condition of approval.
<i>Fencing & Gates</i>				
Where a development uses a ROW for primary access, fencing within the ROW setback area is generally not permitted in order to contribute to the creation of an open and attractive streetscape.	✓			Fencing is proposed however is not expected to cause an adverse impact on the streetscape. Further comments below.
Where fencing and retaining walls have been permitted for a development using a ROW for primary access, such fencing and retaining walls must be setback a minimum of 0.5m from the ROW boundary unless land has been ceded from the lot for the widening of the ROW or the ROW is at least 6.0m wide.	✓			The fencing is setback from the ROW as required.
Any fencing within the ROW setback area must be in accordance with Local Planning Policy 2.7 'Streetscapes'.	✓			The proposed fencing comprises a low wall with visually permeable infill and is in accordance with LPP2.7.
No fencing or gates are to be constructed in front of garages, carports or parking bays in such a fashion as to prohibit casual visitor parking.	✓			The fencing will not conflict with any of the proposed visitors parking.
<i>Up-Grading of ROW</i>				
Developments are required to comply with the relevant construction	✓			The applicants have acknowledged that the

LPP6.5 Element	Complies / N/A	O R	Variation Required	Comment
and/or development contribution requirements of the Scheme and the Development Contribution Plan for Rights of Way Improvement Works.				developer will be required to reconstruct the whole of the ROW at their expense. This can form a condition of approval, should the application be amended such that it is capable of approval.
<i>Widening of ROW</i>				
The City is seeking to widen Rights of Way to which it has committed to upgrading to 6.0m. The City will seek to have Subdivisions abutting the Category 1 ROW transfer an appropriate widening (in the majority of cases, 0.5m) along the ROW boundary to the City free of cost as a condition of subdivision.			✓	The subject ROW has a widening requirement of 1m, i.e. 0.5m to each side. The proposal has not accommodated the required widening area.
Notwithstanding that whilst widening requirements are generally divided equally between properties abutting both sides of the laneway, commercial developments may be required to cede the full width of land required for widening given the traffic generating potential and the benefit the land will achieve from using the ROW.	✓			Not Applicable.

LPP6.5 provides the following Objectives against which variations to its development standards may be considered:

- *To facilitate the improved management of Rights of Way ('ROW');*
- *To promote better urban design by encouraging the use of ROW for vehicle access;*
- *More efficient use of individual sites;*
- *Create unique streetscapes along the ROW through sympathetic building orientation and design;*
- *Maintain existing streetscapes, by minimising the need for and impact of additional garages/carports and paved areas within the street setback area, and better allowing the retention of existing buildings and landscaping; and*
- *Contribute to the objectives of the City's Rights of Way Management Strategy adopted by Council on 10 November 2009.*

The development requires consideration under the objectives in relation to the proposed street setbacks and ROW widening. These are each discussed in further detail below.

Street Setbacks

The following elements of the development are contrary to LPP6.5:

- a) A minimum of 2.4m at the upper levels of the buildings to the south-east of the laneway;

- b) A minimum of 2.7m at upper levels of the buildings to the north-west of the laneway.
- c) The car bays located along the laneway provide a nil setback to the ROW, or are partially constructed within the road reserve (discussed previously in section 6 of this report), in lieu of the required 5m.

The applicant has provided the following comments with respect to the proposed street setback variations to LPP6.5:

Lawry Lane is proposed to be configured as a street with one-way vehicle access (3.3m wide traffic lane), 2.1m wide car parking spaces on both sides, and a paved setback of 2m on the northwest side and 1.5m on the southeast side providing pedestrian access along Lawry Lane; at a total width of 11.0m. Widening of the existing 5.03m Lawry Lane road reserve is not considered necessary (refer to the comments further below). It is noted the 3.3m wide traffic lane will be contained entirely within the 5.03m road reserve.

The proposed configuration of Lawry Lane complicates any setback calculation, as the setback could be made to a number of points, including the road reserve, the traffic lane, the parking spaces or the pedestrian paths, each obtaining a different result. For example, while the development on the northwest side of the development is setback 4.9m from the Lawry Lane road reserve, it achieves different setbacks to the traffic lane, or the car parking spaces, or the footpath.

It is considered suitable to address the setbacks to Lawry Lane on its merits. In this regard, the following comments are considered relevant:

- *The proposed redevelopment of Lawry Lane seeks to achieve a 'mews' style development, typified by a narrow road carriageway and nil street setbacks. The proposed development incorporates most of the Lawry Lane frontage, and is considered to achieve a mews development style.*
- *The proposed 1.5m setback between the southeast development and the car parking spaces is considered suitable give the north-facing aspect. Similarly, the 3.4m setback between the northwest development and the car parking spaces provides a larger setback providing more light into Lawry Lane.*
- *The proposed development includes planter boxes designed to soften the use of hard materials in Lawry Lane.*
- *Lawry Lane is intended to be designed as a pedestrian and vehicle shared space, with low vehicle speeds and freedom of pedestrian movements as a result. In addition, the basement carpark will be access from Tenth Avenue, with limited traffic flows expected on Lawry Lane.*

In the circumstances, the relationship of the proposed developments to Lawry Lane is considered suitable for the reasons set out above, and warrants approval.

The City's officers are satisfied that the design and construction of the building, including the quality of the materials and finishes, will be to a satisfactory standard to ensure the development will not compromise the streetscape objectives of LPP6.5. There is no streetscape at present and as the proposal occupies the bulk of Lawry Lane between Tenth and Eleventh Avenue, the City is satisfied that a unique streetscape within this section of Lawry Lane will be achieved. The setbacks of the proposed buildings from the laneway are therefore considered acceptable.

However, the setback of the car bays, and specifically the car bays being partially located within the road reserve, is not considered acceptable. The location of the car bays will restrict vehicle movements along the ROW to one way traffic only. The location of the car bays also compromises the ability for land to be ceded for road widening purposes as part of a future subdivision application. The City would have no objections to a nil setback of the car bays to the street boundary (inclusive of the required widening area), however does not support car bays within the existing or future ROW road reserve. Detailed comment on this issue is contained in section 6 of this report.

ROW Widening

The development has not incorporated the required 1m ROW widening requirement.

The applicant has provided the following comments with respect to the fact that ROW widening has not been allowed for by the proposal:

The application does not propose the subdivision of Lots 32, 33 or 105. LPP6.5 does not require the ROW to be widened for development application. Further, Lawry Lane is intended to be reconfigured as a mews style lane with a total width of approximately 11.0m. It is not considered reasonable for Lawry Lane to be widened to 11m, nor is it necessary for Lawry lane to be widened to 6m. The 3.3m wide traffic lane will be fully contained within the existing 5.03m road reserve.

The applicant has suggested that because LPP6.5 only references ROW widening in the context of subdivision, there is no requirement at the development application stage. However, the decision maker, in this case the North-West Metro JDAP, is required to ensure that a development application does not conflict with any future subdivision requirements. In this instance, the proposal has not allowed for the required ROW widening, and in fact proposes parking bays within these future ROW widening areas. This is considered unacceptable to the City as it will compromise both the ability for the ROW to function in dual directions, but also the streetscape objectives of LPP6.5. The ability for the development to provide sufficient on-site parking will also be compromised if the proposal is approved without allowing for the ROW widening areas.

The Western Australian Planning Commission, as part of the subdivision process, control road planning through the implementation of Development Control Policy 1.7 - General Road Planning (DC1.7). Clause 3.1.6 of DC1.7 specifies that:

Provisions relating to road widening may be included in approved town planning schemes and the Commission will have regard to such provisions when making a decision on subdivision.

The provisions of LPP6.5 have been adopted through clause 2.3 of LPS3. Consequently, whilst Policy standards are not binding, development is to have due regard to them. It is therefore reasonable for the WAPC to have due regard to the LPP6.5 requirements for road widening as part of the subdivision process. The WAPC have consistently imposed conditions requiring land to be ceded for the purposes of the widening of Category 1 and 2 ROW's. In the City's view there is no reason in this instance why the WAPC would not make a decision consistent with their previous approach to the ceding of land along ROW's and impose this requirement as part of a subdivision which may occur on the subject lots. Furthermore, by virtue of the significant size of the landholding it is clear that design alternatives exist. Consequently, the City is of the opinion that the development (i.e. the car bays)

proposed within the ROW widening area is not acceptable and should not be supported.

LPP6.5 clearly imposes a requirement for ROW widening, and the development application should be required to take this into account. Consequently the City would recommend that accommodation of future road widening be demonstrated as part of the subject application.

8. Local Planning Policy 6.3 – Bin Storage

The City's Bin Storage Policy (LPP6.3) (Attachment 9) provides standards relating to the provision of commercial and residential bin storage areas. The Policy specifies the following requirements:

- Bin storage areas shall have a minimum size of 10m² and minimum width of 3.5m.
- In the case of residential development containing 13 or more dwellings, provisions is required to be made for a bulk refuse bin of 1.53m³, plus 0.38m³ per three dwellings in excess of 13. Alternative arrangements may be made for the use of Green Bins in consultation with the City's Waste Services Business Unit.

Commercial Bin Store

For the commercial component, the development has provided an 8m² bin storage area. The applicant has advised that two 660 litre bins are proposed to be located in this space, to be collected by private contractors. The applicants have acknowledged that the City's Waste Services Business Unit will be unable to service the waste removal needs of the proposed commercial tenancies.

The City's Health & Compliance Business Unit have reviewed the proposal and have concerns regarding the location of the commercial bin store. This is because it is not immediately accessible to the commercial tenancies. They have recommended that the bin store be relocated to enable it to be deemed immediately accessible. This is considered reasonable, particularly given the uses include a restaurant, which is expected to generate a significant amount of waste. The only realistic option for the removal of waste from the commercial tenancies is for employees to carry it through the public floor area, out the front door, along the Tenth Avenue footpath, across the vehicle crossover that services the proposed development, to the bin store. This presents concerns due to the potential impacts on the cleanliness of the commercial tenancies as well as potentially conflicting with vehicles accessing or departing from the basement levels. In order to mitigate these risks it is therefore recommended that, should the application be amended such that it is capable of approval, the location of the commercial bin store be relocated so that it is immediately adjacent to the commercial tenancies, which would prevent the need for waste to be taken through the public floor area of the commercial tenancies.

Residential Bin Store

For the residential component, the development has provided a 33m² area at ground floor level. As per LPP6.3, the waste removal needs for the proposed 94 multiple dwellings is 11.79m³. However, the use of Green Bins is proposed in lieu of bulk bins. The applicant has advised this is for the following reasons:

Provision of on-site access for bulk refuse vehicles would have a significant impact on the character and built form of the proposed development, which would

be inconsistent with the objectives of LPP5.2 and LPP3.1. The proposed alternative waste management proposal is more in keeping with LPP5.2 and LPP3.1 objectives.

As bulk bins are not proposed (and are not appropriate for the reasons listed above), it is proposed waste be stored in 240L bins. A total of 50 240L bins would be required to be collected on a weekly basis. It is proposed bins be collected twice-weekly, to reduce the amenity and noise impacts to residents of having 50 bins lined up on the verge, and given there is insufficient verge space to accommodate 50 bins.

Therefore a total of 25 240L bins are proposed to service the residential component, to be collected twice weekly.

Further details regarding how the proponents envisage waste to be managed are outlined in their Waste Management Plan, which forms Appendix 4 of Attachment 12.

Whilst the City acknowledges that the location of the site within the Heritage Protection Area does present some design constraints, the fact that Lawry Lane runs through the middle of the development site, and therefore presents an alternative for waste removal, does not appear to have been explored. The provision of parking bays along Lawry Lane, (which are required to meet the minimum parking requirements for the development) prevents the use of the Lane for the purpose of waste removal. The proposal to have 240L bins serviced by the City's Waste Services Business Unit along Tenth Avenue has also resulted in a compromise in the design of the building, as awnings have not been able to be extended along part of the Tenth Avenue frontage due to the conflict that would occur between the awnings and the swing of bins as they are lifted to the top of the truck so their contents can be emptied.

The City's Waste Services Business Unit has advised that they are not supportive of the proposed waste management arrangements, and that bulk bins should be provided for the residential component. They have advised that if the development as currently proposed is approved, then it is unlikely that they would be unable to service the proposed development. Waste removal would instead need to be undertaken by a private contractor.

9. Local Planning Policy 6.2 – Bicycle Parking

The City's Bicycle Parking Policy (LPP6.2) (Attachment 10) applies to the subject development. The Table below identifies the requirements of LPP2.7 as they relate to the subject development application:

Land Use & GFA	Employee / Resident Rate	Employee / Resident Spaces Required	Customer / Visitor Rate	Customer / Visitor Spaces Required
Shop (141m ²)	1 space per 400m ² of GFA	0.35	1 space per 200m ² GFA	0.705
All Other Uses (i.e. Office & Restaurant) (306m ²)	1 space per 400m ² of GFA	0.765	N/A	N/A
Multiple Dwellings (as per clause 6.3.3(C3.2) of R-	1 space per three dwellings (as per R-Codes)	32	1 space per 10 dwellings	9.4

Codes)				
TOTAL REQUIRED		33		10

As per the above table, the development requires 33 bicycle bays for the employees / residents, and 10 bays for the customers / visitors. The development provides 12 bicycle parking spaces at street level within the road reserve for customers / visitors, and 31 bicycle parking spaces on the upper basement level for residents. There is therefore a 2 bay shortfall in relation to the bicycle parking spaces provided for residents of the multiple dwellings, as it is not considered reasonable to expect residents to use the bicycle parking spaces identified within the road reserve.

LPP6.2 provides the following Objectives against which variations to its development standards may be considered:

- *To facilitate the development of adequate bicycle parking facilities;*
- *To ensure the provision of end of journey facilities; and*
- *To encourage the use of bicycles for all types of journeys.*

The applicant has provided the following comments with respect to the proposed departure from the bicycle parking requirements of LPP6.2:

In relation to residential parking, the R-Codes (November 2010) included bicycle parking rates for multiple dwellings. As LPP6.2 preceded the November 2010 R-Codes, the R-Codes deemed-to-comply rate for bicycle parking for multiple dwellings has been applied in lieu of the rates set out in LPP6.2.

The proposed development includes 12 bicycle parking spaces located on the Tenth Avenue and Beaufort Street verge, plus a further 31 resident spaces located in the basement level.

The shortfall of 1 resident parking space is considered acceptable given all residents have access to a storeroom and eight dwellings have backyard space.

The twelve verge spaces will be accessible by shop owners and customers. As five spaces are required, seven spaces more than required are being provided.

It is proposed residential visitors use the verge spaces on a reciprocal arrangement, given the peak visitation hours for residential visitors differ from that required for staff and customers of non-residential uses.

The City has no objections to the proposed provision of 31 bicycle parking spaces in lieu of the required 33 for the following reasons:

- All dwellings have a storage area with a minimum area of 4m² which will provide an alternative location for bicycle storage. Bike storage within stores is identified as an acceptable alternative under LPP6.2; &
- The 17 ground floor dwellings all have two courtyards significantly greater than the 10m² required, ensuring an alternative secure location exists for bicycle storage.

10. Local Planning Policy 6.6 – Landscaping

The City of Stirling's Landscaping Policy (LPP6.6) (Attachment 11) applies to the subject site. The proposed development does not comply with the requirement for

commercial developments to provide a minimum of 10% landscaping of the total site area.

LPP6.6 provides the following Objectives against which variations to its development standards may be considered:

- *To promote improved landscaping provision and design;*
- *To improve the visual appeal of development, screen service areas and provide a buffer to boundaries;*
- *To provide shade and 'green relief' in built up areas; and*
- *To promote more environmentally sustainable landscaping.*

The applicant has provided the following comments with respect to the proposed departure from the landscaping requirements of LPP6.6:

The provision of 10% landscaping area for the proposed development is contrary to the intent of LPP5.2 and LPP3.1 to provide for street-front development, and achieving the landscaping target of LPP6.6 could only be achieved if the design principles of LPP5.2 and LPP3.1 are compromised. Notwithstanding, approximately 293m² (or 7% of the site) of landscaped area is provided in the form of yard space for the ground-floor dwellings on the southeast side of Lawry Lane, plus a small communal courtyard space behind the commercial tenancy. The amount of landscaping proposed is considered acceptable.

The variation to the landscaping requirements of the development is considered minor and unlikely to affect the overall impression of landscaping as viewed from the subject site or the streetscape.

Conclusion:

The proposed development is across three lots located in Inglewood, abutting Beaufort Street, Eleventh Avenue, Tenth Avenue, and Lawry Lane. The lots are zoned 'Urban' under the Metropolitan Region Scheme and 'Mixed Use' under the City of Stirling's Local Planning Scheme No. 3.

The proposal has been assessed against the existing statutory framework for the site and does not comply with development standards relating to a number of Local Planning Policies and Scheme provisions.

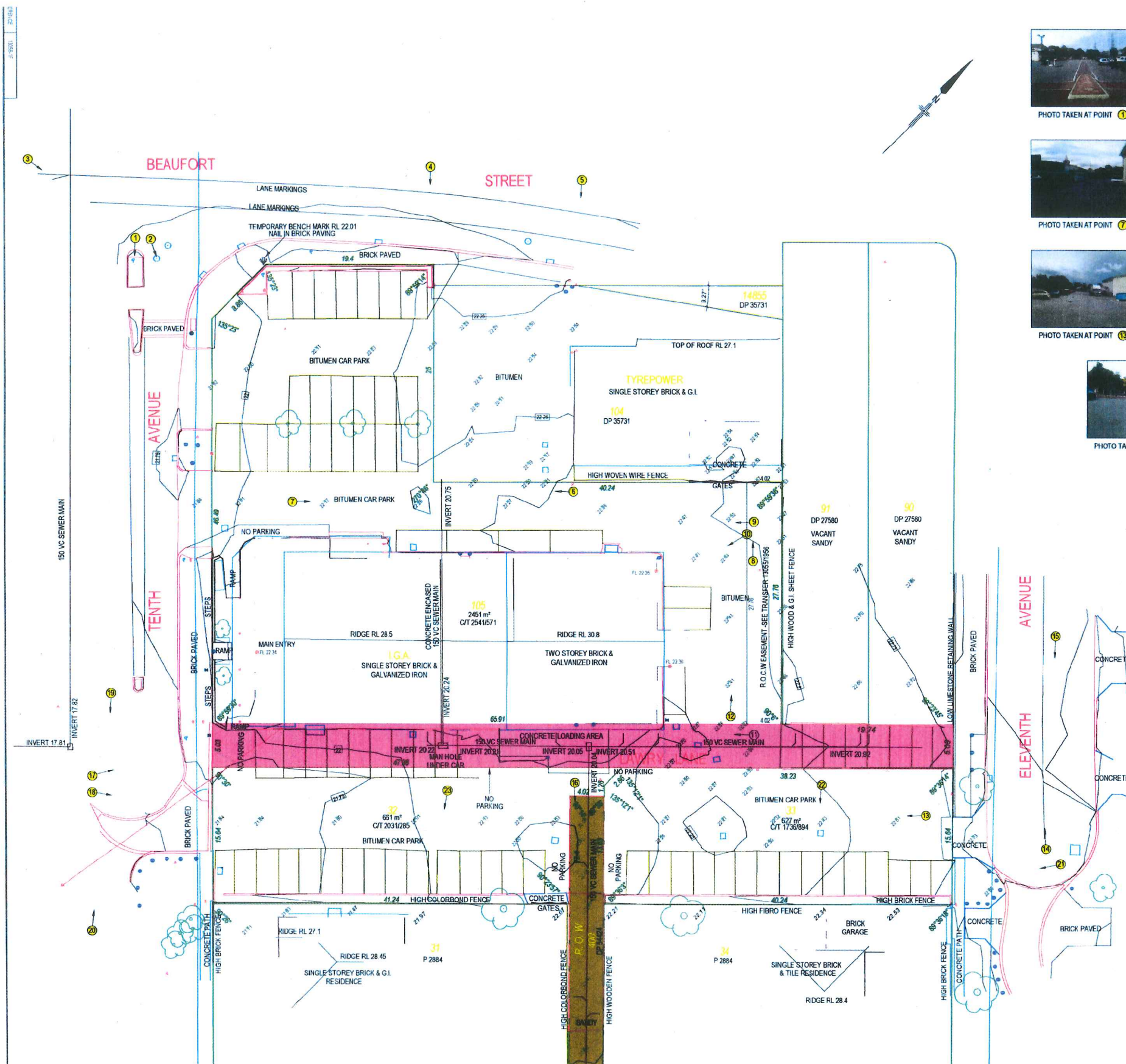
The proposal is not in accordance with the development standards for properties within the Inglewood Town Centre Design Guidelines, which is considered to be the principle Local Planning Policy applicable to the subject lots. It has however been demonstrated that the development is considered to meet the objectives of the Guidelines. The proposed development, including considerations relating to building design, building height, plot ratio, and setbacks, are therefore not considered an impediment to approval.

The development provides an acceptable number of parking bays overall, however the allocation of bays between residential and non-residential uses is not acceptable as the non-residential parking is significantly under-supplied.

The development is across three lots with Lawry Lane running roughly through the centre. The development proposes parking bays which are partially constructed in the Lawry Lane road reserve however the City, as Managers of the land, has not consented to this. The approval of these parking bays is not possible as any such approval would be deemed invalid. Furthermore, by virtue of the proposal to have the parking partially within the road reserve, vehicle movements along Lawry Lane would be restricted to one way only. Modifications would be required to enable the City to remove its objection to these elements of the proposal.

Notwithstanding the above, the proposal to have multiple dwellings at street level facing Lawry Lane, a dedicated road reserve, is inconsistent with the land use provisions of the Scheme which prohibit multiple dwellings at street level in the Mixed Use zone. As identified in section 2 of this report, this land use issue constitutes a statutory impediment which prevents approval of the development. It should be noted that any decision in respect of this application needs to be made consistent with the quasi-judicial role of the Joint Development Assessment Panel, with due consideration of the statutory requirements of Local Planning Scheme No. 3.

In view of the above, the application is recommended for refusal.



LOCATION PLAN
APPROXIMATE EXTENT OF SUBJECT SITE
2013 AERIAL PHOTOGRAPHY
NOT TO SCALE

- LEGEND OF FEATURES**
- CONTOUR (INTERVAL OF 0.25m)
 - BOUNDARY
 - BUILDING / STRUCTURE
 - WALL
 - RETAINING WALL
 - AWNING
 - CONCRETE EDGE
 - FENCE
 - VERB
 - FOOTPATH
 - ROAD CENTERLINE
 - LINE MARKING
 - ROAD DASHED MARK
 - DRIVEWAY EDGE
 - PARKING BAY
 - RIDGE
 - SEWER PIPE
 - WATER PIPE
 - DOOR
 - NATURAL SURFACE LEVEL
 - FLOOR LEVEL
 - SURVEY CONTROL MARK
 - TEMPORARY BENCH MARK
 - POWER DOME
 - HIGH MAST LIGHT
 - HYDRANT GROUND
 - STOP VALVE
 - TELSTRA PIT
 - BOLLARD
 - SIGN
 - TREE
 - LAWN / LAKE - PUBLIC ROAD
 - R.O.W - RIGHTS OF ACCESS TO LOTS 32 AND 33 ONLY

SEWER AND WATER DATA SHOWN ON THIS PLAN IS DERIVED FROM SUPPLIED WATER CORPORATION INFORMATION SHEETS AND IS COMPILED AS BEST-FIT MODEL. BROWN McALLISTER SURVEYORS CANNOT GUARANTEE THE ACCURACY OF THIS DATA.



FEATURE SURVEY OF
LOT 105 ON DP 36749 AND 32 & 33 ON P 2844
1 ELEVENTH AVENUE AND 96 & 98 TENTH AVENUE, INGLEWOOD
Client: **WESTBRIDGE PROPERTY GROUP**

DATUM
HORIZONTAL - ASSUMED
VERTICAL - AND
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SCALE 1:250
0 1 2 3 4 5 10 15 20
All distances in metres unless stated otherwise.

ALL AREAS AND DIMENSIONS ARE SUBJECT TO SURVEY AND EXAMINATION. EXISTING DIMENSIONS AND LOT AREAS ARE CALCULATED FROM AERIAL PHOTOGRAPHY. FIELD INSPECTION IS RECOMMENDED FOR LOCATION OF SERVICES PRIOR TO ANY EXCAVATION.

NO.	APPROVED AND ISSUED TO CLIENT	DATE	REVISIONS
1			
2			
3			

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Licensed Surveyors | Land Development & Strata Consultants | Engineering Surveyors
Email: admin@brownmcallister.com.au Tel: (08) 9386 9688
43 Broadway, Nedlands, Western Australia, 6009 Fax: (08) 9386 9677

SHEET	A1
SURVEYED	C.GILL 17/05/2013
FIELD NOTES	DIGITAL DATA
DRAWN	R.C. 21/05/2013
CHECKED	
REFERENCE	13056-1F

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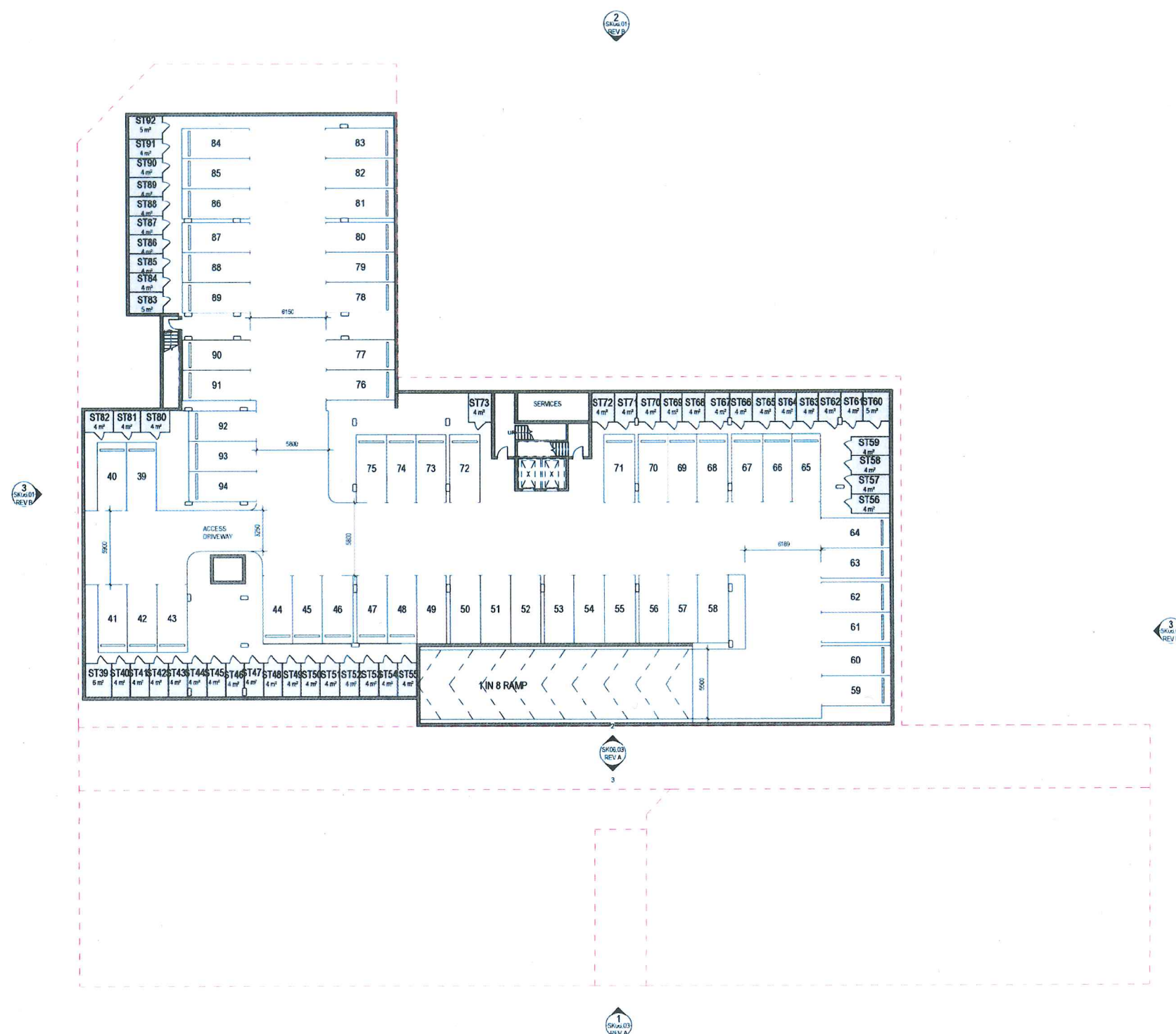
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P13010 Beaufort St Inglewood

-02 BASEMENT CARPARK MASTERPLAN

Issue Date 04/11/2013

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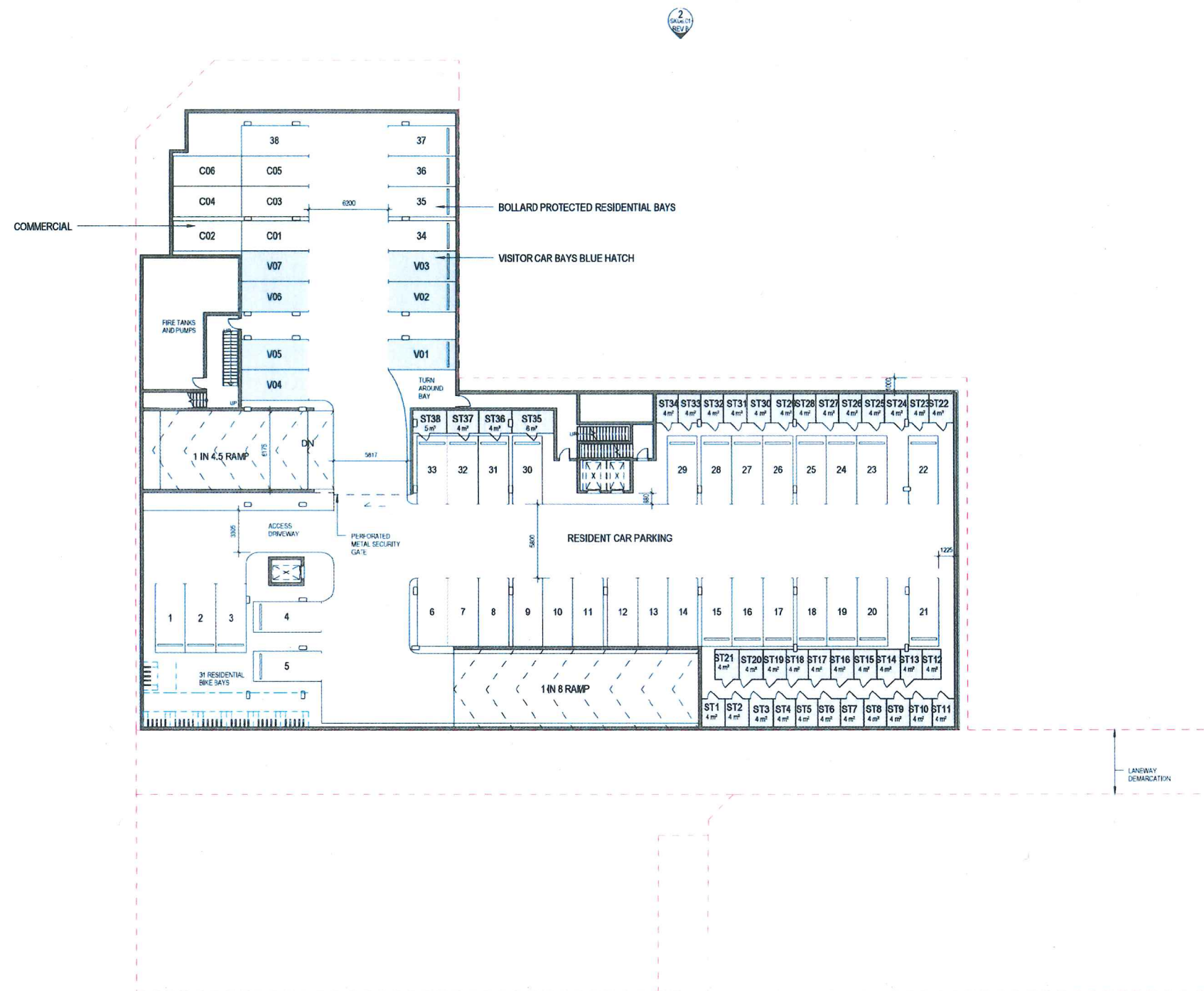
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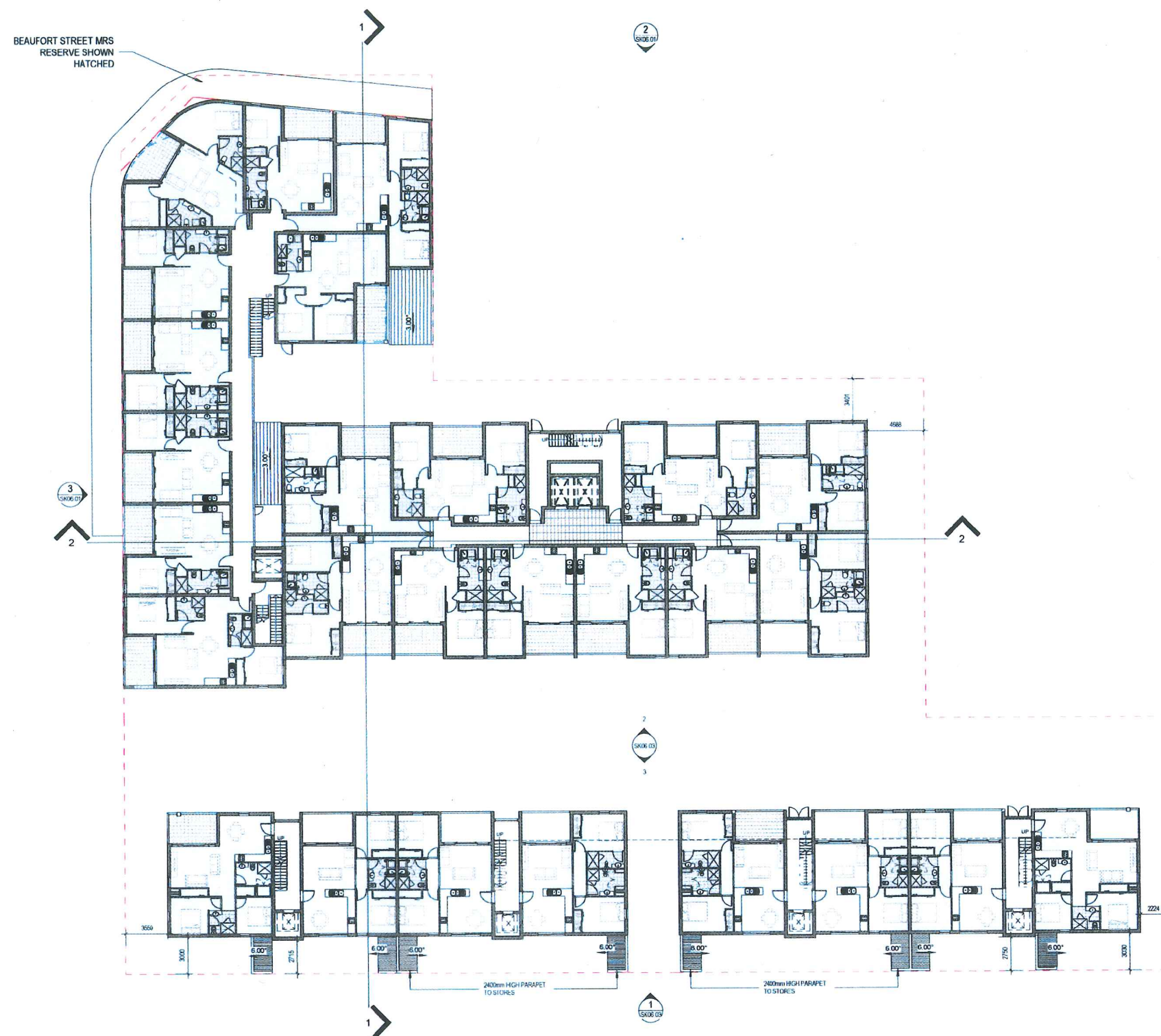
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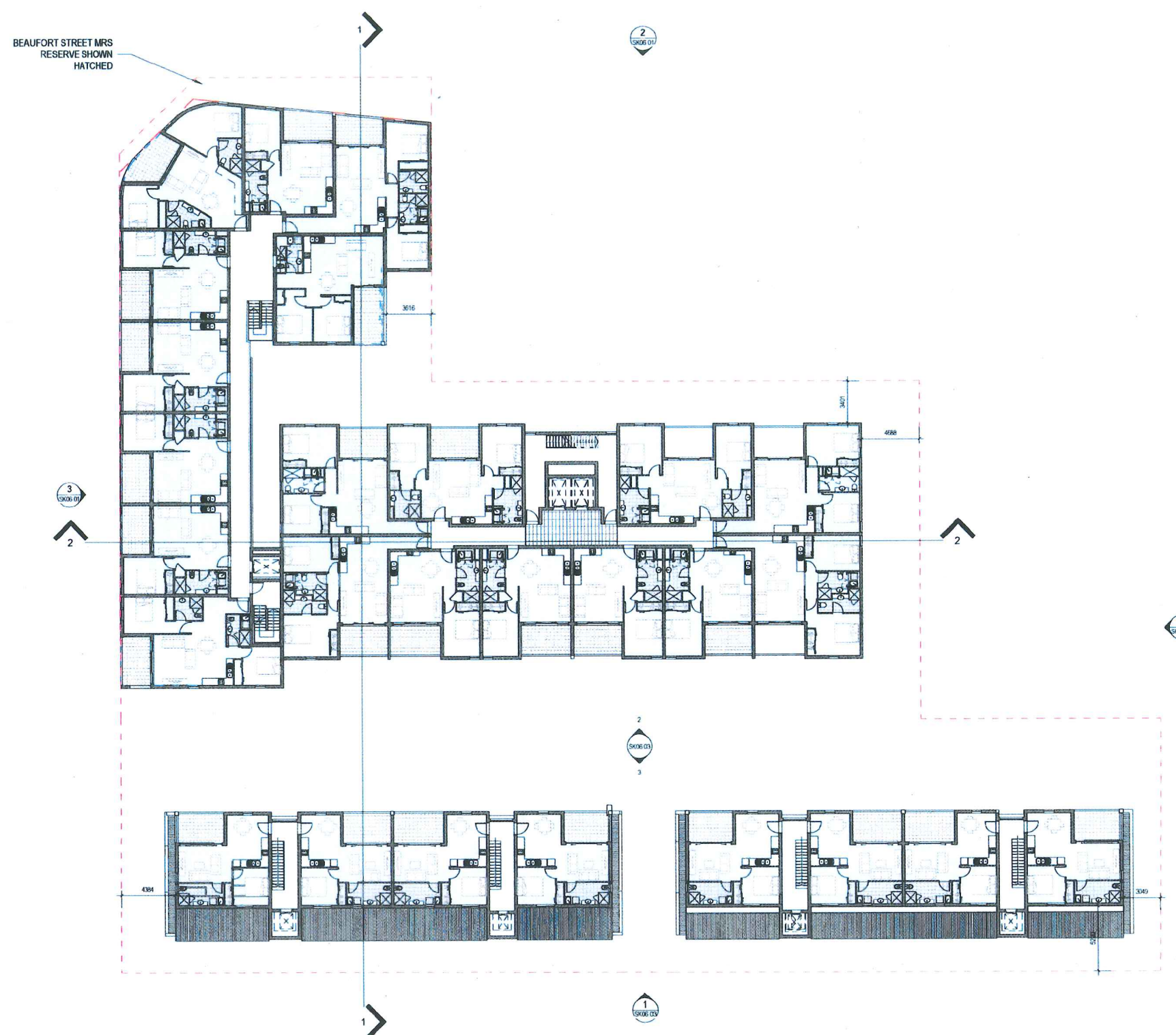
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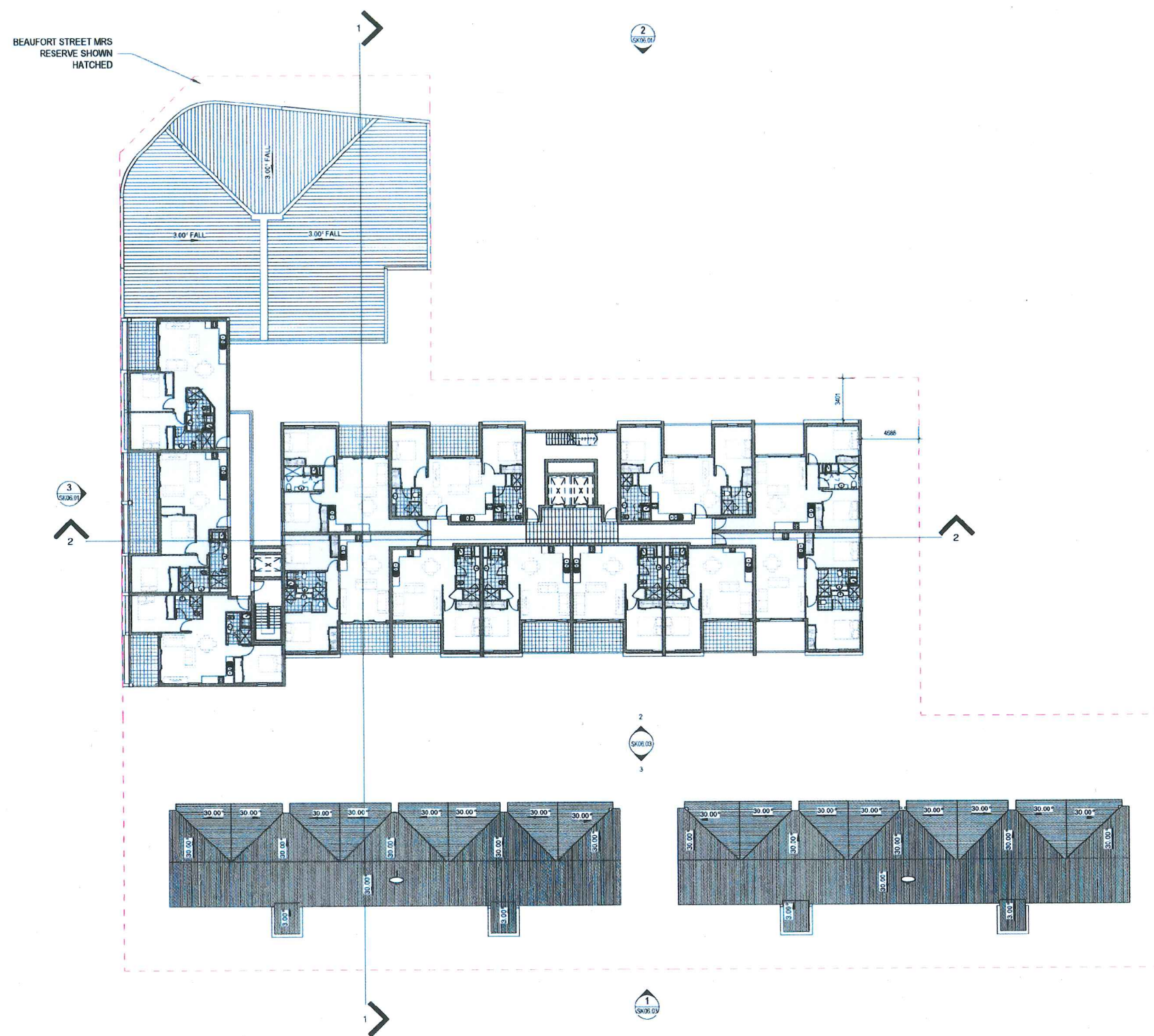
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1 Level 03 Plan - Overall
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LEVEL 03 MASTERPLAN

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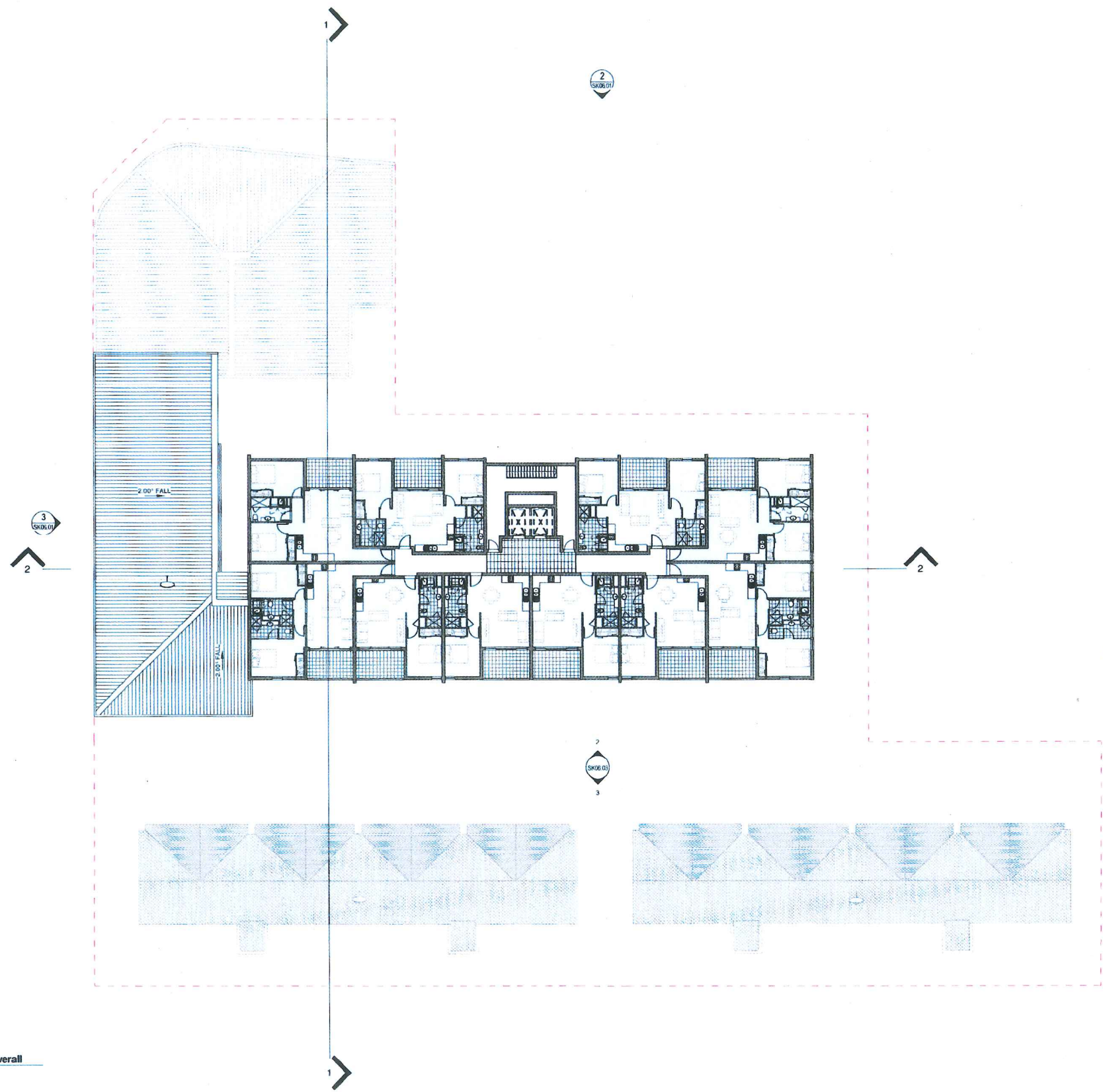
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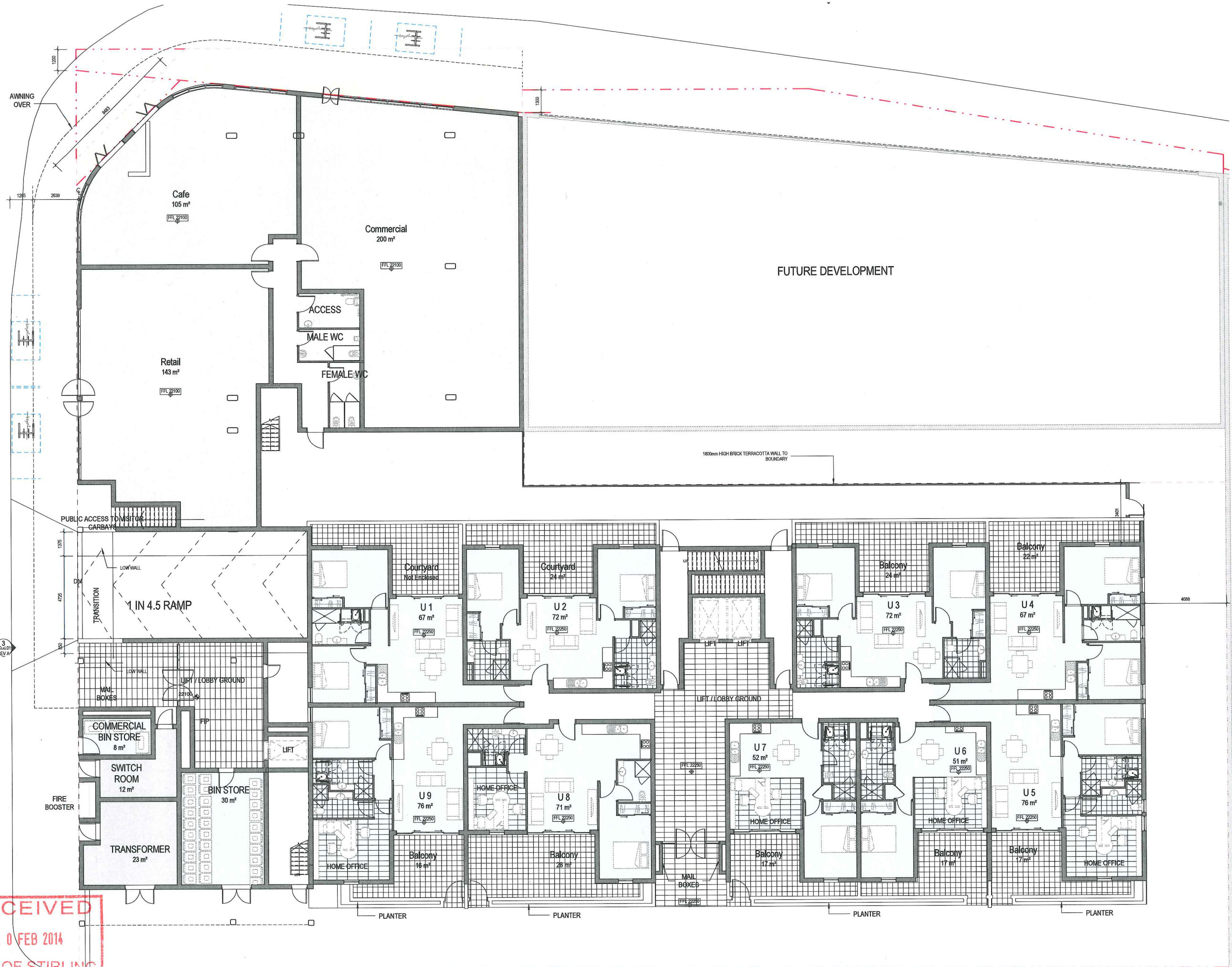
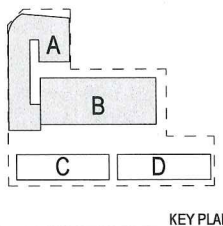
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2500mm WIDE AWNING

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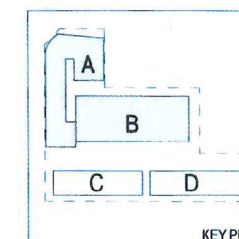
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SOUTH

METAL ROOF SHEETING

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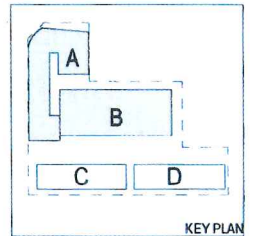
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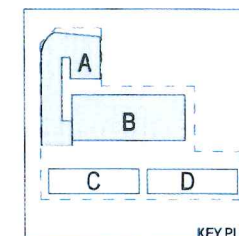
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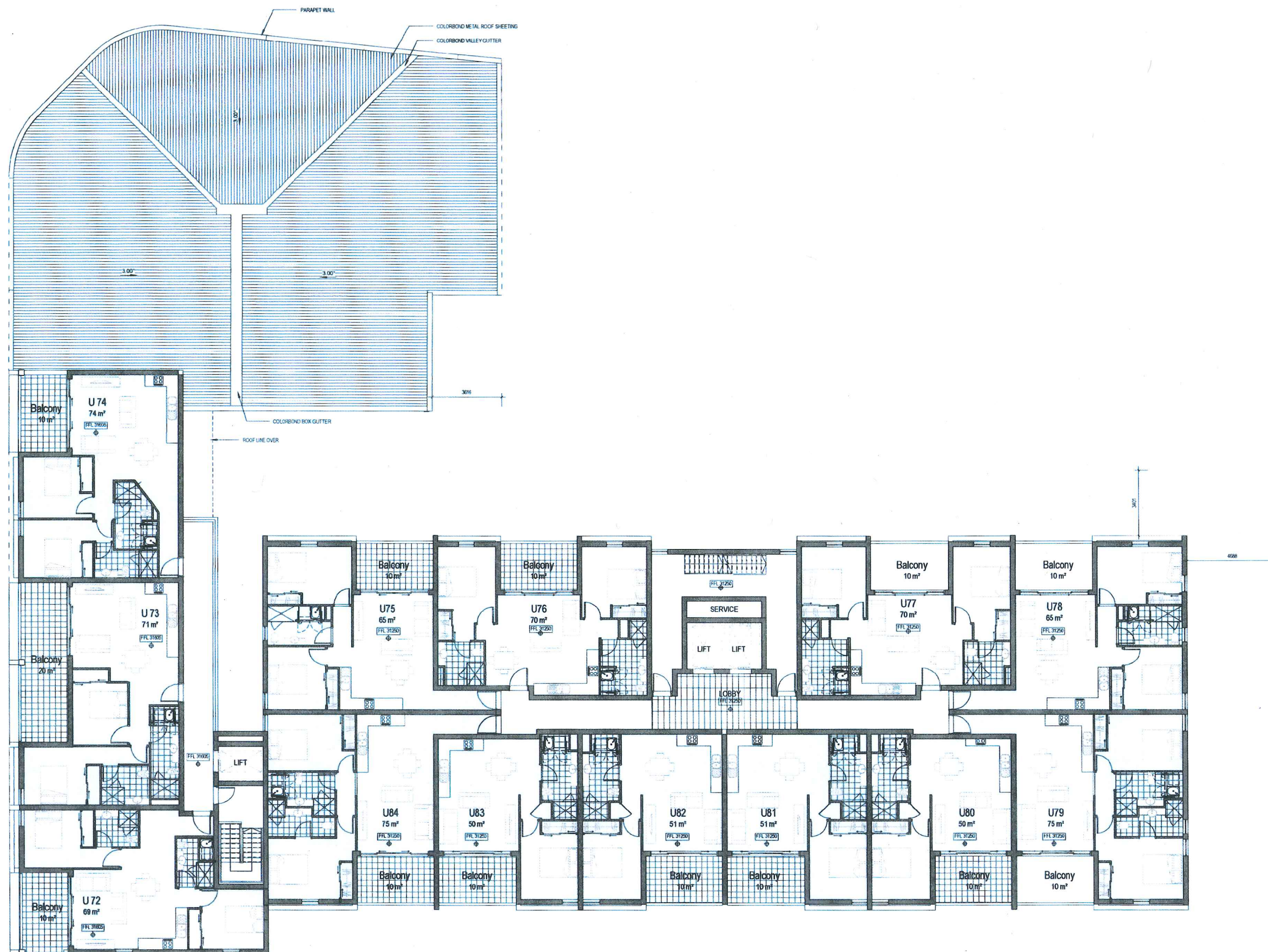


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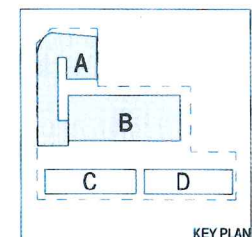
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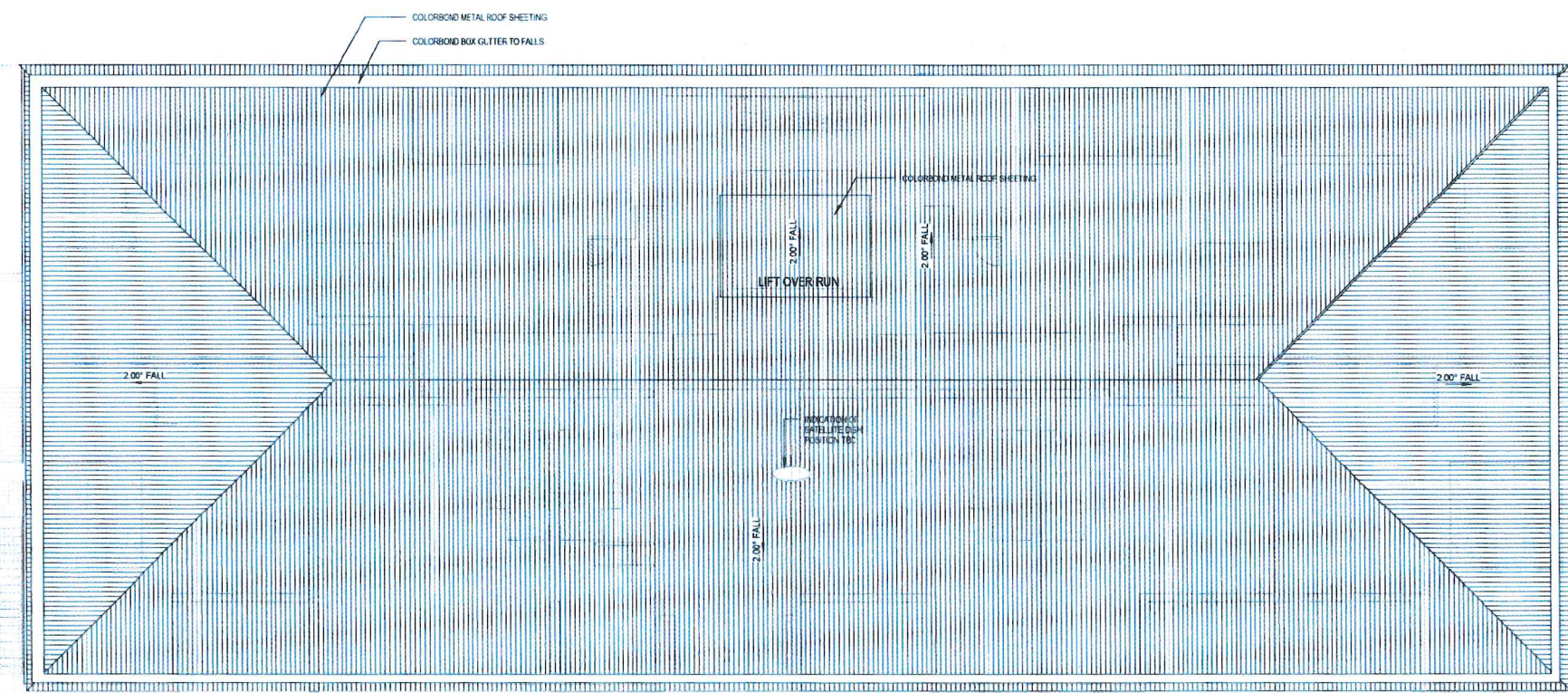
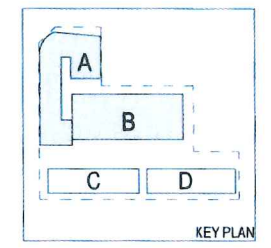
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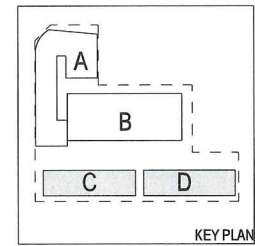
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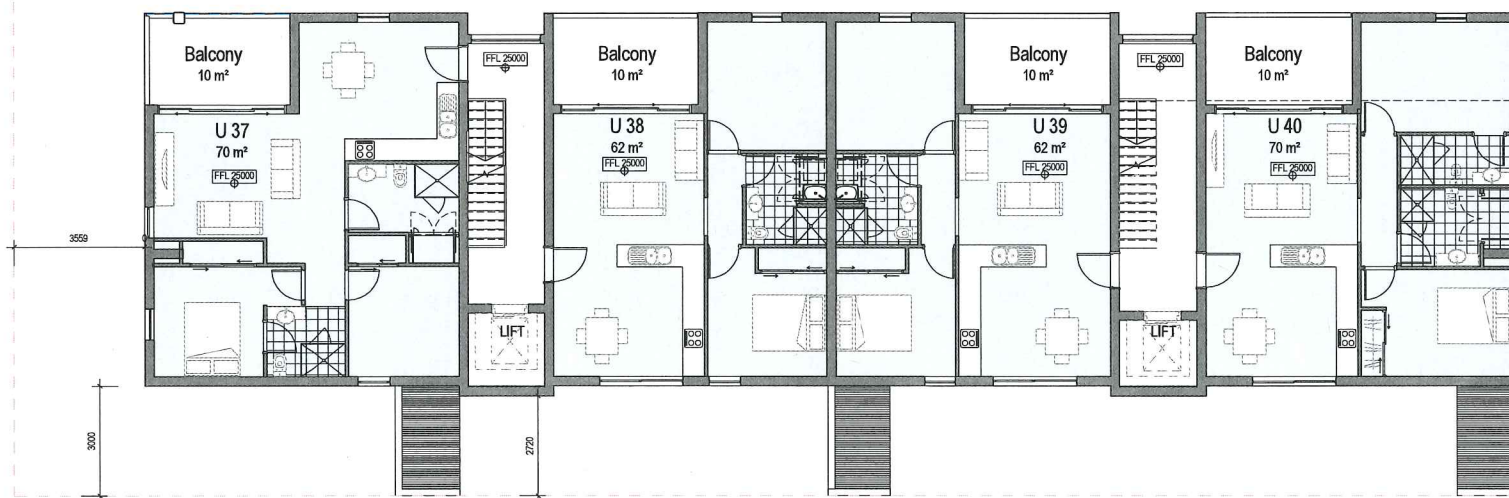
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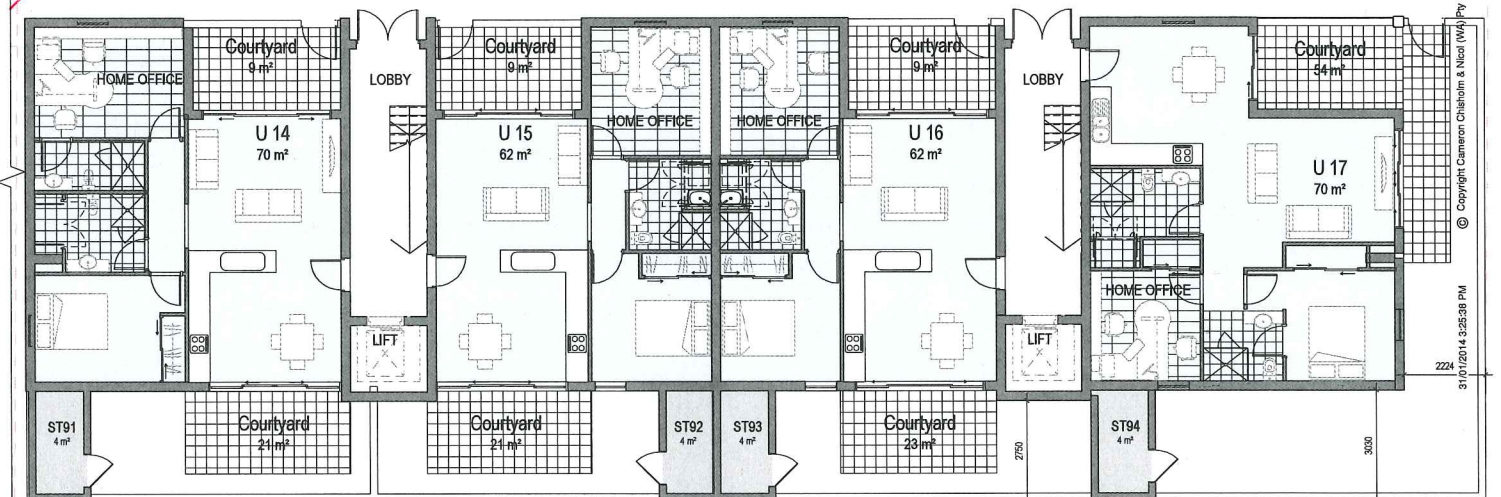
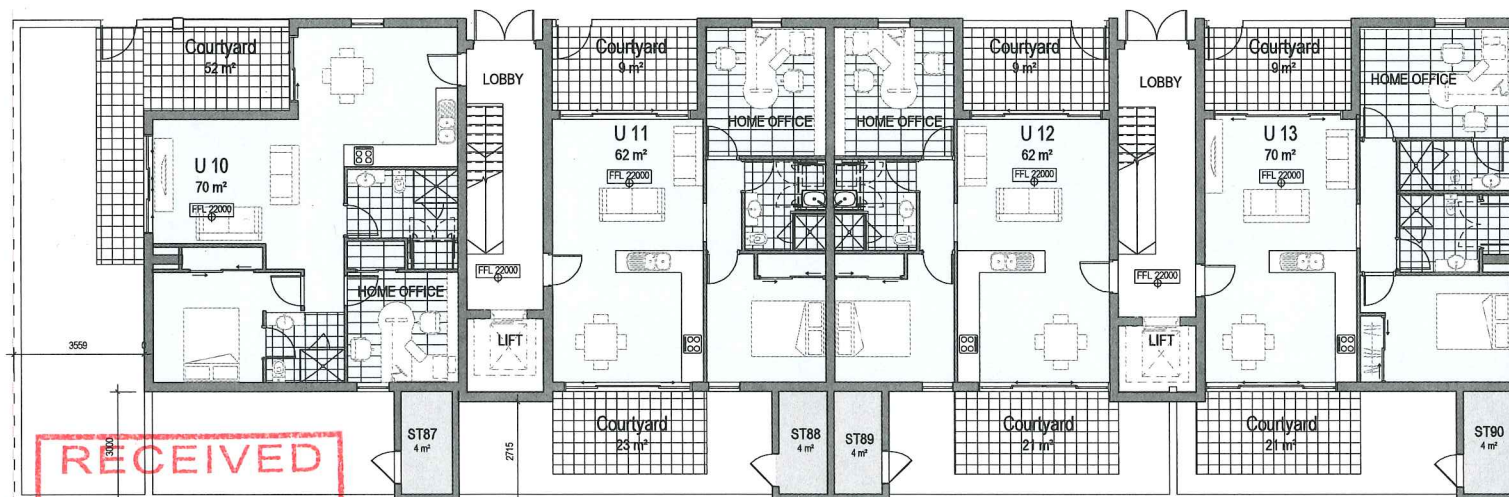
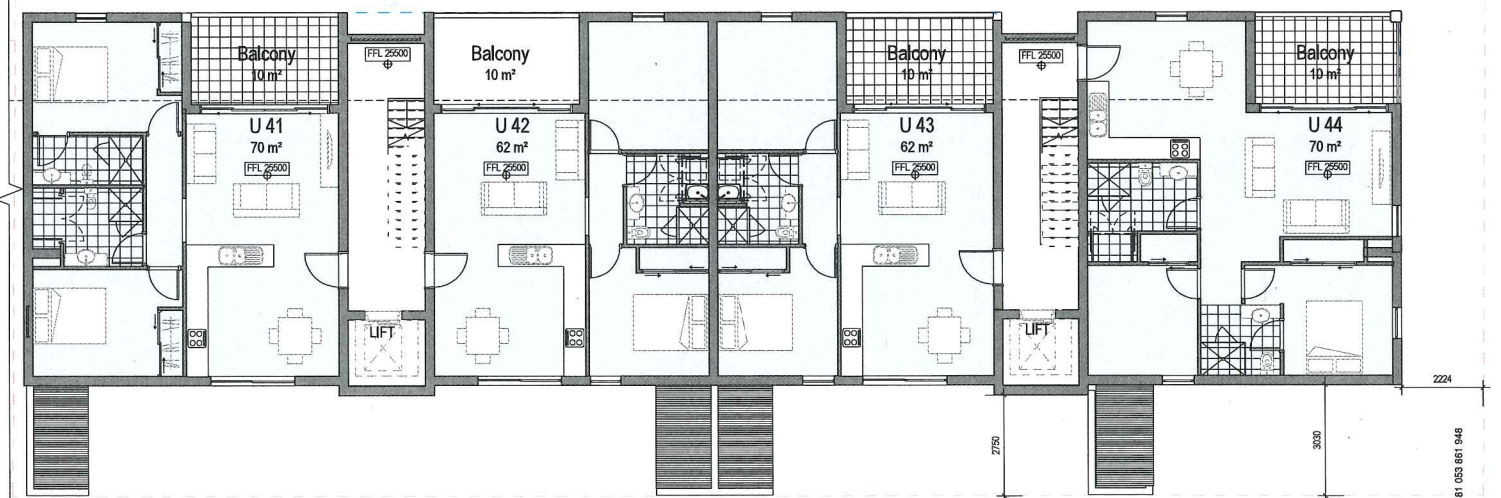
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Ground Floor Plan - C&D

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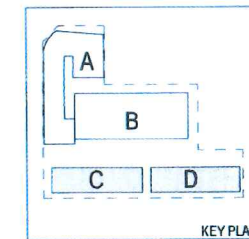
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GROUND AND LEVEL 01 C&D

Issue Date 31/01/2014

SK02.13 REV B



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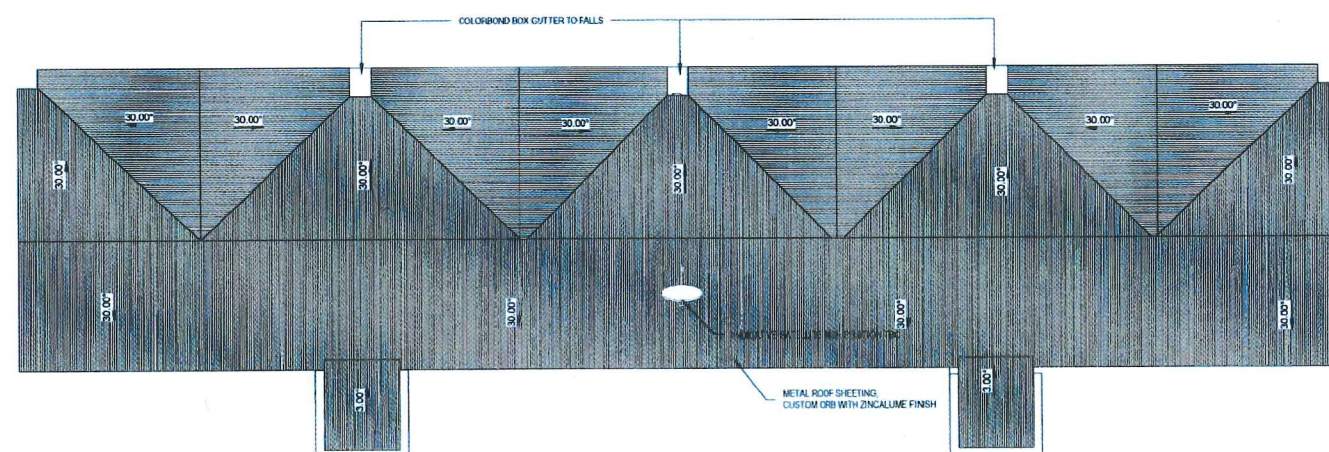
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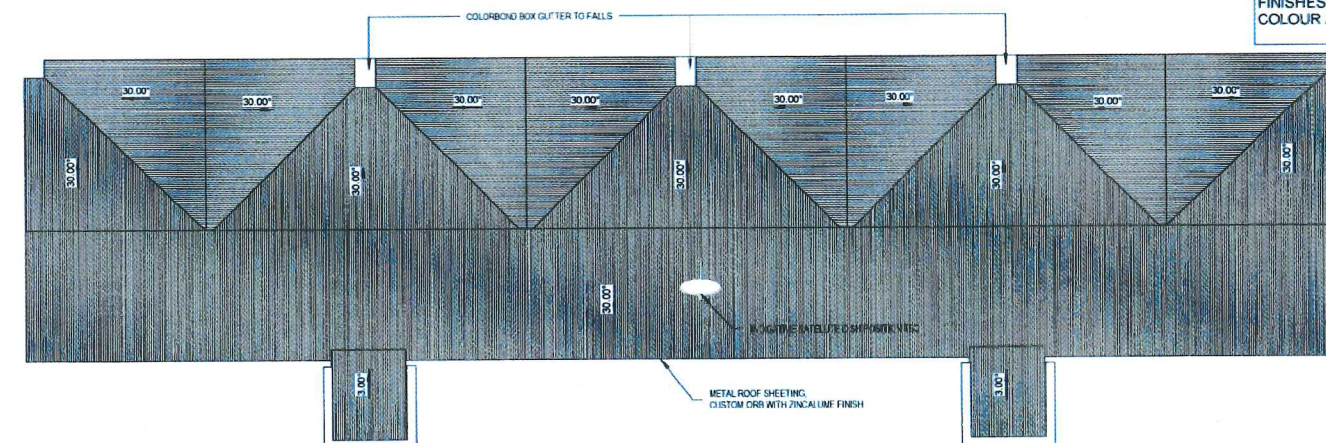
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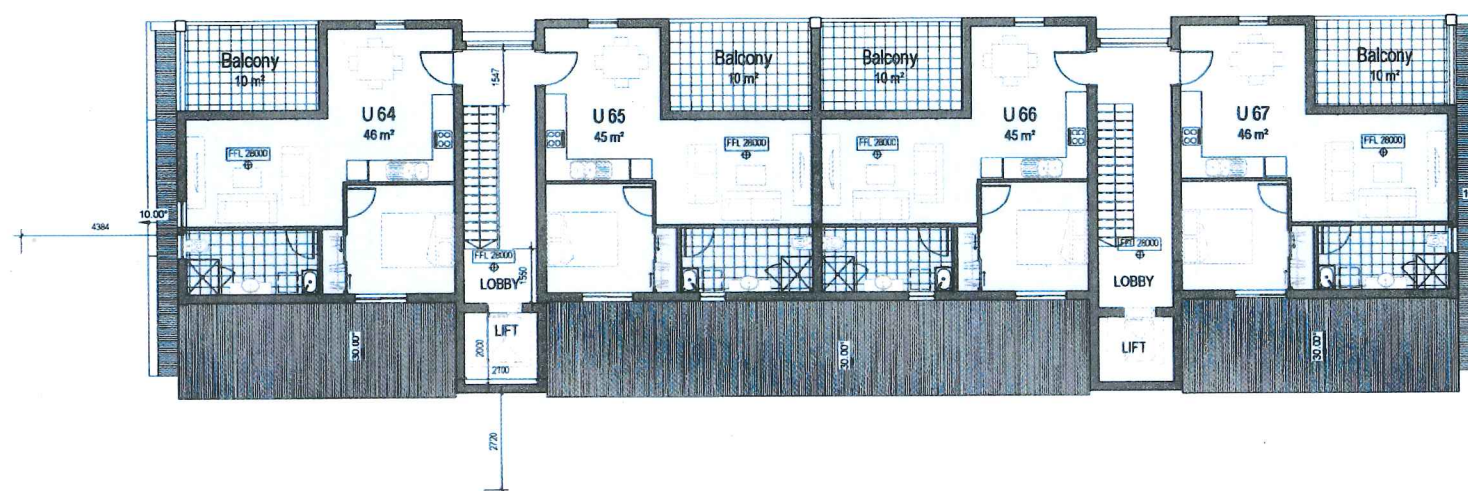


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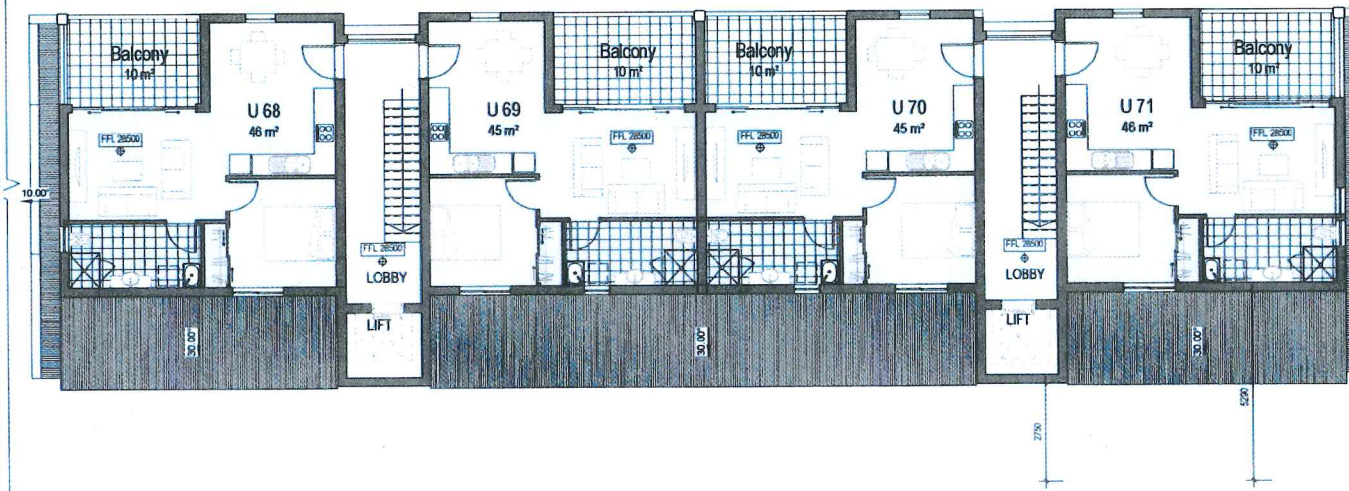


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Level 02 Plan - C&D



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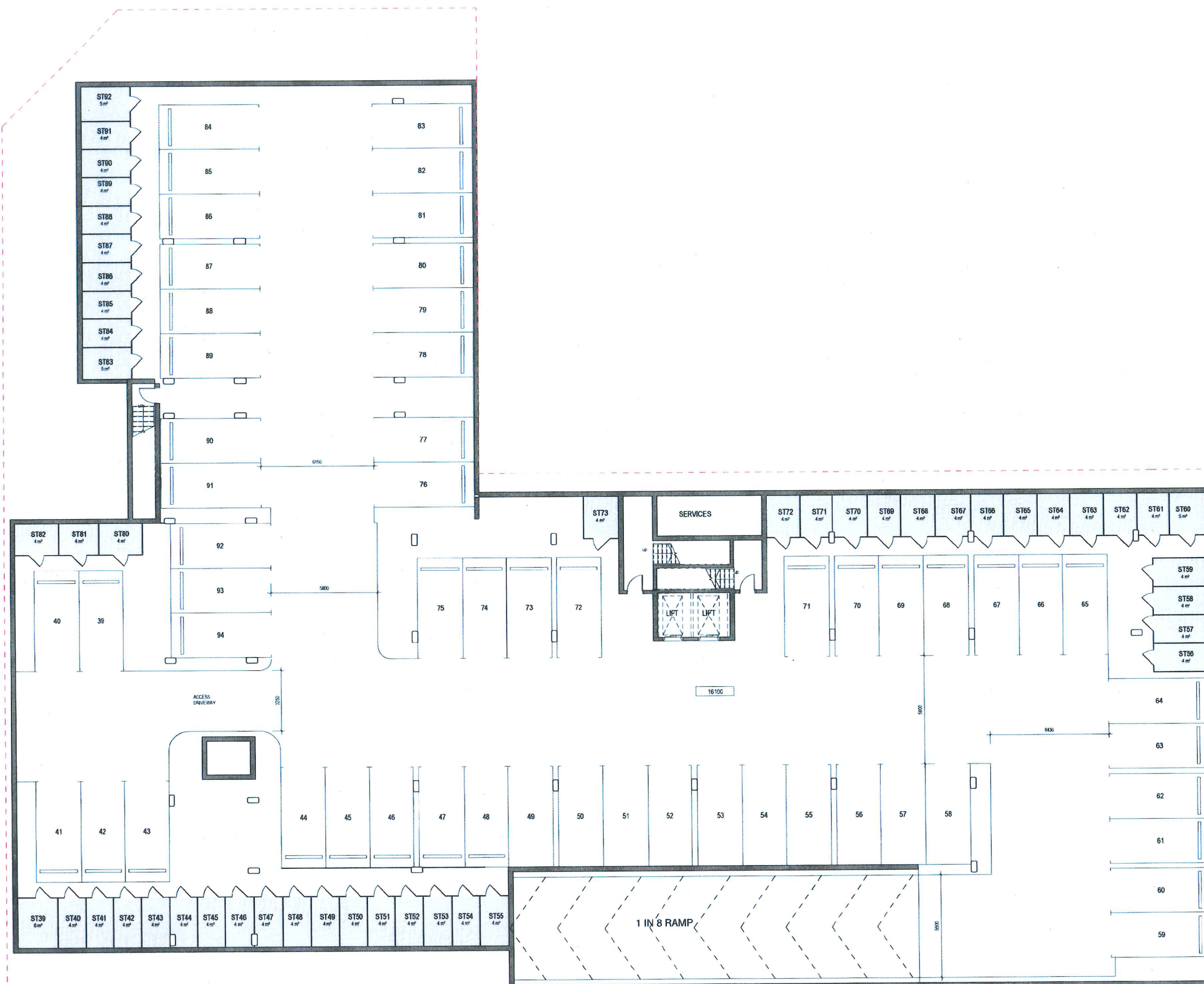
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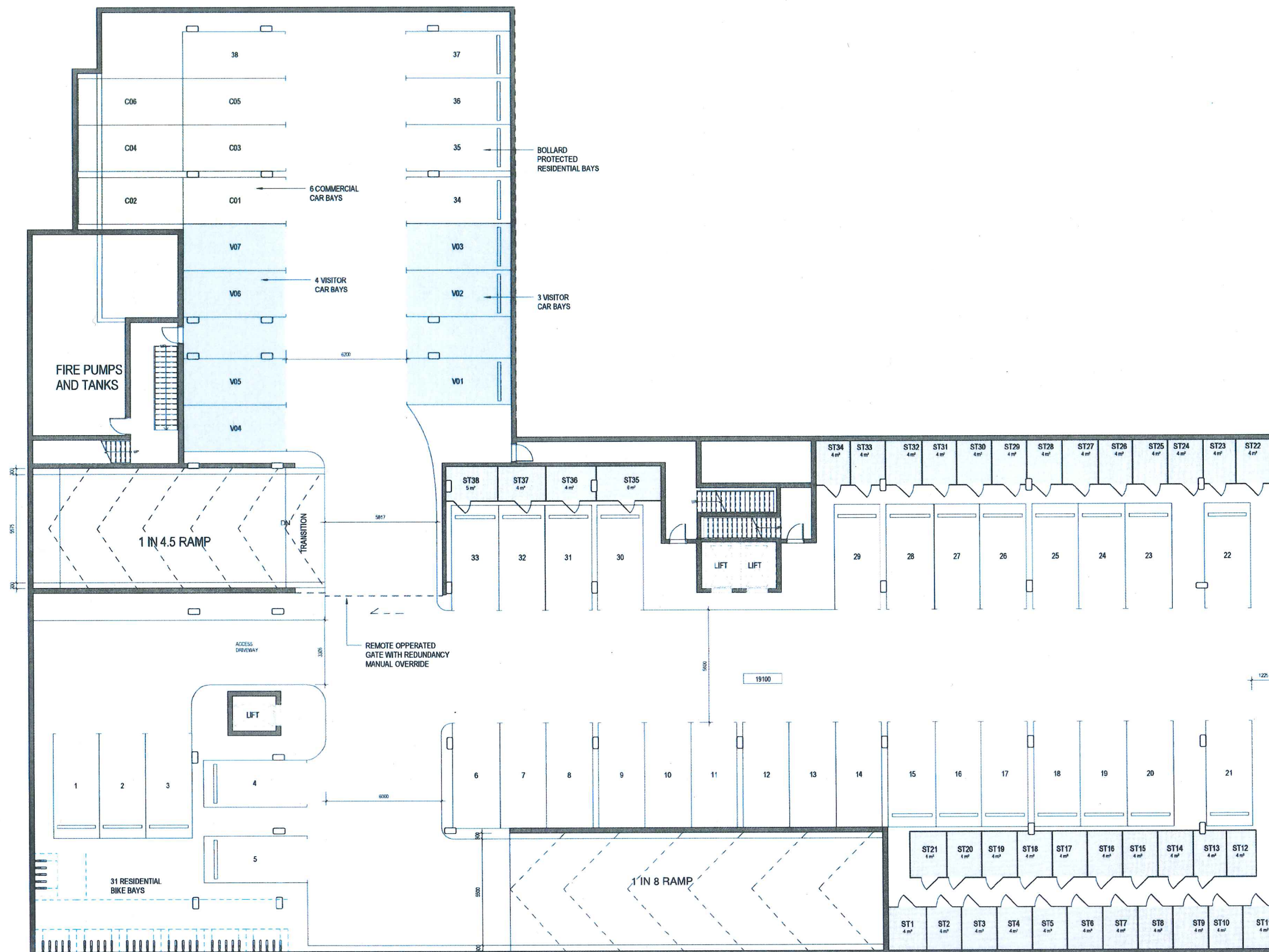
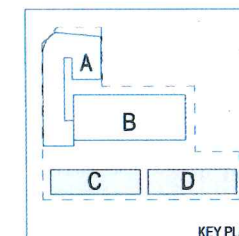
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-01 BASEMENT CAR PARK A&B

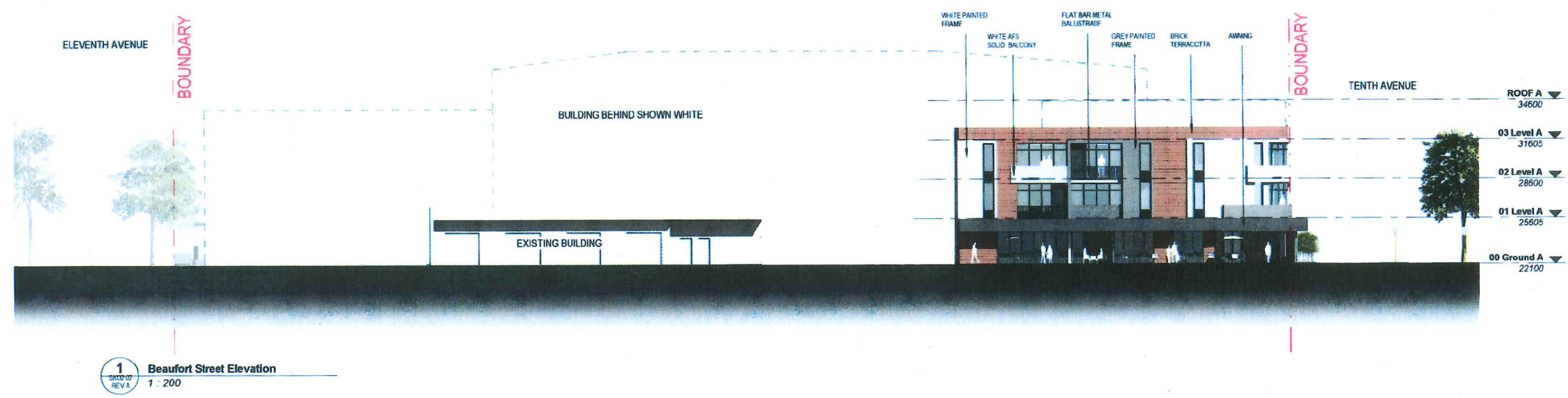
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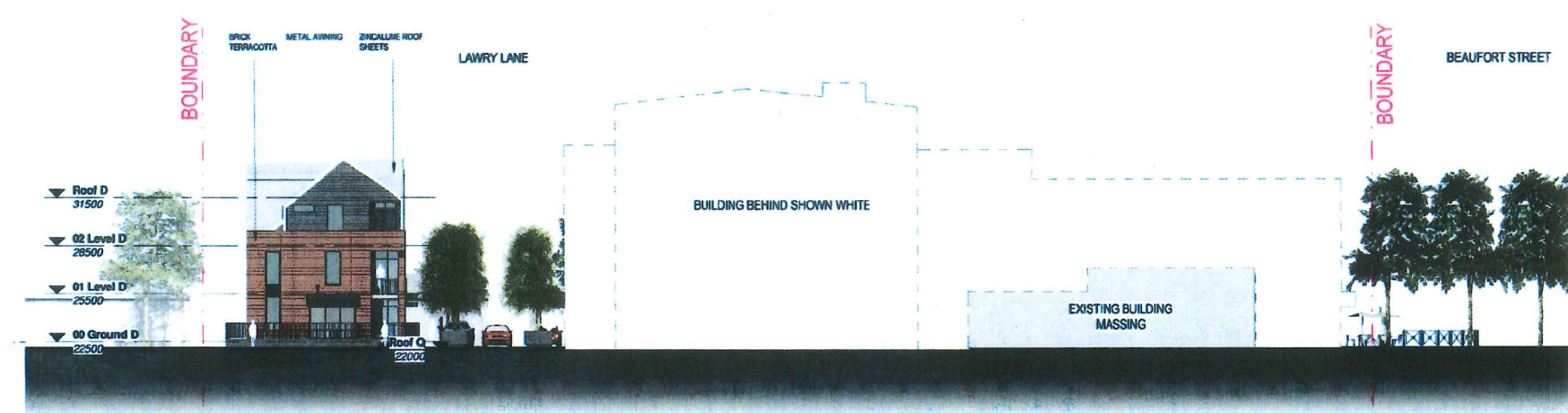
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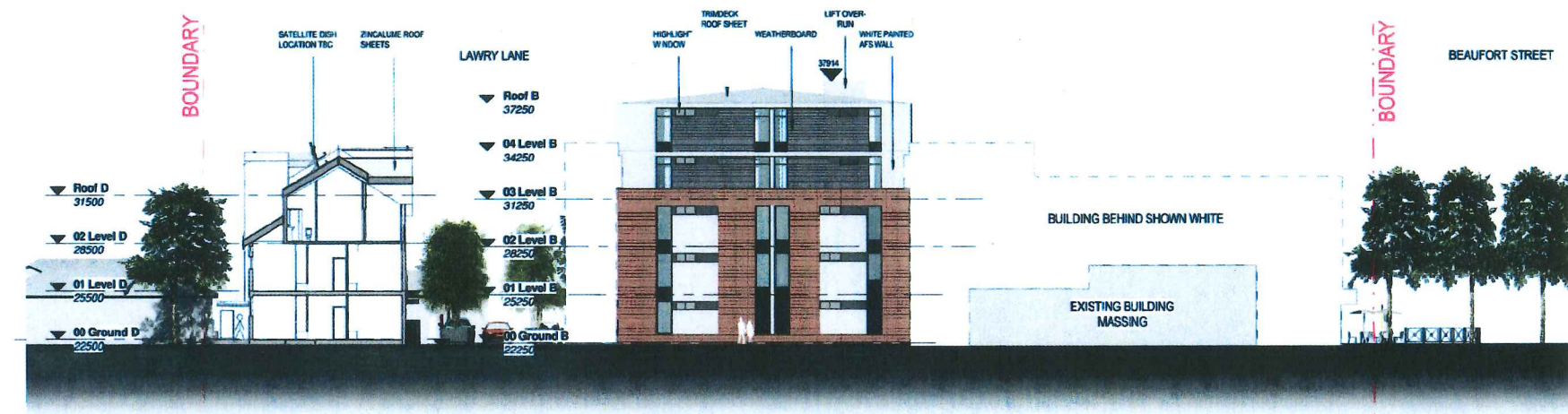
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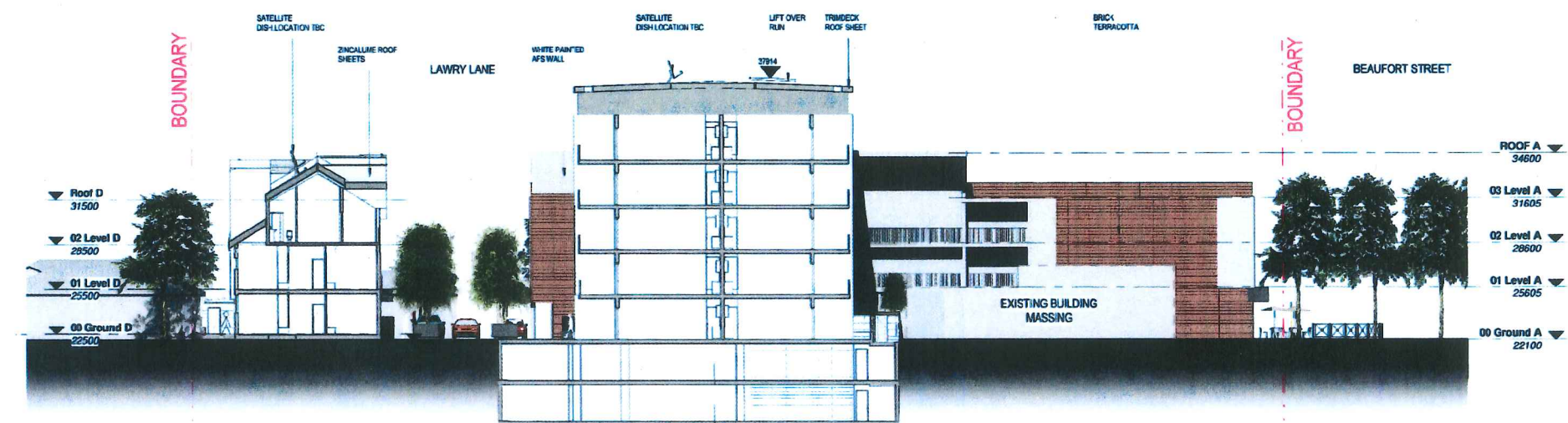
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1 Eleventh Avenue Elevation
1:200



2 Section Through Building D
1:200



3 Section Through Building B
1:200

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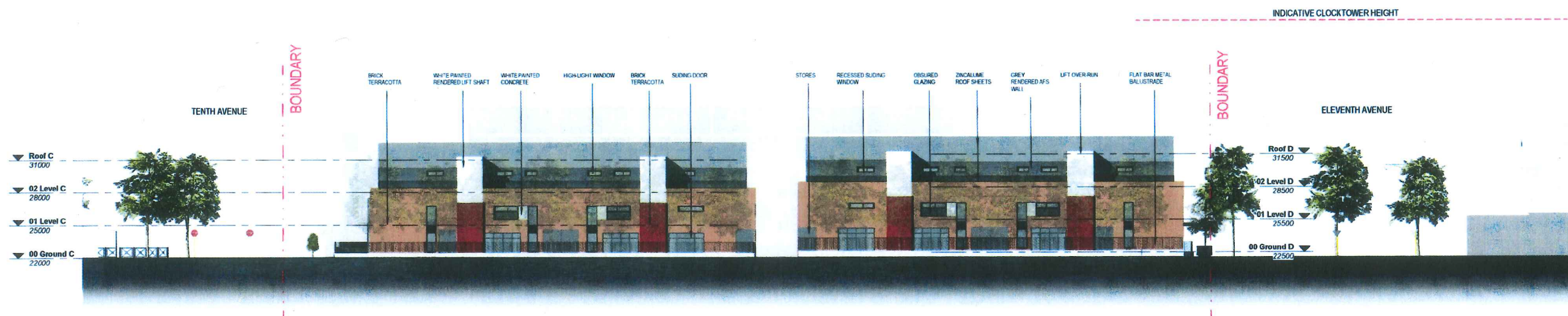
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REV A
Laneway East Facing Apartments
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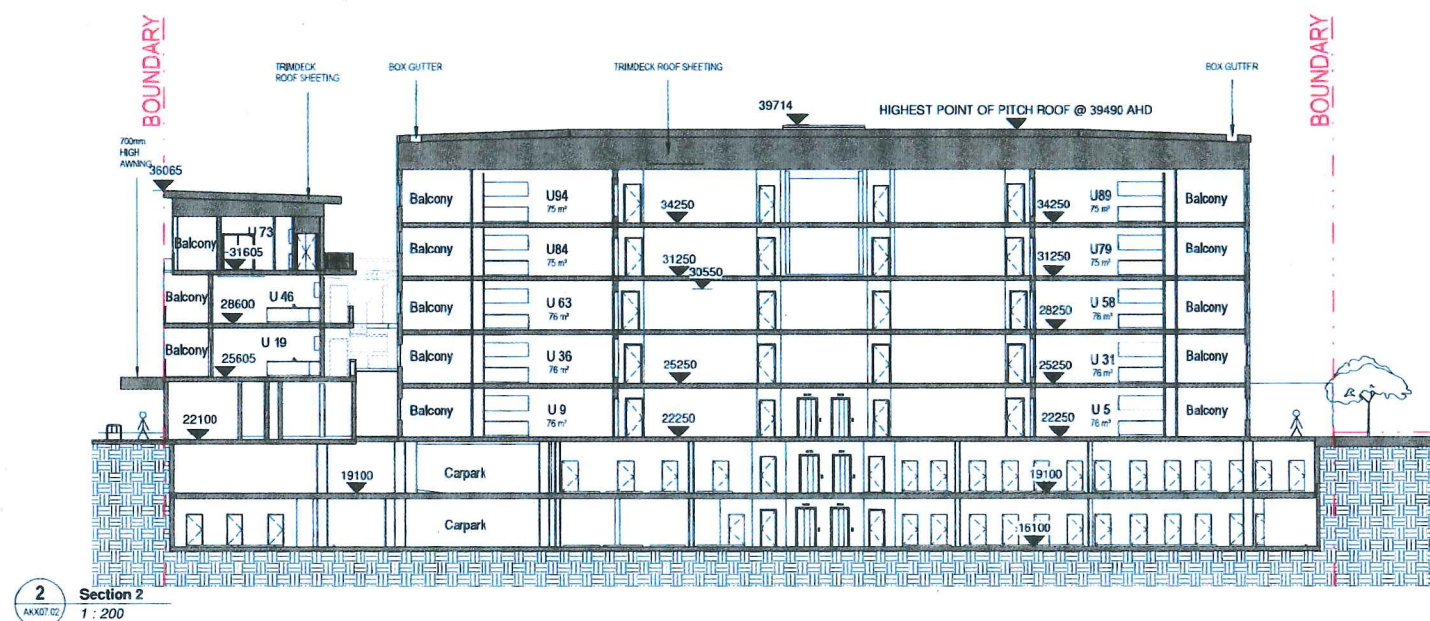
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SHEET 03
REV A
Laneway Apartments
1 : 200



3
SHEET 04
REV A
Laneway West Facing Apartments
1 : 200

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2
AKX07.02





CORNER BEAUFORT STREET AND TENTH AVENUE



CORNER TENTH AVENUE AND LAWRY LANE

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WESTBRIDGE
PROPERTY GROUP

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LAWRY LANE DAY PERSPECTIVE VIEW



LAWRY LANE NIGHT PERSPECTIVE VIEW

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4/07/2013 4:43:00 PM



CORNER LAWRY LANE AND ELEVENTH AVENUE



CORNER BEAUFORT STREET AND DUNDAS ROAD

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CORNER LAWRY LANE AND ELEVENTH AVENUE - FUTURE WORKS MASSING



CORNER BEAUFORT STREET AND DUNDAS ROAD - FUTURE WORKS MASSING

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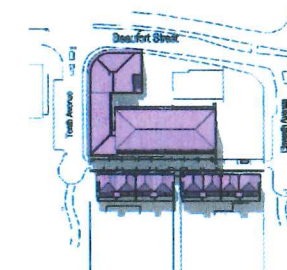
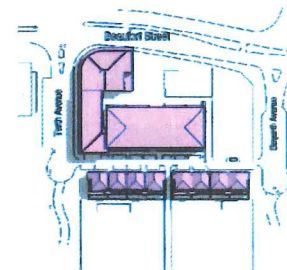
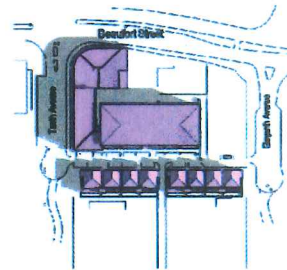
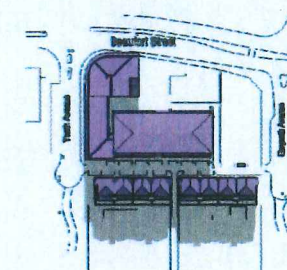
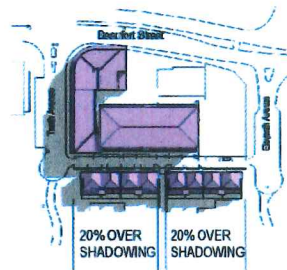
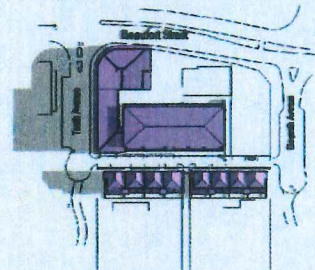
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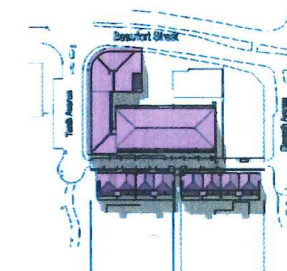
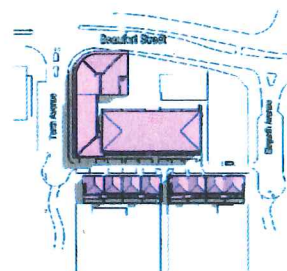
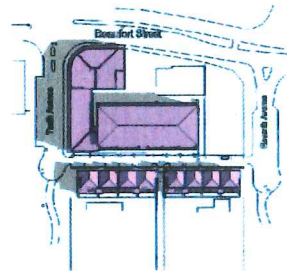
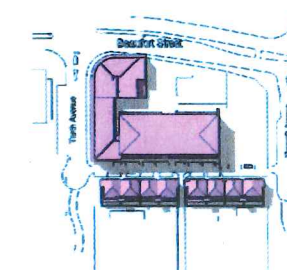
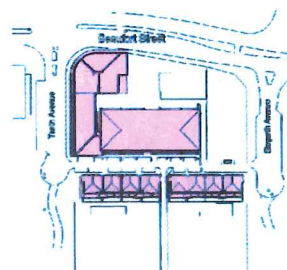
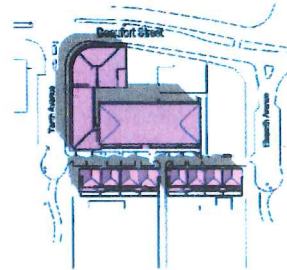
0900

1200

1500

MARCH
EQUINOXJUNE
SOLSTICE

Solar access to adjoining sites shown for midday 21 June. Shadow cast at midday, 21 June onto any other adjoining property does not exceed 35 % of the adjoining site area as per R-Codes requirement for R30 zones.

SEPTEMBER
EQUINOXDECEMBER
SOLSTICE

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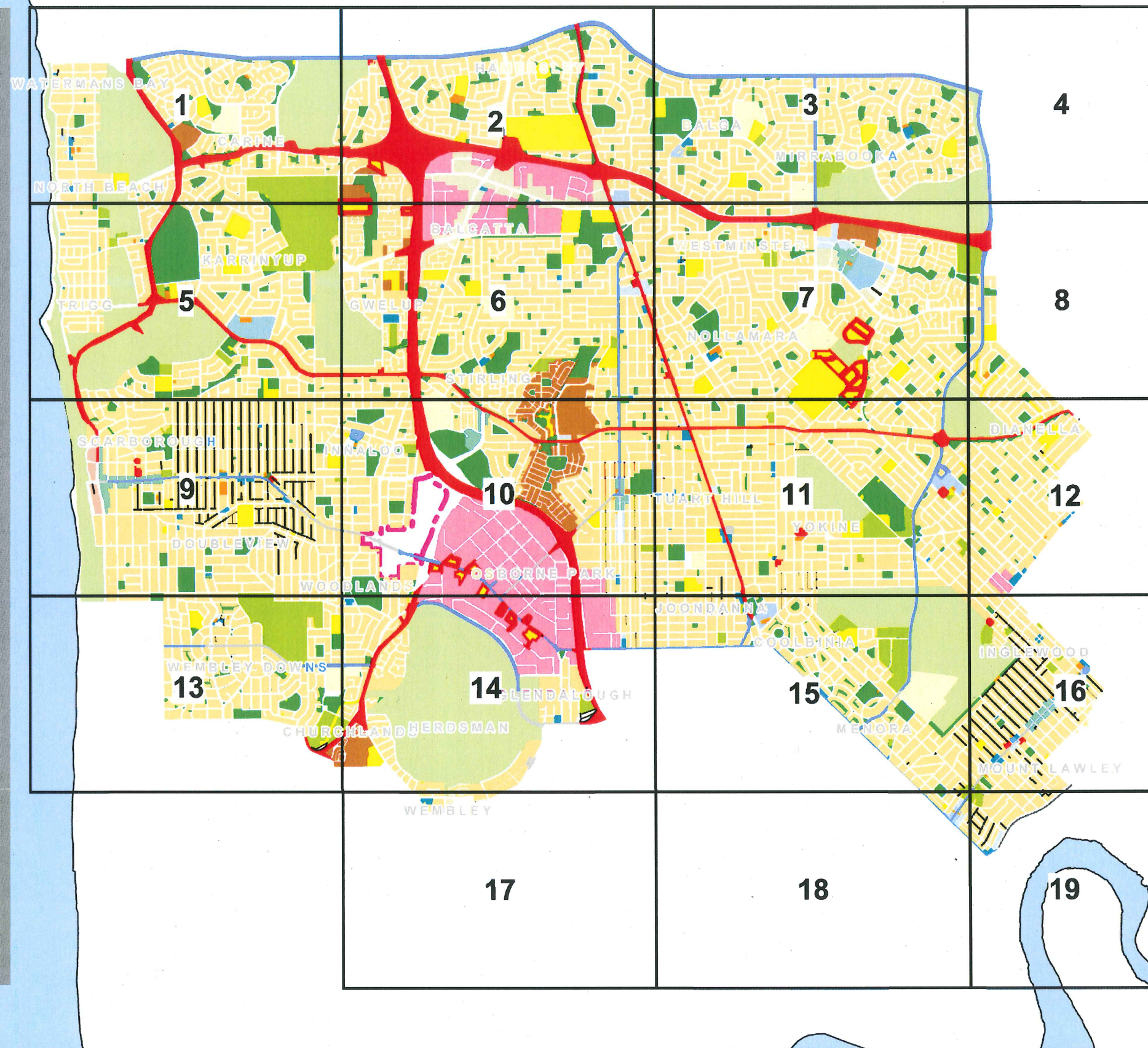
SOLAR STUDY

Issue Date 04/11/2013

SK40.03 REV A



Select the relevant box to view zoning details for your property as displayed on the Western Australian Planning Commission website



LEGEND

METROPOLITAN REGION SCHEME RESERVES

PARKS AND RECREATION	PRIMARY REGIONAL ROADS
RESTRICTED PUBLIC ACCESS	OTHER REGIONAL ROADS
RAILWAYS	PUBLIC PURPOSES - DENOTED AS FOLLOWS:
PORT INSTALLATIONS	HOSPITAL
STATE FORESTS	HIGH SCHOOL
WATER CATCHMENTS	TECHNICAL SCHOOL
CIVIC AND CULTURAL	CAR PARK
WATERWAYS	UNIVERSITY
	COMMONWEALTH GOVERNMENT
	STATE ENERGY COMMISSION
	SPECIAL USES
	WATER AUTHORITY OF WA
	PRISON

LOCAL SCHEME RESERVES

PUBLIC OPEN SPACE	PUBLIC USE DENOTED AS FOLLOWS:
PUBLIC USE	UTILITY
PUBLIC USE DENOTED AS FOLLOWS:	
COMMONWEALTH	
HOSPITAL	
POLICE STATION	
PRIMARY SCHOOL	
TRANSPORT	

ZONES

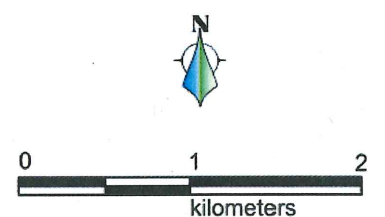
RESIDENTIAL	REGIONAL CENTRE
BUSINESS	SERVICE STATION
DEVELOPMENT	SPECIAL BEACH DEVELOPMENT
DISTRICT CENTRE	SPECIAL USE
HOTEL DENOTED AS FOLLOWS:	CIVIC
HOTEL	INDUSTRY
LOCAL CENTRE	PRIVATE INSTITUTION
MIXED BUSINESS	
MIXED USE	

OTHER

R CODES	SPECIAL CONTROL AREA
ADDITIONAL USES	DEVELOPMENT AREA
SCHEME BOUNDARY	STRUCTURE PLAN
LOCAL GOVERNMENT BOUNDARY	DEVELOPMENT CONTRIBUTION AREA
SPECIAL USE AREA (SEE SCHEME TEXT)	NO ZONE



CITY OF STIRLING LOCAL PLANNING SCHEME NO.3 - SCHEME MAP INDEX



3.1 CHARACTER RETENTION GUIDELINES MT LAWLEY, MENORA & INGLEWOOD

1.0 INTRODUCTION

Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail.

1.1 Objectives

The purpose of these Guidelines is to ensure that the heritage character of Mt Lawley, Menora and Inglewood is retained and protected, as well as being reflected in new development.

The retention of the heritage buildings, gardens and streetscapes is important, as these are the features that give the area its special heritage character. Some buildings in the area are included on the State Register of Heritage Places, the City of Stirling's Heritage List and Municipal Inventory, but many more contribute to the character of the area. New buildings, where they occur, should be designed to fit into the existing streetscape, and be designed in a similar style, scale and proportions as the existing heritage buildings.

Given the above, the key objectives of these Guidelines are to:-

- Ensure the retention of buildings within the Heritage Protection Areas dating from the early 1900s to the 1950s where the architectural style of the building is generally intact;
- Ensure that new buildings, alterations and additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respects the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;
- Maintain and improve existing street trees, grass verges and front gardens;
- Retain mature trees wherever possible; and
- Provide a framework for the assessment of development applications in line with the above points.

1.2 Guideline Area

These Guidelines apply to the Heritage Protection Area Special Control Area which is comprised of heritage protection areas for Mount Lawley, Menora and Inglewood, as outlined in Figure 1.



Figure 1 – Heritage Protection Area Special Control Area

1.3 How To Use These Guidelines

1.3.1 Before Using the Guidelines

Before using the guidelines it is advisable to become familiar with the area. Driving or walking through Mt. Lawley, Menora and Inglewood looking at the buildings, gardens, streetscapes and parks is the best introduction to understanding the heritage value of the area.

1.3.2 Using the Guidelines

Part 2 of these guidelines provides a brief analysis of each Heritage Protection Area focussing on aspects that give the area its special heritage character. This considers the area as a whole, including the characteristics of the streetscape and the features typical of the buildings in the area. This aims to provide a context for new development as well as informing applicants of why there is a need to ensure that the development complements the existing buildings and character in the area.

The Guidelines apply to all types of development within the Mt Lawley, Menora and Inglewood Heritage Protection Areas, including the conservation of existing buildings, additions to existing buildings, new development, fences, carports and garages. These guidelines provide principles

and specific recommendations for detailed design, focussing on key elements such as the built form and streetscape.

All new development must meet the objectives of the relevant section.

The City's Approvals Business Unit will use the guidelines to assist in determining whether your proposed development is in keeping with the heritage character of the area.

1.4 Relationship to Other Planning Documents

In preparing your development proposals, these guidelines should be read in conjunction with other planning documents including:

- City of Stirling Local Planning Scheme
- Residential Design Codes of Western Australia
- City of Stirling Heritage List
- The City of Stirling planning policies, specifically including those relating to residential development (eg; Residential Building Height and Development Abutting Rights of Way), and the Inglewood Town Centre Design Guidelines.

Where any conflict exists between these guidelines and the Acceptable Development standards of the *Residential Design Codes*, the provisions of these guidelines shall prevail with due regard given to the Performance Criteria of the *Residential Design Codes*.

The words and expressions used in the Guidelines are to have the same meaning as those given in Local Planning Scheme No.3.

PART 2 – RESIDENTIAL CHARACTER ANALYSIS

2.1 MT. LAWLEY HERITAGE PROTECTION AREA

2.1.1 Description of the Area

The Mt. Lawley Heritage Protection Area is bounded by Walcott Street, Railway Parade, Central Avenue, the rear boundary of lots on the north-western side of North Street, the edge of Hamer Park, Bradford Street and Alexander Drive (refer to the figure below). The area is historically separated into two further areas being Mt. Lawley (Estates 1 & 2) and Mt. Lawley (East), which are discussed further in these guidelines.

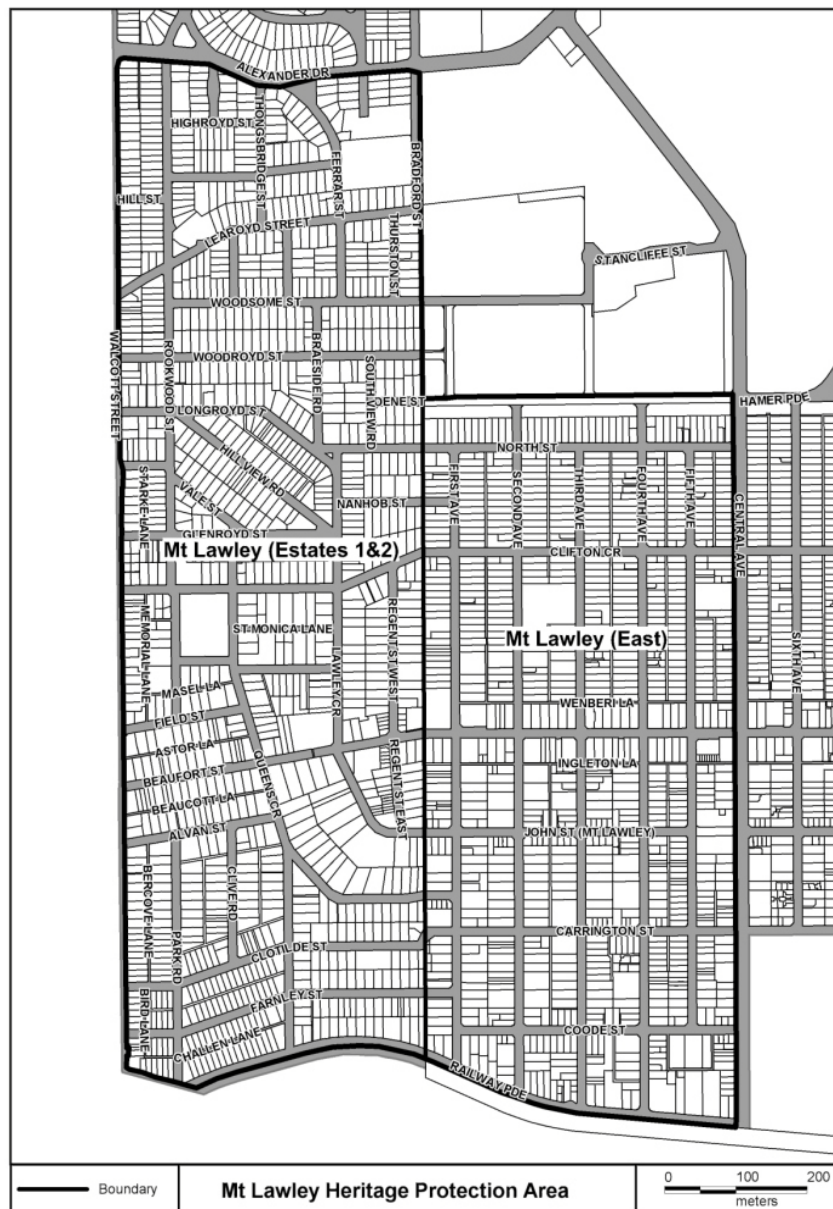


Figure 2 – Mt Lawley Heritage Protection Area

2.1.2 History of Mt. Lawley

The eastern part of Mount Lawley was subdivided and settled in several stages from 1896 when Gold Estates of Australia first offered for sale lots in the area from First to Third Avenues and from Guildford Road to John Street.

Mount Lawley was named after Sir Arthur Lawley, Governor of Western Australia from April 1901 to August 1902. It is believed that Lawley allowed his name to be used on condition that the area contained no public houses. The name was initially applied to Estate 1, subdivided in 1902 and extending from Walcott Street to Regent Street and from the river to Clifton Crescent.

The area was extended in 1912 with the subdivision of Estate 2 between Clifton Crescent and Alexander Drive. The release of the subdivision coincided with the government takeover of the tramway service in the area. The subdivisions were carried out by Samuel Copley, a real estate speculator, and Albany banker John Robinson. Many of the street names in Estate 2 include the suffix 'royd' which was the maiden name of the wife of Samuel Copley.

The road layouts of Estates 1 and 2 differed from the adjacent subdivisions where streets were laid in a regular grid. The layout of Estate 1 followed the contours of the land with the result that roads such as Clifton, Lawley and Queens Crescents and Farnley and Clotilde Streets curved with the gradient of the land and added diversity to the general subdivision pattern.

2.1.3 Significance

Mt. Lawley (Estates 1 & 2) is an area of **exceptional** significance.

Mount Lawley Estates 1 and 2 provide a rare example in Perth of a substantially intact residential area from the first decades of the twentieth century. The area is characterised by an innovative street layout based on the natural topography of the area, together with a traditional streetscape featuring verges, footpaths and regular planting of street trees. There is a predominance of large homes from the early twentieth century and inter-war period, many of high architectural quality, in established landscaped gardens. A canopy of mature trees in back gardens gives an established quality to the area.

The area has aesthetic, historic, social and scientific significance for the following reasons:

- Road and subdivision pattern;
- Excellent examples of housing from the early 1900s including examples of Federation Bungalow, Queen Anne, Arts and Crafts and Californian Bungalow architectural styles;
- Street design including the general street layout including grass verges and street trees;
- Garden layout, design and quality.

Mt. Lawley (East) is an area of **considerable** significance.

Mt. Lawley (East) is a good example in Perth of a substantially intact residential area characterised by large and medium sized homes from the early twentieth century and inter-war period, many of high architectural quality, in established landscaped gardens.

The area has aesthetic, historic and social significance for the following reasons:

- Typical example of rectangular grid road and subdivision pattern;
- Good examples of housing from the early 1900s and inter-war period including some very good examples of Federation Bungalow and Californian Bungalow style houses;
- Street design including the general street layout including grass verges and street trees;
- Garden layout, design and quality.

2.1.4 Mt. Lawley Streetscapes

Mt. Lawley is laid out on a rectangular grid with lots of approximately equal size in individual streets, but with some variation across the area. Traditional lot sizes vary throughout the area, however the majority are between 650 and 750 square metres with street frontages between 13.0 and 15.0 metres. There are some smaller lots of approximately 500 square metres in area closer to the railway. There are back lanes in some locations in Mount Lawley Estate No.1 and generally in Mount Lawley (East).

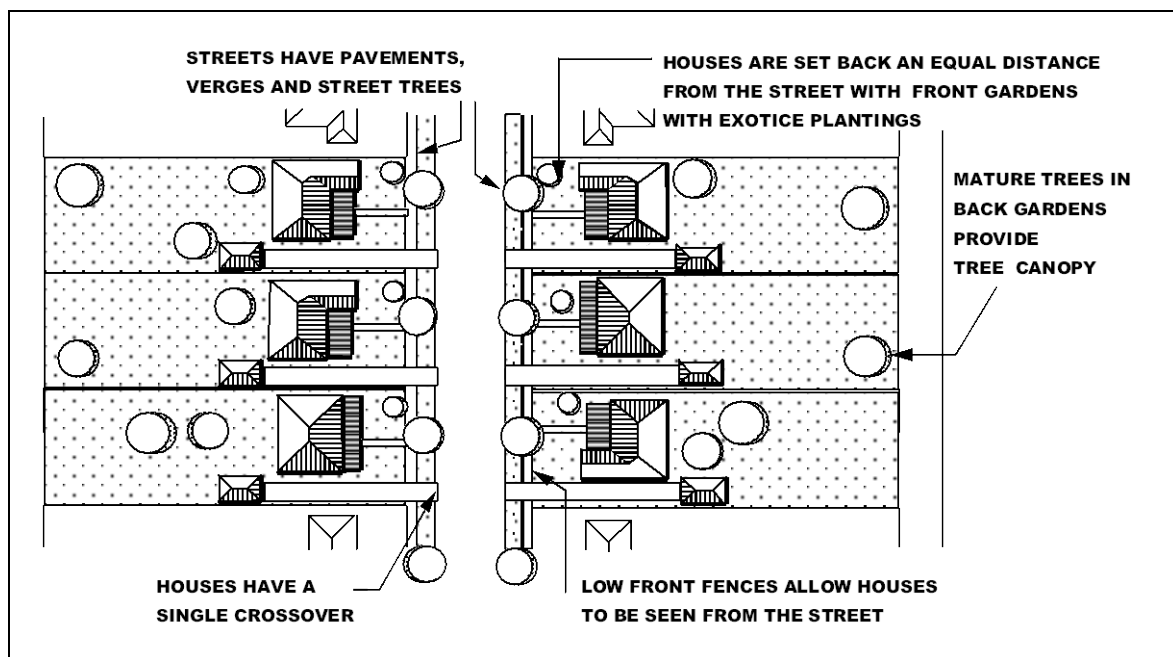


Figure 3 – Mt Lawley Streets

The area comprises predominantly single houses with one house to each block. Houses are generally single storey, located towards the front of the lot and with the front door facing the street. Houses are set back an equal distance from the front boundary from 5 to 9 metres in individual streets. Houses have front gardens with exotic plantings that reflect the period of construction (refer **Figure 3**).

Most houses have low (0.9 to 1.2m) front fences in a range of styles including timber pickets, woven wire and low masonry fences. Mature trees, particularly in back gardens, provide an attractive tree canopy throughout the area.

Streets have pavements and grass verges on both sides and various exotic species of street trees planted at regular intervals. Pavements are concrete slabs. Generally there is one single width crossover per lot. There are some areas of public open space in the area. Generally they comprise grassed area surrounded by mature trees. The main commercial area is located on Beaufort Street.

There are a number of areas where the character of the traditional streetscape has been altered by the amalgamation or subdivision of lots for unit development. These developments are considered 'intrusive' or 'neutral' places.

2.1.5 Traditional Mt. Lawley Houses

Traditional houses in Mt. Lawley were constructed predominantly in the period 1910 to 1950. Most houses are single storey and are generally constructed of red brickwork that in many instances is partly rendered. There are some weatherboard and iron houses remaining, including a group in Coode Street.

Houses are generally modest in scale and proportion and typical of middle class housing of their era. However wall heights are generally higher than contemporary standards with wall plates at around 3.5 metres above ground.

Styles are predominantly Federation Bungalows, Federation Queen Anne with some examples of Federation Arts & Crafts, Californian Bungalow, Mediterranean and Spanish Mission styles particularly in the more recently developed north western part of the area. Following is an outline of the main architectural styles found in Mount Lawley.

Federation Bungalow - c.1890-c.1915

The Federation Bungalow architectural style, which began to appear towards the end of the Federation era, is one of the most prevalent architectural styles in the Mt. Lawley area. It has its origins in the single-storey vernacular houses, with commodious verandahs, that were found in colonial countries such as India, and is considered to be a transition between the more decorative Federation Queen Anne style and the later, more assertive Inter-War Californian Bungalow style of residential architecture.

Stylistically, the Federation Bungalow style was strongly influenced by the Arts and Crafts movement and the concepts of the 'simple life' found in the West Coast of the United States during the late nineteenth and early twentieth centuries. It was widely regarded as a style suited for the Australian 'bush architecture' due to its spacious verandahs and simple construction that provided for laid back lifestyles and easy accessibility to the outdoors.

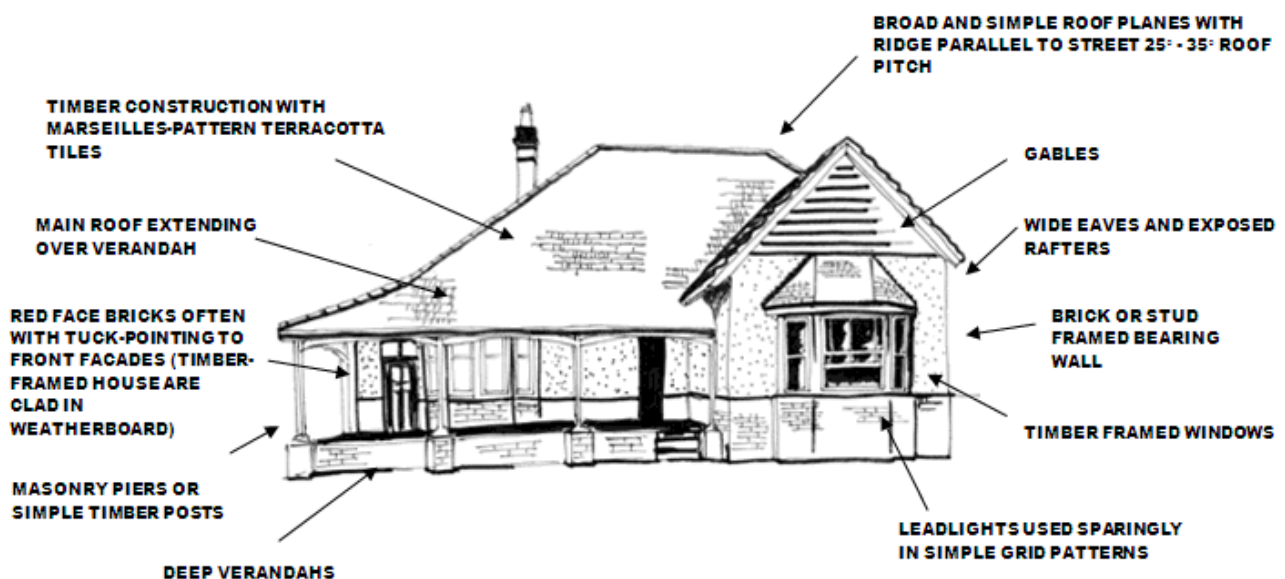


Figure 4 – Example of Federation Bungalow

Federation Queen Anne - c.1890-c.1915

Federation Queen Anne was the dominant Australian domestic style during the late nineteenth and early twentieth centuries. This style also appeared in rows of shops in the new suburbs being established during this time. Found throughout the Mt. Lawley area, it was a style influenced by a combination of traditional English architecture and the more extravagant American Queen Anne. Increasingly, decorative elements (both internally and externally) influenced by Art Nouveau, began to emerge after the turn of the century and became additional identifying features of the style.

Federation Queen Anne residences are often set in attractive gardens, with a variety of exotic plants and are picturesque and asymmetrical in appearance. Usually, one room projects forward of the front façade and the verandah then extends across the remaining frontage (refer **Figure 5**).



Figure 5 – Example of Federation Queen Anne

Federation Arts and Crafts - c.1890-c.1915

The Arts and Crafts movement emerged in the nineteenth-century in England, where proponents such as William Morris looked towards recapturing the handicraft methods used in a rural pre-industrial age. In the United States, Gustav Stickley promoted the 'Craftsman' image in architecture, interior design and furniture.

The Arts and Crafts movement was concerned with the integration of art into everyday life and the 'truthful use of materials and the honest expression of function', which resulted in informal, domestic scaled buildings with a comfortable familiarity.

In Australia, the Federation Arts and Crafts style of architecture drew from these overseas models and the residences built in this style display characteristics that are unassuming and homely (refer **Figure 6**).



Figure 6 – Example of Federation Arts & Crafts

Inter-War California Bungalow - c.1915-c.1940

The bungalow became popular in the United States at the beginning of the twentieth century. Expressed in 'earthy' materials, these homes were low-slung and planned for a casual lifestyle, especially in the temperate climate of California.

Australian architects were designing individual interpretations of the Californian Bungalow, during the early years of the twentieth century and by the early 1920s many builders had embraced the style. In Australia, the Inter-war California Bungalow was generally built in brick with chunky carpentry details, rather than the fully timber construction that characterised the style in the United States. Residences built in this style are usually free-standing, single storey set on suburban blocks with informal lawns and gardens, often using natural materials and finishes. Examples are shown in **Figure 7** below and in **Figure 15**.

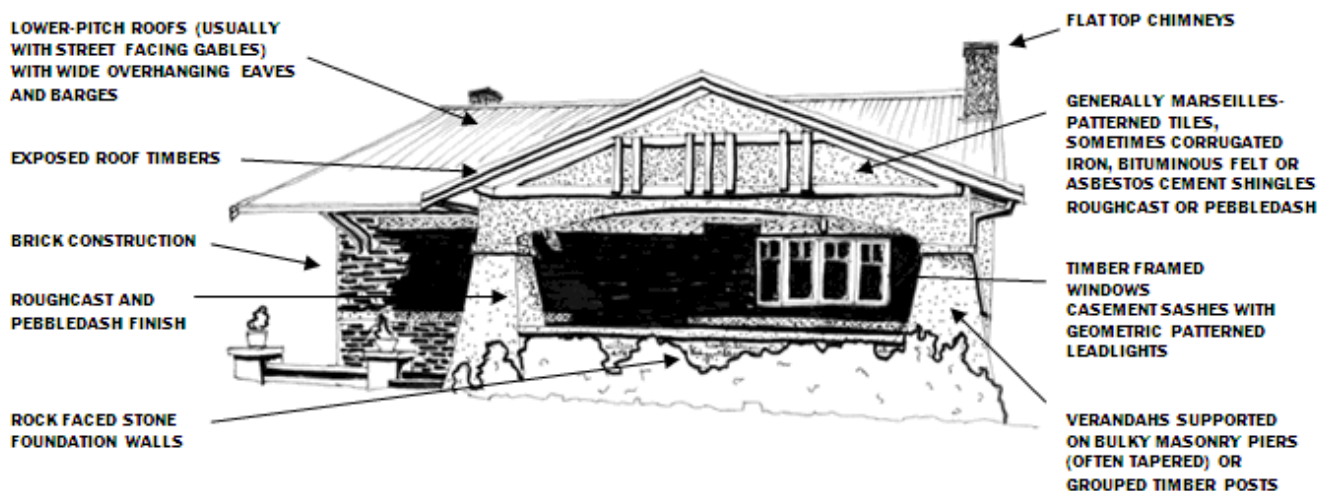


Figure 7 – Example of Inter–War California Bungalow

2.2 MENORA HERITAGE PROTECTION AREA

2.2.1 Description of the Area

The Menora Heritage Protection Area is bounded by the rear boundaries of lots on the south eastern side of Adair Parade, Bradford Street, Tweed Crescent, Alexander Drive and Walcott Street (refer **Figure 8**).

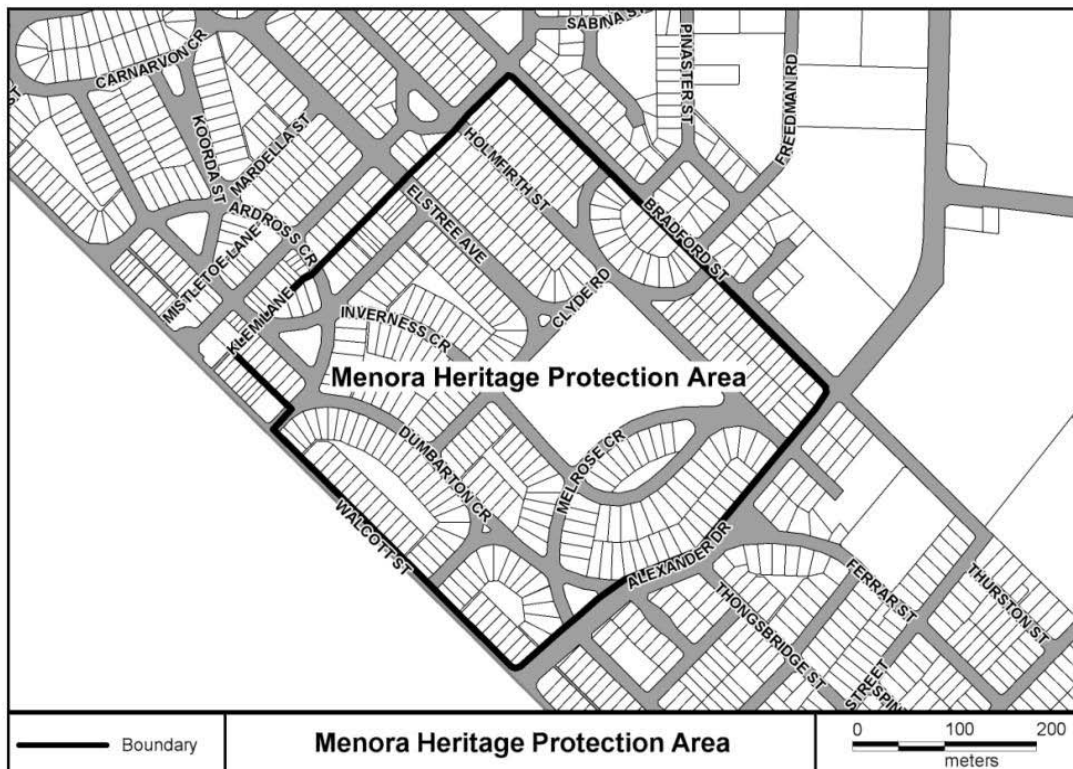


Figure 8 – Menora Heritage Protection Area

2.2.2 History of Menora

Menora was subdivided and settled in the inter and immediate post war periods. Prior to that time the area was characterised by general agricultural uses and smallholdings.

The planning of Menora, and the adjacent area of Coolbinia, on Garden Suburb principles was related directly to the influence of W.E. Bold, the Town Clerk of the City of Perth who actively promoted both the Garden City Movement and the Town Planning Movement generally in Perth both before and after World War I.

The planning of the area was influenced by developments in the field of town planning that occurred predominantly in the 1920s in Perth. During this period there was considerable interest in the Town Planning Movement, which culminated in 1928 with the enactment of the Town Planning Act of 1928. The first town planning scheme for Mount Lawley was published in 1937 and included

provisions such as the restriction of the construction of flats to parts of Walcott Street and Adair Parade.

Although subdivided earlier, settlement in this area continued into the 1950s and 60s with some more recent development occurring. Menora was officially named in the 1950s, after the Jewish nine-branched candlestick.

2.2.3 Significance

Menora is an area of **exceptional** significance

Menora is a very significant, substantially intact residential area planned on Garden Suburb planning principles. It is characterised by landscaped parks and streets with open grassed verges and mature trees. The curved road layout provides attractive vistas to parks and streets. The area is characterised by large homes from the 1930s, 1940s and 1950s, many of high architectural quality, set in attractive established gardens which are generally landscaped to compliment the design of the house. There are a number of fine examples of a range of architectural styles including Inter-War Californian Bungalow and Functionalist and houses with elements of Spanish Mission styles.

The area has aesthetic, historic and social significance for the following reasons:

- Distinctive road and subdivision pattern;
- Excellent examples of housing generally from the 1930s, 1940s and 1950s including examples of Inter-War Californian Bungalow, Functionalist, Spanish Mission and Mediterranean styles;
- Street design including general street layout, landscaped public open spaces, wide verges and street trees;
- Garden layout, design and quality;
- Good example of the implementation of Garden Suburb planning principles in Perth; and
- Historic associations with the Jewish community in Perth.

2.2.4 Menora Streetscapes

The road pattern in Menora varies markedly from the pattern of the adjacent Mount Lawley area, which is based on a rectangular grid. The road pattern of Menora is based on Garden Suburb town planning principles and comprises a series of crescents incorporating a series of small parks. The basis of these principles is that the suburb is designed as a whole community with a focus around a shopping or community centre and where residential lots are designed with access to areas of public open space. Street blocks are subdivided into a series of residential lots with approximately equal street frontages. Residential lots are around 840 to 1000 square metres in area with some variation and irregularity in block size as a result of the circular street pattern. The area contains some internal park areas at the backs of houses which is characteristic of Garden Suburb planning and rare, but not unique, in the context of metropolitan Perth. The subdivision

pattern remains substantially as originally planned with no amalgamation or subdivision of original lots (refer **Figure 9**).

The area comprises mainly single and double storey residences with the traditional pattern of one house to each lot. Houses are set back an equal distance from the street however setbacks vary throughout the area and are quite large in some cases. Generally the area is characterised by low masonry fences or an absence of front fences and the front garden extending to the pavement or into the street verge with no pavements in a few cases. Public and private landscape areas are integral to the character of the area. Front gardens are generally informal in design with a predominance of exotic plantings and lawn. Street trees are planted at regular intervals throughout the area. Houses were generally constructed with a single crossover and provision for parking one car. Over time larger double carports and garages have been introduced. Generally these can be accommodated without appearing intrusive as the lot frontages are wide.

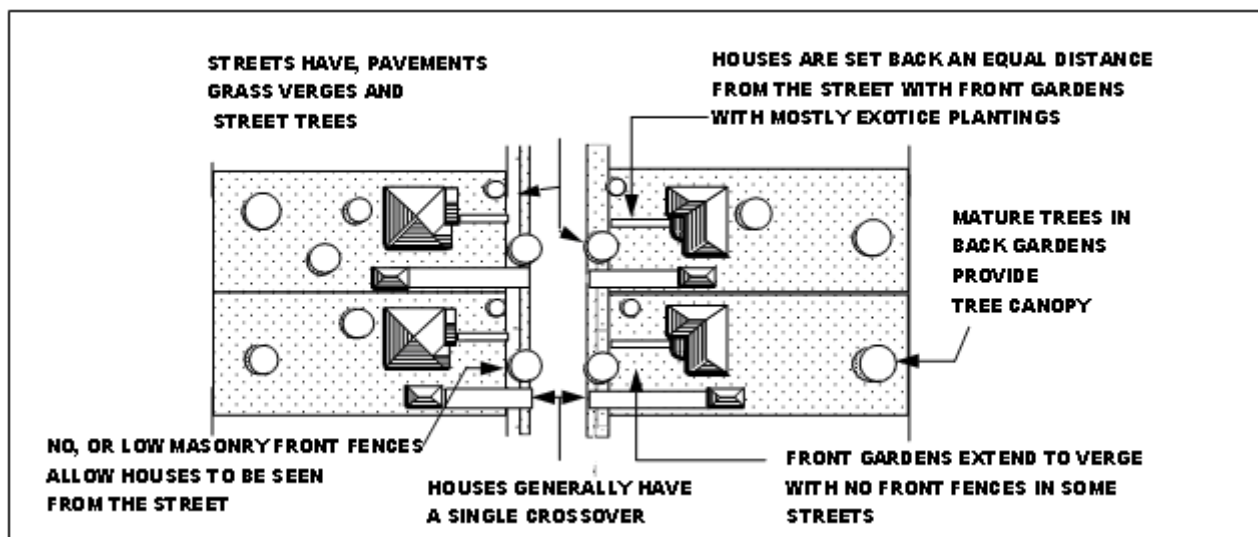


Figure 9 – Layout of Menora Streets

2.2.5 Traditional Menora Houses

Houses in Menora were constructed predominantly in the period 1930s, 1940s and 1950s. Generally houses are single storey, although there are some larger two-storey homes throughout the area, and architectural styles reflect the period of construction. Examples of housing styles include Inter-War Spanish Mission, Functionalist and Californian Bungalow. There are a number of fine residences in the Inter-War Functionalist style which are rare in the context of metropolitan Perth.

Inter-War California Bungalow - c.1915-c.1940

The bungalow became popular in the United States at the beginning of the twentieth century. Expressed in 'earthy' materials, these homes were low-slung and planned for a casual lifestyle, especially in the temperate climate of California.

Australian architects were designing individual interpretations of the Californian Bungalow, during the early years of the twentieth century and by the early 1920s many builders had embraced the style.

In Australia, the Inter-war California Bungalow was generally built in brick with chunky carpentry details, rather than the fully timber construction that characterised the style in the United States. Residences built in this style are usually free-standing, single storey set on suburban blocks with informal lawns and gardens, often using natural materials and finishes. Please refer to **Figures 7 & 15** for examples of an Inter-War California Bungalow.

Inter-War Spanish Mission - c.1915-c.1940

The Inter-War Spanish Mission was introduced to Australia in the 1920s and draws on architectural styles influenced by Spanish colonial architects in both California and Florida.

The style is reminiscent of the Spanish Romanesque and Baroque styles. Residences built in this style are usually asymmetrical in appearance and feature external walls with light coloured, stucco or rendered surfaces with finishes that mimic textured handcrafted surfaces typical of the adobe construction of the Spanish missions. They are usually free standing and set in landscaped settings with exotic flora that has extensive use of palms (refer **Figure 10**).



Figure 10 – Example of Inter-War Spanish Mission

Inter-War Functionalist - c.1915-c.1940

The Inter-War Functionalist style was a popular European style during the 1920s and 1930s that completely separated itself from styles of the past and instead focused on the ideas of “functionalism” and “clean lines”. It was popularised through the influences of the modern movement and has been applied in Australia to a range of buildings such as homes, commercial buildings and cinemas.

The style is typically characterised by simple, geometric shapes, light colours, large glass areas with openings often occurring in horizontal bands giving a building a “streamline effect” (refer **Figure 11**).

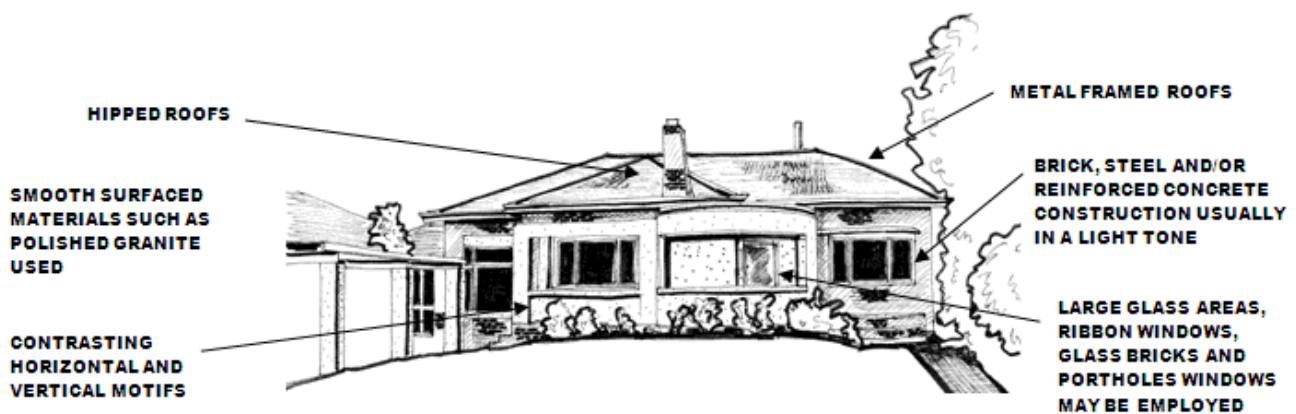


Figure 11 – Example of Inter-War Functionalist

Austerity Cottage - Late 1940s and 1950s

In the immediate Post-World War II period, new construction was impeded by financial limitations, material shortages and building restrictions, which governed the size and also the style of housing. Materials such as timber, bricks, tiles and glass remained in short supply for a number of years. However, Australians were encouraged to have large families to populate the country, and this, together with the steady flow of immigrants, resulted in a great demand for housing.

The lack of materials and rising costs resulted in a reduction in ornamentation, the simplification of elements such as chimneys and the reductions of verandahs to small porches.

Many of the houses in the Menora area that were constructed after the Second World War continued to exhibit characteristics of the inter war styles prevalent in the area, albeit in a more simplified form.

The 'Post War Austerity' was defined as one common architectural form of the time. In the eastern states of Australia this was a basic fibro clad bungalow with a touch of streamlined modernism. In Western Australia the same style was constructed in brick and is found in the areas of Inglewood and Menora that were first developed in the late 1940s and during the 1950s.

Residences built in this style are usually free-standing, single storey set on suburban blocks, generally with no front fence, but occasionally with a very low one, and a front lawn with few plantings (refer **Figure 12**).

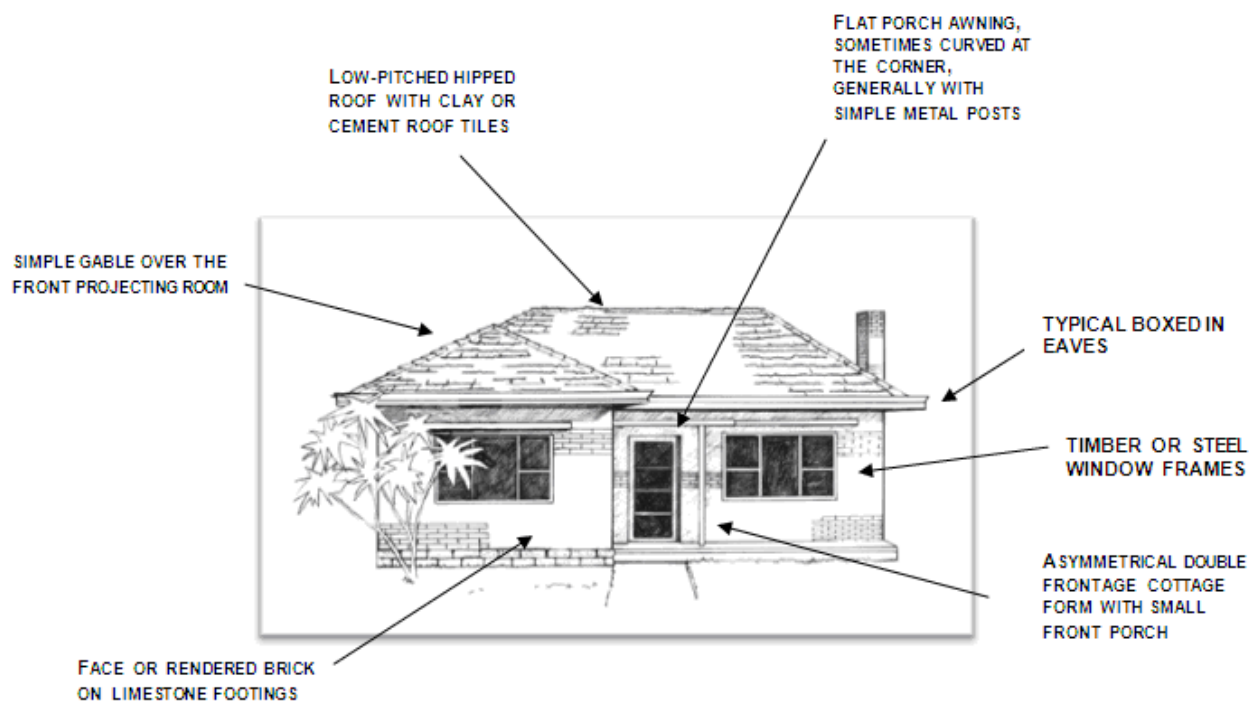


Figure 12 – Example of an Austerity Cottage

2.3 INGLEWOOD HERITAGE PROTECTION AREA

2.3.1 Description of the Area

The Inglewood Heritage Protection Area is bounded by Central Avenue, Carrington Street, Oxford Street, York Street, the City of Stirling boundary, Walter Road West, Dundas Road and Hamer Parade (refer **Figure 13**).

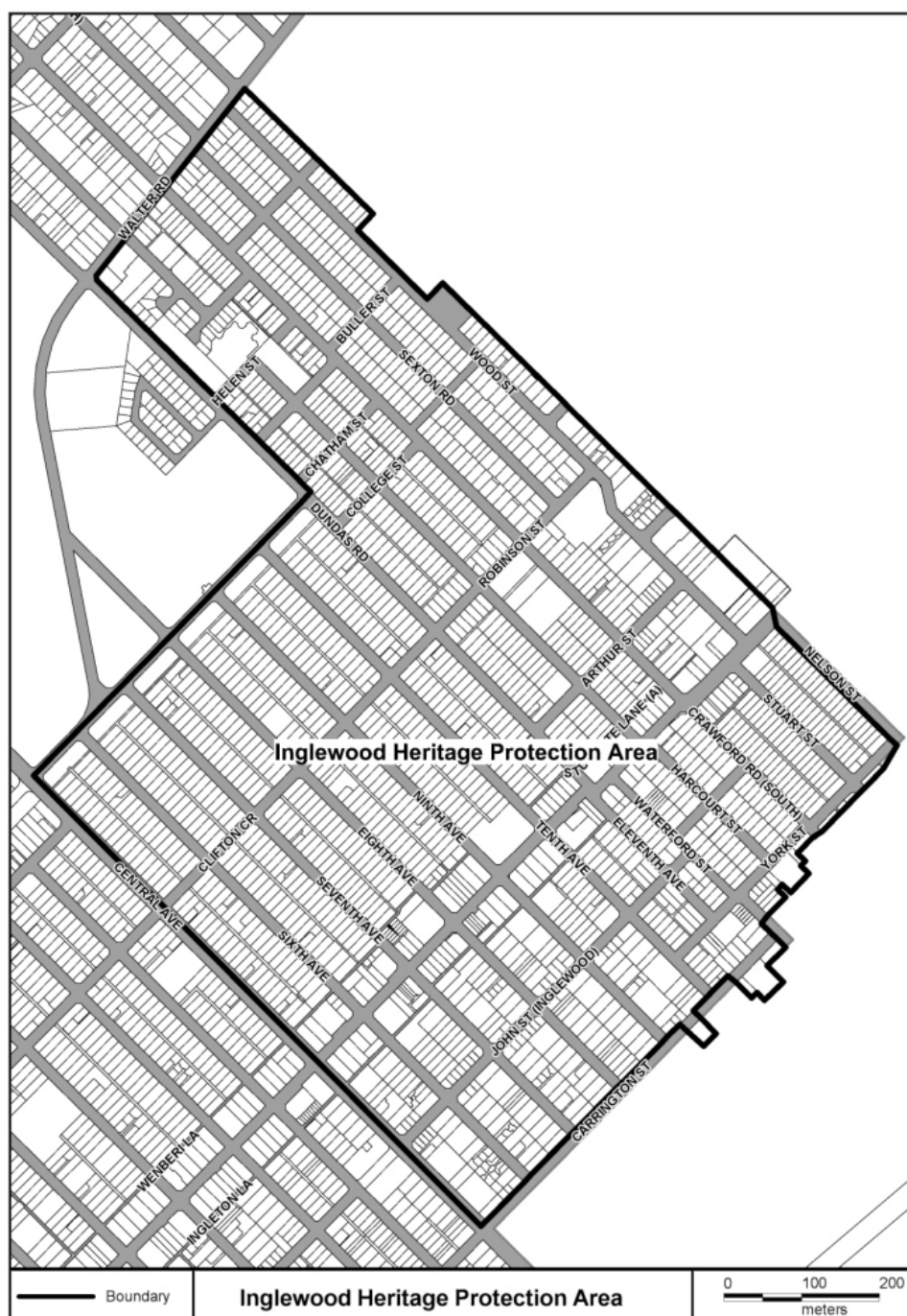


Figure 13 – Inglewood Heritage Protection Area

2.3.2 History of Inglewood

The subdivision and settlement of Inglewood occurred in several stages from the 1890s. There had been speculative investment in land in the area from the construction of the railway in the 1880s. Proximity to the city and to the railway made the area attractive to city workers at the time of the growth of commerce and trade that followed the gold boom period.

The area was settled gradually from the 1890s with the area closest to Railway Parade settled first. Areas to the north closest to Walter Road were only settled in the 1950s. The style of houses varies over the area reflecting the changing styles in residential homes from the early 1900s to the 1950s.

2.3.3 Significance

Inglewood is an area of **considerable** significance.

The area is a good example of a highly intact residential area close to the city characterised by typical homes occupied by the working people of Perth from the early 1900s to the 1950s. The area has aesthetic, historic and social significance for the following reasons:

- Typical example of the rectangular grid road and subdivision pattern;
- Good examples of housing from the early 1900s and inter-war period, including some very good examples of Federation Bungalow and Californian Bungalow styles;
- Street design including street layout, grass verges and street trees; and
- Garden layout, design and quality.

2.3.4 Inglewood Streetscapes

Inglewood is laid out on a rectangular grid with lots of approximately equal size in individual streets, but with some variation across the area. Traditional lot sizes vary throughout the area, however the majority are between 650 and 750 square metres with street frontages between 13.0 and 15.0 metres.

The area comprises predominantly single residential buildings with one house to each block. Houses are generally single storey, located towards the front of the lot and with the front door facing the street. Houses are set back an equal distance from the front boundary from 5 to 9 metres in individual streets. Houses have front gardens with exotic plantings that reflect the period of construction. Most houses have low (0.9 to 1.2 metres) front fences in a range of styles including timber pickets, woven wire and low masonry fences. Mature trees, particularly in back gardens, provide an attractive tree canopy throughout the area (refer **Figure 14**).

Streets have pavements and grass verges on both sides and street trees planted at regular intervals. There is a variety of exotic species of street trees. Pavements are concrete slabs. Generally there is one single width crossover per lot.

There are some areas of public open space in the area. Generally they comprise grassed areas surrounded by mature trees. The main commercial area is located on Beaufort Street.

There are a number of areas where the character of the traditional streetscape has been altered by the amalgamation or subdivision of lots for unit development which do not follow established set backs, etc. These developments are considered 'intrusive' or 'neutral' places.

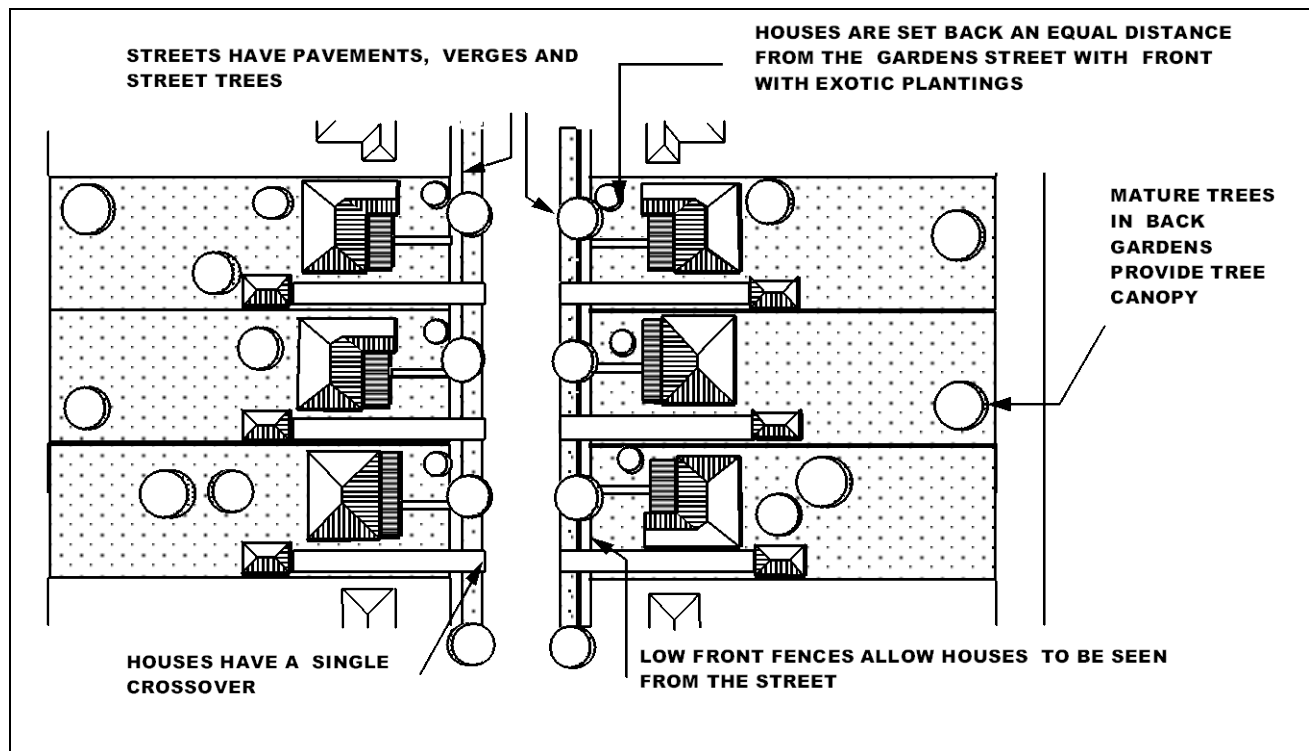


Figure 14 – Layout of Inglewood Streets

2.3.5 Traditional Inglewood Houses

Traditional houses in Inglewood were constructed predominantly in the period 1910 into the 1950s. All houses are single storey and are generally constructed of red brickwork which in many instances is partly rendered. There are some weatherboard and iron houses remaining.

Houses are generally modest in scale and proportion and typical of middle class housing of their era. However wall heights are generally higher than contemporary standards with wall plates at around 3.5 metres above ground. Styles are predominantly Federation and Californian Bungalow with some examples of Mediterranean and Spanish Mission styles particularly in the more recently developed north western part of the area.

Federation Bungalow - c.1890-c.1915

The Federation Bungalow architectural style, which began to appear towards the end of the Federation era, is one of the styles found in the Inglewood area. It has its origins in the single-storey vernacular houses, with commodious verandahs, that were found in colonial countries such as India, and is considered to be a transition between the more decorative Federation Queen Anne style and the later, more assertive Inter-War Californian Bungalow style of residential architecture.

Stylistically, the Federation Bungalow style was strongly influenced by the Arts and Crafts movement and the concepts of the 'simple life' found in the West Coast of the United States during the late nineteenth and early twentieth centuries. It was widely regarded as a style suited for the Australian 'bush architecture' due to its spacious verandahs and simple construction that provided for laid back lifestyles and easy accessibility to the outdoors. Please refer to **Figure 4** for an example of a Federation Bungalow.

Inter-War California Bungalow - c.1915-c.1940

The bungalow became popular in the United States at the beginning of the twentieth century. Expressed in 'earthy' materials, these homes were low-slung and planned for a casual lifestyle, especially in the temperate climate of California.

Australian architects were designing individual interpretations of the Californian Bungalow, during the early years of the twentieth century and by the early 1920s many builders had embraced the style. In Australia, the Inter-war California Bungalow was generally built in brick with chunky carpentry details, rather than the fully timber construction that characterised the style in the United States. Residences built in this style are usually free-standing, single storey set on suburban blocks with informal lawns and gardens, often using natural materials and finishes. Examples are shown below and in **Figure 7**.



Figure 15 – Example of an Inter-War California Bungalow

Austerity Cottage - Late 1940s and 1950s

In the immediate Post-World War 2 period, new construction was impeded by financial limitations, material shortages and building restrictions, which governed the size and also the style of housing. Materials such as timber, bricks, tiles and glass remained in short supply for a number of years. However, Australians were encouraged to have large families to populate the country, and this, together with the steady flow of immigrants, resulted in a great demand for housing.

The lack of materials and rising costs resulted in a reduction in ornamentation, the simplification of elements such as chimneys and the reductions of verandahs to small porches.

Many of the houses in the Inglewood area that were constructed after the Second World War continued to exhibit characteristics of the inter war styles prevalent in the area, albeit in a more simplified form.

The 'Post War Austerity' was defined as one common architectural form of the time. In the eastern states of Australia this was a basic fibro clad bungalow with a touch of streamlined modernism. In Western Australia the same style was constructed in brick and is found in the areas of Inglewood and Menora that were first developed in the late 1940s and during the 1950s.

Residences built in this style are usually free-standing, single storey set on suburban blocks, generally with no front fence, but occasionally with a very low one, and a front lawn with few plantings.

Please refer to **Figure 12** for an example of the Austerity Cottage style.

PART 3 - DEMOLITION OF BUILDINGS

Objective

- Retain and conserve traditional buildings within the Heritage Protection Areas, particularly those buildings dating from the early 1900s to the 1950s.

From time to time it is acknowledged that applications will be received proposing to demolish buildings within the Heritage Protection Areas. Applicants wishing to demolish a building within the Heritage Protection Area are required to lodge an application for planning approval under Part 8 of Local Planning Scheme No. 3. In addition, the application should include a written justification for the proposed demolition addressing the points below, as well as any further justification that may be relevant:

- a) Provide evidence that the building was constructed from 1960 onward;
- b) Detail why the building is no longer an intact example of its architectural style, addressing its form, scale, materials and detailing;
- c) Detail (with written documented evidence provided by an independent expert) why the building is structurally unsafe and irredeemable, and the conservation of the building is not viable (NB; property owners are responsible for the maintenance of their asset, and allowing a property to fall into disrepair will not facilitate an approval for demolition). Only where the building has been identified as an 'intrusive' or 'neutral' place (buildings of more recent design), consideration can be given to varying this requirement;

Prior to the approval of any proposed demolition in a Heritage Protection Area, the City may require a heritage assessment by a heritage/architectural professional to be carried out. This assessment will assist the City in determining if an application and the written justification provided by the applicant is accurate and in accordance with the objectives of these guidelines.

3.1. PARTIAL DEMOLITION OF A BUILDING

Demolition of a minor portion of an traditional building may be considered in the case of a planning application for an addition to that building. The proposal must meet the objectives of section 4.1 '*Conservation of, and Additions to, Traditional Houses*' or section 6.1 '*Commercial & Mixed-Use Development*' of these guidelines. Demolition of large portions of a traditional building, or removal of original features from the front façade to facilitate a new addition will not be considered.

A partial demolition proposal must show the extent of the roof and wall fabric that is being retained.

It should be noted that a practising structural engineer's plan, specification and detail is required to be submitted to the City with the Building Permit to demonstrate how the structural integrity of the existing structure is to be maintained during building and demolition works.

The details are to include and not limited to:

- a) Methodology statement of work sequence;
- b) Details of proposed connection to the new work;
- c) Detail of any support of existing floor, walls and roof structures required;
- d) Details of any foundation support required.

PART 4 – RESIDENTIAL DEVELOPMENT PROVISIONS

4.1 CONSERVATION OF, AND ADDITIONS TO, TRADITIONAL HOUSES

Objectives

- Retain the traditional house with minimum alterations;
- Conservation works should retain and enhance the original character of the house; and
- New additions to traditional houses must reflect the heritage character of the area and the style of the traditional house.

4.1.1 Partial Demolition of a Building

- a) For all applications proposing conservation and / or additions impacting on original wall and / or roof material the criteria under *3.1 Partial Demolition of a Building* needs to be considered, and if applicable those provisions are to be satisfied.

4.1.2 Streetscape

4.1.2.1 Street Setbacks

- a) No additions and / or alterations to the traditional house shall occur within the front setback area, unless restoring an original feature in the original architectural style (eg; a verandah);
- b) Any additions to the side shall be setback a minimum of 2 metres from the predominant building line (as determined by the City) of the front of the traditional house (Refer **Figure 16**); and
- c) Second storey additions shall be located to the rear of the traditional house ridgeline (refer **Figure 17 & 18**).

4.1.2.2 Levels

The natural ground level of the site shall be retained.

4.1.2.3 Fences & Gardens

Please refer to section 4.5 *Fences & Gardens* of these guidelines.

4.1.2.4 Carports & Garages

Please refer to section 4.4 *Carports & Garages* of these guidelines.

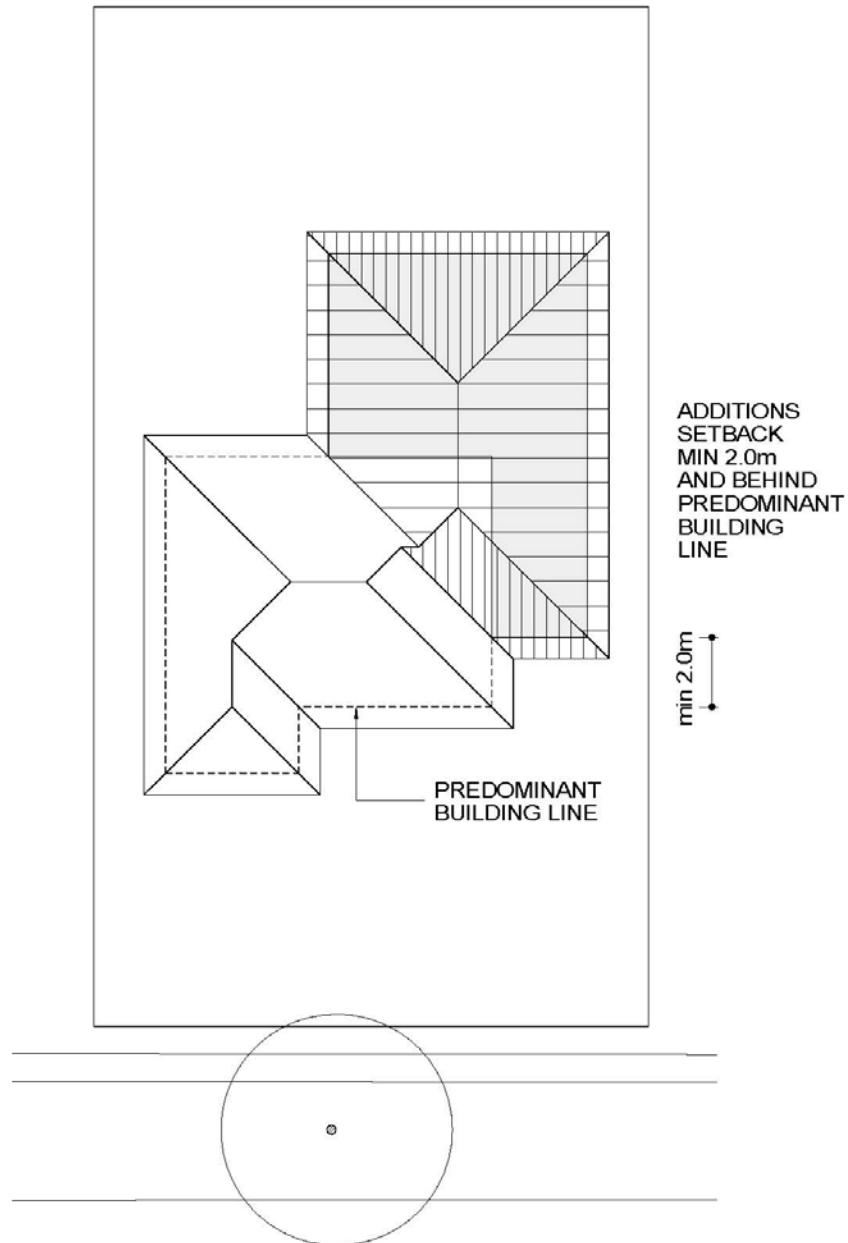


Figure 16 – Additions to Traditional House

4.1.3 Built Form & Design

4.1.3.1 Design

- a) Additions shall reflect the architectural style, form, colour and materials of the traditional house.
- b) Additions not visible from the street need not so strictly adhere to the original architectural style of the traditional house, but shall be in keeping with, and respectful to, the form, scale, bulk and materials of the traditional house and surrounding development.
- c) In regard to two storey additions, the visual bulk of the building should be minimised through articulation of larger wall lengths, and the stepping back of upper storey walls (Refer **Figure 23**).
- d) Where a wall is permitted to be located on the boundary, that wall shall be constructed as a traditional parapet wall (Refer **Figure 17**).

4.1.3.2 Building Height

- a) The wall heights of single-storey additions shall match the traditional house; and
- b) The ridge and wall heights of second-storey additions shall be in accordance with the City's Residential Building Heights Policy. Consideration may be given to nominal height increases, but only where such increases facilitate traditional ceiling heights.

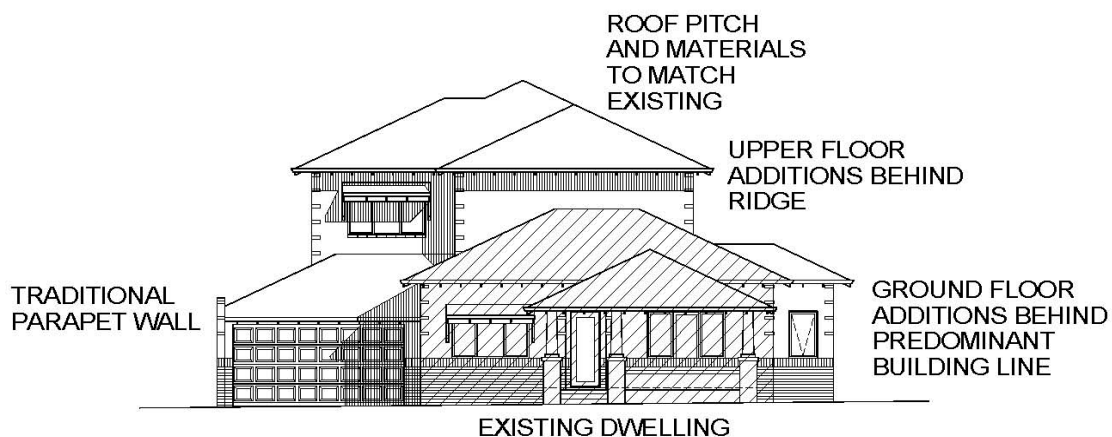


Figure 17 – Second Storey Addition to a Traditional House

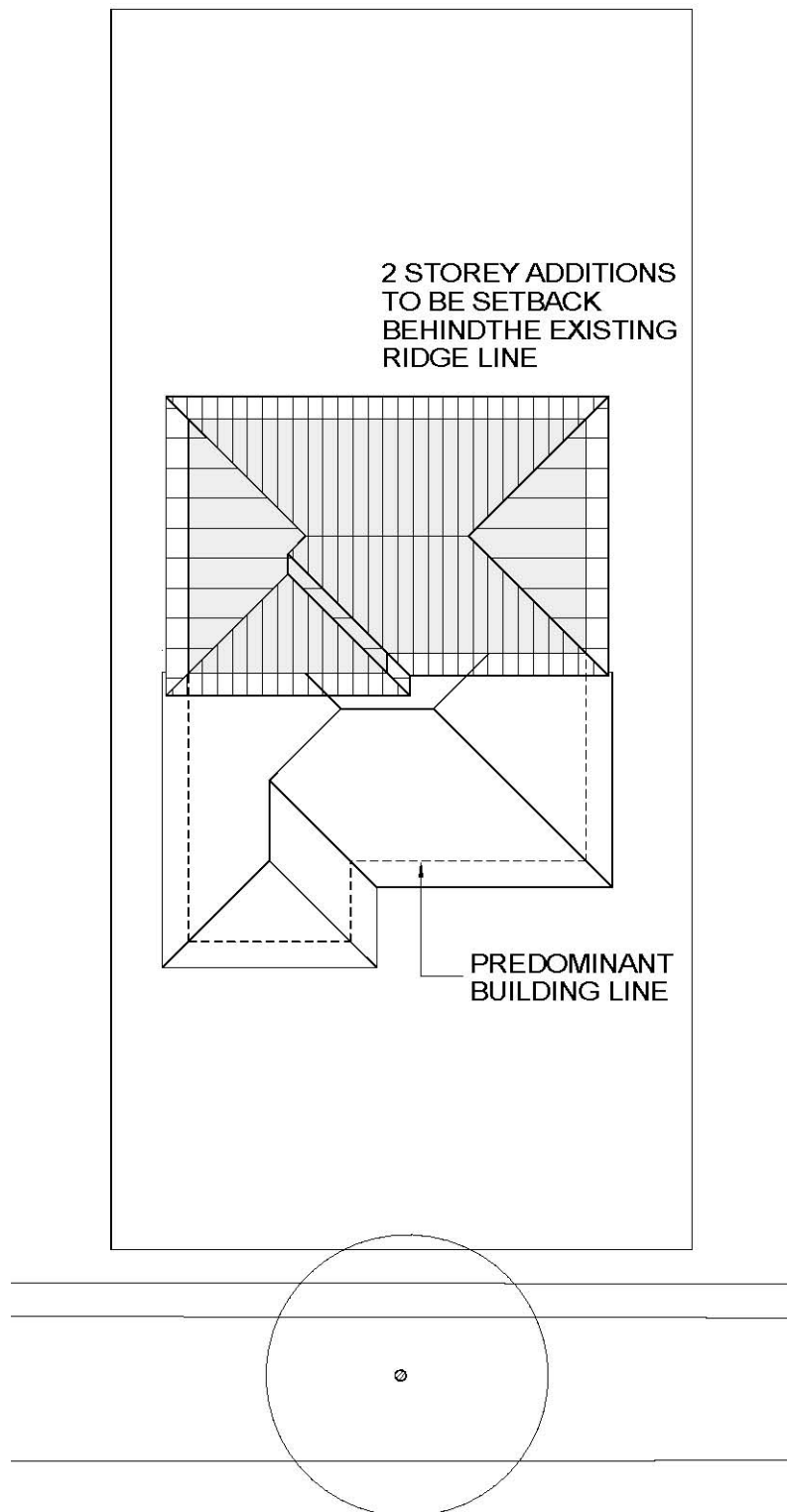


Figure 18 – Plan Showing Second Storey Addition to Traditional House

4.1.3.3 Roof Pitch

- a) New roofing shall be as per the original roof pitch of the traditional house (refer **Figure 19**);
- b) A skillion roof is not permitted.

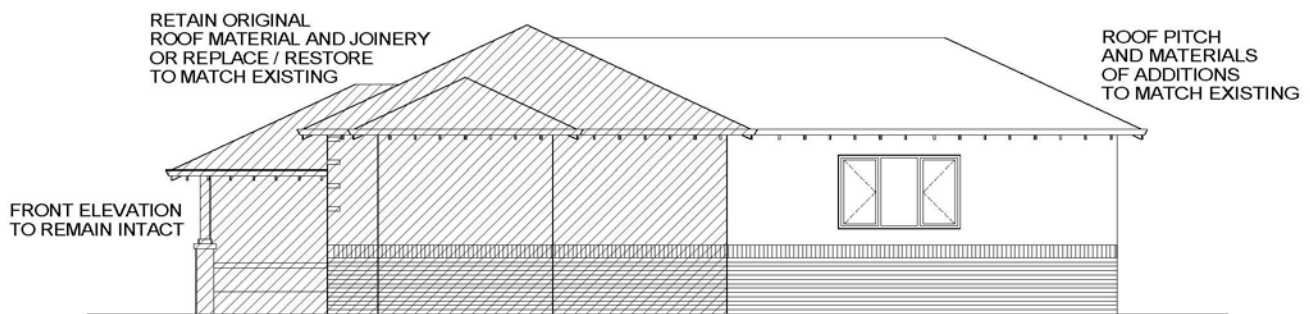


Figure 19 - Roof Pitch

4.1.3.4 Eaves

- a) Eaves shall overhang by a minimum of 300mm;
- b) The eaves line of the extension shall not be lower than the eaves line of the traditional house; and
- c) Eaves shall not be boxed and shall have exposed rafters except where boxed eaves are a feature of the architectural style of the traditional house – for example 'Austerity Cottage'.

4.1.3.5 Verandahs

- a) Where a verandah is being re-instated, the verandah form, scale and features (eg posts) should be consistent with the architectural style of the traditional house, refer *Part 2 – Residential Character Analysis* of these guidelines.

4.1.3.6 Openings

- a) Windows shall have a vertical emphasis. That is, the height of the window pane should be visibly greater than its width (Refer **Figure 20**); and
- b) Windows to the front facades of a second storey addition shall reflect the configuration and grouping of the traditional house windows facing the street; and
- c) Window frames in non-masonry walls shall be recessed; and
- d) Window frames shall be constructed in timber (preferred) or wide-profile aluminium or steel. Window frame colours shall be white or cream. Other colours may be considered acceptable where evidence is provided demonstrating the proposed colour scheme is reflective of the traditional house's existing or the original colour palette (i.e. paint scrapes).

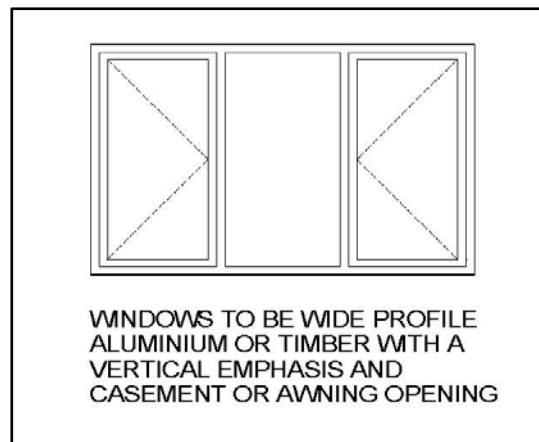


Figure 20 - Window Design

4.1.3.7 Materials & Details

- The original materials of the traditional house shall be conserved as far as practically possible;
- Where original materials have previously been removed, restoration to original is required;
- Restoration of the traditional house shall be based on original drawings and photographs where possible;
- Where replacement of materials such as the roof and joinery is necessary they shall be replaced with materials to match the existing;
- New walls and roofing shall match the colours and materials of the traditional house. Recycled or handmade bricks are preferred; and
- Brick or rendered brick verandah posts and balustrading may be appropriate in some instances where it meets the objectives of these guidelines.

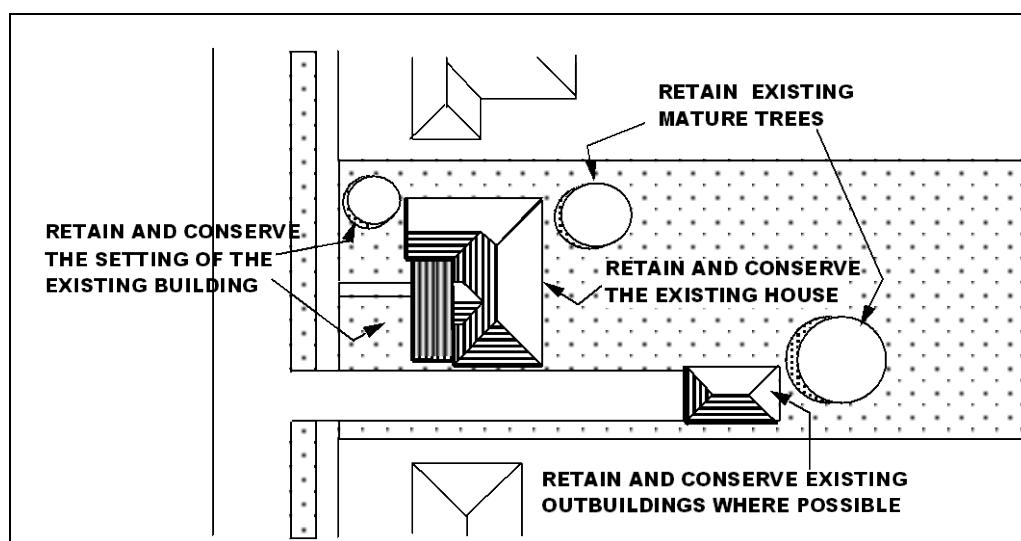


Figure 21 - Streetscape

4.2 NEW SINGLE HOUSES

These provisions are applicable to new single houses and associated structures such as carports and garages.

Objectives

- Ensure that new buildings reflect the traditional style, scale and form of traditional houses and the street pattern, in terms of design, setbacks and orientation;
- Retain the appearance of a single-storey built form from the street; and
- Retain natural levels of the site.

4.2.1 Streetscape

4.2.1.1 Street Setbacks

- a) The ground floor of new buildings shall follow the established street setback, for both primary and secondary streets irrespective of the relevant R Code street setback (refer **Figure 22**);
- b) Where the street pattern varies, the ground floor of new buildings shall be setback from the street mid-way between that of the traditional houses on either side;
- c) Second storeys shall be setback a minimum of 4 metres from the face of the predominant building line (as determined by the City) wall immediately below; and
- d) A reduction in the front setback to enable a garage or carport to be located to the side or rear of the property may be considered, but only where this will preserve the streetscape value of the area and where the required setback is reduced by a maximum of 1 metre.

4.2.1.2 Orientation

- a) New buildings and entry doors shall face the street. Entry doors located at the side of the house may be considered, but only where this is consistent with the character of the street, and the entry doors are still visible from the street and accessed via a porch or verandah.

4.2.1.3 Levels

- a) The natural ground level of the site shall be retained; and
- b) Any required retaining shall comprise brick-up or similar retaining under the building.

4.2.1.4 Fences & Gardens

Please refer to section 4.5 *Fences & Gardens* of these guidelines.

4.2.1.5 Carports & Garages

Please refer to section 4.4 *Carports & Garages* of these guidelines.

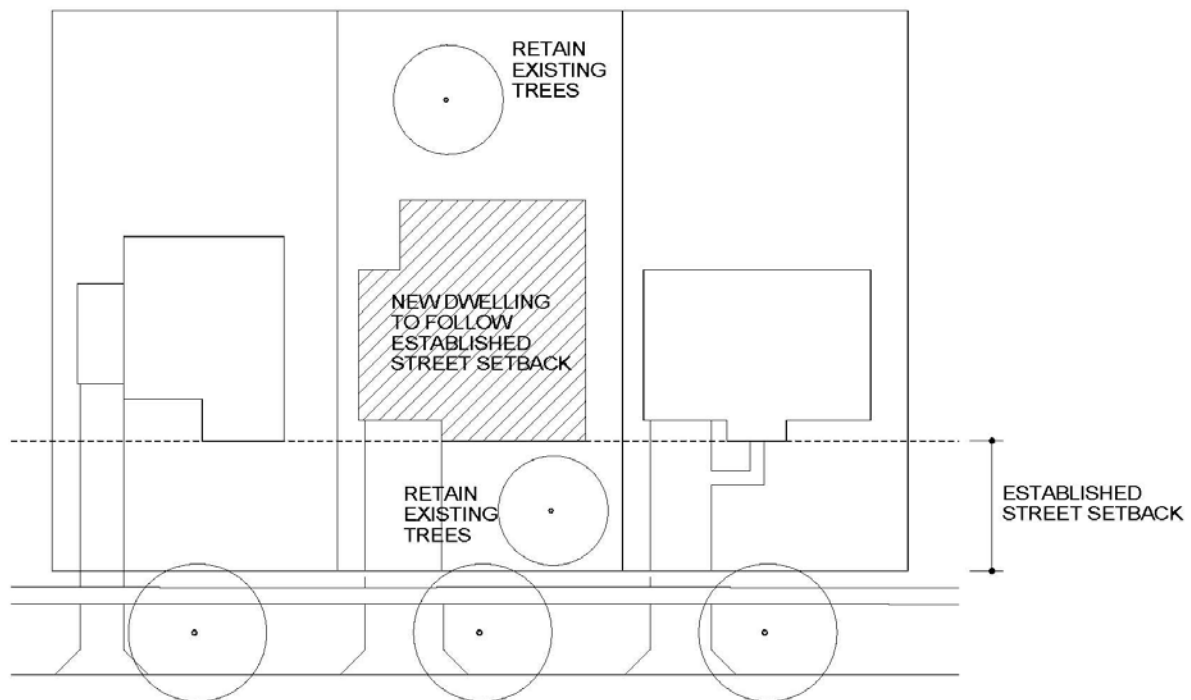


Figure 22 - Streetscape

4.2.2 Built Form & Design

4.2.2.1 Design

- New buildings shall be traditional in design and reflect the heritage style and scale of traditional houses within the streetscape. Refer *Part 2 – Residential Character Analysis* of these guidelines.
- In regard to two storey buildings, the visual bulk of the building should be minimised through articulation of larger wall lengths, and the stepping back of upper storey walls (Refer **Figure 23**).
- Where a wall is permitted to be located on the boundary, that wall shall be constructed as a traditional parapet wall (Refer **Figure 17**).

4.2.2.2 Building Height

- The building height of new dwellings shall be in accordance with the City's Residential Building Heights Policy. Consideration may be given to nominal height increases, but only where such increases facilitate traditional ceiling heights;
- New buildings shall respect the scale and proportions of traditional houses within the streetscape; and
- Ground floor wall plate heights shall be a minimum of 3 metres (measured from natural ground level to plate height).

4.2.2.3 Roof Pitch

- a) Roof pitches shall be a minimum of 25 degrees, to a maximum of 35 degrees;
- b) Verandahs may have a lower pitch where this reflects the existing style in the streetscape;
- c) Roofs may be hipped or gabled. Gables shall have traditional timber detailing (e.g. battens) and treatment;
- d) Barrel vault, curvilinear and low skillion roofs shall not be permitted; and
- e) Dormer windows are not permitted.

4.2.2.4 Eaves

- a) Eaves shall overhang by a minimum of 300mm; and
- b) Eaves shall not be boxed and shall have exposed rafters except where boxed eaves are a feature of the architectural style in the streetscape.

4.2.2.5 Verandahs

- a) Verandahs fronting the street shall be a minimum of one-third the width of front elevation; and
- b) Verandahs shall have a minimum depth of 2 metres.

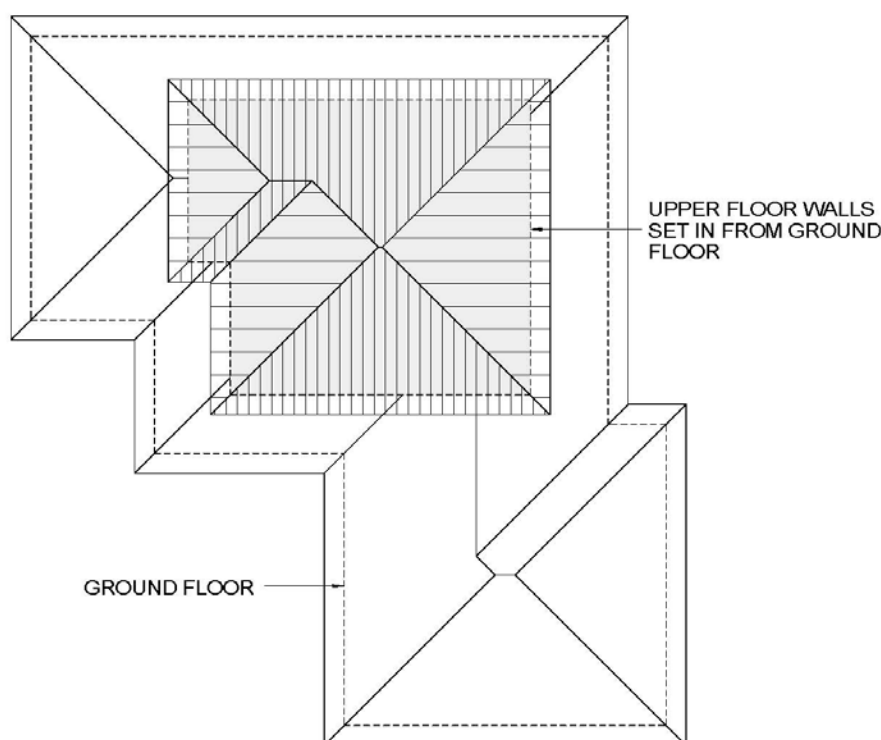


Figure 23 – Upper Storey setbacks

4.2.2.6 Openings

- a) Windows shall have a vertical emphasis. That is, the height of the window pane should be visibly greater than its width; and
- b) Window frames shall be constructed in timber (preferred) or wide-profile aluminium or steel. Window frame colours shall be white or cream (refer **Figure 20**).
- c) Window frames in non-masonry walls shall be recessed.
- d) Dormer windows are not permitted.

4.2.2.7 Materials & Details

- a) Traditional materials of face brick and / or render shall be used for the solid wall surface of the façade. The proportions and detailing of these should reflect the traditional houses in the streetscape (refer *Part 2 – Residential Character Analysis* of these guidelines);
- b) Bricks shall be in the red colour range. Recycled or handmade bricks are preferred. Mortar shall be in traditional colours;
- c) Render shall be in a traditional finish and colour, and consistent with the traditional houses in the streetscape;
- d) Where limestone is used, it shall be located at the base of the building, and shall not exceed more than 20% of the solid wall surface of the façade (NB; limestone in this instance refers to the use of stone or limestone cladding – limestone coloured bricks are not permitted);
- e) Roofs shall be constructed with tiles in red or terracotta hues. Corrugated iron or pre-finished roof sheeting in red, orange, terracotta, or zincalume may be considered only where it is in keeping with the architectural style of the dwelling, surrounding roofing materials, and the objectives of these guidelines; and
- f) Balustrades, verandah posts and the like, shall be constructed in timber or painted metal. Brick or rendered brick verandah posts and balustrading may be appropriate in some instances where it meets the objectives of these guidelines.

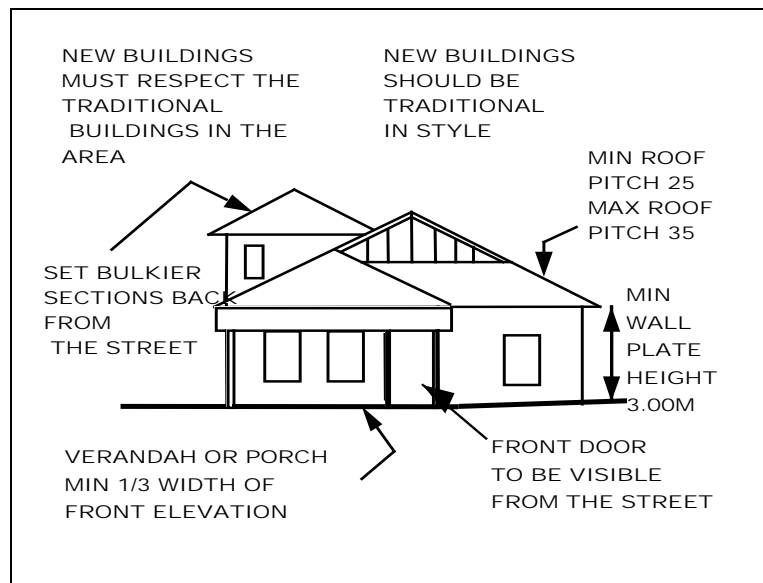


Figure 24 – New Single Houses

4.3 INFILL DEVELOPMENT

These provisions are applicable to developments involving grouped and / or multiple dwellings, and dwellings constructed to the rear of a traditional house.

Objectives

- Ensure the retention of the traditional house when more than one dwelling is permitted on the site; and
- Ensure infill development reflects the style, scale and form of traditional houses within the streetscape.

4.3.1 Streetscape

- a) Where a traditional house is to be retained, the provisions of section 4.1 “*Conservation of and Additions to Traditional Houses*” of these guidelines shall apply to any works proposed to the traditional house;
- b) Where new dwellings are proposed, the provisions of section 4.2 “*New Single House*” of these guidelines shall apply; and
- c) In addition, the principles as detailed in the text and diagrams below shall apply.

4.3.1.1 Orientation

- a) A maximum of one dwelling shall directly front the original lot frontage. That is, new dwellings shall be located one behind another, rather than side by side (Refer **Figure 25**).

4.3.2 Built Form & Design

- a) Where a traditional house is to be retained, the provisions of section 4.1 “*Conservation of and Additions to Traditional Houses*” of these guidelines shall apply to any works proposed to the traditional house;
- b) Where new dwellings are proposed, the provisions of section 4.2 “*New Single House*” of these guidelines shall apply; and
- c) In addition, the principles as detailed in the text and diagrams below shall apply.

4.3.2.1 Design

- a) New dwellings shall be traditional in design and reflect the heritage style, form and scale of the traditional house, and other traditional houses within the streetscape.
- b) In regard to two storey buildings, the visual bulk of the building should be minimised through articulation of larger wall lengths, and the stepping back of upper storey walls (Refer **Figure 23**).
- c) Where a wall is permitted to be located on the boundary, that wall shall be constructed as a traditional parapet wall (Refer **Figure 17**).

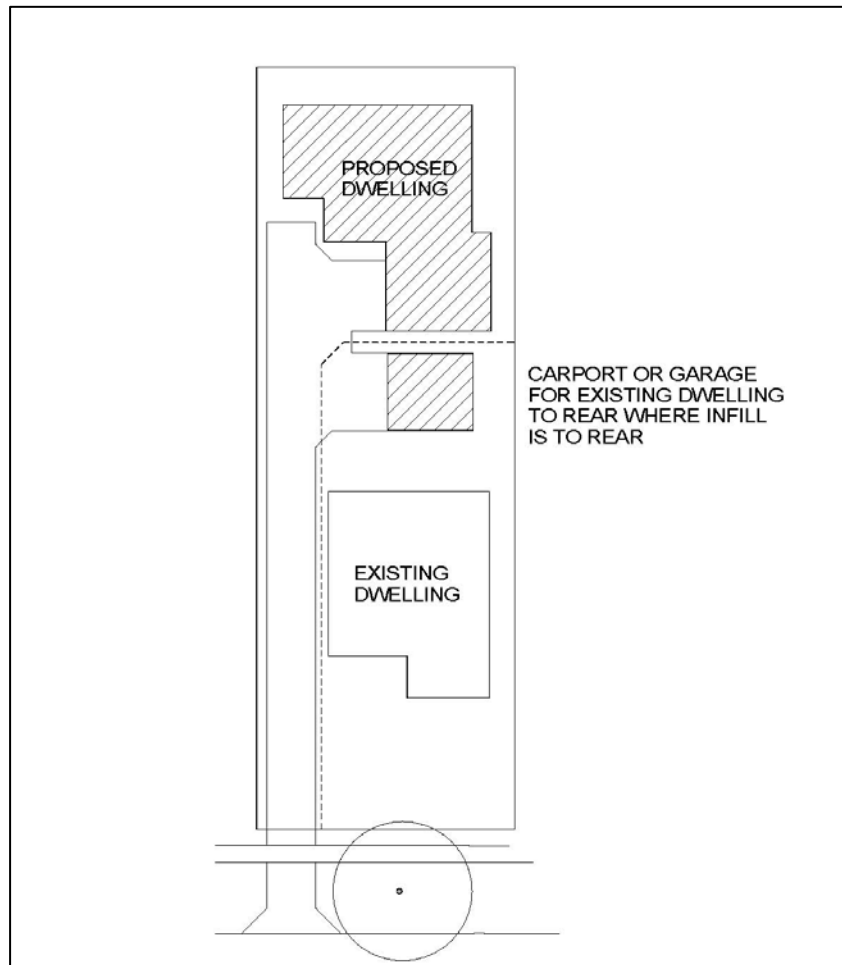


Figure 25 – Example of Infill Development

4.3.2.2 Building Height

- a) The wall height of the new dwelling shall not be lower than the wall height of the traditional house at a minimum of 3 metres above natural ground level, where the new dwelling is immediately fronting a street.

4.3.2.3 Roof Pitch

- a) The roof pitch and roofing materials of the new dwelling shall match the roof pitch and roofing materials of the traditional house.

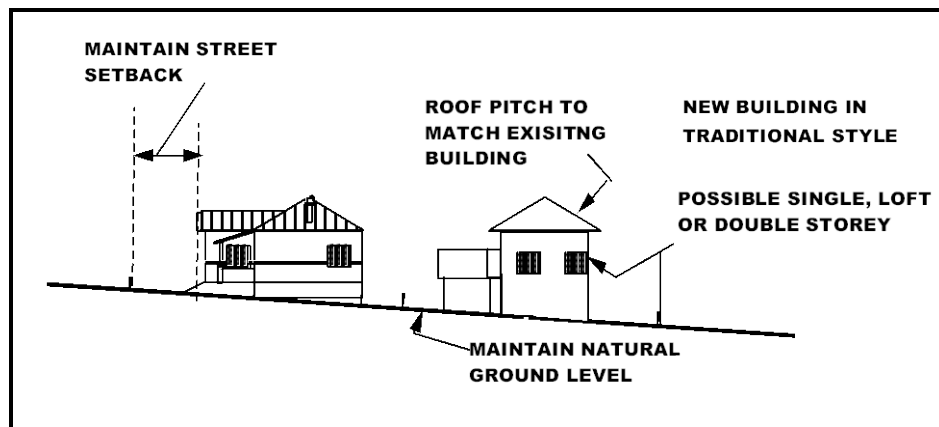


Figure 26 – Example of Infill Development

4.3.2.4 Infill Development abutting a Rights of Way

- a) New dwellings abutting a Rights of Way (ROW) will generally be required to orient to and use the ROW for primary access. Setbacks to the ROW to be in accordance with the setback requirements of the City's Local Planning Policy Development Abutting Rights of Way.

4.3.2.5 Carports & Garages

- a) New carports and garages for a traditional house should be incorporated into the design of the infill development to the rear of the traditional house where possible.
- b) Please refer to the section *4.4 Carports & Garages* of these guidelines.

4.4 CARPORTS AND GARAGES

Objectives

- Prevent carports, garages, and parking areas from dominating the streetscape;
- Ensure that the appearance of carports, garages and parking areas are in keeping with, and respectful to, the houses to which they belong;
- Reduce the impact of vehicle access and parking on the existing streetscape by ensuring that any new vehicular access is obtained from the rear of the property, where possible; and
- Reduce the impact of parking structures on the existing streetscape by ensuring that such structures are located at the rear and side of properties.

4.4.1 Vehicle Access

- a) Vehicle access and parking shall be from the rear access lane (right-of-way) where possible.

4.4.1.1 Location and Setbacks

- a) Carports and garages shall be located to the rear of dwellings, or alternatively, to the side of dwellings setback behind the predominant building line;
- b) Garages shall be setback a minimum of 0.5 metres behind the predominant building line;
- c) Garages shall not be located in front setback areas;
- d) Carports may be considered in front setback areas, but only where no alternative locations exist, a minimum setback of 1.5 metres from the primary street is maintained, and where the proposal meets the objectives of these guidelines. Such carports shall not be fitted with any style of roller or tilt-up panel door; and
- e) Carports and garages should be set back from the side boundary where possible.

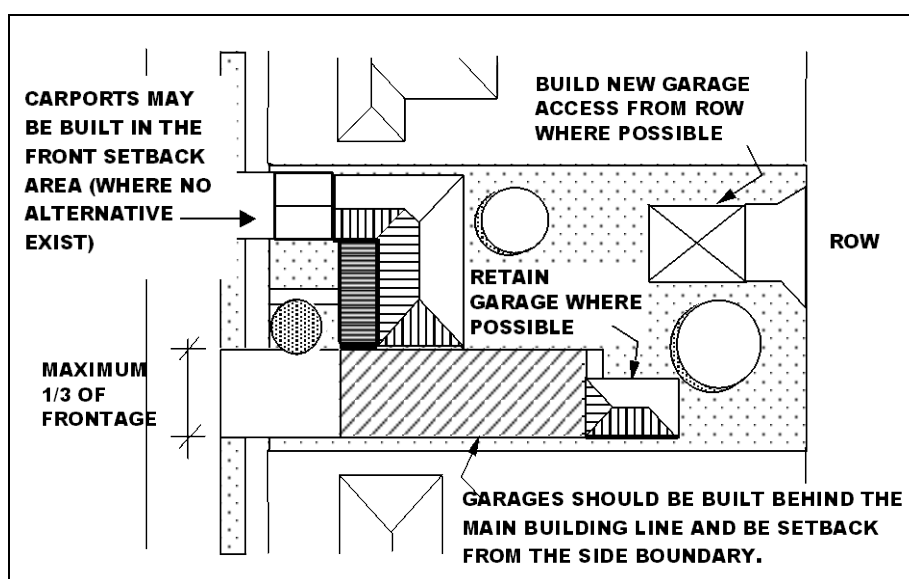


Figure 27 – Location of Carports and Garages

4.4.2 Design

- Carports and garages shall be of the same style, design and materials, roof pitch (to a minimum of 25 degrees) and form to the traditional house to which it belongs;
- Where carports are considered appropriate in front setback areas (refer above), carports shall be open in style and allow an unobstructed view of the dwelling from the street;
- Carports and garages shall have a maximum width of 5.5 metres (internal) or one-third the frontage of the dwelling (whichever is the lesser);
- Carports and garages shall have a maximum plate height of 2.7 metres; and
- Where a wall is permitted to be located on the boundary, that wall shall be constructed as a traditional parapet wall (Refer **Figure 17**).

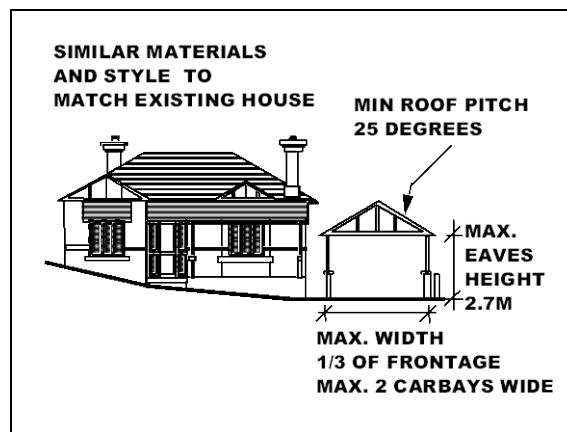


Figure 28 – Built Form of Carports and Garages

4.4.3 Crossovers and Verges

- A maximum of one crossover per lot per street frontage shall be permitted;
- Crossovers shall be restricted to a maximum of one-third the width of the front boundary;
- In the case of infill development, the crossover to the street shall be shared between dwellings; and
- No verges shall be paved or densely landscaped. Natural low ground-cover is considered to be the only appropriate verge treatment. Mulch alone will not be permitted.

4.5 FENCES AND GARDENS

Objectives

- Recognise the important contribution that fences and gardens make to the streetscape;
- Retain and maintain open front gardens;
- Ensure the retention and conservation of traditional fences where these occur;
- Ensure new fences are compatible with the style and character of the area; and
- Ensure new fences reflect the style and character of the house to which they belong.

4.5.1 Fencing Characteristics and Design Standards

4.5.1.1 Mount Lawley

Low or open-style front fencing is the predominant fencing characteristic of the Mount Lawley Heritage Protection Area (Refer *Part 2 Residential Character Analysis – Mount Lawley Heritage Protection Area - Mount Lawley Streetscapes*).

Fencing is to comply with the following provisions:

- a) Fencing shall be compatible with the style and character of the house in terms of design and detail;
- b) Solid fences or screen walls forward of the predominant building line shall not exceed 750mm in height;
- c) Open-style fences forward of the predominant building line may be constructed to 1200mm high above natural ground level;
- d) The height of any open-style fencing may be increased to a maximum of 1800mm above natural ground level, but only where the fencing is constructed in high quality materials, such as wrought-iron infill (rather than timber picket infill) (refer **Figure 29**).

4.5.1.2 Menora

Open front gardens with low masonry fences or an absence of fences is the predominant fencing characteristic of the Menora Heritage Protection Area (Refer *Part 2 Residential Character Analysis – Menora Heritage Protection Area - Menora Streetscapes*).

Fencing is to comply with the following provisions:

- a) Fencing forward of the predominant building line will not be permitted, unless it is a characteristic of the immediate traditional streetscape. Masonry fencing to a maximum height of 750mm will be considered in these instances;
- b) Fencing shall be compatible with the style and character of the house in terms of design and detail.

4.5.1.3 Inglewood

Low front fencing is the predominant fencing characteristic of the Inglewood Heritage Protection Area (Refer *Part 2 Residential Character Analysis – Inglewood Heritage Protection Area - Inglewood Streetscapes*).

Fencing is to comply with the following provisions:

- Fencing shall be compatible with the style and character of the house in terms of design and detail;
- Solid fences or screen walls forward of the predominant building line shall not exceed 750mm in height;
- Open-style fences forward of the predominant building line may be constructed to 1200mm high above natural ground level;
- Fencing above 1200mm in height forward of the building is not permitted.

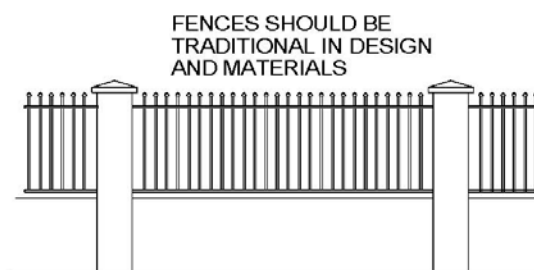


Figure 29 - Example of Open-Style Fencing

4.5.2 Garden Design

- Existing front gardens, mature trees, and street trees shall be retained and maintained;
- Where trees are to be removed, the applicant shall demonstrate justification for removal, and satisfy the City that alternative measures such as pruning are impractical; and
- Where mature trees are to be removed, the applicant should plant and maintain suitable replacements elsewhere on the site.

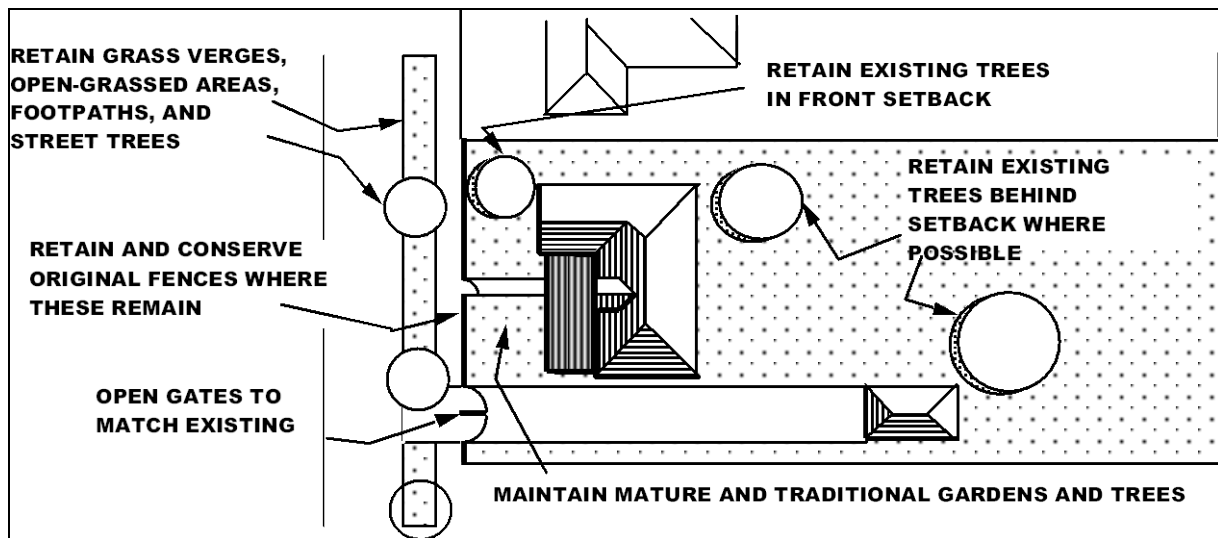


Figure 30 – Example of Traditional Garden Design

PART 5 – COMMERCIAL CHARACTER ANALYSIS

5.1. Two Storey Commercial

There are a number of prominent early two storey commercial or mixed-use developments within the Heritage Protection Areas. Whilst representing a variety of architectural styles, these sites are generally consistent in being key landmarks for the area located along the main commercial spine of Beaufort Street, and generally with more distinctive detailing than their modest single storey counter-parts.

The majority of the early two storey commercial buildings are located at the southern end of Beaufort Street, close to Walcott Street, as this was the earliest commercial strip to develop in the locality, encouraged by the construction of the tramline from the Barrack Street jetty to Walcott Street, completed in 1902. They reflect two key periods of commercial development in the locality – 1905 to 1914 and 1935 to 1940.

Key sites include:

- The Astor Theatre (1914, substantially remodeled in 1939), at the north-western corner of Beaufort and Walcott Streets, Mount Lawley;
- Beaucott Building (1905, 1937), at the north-eastern corner of Beaufort and Walcott Streets, Mount Lawley;
- The Commonwealth Bank building (1938), 672a Beaufort Street, Mount Lawley;
- Mount Lawley News (1910), 668 Beaufort Street, Mount Lawley;
- Civic Theatre (fmr) (1936), at the corner of Beaufort Street and Dundas Road, Inglewood.

Additionally, there are two early two-storey hotels located within the Heritage Protection Areas – both on Beaufort Street:

- The Inglewood Hotel (1935-36), at the corner of Fifth Avenue, Mount Lawley;
- The Civic Hotel (1940), at the corner of Wood Street, Inglewood.

The early two storey commercial buildings exhibit attributes from a variety of architectural styles including Federation Free Classical (Mount Lawley News), Inter-War Functionalist (Beaucott Building, Civic Hotel), Inter-War Art Deco (Astor Theatre, Commonwealth Bank) and Inter-War Spanish Mission (Inglewood Hotel).

The Inter-War Functionalist style is also evident in the Mount Lawley Bowling Club (fmr Mt Lawley Tennis Club, 1936) at the corner of Storches Street and Rookwood Street. The style's influence can also be seen on the predominantly Inter-War Spanish Mission style Inglewood Hotel.

The influence of the Inter-War Art Deco style can also be seen on the Civic Theatre (fmr), particularly in the clock and base to the corner spire (though the spire itself is atypical of this style).

Inter-War Functionalist (c.1915 – c.1940)

The Inter-War Functionalist style had its background in European modernism of the 1920s and 1930s. Modernism is the general name given to the trend that embraced functionalism, technology and the elimination of applied historical ornamentation. The influence of Le Corbusier, Eric Mendelsohn, W M Dudok and the Bauhaus was important.

Australia was slow to embrace these ideas, with the better inter-war examples being by younger architects who had travelled to Europe and witnessed the new 'international style' first hand. They designed streamlined, horizontal architecture, often in factories, schools and hospitals. In Mount Lawley and Inglewood, the style is most evident in the Beaucott Building, and can also be seen in the Bowling Club and Civic Hotel.

The style was, for the time, radical and progressive, with its simple geometric shapes, light colours and large areas of glass.

Common features of the Inter-War Functionalist style include:

- Asymmetrical massing;
- Simple geometric shapes;
- Long horizontal balconies or spandrel;
- Metal framed corner or ribbon windows;
- Roof concealed by parapet;
- Rounded corner;
- Plain surfaces – light toned cement or face brick.

Inter-War Art Deco (c.1915 – c.1940)

The Inter-War Art Deco style also celebrated the exciting, dynamic aspects of the machine age, but in a way that appealed to a larger group of people, with the use of graphic decorative elements and modern, eye-catching materials.

The Inter-War Art Deco style came to be favoured for two distinctively twentieth century building types: the cinema and the skyscraper. In Australia, the style was also frequently used in commercial and residential interiors and shop fronts. In Mount Lawley, the style can be seen in commercial buildings and the Astor Cinema.

Common features of the Inter-War Art Deco style include:

- Suggestion of vertical or horizontal motion;
- Stepped skyline or silhouette;
- Decorative elements concentrated on the upper part of the building;
- Three dimensional quality in massing and detailing;
- Vertical and horizontal fins;
- Parallel line, zigzag or chevron motifs;
- Geometric curves, stylised effects;
- Chrome plated steel used for shop fronts and commercial interiors;
- Metal framed windows;
- Use of stylised typefaces.

5.2 Single Storey Shop

Early single storey shops, dating from the late nineteenth and early twentieth century, are predominantly located along the main commercial strip of Beaufort Street running through the Mt Lawley and Inglewood Heritage Protection Areas.

Beaufort Street was the main thoroughfare to the rapidly developing residential areas of Mt Lawley and later Inglewood. Commercial development spread northward along the street, encouraged by the construction of the tramline from the Barrack Street jetty to Walcott Street, completed in 1902.

Single storey shops of this era are generally consistent in their style, being modest single storey buildings with simple detail to parapet walls, and awnings over the footpath.

Common features include:

- Single storey;
- Often in small groups of two to four shops built at the same time;
- Recessed entry door, usually centrally located;
- Rendered brick parapet wall to street facades generally with vertical piers separating each individual shop and simple articulation;
- Flat awning projecting over the footpath;
- Large windows;
- Corrugated metal roof hidden behind parapet.

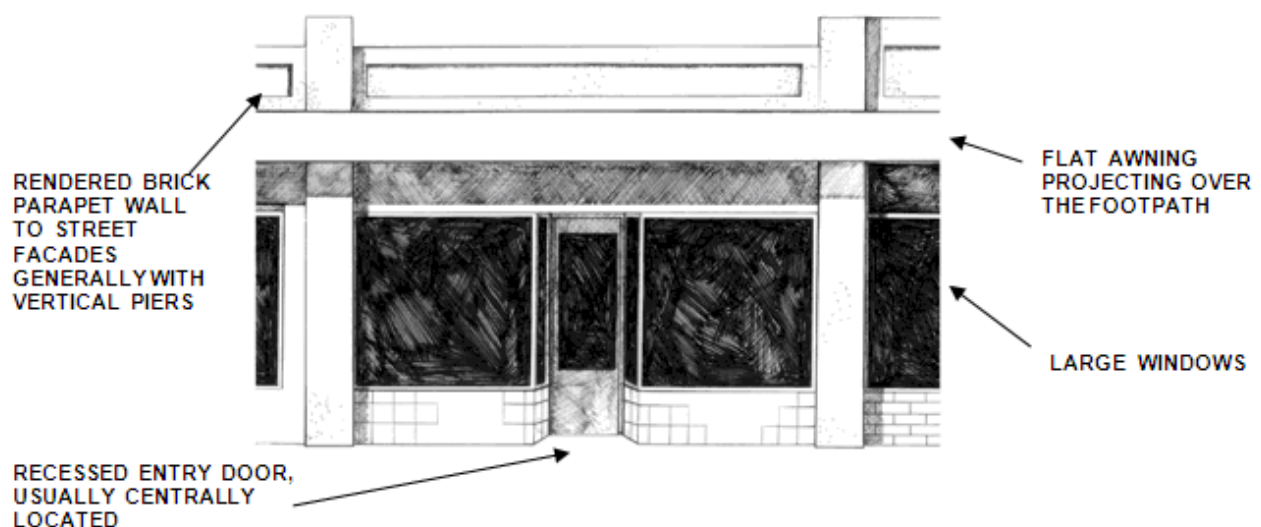


Figure 31 – Single Storey Shop

5.3 The Corner Store

Corner stores, strategically located within the heart of a community, have traditionally catered for the necessities of life – a loaf of bread, the newspaper, perhaps a few purchases – as well as being an important meeting place for the local community.

Historic corner stores dating from the late nineteenth and early twentieth century are scattered throughout the Mt Lawley and Inglewood Heritage Protection Areas, though the majority are located along Beaufort Street. They form an important part of the built heritage and contribute to the distinctive feel of a street, providing familiar landmarks and a sense of the past. The physical features, and particularly the external appearance, of many have changed very little since they first opened their doors.

Corner stores of this era are generally consistent in their style, being modest single storey buildings with corner truncations and simple detail to pilastered parapet walls.

Common features include:

- Single storey;
- Corner truncation with entry door;
- Parapet wall to street facades, sometimes stepping down away from the corner, generally with vertical piers and simple articulation;
- Rendered brick facades;
- Flat awning projecting over the footpath;
- Large windows (some have in more recent times been bricked in);
- Corrugated metal roof hidden behind parapet.

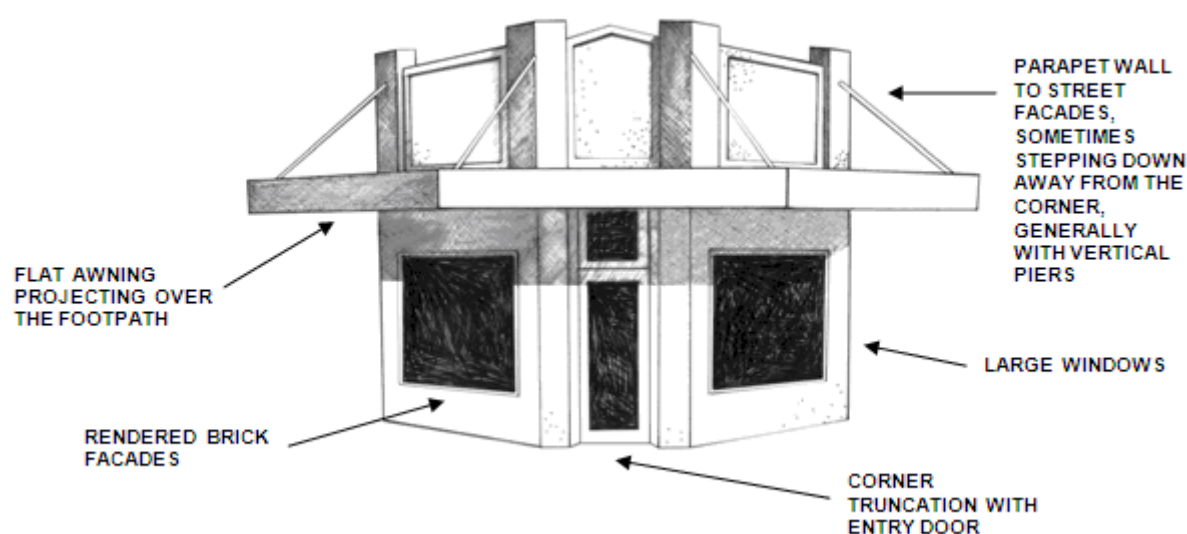


Figure 32 – Corner Shop

PART 6 – COMMERCIAL DEVELOPMENT PROVISIONS

6.1 COMMERCIAL & MIXED – USE DEVELOPMENT

Objectives

- Ensure the conservation and retention of traditional buildings, particularly traditional shops and commercial buildings, including those described in Part 5;
- Ensure new commercial and mixed-use development consistent with ‘main street’, mixed-use design principles, and consistent with the heritage character of the locality; and
- Ensure refurbishment of more recent development in a manner in keeping with traditional commercial buildings.

6.1.2 Streetscape

6.1.2.1 Ground Floor Setbacks

- a) Additions to traditional buildings, and new commercial and mixed-use buildings shall have nil front setbacks to any street frontage (Note: some properties may be subject to regional road widening).
- b) Where a site has frontage to a primary and secondary street, a minor setback will be considered for alfresco dining on the secondary street. Such setback areas shall be designed to match the existing footpath in terms of levels and paving treatment; and
- c) Continuous awnings or verandahs of traditional scale, form and design shall be provided over the street, and be functional to provide appropriate weather protection.

6.1.2.2 Upper Floor Setbacks

- a) Upper floor additions to traditional buildings shall be setback a minimum of 3 metres from the predominant building line of the original building’s street facade;
- b) Nil setbacks for upper floors of new commercial and mixed-use buildings may be considered subject to compliance with the objectives of this section provided these floors are no higher than three storeys.

6.1.2.3 Orientation

- a) New buildings shall address the street;
- b) Main entrances to buildings shall face the street, and in the case of corner sites shall face the corner, and shall be maintained in operation; and
- c) On-site car parking shall be located to the rear of buildings.

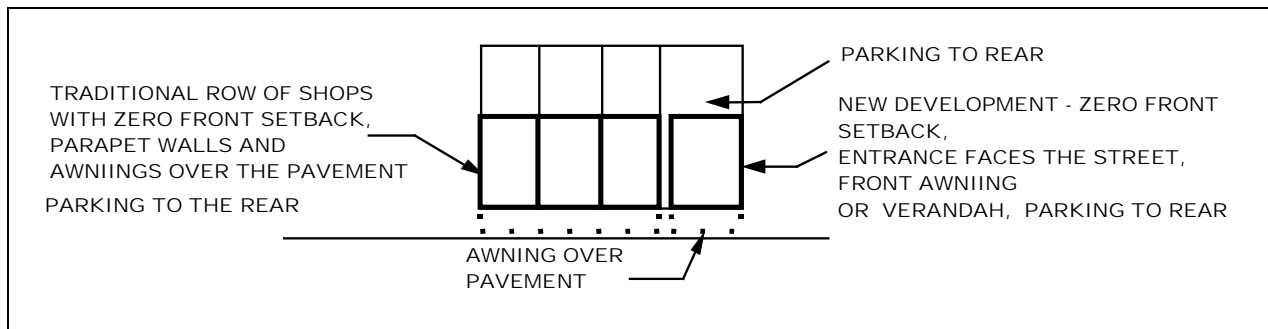


Figure 33 – Example of Traditional Commercial Layout

6.1.3 Traditional Houses Used for Non-Residential Uses

- Traditional houses used for non-residential purposes shall maintain a residential-style appearance, with parking areas located to the rear of buildings and signage integrated into the design of the building;
- No additions to the traditional house shall occur within the front setback area, unless restoring an original feature in the original architectural style (eg; a verandah);
- The provisions of section 4.1 *“Conservation of, and Additions to, Traditional Houses”* of these guidelines shall apply to any works proposed to the traditional house.

6.1.4 Built Form & Design

6.1.4.1 Design

- New commercial and mixed-use buildings shall be of traditional style and reflect the design, colours, and materials of traditional buildings within the streetscape;
- New commercial and mixed-use buildings shall have similar facade treatments and architectural detailing / articulation as traditional buildings;
- New commercial and mixed-use buildings shall have similar sill and awning heights to traditional buildings;
- Window frames shall be constructed in timber (preferred) or wide-profile metal. Shop fronts shall reflect traditional shop fronts with narrower timber or metal framing; and
- Refer to the City’s Local Planning Policy Inglewood Town Centre Design Guidelines and the Mixed-Use & Commercial Centre Design Guidelines for additional requirements.



Figure 34 – Example of New and Existing Development

6.1.5 Signage

- a) Signage shall not cover any architectural features or detailing of a building, and should not dominate the shopfront or building frontage. Signage is to be positioned and designed to fit within spaces created by architectural elements on the building in particular the awnings and pediments;
- b) Multi-tenancy developments should provide a coordinated signage strategy as part of the development application; and
- c) Signage within the Mount Lawley, Menora and Inglewood Heritage Protection Areas:
 - (i) is subject to the signage provisions of Local Planning Scheme No. 3; and
 - (ii) shall be subject to the provisions relating to signage in Local Planning Policy Inglewood Town Centre Design Guidelines (notwithstanding that the area to which it applies does not include the heritage protection areas) and if there is inconsistency between the provisions of the Local Planning Scheme No. 3 and those of the Inglewood Town Centre Design Guidelines, the latter prevail.

PART 7 - DEVELOPMENT ON RESERVES AND PRIVATE INSTITUTIONS ZONES

Objectives

- Ensure that any new development does not adversely affect the heritage character and amenity of surrounding properties; and
- Ensure that any new development be of similar scale, form and bulk of surrounding properties, and is respectful to the heritage character of the locality.

7.1 Built Form & Design

- a) New buildings shall be respectful to the design, form, and scale of traditional buildings within the streetscape; and
- b) New buildings shall have similar facade treatments/detail as traditional buildings, and incorporate architectural detailing that respects the traditional buildings.

7.2 Streetscape Relationship

7.2.1 Setbacks

- a) Where adjoining sites are zoned Residential, new development shall be setback from the street to match the setback of the traditional buildings within the streetscape;
- b) Where adjoining buildings on either side of new development have varying setbacks from the street, new development may incorporate a 'stepped' setback from the street (in order to align with the existing buildings on both sides);
- c) Where adjoining sites are zoned Residential, new development shall be setback from those common boundaries (side and rear) in accordance with the Residential Design Codes; and
- d) Where adjoining sites are zoned non-residential, the side and rear setbacks of new development shall match those of the adjoining lots.

VARIATIONS

Variations to these Guidelines will only be considered where the applicant has demonstrated, via a written submission and supporting documentation, that the requested variation complies with the objectives of these Guidelines.

Office Use Only:

Policy Adoption and Amendment History:

Reviewed / Modified	Date	Resolution Number
Adopted	16 October 2012	1012/035
Amended	11 December 2012	1212/005

5.2 INGLEWOOD TOWN CENTRE DESIGN GUIDELINES

Introduction

Where there is an inconsistency between the provisions of these Guidelines and other Policies the provisions of these Guidelines shall prevail.

Objectives

- Provide a positive contribution to, and strengthening of, the recognisable features of the Inglewood Town Centre as a “main street/strip shopping” precinct;
- Encouraging a diverse mix of daytime and night time activities;
- Conserve the heritage character of existing commercial buildings in the Town Centre;
- Encourage new development and redevelopment to maintain the building scale, form and themes of the existing buildings that are recognised as giving the Inglewood Town Centre its Inter-War character;
- Encourage traditional shop fronts that contribute towards an active and pedestrian friendly environment; and
- Corner developments, redevelopments and renovations should be regarded as special opportunities for landmark buildings, due to their high visibility and potential to become gateways to the Town Centre.

Applications Subject of this Policy

All development within the Inglewood Town Centre Guideline Area (refer **Figure 1**) is subject to these Guidelines.

Guideline Area

The area subject to these Guidelines is illustrated in **Figure 1**.



Figure 1 Boundary of Inglewood Town Centre Guideline Area

DESIGN GUIDELINES

Built Form & Design

Plot Ratio

- A maximum plot ratio of 0.75: 1 shall apply to all new development; and
- This may be increased up to 1: 1 provided that in any development having a plot ratio in excess of 0.75: 1, not less than 75% of the excess shall be dedicated to residential use.

Note: Plot ratio shall be calculated in accordance with the provisions of the Residential Design Codes.

Building Height

- Maximum building height shall be two storeys or 9.0 metres where it is visually compatible with adjoining buildings.

Corner Sites

- Corner sites may be increased to 3 storeys.

Setbacks

Front

- Buildings shall have a nil front setback from the street boundary of the lot(s), or from the proposed road widening boundary where this is applicable;
- The front setback may be reduced to 2.5 metres subject to:

No demolition of a 'heritage' building;

An adequate alignment with abutting properties can be created and / or where alfresco dining is to be provided;

The roofline shall have a nil front setback, awnings shall be constructed over the footpath and the building shall provide an active edge to the footpath.

Side

- To strengthen the continuity of the streetscapes and provide a continual weather protection for pedestrians buildings shall generally be built from side boundary to side boundary;
- Where adjoining sites are zoned residential, side setbacks shall be 3m for buildings of one storey, and 5m for buildings of two storeys.;
- For mixed use buildings containing residential uses setbacks shall be calculated as per the Residential Design Codes of Western Australia; and
- The setback may be increased where it is considered desirable that a pedestrian walkway be provided at the side of a new development connecting a public street to a car park or other facility at the rear of the development.

Rear

- 3.0 metres minimum.

Colours & Materials

Walls

- Red bricks and stucco trims or rendered masonry are the key solid wall treatments and should remain the dominant materials. Concrete tilt-up panel systems are generally not acceptable, as they do not fit in with the character of the Town Centre. This form of wall structure may be acceptable for internal walls or walls that cannot be seen from a street;

Shop Fronts

- The majority of existing shopfronts are treated in timber or metal frames and clear glazed. New shopfronts should be an expression of their time unless they are replacements for shopfronts in heritage places, where expert advice should be sought.

Roofs

- Roofing materials on existing buildings are mostly concealed behind parapets. Clay tiles and custom orb profile steel sheeting can be viewed on some buildings and are acceptable materials for new development. Roofing materials should not be used as façade treatments and where roofing is visible, large scale and large profile roofing is not acceptable.

Colours

- Owners should not use colours that make their buildings stand in sharp contrast to their context. Intense and lurid colours shall not be used;
- Muted neutral backgrounds with mid-range accents are considered acceptable colours for new developments and redevelopments of existing buildings. Colour palettes encouraged in the Town Centre include self-coloured areas (i.e., unpainted brick faces), the majority of the building's facade in creams and neutral colours, with highlights to detailed areas, trims and decorative elements in soft greens and blues;
- Proponents are encouraged to refer to Peter Cuffley's book "Australian Houses in the 20s and 30s", published by 5 Mile Press, for more detailed colour palettes.

Design

- New development shall consist of long horizontal strips of retail development, broken into a vertical rhythm by the compartmentation of shops and fenestration to individual shops, refer **Figure 2**;

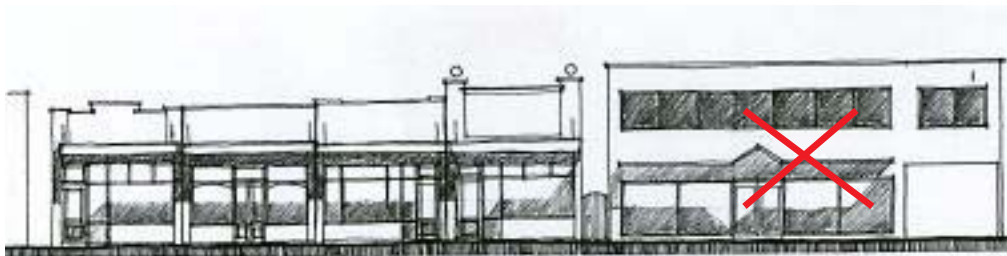


Figure 2 Long horizontal strips of development should be broken into a vertical rhythm

- Monolithic buildings with blank frontages shall not be permitted;

- Large scale panel systems and sheet metal cladding shall not be permitted as they do not achieve the required building scale and design that is compatible with the character of the Town Centre;
- New development shall line up the levels of over-footpath canopies, parapet tops, window heads and sills, etc, wherever possible.
- Additions shall be compatible with the scale and design of the existing building;
- New development shall be architectural statements of their own time, reflect their function(s), and be compatible with the overall character of the Town Centre;
- New development should generally not endeavour to copy historic building types.

Streetscape Relationship

Activity & Uses

- Active uses such as shops, cafes and restaurants shall be located at ground level;
- Office and other non active uses shall be located above the ground floor level;
- Mixed use developments shall ensure that active retail-type uses occupy the majority of street front exposure; and
- Passive, non-retail uses may be located at the rear of premises, or be located above ground level.

Ground Floor Frontage

- Where development frontages are located adjacent to heritage places that contribute to the character of the street, the new shopfronts should pay due regard to the style, scale and colouring of the adjacent building façade;
- Large frontages must be treated in modules, with a minimum 6 metre module, that are in keeping with the rhythm of the shopfronts of the Town Centre, and should have the effect of a small frontage character (See previous **Figure 2**); and
- Shopfront window sills should be between 450mm - 600mm from footpath level. Sill levels may be lower where frontages are to be open to the street.

Weather Protection

Awnings shall:

- have a minimum clearance from the footpath of 2.7m;
- have a maximum clearance from the footpath of 3.2m;
- be provided over all footpaths that abut a building, including footpaths that provide access to the rear of buildings;
- be constructed using materials that are opaque and non-reflective (no glass);
- match the height and design of adjoining awnings (where present);
- protrude from the face of the building by a minimum width of 2.0m (where possible);
- be parallel to the footpath; and

Policy Manual

- be constructed to comply with the Local Government Miscellaneous Provisions Act 1960 – section 400 (2) and the Building Regulations 1989 Part 9.

Landscaping

A Landscaping Plan is required to be submitted for all non residential development in accordance with the City's Landscaping Policy.

Fencing

Boundary fences shall not be permitted.

Public Art

The provision of public art in an approved form as part of new developments is encouraged to help create a strong sense of identity.

Access & Parking

Car Parking

Parking shall be in accordance with the City's Parking Policy.

Vehicular Access

- No vehicular access to individual properties will be permitted from Beaufort Street. All development site access must be taken either from side streets or from the existing rights-of-way to the rear of the development sites.

Pedestrian Access

- All developments shall have a principal access from Beaufort Street via shopfront access. Pedestrian access should also be provided from the car parking at the rear of each site where the intended use permits. Access down the side of the premises may also be acceptable;
- Choices for pedestrians moving from rear car parks through to street frontages are important for improving the accessibility of the Beaufort Street strip and will assist in improving permeability; and
- All entrances shall be visually obvious and attractively presented. Entrances must be at footpath level to allow Universal Access, and any necessary changes of level should take place within buildings.

Lighting, Safety & Security

Lighting

- External lighting should be designed to be in keeping with the character of the street. It should light the building effectively without drawing undue attention to it, and to provide an effective level of public amenity along the footpath.

Other Considerations

Signage

The following signs shall not be permitted:

- Above Roof Signs;
- Created Roof;
- Ground Based Signs;
- Hoardings Signs;
- Product Display Signs;
- Projecting;
- Pylon Signs; and
- Tethered.

The following sign provisions have been varied from the City's Advertising Signs Policy:

- Wall signs shall have a maximum area of 5.0m² per tenancy.

Signage Design

- Signs should be an integral part of the design and scale of the building, and shall have regard to the materials, finishes, colours and fenestration of the building, and ensure that architectural features of the building are not obscured;
- Signs on buildings of heritage and cultural significance shall respect the building's architectural style, character and integrity. Particular regard shall be given to the sign's design, materials, style and method of attachment to the building. Signs should not detract from the heritage significance of the building;
- Signs shall be compatible with the style, scale and characters of the surrounding streetscape, and the predominant uses within the locality; and
- Colours for signs should be selected with due consideration for the colours used in neighbouring developments.

SPECIFIC DEVELOPMENT GUIDELINES

New Developments Located off Beaufort Street

- Where new development is located on a corner lot and/or has an entrance(s) or aspect facing a side street, the form, scale, setbacks and street elevations of the development should be compatible with adjoining development in the side street. In particular, development in these locations should not create large blank walls or fences to the side street. Setbacks for proposed development should also be complementary to those in adjoining development so that a sharp contrast is not provided to the street.

Mixed Use Developments

- Mixed use developments, which provide a combination of retail, office and /or residential uses, are encouraged within the Town Centre. Mixed use developments generally provide enhanced security through extended hours of activity and occupation. A mix of different uses can also optimise the use of on-site car parking through complementary hours of operation, and optimise the use of land and its economic return. Developments that include a residential component encourage social interaction, provide opportunities for living and working in the same building and have the potential to provide affordable housing;
- Residential components of mixed use developments should generally be located above the commercial component of the development. Residences proposed to be located behind commercial premises that front Beaufort Street may be acceptable, but particularly close attention will need to be paid to issues of vehicular access to the dwellings, and protection of the amenity of nearby existing dwellings. Crossovers to side streets must be kept to a minimum; and
- Mixed use developments may qualify for a plot ratio bonus (refer to “Plot Ratio” under the “Development Controls” section).

DEVELOPMENT EXAMPLES

This section contains a number of “before and after” photographs and sketches, which illustrate suggested redevelopments for key sites within the Town Centre.

These sketch proposals are indicative only, and do not necessarily represent the only means of improving the sites. They do, however, show how these Guidelines can be successfully applied to meet the desired urban design objectives.



Figure 3 - Existing development on the corner of Beaufort Street and Ninth Avenue

Developments built to the former road reserve requirements have produced unwanted forecourts. Recently constructed buildings are unsympathetic to the original scale and form of the street.



Figure 4 - Possible development on the corner of Beaufort Street and Ninth Avenue

The above sketch illustrates a possible new two storey corner site development built within the existing vacant setback area. Corner sites can comfortably accommodate two storey buildings, but should:

- Be set parallel to boundaries where it is seen from the street. Corner buildings should endeavour to have frontages that continue into the side street;
- Be built up to the back edge of the footpath to maintain existing building lines in the street;
- Present an active retail frontage at footpath level to stimulate visual interest and encourage pedestrian movement;
- Be of a scale and form that reflects existing development patterns - single or double storey shops with a traditional lot subdivisional model;
- Endeavour to make entrances visually obvious;
- Provide pedestrian cover through such elements as awnings. Such items should be designed to match existing structures, and existing neighbouring structures;
- Line up levels of over-footpath canopies/awnings, parapet tops, window heads and sills with the level of existing building stock where possible;
- Use appropriate wall finishes such as face brick or render; and
- Ensure that all signage is kept simple in design and is located either on or below the canopy line.



Figure 5 - Existing development on the corner of Beaufort Street and Tenth Avenue

Dewsons supermarket and the corner bank both recede from the street, which fractures and weakens the streetscape.



Figure 6 - Possible development on the corner of Beaufort Street and Tenth Avenue

The above sketch illustrates a possible new development in front of the bank and Dewsons, providing a new edge to the existing car park. Such developments should:

- Retain the existing rhythms set up in the street; i.e., fenestration of shop fronts and shop front division walls;
- Present an active retail frontage at ground level to stimulate visual interest and encourage pedestrian movement;
- Be of a scale and form that reflects existing development patterns; i.e., single or double storey commercial developments with a traditional lot subdivisional model;
- Avoid large-scale panel construction systems such as tilt-up;
- Provide pedestrian cover through such elements as awnings. Such items should be designed to match existing structures;
- Line up levels of over-footpath canopies/awnings, parapet tops, window heads and sills with the levels of existing building stock where possible;
- Endeavour to make entrances visually obvious; and
- Use appropriate wall finishes such as face brick or render.



Figure 7 - Existing development on the corner of Beaufort Street and Eighth Avenue

The existing Bunnings car park, perimeter treatments and monolithic façade contribute negatively to the streetscape.



Figure 8 - Possible development on the corner of Beaufort Street and Eighth Avenue

The above sketch shows how a new perimeter treatment could positively contribute to the existing streetscape. Development of the car park and perimeter should include:

- Shade tree and low level planting to the perimeter;
- Street furniture such as benches, bins etc. at the perimeter to help define the edges; and
- Lighting of the car park for security and safety reasons, and to encourage reciprocal (night time) use by other users of the Inglewood centre.



Figure 9 - Existing development of Bunnings Beaufort Street frontage

The present street setback outside Bunnings has created unwanted and unutilised forecourts, with the monolithic facades detracting from the traditional streetscape character of the Town Centre.



Figure 10 - Possible development of the Bunnings Beaufort Street frontage

The above sketch indicates a possible street frontage development following the reduction of the road widening reserve in order to create a more lively streetscape. Such developments should:

- Be built up to the back edge of the footpath to maintain existing building lines in the street;
- Present an active retail frontage at ground level to stimulate visual interest and encourage pedestrian movement;
- Be of a scale and form that reflects existing development patterns: i.e., single or double storey shops with a traditional lot subdivision model;
- Provide pedestrian cover through awnings designed to match existing structures;
- Line up levels of over-footpath canopies/awnings, parapet tops, window heads and sills with the levels of existing building stock where possible;
- Ensure that all signage is kept simple in design and appropriately located;
- Endeavour to make entrances visually obvious;
- Use appropriate wall finishes such as face brick or render; and
- Avoid large scale panel construction systems such as tilt-up.



Figure 11 - Existing 1970s development on Beaufort Street built to former street setback

Current setbacks have produced unwanted forecourts and consequently weakened the streetscape.



Figure 12 - Possible development on Beaufort Street built up to edge of footpath

The above sketch illustrates a new development in front of existing buildings to bring the built fabric to the back edge of the footpath. Such developments should:

- Retain the existing rhythms set up in the street; i.e., fenestration of shop fronts and shop front division walls;
- Present an active retail frontage at ground level to stimulate visual interest and encourage pedestrian movement;
- Be of a scale and form that reflects existing development patterns; i.e., single or double storey commercial developments with a traditional lot subdivisional model;
- Avoid large-scale panel construction systems such as tilt-up;
- Endeavour to make entrances visually obvious;
- Provide pedestrian cover through awnings designed to match existing structures;
- Line up levels of over-footpath canopies/awnings, parapet tops, window heads and sills with the levels of existing building stock where possible;
- Ensure that all signage is kept simple in design and is appropriately located; and
- Use appropriate wall finishes such as face brick or render.



Figure 13 - Existing 1970s mid-block development

This building recedes from the streetscape and does not contribute positively to the streetscape.

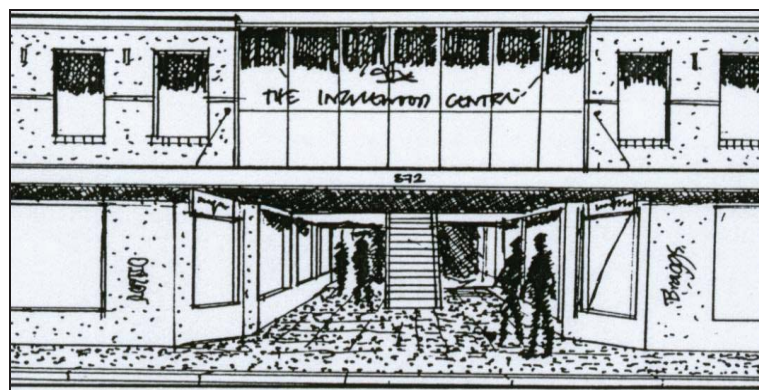


Figure 14 - Possible new frontage on 1970s mid-block development

The above sketch illustrates a new two storey infill development in front of an existing building. Such mid-block developments should:

- Where possible, provide pedestrian access from car parking at the rear of sites, and return frontages along access ways where through-store access is not practical;
- Have principal pedestrian access from Beaufort Street;
- Be built up to the back edge of the footpath;
- Retain the existing rhythms set up in the street: i.e., fenestration of shopfronts and shop front division walls;
- Present an active retail frontage at ground level to stimulate visual interest and encourage pedestrian movement;
- Be of a scale and form that reflects existing development patterns: i.e., double storey commercial developments with a traditional lot subdivision model;
- Provide pedestrian cover through awnings designed to match existing structures;
- Line up levels of over-footpath canopies/awnings, parapet tops, window heads and sills with the levels of existing building stock where possible; and
- Ensure that all signage is kept simple in design and appropriately located.

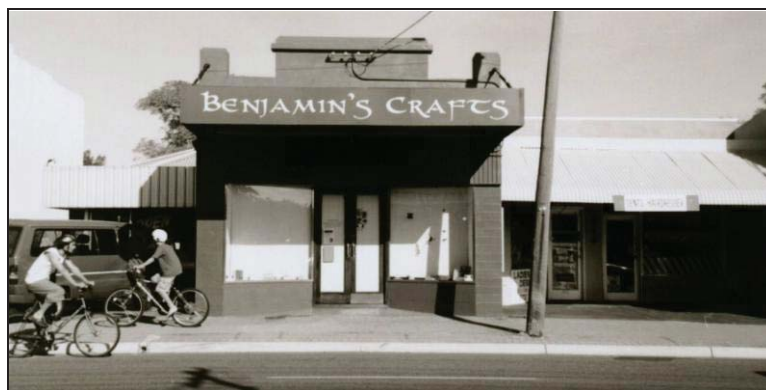


Figure 15 - Typical inter-war shopfront on Beaufort Street

The above photograph shows an existing traditional shopfront with important streetscape character and heritage value. Although compromised, the building still retains elements typical of an Inter-War shop. These elements and methods to conserve them are listed below:

- Low sill heights, typically in the range of 450-600mm, should be retained and conserved;
- Tiled plinth under the shop front windows. The paint covering the plinth should be removed and the existing tiles revealed;
- Stainless steel window frames should be retained (timber joinery was also commonly used);
- Shop signage should be incorporated within the awning, although signage located below the parapet is also appropriate;
- An articulated parapet should be retained, with measures taken not to obscure it;
- The display window with timber hob is an important feature of the shop front and should be retained;
- Services such as the external electrical wiring should be replaced using simple lines that don't obscure the building façade; and
- Removing later details, components and finishes not consistent with the original design of the building, and replacing them with features of the original design period. The timber frieze over the windows in the above building, for example, could be removed to reveal the original details.

6.7 PARKING & ACCESS

1.0 Introduction

Where this policy is inconsistent with the provisions of a local planning policy applying to a particular site or area, the provisions of that local planning policy shall prevail to the extent of the inconsistency.

2.0 Objectives

- a) To facilitate the development of adequate parking facilities;
- b) To ensure safe, convenient and efficient access for pedestrians, cyclists and motorists;
- c) To ensure that a major parking problem is unlikely to occur;
- d) To ensure that car parking areas and accessways do not have a detrimental impact on the character and amenity of an area; and
- e) To ensure that an oversupply of parking does not occur that discourages alternative forms of transport and is detrimental to the urban design and character of the locality.

3.0 Applications Subject of this Policy

All development on either zoned land or reserved land is subject to this policy.

4.0 Definitions

Gross Floor Area (GFA): means the total floor area within the building measured from the outside of main faces of external walls (including the portion of any common or party wall forming part of the building) exclusive of parking facilities sited within the building.

Public Floorspace: means any floor area of a building openly accessible to the public excluding private storage areas, kitchens, staff areas and the like.

Gross Leasable Area (GLA): means in relation to a building, the area of all floors capable of being occupied by a tenant for its exclusive use measured from the internal finished surface of external building walls, but excluding features such as balconies and verandahs and, if there are two or more occupants or tenants, excluding common use areas, service areas, and non-exclusive public spaces and thoroughfares.

Alfresco Area: means an area with direct access from a restaurant, hotel or the like which is not permanently enclosed, may include a covered roof, and is utilised for the consumption of food or beverages.

Reciprocal Parking: refers to parking facilities serving separate uses or a mixed-use development (i.e. a development comprising of both residential and non-residential uses), but not shared concurrently between the uses.

Redundant Crossover: means a crossover which no longer provides vehicular access to a site or is no longer adjoined to a driveway or access way on a site.

Residential Development: refers to development of single house/s, grouped dwellings, multiple dwellings, aged persons dwellings, single bedroom units and residential buildings as defined in the Residential Design Codes of Western Australia.

Mixed Use Development: means a development comprising of both residential and non-residential uses.

End-of-Journey Facilities: means facilities which support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work. The facilities include separate male and female changing rooms and shower facilities and lockers for the storage of clothing and other personal items.

District Distributor Road: means as defined in the functional road hierarchy published by Main Roads WA.

Local Road: means as defined in the functional road hierarchy published by Main Roads WA.

Australian Standard: means a document having that title and reference number published by Standards Australia Limited.

Austrorads 2009: means the publication titled Guide to Road Design Part 4 published by the Association of Australia and New Zealand Road Transport and Traffic Authorities.

Service Access: means vehicular access for non-residential uses to provide a function which includes but is not limited the loading and un-loading of goods, deliveries, dispatch and the like.

5.0 Parking Ratios

5.1 Provision of Car Parking

The number of car parking bays required to be provided for the uses and activities referred to in Table 1: Car Parking Ratios shall be in accordance with the car parking ratios in Table 1 unless otherwise approved by Council.

Table 1: Car Parking Ratios

ACTIVITY / USE	CAR PARKING RATIO
Alfresco Area	1 bay per 14m ² of alfresco area
Bank	1 bay per 20m ² of GFA
Bed & Breakfast	2 bays per dwelling, plus one bay per bedroom (used for accommodation)
Boarding House	1 bay per bed or 1 bay per unit as the case may be
Child Care Premises	1 bay per staff member and 1 bay per 7 children
Club Premises	1 bay per 9m ² of public floorspace

Consulting Rooms and Medical Centres	6 bays for 1 health consultant 10 bays for 2 health consultants 2 additional bays for each health consultant in excess of 2 health consultants; and Where a medical centre includes a chemist as an ancillary service, the number of parking bays to be provided for the purpose of that chemist shall be calculated at the rate of 1 bay per 25m ² of GFA.
Educational Establishment Pre-primary Primary Secondary Tertiary / Technical	1 bay per staff member; 1.25 bays per classroom; 3 bays per classroom; 1.25 bays per classroom, plus one bay per 3.5 students.
Garden Centre	1 bay per 50m ² of nursery area
Hardware Showroom	1 bay per 20m ² GFA
Hospital	1 bay per bed
Hotel/Motel	1 bay per bedroom; and 1 bay per 3m ² of public floorspace (including dining areas and function rooms)
Industry – Extractive^(a) Industry – General^(a) Industry – Light^(a) Industry – Noxious^(a)	1 bay per 50m ² of GFA
Industry - Service^(a)	1 bay per 50m ² of GFA (industry component) 8 bays per 100m ² of GLA (retail component)
Motor Vehicle, Boat or Caravan Sales	1 bay per 100m ² of open display area and one bay per staff member
Motor Vehicle Repair	1 bay per 40m ² of GFA
Nursing Home	1 bay per three beds
Office	1 bay per 30m ² of GFA
Place of Worship	1 bay per 4m ² of public floorspace and 1 bay per staff member
Public Amusement Cinema/Theatre	1 bay per 3m ² of auditorium area;
Recreation Private Bowling Alley Health Studio Indoor Cricket Skating Rink Sports Hall Squash Court Swimming Pool	2.5 bays per lane 1 bay per 9m ² of public floorspace; 16 bays per court; 1 bay per 20m ² of GFA 1 bay per 20m ² of GFA 2 bays per court; and 1 bay per 4 people accommodated.
Residential	As per the Residential Design Codes of Western Australia.
Restaurant, Fast Food Outlet , Reception Centre	1 bay per 7m ² of gross floor area

Service Station	3 bays per working bays
Shop/Personal Services 0 - 5000m ² 5001 – 10,000m ² 10,001m ² plus	8 bays per 100m ² of gross leasable area (GLA) 400 bays plus 7 bays per- 100m ² of GLA in excess of 5001m ² 750 bays plus 6 bays per- 100m ² of GLA in excess of 10001m ²
Showroom	1 bay per 30m ² of GFA
Tavern	1 bay per 3m ² of public floorspace (including dining areas and function rooms)
Veterinary Centre Practitioners	6 bays for one practitioner 10 bays for two practitioners 2 additional bays for each practitioner in excess of 2 practitioners
Warehouse^(a)	1 bay per 50m ² of GFA

- a) The parking ratio for an office which is incidental to the activity or use referred to in Table 1, where the area of the office is less than 60m², is the same ratio as the activity or use to which it relates.

5.1.1 Uses Not Listed

Where an activity or use is not listed in Table 1, the parking ratio will be determined by Council having regard to the objectives of this policy, similar uses, surrounding uses and off-site parking availability.

5.1.2 Rounding of Parking Bays Required

All parking requirements are to be calculated by rounding to the nearest whole number.

5.2 Reduction of the Required Number of Car Parking Bays

With respect to non-residential development, the following clauses specify criteria for consideration by Council in permitting reductions to the number of car parking bays required by applying the car parking ratios in Table 1. Reductions may be granted cumulatively under clauses 5.2.1, but the maximum variation that will be permitted is 65% of the required number of bays under clause 5.1.

5.2.1 Parking Reduction

The required number of car parking bays derived by the application of the parking ratios for non-residential development in Table 1 may be reduced where the performance criteria in Table 2 are satisfied. The reductions in parking as outlined in Table 2 are not applicable where under Local Planning Scheme No.3 and /or a specific local planning policy specifies a parking ratio different to Table 1 or a modified overall parking requirement.

Table 2: Proposed Car Parking Reductions

Reduction %	Performance Criteria
20% or 10%	The proposed development is within 400 metres ^(b) of a rail station shown in Figure 1; or The proposed development is within 800 metres ^(b) of a rail station shown in Figure 1.
15%	The proposed development is within 200 metres ^(b) of a stop on a high

- b) Distance is calculated via constructed footpaths or along road reserves (where no footpaths exist) and not “as the crow flies”.
- c) Granted if additional bicycle bays take the total number of bays to 10 or more requiring end-of-journey facilities to be provided.

The map illustrates the public transport network in the Scarsdale area. Red lines represent rail services, connecting Warwick Station, Stirling Station, Glendalough Station, and Mt Lawley Station. Blue lines represent high frequency bus routes, which are more extensive, covering areas from Karpentus Bus Station to Mirabooka Bus Station and along major roads like Scarsdale Highway and Morley Drive. The map also shows a dense street grid and various local landmarks.

Policy Manual – Section 6 – Parking

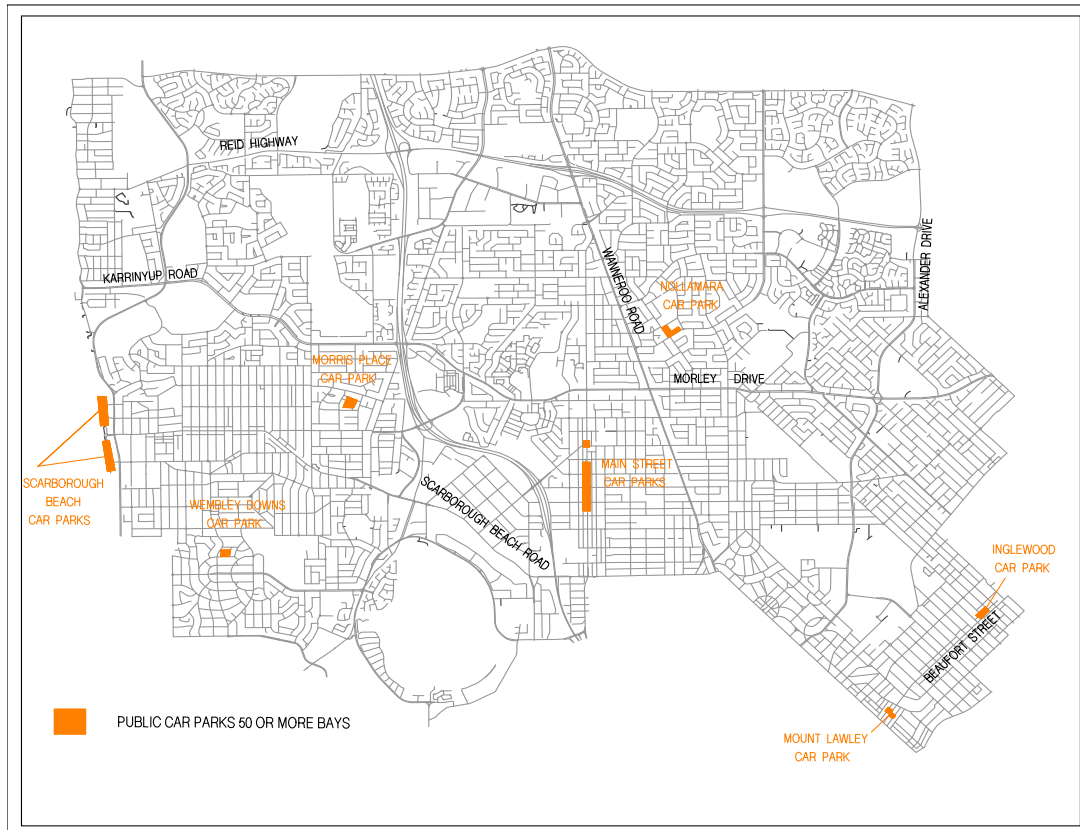


Figure 2 – Public Car Parking Areas

5.2.1.1 Cumulative Reduction in Car Parking Bays

Reductions may be granted cumulatively under clause 5.2.1, but the maximum variation that will be permitted is 65% of the required number of bays as calculated under clause 5.1.

5.2.2 Reciprocal parking

Reciprocal parking arrangements, up to the full parking requirement specified in Table 1: Car Parking Ratios of this policy, may be considered acceptable where Council is satisfied that:

- Demand for parking by the various uses proposed will not unreasonably coincide;
- The parking facilities serving the proposed uses will be located on the one lot, or if located on a separate lot, the parking arrangements are permanent (e.g. through an easement, amalgamation, legal agreement, restrictive covenant or any other formal arrangement acceptable to Council);
- Parking demand both in the immediate and long term can be satisfied; and
- No substantial conflict will exist in the peak hours of operation of the uses for which the reciprocal parking arrangements are proposed.

5.2.3 Cash in Lieu

Cash-in-lieu of parking shall be considered only where non-residential developments are unable to meet the Scheme parking requirements (i.e. they have a shortfall of parking). This provision is not replacing the developer's responsibility to provide sufficient on-site parking, but rather as a mechanism to enable desirable developments, for which the full amount of parking cannot be provided on site but can be provided elsewhere, to proceed. In determining whether to accept cash in lieu of parking, the following will be considered / required:

- a) The actual provision of an adequate supply of parking;
- b) An identified location (on or off-street) within close vicinity of the subject site for the provision of additional bays exists (either proposed or already constructed);
- c) Contributions will be calculated per bay based on the estimated average cost of providing a public parking bay (including turning areas) in that locality at current market costs for both the land component (to be determined by an independent valuer, at the applicant's cost) and construction (to be determined by the City's Engineering Design Unit). Where opportunities exist for both on-street and off-street parking to be provided by the City, an averaged cost shall be applied, unless otherwise approved by Council;
- d) Payment by installments may be considered for ten or more bays;
- e) Monies thus collected will be placed in a Special Parking Fund which may only be used by the City for:
 - Acquisition of land for parking in the municipal district;
 - Construction of public parking, both on-street and in a parking station;
 - Improvements to existing parking stations and on-street parking;
 - Servicing of loans obtained to provide parking;
 - Maintenance of public parking areas and bays; or
 - Public transport infrastructure, where Council considers that such expenditure would result in a reduced demand for parking in that area.

Whilst the City will make every effort to ensure the expenditure of cash in lieu occurs within the appropriate location to meet the parking shortfall, the collection of sufficient funds to complete works may take time to accumulate. Consequently, the City makes no commitment in accepting cash-in-lieu of parking to expend that money within a particular time-frame.

6.0 Submission Requirements - Transport Analysis

The City requires the submission of a transport analysis for certain developments as outlined below or where deemed necessary by Council.

Brief Transport Analysis

A brief Transport Analysis (non-technical report) is required to be submitted for Child Care Centres, Education Establishments and non-residential developments fronting a District Distributor Road or above and in instances where a proposal seeks reciprocal parking or cash in lieu of parking bays. The Transport Statement shall include but not limited to:

- a) Description of the development;
- b) Vehicle access and parking arrangement;
- c) Provision for service vehicles;
- d) Hours of operation;
- e) Estimate of daily traffic volumes and type of vehicles (staff & customers);
- f) Location of nearest bus stops train stations and level of accessibility;
- g) Pedestrian access / facilities (footpaths);
- h) Cycle access / facilities (bike paths); and
- i) Survey of existing car parking usage in the locality

Full Transport Analysis

A full Transport Analysis (technical report) is required to be submitted for developments requiring or proposing more than 50 parking spaces (after factoring in any reductions) and shall include but not limited to:

- a) Assessment of impact of vehicular movements upon surrounding roads and intersections;
- b) Description of the development;
- c) Assessment of the likely parking demand;
- d) Consideration of nearby developments including those with valid approvals which are yet to be constructed;
- e) Assessment of accessibility to the site by non-car modes;
- f) Assessment of the impact of the development traffic on existing pedestrians, cyclists and public transport users; and
- g) Assessment of the potential impact on the amenity of the surrounding area.

7.0 Residential Parking Layout, Design and Access

7.1 Residential Parking Layout and Design

All car parking and manoeuvring areas for residential developments are to be designed in accordance with the Residential Design Codes of Western Australia and the provisions set out hereunder:

- a) Parking for all residential developments shall be paved and drained to the satisfaction of the Council and maintained thereafter;
- b) Parking areas shall be designed so as to enable vehicles to return to the street in forward gear where it is considered that reversing onto the road will pose a traffic hazard;
- c) Car parking areas for single, grouped or multiple dwelling developments or developments with more than one driveway should be brick-paved or be of alternative finishes, such as concrete that are suitably treated with a decorative type finish to the City's satisfaction;
- d) Any parking bays provided in the road reserve do not contribute towards the number of on-site bays required; and

- e) Where a loss of off-site parking occurs due to new vehicular access arrangements, the applicant must either pay cash in lieu for the loss in parking or provide the loss of parking on-site or at an appropriate location off-site.

7.2 Residential Access

Access to residential parking areas shall be provided in accordance with the provisions set out hereunder:

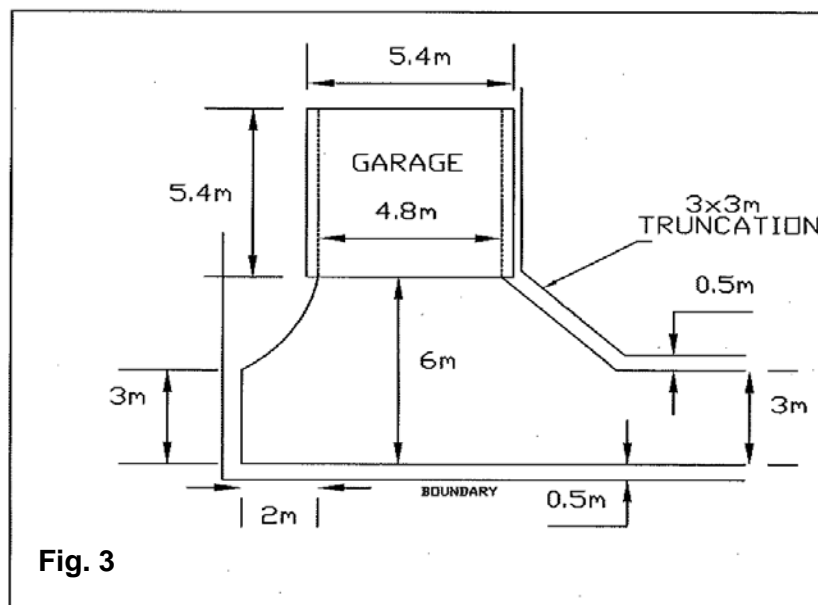
7.2.1 Driveways and Crossovers

Driveways and Crossovers (where applicable) shall;

- a) Be no closer than 0.5m to side boundary and street poles;
- b) Be no closer than 1.0m from the nearest point of a street tree;
- c) Be aligned at right angles to the street: and parallel in width;
- d) Be designed for vehicles to enter the street in forward gear where it is considered that reversing onto the road will propose a traffic hazard;
- e) Be no wider than the width of the garage or carport opening in which it services;
- f) For multiple and grouped dwellings, be designed to allow vehicles to pass in opposite directions where a change of direction occurs along an access; and
- g) Where a lot has access to both a Distributor Road and a Local Road, all access must be from the local road unless it can be demonstrated that access can be safely accommodated from the Distributor Road.

7.2.1.1 Turning Circles (manoeuvring)

- a) A manoeuvring depth of 6.0 metres is required for single vehicle garages or multiple vehicle garages containing internal walls and/or obstructions between vehicles.
- b) A manoeuvring depth of 5.8 metres may be considered for multiple vehicle garages with no internal walls and/or obstructions between vehicles.



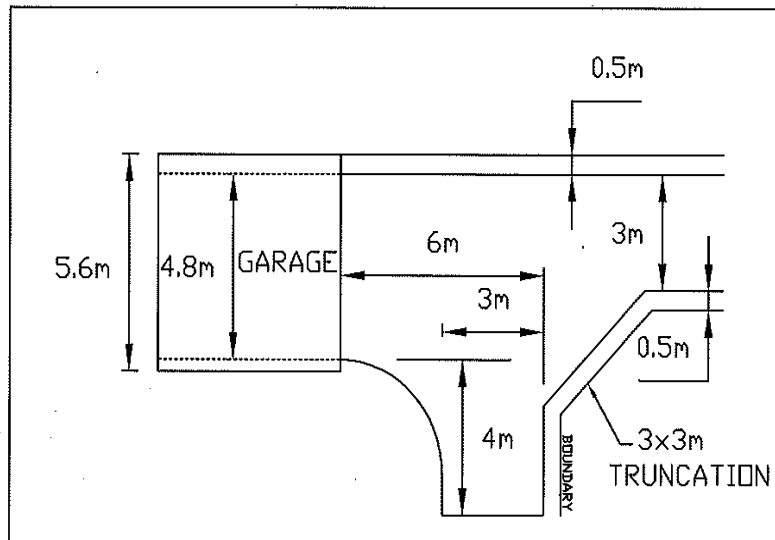


Fig. 4

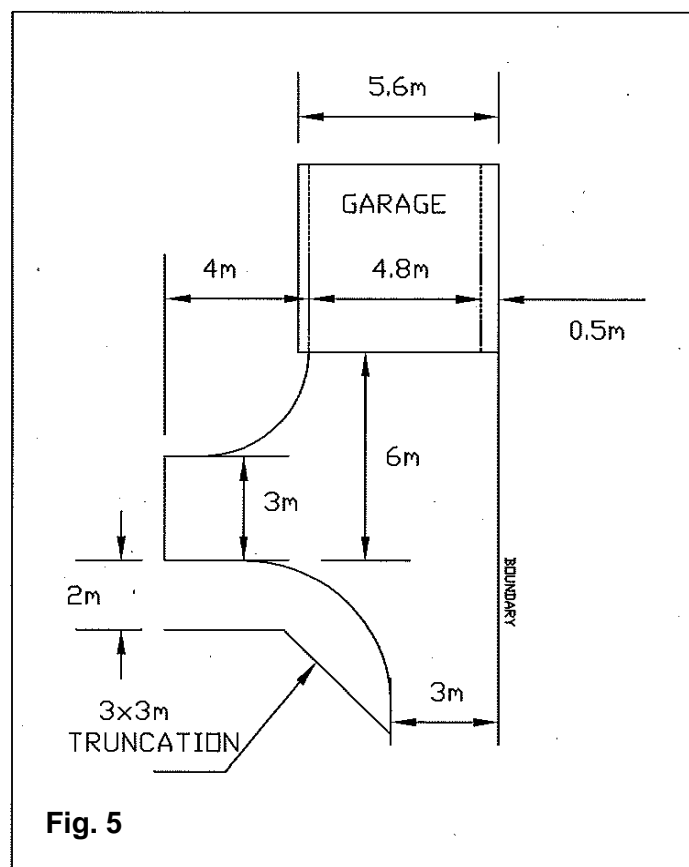


Fig. 5

Figures 3, 4 and 5 – Examples of acceptable turning circles

7.2.2 Driveway Taper

- A maximum internal driveway taper of 1:5 is permitted; and
- A decrease in the internal driveway tapers must comply with the "Standard single turn swept path templates" as detailed in Australian Standard AS 2890.1.

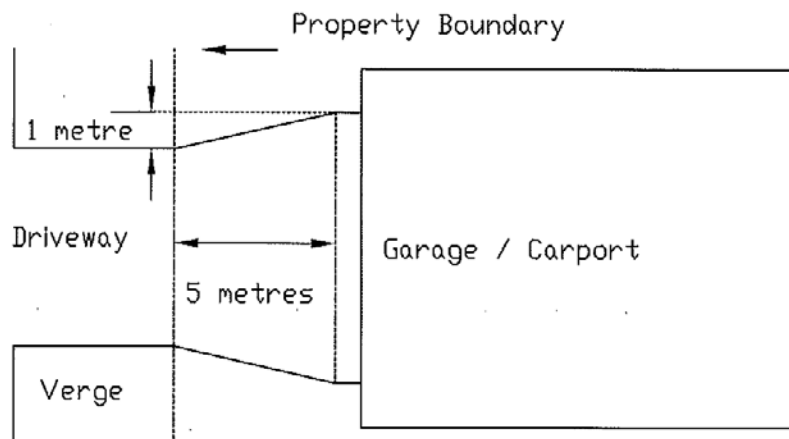


Figure 4 – Driveway Taper

7.2.3 Driveway Gradients

Driveway gradients shall comply with Australian Standard AS 2890.1. A longitudinal section may be required to demonstrate compliance with Australian Standard AS 2890.1.

7.2.4 Removal of Redundant Crossovers

Any redundant crossover is to be removed and verge and kerb reinstated to the City's requirements

7.2.5 Verge Levels

Existing verge levels are not to be modified unless determined necessary by the City due to topography considerations.

8.0 Non-Residential Parking Layout, Design and Access

8.1 Non-Residential Parking Layout and Design

All car parking and maneuvering areas for non-residential developments are to be designed in accordance with the Australian Standards AS 2890.1 and the provisions set out hereunder:

- Parking areas shall be sealed, drained and marked to the satisfaction of the Council and maintained thereafter;

- b) Parking areas shall be designed so as to enable all vehicles to return to the street in forward gear;
- c) Disabled parking bays as required under the provisions of the Building Codes of Australia may be included in the number of bays calculated in accordance within Table 1. The provision of disabled parking bay/s should not reduce the number of parking bays being able to be provided on site as required by this policy;
- d) Disabled parking bays are required to provide a shared area in accordance with Australian Standard AS 2890.6;
- e) Entry and exit points and vehicle circulation patterns are to be clearly indicated
- f) Parking bays shall not be provided in tandem;
- g) Car stacking systems or other such systems may be supported subject to the submission of a parking management plan detailing the operation of the system to the satisfaction of Council
- h) Parking areas developed for the following uses shall accommodate for a 12.5m turning radius (single truck) as per Austroads 2009, Table 5.1:
 - a) Garden Centre
 - b) Hardware Showroom
 - c) Industry – Extractive
 - d) Industry – General
 - e) Industry – Light
 - f) Industry – Noxious
 - g) Industry – Rural
 - h) Industry - Service
 - i) Media Establishment
 - j) Motor Vehicle Repair
 - k) Motor Vehicle, Boat or Caravan Sales
 - l) Salvage Yard
 - m) Service Station
 - n) Showroom
 - o) Storage (outdoor)
 - p) Transport Depot
 - q) Warehouse
 - r) Wrecking

8.2 Non-Residential Access

Access to non residential parking areas shall be provided in accordance with the provisions set out hereunder:

8.2.1 Access ways and Crossovers

Access ways and crossovers (where applicable) shall;

- a) Be provided at a rate of no greater than one per street frontage;
- b) Be no less than 6.0m in width and no greater than 10m in width;
- c) Be no closer than 0.5m to side boundary and street poles;
- d) Be no closer than 1.0m from the nearest point of a street tree;
- e) Be aligned at right angles to the street and parallel in width;
- f) Be designed so as to minimise traffic or pedestrian hazards, conflict with pedestrian/cyclist pathways and interference with public transport facilities;
- g) Be designed are to be designed in accordance with Australian Standard AS 1742;
- h) Be subject to Main Roads WA approval where they connect onto roads under Main Roads WA control such as but not limited to Primary Distributor Roads, roads designated as truck haulage routes and properties that abut traffic lights; and
- i) Be accessed from a local road in cases where a lot has access to both a Distributor road or local road unless it can be demonstrated that access can be accommodated safely

8.2.2 Non residential Service Access

Service Access shall be provided to the rear of a shop, showroom, restaurant, warehouse or other commercial use for the purpose of loading and unloading off goods unless, in the opinion of the Council, the circumstances do not warrant the provision of such access. Where alternative service access is provided, and such access is considered acceptable by the Council, the Council may waive the requirement of this Clause. Service Access shall be provided in accordance with the provisions set out hereunder:

- a) The service access shall be so constructed that vehicles using it may return to a street in forward gear;
- b) If a right of way is located to the rear of the lot, an area shall be paved on the lot so that vehicles when loading or unloading shall not remain on the right of way. The area shall be of such a size that if no alternative route exists, vehicles may turn so as to return to the street in forward gear;
- c) The service access shall not be less than six metres in width. If the size of the lot makes the provision of a six metre wide access way impracticable or unreasonable, the Council may permit an service access of a lesser width, but in no case less than three meters in width;
- d) The service access as required above shall be designed so as to segregate vehicles, both moving and stationary, from parking areas and access ways provided for customer parking; and
- e) Loading/unloading areas should not be located within close proximity to any adjoining residential uses;

8.2.3 Removal of Redundant Crossovers

Any redundant crossover is to be removed and verge and kerb reinstated to the City's requirements.

8.2.4 Verge Levels

Existing verge levels will not be modified unless determined necessary by the City due to topography considerations.

9.0 Landscaping

All landscaping of parking areas is to be in accordance with the City's Landscaping Policy.

10.0 Specific Purpose Bays

The provision of bays marked exclusively for the use of motor cycles, bicycles, delivery and service vehicles, taxis, buses, coaches, courier services, and timed bays where the nature of the development requires specific purpose bays may be required in addition to the requirements of Table 1. Council will determine the number of bays to be marked for specific purpose bays depending on the nature of the development; however, the following rates are to be used as a guide:

- a) In non-residential developments with over 500m² of GFA, at least one bay shall be permanently set aside and marked for the exclusive use of delivery and service, and courier vehicles;
- b) In childcare premises an area shall be provided for the adequate setting down and picking up of children which is separate from the car parking area.;
- c) The provision of bays marked exclusively for use by drivers with disabilities at the rate specified in the Building Code of Australia and relevant Australian Standards shall be required; and
- d) The location of specific purpose bays shall be determined by Council having regard to the nature of the specific purpose bays required.

11.0 Minor Additions and Changes of Use within the Scarborough Special Control Area.

When considering an application for a minor addition or a change of use within the Scarborough Special Control Area (as defined under Clause 6.9 of Local Planning Scheme No.3), parking bays in addition to those already existing on-site will not be required where the application meets all of the following:

- a) The addition is non-residential;
- b) The change of use is to a non-residential use, or occurs upon a site which is zoned mixed use;
- c) The addition and/or the change of use would not require more than 3 additional parking bays;

- d) The addition does not increase the non-residential floorspace of a building by more than 50m²; and
- e) The applicant satisfies Council that the addition will not substantially increase the intensity of the use of the site.

12.0 Variations

Applications seeking variations to this Policy shall be determined by Council in accordance with the objectives of this Policy and, in doing so, Council may seek the comments of adjoining or nearby neighbours.

Office Use Only:

Policy Adoption and Amendment History:

Reviewed / Modified	Date	Resolution Number
Adopted	10 July 2012	0710/005

6.5 DEVELOPMENT ABUTTING RIGHTS OF WAYS

1. INTRODUCTION

Where there is a conflict between this policy and other policies this policy shall prevail. The following standards are in addition to the Acceptable Development standards contained in the Residential Design Codes of Western Australia ('R-Codes').

2. OBJECTIVES

- 2.1. To facilitate the improved management of Rights of Way ('ROW');
- 2.2. To promote better urban design by encouraging the use of ROW for vehicle access;
- 2.3. More efficient use of individual sites;
- 2.4. Create unique streetscapes along the ROW through sympathetic building orientation and design;
- 2.5. Maintain existing streetscapes, by minimising the need for and impact of additional garages/carports and paved areas within the street setback area, and better allowing the retention of existing buildings and landscaping; and
- 2.6. Contribute to the objectives of the City's Rights of Way Management Strategy adopted by Council on 10 November 2009.

3. APPLICATIONS SUBJECT OF THIS POLICY

This Policy applies to all developments abutting a ROW or a dedicated road which was originally created as a ROW. Reference to ROW hereinafter includes ROW and dedicated laneways that were formerly ROW.

4. RELEVANT DOCUMENT

The City's Developments Abutting Rights of Way Management Practice provides administrative guidance to the implementation of this Policy.

5. RIGHT OF WAY CATEGORIES

5.1 Each ROW within the City is allocated a 'Category' according to the ROW Category Designation System based on assessment of the relative suitability for use and strategic benefits of the ROW. The policy provisions directly relate to the Category allocation and objectives, which are as follows:

5.1.1 **Category 1 - Traffic Management and Commercial ROW**

Located in areas with significant traffic safety / management issues (including the majority of commercial developments capable of utilising ROW for service and/or parking access) or adjoins properties fronting major roads;

5.1.2 **Category 2 - Development Potential ROW**

Located in areas where the majority of abutting lots have infill development potential and the ROW is deemed to have the potential to reduce the negative impacts of this infill development (in terms of streetscape amenity, environmental impact, efficient use of land and traffic management).

5.1.3 Category 3 - Heritage / Streetscape Benefit ROW

Located in areas where identified heritage or special streetscape value may be protected and enhanced by the use of ROW for rear access, but where the majority of abutting lots do not have infill development potential.

5.1.4 Category 4 - Minimal Strategic Benefit ROW

Lacking the above potential or values, either through strategic location, development status and/or practical limitations to the use of the ROW for access.

5.1.5 Category 5 - ROW Less Than 5 Metres Wide

All which are under 5.0m in width (and consequently posing specific difficulties for use for access and future management) or other limitations to the use of the ROW which requires individual assessment and management plan to address the constraints.

5.2 The City is seeking to promote the use of Category 1 and 2 ROW for primary access, the use of Category 3 ROW for secondary access where this facilitates protection of the streetscape, and to discourage further use of Category 4 and 5 ROW, to allow for future closure unless closure has been determined to be impossible or the constraints can be overcome.

5.3 Reference to 'primary access' in this policy means a road or ROW which provides the principal access to the major entry (front door) of a dwelling.

5.4 Reference to 'secondary access' in this policy means a road or ROW which provides access to a dwelling other than the primary access.

Note: Plans showing the location and designated category of ROW are available for viewing at the City. Amendments to ROW categories may occur from time to time as reviews occur or circumstances change.

6. GENERAL DEVELOPMENT PROVISIONS

The following provisions shall apply to developments abutting all ROW.

6.1. Provide sufficient reversing and manoeuvring area for vehicular access to the satisfaction of the City (as per Australian Standards AS/NZS 2890);

6.2. Provide a minimum 1.5m wide pedestrian / service access to the pre-existing primary street where a development uses a ROW for primary access (Refer to 'Service Access' section below);

6.3. Provide a visual truncation to provide a sight line to allow safe reversing for all developments utilising a ROW for vehicular access or abutting a development utilising a ROW for vehicular access;

6.4. Provide corner truncations free of costs to the Crown for corner lots abutting ROW including:

6.4.1. 3.0m x 3.0m corner truncation for lots at the intersection of two ROW for ROW at least 5.0m wide;

6.4.2. 2.0m x 2.0m corner truncations for lots at the intersection of a ROW at least 5.0m wide and a street;

- 6.4.3. Corner truncations to City's satisfaction for ROW less than 5.0m wide; and
- 6.5. Provide sealing and drainage to ROW to the satisfaction of the City where a development utilises an unmade ROW for vehicle access.

7. SPECIFIC DEVELOPMENT PROVISIONS

In addition to the General Development Provisions, the following provisions also apply to the specific categories of ROW.

7.1 Category 1

7.1.1. Objective

Developments are required to utilise Category 1 ROW for access and contribute to the development of a pleasant streetscape along it.

7.1.2. General

Developments are required to orient to and use the ROW for primary access except where the applicant provides adequate justification, clearly illustrating why use of the ROW does not represent the optimum traffic management option and that the development will not detract from the objectives of providing passive surveillance and creating a pleasant streetscape within the ROW.

7.1.3. Commercial Development

Commercial developments are required to provide lighting in parking accessed from the ROW. Commercial developments providing parking accessed from the ROW will be encouraged and may be required to provide pedestrian access from parking to the commercial property. Commercial developments providing parking access from the ROW will be required to integrate this with parking of abutting commercial properties, wherever possible. Consideration of the impact on the development potential and streetscape or the ROW will be required in location and design of abutting buildings, fencing, bin stores, storage etc. The location of multi-storey car parking adjacent to a ROW is not permitted. Bin stores along ROW with residential land opposite should be screened, well maintained and managed to limit noise and odour emissions, and pests.

7.1.4. Residential Development

- 7.1.4.1. Residential developments are required to use the ROW for primary access;
- 7.1.4.2. Where residential developments abut commercial development across a ROW, applications will be assessed on their merits to ensure that residential amenity is protected and traffic problems are avoided. This may involve relaxation of some or all of the provisions below, including the requirement to orient to the ROW. In particular, where a ROW is dominated by commercial developments or where the significant majority of abutting

lots have no development potential, setbacks in accordance with Category 3 ROW may be considered;

- 7.1.4.3. Where a development uses a ROW for primary access, the R-Codes provisions relating to primary streets shall apply, except where they conflict with the provisions below. This includes the requirement to ensure adequate surveillance between the dwelling and the ROW, but excepting provisions relating to setbacks from that street. Setbacks are specified below; and
- 7.1.4.4. Residential developments utilising a ROW for access are required to provide adequate porch or carport light, preferably sensor activated.

7.1.5. Setbacks

- 7.1.5.1. All buildings are to be setback from the ROW:
 - a) A minimum of 2.0m at ground floor level;
 - b) A minimum of 3.0m at upper storey level;
 - c) Carports, garages and car-bays to residential developments using a ROW are to be setback a minimum of 5.5m (to allow for casual visitor parking within the setback area as parking is not permitted in the ROW). A reduced setback of 2.0m may be acceptable where primary access to the dwelling is available from the primary street (note: primary access via a pedestrian access leg does not qualify for setback reduction); and
 - d) Carports, garages and car-bays to non-residential developments are to be setback a minimum of 2.0m;
- 7.1.5.2. All setback provisions from the ROW are to be determined after allowing for any ROW widening requirement from the lot;
- 7.1.5.3. Where a development orients to the ROW, the location of courtyards in the ROW setback will generally not be permitted, because of the need for these to have the ability to be adequately fenced and screened;
- 7.1.5.4. These setbacks apply to commercial developments, single houses and strata developments (grouped and multiple dwellings). Averaging of setbacks is not permitted. All other setbacks are as per the R-Codes. The setback provisions apply to all developments abutting a ROW even if it is not used for access. In case of lots (including lots which have been re-subdivided since the creation of the ROW) abutting more than one ROW or a ROW and a secondary street, the secondary street setbacks specified in the R-Codes apply to the ROW not used for access;
- 7.1.5.5. Where a development on a corner lot has direct frontage to a street, the garage / carport setback to the ROW may be reduced to comply with the secondary street setback provision of the R-Codes, whether or not it orients to the street or the ROW, provided that sufficient manoeuvring space is provided to the City's satisfaction; and

- 7.1.5.6. Setback to shading structures such as pergolas, patios and sails that are open on the 3 sides closest to the ROW may be reduced to a minimum of 1.0m from the ROW where a 2.0m is unreasonable or impossible due to the location of an existing building. In such cases, the roof component must be setback at least 1.0m from the ROW.

7.1.6. Landscaping

- 7.1.6.1. Where a development uses a ROW for primary access, a significant component of soft landscaping within the setback to the ROW will be required in addition to the requirements of Planning Policy 6.6 'Landscaping' in order to contribute to the creation of an attractive streetscape;
- 7.1.6.2. Commercial developments, whether utilising the ROW for access or not, are required to provide a significant component of soft landscaping within the ROW setback area in addition to the requirements of Local Planning Policy 6.6 'Landscaping' where the ROW also provides primary access to residential developments; and
- 7.1.6.3. All landscaping within 0.5m of the ROW is to be no more than 0.75m in height and is not to be of a thorny, poisonous or hazardous nature.

7.1.7. Fencing & Gates

- 7.1.7.1. Where a development uses a ROW for primary access, fencing within the ROW setback area is generally not permitted in order to contribute to the creation of an open and attractive streetscape;
- 7.1.7.2. Where fencing and retaining walls have been permitted for a development using a ROW for primary access, such fencing and retaining walls must be setback a minimum of 0.5m from the ROW boundary unless land has been ceded from the lot for the widening of the ROW or the ROW is at least 6.0m wide;
- 7.1.7.3. Any fencing within the ROW setback area must be in accordance with Local Planning Policy 2.7 'Streetscapes';
- 7.1.7.4. No fencing or gates are to be constructed in front of garages, carports or parking bays in such a fashion as to prohibit casual visitor parking; and
- 7.1.7.5. Where a development does not use the ROW for primary access, a feature fence is required (to compensate for the loss of streetscape): fibro-cement, metal deck, concrete slot-in and untreated pine timberlap fencing are not acceptable. The inclusion of a visually permeable section of fencing to facilitate passive surveillance is encouraged.

7.1.8. Up-Grading of ROW

Developments are required to comply with the relevant construction and/or development contribution requirements of the Scheme and the Development Contribution Plan for Rights of Way Improvement Works.

7.1.9. Widening of ROW

7.1.9.1. The City is seeking to widen Rights of Way to which it has committed to upgrading to 6.0m. The City will seek to have Subdivisions abutting the Category 1 ROW transfer an appropriate widening (in the majority of cases, 0.5m) along the ROW boundary to the City free of cost as a condition of subdivision; and

7.1.9.2. Notwithstanding that whilst widening requirements are generally divided equally between properties abutting both sides of the laneway, commercial developments may be required to cede the full width of land required for widening given the traffic generating potential and the benefit the land will achieve from using the ROW.

7.2 **Category 2**

7.2.1 Objectives

Developments are required to orient to and use Category 2 ROW for primary access and not to detract from the long term objectives of good traffic management, passive surveillance and creating a pleasant streetscape along the ROW.

7.2.2 General

7.2.2.1 Developments may either be oriented towards the primary street or the ROW, however, the applicant must provide justification and demonstrate design features that support the selected orientation;

7.2.2.2 Where a development uses a ROW for primary access, the R-Codes provisions relating to primary streets shall apply, except where they conflict with the provisions below. This includes the requirement to ensure adequate surveillance between the dwelling and the ROW, but excepting provisions relating to setbacks from that street. Setbacks are specified below; and

7.2.2.3 Residential developments utilising a ROW for access are required to provide adequate porch or carport light, preferably sensor activated.

7.2.3 Setbacks

7.2.3.1 All buildings are to be setback from the ROW:

- a) Minimum of 2.0m at ground floor level;
- b) Minimum of 3.0m at upper storey level, and
- c) Carports, garages and car-bays to using a ROW are to be setback a minimum of 5.5m (to allow for casual visitor parking within the setback area as parking is not permitted in the ROW). A reduced setback of

2.0m may be acceptable where primary access to the dwelling is available from the primary street (note: primary access via a pedestrian access leg does not qualify for setback reduction);

- 7.2.3.2 Where a development orients to the ROW, the location of courtyards in the ROW setback will generally not be permitted, because of the need for these to have the ability to be adequately fenced and screened;
- 7.2.3.3 These setbacks apply to both single houses and strata developments (grouped and multiple dwellings). Averaging of setbacks is not permitted. All other setbacks are as per the R-Codes. The setback provisions apply to all developments abutting a ROW even if it is not used for access. In case of lots (including lots which have been re-subdivided since the creation of the ROW) abutting more than one ROW or a ROW and a secondary street, the secondary street setbacks specified in the R-Codes apply to the ROW not used for access;
- 7.2.3.4 Where a development on a corner lot has direct frontage to a street, the garage / carport setback to the ROW may be reduced to comply with the secondary street setback provision of the R-Codes, whether or not it orients to the street or the ROW, provided that sufficient manoeuvring space is provided to the City's satisfaction;
- 7.2.3.5 Setback to shading structures such as pergolas, patios and sails that are open on the 3 sides closest to the ROW may be reduced to a minimum of 1.0m from the ROW where a 2.0m is unreasonable or impossible due to the location of an existing building. In such cases, the roof component must be setback at least 1.0m from the ROW; and
- 7.2.3.6 Garages and outbuildings abutting but not opening onto a ROW are discouraged. However, where the City recognises that they are necessary because no other possible location exists and a 2.0m setback is unreasonable or impossible, a reduced setback of 0.50 metres *may* be permitted. In this case, the design of the building walls must be visually attractive and in keeping with the building style and materials of the house and must comply with the provisions of the Building Code of Australia for a parapet wall (to allow for the option of future widening). This concession will only be applied in exceptional circumstances.

7.2.4 Landscaping

- 7.2.4.1 Where a development uses a ROW for primary access, a significant component of soft landscaping within the setback to the ROW will be required in addition to the requirements of Planning Policy 6.6 'Landscaping' in order to contribute to the creation of an attractive streetscape; and
- 7.2.4.2 All landscaping within 0.5m of the ROW is to be no more than 0.75m in height and is not to be of a thorny, poisonous or hazardous nature.

7.2.5 Fencing & Gates

- 7.2.5.1 Where a development uses a ROW for primary access, fencing within the ROW setback area is generally not permitted in order to contribute to the creation of an open and attractive streetscape;
- 7.2.5.2 Where fencing and retaining walls have been permitted for a development using a ROW for primary access, such fencing and retaining walls must be setback a minimum of 0.5m from the ROW boundary unless land has been ceded from the lot for the widening of the ROW or the ROW is at least 6.0m wide;
- 7.2.5.3 Any fencing within the ROW setback area must be in accordance with Local Planning Policy 2.7 'Streetscapes';
- 7.2.5.4 No fencing or gates are to be constructed in front of garages, carports or parking bays in such a fashion as to prohibit casual visitor parking; and
- 7.2.5.5 Where a development does not use the ROW for primary access, a feature fence is required (to compensate for the loss of streetscape): fibro-cement, metal deck, concrete slot-in and untreated pine timberlap fencing are not acceptable. The inclusion of a visually permeable section of fencing to facilitate passive surveillance is encouraged.

7.2.6 Up-Grading of ROW

Developments are required to comply with the relevant construction and/or development contribution requirements of the Scheme and the Development Contribution Plan for Rights of Way Improvement Works.

7.3 **Category 3**

7.3.1 Objective

Developments abutting a Category 3 ROW are required whenever possible to use the ROW for secondary access or demonstrate that their access and parking proposal will not have a negative impact on the streetscape of the primary street. Use of the ROW for primary access will be considered on its merits but is generally only encouraged if it facilitates the retention of an existing dwelling or it is not located far from street access.

7.3.2 General

Residential developments utilising a ROW for access are required to provide adequate porch or carport light, preferably sensor activated.

7.3.3 Setbacks

- 7.3.3.1 All buildings to be setback as per the R-Codes, to a minimum of 1.0m (or 0.5m for outbuildings or very small intrusions constructed to parapet standard, where no other possible location exists and a 1.0m setback is unreasonable or impossible); and

7.3.3.2 Where primary access has been permitted, all buildings are to be setback from the ROW:

- a) Minimum of 2.0m at ground floor level;
- b) Minimum of 3.0m at upper storey level;
- c) Carports, garages and car-bays using a ROW are to be setback a minimum of 5.5m (to allow for casual visitor parking within the setback area as parking is not permitted in the ROW); and
- d) These setbacks apply to both single houses and strata developments (grouped and multiple dwellings). Averaging of setbacks is not permitted. All other setbacks are as per the R-Codes.

7.3.4 Fencing

Where primary access has been permitted, no fencing or gates are to be constructed in front of garages, carports or parking bays in such a fashion as to prohibit casual visitor parking.

7.3.5 Up-Grading of ROW

Developments are required to comply with the relevant construction and/or development contribution requirements of the Scheme and the Development Contribution Plan for Rights of Way Improvement Works.

7.4 **Category 4 & 5**

7.4.1 Objective

- 7.4.1.1 Developments abutting Category 4 & 5 ROW are discouraged from using the ROW for access and access may be refused unless closure has been determined to be impossible in the long term and the proponent can show that their use of the ROW is vital to their development and in keeping with the neighbouring properties;
- 7.4.1.2 Developments abutting Category 5 ROW and proposing use of the ROW will be considered if the access constraints can be overcome, such as through the widening of the ROW, and where the access to the ROW is proposed within one lot of street access point; and
- 7.4.1.3 The City does not intend to upgrade nor dedicate Category 4 and 5 ROW for management as public roads. Where closure of these ROWs cannot be achieved, the City will progressively arrange for their conversion into Crown ROW reserves to enable management by the City as unsealed lanes as funding permits.

7.4.2 General

Residential developments utilising a ROW for access are required to provide adequate porch or carport light, preferably sensor activated.

7.4.3 Setbacks

- 7.4.3.1 All buildings to be setback in accordance with the R-Codes; and

7.4.3.2 Where primary access has been permitted, all buildings are to be setback from the ROW:

- a) Minimum of 2.0m at ground floor level;
- b) Minimum of 3.0m at upper storey level;
- c) Carports, garages and car-bays using a ROW are to provide sufficient manoeuvring area to the opposite property boundary plus an additional 5.5 metres (to allow for casual visitor parking as parking is not permitted in the ROW); and
- d) Averaging of setbacks is not permitted.

7.4.4 Fencing

Where primary access has been permitted, no fencing or gates are to be constructed in front of garages, carports or parking bays in such a fashion as to prohibit casual visitor parking.

7.4.5 Up-Grading of ROW

Where primary access has been permitted, the applicant is required to seal and drain that section of the ROW from the property to the nearest public street, to the satisfaction of the City.

8. Service Access

8.1. Notwithstanding whether a ROW has been dedicated or not, adequate provision for service access and rubbish collection must be made. In most instances, where a development utilises a ROW for primary access, this is required through provision of a 1.5m wide pedestrian access leg to the street.

8.2. Council may waive this requirement where all the following conditions are met:

- 8.2.1. The ROW is dedicated and sealed in its length;
- 8.2.2. The ROW is at least 5.0m wide;
- 8.2.3. The ROW has direct vehicular access to a normal public street at both ends (ie it is not at a 'T junction' with another ROW or a dead end) unless the walking distance from the development to the nearest full-width public street is not more than if the pedestrian access leg was provided; and
- 8.2.4. The ROW is less than 100m long unless the walking distance from the development to the nearest full-width public street is not more than if the pedestrian access leg was provided.

8.3. A reduction in the width of the pedestrian access leg to 1.0m may only be considered where it is required to allow the retention of an existing house.

9. Variations

Variations to this policy will be assessed against the objectives of this policy.

6.3 BIN STORAGE AREAS

Objectives

- To provide sufficient space for the storage of bulk refuse bins; and
- To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.

Applications Subject of this Policy

This Policy applies to Grouped, Multiple Residential Development applications containing 13 or more dwelling units and all non-residential development.

Development Provisions

Bin Storage Area Size

Residential Zones

- Bin storage areas for bulk bins in residential zones shall have the following minimum sizes:
width: 3.5m per bulk bin; and
depth 2.5m

Non Residential Zones

- Bin storage areas in non-residential zones shall have the following minimum sizes:
Size 10m²*; and
Width 3.5m.

Note: *A larger area may be required for the turning of a refuse truck.

Location of Bin Storage Area

- shall be located behind the building setback line; and
- shall ensure that adequate space is available for the bulk refuse truck to access the bin area and manoeuvre.

Design of Bin Storage Area

- shall be screened from view to a minimum height of 1.8m so that it is not be visible from the street;
- materials shall match with the building;
- shall be sealed and regularly cleaned and maintained; and
- stormwater and effluent drainage facilities shall be contained within this area.

Bulk Bin Sizes

- For residential developments containing 13 or more dwelling units provision is required to be made for a bulk refuse bin of 1.53m², plus 0.38m³ per three dwellings in excess of 13. *

Note *Alternative arrangements may be made for the use of MGB's (Green Bins) in consultation with the City's Sanitation Unit.

6.2 BICYCLE PARKING

Introduction

Where this Policy is inconsistent with the provisions of a specific Policy or Guidelines applying to a particular site or area (eg Heritage Protection Area Guidelines), the provisions of that specific Policy or Guidelines shall prevail.

Objectives

- To facilitate the development of adequate bicycle parking facilities;
- To ensure the provision of end of journey facilities; and
- To encourage the use of bicycles for all types of journeys.

Applications Subject of this Policy

This policy applies to the following:

- All non residential development in excess of 400m² gross floor area (new or existing); and
- Multiple dwelling residential developments involving 5 or more units.

Submission Requirements

Plan highlighting the location and number of bicycle parking bays and end of trip facilities.

Development Provisions

Bicycle Parking Ratios

All developments with 400m² or more of gross floor area shall be provided bicycle parking bays in accordance with the following ratios.

ACTIVITY / USE	No. BIKE PARKING SPACES FOR EMPLOYEES / RESIDENTS / STUDENTS	No. BIKE PARKING SPACES FOR CUSTOMERS / VISITORS
All other uses	1 space per 400m ² of the gross floor area (GFA)	N/A
Convenience Store	As above	1 space per 50m ² of GFA
Shop 0 – 5000m ² 5000m ² – 10,000m ² 10,000m ² plus	As above	1 space per 200m ² of GFA 1 space per 300m ² of GFA 1 space per 400m ² of GFA
Educational Establishment Pre-primary Primary Secondary Tertiary / Technical	N/A 1 space per 5 students (over year 4) 1 space per 5 students 1 space per 20 students	N/A
Residential - Multiple Dwelling	1 space per dwelling for residents (may be located within required storeroom provided sufficient space is available)	N/A

End of Journey Facilities

End of Journey facilities support the use of bicycle transport by allowing cyclists the opportunity to shower and change at the beginning or end of their journey to and from work. The following facilities shall be provided for all developments that are required to provide 10 or more bicycle parking spaces:

- There shall be a minimum of one female and one male shower, located in separate changing rooms (The changing rooms shall be secure facilities capable of being locked);
- Additional shower facilities shall be provided at rate of 1 female and 1 male shower for every additional 10 bicycle parking spaces, to a maximum of five male and five female showers per building; and
- A locker shall be provided for every bicycle parking space provided (only if 10 or more spaces provided). Lockers shall be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.

Location of Bicycle Parking Facilities

All bicycle parking spaces and end of trip facilities shall comply with the following:

- Bicycle Parking Facilities shall be located at ground floor level and not require access via steps;
- Parking facilities shall be located as close as possible to main entrance points;
- Parking facilities shall be located in an area that allows informal surveillance of the facility to occur where ever possible; and
- Parking facilities shall be located away from areas of high pedestrian activity in order to minimise inconvenience or danger to pedestrians.

6.6 LANDSCAPING

Introduction

Where this Policy is inconsistent with the provisions of a specific Policy or Guidelines applying to a particular site or area (eg Inglewood Town Centre Design Guidelines), the provisions of that specific Policy or Guidelines shall prevail.

Objectives

- To promote improved landscaping provision and design;
- To improve the visual appeal of development, screen service areas and provide a buffer to boundaries;
- To provide shade and 'green relief' in built up areas; and
- To promote more environmentally sustainable landscaping.

Applications Subject of this Policy

This policy applies to:

- All non residential developments;
- Non-residential uses in residential areas such as child care centres, etc; and
- Multiple & grouped dwelling residential developments involving 5 or more units.

The following applications are exempt from this policy:

- Applications under Town Planning Scheme No. 38 – (Subject to separate landscaping provisions);
- Applications for a Change of Use & Home Occupations; and
- Minor extensions or changes to existing developments.

Submission Requirements

All development applications subject of this policy are required to submit a landscaping plan containing the following:

- Scale 1:100 – 1:250;
- North Point;
- Lot boundaries;
- Levels;
- Verge Areas;
- Building layout, including major openings;
- Paved areas, footpaths and driveways;
- Existing vegetation; and
- Proposed vegetation including plant sizes, plant species, number of plants and notation of existing vegetation proposed to be retained.

Development Provisions

The following provisions are supplementary to the Acceptable Development standards specified under Clause 6.4.5 - A5 of the Residential Design Codes of Western Australia.

Landscaping Areas

The following requirements are applicable to all applications subject of this policy:

- All individual planting areas, excluding those in or adjacent to public car parks, must have a minimum width in any direction of 500mm and a minimum plantable area of two square metres; and
- The inclusion of verge areas (abutting the site) in the overall landscaping design is required.

Plant Numbers & Types

All landscaped areas (beds) are required to be planted with a suitable number of plants that satisfy the objectives of this policy (plant numbers will be assessed with due regard to the eventual size of the species selected). Species should be chosen to suit the climate, environment, location and required function whilst taking into consideration surrounding landscapes. The use of native species is encouraged to reduce water and fertiliser use.

Street Trees

The provision of new street tree(s) are required where no street tree(s) currently exist. Species must be approved by the City's Parks Department.

Retention of Existing Vegetation

Council encourages the retention of existing vegetation and will *consider* the exercise of discretion in its application of scheme requirements and adopted local policies where such a variation would allow for the retention of significant existing vegetation on a site. (Note: Concessions cannot apply to non-discretionary provisions such as residential density).

Reticulation and Mulching

All landscaped areas shall be reticulated unless the applicant can provide satisfactory evidence that reticulation is not necessary. A minimum of 75mm of mulch (gravel not permitted) is to be applied to all landscaping beds.

Parking Areas

A minimum of 1 tree per 6 bays (Minimum 45 litre for exotics and 11 litre for natives) is required in open parking areas. Shrubs are generally not permitted as they may interfere with sight lines in and around parking areas and driveways. Acceptable examples of tree planting patterns within car parking areas are shown in the following illustrations.

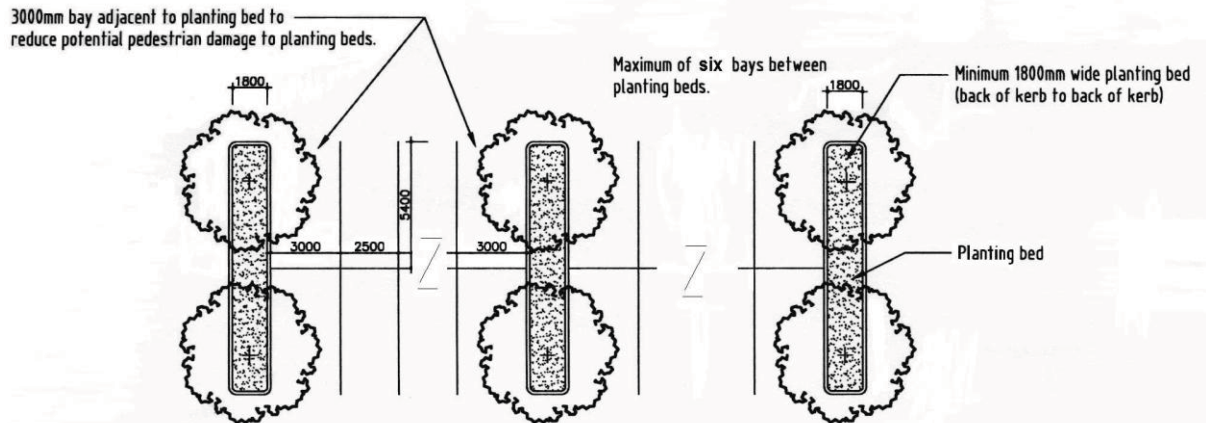


Figure 1 – Preferred Design

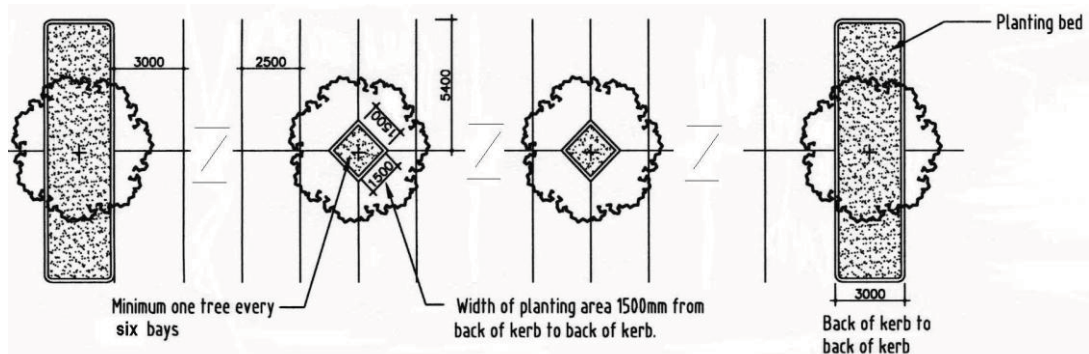


Figure 2 – Acceptable Design

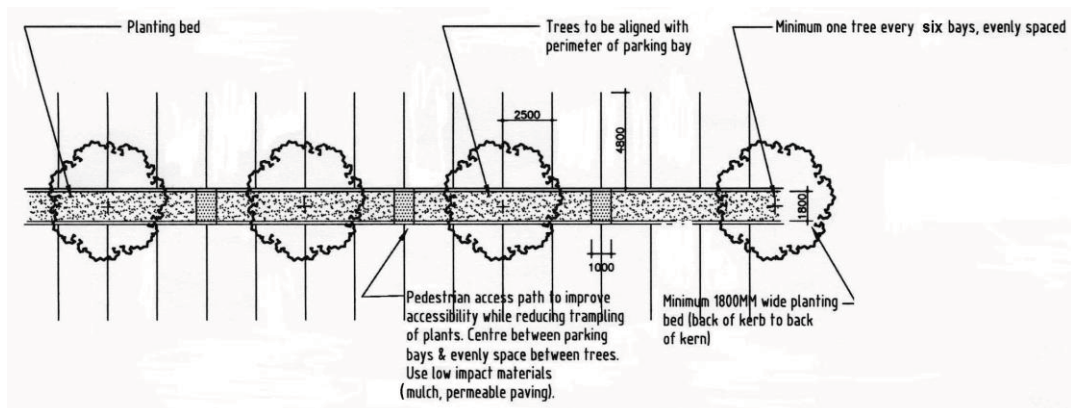


Figure 3 – Acceptable Design

Specific Landscaping Provisions for Commercial Developments

Development applications for commercial development must contain a minimum of 10% landscaping of the total site area. This must include 'soft' landscaped buffers, where setbacks are provided, to adjacent properties with a minimum width of 1.5m.

Specific Landscaping Provisions for Industrial Developments

The following Industrial zones contain specific provisions for landscaping:

- In all industrial precincts (except the Balcatta Precinct), a landscaped area not less than 1.5m wide shall be provided adjoining all street boundaries, primarily as planting bed;
- In the Balcatta Precinct and the Mixed Business zone, a minimum of one-sixth of the gross site area shall be landscaped. Landscaping should be provided primarily as buffers to adjacent properties, and along the street boundary; and
- In the Balcatta Precinct and the Mixed Business zone, a minimum landscaping strip of 6m wide along a primary road and 1.5m wide along a secondary road shall be provided, primarily as planting bed.

Assessment Procedure

Applications subject of this policy will be assessed against this policy by the City's Parks Department. Applicants are encouraged to undertake preliminary discussions with the City's Parks Department. Unsuitable species selection, insufficient numbers of species or inappropriate design (as determined by Parks & Reserves) will require the submission of a revised species list and plant numbers.

Variations

Should a residential application not comply with the requirements of this Policy, it may be assessed under the appropriate Performance Criteria of the R-Codes and the objectives of the Policy.

Development Application Lots 32 (96), 33 (1) & 105 (96) Tenth Avenue Inglewood



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Appendices

Appendix 1:	Certificates of Title
Appendix 2:	Transport Statement
Appendix 3:	External Finishes Schedule
Appendix 4:	Waste Management Plan

1 Preliminary

1.1 Introduction

Planning Solutions acts on behalf of Westbridge Property Group Pty Ltd, the proponent of the proposed development of Lots 32 and 105 (96) Tenth Avenue, Lot 33 (1) Eleventh Avenue and the Lawry Lane road reserve, Inglewood (**subject site**).

Planning Solutions has prepared the following report in support of an Application for Approval to Commence Development for a mixed use development on the subject site. This report will discuss various issues pertinent to the proposal, including:

- Site details.
- Proposed development.
- Town planning considerations.

The proposed development seeks to provide a development that responds appropriately to the City of Stirling's Inglewood Town Centre Design Guidelines. The proposed development will successfully contribute towards the creation of an attractive and functional town centre precinct.

1.2 Background

The subject site comprises three lots, forming part of the Inglewood land estate which was subdivided in the 1890s. The subject site is trisected by two rights of way, being Lawry Lane and the right of way running in the middle of the block and parallel to Tenth Avenue and Eleventh Avenue.

There is an existing brick and fibre-cement building on Lot 105 and part of Lawry Lane, used as an IGA supermarket. The date of construction has not been determined.

Lawry Lane was dedicated as a public road by notice published in the *Government Gazette* on 27 November 1987.

A portion of the right of way running in the middle of the block and parallel to Tenth Avenue and Eleventh Avenue, adjacent to Lawry Lane, was closed and the land amalgamated with Lot 32, by notice published in the *Government Gazette* on 2 April 1993. The reason for the closure of part of the right of way is not known.

2 Site details

2.1 Land description

Refer to Table 1 below for a description of the land subject to this development application.

Table 1 – Lot details

Lot	Plan/Diagram	Volume	Folio	Area (m ²)
32	P2844	2031	285	659
33	P2844	1736	894	627
105	DP36749	2541	571	2,449
Road Reserve	n/a	n/a	n/a	431
Total				4,166

Refer to **Appendix 1** for copies of the Certificates of Title.

2.2 Location

2.2.1 Regional context

The subject site is located within the municipality of the City of Stirling (**City**).

The subject site is 5 kilometres north-east of the Perth central area, and 2 kilometres south-west of the Morley regional centre.

Refer to **Figure 1**, regional context.

2.2.2 Local context

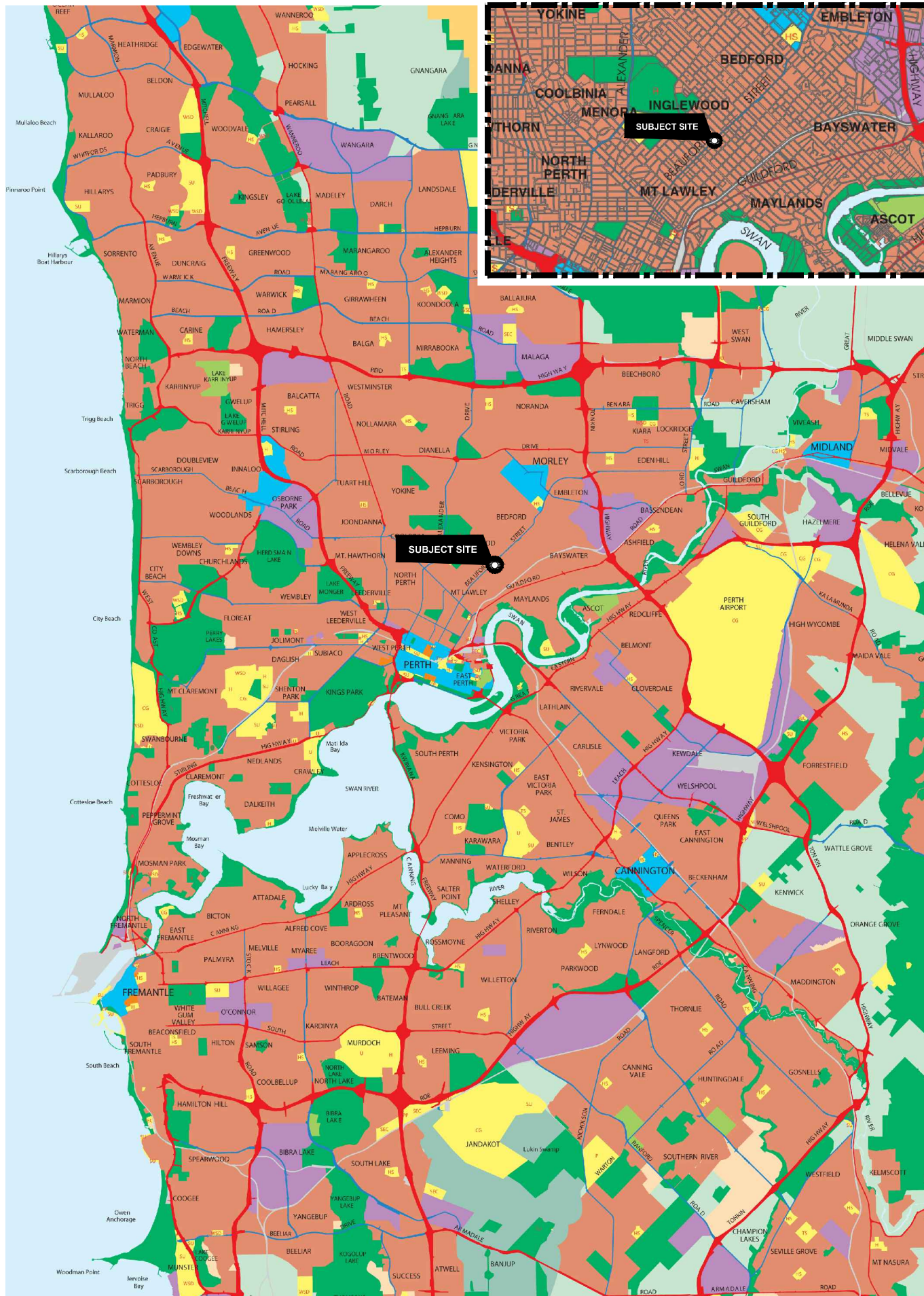
The subject site is located in the Inglewood Town Centre, a commercial shopping precinct extending in both directions along Beaufort Street, with residential areas extending away from Beaufort Street.

The subject site fronts Beaufort Street to the north-west, being a regional vehicle route and bus link between Perth and the north-eastern suburbs including Morley.

The Inglewood Civic Centre is located west of the subject site, on the opposite side of the Beaufort Street / Tenth Avenue intersection.

The subject site is approximately a 1 kilometre walk to the Maylands Train Station, with commuter services between Perth and Midland.

Refer to **Figure 2**, local context.



2.3 Land use and topography

The subject site is currently occupied by an IGA supermarket, with the building located on Lot 105. The IGA supermarket has a gross building area of approximately 1,000m². There are approximately 82 marked car parking spaces on the subject site, including parking in the Lawry Lane road reserve.

There is through vehicle access between Tenth Avenue and Eleventh Avenue via Lots 32 and 33. There is informal cross access across the common boundaries of adjoining Lot 104 and the subject site.

Lawry Lane is a public street under the care and control of the City.

Lot 104, immediately north of Lot 105, is occupied by a motor vehicle tyre retailer and installer.

Lots 90 and 91, on the corner of Eleventh Avenue and Beaufort Street, owned by the City and the Western Australian Planning Commission respectively, are vacant.

The land immediately south-east of the subject site is developed with single houses. A 4 metre wide right-of-way provides access to the rear of lots along Tenth Avenue and Eleventh Avenue via the subject site.

The subject site is generally flat.

Refer to **Figure 3**, aerial photo.



3 Proposed development

The application proposes a mixed use development on the subject site, comprising the following elements:

- Demolition of the existing buildings and other improvements on the subject site.
- Ground-floor commercial tenancies with a total net floor area of 446m² on the corner of Beaufort Street and Tenth Avenue, comprising a 141m² retail tenancy, 105m² café tenancy and a 200m² commercial (office) tenancy.
- 94 multiple dwellings in a three to five storey building on Lot 105 and three-storey buildings on Lots 32 and 33, comprising 58 two-bedroom apartments, 28 single-bedroom apartments and 8 studio apartments.
- A basement level carpark accessed from Tenth Avenue with a total of 104 spaces, comprising 91 resident car parking spaces (including 5 in tandem), 6 commercial car parking spaces and 7 visitor car parking spaces.
- The upgrade of Lawry Lane as a one-way pedestrianised mews, and including 17 car parking spaces (1 accessible) and 1 delivery bay.
- The retention of vehicle access between Lawry Lane and Lot 104, and access between Lawry Lane and the right of way accessing the rear of lots on Tenth Avenue and Eleventh Avenue.
- Bicycle parking facilities, including 31 resident spaces located in the basement and 12 visitor, customer and staff spaces located in the Beaufort Street and Tenth Avenue verge.
- Eight motorcycle (or scooter) parking spaces for residents, located in the basement.
- Lift access between the basement carpark and the development.
- Servicing and bin storage area adjacent to Tenth Avenue.

The application is supported by a Transport Statement. Refer to **Appendix 2**.

4 Strategic planning framework

The following documents outline the strategic planning framework applicable to the subject site. They demonstrate the proposed development is appropriate in the context of the strategic planning framework.

4.1 Directions 2031 and Beyond

The Western Australian Planning Commission's (**WAPC's**) *Directions 2031 and Beyond* (**Directions 2031**) is the overarching spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel region. It provides a framework to guide detailed planning and delivery of housing, infrastructure and services for a variety of growth scenarios.

Directions 2031 estimates the region's population will grow to at least 2.2 million people by 2031, generating a demand for an additional 328,000 dwellings. In order to make more efficient use of land and infrastructure, Directions 2031 sets a target of 47 per cent or 154,000 of the required 328,000 dwellings to be infill residential development. Some 121,000 of these infill dwellings are targeted for the Central sub-region, in which the subject site is located.

Directions 2031 recognises the importance of high frequency public transport connections, including Beaufort Street, to the region's movement and activity centre networks. It intends that these routes will help to accommodate much of the region's medium-density residential infill needs whilst also providing strong connections between centres.

Directions 2031 supports liveable neighbourhood principles and promotes compatible mixed use development and the use of high quality urban design that gives a sense of place. The framework targets the provision of diverse housing types in retail and employment activity centres in order to maximise employment self-containment and reduce journey-to-work trip generation.

The proposed mixed use development will facilitate the provision of infill dwellings and compatible commercial activities within and adjacent to a shopping street and high frequency public transport corridor. The proposed development is therefore consistent with the provisions of Directions 2031.

4.2 WAPC State Planning Policy 3 – Urban Growth and Settlement

State Planning Policy 3 – *Urban Growth and Settlement* (**SPP3**) aims to facilitate sustainable patterns of urban growth throughout Western Australia. SPP3:

- Promotes making the most efficient use of land in existing urban areas through the use of vacant and under-utilised land and buildings and encouraging intensification, infill development and higher densities where these can be achieved without detriment to neighbourhood character or heritage values.
- Supports locating higher density residential development in locations accessible to high frequency public transport and services.
- Encourages clustering retail, employment, recreational and other activities in locations accessible to high frequency public transport to reduce the need to travel, encourage non-car modes and create attractive high amenity mixed use areas.

The proposed development will create an attractive, high quality cluster of mixed uses in a highly accessible location that will revitalise a key under-utilised site and contribute towards the creation of an attractive and functional town centre precinct. The proposed development is therefore consistent with the provisions of SPP3.

4.3 Central Perth Metropolitan Sub-Regional Strategy

The draft *Central Perth Metropolitan Sub-Regional Strategy* (**CPMSRS**) provides a broad framework for delivering the objectives of Directions 2031 within the inner and middle sectors of metropolitan Perth.

CPMSRS targets the provision of 31,000 new dwellings in the City of Stirling by 2031 with infill development promoted. The strategy also encourages transit orientated mixed use development along high frequency public transport routes and sustainable solutions that reduce the need to travel.

The proposed mixed use development will contribute to the City's housing target whilst creating a high density appropriate to the Beaufort Street high frequency public transport corridor. The proposed development is therefore consistent with the strategic guidance of CPMSRS.

4.4 Local Housing Strategy

The City of Stirling's Local Housing Strategy (**LHS**) has been adopted by the City and is awaiting endorsement by the WAPC. The LHS sets out the City's strategy for future housing in the municipality.

The LHS welcomes the provision of a greater diversity of housing and opportunities for higher density mixed use infill development in precincts and corridors that are well connected to high frequency transit services.

'Focus Area 1: Housing Provision and Needs' of the LHS states the need to provide housing that is appropriate to the municipality's changing demographic and demands a significant increase in the provision of single and two bedroom dwellings.

The proposed development will provide 36 single-bedroom and 58 two-bedroom apartments. This mix of apartment types and sizes will help the City to meet the current and future needs of its population.

'Focus Area 4: Employment and Transport' of the LHS encourages opportunities to increase integrated employment and housing opportunities in the City and states that space for home businesses and home offices could be provided as part of the design of dwellings.

The commercial and retail tenancies fronting Beaufort Street and Tenth Avenue will ensure integrated employment and residential opportunities at the subject site whereby enhancing the level of self-sufficiency in the locality and reducing the need to travel. In addition, the mews-like design of Lawry Lane creates a pedestrian-friendly environment encouraging the use of ground floor dwellings for home offices and home occupations.

'Focus Area 6: Design Qualities of Infill Housing' of the LHS aims to increase the design quality of infill residential development in higher density and mixed use precincts in the municipality. LHS promotes developments that are designed to ensure passive surveillance, improve the legibility of corner locations, preserve the character of heritage precincts and individual heritage buildings and avoid overlooking and overshadowing of adjacent low-rise developments.

The proposed development has been designed with regard to the character, appearance and significance of its locality.

The proposed development will introduce a recession plane, which will step down from 5-storey within the centre of the subject site to 3-storey at the south-eastern side of Lawry Lane. Together with the rear inset at Level 2 of the southern block, this reduction in height will ensure that the proposed development will not have any detrimental impact on the residential amenity of the existing adjacent single-storey dwellings in terms of over-dominance, overlooking or overshadowing.

Positioning the tallest part of the proposed development within the middle of the subject site will also ensure the retention of north-easterly views along Beaufort Street towards the landmark clocktower at the corner of Beaufort Street and Dundas Road.

In its current form, the subject site fails to appropriately address the junction of Beaufort Street and Tenth Avenue.

The proposed development is therefore consistent with the provisions of the LHS.

5 Statutory planning framework

5.1 Metropolitan Region Scheme

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

A portion of Lot 105 fronting Beaufort Street is reserved 'Other Regional Roads' under the MRS. The application is therefore required to be referred by the City to the Department of Planning for comment and recommendation in accordance with the WAPC's *Instrument of Delegation DEL 2011/02 Powers of Local Governments (MRS)*.

5.2 Local Planning Scheme

5.2.1 Zoning

The majority of the subject site is zoned 'Mixed Use' under the provisions of the *City of Stirling Local Planning Scheme No. 3 (LPS3)* with the exception of Lawry Lane (no zone) and the portion of Lot 105 fronting Beaufort Street reserved for Other Regional Roads under the MRS. Refer to **Figure 4**, LPS3 Zoning Map.

Clause 4.2.9 of LPS3 states the objectives of the Mixed Use zone are:

- a) *To provide for a wide variety of active uses on the street level that contribute to a vibrant and active street which are compatible with residential and other non active uses on upper levels.*
- b) *To facilitate the creation of employment within the area so as to reduce the demand for travel, and enhance the level of self-sufficiency.*
- c) *To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments.*

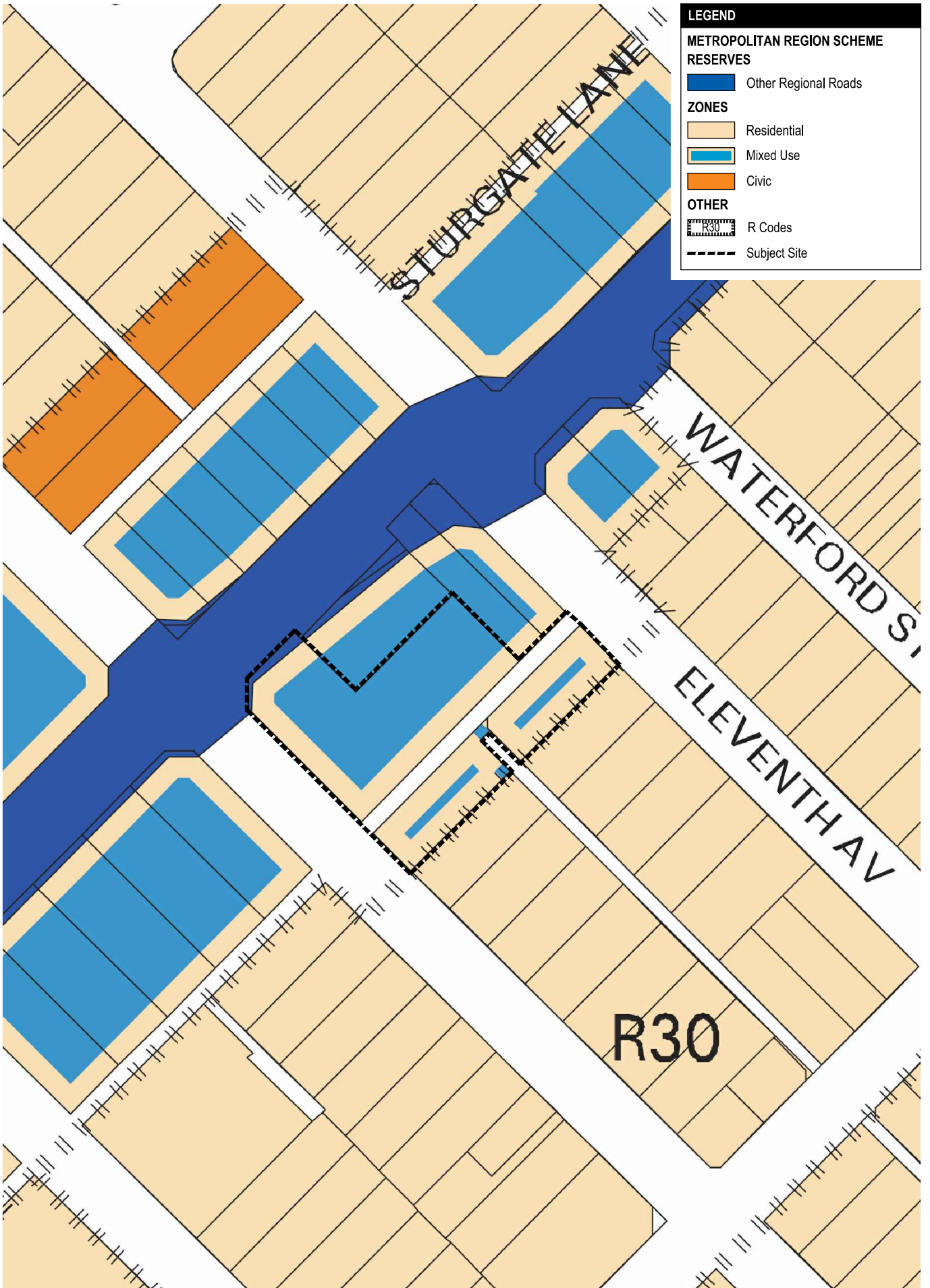
The proposed development provides an appropriate and compatible mix of uses that will contribute to the vitality and viability of this part of the locality of Inglewood. The proposal will create local employment opportunities, achieve a high design standard and have no detrimental impact on the amenity of existing and new residents. As such, the proposed mixed use development fully accords with the objectives of LPS3 and is thus entirely appropriate.

5.2.2 Land use

The application proposes a 141m² retail tenancy, a 105m² café tenancy and a 200m² commercial tenancy, classified as 'shop', 'restaurant' and 'office' uses respectively pursuant to LPS3, and defined as follows:

Shop: Means premises used to sell goods by retail, or hire goods, but does not include a showroom or fast food outlet.

Restaurant: Means premises where the predominant use is the sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the Liquor Licensing Act 1988.



Office: Means premises used for administration, clerical, technical, professional or other like business activities.

Shop, restaurant and office are 'P' uses within the Mixed Use zone pursuant to LPS3, meaning each is a "use that is permitted by the Scheme providing the use complies with the relevant development standards and the requirements of the Scheme".

The application also proposed 94 multiple dwellings, defined under State Planning Policy 3.1 – Residential Design Codes (2013) (**R-Codes**) as:

Multiple Dwelling: A dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:

- does not include a grouped dwelling; and*
- includes any dwellings above the ground floor in a mixed use development.*

Multiple dwelling is a 'D2' use within the Mixed Use zone pursuant to LPS3, meaning "the use is not permitted unless the Council has exercised its discretion by granting planning approval". Footnote ² to the Zoning Table of LPS3 states "not permitted on the ground floor fronting a street". The State Administrative Tribunal considered the effect of Footnote ² in **36 Chester Avenue Pty Ltd v City of Stirling** [2012] WASAT 198 and found that it has to be given full force and effect according to its terms as part of LPS3.

Although there are no ground floor dwellings fronting onto Tenth Avenue, Eleventh Avenue or Beaufort Street, there are dwellings on the ground floor fronting onto Lawry Lane, a gazetted road. The relevant question is whether the City (and the Metro North West Joint Development Assessment Panel) may approve ground floor dwellings fronting Lawry Lane. This relies on the definition of the word "street" in its context of use in Footnote ², and advice has been obtained in response to this issue.

Clause 1.7.1 of LPS3 provides:

Unless the context otherwise requires, words and expressions used in the Scheme have the same meaning as they have -

- a) in the Planning and Development Act; or*
- b) if they are not defined in that Act -*
 - i. in the Dictionary of defined words and expressions in Schedule 1; or*
 - ii. in the Residential Design Codes.*

The word "street" is not defined in the *Planning and Development Act 2005* or in Schedule 1 of LPS3, but under the R-Codes it is defined to mean:

Any public road, communal street, private street, right-of-way or other shared access way that provides the principal frontage to a dwelling but does not include an access leg to a single battleaxe lot.

By the above definition, Lawry Lane is defined as a "street"; however, the above definition does not apply pursuant to clause 1.7.1 of LPS3 if "the context otherwise requires".

The City's Local Planning Policy 6.5 – *Development Abutting Rights of Way (LPP6.5)* is relevant to the application of the definition of “street” or otherwise to Lawry Lane, in the context of Footnote ². LPP 6.5 applies development standards to rights of way (**ROW**). For the purpose of LPP6.5, Lawry Lane is classified as a Class 1 ROW. LPP6.5 provisions applicable to a Category 1 ROW include:

General

Developments are required to orient to and use the ROW for primary access except where the applicant provided adequate justification, clearly illustrating why use of the ROW does not represent the optimum traffic management option and that the development will not detract from the objectives of providing passive surveillance and creating a pleasant streetscape within the ROW.

Residential Development

Residential developments are required to use the ROW for primary access.

There are also various provisions in LPP6.5 relating to Category 1 ROW which are clearly based upon and encourage residential developments having primary frontage to ROW.

If the broad definition of “street” in the R-Codes were to be applied to development along ROW, residential development would be prohibited by Footnote ² of the Zoning Table, within certain zones, from fronting onto ROW. This is clearly inconsistent with the intent of LPP6.5. It is considered the definition of “street”, in the context of its use in Footnote ², is clearly not intended to apply to ROW as set out in the LPP6.5. There is a strong argument to the effect that the purpose of Footnote ² does not require the application of the broad definition of “street” in the R-Codes, and that the application or the ordinary dictionary meaning of the street (which excludes lanes, alleys and the like) would support the operation of Footnote ² and LPP6.5.

Refer to **Appendix 3** for a copy of the legal advice in support of the above.

The residential element of the proposal will complement existing residential development in the area surrounding the subject site whilst also contributing to the vibrancy and activity of the Mixed Use zone. In our view, the proposed residential use is entirely appropriate and the City (and the Metro North West Joint Development Assessment Panel) should therefore exercise its discretionary powers in accordance with Clause 5.5.1 of LPS3 and grant planning approval.

5.2.3 General development requirements

Part 5 of LPS3 addresses the general requirements for development in the City.

Section 5.1 of LPS3 outlines the development standards and requirements applicable to the proposal:

- 5.1.1 *Any development of land is to comply with the provisions of the Scheme and have due regard for any relevant Local Planning Policies effective under the Scheme.*
- 5.1.2 *Unless otherwise specified in the Scheme development requirements shall be determined by Council having regard to any relevant Local Planning Policies adopted under the Scheme.*

The provisions of LPS3 discussed below are considered applicable to the proposed development. Relevant local planning policies are considered in section 5.4 below.

Pursuant to clause 2.3.1 of LPS3, if a provision of a local planning policy is inconsistent with LPS3, LPS3 prevails. Accordingly, the below provisions prevail over any policy position.

5.2.3.1 Special application of Residential Design Codes

Section 5.3 of LPS3 outlines the special application of the R-Codes:

- 5.3.2 *Except as otherwise required in the Scheme or a Local Planning Policy, residential development not in the Residential Zone is to comply with the requirements of multiple dwellings under the R80 R-Code.*

The Mixed Use zone (and the subject site) does not have an applicable density code prescribed in the LPS3 maps or text provisions. Accordingly, the criteria applicable to the R80 for multiple dwellings will apply to residential development on the subject site, except where otherwise set out in the City's Local Planning Policy 5.2 - *Inglewood Town Centre Design Guidelines (LPP5.2)* or other local planning policy provision.

5.2.4 Heritage Protection Area Special Control Area

The subject site is located in the Heritage Protection Area Special Control Area of LPS3. Clause 6.6.3 of LPS3 requires that development conform with the following:

- a) *the objectives of the Heritage Protection Area Special Control Area (clauses 6.6.1); and*
- b) *the Local Planning Policy adopted for the Heritage Protection Area Special Control Area (Character Guidelines Mt Lawley, Menora and Inglewood).*

The objectives of the Heritage Protection Area Special Control Area under clause 6.6.1 of LPS3 are:

- a) *To ensure the conservation and retention of buildings within the Heritage Protection Area Special Control Area dating from the early 1900s to the 1950s where the architectural style of the building is generally intact;*
- b) *To ensure the retention of existing buildings referred to in (a) above to maintain the existing character of the streetscape;*
- c) *To ensure that new buildings (where permitted), alterations, additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respect the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;*
- d) *To maintain and improve existing street trees, grass verges and front gardens; and*
- e) *To retain mature trees wherever possible.*

The proposed development (including the demolition of extant buildings on the subject site) is considered further in section 5.4.3 of this report.

5.3 State Planning Policy 3.1 – Residential Design Codes

The R-Codes provides a basis for control of residential development throughout Western Australia. The general objectives of the R-Codes include:

- (a) *To provide residential development of an appropriate design for the intended residential purpose, density, context of place and scheme objectives.*

- (b) *To encourage design consideration of the social, environmental and economic opportunities possible from new housing and an appropriate response to local amenity and place.*
- (c) *To encourage design which considers and respects heritage and local culture.*
- (d) *To facilitate residential development which offers future residents the opportunities for better living choices and affordability.*

The current version of the R-Codes was published in the *Government Gazette* on 29 April 2008 and 22 November 2010. The WAPC has released a new version of the R-Codes, scheduled to be published in the *Government Gazette* on 2 August 2013. Given the new version of the R-Codes is a seriously entertained planning proposal, and will be gazetted prior to determination of this application, the new, 2013, version of the R-Codes is referred to in this assessment. The current version of the R-Codes is not referred to in this report.

Pursuant to clause 5.2.2 of LPS3, unless otherwise provided for in LPS3, the development of land of residential purposes dealt with by the R-Codes is to conform to the provisions of those R-Codes. Accordingly, the provisions of the R-Codes are relevant to this proposal, which includes 94 multiple dwellings. There are no provisions of LPS3 which provides otherwise.

Part 6 of the R-Codes pertains to the provision of design elements for multiple dwellings in areas with a coding of R30 or greater and within mixed use development and activity centres.

5.3.1 Relationship with local planning policies

Part 7 of the R-Codes provides the requirements for local planning policies addressing residential development, and the relationship between the R-Codes and local planning policies. Clause 7.2 states:

If a properly adopted local planning policy which came into effect prior to the gazettal of the R-Codes is inconsistent with the R-Codes, the R-Codes prevail over the policy to the extent of the inconsistency.

Notwithstanding the above, it is not considered appropriate to apply the provisions of the R-Codes over that of existing local planning policies for the following reasons:

- The R-Codes is applied to residential in a general sense, whereas local planning policies are applied specifically to address a particular issue or design intent in a locality, and hence the provisions of a local planning policy should have more weight.
- Clauses 5.1.1 and 5.1.2 of LPS3 require due regard to be given to local planning policies.
- The operation of clause 7.2 of the R-Codes applies generally, without any regard to the specific objectives or intent of the local planning policy in question.

For the above reasons, this assessment provides that the provisions of a local planning policy prevail over that of the R-Codes, except for where otherwise stated in this report.

The following section will demonstrate the proposed development's compliance with Part 6 of the R-Codes, with the exception of elements addressed by LPS3 or Local Planning Policies below.

5.3.2 Context

5.3.2.1 Building size

The building size (including maximum plot ratio) requirements are addressed by LPP5.2. Refer to section 5.4.1.1 of this report.

5.3.2.2 Building height

The building height requirement is addressed in LPP5.2. Refer to section 5.4.1.2 of this report.

5.3.2.3 Street setback

The street setback requirement is addressed in LPP5.2 (in the context of a public street). Refer to section 5.4.1.3 of this report.

Setbacks to Lawry Lane are addressed by LPP6.5. Refer to section 5.4.4.2 of this report.

5.3.2.4 Lot boundary setback

The lot boundary setback requirements are addressed by LPP5.2. Refer to section 5.4.1.4 of this report.

5.3.2.5 Open space

The provision of no open space meets deemed-to-comply requirement 6.1.5 (C5), for multiple dwellings in areas with an R80 density code. The subject site could therefore be built over 100% of its area. Notwithstanding, the proposed development retains areas of open space in the lot boundary setbacks and along Lawry Lane, street setbacks for Lots 32 and 33 and in lot boundary setback areas.

5.3.3 Streetscape requirements

5.3.3.1 Street surveillance

The surveillance requirement for the elevations of the multiple dwellings to Lawry Lane and the ROW between Lots 32 and 33 is addressed in LPP6.5. Refer to section 5.4.4.2 of this report.

The R-Codes requirements apply to the public streets, including Beaufort Street, Tenth Avenue and Eleventh Avenue. The R-Codes deems to comply the street elevations of the building addressing the street, with facades generally parallel to the street and with clearly defined entry points visible from and accessed from the street, and habitable room windows or balconies facing the street. The multiple dwellings with elevations address this requirement, with balconies or habitable room windows facing each street. Entries to upper-floor dwellings are obtained from streets. Ground floor dwellings are prohibited from fronting onto Beaufort Street, Tenth Avenue and Eleventh Avenue by virtue of Footnote ² to the Zoning Table of LPS3 (refer to section 5.2.2 of this report).

The basement parking structure is below natural ground level, and therefore achieves Deemed-to-comply requirement 6.2.1 (C1.3).

5.3.3.2 Street walls and fences

Street fence requirements are addressed by LPP3.1. Refer to section 5.4.3.2 of this report.

5.3.3.3 Site Lines

Deemed-to-comply standard 6.2.3 (C3) accepts the provision of 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.

The proposed walls to the basement carpark are located 2m from the vehicle access point where the driveway meets the Tenth Avenue. Additionally, no walls are proposed within 1.5m of the intersection of the Lawry Lane carriageway and Tenth Avenue and Eleventh Avenue. The proposed development therefore meets the objectives of the Residential Design Codes in relation to site lines and warrants approval.

5.3.3.4 Building appearance

The proposed development is located within the Inglewood Town Centre Design Guideline area. Refer to section 5.4.1.5 and 5.4.1.6 of this report.

5.3.4 Site planning and design requirements

5.3.4.1 Outdoor living areas

Deemed-to-comply standard 6.3.1 (C1) accepts the provision of at least one balcony or equivalent, accessed directly from a habitable room with a minimum area of 10m² and a minimum dimension of 2.4m, for each multiple dwelling.

All balconies have a minimum area of 10m² and a minimum dimension of 2.4m, accessed from a habitable room, for each multiple dwelling. The proposed development therefore satisfies the deemed-to-comply requirements.

5.3.4.2 Landscaping

Landscaping is dealt with substantially by Local Planning Policy 6.6 - *Landscaping (LPP6.6)*. Refer to section 5.4.9 of this report.

5.3.4.3 Parking

The provision of car parking is addressed in section 5.4.5.1 of this report.

The provision of bicycle parking is addressed in section 5.4.6.1 of this report.

5.3.4.4 Design of car parking spaces

The design of car parking spaces is addressed by Local Planning Policy 6.7 – *Parking and Access (LPP6.7)*. Refer to section 5.4.5.4 of this report.

The deemed-to-comply standard for visitor car parking under the R-Codes is visitor spaces being clearly marked, located close to and clearly signposted from the point of entry to the development and outside any security barrier and provide a barrier-free path of travel for people with disabilities. Visitor car parking is provided on Lawry Lane (17 spaces) and in the basement level (7 spaces); all visitor car parking spaces are outside of security barriers. The basement spaces will be clearly marked. All spaces are accessible to building and lift entries.

All car parking spaces (excluding visitor and delivery parking) is concealed from public view in the basement level, and therefore deems to comply with the R-Codes.

5.3.4.5 Vehicular access

The vehicular access is dealt with substantially by LPP6.7. Refer to section 5.4.5.4 of this report.

5.3.4.6 Site works

Levels are addressed in section 5.4.2.2 of this report.

5.3.4.7 Retaining walls

Deemed-to-comply requirement 6.3.7 stipulates development is to satisfy the following:

- C7 Where a retaining wall less than 0.5m high is required on a lot boundary, it may be located up to the lot boundary subject to the provisions of clause 6.1.4 and 6.4.1, or within 1m of the lot boundary to allow for an area assigned to landscaping subject to clause 6.3.6 and 6.4.1.*

The proposal does not proposed retaining walls along lot boundaries greater than 0.5m above natural ground level.

5.3.4.8 Stormwater management

Deemed-to-comply requirements 6.3.8 stipulates development is to satisfy the following:

- C8 All water draining from roofs, driveways, communal streets and other impermeable surfaces shall be directed to garden areas, sumps or rainwater tanks within the development site where climatic and soil conditions allow for the effective retention of stormwater on-site.*

All stormwater will be contained on-site, using stormwater detention cells below the basement level.

5.3.5 Building design requirements

5.3.5.1 Visual privacy

Deemed-to-comply standard 6.4.1 (C1.1) accepts major openings to active habitable spaces or their equivalent which have a floor level more than 0.5m above natural ground level and positioned so as to overlook any part of any other residential property behind its street setback line, if either of the following are achieved:

- i. *set back, in direct line of sight within the cone of vision, from the lot boundary, a minimum distance as prescribed in the table below:*

Types of habitable rooms/ active habitable spaces	Location	
	Setback for areas coded R50 or lower	Setback for areas coded higher than R50
Major openings to bedrooms and studies	4.5m	3m
Major openings to habitable rooms other than bedrooms and studies	6m	4.5m
Unenclosed outdoor active habitable spaces	7.5m	6m

or;

- ii. *are provided with a permanent screening to restrict views within the cone of vision from any major opening or an unenclosed outdoor active habitable space.*

The table in C1.1 of the R-Codes (above) applies setback standards dependent of the density code of the “area”, which we understand to mean the subject site. Accordingly, we have assessed the proposed development for the setbacks for areas coded R50 or higher, despite the adjoining land to the southeast of the subject site being coded R30.

The majority of windows on the southeast elevation are highlight windows, having sill heights 1.6m above the floor level. The highlight windows do not constitute major openings requiring setbacks to lot boundaries pursuant to the R-Codes.

The proposed development includes on the second storey three bedroom windows on Lot 32 oriented to adjoining Lot 31 (94) Tenth Avenue, and three bedroom windows on Lot 33 oriented to adjoining Lot 34 (3) Eleventh Avenue. All six windows are setback 3.0m from the lot boundary.

The proposed bedroom windows meet the deemed-to-comply setback of 3m from lot boundaries.

The proposed development is considered to treat the setback to adjoining sites sensibly, and it keeps to a minimum the number of windows and other openings that might otherwise impinge on the privacy of adjoining sites. Accordingly, the proposed development is considered to meet the objective of the Residential Design Codes in relation to visual privacy.

5.3.5.2 Solar access for adjoining properties

The adjoining residential properties to the southeast of the subject site are coded R30. Deemed-to-comply standard 6.4.2 (C2.1) accepts overshadowing of adjoining properties (at midday on June 21) not exceeding 35% of the site area.

The proposed development results in 20% of adjoining Lot 31 (94) Tenth Avenue and 20% of Lot 34 (3) Eleventh Avenue being shadowed by the proposed development at midday on June 21, meeting the deemed to comply standard. No other sites are overshadowed by the proposed development at midday on June 21. It is noted the building has been designed with a recessed third level to ensure overshadowing to adjoining residents is minimised.

Refer to development plan SK70.01 for a depiction of shadowing from the proposed development at midday on 21 June.

Deemed-to-comply standard 6.4.2 (C2.1) accepts no overshadowing of existing roof-mounted solar collectors or any major openings within 15° of north, at midday on June 21. In this respect, there are no roof-mounted solar collectors or windows within 15° of north on the adjoining sites. The proposed development therefore meets the deemed-to-comply standards of the R-Codes with respect to solar access for adjoining properties.

5.3.5.3 Dwelling size

Deemed-to-comply standard 6.4.3 accepts proposals in accord with the following:

C3.1 Development that contains more than 12 dwellings are to provide diversity in unit types and sizes as follows:

- *a minimum 20 per cent 1 bedroom dwellings, up to a maximum of 50 per cent of the development; and*
- *minimum of 40 per cent 2 bedroom dwellings; and*

C3.2 The development does not contain any dwellings smaller than 40m² plot ratio area.

The proposed development includes a variety of dwelling types, including:

Table 2 – Dwelling types

Dwelling type	Floor area range	Number
1 bedroom studio apartment	45m ² - 46 m ²	8
1 bedroom, 1 bathroom apartment	50m ² - 60m ²	28
2 bedroom, 1 bathroom apartment	62m ² - 67m ²	21
2 bedroom, 2 bathroom apartment	70m ² - 76m ²	37
Total		94

Options in terms of access to zero, one or two car parking spaces, access to motorcycle (scooter) parking spaces, bicycle parking spaces and availability of ground-floor courtyard space provides for further diversity in the range of dwelling types provided. The proposal provides 38% 1-bedroom dwellings and 62% 2-bedroom dwellings, and no dwellings less than 40m² in area. It therefore deems to comply with the dwelling size standards of the R-Codes.

5.3.5.4 Outbuildings

Deemed-to-comply requirements 6.4.4 (C4) stipulates the provision of outbuildings that:

- i. are not attached to a dwelling;*
- ii. are non-habitable;*
- iii. do not exceed 60m² in area or 10 per cent in aggregate of the site area, whichever is lesser,*
- iv. do not exceed a wall height of 2.4m;*
- v. do not exceed 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 and 2b and Figure 3.

The application proposes eight storerooms located at ground level, external to the main building. The storerooms are built up to the adjoining south-east lot boundaries, with 2.4m high walls.

5.3.5.5 External fixtures

Roof-mounted satellite dishes are proposed, to be appropriately located out of view of the street prior to occupation of the development. No other external fixtures are proposed.

5.3.5.6 Utilities and facilities

Deemed-to-comply standard 6.4.6 (C6.1) accepts the provision of an enclosed lockable storage area, constructed in a design and material matching the dwelling, accessible from outside the dwelling, with a minimum dimension of 1.5m with an internal area of at least 4m², for each multiple dwelling. The application proposed a storeroom for each multiple dwelling of sufficient area and dimension, with 86 located in the basement level and eight located on the ground level.

Refer to section 5.4.8 of this report for consideration of bin storage and collection.

Clothes dryers are proposed in the bathrooms of the proposed dwellings. No external clothes drying areas are proposed.

5.4 Local planning policies

5.4.1 Local Planning Policy 5.2 - Inglewood Town Centre Design Guidelines

The City's *Local Planning Policy 5.2 - Inglewood Town Centre Design Guidelines (LPP5.2)* applies to the subject site and includes the following objectives:

- *Provide a positive contribution to, and strengthening of, the recognisable features of the Inglewood Town Centre as a "main street/strip shopping" precinct;*
- *Encouraging a diverse mix of daytime and night time activities;*
- *Conserve the heritage character of existing commercial buildings in the Town Centre;*
- *Encourage new development and redevelopment to maintain the building scale, form and themes of the existing buildings that are recognised as giving the Inglewood Town Centre its Inter-War character;*
- *Encourage traditional shop fronts that contribute towards an active and pedestrian friendly environment; and*
- *Corner developments, redevelopments and renovations should be regarded as special opportunities for landmark buildings, due to their high visibility and potential to become gateways to the Town Centre.*

LPP5.2 states where there is any inconsistency between these provisions and other policies, the provisions of LPP5.2 shall prevail.

5.4.1.1 Plot Ratio

LPP5.2 provides a maximum plot ratio of 0.75 for all new development. This may be increased up to 1.0 provided that not less than 75% of the plot ratio in excess of 0.75 shall be dedicated to residential use. The following plot ratio is proposed, based on a 4,166m² site area (including Lawry Lane):

Table 3 – Plot Ratio

	Plot Ratio Area	Plot Ratio	Percentage
Commercial	446m ²	0.11	7%
Residential	5,773m ²	1.39	93%
Total	6,272m ²	1.50	100%

The proposed plot ratio exceeds the maximum plot ratio of LPP5.2. The proposed plot ratio is considered appropriate for the following reasons:

- The proposed development provides a positive contribution to and strengthens the recognisable features of the Inglewood Town Centre, through its incorporation of shop-fronts to the Beaufort Street and Tenth Avenue corner, and the use of materials reflecting the materials prevalent in the area;
- The proposed development integrates with the heritage character of existing commercial buildings along Beaufort Street;
- The proposed development on the street corner will be a landmark building which maintains the building scale, form and themes of the existing buildings that are recognised as giving the Inglewood Town Centre its Inter-War character by providing traditional shop fronts on the corner development which contributes towards an active and pedestrian friendly environment.
- Much of the proposed floor area is incorporated in the five-storey building in the centre of the subject site. This building will not be visible from the public realm once redevelopment of Lots 90, 91 and 104 has occurred.
- The proposed development has been designed with regard to the character, appearance and significance of its locality to provide 36 1-bedroom and 58 2-bedroom apartments. This mix of apartment types and sizes will help the City to meet the current and future needs of its population in line with the provisions of Directions 2031.
- The proposed mixed use development will facilitate the provision of infill dwellings and compatible commercial activities within and adjacent to a shopping street and high frequency public transport corridor. The proposed development is therefore consistent with the provisions of Directions 2031.
- LPP5.2, which was originally prepared in 1998 and reviewed in 2002, has not been reviewed in the context of more recent strategic planning documents including Directions 2031. Greater weight should therefore be afforded to the aims and objectives of Directions 2031 and other strategic planning documents. Refer also to section 4 of this report.

Having regard to the above, it is considered the plot ratio of the proposed development meets the objectives of LPP5.2, and therefore warrants approval.

5.4.1.2 Building Height

LPP5.2 stipulates the maximum building height shall be two storeys or 9.0 metres where it is visually compatible with adjoining buildings, except that on corner sites where the height may be increased to three storeys. While the term “corner site” is not defined by LPP5.2, in the context it is considered to apply to the portion of the building adjacent to the Beaufort Street and Tenth Avenue corner.

The proposed development has an overall building height of three storeys (10.65m) at the corner of Beaufort Street and Tenth Avenue, stepping up to four storeys (13.965m) for the Tenth Avenue frontage up to Lawry Lane, with a five storey (17.39 m) building in the centre of the site. Buildings on the southeast side of Lawry Lane are proposed with an overall building height of three storeys (11.701m).

The proposed overall building heights are considered acceptable for the following reasons:

- The proposed development protects the character of the existing predominantly single storey heritage buildings, and the three-storey frontage to Beaufort Street ensures the clock tower, with the equivalent height of a four storey building, maintains its role as the visual icon of the town centre.
- The proposed development provides a positive contribution to and strengthens the recognisable features of the Inglewood Town Centre, through its incorporation of shop-fronts to the Beaufort Street and Tenth Avenue corner, and the use of materials reflecting the materials prevalent in the area;
- The proposed development integrates with the heritage character of existing commercial buildings along Beaufort Street;
- The proposed development on the street corner will be a landmark building which maintains the building scale, form and themes of the existing buildings that are recognised as giving the Inglewood Town Centre its Inter-War character by providing traditional shop fronts on the corner development which contributes towards an active and pedestrian friendly environment.
- It is envisaged the development will enhance the pedestrian experience by setting back the upper levels to diminish the perception of the building bulk. Furthermore, the corner element seeks to consolidate the intended scale and commercial function of the Beaufort Street and Tenth Avenue at the street levels.
- The proposed development will create an attractive, high quality cluster of mixed uses in a highly accessible location that will revitalise a key under-utilised site and contribute towards the creation of an attractive and functional town centre precinct. The proposed development is therefore consistent with the provisions of SPP3.
- The proposed mixed use development will contribute to the City’s housing target whilst creating a high density appropriate to the Beaufort Street high frequency public transport corridor. The proposed development is therefore consistent with the provisions of the CPMSRS.
- LPP5.2, which was originally prepared in 1998 and reviewed in 2002, has not been reviewed in the context of more recent strategic planning documents including SPP3, Directions 2031 and the CPMSRS. Greater weight should therefore be afforded to the aims and objectives of Directions 2031 and other strategic planning documents. Refer also to section 4 of this report.

Having regard to the above, it is considered the building heights of the proposed development meet the objectives of LPP5.2, and therefore warrant approval.

5.4.1.3 Street Setbacks

LPP5.2 requires buildings shall have a nil front setback from the street boundary of the lot(s), or from the proposed road widening boundary where this is applicable. The proposed development on Lot 105 proposes a nil setback to Tenth Avenue and the land reserved for Other Regional Roads under the MRS for Beaufort Street.

LPP5.2 further provides the street setback may be reduced to 2.5m subject to:

- *No demolition of a 'heritage' building;*
- *An adequate alignment with abutting properties can be created and / or where alfresco dining is to be provided;*
- *The roofline shall have a nil front setback, awnings shall be constructed over the footpath and the building shall provide an active edge to the footpath.*

Development on Lot 32 is proposed to be setback 3.559m from Tenth Avenue; development on Lot 33 is proposed to be setback 2.224m from Eleventh Avenue. For both frontage, the roofline does not extent to the street alignment and there are no awnings proposed over the footpath. The proposed setbacks to Tenth Avenue and Eleventh Avenue are considered appropriate for the following reasons:

- The proposed development has been designed in a manner to be complementary to the adjacent residential properties to the southeast of the subject site. A lesser street setback would have a greater impact on the amenity of the adjoining residential properties.
- The street setback provides for landscaping of the street setback area, consistent with the character of landscaping along the residential portions of Tenth Avenue and Eleventh Avenue.
- Pedestrian shelter of the footpath would provide an intrusive element to the residential character of Tenth Avenue and Eleventh Avenue, and is not supported by commercial frontage in these locations.
- Direct frontage to Tenth Avenue and Eleventh Avenue is prohibited by LPS3. Refer to section 5.2.2 of this report. Notwithstanding, the proposed development provides for the use of the street setback area as outdoor living space for the ground floor units adjacent to Tenth Avenue and Eleventh Avenue, to provide activity adjacent to the street.

The proposed setback of buildings on Lots 32 and 33 to Tenth Avenue and Eleventh Avenue is considered acceptable, and warrants approval.

Setbacks to Lawry Lane are considered in section 5.4.4.2 of this report.

5.4.1.4 Lot Boundary Setbacks

LPP5.2 provides for the following lot boundary setbacks:

- *To strengthen the continuity of the streetscapes and provide a continual weather protection for pedestrians buildings shall generally be built from side boundary to side boundary;*

- *Where adjoining sites are zoned residential, side setbacks shall be 3m for buildings of one storey and 5m for buildings of two storeys;*
- *For mixed use buildings containing residential uses setbacks shall be calculated as per the R-Codes.*
- *Rear – 3.0 metres minimum.*

The development proposes the following setbacks from lot boundaries:

Table 4 – Lot Boundary Setbacks

Boundary	Setback
Northeast (Lot 105 to Lot 104)	0m
Northwest (Lot 105 to Lot 104)	3.401m
Northeast (Lot 105 to Lot 90)	4.688m
Southeast (Lots 32 and 33 to Lots 31 and 34)	3m to first and second storeys, 5.26m to third storey, 2.715m to lift shafts (all three storeys)
Northeast (Lot 32 to right of way)	0m
Southwest (Lot 33 to right of way)	0.25m

Development on Lot 105 is built up to the lot boundary at the street frontage, consistent with the intent of LPP5.2. The lot boundary setbacks of Lot 105 within the site are intended to maintain light and ventilation for dwellings within the proposed development, and to maintain the existing access easement through Lot 105 to the benefit of Lot 104. The lot boundary setbacks within Lot 105 are considered acceptable.

Development on Lots 32 and 33 is deemed to comply with the R-Codes if it achieves a 3.5m setback to lot boundaries. The 3m setback to the ground and first levels, and the 2.715m setback to the lift shafts, is considered acceptable for the following reasons:

- The proposed development will introduce a recession plane, whereby the third storey has been setback from the adjoining residential lots to maintain adequate sunlight and ventilation to the adjacent houses, and reduce the impact of bulk to the adjoining residential properties.
- The 3m setback provides for an open space buffer between the proposed development and the lot boundary, to protect the amenity of the adjacent residential lots.
- The proposed development meets the deemed to comply standards of the R-Codes with respect to privacy and overshadowing.
- The 3m setback with third storey setback of at least 5m is consistent with the intent of setbacks for commercial development under LPP5.2.

For the above reasons, the proposed setback to the southeast lot boundary of Lots 32 and 33 is considered acceptable, and the proposal warrants approval accordingly.

LPP5.2 does not define a “rear” lot boundary. The setbacks of the proposed development to the right of way to the ‘rear’ of Lots 32 and 33 is considered acceptable, given there is no frontage proposed to the right of way.

5.4.1.5 Colour and Materials

LPP5.2 encourages the use of red bricks and stucco trims or rendered masonry as the dominant materials and stipulates that clay tiles and custom orb profile steel sheeting are acceptable materials for new development. The external façades of the proposed development contains a range of materials including use of terracotta brick and wall claddings. The development uses colours which are consistent and complimentary to the surrounding context. Intense and lurid colours are not used. Refer to **Appendix 4** for a schedule of external materials.

LPP5.2 notes the majority of existing shop fronts are treated in timber or metal frames and clear glazed. New shopfronts should be an expression of their time. The shopfronts have been designed to reflect the Inter War character of shopfronts in the locality, through the use of 0.5m high window sills, and metal frames and clear glazing.

LPP5.2 states roof materials should not be used as façade treatments and where roofing is visible, large-scale and large-profile roofing is not acceptable. The proposed development incorporates roofing which is either hidden from view, in respect of development fronting the Beaufort Street and Tenth Avenue corner, or reflects the residential nature of the development, such as the development on Lots 32 and 33 adjacent to the residential zone. The style of roofing used is considered to reflect the intent of LPP5.2 and warrants approval.

The use of roofing material, terracotta, in the façade of the proposed development, is considered acceptable as it represents the material used in Federation and Inter War housing in the locality, without copying historic building types. Further, the use of such materials in the façade may encourage a unique character of commercial and mixed use developments in the locality, through its use in future redevelopment projects.

White trims are used for the fourth storey element of the development fronting Tenth Avenue, as well as in the development fronting Lawry Lane, reflecting the intent of LPP5.2.

5.4.1.6 Design

LPP5.2 stipulates that:

- *New development shall consist of long horizontal strips of retail development, broken into a vertical rhythm by the compartmentation of shops and fenestration to individual shops,*
- *Monolithic buildings with blank frontages shall not be permitted;*
- *Large scale panel systems and sheet metal cladding shall not be permitted as they do not achieve the required building scale and design that is compatible with the character of the Town Centre;*
- *New development shall line up the levels of over-footpath canopies, parapet tops, window heads and sills, etc, wherever possible.*
- *Additions shall be compatible with the scale and design of the existing building;*
- *New development shall be architectural statements of their own time, reflect their function(s), and be compatible with the overall character of the Town Centre;*
- *New development should generally not endeavour to copy historic building types.*

The proposed development will be a landmark building in the Inglewood Town Centre. Its façade includes a range of vertical elements to break up horizontal strips of development. The proposed development does not mimic the historic building type and is compatible with the building scale and design of the existing buildings. The proposed development is considered to achieve the intent of LPP5.2 with respect to design, and warrants approval accordingly.

5.4.1.7 Streetscape Relationship

With respect to activity and uses, LPP5.2 stipulates:

- *Active uses such as shops, cafes and restaurants shall be located at ground level;*
- *Office and other non active uses shall be located above the ground floor level;*
- *Mixed use developments shall ensure that active retail-type uses occupy the majority of street front exposure; and*
- *Passive, non-retail uses may be located at the rear of premises, or be located above ground level.*

The proposed development incorporates café, retail and commercial tenancies located on the ground floor on the corner of Beaufort Street and Tenth Avenue, and residential uses located at the rear of the premises and above ground level. The retail and café uses dominate the street frontage on the street corner and on Tenth Avenue.

Commercial frontage to Tenth Avenue and Eleventh Avenue on Lots 32 and 33 is not considered viable, given the distance and lack of frontage to the main pedestrian and vehicle traffic routes on Beaufort Street, the lack of commercial uses opposite the sites, and the lack of separation to adjacent residential development. The provision of residential development on the ground floor of Lots 32 and 33 is considered an appropriate design response to the site conditions and commercial constraints, and warrants approval.

With respect to the ground floor frontages, LPP5.2 stipulates:

- *Where development frontages are located adjacent to heritage places that contribute to the character of the street, the new shopfronts should pay due regard to the style, scale and colouring of the adjacent building façade;*
- *Large frontages must be treated in modules, with a minimum 6 metre module, that are in keeping with the rhythm of the shopfronts of the Town Centre, and should have the effect of a small frontage character; and*
- *Shopfront window sills should be between 450mm – 600mm from footpath level. Sill levels may be lower where frontages are open to the street.*

The proposed development includes shop fronts, broken into section no wider than 6m through the use of vertical terracotta panels and white-painted frames. The shop fronts also include 0.5m high black tiled walls under shop windows. The style, scale and colouring of the proposed shop front are compatible with the intent of LPP5.2.

With respect to weather protection, LPP5.2 stipulates awnings shall:

- *have a minimum clearance from the footpath of 2.7m;*
- *have a maximum clearance from the footpath of 3.2m;*

- *be provided over all footpaths that abut a building, including footpaths that provide access to the rear of buildings;*
- *be constructed using materials that are opaque and non-reflective (no glass);*
- *match the height and design of adjoining awnings (where present);*
- *protrude from the face of the building by a minimum width of 2.0m (where possible);*
- *be parallel to the footpath; and*
- *be constructed to comply with the Local Government Miscellaneous Provisions Act 1960 – section 400 (2) and the Building Regulations 1989 Part 9.*

The proposed development includes an awning along the most of the frontage of the building on Lot 105, protruding 2.5m from the building façade and with a clearance of 2.8m above the footpath level. The awning does not extend across the building frontage adjacent to the commercial bin store and transformer rooms, due to the verge being nominated as a bin pickup area and therefore requiring height clearance above the bins for pickup. The awning is considered acceptable, and warrants approval.

5.4.1.8 Vehicle and Pedestrian Access

LPP5.2 does not permit vehicle access from Beaufort Street. The proposed development includes no vehicle access from Beaufort Street; it also retains vehicle access to the rear of Lots 90, 91 and 104, with the latter via an existing access easement.

The proposed commercial tenancies front onto Beaufort Street or Tenth Avenue and provide pedestrian access at footpath level, as per the requirements of LPP5.2. Access is provided to the basement visitor car parking spaces via a staircase entry from Tenth Avenue.

5.4.1.9 Lighting, Safety and Security

LPP5.2 requires *external lighting to be designed to be in keeping with the character of the street. It should light the building effectively without drawing undue attention to it, and to provide an effective level of public amenity along the footpath.*

It is proposed to provide street lighting along Lawry Lane, of a style in keeping with the character of the area. The outside of all tenancies, including under awnings, will be well lit to facilitate good lighting to all building entries and to allow for good interior to exterior surveillance.

5.4.1.10 Specific Development Guidelines for New Developments Located off Beaufort Street

LPP5.2 includes specific guidance for new development located off Beaufort Street:

Where new development is located on a corner lot and/or has an entrance(s) or aspect facing a side street, the form, scale, setbacks and street elevations of the development should be compatible with adjoining development in the side street. In particular, development in these locations should not create large blank walls or fences to the side street. Setbacks for proposed development should also be complementary to those in adjoining development so that a sharp contrast is not provided to the street.

The proposed development on the corner lot will be a landmark building which maintains the building scale, form and themes of the existing buildings. It is envisaged the development will enhance the pedestrian experience by setting back the upper levels to diminish the perception of the building bulk and avoid large blank walls.

The proposed development will create an attractive, high quality cluster of mixed uses in a highly accessible location that will revitalise a key under-utilised site and contribute towards the creation of an attractive and functional town centre precinct.

5.4.1.11 Specific Development Guidelines for Mixed Use Developments

LPP5.2 includes specific guidance for mixed use developments:

- *Mixed use developments, which provide a combination of retail, office and /or residential uses, are encouraged within the Town Centre. Mixed use developments generally provide enhanced security through extended hours of activity and occupation. A mix of different uses can also optimise the use of on-site car parking through complementary hours of operation, and optimise the use of land and its economic return. Developments that include a residential component encourage social interaction, provide opportunities for living and working in the same building and have the potential to provide affordable housing;*
- *Residential components of mixed use developments should generally be located above the commercial component of the development. Residences proposed to be located behind commercial premises that front Beaufort Street may be acceptable, but particularly close attention will need to be paid to issues of vehicular access to the dwellings, and protection of the amenity of nearby existing dwellings. Crossovers to side streets must be kept to a minimum;*

The proposed mixed use development will facilitate the provision of infill dwellings and compatible commercial activities within and adjacent to a shopping street and high frequency public transport corridor consistent with the provisions of Directions 2031. The proposed development will provide passive surveillance of the street due to increased levels of activity during the day and at night time.

The proposed development will create an attractive, high quality cluster of mixed uses in a highly accessible location that will revitalise the site in accordance with the provisions of SPP3. The development provides commercial and retail tenancies on the ground floor fronting Beaufort Street and residential activities above. Vehicular access and car parking is located in the basement carpark below the development.

5.4.1.12 Conclusion

The proposed development responds to and is generally consistent with the provisions of LPP5.2. The proposed development seeks variations to the plot ratio and building height requirements of LPP5.2. This is considered necessary to achieve the strategic planning objectives of Directions 2031, which encourages infill development to be located in highly accessible areas. The development limitations of LPP5.2 does not recognise the development potential of the Inglewood Town Centre in light of its locational attributes, and the proposed development is more in keeping with strategic planning objectives while still responding to the design requirements of LPP5.2. The proposed development therefore warrants approval.

5.4.2 Local Planning Policy 4.2 - Mixed Use and Commercial Centre Design Guidelines

The City's *Local Planning Policy 4.2 - Mixed Use and Commercial Centre Design Guidelines (LPP4.2)* applies to the development in the Mixed Use zone, except where the provisions of LPP5.2 apply. The following provisions of LPP4.2 are applicable to the proposed development.

5.4.2.1 Balconies

LPP4.2 requires balcony balustrades to be 50% visually permeable, to ensure the bulk of buildings is reduced. The proposed development includes balconies with balustrades being either solid material, or permeable. The balcony designs respond to the design objectives for the Inglewood Town Centre, and are considered appropriate.

5.4.2.2 Levels

An objective of LPP4.2 is to ensure development follows the topography of the land and to ensure that there is equitable access for pedestrians and that excessive differences will not have a negative impact on the amenity of the area. LPP4.2 includes the following requirements:

- *On sloping sites new developments shall be stepped so as to avoid large differences between the footpath level and the finished level of the shop front;*
- *There shall be no difference between the ground floor level and the footpath level of a building to ensure pedestrian access; and*
- *Filling up to 500mm shall be permitted to enable flat level sites*

The proposed development generally retains the existing site levels, and does not propose any fill above 500mm over any part of the subject site. The proposed development ensures the shop floor is consistent with the footpath level.

5.4.2.3 Lighting, safety and security

An objective of LPP4.2 is to ensure public and private areas are either visible and safe or screened and illuminated in such a way as to ensure a high quality safe and comfortable outdoor environment prevails. LPP4.2 provides that the following design features shall be avoided to improve safety and reduce graffiti:

- *Entrapment areas, blind corners and narrow pathways;*
- *Long expanses of blank walls (treatment with anti graffiti paint required where permitted);*
- *Dead ends and hidden recesses shall be avoided;*
- *Landscaping and other elements shall not create a visual barrier between 0.5 and 2.0m above finished floor levels or ground level as applicable;*
- *Rear loading shall be secure at night and preferably enclosed to reduce light and noise spill during night loading;*

The proposed development does not incorporate any entrapment areas, blind corners, narrow pathways or dead ends.

An objective of LPP4.2 is to ensure ground floor areas provide an attractive frontage to the street and other visible spaces whilst providing security. LPP4.2 includes the following design requirements:

- *Solid roller shutter doors shall not be permitted on any façade facing the street; and*
- *Roller doors of see through acrylic material are acceptable on shop fronts providing that at least 75% of the roller door is transparent and the material maintains a high level of transparency once installed.*

No roller shutter doors are proposed.

An objective of LPP4.2 is to ensure air conditioners and other services do not detract from the streetscape. LPP4.2 provides that air conditioning units, ducts and other services shall be screened from view and should be located away from the street front. All proposed air conditioning units, ducts and other services will be screened from view of the street.

LPP4.2 includes requirements for shopping trolleys. The land uses proposed are not anticipated to require the use of shopping trolleys.

5.4.2.4 Sound attenuation

An objective of LPP4.2 is to ensure noise from non-residential uses does not adversely affect the amenity of residential development. LPP5.2 includes the following considerations:

- *All mixed-use developments containing residential uses shall submit an acoustic report prepared by a qualified acoustic (noise) consultant.*
- *Developments shall:*
 - *Ensure noise sensitive areas (such as bedrooms) are located away from noise sources;*
 - *Use 10mm glazing or double glazing where windows face a noise source;*
 - *Use of appropriate materials between floors, walls, ceilings and doors to minimise noise; and*
 - *Endeavour to comply with the Environmental Protection (Noise) Regulations 1997.*

Given the limited extent of proposed non-residential uses, an acoustic report is not considered necessary. The proposed development will incorporate the noise attenuation measures of LPP4.2 at the building permit stage.

5.4.2.5 Adaptability

An objective of LPP4.2 is to ensure developments continue to be appropriate over time for a range of uses. LPP4.2 includes the following requirements:

- *Large developments shall be designed to allow for easy conversion into individual tenancies each with their own street front access; and*
- *Column grids and wall spacings shall reflect intervals that facilitate a range of use-types. Ideally these should be spaced between 4m and 7m apart.*

The proposed commercial development is designed so that it can be easily converted into individual tenancies with their own street front access. The wall spacings facilitate a range of use-types.

5.4.3 Local Planning Policy 3.1 – Character Retention Guidelines Mt Lawley, Menora and Inglewood

Local Planning Policy 3.1 – *Character Retention Guidelines Mt Lawley, Menora and Inglewood (LPP3.1)* was established as a way of ensuring that the existing heritage character of the area is retained and protected. The key objectives of LPP3.1 are to:

- *Ensure the retention of buildings within the Heritage Protection Areas dating from the early 1900s to the 1950s where the architectural style of the building is generally intact;*
- *Ensure that new buildings, alterations and additions to existing buildings, carports, garages and front fences are in keeping with the heritage character of the area, respects the scale and proportions of surrounding buildings, and are designed to fit into the existing streetscape;*
- *Maintain and improve existing street trees, grass verges and front gardens;*
- *Retain mature trees wherever possible; and*
- *Provide a framework for the assessment of development applications in line with the above points.*

The LPP3.1 area is divided into a number of heritage protection areas. The subject site is located within the Inglewood Heritage Protection Area; Part 5 of LPP3.1 provides a historical and character introduction to commercial development the Area, and includes an analysis of two storey commercial, single storey commercial and corner stores in Inglewood, Mt Lawley and Menora.

The demolition of buildings and construction of new commercial and mixed use development is considered by LPP3.1.

5.4.3.1 Demolition of Buildings

An objective of LPP3.1 is to retain and conserve traditional buildings within the Heritage Protection Areas, particularly those buildings dating from the early 1900s to the 1950s, and LPP3.1 notes planning approval is required for the demolition of buildings. LPP3.1 notes the application should include a written justification for the proposed demolition addressing the points below, as well as any further justification that may be relevant:

- a) Provide evidence that the building was constructed from 1960 onward;*
- b) Detail why the building is no longer an intact example of its architectural style, addressing its form, scale, materials and detailing;*
- c) Detail (with written documented evidence provided by an independent expert) why the building is structurally unsafe and irredeemable, and the conservation of the building is not viable (NB; property owners are responsible for the maintenance of their asset, and allowing a property to fall into disrepair will not facilitate an approval for demolition). Only where the building has been identified as an 'intrusive' or 'neutral' place (buildings of more recent design), consideration can be given to varying this requirement;*

The proposed development includes the demolition of the extant brick and fibre-cement building on the subject site, currently used as a supermarket. The proposed demolition of the building is considered acceptable for the following reasons:

- The building is unlikely to have been constructed prior to 1960. The form and materiality of the building is out of character with the Inter War buildings of the Inglewood heritage precinct.
- The building is constructed substantially set back off the street boundary. LPP5.2 notes the *“Dewsons supermarket and the corner bank both recede from the street, which fractures and weakens the streetscape.”* Retention of the existing building is not desirable.
- The existing building is located on a corner development site. These sites are earmarked for ‘landmark buildings’. The existing building has no presence on the corner of the site and fails to meet this objective. LPP5.2 includes an image of a possible redevelopment of the subject site; refer to **Figure 5**.
- The existing building was potentially constructed with hazardous asbestos.



Figure 5 – Possible development on the corner of Beaufort Street and Tenth Avenue (LPP5.2)

Demolition of the existing building is clearly preferable to its retention, given it does not represent the buildings intended to be conserved by LPP3.1 and is inconsistent with the desired redevelopment of the subject site in LPP5.2.

LPP3.1 states the City may require a heritage assessment to be undertaken prior to determining an application for demolition. Given the building does not show any Federation or Inter War characteristics, the provision of a heritage assessment is considered unnecessary.

5.4.3.2 Fences and Gardens

The objectives of LPP3.1 relating to fences and gardens are to:

- *Recognise the important contribution that fences and gardens make to the streetscape;*
- *Retain and maintain open front gardens;*

- *Ensure the retention and conservation of traditional fences where these occur;*
- *Ensure new fences are compatible with the style and character of the area; and*
- *Ensure new fences reflect the style and character of the house to which they belong.*

LPP3.1 states low front fencing is the predominant fencing characteristic of the Inglewood Heritage Protection Area. Fencing is to comply with the following guidelines:

- *Fencing shall be compatible with the style and character of the house in terms of design and detail;*
- *Solid fences or screen walls forward of the predominant building line shall not exceed 750mm in height;*
- *Open-style fences forward of the predominant building line may be constructed to 1200mm high above natural ground level;*
- *Fencing above 1200mm in height forward of the building is not permitted.*

The proposed development includes a 1.15m high flat-bar balustrade fence (open style) mounted atop a 0.45m high planter box rendered in grey, for the ground floor dwellings on Lots 32 and 33 facing Tenth Avenue and Eleventh Avenue. The total height of the fence proposed is 1.6m. The height of the fencing is considered acceptable for the following reasons:

- The proposed fence is compatible with the style and character of the proposed development, being a contemporary style development.
- The dwellings adjacent to Tenth Avenue and Eleventh Avenue front onto Lawry Lane, with the side of the dwelling facing Tenth Avenue and Eleventh Avenue. Accordingly, a 'front fence' to Tenth And Eleventh Avenue is not appropriate.
- The building setback is used as the outdoor living area for the ground-floor dwellings, with no other private open space available for residents. It is necessary for a higher fence to meet the security and privacy requirements of residents.
- The proposed fence meets the maximum 750mm solid height requirement.
- The style of the proposed fence complements the style of fencing sought for adjacent residential streets.

The proposed fence is considered appropriate for the circumstances, and warrants approval.

5.4.3.3 Objectives for Commercial and Mixed Use Development

The objectives of LPP3.1 relating to commercial and mixed-use development are to:

- *Ensure the conservation and retention of traditional buildings, particularly traditional shops and commercial buildings, including those described in Part 5;*
- *Ensure new commercial and mixed-use development consistent with 'main street', mixed-use design principles, and consistent with the heritage character of the locality; and*
- *Ensure refurbishment of more recent development in a manner in keeping with traditional commercial buildings.*

The proposed development is in keeping with the latter two objectives. Specific development guidance is included below.

5.4.3.4 Streetscape

LPP3.1 requires new development to have a nil setback to any street frontage. A continuous awning of a traditional scale, form and design is required to provide weather protection. The proposed development incorporates a nil setback to Beaufort Street (albeit setback from the Other Regional Roads reserve under the MRS) and Tenth Avenue. The setback variations to Tenth Avenue and Eleventh Avenue on Lots 32 and 33 are discussed in section 5.4.1.7 of this report. An awning is proposed along the Beaufort Street and Tenth Avenue frontage, of a traditional scale and design, to provide shelter.

LPP3.1 provides that nil street setbacks may be provided so long as the nil setback is no higher than three levels. The proposed fourth level is to be set back in 0.5m from Tenth Avenue, and incorporates different design features to the storeys below, with white frames, a flat roof and grey panel boarding, to give the visual impression of a receding fourth storey distinct to the first three storeys. The proposed fourth storey is considered to achieve the intent of LPP3.1.

LPP3.1 supports development front frontage to streets and a rear carpark. The proposed development provides street frontage, and car parking is located either on Lawry Lane or in the basement level, consistent with the intent of LPP3.1.

5.4.3.5 Built Form and Design

LPP3.1 requires new commercial and mixed-use development to address the following requirements:

- a) *New commercial and mixed-use buildings shall be of traditional style and reflect the design, colours, and materials of traditional buildings within the streetscape;*
- b) *New commercial and mixed-use buildings shall have similar facade treatments and architectural detailing / articulation as traditional buildings;*
- c) *New commercial and mixed-use buildings shall have similar sill and awning heights to traditional buildings;*
- d) *Window frames shall be constructed in timber (preferred) or wide-profile metal. Shop fronts shall reflect traditional shop fronts with narrower timber or metal framing.*

Additional requirements are included in LPP5.2. The proposed development includes a shop front design that reflects the traditional shop front forms, including use of window sills, metal window frames and traditional box-style awnings.

The building represents a contemporary design with design cues taken from the Federation and Inter War commercial and residential examples in the locality, including the use of traditional shop fronts and awnings and the use of terracotta in the building's façade. LPP5.2 notes "new development should generally not endeavour to copy historic building types", and the development has been designed to incorporate the built form elements of traditional development, without the building itself being of a traditional style. The proposed development accords with the general intent of LPP3.1 and LPP5.2 with respect to the built form and use of traditional building style.

Signage requirements are addressed in section 5.4.7 of this report.

5.4.4 Local Planning Policy 6.5 – Development Abutting Rights of Way

The subject site includes Lawry Lane and an existing right of way running parallel to and mid-block between Tenth Avenue and Eleventh Avenue. Accordingly, the requirements of LPP6.5 are relevant to the proposed development. The objectives of LPP6.5 are:

- *To facilitate the improved management of ROW;*
- *To promote better urban design by encouraging the use of ROW for vehicle access;*
- *More efficient use of individual sites;*
- *Create unique streetscapes along the ROW through sympathetic building orientation and design; and*
- *Maintain existing streetscapes, by minimising the need for and impact of additional garages/carports and paved areas within the street setback area, and better allowing the retention of existing buildings and landscaping.*

Rights of way (**ROW**) within the City have been designated 'categories', based on assessment of the relative suitability and benefits of use of the ROW. Five different categories are assigned to ROW. Lawry Lane is assigned 'Category 1', meaning:

Category 1 – Traffic Management and Commercial ROW and 100% Paved and/or Dedicated ROW

- *Located in areas with significant traffic safety / management issues (including the majority of commercial developments capable of utilising ROW for service and/or parking access);*
- *Which is 100% sealed, and*
- *Which are dedicated.*

The right of way running parallel to and midblock between Tenth Avenue and Eleventh Avenue is assigned 'Category 5', meaning:

Category 5 Under 5m Wide ROW

- *All which are under 5m in width (and consequently posing specific difficulties for use for access and future management) or other limitation to the use of the ROW which has the potential to be overcome.*

5.4.4.1 General Development Provisions

The following provisions of LPP6.5 apply to all ROW.

- *Provide sufficient reversing and manoeuvring area for vehicular access to the satisfaction of the City (as per Australian Standards AS/NZS 2890);*
- *Provide a 1.5m public street access / service access to the public street for all developments utilising a ROW for vehicular access;*
- *Provide a visual truncation to provide a sight line to allow safe reversing for developments utilising a ROW for vehicular access or abutting a development utilising a ROW for vehicular access; and*
- *Provide visual truncations for all corner lots abutting ROW including:*

- 3m x 3m corner truncation for lots at the intersection of two ROW for a 5.0m wide ROW; and
- 2m x 2m corner truncations for lots at the intersection of a ROW and the street.

The proposed development provides for sufficient vehicle manoeuvring and access, including sufficient sightlines and truncations, for users of the ROW. Refer to **Appendix 2** for a Transport Statement confirming the usability of the ROW.

5.4.4.2 Specific Development Provisions - Category 1 ROW

The objective of LPP6.5 is for developments being required to utilise Category 1 ROW for access and contribute to the development of a pleasant streetscape along it. The requirements of LPP6.5 applicable to a Class 1 ROW, and the design response to them, are outlined below.

- *Developments are required to orient to and use the ROW for access except where the applicant provides adequate justification, clearly illustrating why use of the ROW does not represent the optimum traffic management option and that the development will not detract from the objectives of providing passive surveillance and creating a pleasant streetscape within the ROW.*
- *Residential developments abutting ROW will generally be required to orient to and use the ROW for primary access.*

The proposed development fronts onto Lawry Lane on both sides, and primary front door access for both ground level and upper storey dwellings is obtained directly from Lawry Lane. It therefore achieves both of the above requirements.

- *Where a dwelling uses the ROW for primary access, provision for rubbish collection and service provision must be made through providing a 1.5m wide pedestrian access to the traditional street or through other means acceptable to the City.*

The proposed development includes bin storage areas; accordingly separate pedestrian access is not required.

- *Residential developments utilising a ROW for access will be encouraged to provide an adequate porch or carport light, preferably sensor activated.*

Street lighting is proposed along Lawry Lane.

- *Where a ROW is used as the main street frontage for a dwelling, the R-Codes provisions relating to primary streets shall apply, except where they conflict with the provisions below. This includes the requirement to ensure adequate surveillance between the dwelling and the ROW, but excepts provisions relating to setbacks from that street. Setbacks are specified below;*
- *All buildings are to be setback from the ROW:
A minimum of 2m at ground floor level; and
A minimum of 3m at upper storey level,
Carports, garages and car-bays using the ROW are to be setback a minimum of 5.0 metres.*

- *These setbacks apply to both single houses and strata developments (grouped dwellings). Averaging of setbacks is not permitted. All other setbacks are as per the R-Codes. The setback provisions apply to all developments abutting a ROW even if it is not used for access. In case of lots abutting more than one ROW or a ROW and a secondary street, the secondary street setbacks specified in the R-Codes apply to the Rights of Way not used for access;*
- *All setback provisions from the ROW are to be determined after allowing for the required ROW widening from the development lot (refer 'Widening of ROW' below).*

Lawry Lane is proposed to be configured as a street with one-way vehicle access (3.3m wide traffic lane), 2.1m wide car parking spaces on both sides, and a paved setback of 2m on the northwest side and 1.5m on the southeast side providing pedestrian access along Lawry Lane; at a total width of 11.0m. Widening of the existing 5.03m Lawry Lane road reserve is not considered necessary (refer to the comments further below). It is noted the 3.3m wide traffic lane will be contained entirely within the 5.03m road reserve.

The proposed configuration of Lawry Lane complicates any setback calculation, as the setback could be made to a number of points, including the road reserve, the traffic lane, the parking spaces or the pedestrian paths, each obtaining a different result. For example, while the development on the northwest side of the development is setback 4.9m from the Lawry Lane road reserve, it achieves different setbacks to the traffic lane, or the car parking spaces, or the footpath.

It is considered suitable to address the setbacks to Lawry Lane on its merits. In this regard, the following comments are considered relevant:

- The proposed redevelopment of Lawry Lane seeks to achieve a 'mews' style development, typified by a narrow road carriageway and nil street setbacks. The proposed development incorporates most of the Lawry Lane frontage, and is considered to achieve a mews development style.
- The proposed 1.5m setback between the southeast development and the car parking spaces is considered suitable give the north-facing aspect. Similarly, the 3.4m setback between the northwest development and the car parking spaces provides a larger setback providing more light into Lawry Lane.
- The proposed development includes planter boxes designed to soften the use of hard materials in Lawry Lane.
- Lawry Lane is intended to be designed as a pedestrian and vehicle shared space, with low vehicle speeds and freedom of pedestrian movements as a result. In addition, the basement carpark will be access from Tenth Avenue, with limited traffic flows expected on Lawry Lane.

In the circumstances, the relationship of the proposed developments to Lawry Lane is considered suitable for the reasons set out above, and warrants approval.

- *Where a development orients to the ROW, the location of courtyards in the ROW setback will generally not be permitted, because of the need for these to have the ability to be adequately fenced and screened.*

Lawry Lane is intended to operate as a low-speed, shared zone, with limited through traffic. In addition, ground-floor courtyards have been designed with low walls to protect the privacy of residents. The proposed location of ground-floor courtyards is considered acceptable given the type of development proposed.

- *Where a development orients to the ROW or uses of the ROW for primary access, a significant component of soft landscaping within the setback to the ROW will be required to contribute to the creation of an attractive streetscape.*

Planter boxes with trees are proposed to provide soft landscaping along Lawry Lane.

- *Where a development orients to the ROW for primary access, no fencing is to be constructed within 0.5m of the ROW boundary;*
- *Any fencing within the ROW setback area must be in accordance with the City's Streetscape Policy;*

Limited fencing is proposed to protect the amenity of ground-floor residents, comprising permeable steel fencing atop a low rendered wall. The proposed fencing is considered acceptable.

- *Where a Category One ROW has been sealed and dedicated by the City (or is in the process of being so), a cash-in-lieu contribution towards recouping the cost of the upgrade of the ROW is required from all developments, equivalent to the cost of paving and draining half the width of the ROW abutting the development;*

Lawry Lane will be fully reconstructed by the proposed development. It is not considered necessary for a cash contribution to be made for its upgrading.

- *The City is seeking to widen Rights of Way to which it has committed to upgrading to 6.0m. The City will seek to have Subdivisions abutting the Category 1 ROW transfer an appropriate widening (in the majority of cases, 0.5m) along the ROW boundary to the City free of cost as a condition of subdivision.*

The application does not propose the subdivision of Lots 32, 33 or 105. LPP6.5 does not require the ROW to be widened for development application. Further, Lawry Lane is intended to be reconfigured as a mews style lane with a total width of approximately 11.0m. It is not considered reasonable for Lawry Lane to be widened to 11m, nor is it necessary for Lawry lane to be widened to 6m. The 3.3m wide traffic lane will be fully contained within the existing 5.03m road reserve.

5.4.4.3 Specific Development Provisions - Category 4 and 5 ROW

The LPP6.5 objectives for Category 4 and 4 ROW are as follows:

- *Developments abutting Category 4 & 5 ROW are discouraged from using the ROW for access and access may be refused unless closure has been determined to be impossible in the long term and the proponent can show that their use of the ROW is vital to their development and in keeping with the neighbouring properties. The City assumes no responsibility for managing these ROW; and*
- *Developments abutting Category 5 ROW and proposing use of the ROW will be considered if the access constraints can be overcome, such as through the widening of the ROW, or where the access to the ROW is proposed within one lot of street access point.*

It is noted the ROW parcel does not extend to the Lawry Lane road reserve; a section was closed and amalgamated with Lot 32 on 2 April 1993. A review of aerial photography indicates most properties on Tenth Avenue and Eleventh Avenue to not obtain vehicle access from the ROW. Research has not indicated any formal request to close the ROW, so to preserve future development options the proposed development retains access between the ROW and Lawry Lane.

The upgrading of the ROW is not proposed, and is not required under LPP6.5.

5.4.5 Local Planning Policy 6.7 – Parking and Access

The City's *Local Planning Policy 6.7 – Parking and Access (LPP6.7)* applies to the subject site and includes the following objectives:

- a) *To facilitate the development of adequate parking facilities;*
- b) *To ensure safe, convenient and efficient access for pedestrians, cyclists and motorists;*
- c) *To ensure that a major parking problem is unlikely to occur;*
- d) *To ensure that car parking areas and accessways do not have a detrimental impact on the character and amenity of an area; and*
- e) *To ensure that an oversupply of parking does not occur that discourages alternative forms of transport and is detrimental to the urban design and character of the locality.*

The following addresses the requirements of LPP6.7. The car parking requirements of the R-Codes is also considered in this section of the report.

5.4.5.1 Parking Ratios

Clause 5.1 of LPP6.7 stipulates the car parking requirements for uses and activities. Refer to **Table 5 - Car Parking Ratios** below, stipulates the number of car parking bays required to be provided for the land uses.

Table 5 – Car Parking Ratios

Land use	Car Parking Ratio	Required bays	car	Total Required
Office (200m ² of GFA)	1 car bay per 30m ² of GFA	7		
Shop (141m ² of GLA)	8 bays per 100m ² of GLA	11		
Restaurant (105m ² of GFA)	1 bay per 7m ² of GFA	15		
Total non-residential (446m ²)				33
Non-residential concession *	50% of non-residential			-16
Total non-residential				17
Residential (83 small and 11 medium)	0.75 spaces per small dwelling ** 1 space per medium dwelling **	74		
Residential (visitors)	0.25 spaces per dwelling **	24		
Total Residential				98
Total Car Parking Spaces Required (Residential and Non-Residential)				115

* Refer to section 5.4.5.2 of this report.

** As per the R-Codes. The subject site is located within 250m of a high-frequency bus route.

The proposed development includes a total of 121 car parking spaces, 104 in the basement level and 17 at ground level on Lawry Lane, designated as follows:

- 81 spaces for residents, located behind a security barrier in the basement level.
- A further 10 spaces for residents, in tandem, located in the basement level.
- 6 spaces for the non-residential tenancies, in tandem, located in the basement level.
- 7 spaces for visitors, located in the basement level.
- 16 standard user spaces, located on either side of Lawry Lane.
- 1 space dedicated for persons with a disability, located on Lawry Lane near Tenth Avenue.
- 1 loading space located on Lawry Lane (not included in the above calculations).

In addition to the above, 8 motorcycle (or scooter) parking spaces for residents are provided in the basement level.

The proposed development will result in a surplus of 6 car parking spaces. Notwithstanding, it is noted the actual provision of resident parking is oversupplied, and visitor and non-residential car parking is undersupplied. The provision of visitor and non-residential car parking is considered acceptable for the following reasons:

- The proposed development includes 24 short-term car parking spaces, including 17 on Lawry Lane and 7 in the basement level.
- The residential component of the proposed development deems to comply if 24 visitor car parking spaces are provided.
- There is a shortfall of 11 car parking spaces for the non-residential component of the proposed development.
- Peak visitation times for the non-residential uses (office, shop and restaurant) vary, as do the peak visitation times for residential uses. The 24 short-term spaces are not restricted to any one use, so the spaces could be used on a reciprocal basis.
- The residential visitor rate standard of the R-Codes applies to all residential development, regardless of its locational attributes. The subject site is located on a high frequency bus route and is within walking distance to the Maylands Train Station. Accordingly, the same car parking concession applied to non-residential uses under LPP6.7 (50% - refer to section 5.4.5.2 below) could reasonably be applied, and should be applied, to visitor car parking rates under the R-Codes. On this basis, the provision of 12 car parking spaces for residential visitors is considered acceptable.

The provision of car parking for the proposed development meets the requirements of LPP6.7 and the R-Codes, and the break-up of parking for resident, non-residential and visitor parking is considered acceptable. The proposal warrants approval accordingly.

5.4.5.2 Parking Reduction

Clause 5.2 of LPP6.7 allows scope for permitting reductions to the number of car parking bays required for non-residential development. A concession of 50% is sought in accordance with LPP6.7, as shown in **Table 6**.

Table 6 – Car Parking Reductions

Performance Criteria Achieved	Reduction
The proposed development is within 200m of a stop on a high frequency bus route	15%
The proposed development is within 50m of an existing public car park	20%
The proposed development is within a Mixed Use zone	10%
The proposed development provides 5 more bicycle parking spaces than required *	5%
Total Car Parking Reduction	50%

* Refer to section 5.4.6.1 of this report.

The reduction has been applied in **Table 5** above.

5.4.5.3 Transport Analysis

LPP6.7 requires the submission of a full transport analysis for developments requiring or proposing more than 50 car parking spaces. In accordance with this requirement, a Transport Statement has been prepared in accordance with LPP6.7 and the Department of Planning's *Transport Assessment Guidelines for Development* (2006). Given the proposed development is expected to generate less traffic than the existing IGA supermarket on the subject site, the provision of a transport statement is in accordance with the Department of Planning's *Transport Assessment Guidelines for Development*. Refer to **Appendix 2** for a copy of the Transport Statement.

The Transport Statement confirms the proposed development meets the applicable Australian Standards for car parking and vehicle access, and relates suitably to the surrounding transport infrastructure.

5.4.5.4 Parking Layout, Design and Access

Section 7 of LPP6.7 sets out the design requirements for residential car parking layout, design and access. Section 8 of LPP6.7 sets out the design requirements for non-residential car parking layout, design and access. As the proposed development contains a mix of residential and non-residential uses, both sections are relevant.

The majority of car parking spaces for the proposed development are located in the basement level. The basement carpark is designed to meet the relevant standards of LPP6.7 and AS/NZS 2890.1:2004. The basement carpark allows vehicles to enter the street in forward gear.

Seventeen car parking spaces and one delivery space will be provided as parallel parking on Lawry Lane. The spaces straddle the Lawry Lane road reserve boundaries; since the spaces service the proposed development, the spaces have been included in the car parking calculations for the subject site.

Lawry Lane will operate as a one-way street, with traffic flow to the northeast. Appropriate signage and road markings will be installed to manage the one-way traffic.

Tandem car parking is proposed for five of the resident parking spaces, and three of the non-residential (staff) parking spaces. The tandem parking arrangement reflects the constraints of the existing site dimensions, and provides additional car parking capacity which would otherwise not be able to be provided. The tandem car parking is considered appropriate and warrants approval.

An accessible parking space is proposed on Lawry Lane. Given it is partly within the Lawry Lane road reserve and is publicly accessible, it has been designed in accordance with AS 2890.5-1993 for on-street parking. The provision of one accessible space meets the requirements of the *National Construction Code*.

Access to the car park is via a crossover aligned at 90 degrees to Tenth Avenue, designed to allow vehicles to pass in opposite directions where a change of direction occurs along an access. the crossover is no closer than 0.5m to side boundary and street poles, no closer than 1m from the nearest point of a street tree.

A service/loading space is provided on Lawry Lane.

The redundant crossovers will be removed and the verge reinstated.

5.4.5.5 Special purpose bays

Clause 10 of LPP6.7 stipulates the provision of bays marked exclusively for the use of motorcycles, bicycles, delivery and service vehicles, taxis, buses, coaches, courier services, and timed bays where the nature of the development requires specific purpose bays may be required in addition to the car parking requirements.

The proposed development includes eight motorcycle (scooter) spaces located in the basement level, for use by residents. The spaces have been designed in accordance with AS/NZS 2890.1:2004.

5.4.6 Local Planning Policy 6.2 - Bicycle Parking

The objectives of Local Planning Policy 6.2 – *Bicycle Parking (LPP6.2)* are:

- *To facilitate the development of adequate bicycle parking facilities;*
- *To ensure the provision of end of journey facilities; and*
- *To encourage the use of bicycles for all types of journeys.*

5.4.6.1 Bicycle Parking Ratios

LPP6.2 provides rates for bicycle parking for residential and non-residential uses. Refer to **Table 7** below.

Table 7 – Bicycle Parking Rates

Land use	Employees / Resident Rate	Employees / Residents Required	Customers / Visitors Rate	Customers / Visitors Required
Shop (446m ² GFA)	1 space per 400m ² GFA	2	1 space per 200m ² GFA	3
Multiple Dwellings	1 space per 3 dwellings	32	1 space per 10 dwellings	10
Total Required		34		13

In relation to residential parking, the R-Codes (November 2010) included bicycle parking rates for multiple dwellings. As LPP6.2 preceded the November 2010 R-Codes, the R-Codes deemed-to-comply rate for bicycle parking for multiple dwellings has been applied in lieu of the rates set out in LPP6.2. Refer to **Table 7**.

The proposed development includes 12 bicycle parking spaces located on the Tenth Avenue and Beaufort Street verge, plus a further 31 resident spaces located in the basement level.

The shortfall of 1 resident parking space is considered acceptable given all residents have access to a storeroom, eight dwellings have backyard space and eight motorcycle parking spaces are provided.

The twelve verge spaces will be accessible by shop owners and customers. As five spaces are required, seven spaces more than required is being provided.

It is proposed residential visitors use the verge spaces on a reciprocal arrangement, given the peak visitation hours for residential visitors differ from that required for staff and customers of non-residential uses.

5.4.6.2 End of Journey Facilities

End of journey facilities are required for developments requiring the provision of 10 or more bicycle parking spaces. The non-residential employee provision (requiring end of trip facilities) is 2 spaces, therefore end of journey facilities are not required.

Customer/visitor parking does not trigger a need for end of journey facilities. Residents have access to showers within their multiple dwellings, so separate end of journey facilities are not required.

5.4.6.3 Location of Bicycle Parking Facilities

LPP6.2 requires bicycle parking spaces to be located as follows:

- *Bicycle Parking Facilities shall be located at ground floor level and not require access via steps;*
- *Parking facilities shall be located as close as possible to main entrance points;*
- *Parking facilities shall be located in an area that allows informal surveillance of the facility to occur where ever possible; and*
- *Parking facilities shall be located away from areas of high pedestrian activity in order to minimise inconvenience or danger to pedestrians.*

The proposed parking spaces located on the verge near to the entrances of the commercial tenancies are appropriately located in accordance with LPP6.2.

The proposed resident parking spaces in the basement are accessed either via the lifts, or via the driveway entry into the basement. The location of the spaces ensures they are secure and accessible to residents.

5.4.6.4 Design of bicycle parking facilities

The R-Codes requires bicycle parking devices to be designed in accordance with AS 2890.3-1993. The residents parking devices in the basement are proposed to be wall-mounted Steadyrack racks, designed to save space. Accordingly, dimensions less than AS 2890.3 are proposed, and are considered acceptable.

Bicycle parking devices for visitors, customers and staff are Class 3 devices capable of having both wheels and frame secured to.

5.4.7 Local Planning Policy 6.1 – Advertising Signs

The City's *Local Planning Policy 6.1 – Advertising Signs (LPP6.1)* applies to the subject site and includes the following objectives:

- *to ensure that the display of advertisements on private sites does not adversely impact on the amenity of surrounding land;*
- *to avoid a proliferation of signs on individual sites and buildings;*
- *to improve the streetscape of major roads;*
- *encourage the rationalisation of advertising signs on individual premises;*
- *encourage the incorporation of advertising signs into the design consideration of buildings;*
- *To ensure that signs are not discriminatory or offensive; and*
- *To ensure that signs only relate to services and products on the site.*

The signage considerations of LPP5.2 and LPP3.1 (clause 6.1.5) are relevant to advertisements, and are addressed below.

5.4.7.1 Design

LPP6.1 stipulates advertising signs shall:

- *be incorporated into the overall design of the building;*
- *be in keeping with the scale and form of the building;*
- *not cause visual clutter of the streetscape or the building;*
- *not obscure any architectural features of the building;*
- *not extend beyond any boundary of a lot;*
- *not cause a nuisance, by way of light spillage, to abutting sites; and*
- *not comprise of flashing or running lights.*

LPP3.1 states:

- *Signage shall not cover any architectural features or detailing of a building, and should not dominate the shopfront or building frontage. Signage is to be positioned and designed to fit within spaces created by architectural elements on the building in particular the awnings and pediments;*

- *Multi-tenancy developments should provide a coordinated signage strategy as part of the development application;*

LPP5.2 includes the following requirements:

- *Signs should be an integral part of the design and scale of the building, and shall have regard to the materials, finishes, colours and fenestration of the building, and ensure that architectural features of the building are not obscured;*
- *Signs on buildings of heritage and cultural significance shall respect the building's architectural style, character and integrity. Particular regard shall be given to the sign's design, materials, style and method of attachment to the building. Signs should not detract from the heritage significance of the building;*
- *Signs shall be compatible with the style, scale and characters of the surrounding streetscape, and the predominant uses within the locality; and*
- *Colours for signs should be selected with due consideration for the colours used in neighbouring developments.*

The proposed development provides for commercial advertisements to be located on the awning fascia, with a height of 0.5m. Refer to Development Plan SK07.01. No other advertisements are proposed.

The proposed location of advertisements on the awning fascia secure the amenity and convenience of the area by providing advertisements, which do not clutter the site with excessive information. The proposed advertisements are consistent with the nature of the buildings as they are in keeping with the scale and form of the development and they relate to the uses on the subject site. The subject site is not located on a building of historical and cultural interest. The proposed advertisement locations are consistent with LPP6.1, LPP3.1 and LPP5.2 and warrant approval.

5.4.7.2 Safety

LPP6.1 stipulates advertising signs shall:

- *Not pose a threat to public safety or health;*
- *Not obstruct visual sightlines of vehicles and/or pedestrians;*
- *Not interfere with or be likely to be confused with traffic control signals; and*
- *Not obstruct pedestrian movement.*

The proposed new advertisements do not adversely impact on public health, obstruct visual sightlines of vehicles or pedestrians, will not interfere with traffic control signals and do not obstruct pedestrian movements as they are located on the awning fascia 2.8m above ground level.

5.4.7.3 Content

LPP6.1 stipulates advertising signs shall:

- *Not advertise services or products other than those available on the lot; and*
- *Not contain any discriminatory or offensive material.*

The proposed new advertisements relate only to the businesses carried out on the subject site and will not contain any discriminatory or offensive material.

5.4.7.4 Projecting signs

The proposed advertisements on the awning fascia are defined as 'projecting signs' under LPP6.1. LPP6.1 states projecting signs which are attached to the fascia of a verandah or the like shall:

- *not exceed a vertical dimension of 600mm; and*
- *not project beyond the outer frame or surround of the fascia;*

The proposed advertisements on the awning fascia are proposed to have a height of 500mm, setback 100mm from the upper and lower edges of the awning. The proposed advertisement locations comply with the requirements for projecting signs under LPP6.1.

LPP5.2 states projecting signs shall not be permitted. In their context, the proposed advertisements are consistent with advertisements on awning fascia found elsewhere in the Inglewood Town Centre, and are consistent with the overall objectives of LPP5.2. The proposed projecting signs therefore warrant approval.

5.4.8 Local Planning Policy 6.3 – Bin Storage Areas

The City's Local Planning Policy 6.3 – *Bin Storage Areas* (**LPP6.3**) applies to the subject site and includes the following objectives:

- *To provide sufficient space for the storage of bulk refuse bins; and*
- *To ensure that bin areas are screened from the street and are in harmony with the materials and finishes of the building.*

The proposed development provides for a different method of waste management than is described in LPP6.3, following discussion with the City. It is considered strict compliance with LPP6.3 would result in development not consistent with the objectives of LPP5.2 and LPP3.1 due to the impact bulk storage would have on the design of the façade of the proposed development. The variations are discussed below.

Refer to **Appendix 5** for a copy of the proposed waste management plan for the proposed development.

5.4.8.1 Location of Bin Storage Area

LPP6.3 requires bin storage areas:

- *shall be located behind the building setback line; and*
- *shall ensure that adequate space is available for the bulk refuse truck to access the bin area and manoeuvre.*

The application proposes bins be moved onto the Tenth Avenue verge for collection. Provision of on-site access for bulk refuse vehicles would have a significant impact on the character and built form of the proposed development, which would be inconsistent with the objectives of LPP5.2 and LPP3.1. The proposed alternative waste management proposal is more in keeping with the LPP5.2 and LPP3.1 objectives.

5.4.8.2 Design of Bin Storage Area

LPP6.3 requires the design of bin storage areas:

- *shall be screened from view to a minimum height of 1.8m so that it is not be visible from the street;*
- *materials shall match with the building;*
- *shall be sealed and regularly cleaned and maintained; and*
- *stormwater and effluent drainage facilities shall be contained within this area.*

The application proposes a residential bin store room and a commercial bin store room, both located near the corner of Tenth Avenue and Lawry Lane. Provision is also made for the storage of some bins in the basement level. Bin storage rooms are incorporated into the design of the building, and are completely screened from view of the street.

5.4.8.3 Bulk Bin Sizes

LPP6.3 requires for residential developments containing 13 or more dwelling units provision is required to be made for a bulk refuse bin of 1.53m³, plus 0.38m³ per three dwellings in excess of 13. A total of 94 dwellings are proposed, therefore the total weekly waste volume required is 11.79m³.

As bulk bins are not proposed (and are not appropriate for the reasons listed above), it is proposed waste be stored in 240L bins. A total of 50 240L bins would be required to be collected on a weekly basis. It is proposed bins be collected twice-weekly, to reduce the amenity and noise impacts to residents of having 50 bins lined up on the verge, and given there is insufficient verge space to accommodate 50 bins.

Therefore a total of 25 240L bins are proposed to service the residential component, to be collected twice weekly.

Two 660L bins are proposed to service the commercial tenancies. The commercial bins will be collected by private contractor.

Refer to **Appendix 5** for a copy of the waste management plan.

5.4.9 Local Planning Policy 6.6 – Landscaping

The City's *Local Planning Policy 6.6 - Landscaping (LPP6.6)* applies to the subject site and includes the following objectives:

- *To promote improved landscaping provision and design;*
- *To improve the visual appeal of development, screen service areas and provide a buffer to boundaries;*
- *To provide shade and 'green relief' in built up areas; and*
- *To promote more environmentally sustainable landscaping.*

LPP6.6 requires the submission of a landscaping plan with development applications. Given the proposed development includes only seven planter boxes along Lawry Lane, the submission of a landscape plan is not considered warranted. The requirements of LPP6.6 are addressed as follows.

5.4.9.1 Landscaping Areas

LPP6.6 requires planting areas to have a minimum width of 500mm. No planting areas are proposed, other than those in the backyard areas of ground floor units.

Landscaping of verge areas will be included in landscaping concepts to be prepared prior to occupation of the proposed development.

5.4.9.2 Plant Numbers and Types

Plant numbers and types will be included in landscaping concepts to be prepared prior to occupation of the proposed development.

5.4.9.3 Street Trees

The application proposes the removal of an existing street tree where the Lawry Lane road reserve intersects Eleventh Avenue. Because of the location of this tree, removal is unavoidable.

Proposed street trees will be included in landscaping concepts to be prepared prior to occupation of the proposed development.

5.4.9.4 Retention of existing vegetation

Because a basement carpark is proposed under much of the subject site, retention of existing trees in the carpark is not possible.

5.4.9.5 Landscaping Provisions for Commercial Developments

The provision of 10% landscaping areas for the proposed development is contrary to the intent of LPP5.2 and LPP3.1 to provide for street-front development, and achieving the landscaping target of LPP6.6 could only be achieved if the design principles of LPP5.2 and LPP3.1 are compromised. Notwithstanding, approximately 293m² (or 7% of the subject site) of landscaped area is provided in the form of yard space for the ground-floor dwellings on the southeast side of Lawry Lane, plus a small communal courtyard space behind the commercial tenancy. The amount of landscaping proposed is considered acceptable.

5.5 WAPC development control policies

5.5.1 Development Control Policy 1.6 – Planning to Support Transit Use and Transit Oriented Development

The WAPC's *Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented Development* (**DCP1.6**) cites the principle of encouraging higher density residential and mixed uses within the walkable catchments of public transport nodes. The policy also quotes SPP3 as identifying the following principles:

- *Support higher density residential development around neighbourhood centres and public transport nodes/interchanges;*
- *Cluster retail, recreational and other uses in activity centres around transit nodes;*

- *Locate new development of employment, retail, health, education and leisure activities to be accessible to users of all alternative transport modes.*

SPP3 also draws attention to the importance of revitalising neighbourhoods in existing urban areas. The issues outlined are the need to provide for a greater range of housing, widening transport choices, providing greater opportunities for social interaction and conserving water. The importance of supplying affordable medium and high-density housing in inner and middle suburbs is also noted. DCP1.6 establishes the objective of responding to social and economic needs while recognising community, heritage and environmental values and constraints; promoting development that reduces demand for energy, travel and water while providing access to local employment, all travel modes, and affordable housing in a form that enhances a community's sense of place.

DCP1.6 supports mixed-use developments around public transport nodes to achieve single trips to one location to serve multiple purposes (reducing the necessity of undertaking several different trips).

DCP1.6 states local governments are expected to identify and promote opportunities for residential development in transit precincts at a minimum of 25 dwellings per hectare, and substantially higher where sites have the advantage of close proximity to major bus routes providing service frequencies similar to rail. The application proposed development at a density of 225 dwellings per hectare, achieving the density target of DCP1.6.

DCP1.6 encourages building robustness into the planning of transit oriented precincts because it can make it easier for the area to evolve, and for the progressive replacement of less intensive uses and activities, for example replacing surface level car parking with structured parking and more intensive uses, including more compact mixed use developments and higher density residential uses. The proposed development, we consider, will be a catalyst for urban regeneration within the Inglewood Town Centre.

The proposed development is entirely consistent with the objectives of DCP1.6, and warrants approval accordingly.

6 Conclusion

It is considered the proposal should be favourably determined, on individual merit, recognising the proposal meets the objectives of the relevant local planning policies guiding mixed use development in the Inglewood Town Centre. The proposed development also references, sensibly, the materials common for development in the Inglewood Heritage Protection Area, and provides for shop fronts cognisant of the style of commercial developments in the Inglewood Town Centre. The proposed development also responds to the strategic planning objectives recognising the need for high density development in accessible locations.

In summary, the proposal is justified and considered appropriate for the following reasons:

1. The proposal is consistent with the Metropolitan Region Scheme
2. The proposal provides for a form of development supported by strategic planning documents, including *Directions 2031 and Beyond*, *Central Perth Metropolitan Sub-Regional Strategy*, *State Planning Policy 3 – Urban Growth and Settlement* and the City of Stirling's *Local Housing Strategy*.
3. The proposal is consistent with the objectives and requirements of the *City of Stirling Local Planning Scheme No.3* and relevant local planning policies adopted under the Scheme including:
 - Local Planning Policy 3.1 – *Character Retention Guidelines Mt Lawley, Menora and Inglewood*
 - Local Planning Policy 4.2 – *Mixed Use and Commercial Centre Design Guidelines*
 - Local Planning Policy 5.2 – *Inglewood Town Centre Design Guidelines*
 - Local Planning Policy 6.1 – *Advertising Signs*
 - Local Planning Policy 6.2 – *Bicycle Parking*
 - Local Planning Policy 6.3 – *Bin Storage Areas*
 - Local Planning Policy 6.5 – *Development Abutting Rights of Way*
 - Local Planning Policy 6.6 – *Landscaping*
 - Local Planning Policy 6.7 – *Parking and Access*
4. The proposal is consistent with the standards and criteria of *State Planning Policy 3.1 – Residential Design Codes*.
5. The existing building on the subject site is out of character with the Inter War characteristics of the Inglewood Town Centre, and does not represent the desired future character of the Town Centre as set out in the City's local planning policies.
6. The proposed development has been designed with regard given to the extensive background analysis of the suburb and the subject site's locational context. The proposed development responds to the desired future character of the Inglewood Town Centre as set out in the City's local planning policies, and proposes a suitable solution for dealing with car parking, the storage and collection of waste and the upgrade of Lawry Lane, and proposes a palette of materials reflecting the Federation and Inter War style of the surrounding residential area.

Appendix 1

Certificates of Title

WESTERN



AUSTRALIA

REGISTER NUMBER 32/P2844	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 19/12/2001

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

VOLUME
2031

FOLIO
285

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 32 ON PLAN 2844

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

SANBORN HOLDINGS PTY LTD OF 96 TENTH AVENUE, INGLEWOOD
(XA F811567) REGISTERED 14 FEBRUARY 1995

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

1. G005862 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 16.10.1995.

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: 2031-285 (32/P2844).
PREVIOUS TITLE: 1752-379, 1736-893.
PROPERTY STREET ADDRESS: 96 TENTH AV, INGLEWOOD.
LOCAL GOVERNMENT AREA: CITY OF STIRLING.

ORIGINAL—NOT TO BE REMOVED FROM OFFICE OF TITLES

Sundry Document F811567 WESTERN

AUSTRALIA

REGISTER BOOK
VOL. FOL.Volume Folio
1736 893
1752 379

CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

CT 2031 285

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

CG Sack

REGISTRAR OF TITLES



Dated 14th February, 1995

ESTATE AND LAND REFERRED TO

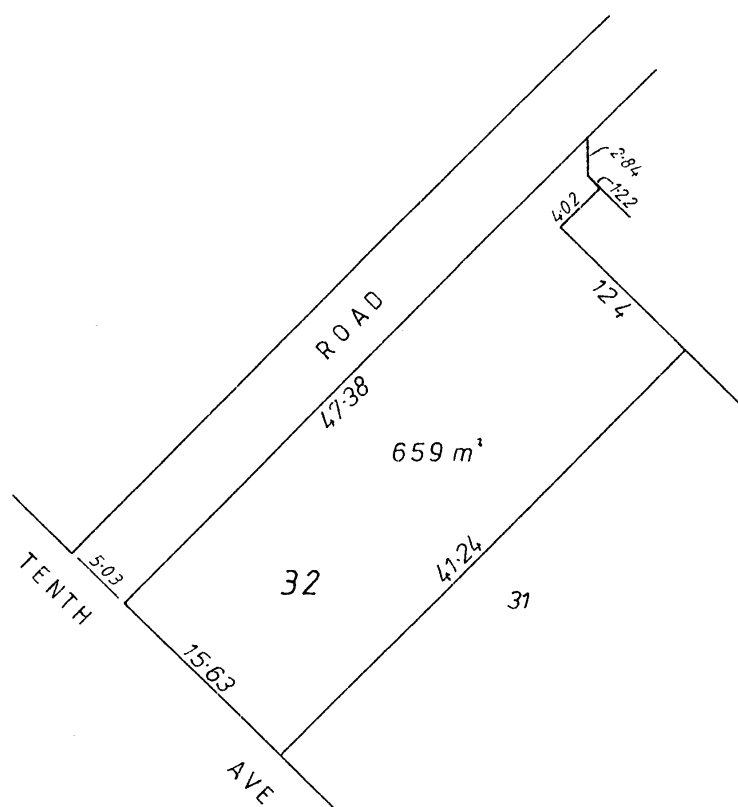
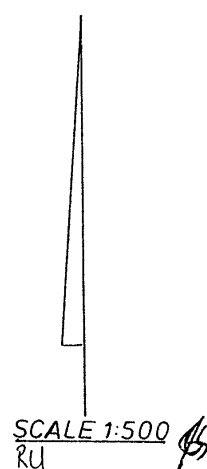
Estate in fee simple in portion of Swan Location Y and being Lot 32 on Plan 2844, delineated on the map in the Third Schedule hereto.

FIRST SCHEDULE (continued overleaf)

Sanborn Holdings Pty. Ltd. of 96 Tenth Avenue, Inglewood.

SECOND SCHEDULE (continued overleaf)

1. ~~LEASE D747810 to Foodland Associated Ltd. of 18 Miles Road, Kewdale, for 3 years 6 months 27 days from 9.5.1988. Registered 10.5.88 at 10.29 hrs.~~
Surrendered G49142 7.12.95
2. ~~MORTGAGE F804649 to Westpac Banking Corporation. Registered 14.2.95 at 8.33 hrs.~~
Discharged G5861 16.10.95

THIRD SCHEDULE

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

E67590/3/89-20M-L/4664

Superseded - Copy for Sketch Only

Page 1 of 2 pages 28 FOL

FIRST SCHEDULE (continued)

NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

FIRST SCHEDULE (continued)

NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS

REGISTERED PROPRIETOR	INSTRUMENT	REGISTERED	ME	SEX
	NATURE	NUMBER		

Superseded Copy for Sketch Only

[illegible]

SECOND SCHEDULE (continued)

NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS

[illegible]

CERTIFICATE OF TITLE VOL. 2031 FOL. 285

WESTERN



AUSTRALIA

REGISTER NUMBER 33/P2844	
DUPLICATE EDITION 1	DATE DUPLICATE ISSUED 19/12/2001

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

VOLUME
1736

FOLIO
894

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 33 ON PLAN 2844

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

SANBORN HOLDINGS PTY LTD OF 96 TENTH AVENUE, INGLEWOOD
(T D747808) REGISTERED 10 MAY 1988

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

1. G005862 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 16.10.1995.

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: 1736-894 (33/P2844).
PREVIOUS TITLE: 759-155.
PROPERTY STREET ADDRESS: 1 ELEVENTH AV, INGLEWOOD.
LOCAL GOVERNMENT AREA: CITY OF STIRLING.

CT 1736 0894 F



AUSTRALIA



1736 894



UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

N. J. Smyth



ESTATE AND LAND REFERRED TO

FIRST SCHEDULE (continued overleaf)

OFFICE OF TITLES
WESTERN AUSTRALIA

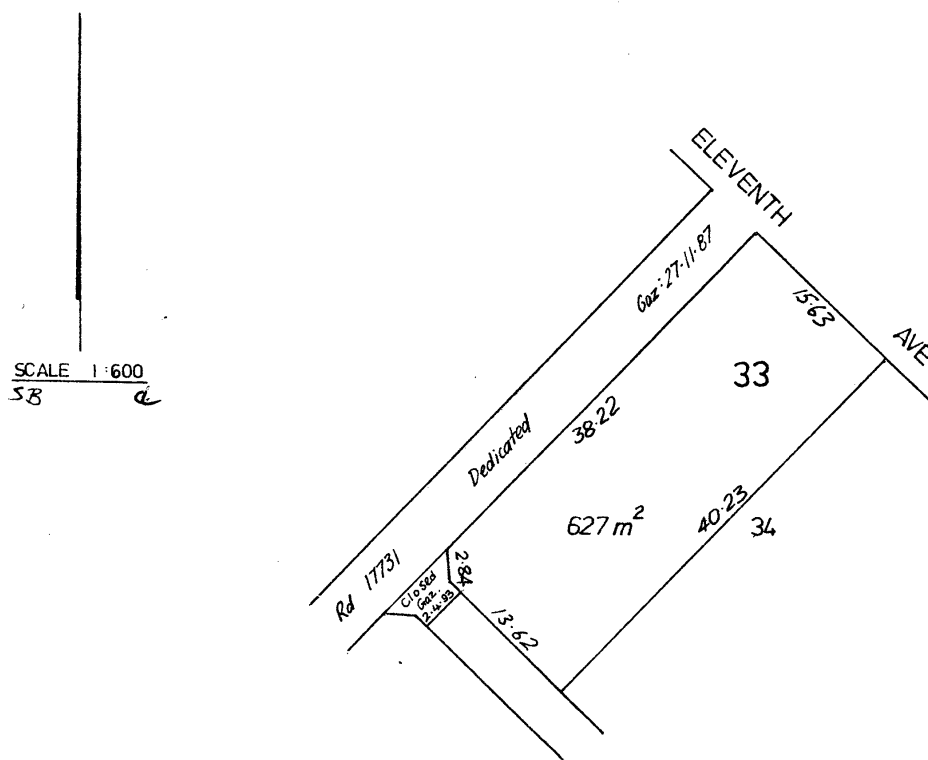
SECOND SCHEDULE (continued overleaf)

NIL

N. J. Smyth

REGISTRAR OF TITLES

THIRD SCHEDULE



72009/12/77-45M-S/2860

LANDGATE COPY OF ORIGINAL NOT TO SCALE Fri Feb 1 08:09:33 2013 JOB 41005459

FIRST SCHEDULE (continued)

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

[illegible][illegible]

SECOND SCHEDULE (continued)

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

[illegible]

CERTIFICATE OF TITLE VOL. 1736 894

WESTERN



AUSTRALIA

REGISTER NUMBER	
105/DP36749	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
1	30/6/2003

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

VOLUME
2541

FOLIO
571

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 105 ON DEPOSITED PLAN 36749

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

SANBORN HOLDINGS PTY LTD OF 96 TENTH AVENUE, INGLEWOOD
(AF I529636) REGISTERED 25 JUNE 2003

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

1. T13055/1956 EASEMENT BURDEN SEE SKETCH ON VOL 2060 FOL 879. REGISTERED 3.10.1956.
2. G005862 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 16.10.1995.

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.
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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: DP36749 [SHEET 1].
PREVIOUS TITLE: 2060-879.
PROPERTY STREET ADDRESS: 96 TENTH AV, INGLEWOOD.
LOCAL GOVERNMENT AREA: CITY OF STIRLING.

DP 36749

TYPE	FREEHOLD
PURPOSE	SUBDIVISION
PLAN OF	LOT 105 & ROAD WIDENING

DISTRICT	SWAN	DOLA FILE
TOWNSITE		
LOCAL AUTHORITY	CITY OF STIRLING	
LOCALITY	INGLEWOOD	
FORMER TENURE	ON	FIELD BOOK
LOT 1	INDEX BG 34 (2) 15.28	888 38
ON D 21450	PUBLIC	888 39
C/T 2060-879		

SCALE:	1:500
ALL DISTANCE ARE IN METRES	

SURVEYOR'S CERTIFICATE - Reg 54	SURVEYOR'S CERTIFICATE - Compiled
NEIL BROWNE	
hereby certify that this is a correct representation of the survey and / or calculations from measurements recorded in the field book lodged for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.	hereby certify that this compiled plan (a) is a correct and accurate representation of the survey(s) of the subject land, and (b) is in accordance with the relevant law in relation to which it is lodged.
Licensed Surveyor	Licensed Surveyor
Date	Date

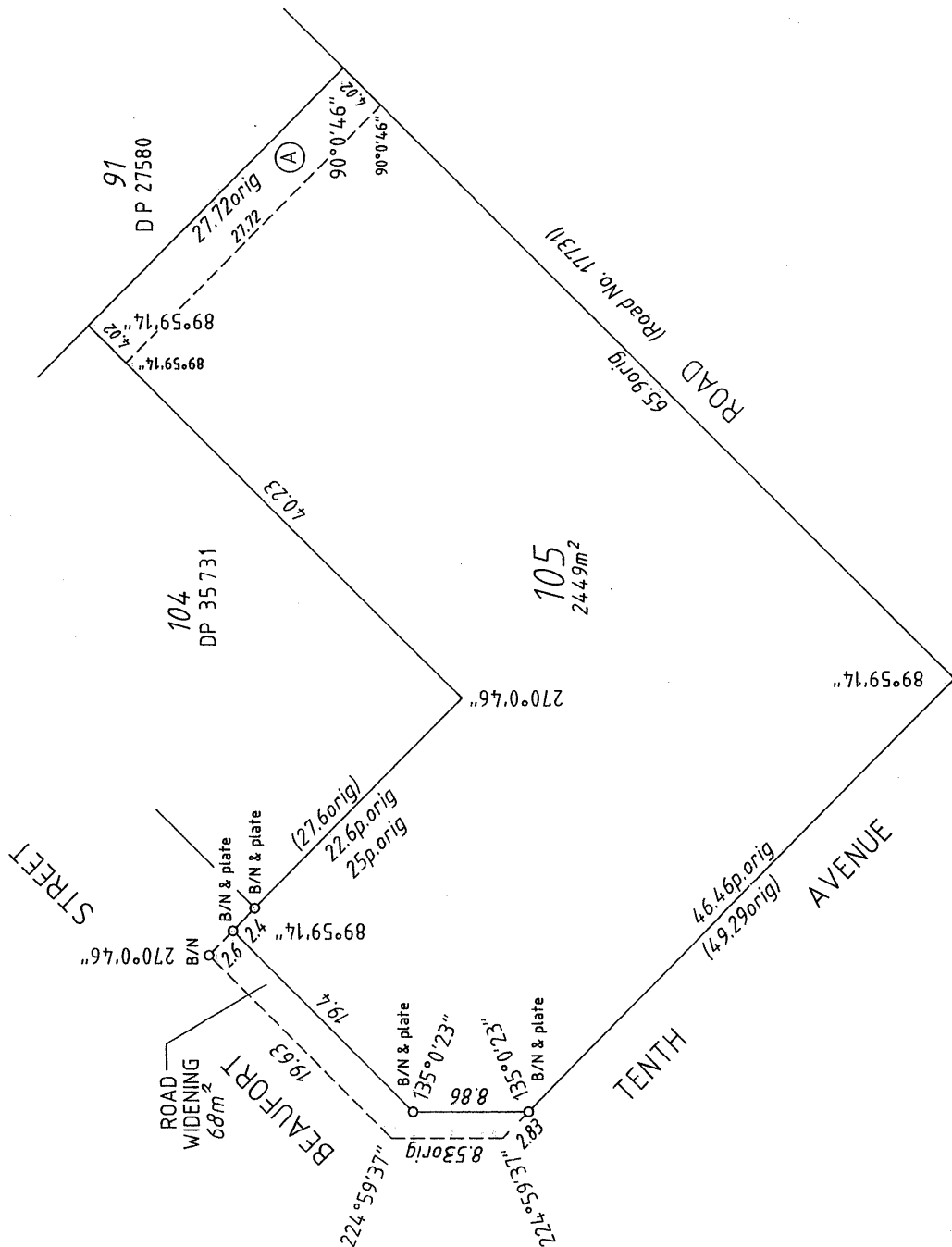
LODGED	TYPE OF VALIDATION
DATE 10.4.2003	FULL AUDIT
FEE PAID \$208	LEGAL COMPONENT CEA
ASSESS No. 378560	DOCKET PLAN / DIAGRAM 36745
	CERTIFIED CORRECT
	F.S.C.

IN ORDER FOR DEALINGS
SUBJECT TO
Sec. 28(3) TP&D Act

DELEGATED UNDER S20 WAPC ACT 1985
DATE 22-4-03
FILE 119860
APPROVED BY
WESTERN AUSTRALIAN PLANNING COMMISSION

DOLA
Department of LAND ADMINISTRATION
DEPOSITED PLAN
36749
SHEET 1 OF 1
EDITION 1 VERSION 1

B/N - Denotes Bridge Nail



Our Ref: 5474/02

INTERESTS & NOTIFICATIONS

SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
(A)	EASEMENT		DOC (IT 13055/1956)	LOT 105	SEE DOCUMENT	

At a Meeting of the Executive Council held in the Executive Council Chambers, at Perth, this 13th day of October 1987, the following Order in Council was authorised to be issued:

Local Government Act 1960

ORDER IN COUNCIL

L. & S. Corres. 3626/986

WHEREAS by section 288 of the Local Government Act 1960, it shall be lawful for the Governor, on request by a Council of a Municipal District, by Order published in the *Government Gazette* to declare any lands reserved or acquired for use by the public or used by the public as a street, way, public place, bridge or thoroughfare, under the care, control, and management of the Council, or lands comprised in a private street, constructed and maintained to the satisfaction of the Council, or lands comprised in a private street of which the public has had uninterrupted use for a period of not less than ten years, as a public street and if the Council thinks fit, that the Governor shall declare the width of the carriageway and footpaths of the public street.

And whereas the City of Stirling has requested that certain lands named and described in the schedule hereunder, which have been reserved for a street within its municipal district be declared a public street.

Now, therefore, His Excellency the Governor by and with the advice and consent of the Executive Council, do hereby declare the said lands to be a public street, and such land shall, from the date of this Order, be absolutely dedicated to the public as a street within the meaning of any law now or hereafter in force.

Schedule

Road No. 17731. A strip of land 5.03 metres wide commencing at the northeastern side of Road No. 2341 (Tenth Avenue) and extending as delineated and coloured brown on Office of Titles Plans 2473 (2) and 2844, northeastward along the southeastern boundary of Lot 1 of Swan Location Y (Diagram 21450) and Lot 39 (Plan 2844) to terminate at the southwestern side of Road No. 7157 (Eleventh Avenue).

Road No. 17732. A strip of land 5.03 metres wide commencing at the northeastern side of Road No. 2342 (Central Avenue) and extending as delineated and coloured brown on Office of Titles Plan 2473 (2), northeastward along the southeastern boundaries of Lots 89, 88 and 87 of Swan Location Y (Plan 2473) and Lot 3 (Diagram 9465) to terminate at the southwestern side of Road No. 2338 (Sixth Avenue).

Road No. 17733. A strip of land 5.03 metres wide commencing at the northeastern side of Road No. 2338 (Sixth Avenue) and extending as delineated and coloured brown on

Office of Titles Plan 2473 northeastwards along the southeastern boundary of Lot 636 (Plan 1884 (1)) onwards to and along the southeastern boundary of Lot 114 (Plan 2877) to terminate at the southwestern side of Road No. 2339 (Seventh Avenue).

Road No. 17734. A strip of land 6.035 metres wide, widening in part, commencing at the northeastern side of Coode Street and extending as delineated and coloured brown on Office of Titles Diagram 19864, northeastwards and southeastward along the southeastern boundary of Lot 11 of Swan Location U (Diagram 17757) and part of the southwestern boundary of Lot 501 (Diagram 16781) to terminate at the northwestern side of Road No. 250 (Walter Road).

(Public Plans: Perth 2 000 15.31, 14.28, 15.28.)

This Notice hereby supersedes the Notice under the heading of Stirling at page 3885 of the *Government Gazette* dated 16 October 1987.

L. E. SMITH,
Clerk of the Council.

AT a Meeting of the Executive Council held in the Executive Council Chamber, at Perth, this 24th day of November 1987, the following Order in Council was authorised to be issued—

Land Act 1933

ORDER IN COUNCIL

File No. 6036/913D.

WHEREAS by section 33 of the Land Act 1933, it is made lawful for the Governor to direct that any Reserve shall vest in and be held by any person or persons to be named in the order in trust for the like or other public purposes to be specified in such order: And whereas it is deemed expedient that Reserve No. 40322 (Ashburton Location 143) should vest in and be held by The Commonwealth of Australia in trust for the purpose of "Lighthouse".

Now, therefore, His Excellency the Governor, by and with the advice and consent of the Executive Council, does hereby direct that the beforementioned Reserve shall vest in and be held by The Commonwealth of Australia in trust for the purpose aforesaid, subject nevertheless to the powers reserved to him by section 37 of the said Act.

G. PEARCE,
Clerk of the Council.

WESTERN AUSTRALIA

SALARIES AND ALLOWANCES ACT 1975 (AS AMENDED)

VARIATION OF DETERMINATION MADE BY THE SALARIES AND ALLOWANCES TRIBUNAL

IT is notified for general information that the Determination of the Salaries and Allowances Tribunal published in the *Government Gazette* No. 80 dated 7 August 1987 is varied with effect from 20 November 1987 as follows.

SECOND SCHEDULE

Legislation applying to the Tribunal provides that the Tribunal shall, from time to time inquire into, and determine the remuneration for those offices placed within its jurisdiction. In performing this role, the Tribunal has, in the past, paid regard to the decisions made in respect of the National Wage Cases.

In conducting this inquiry, the Tribunal has restricted its examination to that group of offices that can readily comply with the Principals laid down in the March 1987 National Wage Case decision. These are the Officers in the Special Division of the Public Service and those persons holding Prescribed Offices. In the majority of cases, staff under the control of these positions have already received the 4 per cent Second Tier increase by complying with the Restructuring and Efficiency Principle.

The Tribunal has determined that the increase should also be given to those persons within its jurisdiction who have satisfied the requirements.

Appendix 2

Transport Statement

Westbridge Property Group Pty Ltd **Beaufort Street, Inglewood** Transport Statement

Final | 25 June 2013



Existing land use on the subject site

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 230786-00

Arup
Arup Pty Ltd ABN 18 000 966 165



Arup
Level 7 Wellington Central
836 Wellington Street
West Perth 6005
Australia
www.arup.com

ARUP

Document Verification

ARUP

Job title		Beaufort Street, Inglewood		Job number 230786-00	
Document title		Transport Statement		File reference	
Document ref					
Revision	Date	Filename	0001Report_Transport Statement_Beaufort Street, Inglewood_DRAFT_180613.docx		
Draft 1	18 June 2013	Description	First draft		
			Prepared by	Checked by	Approved by
		Name	Zoe Wilks	Ryan Falconer	Darryl Patterson
		Signature			
Final	25 June 2013	Filename	0002Report_Transport Statement_Beaufort Street, Inglewood_FINAL_250613.docx		
		Description	Final		
			Prepared by	Checked by	Approved by
		Name	Zoe Wilks	Ryan Falconer	Darryl Patterson
		Signature			
		Filename			
		Description			
			Prepared by	Checked by	Approved by
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Appendices

Appendix A

Meeting Minutes (COS)

Appendix B

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Appendix C

Swept Path Analysis

Appendix D

Victorian provisions for end of trip facilities

1 Introduction

1.1 Overview

Westbridge Property Group Pty Ltd engaged Arup to prepare a Transport Statement to support a Development Application (DA) for a mixed-use development at the corner of Beaufort Street and Tenth Avenue, Inglewood. Arup is part of a project team that includes Cameron Chisholm Nicol (CCN) Architects and Planning Solutions. The subject site incorporates Lots 32, 33 and 105 Tenth Avenue.

This report has been prepared in accordance with the *Draft Transport Assessment Guidelines for Development, Volume 4 – Individual Developments* (WAPC, August 2006). Given the scale of development proposed and the impact of development traffic forecast relative to existing land use, the less comprehensive requirements of a Transport Statement compared to a Transport Assessment are addressed in the current report. A Transport Statement is considered sufficient for developments forecast to generate between 10 and 100 vehicle trips in their peak hour of operation. In the case of the development proposal discussed in this report, peak hour traffic generation is forecast to be within this range.

According to the WAPC Guidelines:

“The intent of the statement is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects of the development and that it would not have an adverse transport impact on the surrounding area”.

1.2 Summary of consultation

Arup consulted with the City of Stirling (CoS) as part of the preparation of this Transport Statement. A meeting was held on 30 May 2013 with Louis Prospero (Senior Development Assessment Officer). No further stakeholder consultation was undertaken prior to the completion of this report, excepting a telephone discussion with COS Planning Officers on 25 June regarding application of parking reduction factors. The minutes from this meeting are provided in **Appendix A**.

1.3 Format of this report

The remainder of this report is divided into the following sections:

Section 2 – Proposed development

Section 3 – Vehicle access and parking

Section 4 – Traffic impact assessment

Section 5 – Public transport access

Section 6 – Pedestrian and cyclist access

Section 7 – Summary and conclusion

2 Proposed development

2.1 Context

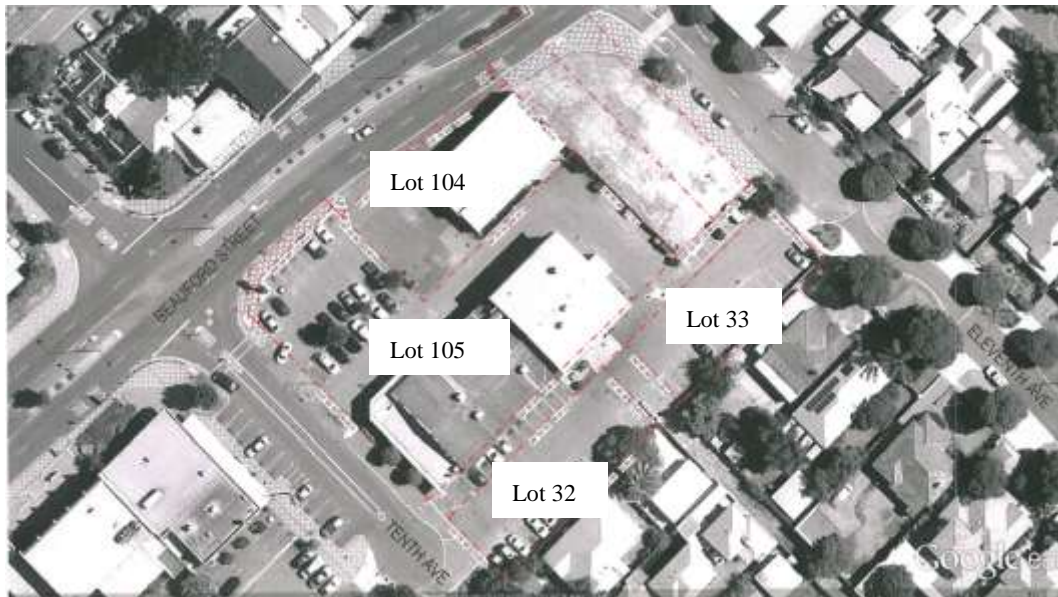
The subject site is located in Inglewood in the City of Stirling, about 4.5 km northeast of the Perth Central Business District. It is bounded by Beaufort Street to the northwest, Tenth Avenue to the southwest and Eleventh Avenue to the northeast. The location and extent of the subject site can be seen in **Figure 1** and lot boundaries are shown in **Figure 2**. Currently, Lot 105 is an IGA Supermarket. Lots 32 and 33 accommodate car parking, associated principally with the IGA. Lot 104 accommodates a Tyre Power store and does not form part of the subject site.

Beaufort Street is classed as a Distributor A road carrying approximately 25,000 vehicles per day (vpd) north of Ninth Avenue according to year 2013 data generated by nearby loop detectors. Beaufort Street has a posted speed limit of 60 kilometres per hour (kph) and is a dual carriageway, median-divided road within the vicinity of the site. During the AM peak (7-9am), the kerbside lane in the city-bound (southwest) direction is marked for exclusive use of buses. In the PM peak (4:15-6pm), the same applies in the north-easterly direction.

Tenth and Eleventh Avenues are single carriageway roads classed as Access Roads with 50 kph speed limits and 6.1 metre seal widths.



▪ **Figure 1 - Location of the subject site at the corner of Beaufort Street and Tenth Avenue, Inglewood**
(Source for map background: Bing Maps, accessed May 2013)



▪ **Figure 2 - Lot boundary plan**

(Source for map background: Google Maps, accessed May 2013)

The intersection of Beaufort Street and Tenth Avenue is a full access stop sign-controlled intersection with priority given to traffic on Beaufort Street. At the intersection of Beaufort Street and Eleventh Avenue, a median limits movements to left-in/ left-out.

Vehicular access to the IGA supermarket is possible via Beaufort Street, Tenth Avenue and Eleventh Avenue (**Figure 3**).



▪ **Figure 3 - Vehicular access points to the existing IGA**

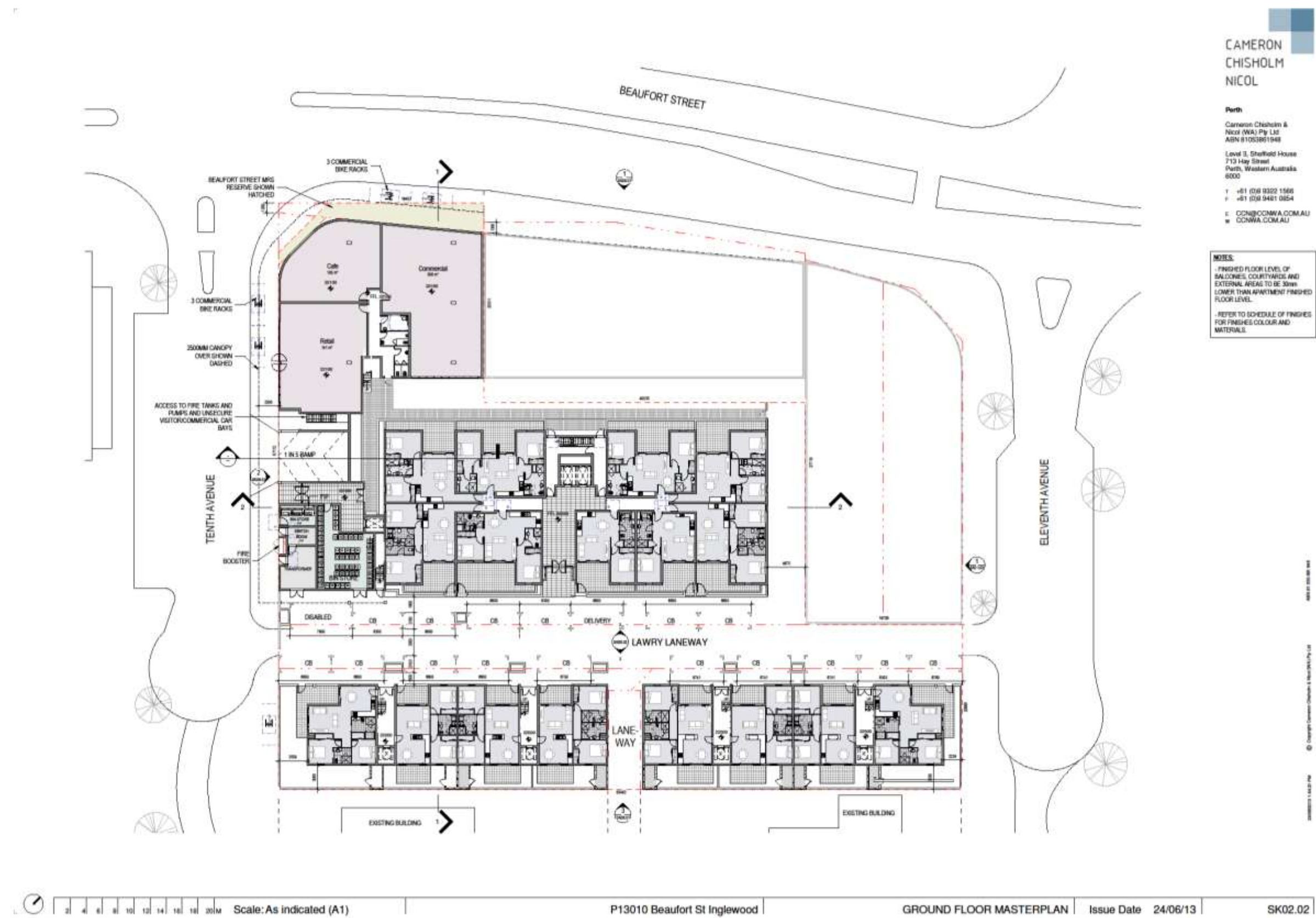
There is no on-street parking or standing permitted on Beaufort Street within the vicinity of the site while the bus lanes are in operation. There is no signage that designates bays on Lots 104 and 105 for exclusive use of either the IGA or Tyre Power patrons. Perpendicular (90 degree) parking on the southwest side of Tenth Avenue is available for short-stay trips associated with the IGA and other retail in the vicinity. Off-street parking is located to the southwest, accessible from Tenth Avenue.

2.2 Proposed land use

The subject site is 3,735m² in area. A mixture of residential and non-residential uses is proposed (see **Table 1**). The ground floor plan is shown in **Figure 4**. A full set of plans can be found in **Appendix B**.

▪ **Table 1 – Proposed development yields**

Land use	Yield
Residential apartments	94 apartments
Retail	141m ² Gross Floor Area (GFA)
Food and beverage	105m ² GFA
Office space	200m ² GFA



■ **Figure 4 - Proposed mixed-use development (ground floor plan): Revision H**
(Source: Cameron Chisholm Nicol, June 2013)

3 Vehicle Access and Parking

3.1 External access

Vehicle access to the proposed development is proposed via a basement ramp and one-way laneway (Lawry Lane), both situated on Tenth Avenue. Lawry Lane exits on to Eleventh Avenue.

The six metre-wide basement access is proposed to be located about 30 metres from the intersection of Tenth Avenue and Beaufort Street, which is in accordance with AS 2890.1 Clause 3.2.3 (refer to Appendix B). Lawry Lane forms currently part of the IGA supermarket car-parking (**Figure 5**). Embayed visitor parking is proposed along Lawry Lane.

Arup recommends that appropriate signage is installed on Tenth Avenue to make sure that there is no confusion regarding where vehicle access to the basement is relative to Lawry Lane. This may also be achieved through relevant surface treatments. In particular, the laneway can be kerbed or otherwise feature a threshold treatment/ differential paving. In contrast, the footpath should be constructed over the basement access, which should have a dropped kerb.



▪ **Figure 5 - Lawry Lane/ IGA car-parking viewed from Tenth Avenue**

3.2 Internal circulation and design

Arup does not have a design auditor role on the project and has been advised that the project architect (CCN) will be making sure of compliance of the car parking and access design with relevant Australian Standards and the Building Code of

Australia. Comments provided below therefore reflect a high-level review of on-site access and circulation, supplemented by swept-path analysis (**Appendix C**).

Analysis yields the following observations:

- The height of the wall at the entry to the basement car-park should not impede sight lines: drivers must be able to see pedestrians from 2.5 metres back on the ramp
- Larger vehicles (B99s) are likely to have to reverse into bays 64-66 rather than being able to access these bays in a forward motion. This is a minor issue for residential tenants who will be aware of any manoeuvring limitations
- If a driver of a B99 should mistakenly descend the ramp or find that there are no free spaces along the northwest aisle, space adjacent to bay V01 may be utilised to turn around as shown in the swept path analysis. This space must be marked 'keep clear'. A B99 may need to make a multi-point turn to complete this manoeuvre; however, smaller vehicles (e.g. a B85) should be able to reverse and exit in two movements. In practice, there are likely to be few B99 vehicles that may need to perform reversing manoeuvres
- Signage should be installed to require scooter users to dismount before accessing the designated parking area behind bays 25-27. Dismounting may be encouraged through appropriate treatment (e.g. platforming) of the access space adjacent to bay 27
- The basement design incorporates a gate structure to manage access to tenant parking. This is recommended to be remotely-actuated rather than relying on a touch-card or similar. In particular, a boom-gate accommodated within median housing will inhibit turning movements and should be avoided
- No specific provisions are made for emergency services vehicle access and parking on site. In an instance when a fire appliance needs to access the site, it is proposed that they would pull up kerbside on Tenth Avenue or turn down Lawry Lane. Accommodation of a fire appliance along Lawry Lane will need to be resolved as part of detailed design. Any localised queuing issues that occur as a product of these exceptional circumstances is not considered to warrant any special treatments
- The delivery bay proposed to be located on Lawry Lane will need to be suitably dimensioned to accommodate a small rigid vehicle. The bay impeded by the swept path will need to be modified/ removed
- The location of the planter box on Lawry Lane adjacent to Tenth Avenue should be reviewed given the swept path of a small rigid vehicle and the risk of the box being sideswiped
- Visitor parking bays on Lawry Lane adjacent to planter boxes should be an absolute minimum of 6.7 metres in length to reduce the risk of sideswipes that may occur as vehicles parallel-park
- The footpath adjacent to the proposed ACROD bay should be a minimum of 1.6 metres in width. The bay itself (dimensions) should accord with AS 2890.6

- The offset of parking bays along Lawry Lane along part of its length (e.g. southeast compared to northwest side), may create some confusion, given drivers may refer to bays opposite when undertaking parallel parking manoeuvres
- Planter boxes should be limited in height so as not to obstruct drivers' sight lines. This is particularly important for vehicles exiting the southeast laneway, given adjacent buildings do not have truncations and the footpath is proposed up to the building line. Appropriate paving treatments along the lane would also assist with speed management and thereby reduce the risk and severity of vehicle/ pedestrian conflict
- Bin collections are assumed to occur on Tenth Avenue. Based on the location of the bin store (refer to **Appendix B**), bins will need to be wheeled kerbside on collection days

Within the scope of our transport planning activities, we have identified safety in design issues and potential hazards, whenever reasonably practicable within our field of expertise. Due to our limited and upfront role on this project, it is not considered reasonably practicable to identify all potential hazards that may occur throughout the life of a project, including during construction activities. For any ensuing design stages, it is strongly recommended our advice regarding safety in design be reviewed and revised as required, to reflect any changes to the current design.

3.3 Parking supply requirements

3.3.1 Overview

Guidelines relating to parking to be supplied in association with the proposed development include:

- *Residential Design Codes of Western Australia Part 7, Western Australian Planning Commission*
- *City of Stirling Parking and access Policy*
- *City of Stirling Inglewood Town Centre Policy*
- *City of Stirling Bicycle Parking Policy*

3.3.2 Residential car parking

The site benefits from proximity to a high frequency bus route. Therefore, for small apartments as defined by the R-Codes ($<75\text{m}^2$), 0.75 bays should be provided (as a minimum) per dwelling for residents while 1 bay/ unit is appropriate for larger dwellings. An extra 0.25 bays/ unit should be provided for visitors. On these bases, a minimum of 74 tenant and 24 visitor bays are required for the residential component of the proposed development. The relevant calculations are shown in **Table 2**.

The development proposal incorporates 17 tenant bays over and above the specified requirement. The requisite number of visitor bays is proposed. Guiding policy does not set maximum parking requirements.

Ten of the proposed 91 residential parking bays are located in tandem in the basement. These bays would need to be supplied for the sole use of individual units.

▪ **Table 2 - Residential car parking requirements and provisions**

Parking type	Requirements (no. of bays)	Provided (no. of bays)
Resident	74 bays (0.75×83 apartments $< 75\text{m}^2$ + 1×11 apartments $75\text{-}100\text{m}^2$ = 73.25 rounded up to 74)	91 bays (91 bays provided in the basement of which 10 are in tandem)
Residential visitor	24 bays ($1 \times 94/4 = 23.5$ rounded up to 24)	24 bays (7 bays are provided in the basement and 16 +1 ACROD bay provided in the laneway)

3.3.3 Non-residential car parking

The *City of Stirling Parking and Access Policy* specifies parking requirements for non-residential land uses. Relevant minimum stipulations are:

- Office: 1 bay/ 30m^2 GFA
- Food and beverage: 1 bay/ 7m^2 GFA
- Retail: 1 bay/ 12.5m^2 GFA
- An addition bay is required for the exclusive use of delivery, service and courier vehicles

The Policy permits application of reduction factors, which reflect the locational advantages associated with individual developments. These include the following, which apply to the current development proposal:

- 10% as the proposed development is within a mixed-use zone (according to the *City of Stirling Town Planning Scheme*)
- 5% as five bicycle parking spaces are proposed for non-residential usage in excess of requirements under the *City of Stirling Bicycle Parking Policy*
- 20% as the proposed development is within 50 metres of an existing public car parking area as shown in Figure 2 of the *City of Stirling Parking and Access Policy* (the site is opposite “Inglewood Car Park”)
- 15% as the proposed development is within 200 metres of a stop on a high-frequency bus route (see **Section 5**)

These reduction factors are applied to the baseline non-residential requirement for the site. The CoS confirmed that they can be applied cumulatively rather than multiplicatively. The relevant calculations are shown in **Table 3**.

■ **Table 3 - Non-residential car parking requirements and provisions**

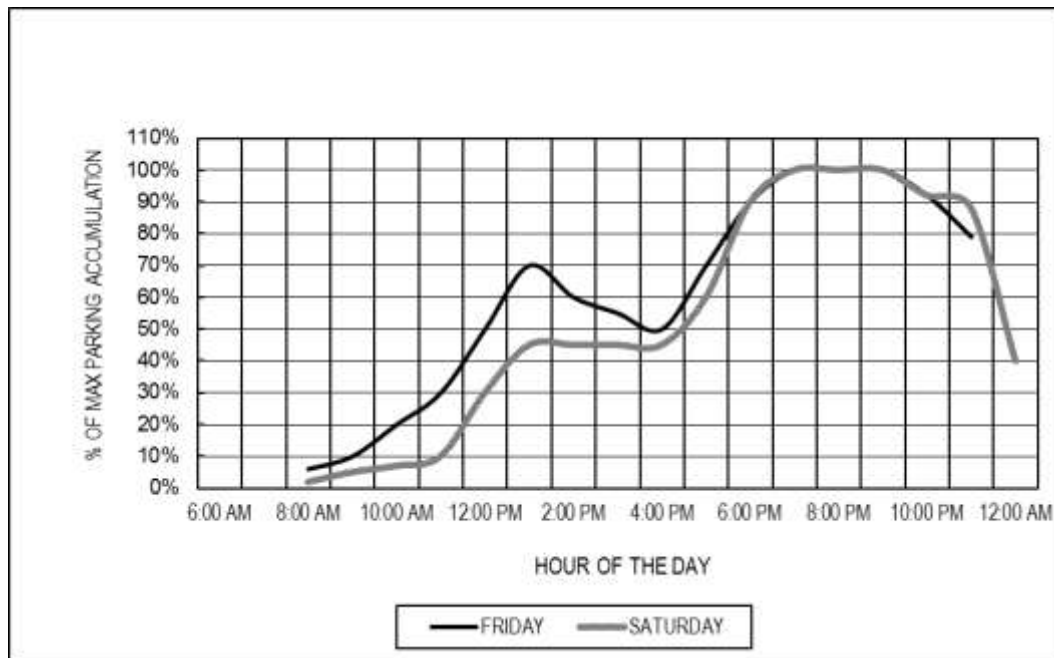
Parking type	Requirements (no. of bays)	Provided (no. of bays)
Office	7 bays ($200 \text{ m}^2/30 = 7$)	7 bays (Six bays in the basement provided in tandem plus one proposed delivery bay on Lawry Lane)
Food and beverage	15 bays ($105 \text{ m}^2/7 = 15$)	
Retail	11 bays ($141 \text{ m}^2/12.5 = 11$)	
Non-residential TOTAL	33 bays	
Non-residential (with reductions applied)	$(33*(1-.1+.05+.2+.15))+1$ $=33*(.5)+1$ $=18$	

Analysis shows that there is a shortfall of 11 bays proposed to be provided, once all relevant reduction factors are applied. The six non-residential bays proposed, given they are planned to be tandem bays, would only be suitable for use by non-residential tenants and should be marked as such. Allocation of two each for the commercial, food and beverage, and retail tenants would be reasonable. In practice, residual tenant demand may be met through use of nearby off-street parking (between Tenth and Ninth Avenues).

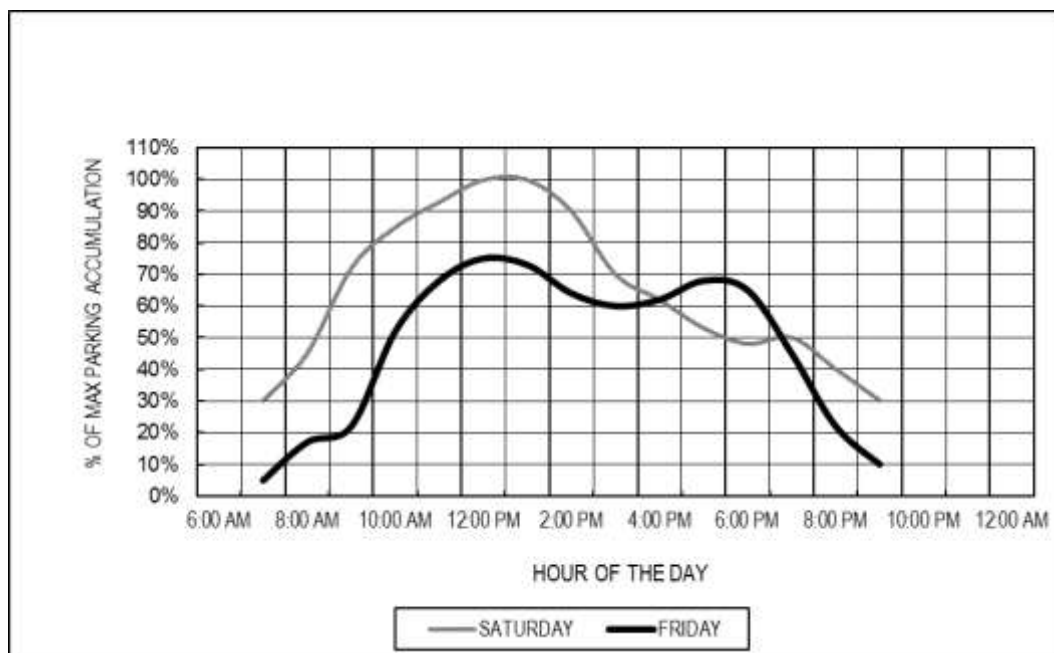
The remaining 11 bays assumed to be required would be for the use of non-residential visitors. A review of non-residential parking demand profiles (see **Figures 6 and 7**) shows that the highest demand for food and beverage, and retail is likely to occur on weekday evening and weekends. This is when demand for commercial visitor bays is not likely to be apparent. A more reasonable peak shortfall in parking is therefore about nine bays.

It is not feasible to assume that residential visitor bays can be utilised by non-residential visitors because there is likely to be overlaps in peak demand (food and beverage, retail and residential visitor). However, considering general provisions of on-street parking in the vicinity of the site, any cash-in-lieu payment required by Council is subject to discussion and should be for less than the nine bays specified.

The proposed delivery bay on Lawry Lane should be amended to accommodate a relevant swept path (see Appendix C).



▪ **Figure 6 – Restaurant parking survey data (empirical data)**
(Source: Arup)



▪ **Figure 7 – Retail parking survey data (empirical data)**
(Source: Arup)

3.3.4 Bicycle parking

The *Residential Design Codes* specify requirements for bicycle parking for residential developments. These include one bicycle space for every three dwellings (tenants) plus one space per 10 dwellings for visitors. These requirements accord with AS2890.3 (which also governs design of bicycle

parking). Application of these rates to the current development yields a requirement for 31 spaces for residents and ten spaces for residential visitors.

The requirements under the R Codes are assumed to take precedence over the *City of Stirling Bicycle Parking Policy* in this instance, because the R Codes is the more recent policy document.

The *City of Stirling Bicycle Parking Policy* stipulates requirements for **non-residential** land uses. These include one space per 400m² GFA for staff and one space per 200m² GFA for customers. In order to receive the 5% reduction for non-residential bays outlined in the preceding section, an additional five spaces must be provided for non-residential uses. Thus, 10 spaces for use by non-residential tenants and visitors are required.

Required compared to actual supply is shown in **Table 4**. These data demonstrate that both residential and non-residential bicycle parking supply meets requirements under relevant policies. Furthermore, the non-residential threshold is met permitting application of the relevant car parking supply reduction factor.

Residential tenant spaces are located in the basement and should be securable. This will require restricted lift access to the basement as access via this facility (from Tenth Avenue) should be signposted rather than via the basement ramp, because of the risk of conflict with motor vehicles. The Parking Policy requires that non-residential spaces are provided at ground level. The development plan meets this requirement.

▪ **Table 4 - Bicycle parking requirements and provisions**

Parking type	Requirements (no. of spaces)	Provided (no. of spaces)
Residential	31	31 (provided in the basement behind car bays 64-66)
Residential visitor	10	10 (provided on ground level close to the apartment entries)
Non-residential staff	2 (an additional 5 are required to receive the 5% reduction in non-residential car bay requirements)	9 (provided at ground level on Beaufort Street and Tenth Avenue)
Non-residential visitors	3	3 (provided at ground level on Beaufort Street and Tenth Avenue)

4 Traffic Impact Assessment

4.1 Existing traffic flows

4.1.1 Background traffic

Review of existing traffic count data for Beaufort Street shows that the PM peak hour is significantly busier than the AM peak hour. For example, SCATS data provided by MRWA for the week beginning 6th May 2013 shows there are approximately 12,000 and 13,000 vehicles per hour in the AM and PM peak hour respectively. All things being equal, it follows that traffic impacts associated with new development will be more pronounced in the PM rather than the AM peak.

On 30 May 2013, Arup conducted PM peak hour counts at the following intersections (**Figure 8**):

- Beaufort Street and Tenth Avenue
- Beaufort Street and Eleventh Avenue

The observed PM peak hour is 5:00pm-6:00pm. A summary of the data collected is shown in **Figure 9**. The data reported for through-movements on Beaufort Street reflect data from SCATS, collected at the pedestrian-actuated traffic signals a short distance to the southwest (there are loop detectors in the road). Given the platooning of traffic in both directions, an accurate spot count for through-movements was problematic.



▪ **Figure 8 - Traffic count locations**
(Source for map background: Bing Maps, accessed May 2013)



■ **Figure 9 : PM peak hour (5:00pm-6:00pm) traffic counts**

(Source for map background: Bing Maps, accessed May 2013)

4.1.2 Traffic associated with existing development (IGA supermarket)

In addition to the traffic spot counts, car parking turnover was also assessed during the PM peak hour. Inbound and outbound vehicle trip data was collected for Lots 32, 33, 104 and 105, with trips only being recorded when vehicle occupants were observed to enter or exit the IGA. These data were supplemented with observed trips associated with the IGA when vehicles were parked in the 90° bays and other at-grade parking on the southwest side of Tenth Avenue. **Table 5** summarises the data collected.

The data in Table 4 generally shows trips generated independently by the IGA. A small number of trip chains (e.g. trips to both the IGA and other retail on the southwest side of Tenth Avenue) may have occurred that were not controlled for during data collection. However, there were also trip chains incorporating visits to the IGA that were deliberately excluded. This the metrics shown are considered a reasonable representation of PM peak hour vehicle trips generated by existing land use on the subject site.

- **Table 5 - Total, inbound and outbound vehicle trips associated with the IGA (PM peak hour)**

Total PM peak hour vehicle trips	Inbound	Outbound
173	74	99

4.2 Proposed development

4.2.1 Overview

Daily vehicle and overall trip generation associated with the proposed development has been calculated based on proposed residential and non-residential yields, first principles and industry-typical assumptions regarding transport behaviour, including mode share.

4.2.2 Residential trip generation

Factors used in calculating vehicle trip generation rates for the residential proportion of the development are as follows:

- Dwelling yield: 94
- Dwelling occupancy: 1.7 residents per unit¹
- Total trips per person (all modes): 3.5 trips per day²
- Visitor trips (e.g. people visiting residential premises in the development): 15% additional trips
- Driver mode split: 70%³

Thus, the daily vehicle trip generation rate derived for each dwelling is $1.7 \times 3.5 \times 1.15 \times 0.7 = 4.8$ vehicle trips. For a 94-dwelling development, 450 daily vehicle trips may be assumed. Peak hour statistics may be calculated as follows:

AM peak hour (8-9am)

- AM peak hour traffic as 8% of daily total = $0.08 \times 450 = 36$
- 10% inbound traffic = $36 \times 0.1 = 4$
- 90% outbound traffic = $36 \times 0.9 = 32$

PM peak hour (5-6pm)

- PM peak hour traffic as 10% of daily total = $0.1 \times 450 = 45$

¹ Weighted average occupancy for bedsits, one bedroom and two bedroom dwellings according to the yield of each type from 2011 Census data for Inglewood (State suburb).

² Based on Perth and Regions Travel Survey data.

³ From 2011 Journey-to-Work Census data for Inglewood (State suburb).

- 80% inbound traffic = $45 \times 0.8 = 36$
- 20% outbound traffic = $45 \times 0.2 = 9$

4.2.3 Non-residential trip generation

- Retail yield: 141m² GFA. Daily retail vehicle trips calculated at 40/ 100m² GFA. This is consistent with guidance provided by the WAPC. However, a lower rate is likely for small-scale retail in this location, which could attract a significant proportion of passer-by trips
- Food and beverage yield: 105m² GFA. Daily food and beverage vehicle trips calculated at 42/ 100m² GFA. This is consistent with guidance provided by the Institute of Transportation Engineers⁴ for a 'high turnover/ sit-down restaurant'. In practice, small-scale food and beverage is likely to attract significant walk-up rather than drive-up patronage in this location within peak hours
- Office yield: 200m² GFA. Daily office trips calculated at 8/ 100m² GFA. This is consistent with guidance provided by the WAPC although a 20% reduction has been applied to account for the locational advantages that are apparent, including excellent public transport access to the site. This reduction factor accords with the parking reduction factor that the City of Stirling permits

The peak hour splits shown in **Table 6** are assumed to apply to the non-residential components of the proposed development. The splits for food and beverage anticipate evening (non-drive through and non-fast food) operations. Derived trips are shown in **Table 7**.

▪ **Table 6 - Assumed peak hour directional splits for non-residential land uses**

Land use type	AM peak hour (as a % of daily trips)	AM inbound trips (as a % of AM trips)	AM outbound trips (as a % of AM trips)	PM peak hour (as a % of daily trips)	PM inbound trips (as a % of PM trips)	PM outbound trips (as a % of PM trips)
Retail	5%	85%	15%	20%	20%	80%
Food and Beverage	5%	85%	15%	20%	50%	50%
Office	20%	85%	15%	20%	20%	80%

⁴ Trip Generation, 8th Edition.

■ **Table 7 - Forecast daily and peak hour trips for non-residential land uses**

Land use type	Daily trips	AM peak hour trips	AM inbound trips	AM outbound trips	PM peak hour trips	PM inbound trips	PM outbound trips
Retail	56	3	3	0	11	2	9
Food and Beverage	63	3	3	0	13	7*	7*
Office	16	3	3	0	3	1	2
Total	135	9	9	0	27	10	18*

*Subject to rounding

4.2.4 Overall development

A summary of forecast inbound and outbound trips for the proposed development during the AM and PM peak hours is shown in **Table 8**.

■ **Table 8 - Forecast inbound/ outbound traffic in peak hours**

User class/ Type	AM Inbound trips	AM Outbound trips	Total AM peak hour trips	PM Inbound trips	PM Outbound trips	Total PM peak hour trips
Residential	4	32	36	36	9	45
Non-residential	9	0	9	10*	18*	27
Total	13	32	45	46	27	73

*Subject to rounding

4.3 Relative traffic impacts

Review of the data – empirical and derived - shows that the impacts of the proposed development are likely to be less than the existing IGA. This incorporates a significant margin, meaning minor changes to forecast land uses (including yields) are likely to have no impacts over and above current activity. The impacts of a proposed development should be judged based on additive traffic, not total development-generated traffic. In this instance, no analysis of external intersections is considered to be warranted.

Direct site access, including to the basement car-park, is considered to be manageable. No specific turning provisions (e.g. pockets) are warranted on Tenth Avenue, given traffic may be reasonably expected to wait for short periods if some localised queuing occurs. In practice, some tidal flow to and from the basement is likely to eventuate; however, the overall parking yield is not of a scale that should lead to off-site queuing under normal circumstances.

Tenth Avenue has a single-lane traffic-calming treatment (chicane) southeast of the proposed laneway. Vehicles approaching from this direction exit the chicane lane-correct into the two-way section of street. Accordingly, any vehicles wishing

to turn right into the laneway may do so without obstructing vehicles waiting to enter the chicane travelling in the opposite direction.

Council may wish to consider marking Tenth Avenue at the intersection with the laneway 'keep clear', to mitigate the effects of any localised queuing associated with the chicane on turning traffic.

5 Public Transport Access

Beaufort Street is served by five high-frequency bus routes that operate between Perth CBD and north-eastern suburbs. Routes 21, 22 and 66 operate between the Esplanade Busport and Morley Bus Station via Centro Galleria Shopping Centre. Routes 67 and 68 operate between Esplanade Busport and Mirrabooka Bus station. The location of Transperth bus stops and routes are shown in **Figure 10**. As per previous discussion, southbound services have access to marked kerbside bus lanes in the AM peak and northbound services in the PM peak. The service headway is approximately three minutes during peaks.

The closest bus stops to the proposed development are located on Beaufort Street and are located approximately 30 metres and 100 metres southwest to the northbound stop and southbound stop, respectively. Access to the northbound stop is facilitated by an existing pedestrian refuge in the median along Beaufort Street. If traffic conditions are particularly busy, pedestrian-actuated traffic lights are situated a short distance southwest along Beaufort Street.

The site is approximately 1,200 metres from Maylands train station via existing pedestrian infrastructure (see Figure 10). This is considered to be about the maximum acceptable walking distance for most walk-up rail patrons. Rail transport is anticipated to have a minor role for trips generated by the development.

Given the excellent existing public transport access to and from the site, no further investments in public transport are considered to be warranted as consequence of the proposed development.



▪ **Figure 10 - Existing bus stops and routes in the vicinity of the subject site; location of Maylands Train Station relative to the site**
(Source for map background: Bing Maps, accessed May 2013)

6 Pedestrian and Cyclist Access

Footpaths are provided on both sides of Beaufort Street, Tenth Avenue and Eleventh Avenue. These are a minimum of 1.6 metres wide but tend to be significantly wider in the vicinity of shop-fronts and intersections. There is a pelican crossing (pedestrian-actuated traffic signals) on Beaufort Street approximately 60 metres southwest of the intersection with Tenth Avenue and uncontrolled median crossing provisions immediately north of Tyrepower.

Existing footpath provisions are shown in **Figure 11**. These are considered adequate as modified/ supplemented by the pedestrian provisions proposed as part of the development including footpaths on both sides of the proposed lane-way (refer to Appendix B).

Retention of sight-lines will be critical with the proposed laneway and basement car park bisecting the existing footpath on the eastern side of Tenth Avenue.



▪ **Figure 11- Existing footpath provisions surrounding the site**

Figure 12 shows Perth Bicycle Network (PBN) infrastructure surrounding the site. Beaufort Street is classed as a poor riding environment and there is no designated route within close proximity to travel to the CBD.

Less confident cyclists are likely to utilise the continuously signed route via Coode Street (600 metres southeast of the site) or take back streets. Although Tenth Avenue and Eleventh Avenue are not highlighted on the PBN map, these roads are suitable for road-riding and provide access to both Coode Street and the Midland Principal Shared Path (PSP) further to the south.

The locations of the bicycle racks included in the development proposal are shown in **Appendix B** (basement plans). Bicycle parking is discussed in **Section 3**. The incorporation of end-of-trip facilities into the detailed

fit-out is recommended (e.g. showers and lockers). Victorian Provisions are a suitable guide in this regard (see **Appendix D**), given there are no consistent WA guidelines.

It is recommended that cyclists are discouraged from riding down the basement ramp to access tenant cycle parking given the risk of conflict with vehicles. Rather, signage should be installed to direct cyclists to the lift accessible to the right of the ramp, which provides basement access.



- **Figure 12 – Perth Bicycle Network infrastructure in the vicinity of the site**
(Source: Department of Transport, June 2013)

7 Summary and Conclusions

Arup has prepared this Transport Statement to address the transport network impacts associated with the proposed mixed-use development at the corner of Beaufort Street and Tenth Avenue, Inglewood.

The proposed development is planned to incorporate the following land uses:

Land use	Yield
Residential apartments	94 apartments
Retail	141m ² GFA
Food and beverage	105m ² GFA
Office space	200m ² GFA

Arup has undertaken an evaluation for the proposed development and based on a first principles/ empirical approach to assessing parking requirements, total on-site parking requirements and supply is as follows:

Parking type	Requirements (no. of bays)	Provided (no. of bays)
Vehicle bays		
Residential car bays	73	91
Residential visitor car bays	24	24
Non-residential car bays (with applicable reductions applied)	18	7
TOTAL Car bays	115	122
Bicycle spaces		
Residential	31	31
Residential visitor	9	9
Non-residential	1	9
Non-residential visitor	3	3
TOTAL Bicycle spaces	44	52

Although the total number of bays proposed exceeds the requirements for the development, there is a shortage of 11 non-residential car bays proposed. However, any cash-in-lieu arrangement should account for opportunities for some on-site sharing of non-residential visitor parking and use of existing on-street parking in the vicinity of the subject site.

Access to the proposed development is obtained from the basement car park and Lawry Lane via Tenth Avenue. This parking will be supplemented by on-street bays located on Lawry Lane.

The proposed development is envisaged to result in the following peak hour trips:

User class/ Type	AM Inbound trips	AM Outbound trips	Total AM peak hour trips	PM Inbound trips	PM Outbound trips	Total PM peak hour trips
Residential	4	32	36	36	9	45
Non- residential	9	0	9	10	18	27
Total	13	32	45	46	27	73

From the traffic counts conducted by Arup, it can be reasonable assumed that the proposed land uses are less vehicle trip-intensive than the existing IGA supermarket during peak hours. For this reason, no traffic impact analysis has been conducted for intersections surrounding the site.

Good provisions are being made for access to and from the proposed development by walking and cycling. This supplements the good public transport access in the area. It is recommended that sufficient shading and plantings are incorporated into the detailed design both to add to amenity and assist with pedestrian comfort.

Appendix A

Meeting Minutes (COS)

Project title	Beaufort Street, Inglewood	Job number 230786-00
Meeting name and number	Meeting with local authority, 1	File reference
Location	City of Stirling office, Perth	Time and date 3:30pm 30 May 2013
Purpose of meeting	Discussion with the City of Stirling regarding the Transport Statement methodology for a proposed mixed use development at the corner of Beaufort Street and Tenth Avenue, Inglewood	
Present	Louis Prospero (City of Stirling) Zoe Wilks (Arup)	Ryan Falconer (Arup)
Apologies		
Circulation	Those present Joel Saraceni (Westbridge Property Group) Gregory Stretch (Cameron Chisholm Nicol) Ross Underwood (Planning Solutions)	

Action

- 1. Introduction and intent for today's meeting**
 RF Falconer was introduced as Arup's Project Manager and ZW Wilks as technical support for RF.
 LP Prospero is a Senior Development Assessment Officer at The City of Stirling.
- 2. Overview of the proposed development including constituent land uses**
 ZW Wilks outlined the proposed mixed use development
- 3. Overview of the proposed transport statement methodology**
 ZW explained Arup's methodology to prepare a Transport Statement as opposed to a Transport Assessment due to the number of trips generated by the development being envisaged to be less than 100 vehicles in the peak hour. This is specified as per the WAPC guidelines. This approach was agreed by LP.
 ZW mentioned the peak hour to be assessed in the reporting would be the PM peak hour only from 5-6pm. This was obtained from recent MRWA SCATS data received by Arup. This approach was agreed by LP.
 RF highlighted there is an existing development at the site (an IGA supermarket) and the impact statement would be prepared on the

Prepared by ZW Wilks
 Date of circulation 31 May 2013
 Date of next meeting n/a

Minutes

Project title	Job number	Date of Meeting
Beaufort Street, Inglewood	230786-00	30 May 2013

	Action
assumption of additional trips for the proposed development. This approach was agreed by LP.	
4. Discussion of specific issues:	
LP mentioned that the non-residential car bays that appear in tandem on the plan may not be compliant with the code. ZW agreed to notify the planner about this.	ZW
ZW mentioned the distance between the basement access and the laneway as approximately 17m. LP did not think this would be an issue and mentioned the City would prefer the basement access is further away from Beaufort St.	ZW
LP mentioned the City would prefer the secure bays for residents in the basement are accessed via remote control rather than swiping a card. ZW agreed to highlight this with the planner.	ZW
LP raised the issue of the location of the secure gates in the basement possibly not allowing enough room for cars to queue within the basement. This could also be an issue if the gate was to malfunction. LP would like a redundancy manual override to be included if this should be the case. ZW agreed to highlight this with the planner.	ZW
LP asked if there is sufficient room in the basement to turn around should a car mistakenly enter. ZW agreed to highlight this with the planner.	ZW
ZW mentioned that the laneway is proposed as one-way with the entry on Tenth Avenue. It was mentioned that the major trip attractor would be the City to the southwest and development traffic entering and exiting from this direction would be able to do as full access is provided at the corner of Tenth Avenue and Beaufort Street. However, those travelling to the northeast would not be able to turn right at Eleventh Avenue and Beaufort Street due to the current intersection configuration. LP was comfortable this would not be a major issue but highlighted the need for alternative routes should cars wish to travel northeast bound. ZW agreed to highlight these alternative routes in the Transport Statement.	ZW
LP asked that sufficient signage be considered so drivers avoid travelling into the basement or laneway by mistake nor travel the wrong way down the laneway. ZW agreed to highlight this with the planner.	ZW
LP mentioned that the basement car park bays do not appear to fully comply with AS2190.1 as bays next to a wall are required to be 2.7m minimum width. ZW agreed to highlight this with the architect.	ZW
LP mentioned that although the width of the gate in the basement at 5.8m is compliant with the standards if there is room to do so the City would generally prefer a 6m width. ZW agreed to highlight this with the planner.	ZW
LP mentioned that the planner would need to consult the DFES standards as a parking area would need to be provided for a fire truck with a maximum distance to the fire hydrant specified in the standard. LP	

Minutes

Project title

Beaufort Street, Inglewood

Job number

230786-00

Date of Meeting

30 May 2013

Action

ZW

mentioned that this bay would be sufficient as a pathway at the corner of Tenth Avenue and Beaufort Street so as to deter cars from parking there. He also mentioned that the planner would need to ensure the area was wide enough for a fire truck to park and allow pedestrians to fit past. He advised to consult the DFES website for further details and standards. ZW agreed to highlight this with the planner.

LP was comfortable with the input data and baseline growth rates of approximately 4% per annum for Beaufort Street to be utilised by Arup in any calculations. ZW mentioned this rate was calculated from MRWA background traffic data.

5. Summary and next steps

LP advised he is leaving The City of Stirling on 12th June and to speak to Neil Maull (Planning department) if there were any queries relating to parking allowances and reductions.

RF advised that our Transport Statement would be submitted with the Development Application.

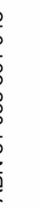
Appendix B

Development Plans

SK02.01

- FINISHED FLOOR LEVEL OF BALCONIES, COURTYARDS AND EXTERNAL AREAS TO BE 30mm LOWER THAN APARTMENT FINISHED FLOOR LEVEL.

- REFER TO SCHEDULE OF FINISHES FOR FINISHES COLOUR AND MATERIALS.



Perth

Cameron Chisholm &
Nicol (WA) Pty Ltd
ABN 81053861948

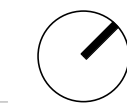
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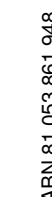


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P13010 Beaufort St Inglewood

Level 01 - A&B Issue Date 19/06/13 A11 REV 0



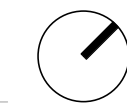
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P13010 Beaufort St Inglewood

Level 03 - A&B Issue Date 19/06/13 A13 REV 0

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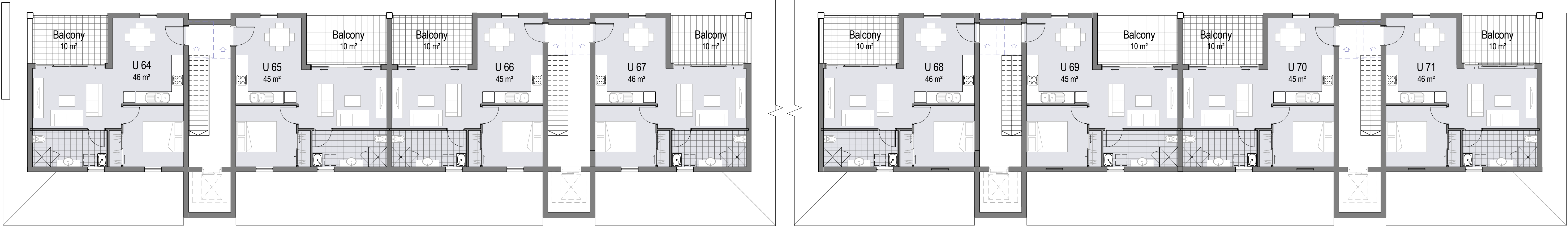
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Level 02 Plan - C&D



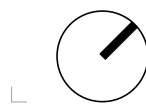
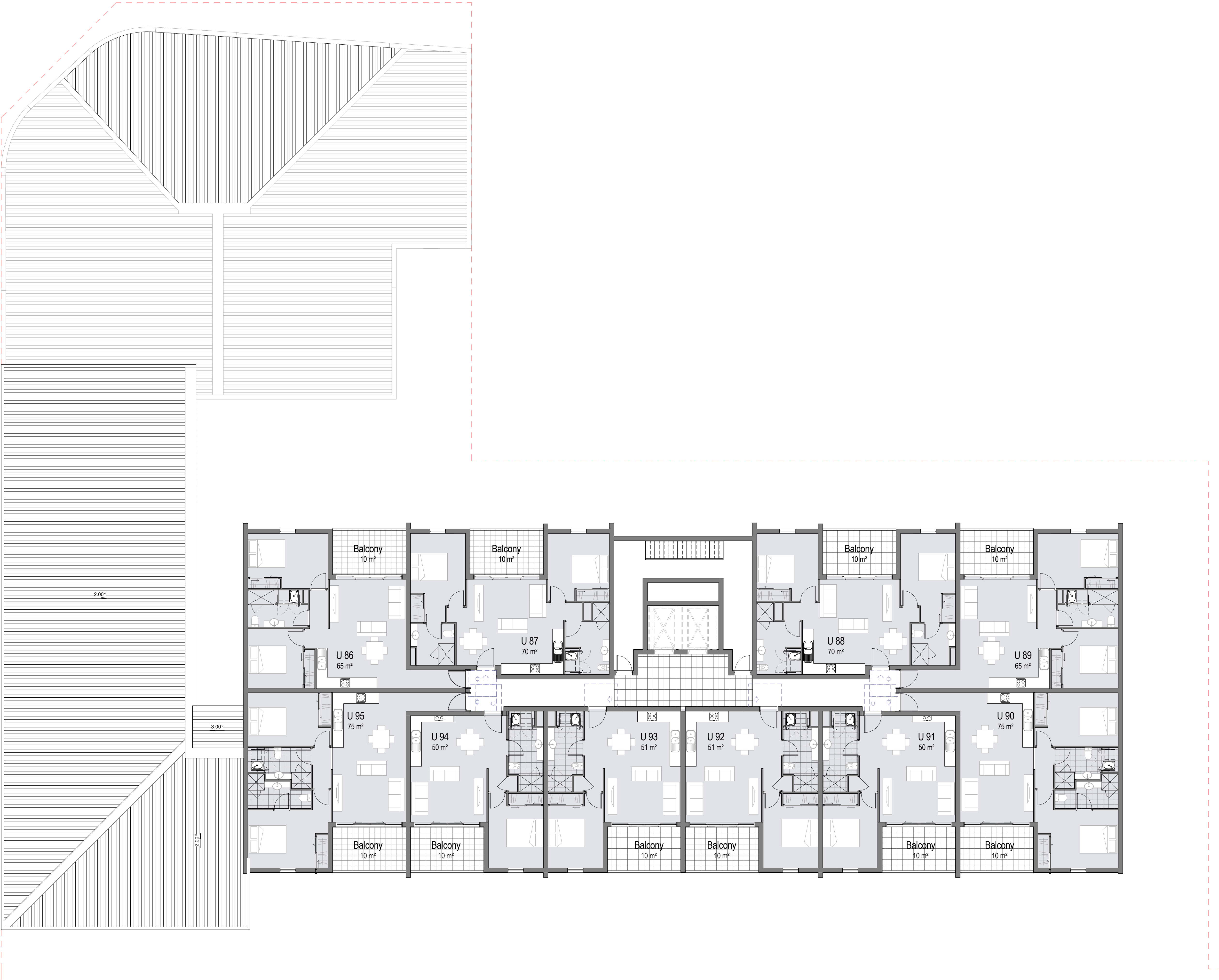
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P13010 Beaufort St Inglewood

Level 04 - A&B

Issue Date

19/06/13

A14 REV 0

Appendix C

Swept Path Analysis

Compton Chemicals &
Medical, Pty Ltd
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Levy 3, Sheffield House
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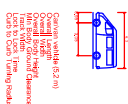
NOTES:

- FIN 8-ED FLOOR, LEVEL 0:
- BALCONIES, COURTYARDS AND
- EXTERNAL AREAS TO BE FINISH
- LOWER THAN APARTMENT FINISH
- FLOOR LEVEL.

- REFER TO SCHEDULE OF FINISHES

FOR FINISHED COLOR AND

MATERIALS



5.200m
1.940m
2.200m
0.312m
1.840m
4.00s
6.300m

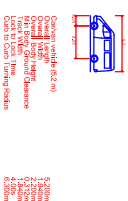
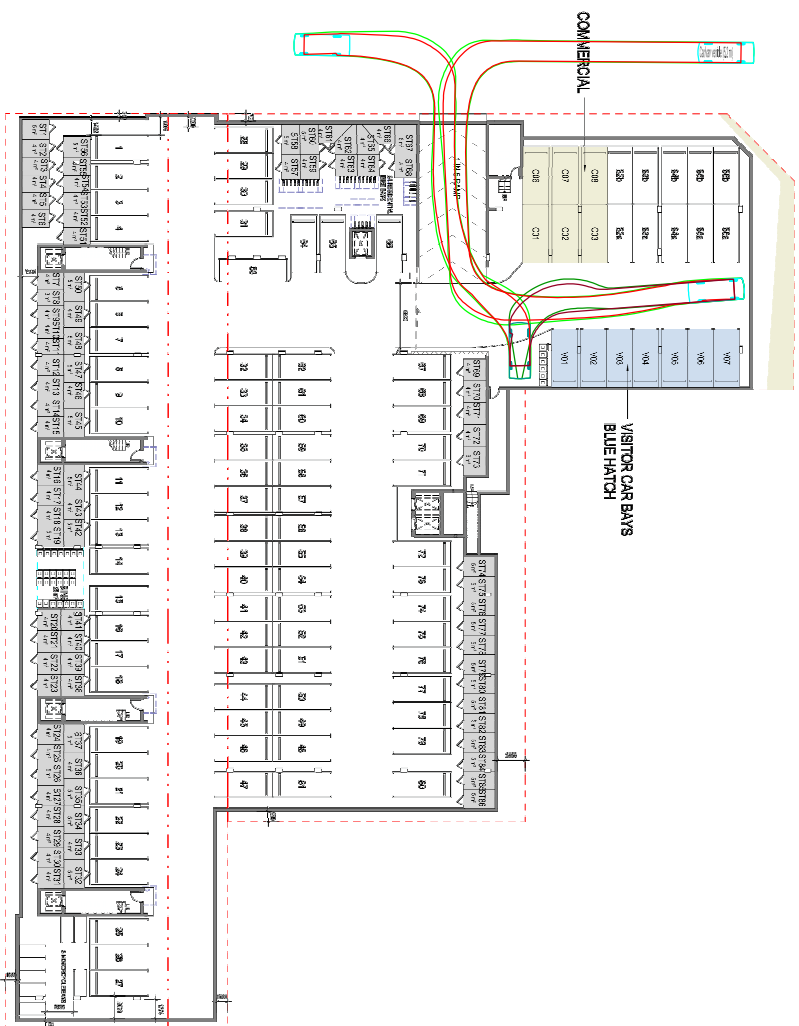
NICOL

Perth

Karen M. Chisholm &
 Noel J. Wray, Pty. Ltd.
 ABN 61 0153885 946
 Level 3, Shellfish & Hare
 773 Hay Street
 Perth, Western Australia
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 E CON@CONWAY.COM.AU
 W CONWAY.COM.AU

NOTES

- FINISHED FLOOR LEVEL OF BALCONIES CORSTANES AND EXTERNAL AREAS TO BE 30 TO LONGER THAN APARTMENT FINISHED FLOOR LEVEL
- REFER TO SCHEDULE OF FINISHES FOR FINISHES COLOUR AND MATERIALS.



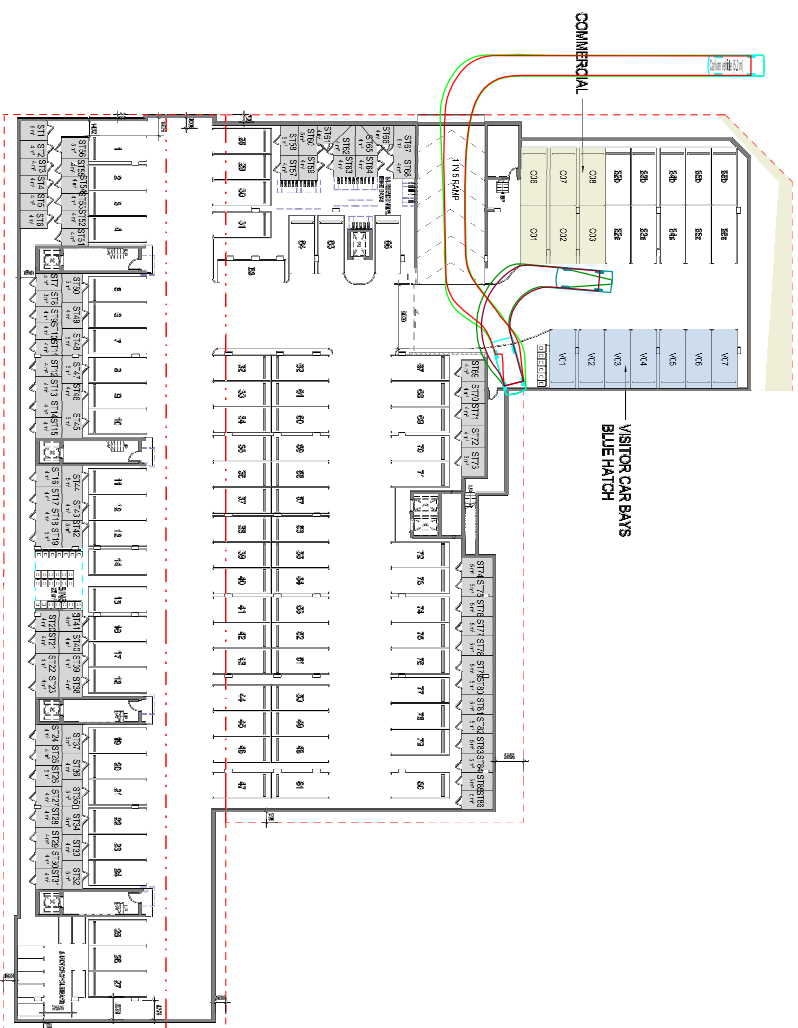
Camperon Crabbins &
Nicol (Pty) Ltd
ABN 21 065851544

A diagram of a car with a height of 1.5m, a wheelbase of 2.5m, and a wheel radius of 0.3m.

5. 200π
1. 940π
2. 200π
0. 312π
1. 840π
4. 00π
8. 300π

CONVIA.COM/AL

ROUTER:
-FINISHED FLOOR LEVEL OF
BALCONY CONSTRAINTS ARE
EXTERNAL, AREAS TO BE SKIM
LOWER THAN APARTMENT FINISH
FLOOR LEVEL.



Car/Van weight (5.2 m)
Overall Length
Overall Width
Overall Body Height
Main Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

5.200m
1.940m
2.200m
0.312m
1.840m
4.00s
6.300m

Carreer Chikobwa &
Russo (Pty) Ltd
RBN 3103088-945

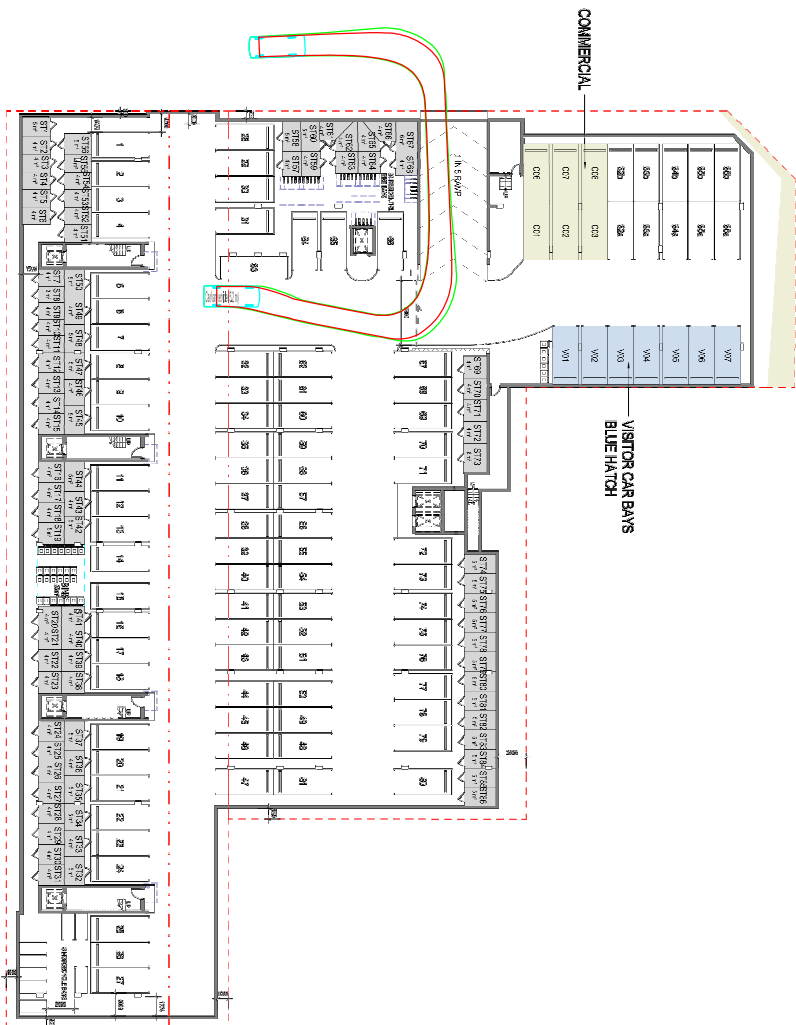
Level 3, Shearwater House
7113 Hwy Blvd
Perth, Western Australia
6000

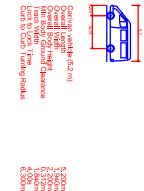
T +61 (0)8 9382 1666
F +61 (0)8 9461 0854

■ CON@CNRW.COM.AU
■ CNRW.COM.AU

MATERIALS:

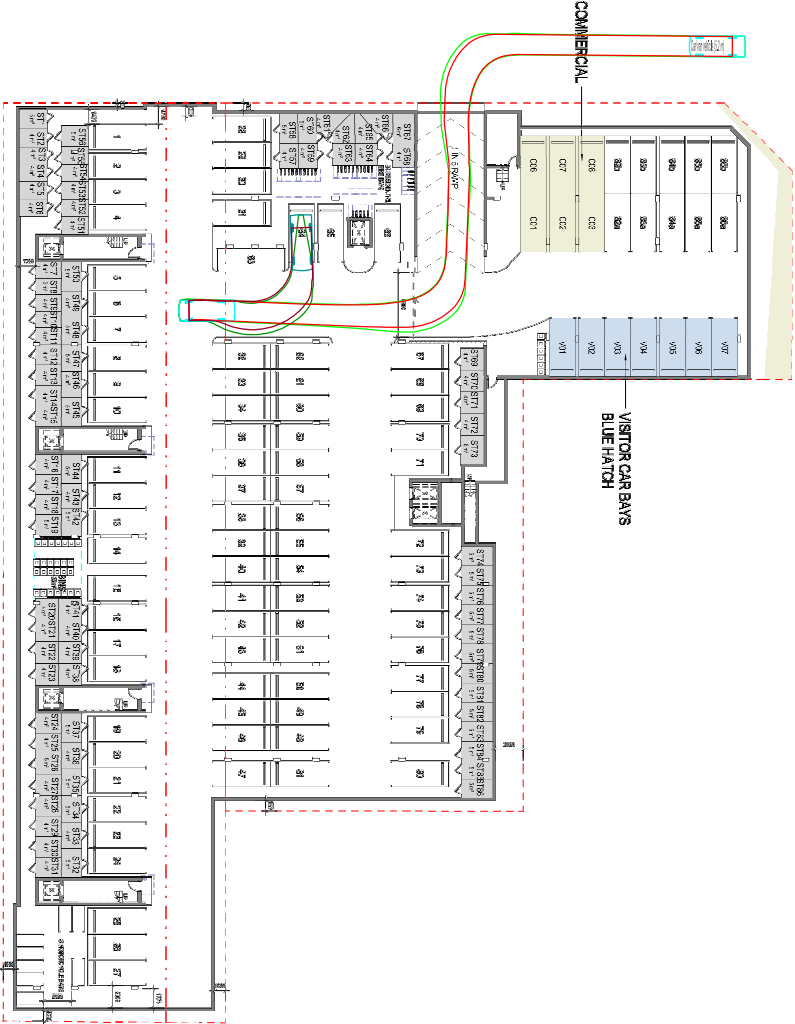
- FINISHED FLOOR LEVEL OF BALCONIES, CORRIDORS AND EXTERIOR AREAS TO BE 30 mm LOWER THAN APARTMENT FINISH FLOOR LEVEL.
- REFER TO SCHEDULE OF FINISHES FOR FINISHES, COLOUR AND MATERIALS.





NOTES:

- 1. FINISHED FLOOR LEVEL OF BUILDINGS, COURTYARDS AND DRIVEWAYS ARE SHOWN ON THIS FLOOR LEVEL.
- 2. REFER TO CHESHAM & CO. FOR FURTHER INFORMATION.



Scale: As indicated (A1) 1:400 (A3)

P/301/0 Beaufort St Ingleswood

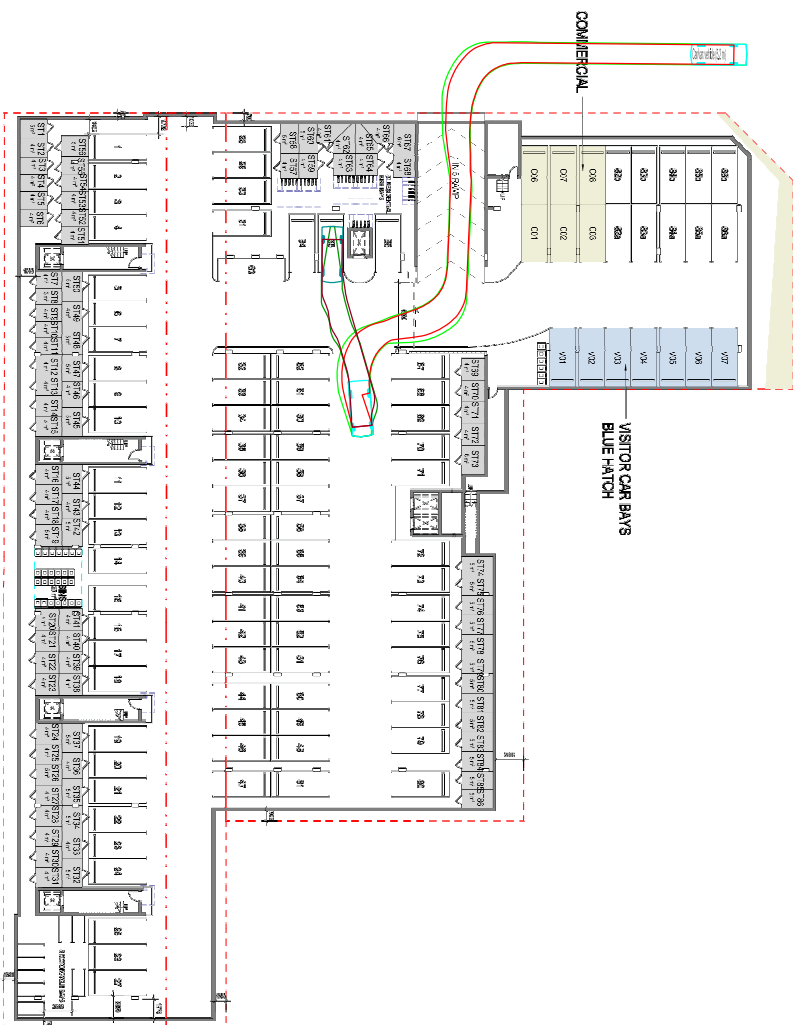
BASEMENT CARPARK MASTERPLAN

Issue Date 24/06/13

SK02.01

NOTES:

- FINISHED FLOOR LEVEL OF BALCONIES, COURTYARDS AND EXTERIOR AREAS TO BE FINISHED LOWER THAN APARTMENT FINISHED FLOOR LEVEL.
- REFER TO SCHEDULE OF FINISHES FOR FINISHES COLOUR AND MATERIALS.

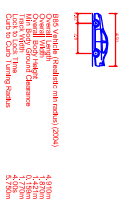


Car/ivan vehicle (4.2 m)
 Overall Length
 Overall Width
 Overall Body Height
 Main Body Ground Clearance
 Truck Width
 Look to Lock Time
 Curb to Curb Turning Radius

5.200m
1.940m
2.200m
0.312m
1.840m
4.505
6.300m

Catherine O'Leary &
 Michael J. O'Leary Ltd
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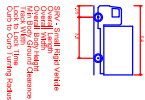
NOTES:
- FINISHED FLOOR LEVEL OF
36 CONCRETE SLAB (4.53) AND
EXTERNAL WALKS TO BE 20MM
LOWER THAN ADJACENT FINISHED
FLOOR LEVEL.
REFER TO SCHEDULE OF FINISHES
FOR FINISH COLOUR AND
MATERIALS.



Cameron Orchard &
 Nicola (WA) Pty Ltd
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 F +61 808 945 0354
 E CON@CONWA.COM.AU
 W CONWA.COM.AU

NOTES:

- FINISHED FLOOR LEVEL 0'-
- BALCONIES, COURTYARDS AND
- EXTERIOR AREAS TO BE CON-
CRETE FLOOR FINISHES
- FLOOR LEVEL.
- REFER TO ARCHITECTURE FOR
- FINISHES, COLOUR AND
- MATERIALS.



SRV - Small Right Vehicle
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

2.330m
3.602m
0.398m
2.330m
4.02m
7.100m

P13010 Beaumont St Inglewood

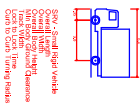
GROUND FLOOR MASTERPLAN

Issue Date 24/06/13

SK02.02

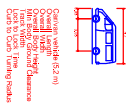
NOTES:

- FINISHED FLOOR LEVEL OF BALCONIES, COURTYARDS AND EXTERIOR AREAS TO BE 30MM LOWER THAN APARTMENT FINISHED FLOOR LEVEL.
- REFER TO SCHEDULE OF FINISHES FOR FINISHES COLOR AND MATERIALS.



* www.aconline.nl

EXPERIALS



Appendix D

Victorian provisions for end of
trip facilities

52.34

19/01/2006
VC37

BICYCLE FACILITIES**Purpose**

To encourage cycling as a mode of transport.

To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

52.34-1

19/01/2006
VC37

Provision of bicycle facilities

A new use must not commence or the floor area of an existing use must not be increased until the required bicycle facilities and associated signage has been provided on the land.

Where the floor area occupied by an existing use is increased, the requirement for bicycle facilities only applies to the increased floor area of the use.

52.34-2

19/01/2006
VC37

Permit requirement

A permit may be granted to vary, reduce or waive any requirement of Clause 52.34-3 and Clause 52.34-4.

Exemption from notice and review

An application is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- Whether the proposed number, location and design of bicycle facilities meets the purpose of this clause.
- The location of the proposed land use and the distance a cyclist would need to travel to reach the land.
- The users of the land and their opportunities for bicycle travel.
- Whether showers and change rooms provided on the land for users other than cyclists are available to cyclists.
- The opportunities for sharing of bicycle facilities by multiple uses, either because of variation of bicycle parking demand over time or because of efficiencies gained from the consolidation of shared bicycle facilities.
- Australian Standard AS 2890.3 1993 Parking facilities Part 3: Bicycle parking facilities.
- Any relevant bicycle parking strategy or equivalent.

52.34-3

19/01/2006
VC37

Required bicycle facilities

Tables 1, 2 and 3 to this clause set out the number and type of bicycle facilities required. Bicycle facilities are required if the use is listed in column 1 of the table. The number of bicycle facilities required for a use is the sum of columns 2 and 3 of the tables.

If in calculating the number of bicycle facilities the result is not a whole number, the required number of bicycle facilities is the nearest whole number. If the fraction is one-half, the requirement is the next whole number.

A bicycle space for an employee or resident must be provided either in a bicycle locker or at a bicycle rail in a lockable compound.

A bicycle space for a visitor, shopper or student must be provided at a bicycle rail.

Table 1 to Clause 52.34-3 – Bicycle spaces

USE	EMPLOYEE/RESIDENT	VISITOR/SHOPPER/STUDENT
Amusement parlour	None	2 plus 1 to each 50 sq m of net floor area
Convenience restaurant	1 to each 25 sq m of floor area available to the public	2
Dwelling	In developments of four or more storeys, 1 to each 5 dwellings	In developments of four or more storeys, 1 to each 10 dwellings
Education centre other than specified in this table	1 to each 20 employees	1 to each 20 full-time students
Hospital	1 to each 15 beds	1 to each 30 beds
Hotel	1 to each 25 sq m of bar floor area available to the public, plus 1 to each 100 sq m of lounge floor area available to the public	1 to each 25 sq m of bar floor area available to the public, plus 1 to each 100 sq m of lounge floor area available to the public
Industry other than specified in this table	1 to each 1000 sq m of net floor area	None
Library	1 to each 500 sq m of net floor area	4 plus 2 to each 200 sq m of net floor area
Major sports and recreation facility	1 to each 1500 spectator places	1 to each 250 spectator places
Market	1 to each 50 stalls	1 to each 10 stalls
Medical centre	1 to each 8 practitioners	1 to each 4 practitioners
Minor sports and recreation facility	1 per 4 employees	1 to each 200 sq m of net floor area
Motel	1 to each 40 rooms	None
Nursing home	1 to each 7 beds	1 to each 60 beds
Office other than specified in this table	1 to each 300 sq m of net floor area if the net floor area exceeds 1000 sq m	1 to each 1000 sq m of net floor area if the net floor area exceeds 1000 sq m
Place of assembly other than specified in this table	1 to each 1500 sq m of net floor area	2 plus 1 to each 1500 sq m of net floor area
Primary school	1 to each 20 employees	1 to each 5 pupils over year 4
Residential building other than specified in this table	In developments of four or more storeys, 1 to each 10 lodging rooms	In developments of four or more storeys, 1 to each 10 lodging rooms

USE	EMPLOYEE/RESIDENT	VISITOR/SHOPPER/STUDENT
Restaurant	1 to each 100 sq m of floor area available to the public	2 plus 1 to each 200 sq m of floor area available to the public if the floor area available to the public exceeds 400 sq m.
Retail premises other than specified in this table	1 to each 300 sq m of leasable floor area	1 to each 500 sq m of leasable floor area
Secondary school	1 to each 20 employees	1 to each 5 pupils
Service industry	1 to each 800 sq m of net floor area	None
Shop	1 to each 600 sq m of leasable floor area if the leasable floor area exceeds 1000 sq metres	1 to each 500 sq m of leasable floor area if the leasable floor area exceeds 1000 sq metres
Take-away food premises	1 to each 100 sq m of net floor area	1 to each 50 sq m of net floor area

Table 2 to Clause 52.34-3 – Showers

USE	EMPLOYEE/RESIDENT	VISITOR/SHOPPER/STUDENT
Any use listed in Table 1	If 5 or more employee bicycle spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter.	None

Table 3 to Clause 52.34-3 – Change rooms

USE	EMPLOYEE/RESIDENT	VISITOR/SHOPPER/STUDENT
Any use listed in Table 1	1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.	None

52.34-4

19/01/2006
VC37

Design of bicycle spaces

Bicycle spaces should:

- Provide a space for a bicycle of minimum dimensions of 1.7 metres in length, 1.2 metres in height and 0.7 metres in width at the handlebars.
- Be located to allow a bicycle to be ridden to within 30 metres of the bicycle parking space.
- Be located to provide convenient access from surrounding bicycle routes and main building entrances.
- Not interfere with reasonable access to doorways, loading areas, access covers, furniture, services and infrastructure.
- Not cause a hazard.
- Be adequately lit during periods of use.

Bicycle rails

A bicycle rail must:

- Be securely fixed to a wall or to the floor or ground.
- Be in a highly visible location for bicycle security (when not in a compound).
- Be of a shape that allows a cyclist to easily lock the bicycle frame and wheels.
- Be located to allow easy access to park, lock and remove the bicycle.

Bicycle compounds and lockers

A bicycle compound or a bicycle locker must:

- Be located to provide convenient access to other bicycle facilities including showers and change rooms.
- Be fully enclosed.
- Be able to be locked.
- If outside, provide weather protection for the bicycle.

A bicycle locker must provide a bicycle parking space for at least one bicycle.

A bicycle compound must:

- Include wall or floor rails for bicycle parking.
- Provide an internal access path of at least 1.5 metres in width.

52.34-5

19/01/2006
VC37

Bicycle signage

If bicycle facilities are required by this clause, bicycle signage that directs the cyclists to the bicycle facilities must be provided to the satisfaction of the responsible authority.

Bicycle signage should:




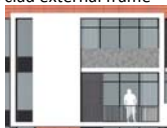




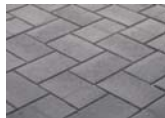
- Be at least 0.3 metres wide and 0.45 metres high.
- Display a white bicycle on a blue background on the top half of the sign.
- Display information about the direction of facilities on the bottom half of the sign.

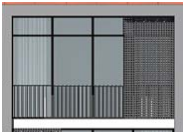

Appendix 3

External Finishes Schedule

P13010 - BEAUFORT STREET , INGLEWOOD

EXTERNAL FINISHES SHEDULE - DEVELOPMENT APPLICATION

Materials and finishes schedule				
Location	Range - Size - Description	Colour	Potential Suplier	Image
Balustrade				
Custom made, flat bar steel balustrade	Micaceous Iron Oxide	Charcoal grey powdercoat		
Solid balustrade	AFS wall, cement finish glass faced render	Grey glass faced cement render		
				
Solid white balustrade	AFS wall, cementious paint finish	Off white - Boncote	Porters Original Paints	
				
Walls				
White CFC clad external frame	As shown by plans and elevations	Off white - Boncote	Porters Original Paints	
				
Grey CFC clad external frame	As shown by plans and elevations	Light grey - Boncote	Porters Original Paints	
				
Masonry				
Terracotta facade	Brick terracotta	Terracotta		
				
Wall Cladding				
Cladding at high level	Wheatherboard PrimeLine	Dulux - grey paint finish	James Hardies	
				
Roof Sheeting				
Building A & B	Trimdeck	Colourbond - Dune		
Building C & D	Custom Orb	Zincalume		
Paving				
roadway and footpath pavers	Flagstone Flyer, granite finish - Charcoal, 330mmx165mmx60mm - footpath 330mmx165mmx80 - roadway	Silver and Cappuccino	Brikmakers	
Windows and Glazing				
Door and window framing	Powdercoated aluminium - nom 50mm width framing	Charcoal grey		

Glazing			Clear glazed for commercial mild tint for residential	
Louvre Screens		Perforated metal screens to balcony	Charcoal grey powdercoat	Lockergroup
Awning Fascia		Painted fibro cement painted	Dark grey	
Awning Ceiling		Painted fibro cement painted	Off white	
Car park entry gate		Perforated metal screens to balcony	Charcoal grey powdercoat	Dulux
450mm high tiled sill		Ceramic tile	Charcoal grey with light grey grout	
Laneway Planter Box		Cementitious paint finish	Light grey - Boncote	Porters Original Paints
Boundary fences				
Masonary wall (Refer to plans for location)		1800mm high	Brick terracotta	
Corregated fibro cement (Refer to plans for location)		1800mm high	Off white - paint finish	

Appendix 4

Waste Management Plan

Waste Management Plan 96 Tenth Avenue, Inglewood

Subject Site:	Lots 32 and 105 (96) Tenth Avenue and Lot 33 (1) Eleventh Avenue, Inglewood
Date:	1 July 2013

1. Introduction

This waste management plan has been prepared by Planning Solutions for use by the occupants of the proposed mixed use development on the subject site. It does not apply to construction works.

The residential and commercial waste streams will be dealt with differently. Section 2 of this Waste Management Plan applies to residential waste management, and Section 3 applies to commercial waste management.

2. Residential Waste Management Plan

2.1. Land use

The proposed 5 storey residential development contains a total of 94 multiple dwellings including 58 2-bedroom apartments and 36 1-bedroom apartments.

2.2. Bin storage

The proposed development includes an enclosed bin store room on the ground level, as well as a bin store area in the basement level.

Residential waste is labelled and kept separate from commercial waste.

Access to the bin store room on the ground level is via Lawry Lane, near the corner of Tenth Avenue. Access to the bin store area in the basement is via the lift or stairs.

2.3. Waste generation

Pursuant to the City of Stirling Local Planning Policy 6.3 - *Bin Storage Areas*, residential developments containing 13 or more dwelling units are required to provide a bulk refuse bin of 1.53m³, plus 0.38m³ per three dwellings in excess of 13.

Given a total of 94 dwellings are proposed, the total weekly waste volume required is 11.79m³.

A total of 25 x 240L bins will service the residential component, to be collected twice weekly. 19 bins will be kept in the ground level bin storage room, and 6 bins will be kept in the basement level bin storage area.

2.4. Waste collection

Bins will be placed in an accessible location on Tenth Avenue and Eleventh Avenue for collection by the City of Stirling's waste trucks. Refer to the attached plan. Bins will not be placed outside neighbouring properties and will not obstruct pedestrians or street furniture.

The building manager of the development is responsible for putting the bins out for collection.

For the bins stored in the basement, the building manager is responsible for ensuring the bins are taken to street level for collection.

2.5. Waste contractors

The City of Stirling will collect residential bins twice weekly.

2.6. Waste management drawings

The waste management plan (refer attached) demonstrates the disposal of waste from the occupant to the final collection point by the City.

The waste management plan details:

- generic residential and commercial floor showing garbage and recycling drop-off points
- bin rooms including bins
- bin presentation location (street or on-site) with bin alignment shown.

3. Commercial Waste Management Plan

3.1. Land use

The development includes:

- A 141m² retail tenancy;
- A 105m² café; and
- A 200m² office.

3.2. Bin storage

The proposed development provides an enclosed commercial bin store area on the ground floor. Access to the bin store area is via Tenth Avenue.

The bin store area is 8m². The bin store area is conveniently positioned to allow internal access for each commercial tenement and allows sufficient space for each waste stream.

Commercial waste is kept separate from residential waste.

3.3. Waste generation

Table 1 below outlines a list of common waste generation rates.

Table 1: Common commercial waste generation rates

Outlet Type	Garbage	Recycling	Total Volume
Shop with more than 100m ² floor area (141m ²)	50L/100m ² floor area/day	50L/100m ² floor area/day	141L/day
Café (105m ²)	150L/100m ² floor area/day	80L/100m ² floor area/day	241.5L/day
Office (200m ²)	10L/100m ² floor area/day	10L/100m ² floor area/day	40L/day
Total			422.5L/day

Source of rates: City of Melbourne Guidelines for Preparing a Waste Management Plan - 2012

A total commercial waste capacity of 1,980L is provided for the development. Based on the above table, commercial waste will need be collected every 4.6 days. Actual collection frequency will be dependent on actual waste generation, to be managed by the building manager and waste contractor.

3.4. Waste systems

The proposed development will provide a total of 3 x 660L wheeled bins.

The wheeled bins can be easily moved between commercial outlets and the bin room. All waste streams can be accommodated including garbage, commingled recycling, paper, cardboard, organics, prescribed waste and secure document bins.

3.5. Waste collection

All commercial waste will be collected by private waste removal contractors, as required.

3.6. Waste management drawings

The waste management plan demonstrates the disposal of waste from the occupant to the final collection point by the waste contractor.

The waste management plan details:

- generic residential and commercial floor showing garbage and recycling drop-off points
- bin rooms including bins
- bin presentation location (street or on-site) with bin alignment shown.

NOTES

- FINISHED FLOOR LEVEL OF
BALCONIES, COURTYARDS AND
EXTERNAL AREAS TO BE 30mm
LOWER THAN APARTMENT
FINISHED FLOOR LEVEL.

- REFER TO SCHEDULE OF
FINISHES FOR FINISHES
COLOUR AND MATERIALS.



WASTE REMOVAL

COMMERCIAL
3x660L BINS PRIVATE WASTE REMOVAL

RESIDENTIAL
94 APARTMENTS
25 240L BINS REQUIRED ACCORDING TO
POLICY
(TOTAL WASTE - 1.53+ .38x27=11.79m³,
REQUIRES 50 - 240L BINS. PICKED UP
TWICE WEEKLY)

PSA Ref: 3198

20 September 2013

Chief Executive Officer
City of Stirling
PO Box 1533
OSBORNE PARK WA 6916

Attention: Kimberley Masuku, Development Assessment Officer

Dear Sir,

**LOTS 32 & 105 (96) TENTH AVENUE & LOT 33 (1) ELEVENTH AVENUE, INGLEWOOD
APPLICATION FOR DEVELOPMENT APPROVAL
MIXED USE DEVELOPMENT**

I refer to the Application for Planning Approval for a mixed use development on Lots 32 and 105 (96) Tenth Avenue, and Lot 33 (1) Eleventh Avenue, Inglewood (**subject site**) submitted to the City of Stirling (**City**) on 5 July 2013, various emails outlining the outcomes of the City's internal assessment, and subsequent meetings with the City on 13 August 2013.

The following letter responds to the comments made by the City in its internal assessment.

LIABILITY AND MAINTENANCE OF LAWRY LANE

A road closure request was submitted to the City on 19 August 2013, to close the whole of Lawry Lane reserve between Tenth Avenue and Eleventh Avenue and amalgamate the land with the development site; however, the road closure has not been progressed as expected.

We now propose an alternative design of the basement level which is not reliant upon the closure of the road reserve. A two-level basement carpark under Lot 105 and a single-level basement carpark under Lots 32 and 33 is proposed. The basement carparks will be connected by a single subterranean vehicle and pedestrian linkage between Lots 105 and 32 under Lawry Lane, with all other parking, access and other infrastructure removed from Lawry Lane. Access to the basement carparks will be from a single vehicle accessway to Tenth Avenue, in the same location as per the previous development plans.

The reconfiguration of the basement carpark results in the provision of an additional 11 car parking spaces, resulting in a revised surplus of 17 car parking spaces. The proposal also results in the removal of eight motorcycle (or scooter) parking spaces.

Issues of maintenance of the ground-level Lawry Lane can be addressed as a condition of planning approval, by requiring the developer to prepare a maintenance agreement. The removal of the basement structure under Lawry Lane mitigates the risk of sub-structure faults.

The proposed development can proceed without the closure of Lawry Lane.



LAWRY LANE CARRIAGEWAY WIDTH

Amended plans have been prepared showing the Lawry Lane carriageway increased to a width of 4.0m, as requested by the City and to improve vehicle manoeuvrability along Lawry Lane.

Lawry Lane will be suitably signposted and marked for one-way traffic, to ensure all motorists are aware of the one-way traffic arrangements. Conflicts between motorists are not anticipated, and any conflict could be resolved by the WA Police, as would any other traffic conflict on any road.

The increase in the width of Lawry Lane reduces the footpath width on the northwest side of Lawry Lane (in Lot 105) to 1.5m. This exceeds the standard accessible travel path widths in AS1428.1, and therefore does not restrict the usability of this path.

LOCATION OF CAR PARKING SPACES ON LAWRY LANE

The amended plans removal all car parking spaces on the northwest side of Lawry Lane to outside of the road reserve.

Car parking spaces on the southeast side of Lawry Lane straddle the boundary of Lawry Lane and Lots 32/33. It is expected a condition of planning approval will require the developer to prepare a maintenance agreement, specifying the maintenance arrangements for these car parking spaces.

CORNER TRUNCATIONS

The proposed development does not propose any solid structures (such as fences or planter boxes) near the junctions of Lawry Lane and Tenth Avenue or Eleventh Avenue. Car parking is proposed near the corners, so the ceding of 2m x 2m truncations for road widening is not desirable.

CARPARK DESIGN

Amended plans are provided showing the car park layout and the dimensions of parking aisles. The carpark design complies with AS2890.1.

CARPARK CROSS SECTION

Amended plans are provided showing a cross-section of the proposed two-level basement.

The gradient of the vehicle access ramps is identified on the development plans.

BOUNDARY FENCES

Amended plans are provided showing fences along Tenth Avenue, Eleventh Avenue and Lawry Lane having a solid base (planter) of 0.45m with an upper permeable section of 0.75m; a total height of 1.2m above ground level, consistent with the requirements of the Inglewood Town Centre Design Guidelines.



CORNER FEATURE

The City's suggestion for a stepped-up parapet at the corner of Beaufort Street and Tenth Avenue is not considered appropriate, as it would not be consistent with the contemporary qualities of the proposed building. Instead, the proposed development represents the historical building characteristics of the Inglewood commercial strip through the use of materials, use of a wide street awning, and the traditional style shop fronts at the ground level. The City's support of this more contemporary interpretation of the historical elements is requested.

NAMEPLATE AND SIGNAGE

A building nameplate has been provided near the top of the building façade at the corner of Beaufort Street and Tenth Avenue.

It is acknowledged all signage not part of this application will be subject to future application and approval.

INTERFACE WITH RESIDENTIAL

The proposed design achieves a suitable stepping down of built form to the adjoining residential areas. The materials used partially achieve this effect through the use of lighter materials for the upper storey of the four-storey building fronting Tenth Avenue and the three storey buildings fronting Tenth Avenue and Eleventh Avenue, giving the appearance of three-storey and two-storey buildings respectively.

In addition, the existing planning framework allows two storey buildings along Tenth Avenue and Eleventh Avenue. While the buildings directly adjacent to the subject site are currently single-storey, the ability exists for two-storey extensions or new two-storey buildings, and we note several buildings along Tenth Avenue are of two-storey construction.

The interface of the subject site and adjoining residential areas is illustrated on a site plan and streetscape plan attached to this letter, demonstrating the proposed development is in fact of a comparative scale and to two-storey development within the adjacent residential areas. Refer to **Attachment A** for the site plan and streetscape plan.

CONCLUSION

The amended plans respond to the City's internal assessment by:

- Altering the basement carpark by remove the carpark under Lawry Lane, except for a basement link between Lot 105 and Lot 32, and providing a two-level basement on Lot 105, resulting in an additional 11 car parking spaces.
- Increasing the width of the Lawry Lane carriageway to 4.0m.
- Reducing the height of fencing to Tenth Avenue, Eleventh Avenue and Lawry Lane.
- Incorporating a nameplate to the building's façade on the corner of Beaufort Street and Lawry Lane.
- Providing further justification for the development's interface with the adjoining residential area.

Please find attached three copies of amended plans at A1 size, plus a digital copy, for the City's consideration.



We respectfully request the City proceed to assess the application based on the information presented in the original application and in this letter, and prepare a Responsible Authority Report in support of the application by 23 October 2013.

Should you have any queries or require further clarification in regard to the above matter please do not hesitate to contact the writer.

Yours faithfully



ROSS UNDERWOOD
SENIOR PLANNER

Attached: Amended Plans (x3), CD ROM

130920 3198 Amended Plans Letter



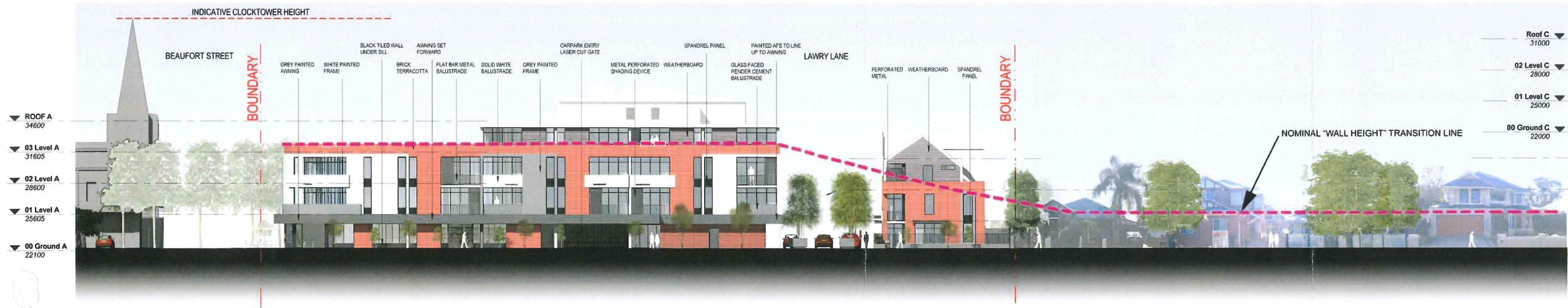
Perth

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NOTES

- FINISHED FLOOR LEVEL OF BALCONIES, COURTYARDS AND EXTERNAL AREAS TO BE 30mm LOWER THAN APARTMENT FINISHED FLOOR LEVEL.
- REFER TO SCHEDULE OF FINISHES FOR FINISHES COLOUR AND MATERIALS.

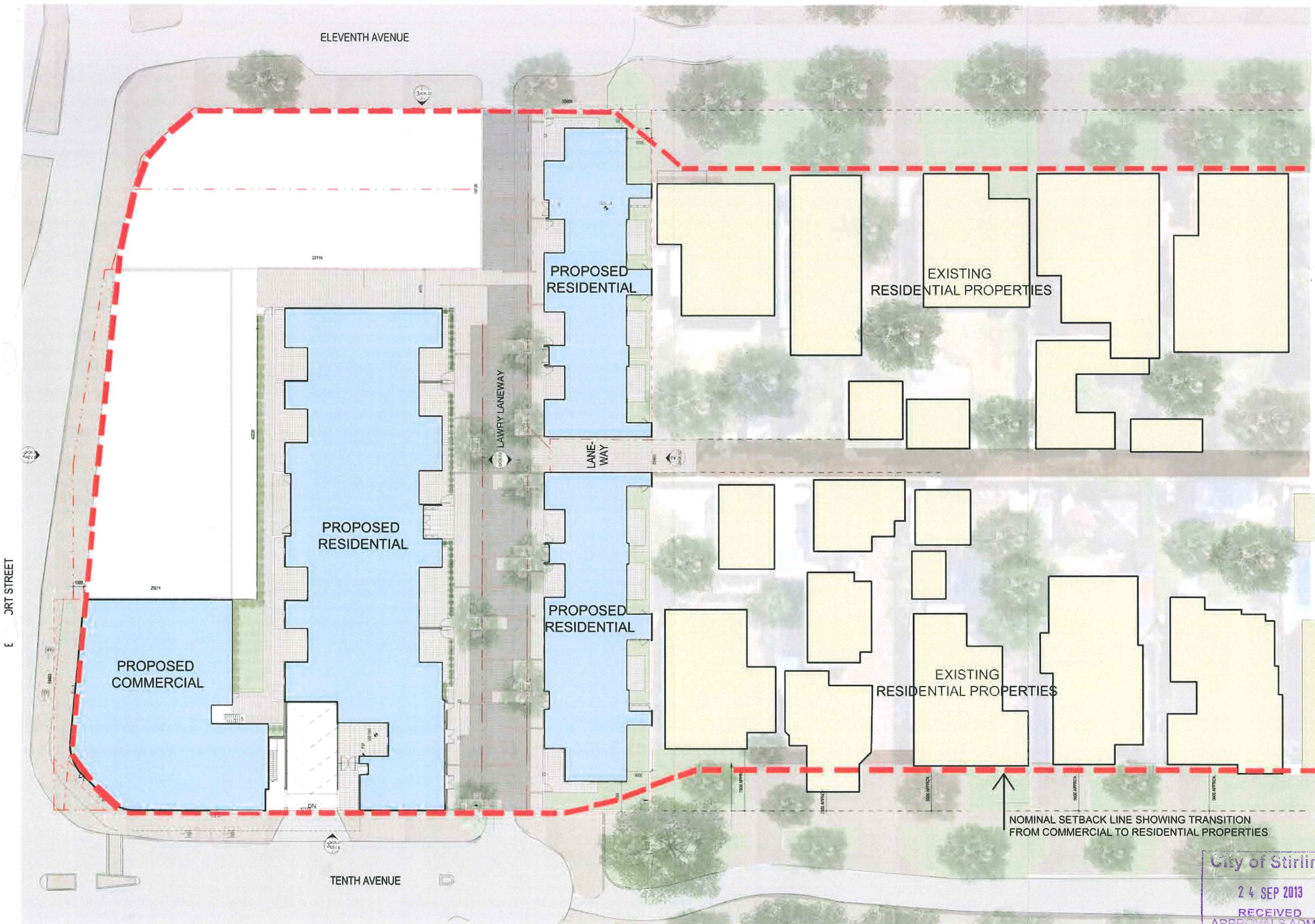


3 Tenth Avenue Elevation
1 : 200



1 Eleventh Avenue Elevation
1 : 200

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CoS Ref: DP/13/00588

18 December 2013

Chief Executive Officer
City of Stirling
PO Box 1533
OSBORNE PARK WA 6916

Attention: Ross Povey, Director of Planning & Development

Dear Sir,

**LOTS 32 & 105 (96) TENTH AVENUE & LOT 33 (1) ELEVENTH AVENUE, INGLEWOOD
APPLICATION FOR DEVELOPMENT APPROVAL
MIXED USE DEVELOPMENT**

I refer to the Application for Planning Approval for a mixed use development on Lots 32 and 105 (96) Tenth Avenue, and Lot 33 (1) Eleventh Avenue, Inglewood (**subject site**) submitted to the City of Stirling (**City**) on 5 July 2013.

The application is currently stalled, due to the City declining to consent to the development of Lawry Lane, on the basis the Lawry Lane road closure application was outstanding. The road closure application, which was only submitted at the suggestion of the City and was never essential to the application, has been withdrawn and cancelled. There is now no outstanding road closure application.

Please find attached amended development plans, which now proposes all basement parking located wholly within Lot 105, with no basement structure below Lawry Lane. There are no changes to the above-ground portion of the development. The City's other issues relating to structural stability and maintenance of the basement parking are therefore resolved.

The reconfiguration of the basement carpark results in the provision of an additional 3 car parking spaces, resulting in a revised surplus of 20 car parking spaces. The proposal also results in the removal of eight motorcycle (or scooter) parking spaces.

As the amendment only affects development below ground, we consider that the revised plans do not require further advertising.

Please find enclosed three copies of the amended plans, plus a CD ROM containing the electronic plans.

We consider the proposal can proceed based on the amended plans, and request the City proceed to prepare its responsible authority report.

Should you have any queries or require further clarification in regard to the proposal, please do not hesitate to contact the writer on (08) 9227 7970.

Yours sincerely,



ROSS UNDERWOOD
SENIOR PLANNER

131216 3198 CoS Cover Letter for Amended Plans

PSA Ref: 3198

6 February 2014

Chief Executive Officer
City of Stirling
PO Box 1533
Osborne Park WA 6919



Attention: Kimberley Masuku

Dear Sir,

**LOTS 32 & 105 (96) TENTH AVENUE & 33 (1) ELEVENTH AVENUE, INGLEWOOD
APPLICATION FOR DEVELOPMENT APPROVAL
MIXED USE DEVELOPMENT**

Further to the application for development approval for Lots 32 and 105 (96) Tenth Avenue, and Lot 33 (1) Eleventh Avenue, Inglewood, we are pleased to present the following amended plans and further information for the City's consideration:

- Amended ground floor plans identifying home offices within the ground floor dwellings fronting Lawry Lane.
- Legal advice in support of the proposed home offices.

The amended plans and information is intended to provide a secondary avenue for approval of the ground floor dwellings fronting Lawry Lane, in the event our primary argument fails. The primary argument, provided to the City separately, is that read in context, the word 'street' in Footnote 2 was never intended to apply to laneways and the like.

In summary, the further information supports the approval of a 'home office' as a separate and distinct use pursuant to the City's Local Planning Scheme No.3, a use which could 'front' Lawry Lane, and support a rear dwelling which has no direct frontage to Lawry Lane by virtue of the home office. Our amended plans show a home office in each ground floor dwelling, and should this argument be successful minor modifications to the plan (as a condition of development approval) showing all home offices having fronting Lawry Lane.

We also note that no ground floor dwellings front Lawry Lane; all main entry (front door) access to the dwellings are via side or rear passages.

We respectfully request the City finalise its responsible authority report to the Development Assessment Panel by 12 February 2014 having regard to the amended plans and further information in this letter, and the City forward the enclosed legal advice, together with the original advice on our primary argument, to the Development Assessment Panel.

Should you have any queries or require further clarification in regard to the above matter please do not hesitate to contact the writer.

Yours sincerely

**ROSS UNDERWOOD
SENIOR PLANNER**

140206 3198 Amended Plans and Letter to City.docx



HERITAGE



HERITAGE ASSESSMENT OF PROPOSED MIXED USE DEVELOPMENT

DA 13/1758

No. 96 (Lots 32, 33 & 105) Tenth Avenue, Inglewood

July 2013

PERTH OFFICE



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Document ID: PLANNING/PG 2012/712-090/

Issue	Date	Status	Prepared by		Approved by	
			Name	Initials	Name	Initials
1	18.07.13	Final	Sian Morgan		Nerida Moredoundt	

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1. Introduction

TPG Heritage has been requested to prepare a Heritage Assessment in regards to the application to commence development of a mixed-use development at No. 96 (Lots 32, 33 & 105) Tenth Avenue (cnr Beaufort Street), Inglewood (subject property). It is understood that the proposal includes the demolition of the existing building on Lot 105, and in this instance the City has agreed to deal with the demolition and redevelopment in one application, which has been guided by the expectation that demolition of the existing building meets the criteria of the Guidelines.

The Heritage Assessment has been prepared with reference to the City of Stirling's Character Retention Guidelines Mount Lawley, Menora and Inglewood (the Guidelines), and demonstrates that the proposal is a generally appropriate interpretation of the Guidelines, with design cues, materials and finishes taken from the traditional styles in the locality, utilised in a contemporary manner. The height of the development has been carefully considered with respect to its potential impact on the HPA.

Nonetheless, the following modifications are recommended to more fully address the Guidelines:

- The boundary fences abutting the neighbouring residential development forward of the main building line, and front fences facing Tenth Avenue, Eleventh Avenue, and Lawry Lane should be lowered to 750mm (solid portion) and 1200mm (open portion, if desired) for the portion in accordance with the Inglewood Fencing provisions of the Guidelines.
- The parapet should be stepped up at the corner of Beaufort Street and Tenth Avenue as a contemporary interpretation of historic precedent.
- The design and finishes of the end units of buildings C and D (abutting Tenth and Eleventh Avenue, respectively) should be amended so that the first floor gives the impression of receding and the ground floor is the dominant element, facilitating a better transition between the three storey form and the adjacent single storey dwellings.

Additionally, consideration should be given to adding a nameplate of some description at the corner, for example with the name of the building or street number. Any signage is to be subject to a future application and must comply with the provisions of the Guidelines.

2. Heritage Considerations

The City of Stirling's Local Planning Scheme No. 3 (the Scheme) includes provisions for the heritage protection of heritage places individually through its Heritage List (clause 7.1) and for heritage areas by through its Heritage Protection Areas (clauses 6.6 & 7.2).

The subject property is not entered in the Heritage List in its own right.

The subject property is located in the Inglewood Heritage Protection Area. All development must therefore conform to the objectives of the Heritage Protection Area Special Control Area (Clause 6.6.1) and the Local Planning Policy adopted for the area, the Character Guidelines Mt Lawley, Menora & Inglewood (the Guidelines).

The Guidelines make reference to the City's Local Planning Policy Inglewood Town Centre Design Guidelines. Whilst this is a planning policy the key requirements impacting on heritage have been addressed in the assessment to follow.

The Guidelines identify that Inglewood is an area of **considerable** significance, as follows:

The area is a good example of a highly intact residential area close to the city characterised by typical homes occupied by the working people of Perth from the early 1900s to the 1950s. The area has aesthetic, historic and social significance for the following reasons:

- *Typical example of the rectangular grid road and subdivision pattern;*
- *Good examples of housing from the early 1900s and inter-war period, including some very good examples of Federation Bungalow and Californian Bungalow styles;*
- *Street design including street layout, grass verges and street trees; and*
- *Garden layout, design and quality.*

3. Description of the Subject Property and Locality

Inglewood was settled gradually from the 1890s with the area closest to Railway Parade settled first. Areas to the north closest to Walter Road were only settled in the 1950s. The style of houses varies over the area reflecting the changing styles in residential homes from the early 1900s to the 1950s.

The area comprises predominantly single residential buildings with one house to each block. Traditional houses in Inglewood are single storey and are generally constructed of red brickwork which in many instances is partly rendered. There are some weatherboard and iron houses remaining. Houses are generally modest in scale and proportion and typical of middle class housing of their era. However wall heights are generally higher than contemporary standards with wall plates at around 3.5 metres above ground. The main commercial area is located on Beaufort Street.

There are a number of prominent early two storey commercial or mixed-use developments within the Heritage Protection Areas. Whilst representing a variety of architectural styles, these sites are generally consistent in being key landmarks for the area located along the main commercial spine of Beaufort Street.

The majority of the early two storey commercial buildings are located at the southern end of Beaufort Street, close to Walcott Street, as this was the earliest commercial strip to develop in the locality. Additionally, there are two early two-storey hotels located within the Heritage Protection Areas – both on Beaufort Street: The Inglewood Hotel (1935-36) at the corner of Fifth Ave; and The Civic Hotel (1940) at the corner of Wood Street.

The subject site is located on the northwestern corner of the intersection of Tenth Avenue and Beaufort Street. The Metropolitan Sewerage Plans show that the majority of the subject site was still vacant in 1934, except for two weatherboard dwellings, one at No. 96 Tenth Ave and the other at No. 1 Eleventh Ave, both of which are no longer extant. A Right-Of-Way bisects the site between Tenth and Eleventh Avenue, with a second ROW abutting perpendicular to the first and continuing towards John Street.

Historic aerial photography available online from Landgate shows that the subject site was vacant apart from the two weatherboard dwellings in 1953. By 1965 the brick and corrugated iron warehouse currently used as a supermarket had been constructed and the two weatherboard dwellings demolished to accommodate car parking. Little change appears to have been undertaken to the site since this time.

4. Heritage Significance of the Subject Property

The existing warehouse building on the subject site is an intrusive element in the Inglewood Heritage Protection Area, and as such does not contribute to the significance of the HPA.



Figure 1. Location Plan, subject site identified in red (aerial source: NearMaps, 2013)

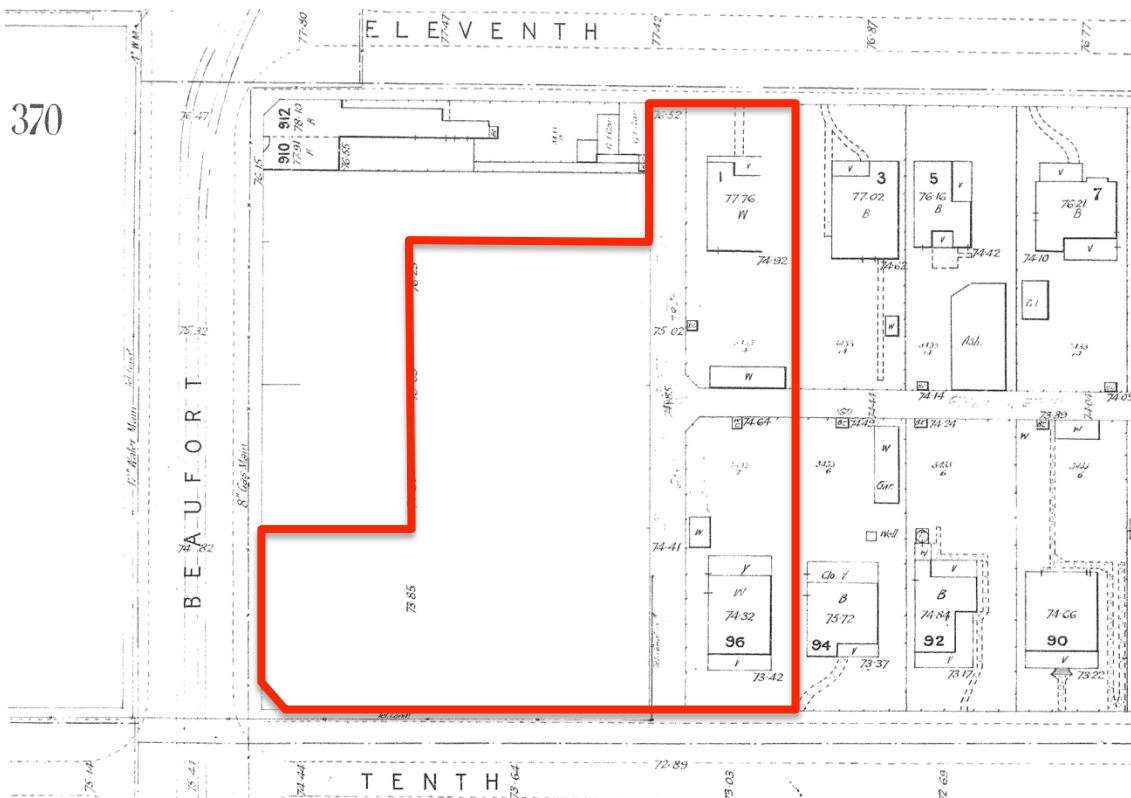


Figure 2. Extract from Metropolitan Sewerage Plan Sheet 369, subject site identified in red (retrieved from State Records Office, dated 1934)



Figure 3. Historical aerial photograph, subject site identified in red (aerial source: Landgate, 1953)



Figure 4. Historical aerial photograph, subject site identified in red (aerial source: Landgate, 1965)



Figures 5 to 8. Existing development on subject site (TPG, 2013)



Figure 9. The Civic Hotel (fmr), north of the subject site (TPG, 2013)



Figure 10. The Beaucott Buildings at the corner of Walcott and Beaufort Streets (TPG, 2012)

5. Heritage Assessment of the Proposal

The proposal consists of a mixed-use development (primarily residential), which is divided into four buildings. Building A comprises the corner component, which continues along Tenth Avenue. This includes ground floor commercial uses at the corner, and two floors of residential above, with a forth floor to a portion of the Tenth Avenue. Building B, at the centre of the site, includes five storeys of residential. Buildings C and D, which run between Tenth and Eleventh Avenue along the south-eastern end of the site consist of three floors of residential development. Parking and stores are located in the basement. Lawry Lane bisects the site parallel to Beaufort Street, between buildings A and B, and C and D.

The proposal has been assessed against the specific requirements outlined in the Guidelines as follows:

Commercial & Mixed Use Development

Provision	Requirements	Proposal	Comments
Objectives			
	Ensure the conservation and retention of traditional buildings, particularly traditional shops and commercial buildings, including those described in Part 5 of the Guidelines	N/A	N/A
	Ensure new commercial and mixed-use development consistent with 'main street', mixed-use design principles, and consistent with the heritage character of the locality	Traditional main street principles applied to the corner commercial component of the development. This objective is discussed in more detail below.	Acceptable.
	Ensure refurbishment of more recent development in a manner in keeping with traditional commercial buildings	N/A	N/A
Streetscape			
Ground Floor Setbacks	Additions to traditional buildings, and new commercial and mixed-use buildings shall have nil front setbacks to any street frontage (Note: some properties may be subject to regional road widening).	The commercial component of the development, at the corner of Tenth Ave and Beaufort Street, maintains a nil setback to both street frontages.	Compliant. Consideration should be given to continuing the awning to the southern end of building A.
	Where a site has frontage to a primary and secondary street, a minor setback will be considered for alfresco dining on the secondary street. Such setback areas shall be designed to match the existing footpath in terms of levels and paving treatment	N/A	N/A

Provision	Requirements	Proposal	Comments
	Continuous awnings or verandahs of traditional scale, form and design shall be provided over the street, and be functional to provide appropriate weather protection	Simple boxed awning wrapping around commercial component.	Compliant.
Upper Floor Setbacks	Upper floor additions to traditional buildings shall be setback a minimum of 3 metres from the predominant building line of the original building's street facade	N/A	N/A
	Nil setbacks for upper floors of new commercial and mixed-use buildings may be considered subject to compliance with the objectives of this section provided these floors are no higher than three storeys	<p>Nil setback to corner component (ground, first and second floors).</p> <p>0.5m setback to a portion of building A fronting Tenth Ave at third floor. This portion of the building incorporates different design features to the levels below, to give the visual impression of receding.</p> <p>Building C setback 3.56m at ground and first floor, and 4.38 at second floor from Tenth Avenue.</p> <p>Building D setback 2.22m at ground and first floor, and 3.05 at second floor from Eleventh Avenue.</p>	<p>Acceptable.</p> <p>The design and finishes of the end units of Buildings C & D (adjacent to Tenth and Eleventh Ave, respectively) should be amended so that the first floor gives the impression of receding and the ground floor is the dominant element, facilitating a better transition between the three storey form and the adjacent single storey dwellings.</p> <p>This could be achieved by limiting the terracotta to the ground floor of the façade and using a darker treatment above.</p>
Orientation	New buildings shall address the street	Ground floor commercial tenancies have access from Tenth Ave or Beaufort Street.	Compliant.
		Multiple dwellings address Lawry Laneway.	Acceptable.

Provision	Requirements	Proposal	Comments
	Main entrances to buildings shall face the street, and in the case of corner sites shall face the corner, and shall be maintained in operation	Corner café tenancy accessed from corner. Entrances to retail and commercial tenancies from respective street frontages. Access to upper floors of buildings A & B from Tenth Ave and Lawry Lane. Access to buildings C & D from Lawry Lane.	Compliant. Acceptable
	On-site car parking shall be located to the rear of buildings	Underground car parking provided.	Compliant.
Built Form & Design			
Design	New commercial and mixed-use buildings shall be of traditional style and reflect the design, colours, and materials of traditional buildings within the streetscape	The corner portion of the development reflects some of the characteristics of the Inter War Functionalist style (evident in the Beaucott Buildings at the corner of Walcott and Beaufort Sts), including horizontal banding, boxed awning and parapet construction. The terracotta cladding is reminiscent of traditional brick construction.	The design of the corner component would benefit from a stepping up of the parapet at the corner, as a contemporary interpretation of historic precedent. Additionally, consideration should be given to adding a nameplate of some description at the corner, for example with the name of the building or street number.
		Buildings C & D employ hipped and gabled roof forms, with terracotta cladding, rendered portions and feature timber cladding to select upper portions, primarily beneath the gable ends.	The design, colours and materials of buildings C & D take appropriate cues from the traditional dwellings in the streetscape, applied in a contemporary manner. This is considered to be a positive application of the Guidelines.
	New commercial and mixed-use buildings shall have similar facade treatments and architectural detailing / articulation as traditional buildings	See above.	Refer above to suggestions regarding stepping up of the parapet and a feature nameplate at the upper corner.
	New commercial and mixed-use buildings shall have similar sill and awning heights to traditional buildings	Commercial portion includes sills at 0.5m and awnings at 2.8m from ground level.	Compliant.

Provision	Requirements	Proposal	Comments
	Window frames shall be constructed in timber (preferred) or wide-profile metal. Shop fronts shall reflect traditional shop fronts with narrower timber or metal framing	50mm powder coated aluminium (charcoal grey) door and window frames proposed.	Compliant.
	Refer to the City's Local Planning Policy Inglewood Town Centre Design Guidelines and the Mixed-Use for additional requirements	The proposed development has a height of three storeys to the corner portion, and on the southern side of Lawry Lane. Four storeys are proposed to a portion of the Tenth Ave frontage and on the northern side of Lawry Lane, with 5 storeys at the centre of the site.	<p>Non-compliant, other than corner component of Building A.</p> <p>The impact of additional height has been mitigated by stepping back the upper floors from the street frontages and the abutting residential development, and by employing different treatments to give the appearance of receding. This is considered to be acceptable.</p> <p>Five storeys is rarely contemplated in the HPAs and therefore had to be carefully considered. Given that the five storey component is at the centre of the site; the development is progressively stepped down towards the boundary abutting traditional residential development; and that the chosen materials and finishes are recessive, we believe the impact on the streetscape and the HPA to be acceptable.</p>

Provision	Requirements	Proposal	Comments
		<p>The development has a nil setback to Tenth Avenue and the Beaufort St MRS reserve for the corner portion.</p> <p>Development on Lots 32 and 32 is setback 3.56m and 2.22m respectively.</p>	<p>The corner portion of the development is compliant.</p> <p>The setbacks proposed for buildings C & D are considered to facilitate an appropriate transition between Beaufort St and the neighbouring residential development.</p> <p>Refer to comments above regarding the first floor façade treatment to the end units of buildings C & D.</p>
		<p>The proposal includes a range of materials including terracotta cladding, painted concrete and weatherboard.</p>	<p>The colours and materials chosen are considered to appropriately reflect those of traditional dwellings in the locality, in a contemporary manner.</p>
		<p>The façade includes horizontal banding, reflective of the Inter War Functionalist style, which is broken up by vertical elements.</p> <p>Gabled roofs are incorporated in the residential portion of the development.</p>	<p>The design of the façade treatment is generally considered to be acceptable, however the corner portion would benefit from stepping up of the parapet and consideration should be given to a nameplate located on the upper corner portion, as discussed above.</p> <p>Refer to comments above regarding the first floor façade treatment to the end units of buildings C & D.</p>
		<p>Vehicle access from Tenth Ave and Lawry Lane (no vehicle access from Beaufort St).</p>	<p>Compliant.</p>
		<p>Articulated façades to all street and lane frontages.</p>	<p>Compliant.</p>
		<p>Lighting to be provided to Lawry Lane.</p>	<p>Compliant.</p>

Provision	Requirements	Proposal	Comments
Signage			
	Signage shall not cover any architectural features or detailing of a building, and should not dominate the shopfront or building frontage. Signage is to be positioned and designed to fit within spaces created by architectural elements on the building in particular the awnings and pediments	Signage has not been included in the current proposal.	Any signage is to be subject to a future application and must comply with the provisions of the Guidelines.
	Multi-tenancy developments should provide a coordinated signage strategy as part of the development application	As above.	As above.
	Signage within the Mount Lawley, Menora and Inglewood Heritage Protection Areas: (i) is subject to the signage provisions of Local Planning Scheme No. 3; and (ii) shall be subject to the provisions relating to signage in Local Planning Policy Inglewood Town Centre Design Guidelines (notwithstanding that the area to which it applies does not include the heritage protection areas) and if there is inconsistency between the provisions of the Local Planning Scheme No. 3 and those of the Inglewood Town Centre Design Guidelines, the latter prevail	As above.	As above.

Fences & Gardens - General

Provision	Requirements	Proposal	Comments
Garden Design			
	Existing front gardens, mature trees, and street trees shall be retained and maintained	Only two small trees at the entrance to the supermarket currently exist on site. These are being removed, however, a large number of trees are shown on perspectives, elevations and plans.	Trees should be planted in accordance with submitted development plans. This will result in a significant improvement in the existing landscaping.
	Where trees are to be removed, the applicant shall demonstrate justification for removal, and satisfy the City that alternative measures such as pruning are impractical	Refer above.	Refer above.
	Where mature trees are to be removed, the applicant should plant and maintain suitable replacements elsewhere on the site	Refer above.	Refer above.

Fencing Characteristics & Design Standards

Provision	Requirements	Proposal	Comments
Inglewood			
	Fencing shall be compatible with the style and character of the house in terms of design and detail	Front fences located to southern ends of Tenth and Eleventh Ave frontages, and to Lawry Lane. Grey rendered planter to 450mm, flat bar balustrade fencing to 1600mm	Design and details of fence reflect those of the development.
	Solid fences or screen walls forward of the predominant building line shall not exceed 750mm in height	Refer above. 1800mm high brick terracotta walls proposed to southern boundaries.	Solid portion of Street / Lane facing fences are compliant. Dividing fences facing neighbouring dwellings to the south should be lowered for the portion in front of the main building line.

Provision	Requirements	Proposal	Comments
	Open-style fences forward of the predominant building line may be constructed to 1200mm high above natural ground level	Refer above.	Flat bar balustrade portion of fence is above the maximum permissible. Should be lowered to a maximum of 1200mm total height of combined planter and balustrade.
	Fencing above 1200mm in height forward of the building is not permitted	Refer above.	Refer above.

6. Summary and Conclusion

This Heritage Assessment has been prepared with reference to the City of Stirling's Character Retention Guidelines Mount Lawley, Menora and Inglewood (the Guidelines), and demonstrates that the proposed development represents a positive interpretation of the Guidelines, taking design cues and materials from traditional styles and employing them in a contemporary manner. The height of the development has been carefully considered with respect to its potential impact on the HPA.

The proposed development will constitute an improvement to the existing streetscape, by removing an intrusive element (the presentation of the existing building, surrounded by large setbacks and carparking) and replacing with a neutral development, which is in keeping with the heritage character of the area.

Nonetheless, the following modifications are recommended to more fully address the Guidelines:

- The boundary fences abutting the neighbouring residential development forward of the main building line, and front fences facing Tenth Avenue, Eleventh Avenue, and Lawry Lane should be lowered to 750mm (solid portion) and 1200mm (open portion, if desired) for the portion in accordance with the Inglewood Fencing provisions of the Guidelines.
- The parapet should be stepped up at the corner of Beaufort Street and Tenth Avenue as a contemporary interpretation of historic precedent.
- The design and finishes of the end units of buildings C and D (abutting Tenth and Eleventh Avenue, respectively) should be amended so that the first floor gives the impression of receding and the ground floor is the dominant element, facilitating a better transition between the three storey form and the adjacent single storey dwellings.

Additionally, consideration should be given to adding a nameplate of some description at the corner, for example with the name of the building or street number. Any signage is to be subject to a future application and must comply with the provisions of the Guidelines.

Kimberley Masuku

From: Sian Morgan [mailto:Sian.Morgan@tpg.co.uk]
Sent: Wednesday, 16 October 2013 1:52 PM
To: Kimberley Masuku
Subject: Re: Amended plans - Tenth Ave / Beaufort Street

Hi Kimberley

I've reviewed the amended plans and additional justification provided by the applicant for No. 96 Tenth Avenue, with respect to our assessment of the original plans in accordance with the Character Retention Guidelines, and have the following comments:

- The boundary fences abutting neighbouring residential development forward of the main building line, and front fences facing Tenth Avenue, Eleventh Avenue, and Lawry Lane have been amended and now comply with the Guidelines.
- We appreciate the applicants' justification with regard to the decision not to incorporate a stepped parapet at the corner of Tenth Avenue and Beaufort Street, and are satisfied that the inclusion of a nameplate provides an appropriate contemporary interpretation of historic precedent.
- With regard to the interface between the three storey component of the development and the neighbouring single storey historic residential development on Tenth and Eleventh Avenues, we are satisfied that the proposed setbacks and façade treatments result in an appropriate transition between the 4-5 storey, nil setback development towards Beaufort Street and the existing neighbouring development.

If you have any further queries please don't hesitate to contact me.

Kind regards

Siân Morgan
Heritage / Town Planner



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Department of Planning

City of Stirling
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23 July 2013

City of Stirling

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City of Stirling
25 Cedric Street
Stirling WA 6021

Your ref: DA13/1758

Our ref: DP/11/02191

Enquiries: Mark O'Brien (Ph: 6551 9751)

Attention: Kimberley Masuku, Senior Development Assessment Officer

Dear Kimberley,

Re: Development Application (Development Assessment Panel) for Mixed Use Development over Lots 32, 33 and 105 Tenth Avenue, Inglewood.

I refer to your letter dated 10 July 2013 regarding the above application. In accordance with the Western Australian Planning Commission's (WAPC) Notice of Delegation dated 23 December 2011, the following comments are provided with respect to this proposal.

Summary of Proposal

The applicant seeks approval for a mixed use development comprising residential (94 apartments), retail (141m² GFA), food and beverage (105m² GFA), and office space (200m² GFA). The current use of the site is an IGA supermarket. This building is to be demolished.

Access

Vehicular access to the subject site is proposed via the local road network. Tenth Avenue will provide access to a basement car park. Lawry Lane will provide additional access, servicing and car parking opportunities. This is in accordance with the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1, which seeks to minimise the number of new crossovers onto regional roads.

Land Requirements

The subject site abuts Beaufort Street, which is reserved as an Other Regional Road (ORR) in the Metropolitan Region Scheme (MRS) and reserved as a Category 2 Road as per Plan Number SP694/2. Frontage access may be allowed subject to approval on a Category 2 Road. Lot 105 is affected by the ORR reservation for Beaufort Street per the attached WAPC Land Requirement Plan 1.3560/1. It appears that this land requirement has been acknowledged in the submitted proposal.

Should the proponent require the exact dimensions of the road widening affecting Lot 105, they would need to apply for a Clause 42 Certificate. The form can be downloaded from <http://www.planning.wa.gov.au/5551.asp>

Transport Assessment

A Transport Statement prepared by Westbridge Property Group Pty Ltd (June 2013) has been submitted with the proposal in accordance with the WAPCs *Transport Assessment Guidelines for Developments*. The proposed development is likely to generate fewer trips than the existing use of the site (IGA supermarket) and is therefore unlikely to have any impact above current activities.

Summary of Recommendations

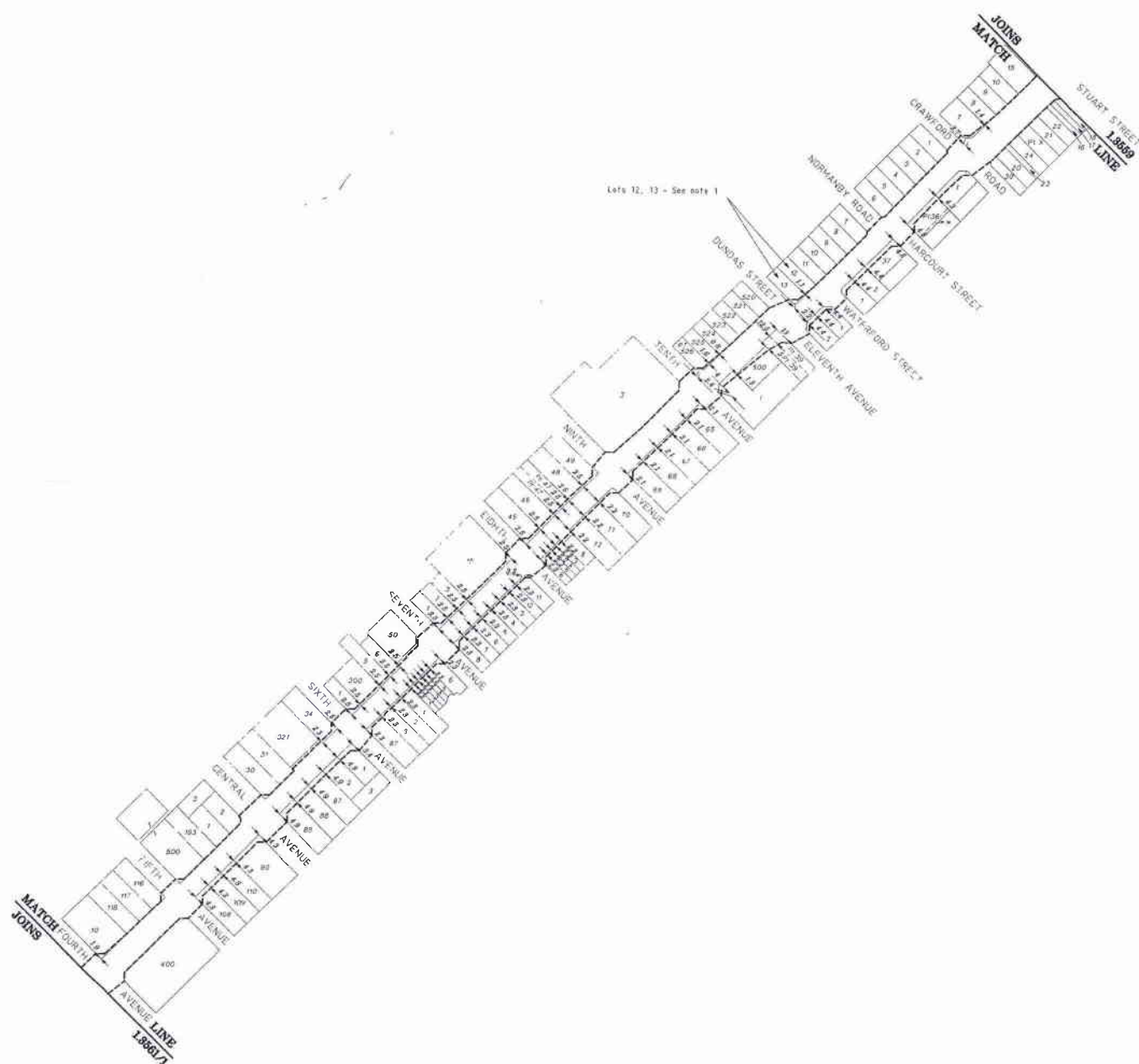
The Department has no objections to the proposal on regional transport planning grounds.

Yours sincerely,



Mohsin Muttaqui
Planning Manager
Department of Planning



**LEGEND**

PROPOSED RESERVATION BOUNDARY -----

DIMENSIONS SUBJECT TO SURVEY

WESTERN AUSTRALIAN PLANNING COMMISSION	
This is to certify that	Plan No. 1.3560/1
was APPROVED by	RESOLUTION at a meeting
held on 12 / 05 / 1997	Minute No. PRPC 28.4.1
Signed	Authorised Officer
EFFECTIVE 1 / 4 / 1998	

STANDARD TRUNCATIONNOTE ALL TRUNCATIONS ARE STANDARD
UNLESS OTHERWISE SHOWNNOTE 1 On lots indicated as "see note 1" the
reservation will only apply to buildings
of local heritage significance in the case
of redevelopment of the site**SUPERSEDES PLAN 1.3560**

**BEAUFORT STREET -
STUART STREET TO FOURTH AVENUE
IMPORTANT REGIONAL ROAD -
PROPOSED LAND REQUIREMENT**

AUTHORISED R WHITE
DRAFTSPERSON S JENKINS
EXAMINED
REVISED
DATE PRPC/168 12/4/1997



PLAN No
1.3560/1
SCALE 1:2000
2171

FILE REF. HW/2/1/1/1
PLAN REF. PRP 168 12/4/1997
BAR CODE
04118
REFP