



Metro North-West Joint Development Assessment Panel Agenda

Meeting Date and Time: Thursday 10 April 2014; 2pm
Meeting Number: MNWJDAP/52
Meeting Venue: City of Stirling
25 Cedric Street Stirling

Attendance

DAP Members

Mr Paul Drechsler (Alternate Presiding Member)
Mr Ian Birch (Alternate Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Cr John Chester (Local Government Member, City of Joondalup)
Cr Christine Hamilton-Prime (Local Government Member, City of Joondalup)
Mayor Giovanni Italiano (Local Government Member, City of Stirling)
Cr Rod Willox (Local Government Member, City of Stirling)

Officers in attendance

Mr Craig Shepherd (Development Assessment Panels)
Ms Gemma Basley (Department of Planning)
Ms Melinda France (City of Joondalup)
Mr Max Bindon (City of Joondalup)
Mr Neil Maull (City of Stirling)
Mr Ross Povey (City of Stirling)
Mr Greg Bowering (City of Stirling)
Ms Patricia Wojcik (City of Stirling)
Ms Christine Collins (City of Stirling)
Ms Emma O'Callaghan (City of Stirling)
Ms Giovanna Lumbaca (City of Stirling)

Local Government Minute Secretary

Ms Toni Fry (City of Stirling)

Applicants and Submitters

Mr James P. Turnbull (T&Z Architects)
Mr Jeremy Feldhusen (T&Z Architects)
Mr Kieran Reid (Rowe Group)
Ms Claire Richards (Rowe Group)
Mr Daniel Lees (TPG)
Mr David Hartree (Hartree and Associates Architects)
Mr Martin Ong (Eurowide Investments Pty Ltd)

Members of the Public



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

Ms Karen Hyde (Presiding Member)
Cr Mike Norman (Local Government Member, City of Joondalup)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Note the Minutes of the Metro North-West JDAP meeting no.51 held on the 25 March 2014.

5. Disclosure of Interests

Nil

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

Nil

8. Form 1 - Responsible Authority Reports – DAP Applications

- | | | |
|------------|------------------------|--|
| 8.1 | Property Location: | Lot 102 (8) Kennedy Drive, Joondalup |
| | Application Details: | New gymnasium addition to Lake Joondalup Baptist College |
| | Applicant: | Lake Joondalup Baptist College Inc |
| | Owner: | Lake Joondalup Baptist College Inc |
| | Responsible authority: | City of Joondalup |
| | Report date: | 31 March 2014 |
| | DoP File No: | DP/14/00198 |
| | | |
| 8.2 | Property Location: | Lot 2, House Number 91, Princess Road Balga |
| | Application Details: | Thirty Two Multiple Dwellings |
| | Applicant: | Rowe Group |
| | Owner: | Remarkable Investments Pty Ltd |
| | Responsible authority: | City of Stirling |
| | Report date: | 31 March 2014 |
| | DoP File No: | DP/14/00033 |



- 8.3** Property Location: Lot 1 (House Number 48) Filburn Street, Lot 2 (House Number 22) Scarborough Beach Road and Lot 3 (House Number) 24 Scarborough Beach Road, Scarborough
- Application Details: Proposed mixed use development including offices, short stay accommodation, multiple dwellings and caretaker's dwelling.
- Applicant: David Hartree and Associates
- Owner: Eurowide Investments Pty Ltd
- Responsible authority: City of Stirling
- Report date: 4 April 2014
- DoP File No: DP/13/00964

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

- 9.1** Property Location: Form 2 Application for minor amendments to previous DAP approval DP/11/02659. Proposed Refurbishment and Upgrading of Existing Marine Research Laboratory.
- Application Details: Reserve 29967, Lot 1 on Deposited Plan 172254 being No. 86 West Coast Drive Waterman's Bay
- Applicant: Ferguson Architects
- Owner: Minister for Fisheries
- Responsible authority: WAPC
- Report date: 19 March 2014
- DoP File No: DP/11/02659

10. Appeals to the State Administrative Tribunal

Nil

11. Meeting Closure



Minutes of the Metro North-West Joint Development Assessment Panel

Meeting Date and Time: Tuesday 25 March; 3pm
Meeting Number: MNWJDAP/51
Meeting Venue: City of Wanneroo
23 Dundobar Road Wanneroo

Attendance

DAP Members

Ms Karen Hyde (Presiding Member)
Mr Ian Birch (Alternate Deputy Presiding Member)
Mr Fred Zuideveld (Specialist Member)
Mayor Tracey Roberts (Local Government Member, City of Wanneroo)
Cr Frank Cvitan (Local Government Member, City of Wanneroo)

Officers in attendance

Mr Ryan Hall (City of Wanneroo)
Mr Ryan Bailey (City of Wanneroo)
Ms Cathrine Temple (City of Wanneroo)
Mr Mitchell Hoad (City of Wanneroo)
Ms Coralie Anderson (City of Wanneroo)

Local Government Minute Secretary

Ms Sue Wesley (City of Wanneroo)

Applicants and Submitters

Mr Greg Rowe (Rowe Group)

Members of the Public

Ms Claire Ottaviano (Wanneroo Times)

1. Declaration of Opening

The Presiding Member, Ms Karen Hyde declared the meeting open at 3.02pm on 25 March 2014 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

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

Karen Hyde



The Presiding Member advised that the meeting is being audio recorded in accordance with Section 5.16 of the Standing Orders 2012; No Recording of Meeting, which states: 'A person must not use any electronic, visual or audio recording device or instrument to record the proceedings of the DAP meeting unless the Presiding Member has given permission to do so.' The Presiding Member granted permission for the minute taker to record proceedings for the purpose of the minutes only.

2. Apologies

Mr Paul Drechsler (Deputy Presiding Member)

3. Members on Leave of absence

Nil

4. Noting of minutes

Minutes of the Metro North-West JDAP meeting no.48 held on 26 February 2014 were noted by DAP members.

The Minutes of the Metro North-West JDAP Meeting No.49 and 50 held on 6 March 2014 and 12 March 2014 were not available at time of Agenda preparation.

5. Disclosure of interests

Nil

6. Declaration of Due Consideration

All members declared that they had duly considered the documents.

7. Deputations and presentations

- 7.1 Mr Greg Rowe (Rowe Group) presented for the application at Item 8.1.

8. Form 1 - Responsible Authority Reports – DAP Application

- | | | |
|-----|------------------------|--|
| 8.1 | Property Location: | Lot 520 (950) Wanneroo Road, Wanneroo |
| | Application Details: | 'Liquor Store' and 'Mixed-Use' Tenancy |
| | Applicant: | Rowe Group |
| | Owner: | Bieson Pty Ltd |
| | Responsible authority: | City of Wanneroo |
| | Report date: | 7 March 2013 |
| | DoP File No: | DP/13/00874 |

PROCEDURAL MOTION

Moved by: Mayor Tracey Roberts

Seconded by: Cr Frank Cvitan

Karen Hyde



Based on the information provided to the JDAP Panel by Mr Greg Rowe (Rowe Group) and Mr Ryan Hall (City of Wanneroo), that the application at Item 8.1 be deferred for a period of 6 weeks.

The Procedural Motion was put and CARRIED UNANIMOUSLY.

8.2 Property Location: Lot 8 (590) and Lot 1 (614) Wanneroo Road, Pearsall
Application Details: Twenty (20) Grouped Dwellings
Applicant: Rowe Group
Owner: Carmella Scutti, Antonio Giuseppe Scutti, Paula Scutti and Giuseppe Alessandro Scutti
Responsible authority: City of Wanneroo
Report date: 13 March 2014
DoP File No: DP/14/00138

REPORT RECOMMENDATION/PRIMARY MOTION

Moved by: Mr Ian Birch

Seconded by: Mayor Tracey Roberts

That the Metropolitan North-West Joint Development Assessment Panel resolves to:

Refuse DAP Application reference DP/14/00138 and accompanying plans (**Attachment 1**) in accordance with the provisions of the City of Wanneroo District Planning Scheme No. 2. The application for twenty (20) grouped dwellings is **refused** for the following reasons:

1. The proposal is inconsistent with and contrary to Clause 6 and Schedule 3 of the City of Wanneroo's Agreed Structure Plan No. 6 – East Wanneroo Cell 4 (Hocking and Pearsall) as the ability for the provision of Public Open Space would be compromised;
2. The proposal is inconsistent with and contrary to the objectives of the 'Primary Regional Road' reservation for which the land is reserved under the Metropolitan Region Scheme, and would significantly compromise the availability of the land for future road works;
3. The proposed access to and egress from the subject site does not comply with Western Australian Planning Commission Policy DC 5.1 – Regional Road (Vehicular Access).

AMENDING MOTION

Moved by: Mr Ian Birch

Seconded by: Mayor Tracey Roberts

That Refusal Reason 3 be deleted.

REASON: Reason 3 of the refusal is subordinate to Reasons 1 and 2, as these are the primary reasons for refusal and negate the need for vehicle access to the site due to the intended use (public open space and road reserve) of the land.

Karen Hyde



The Amending Motion was put and CARRIED UNANIMOUSLY.

PRIMARY MOTION (AS AMENDED)

That the Metropolitan North-West Joint Development Assessment Panel resolves to:

Refuse DAP Application reference DP/14/00138 and accompanying plans (**Attachment 1**) in accordance with the provisions of the City of Wanneroo District Planning Scheme No. 2. The application for twenty (20) grouped dwellings is **refused** for the following reasons:

1. The proposal is inconsistent with and contrary to Clause 6 and Schedule 3 of the City of Wanneroo's Agreed Structure Plan No. 6 – East Wanneroo Cell 4 (Hocking and Pearsall) as the ability for the provision of Public Open Space would be compromised;
2. The proposal is inconsistent with and contrary to the objectives of the 'Primary Regional Road' reservation for which the land is reserved under the Metropolitan Region Scheme, and would significantly compromise the availability of the land for future road works.

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

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

Nil

10. Appeals to the State Administrative Tribunal

Nil

11. Meeting Close

The Presiding Member reminded the meeting that in accordance with Standing Order 7.3 only the Presiding Member may publicly comment on the operations or determinations of a DAP and other DAP members should not be approached to make comment.

There being no further business, the presiding member declared the meeting closed at 3.17pm.

Karen Hyde



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 102 (8) Kennedy Drive, Joondalup
Application Details:	New gymnasium addition to Lake Joondalup Baptist College
DAP Name:	Metro North-West JDAP
Applicant:	Lake Joondalup Baptist College Inc
Owner:	Lake Joondalup Baptist College Inc
LG Reference:	DA14/0151
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page Director Planning and Community Development
Department of Planning File No:	DP/14/00198
Report Date:	31 March 2014
Application Receipt Date:	10 February 2014
Application Process Days:	90 Days
Attachment(s):	1: Location plan 2: Development plans and perspectives 3: Environmentally sustainable design checklist

Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DP/14/00198 and accompanying plans A00 (Revision 2), A01 (Revision 2), A02 (Revision 2), A03 (Revision 2) and A04 (Revision 2) 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 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.
2. A Construction Management Plan being submitted and approved prior to the commencement of development. The management plan shall detail how it is proposed to manage:
 - (a) all forward works for the site;
 - (b) the delivery of materials and equipment to the site;
 - (c) the storage of materials and equipment on the site;
 - (d) the parking arrangements for the contractors and subcontractors;
 - (e) the management of sand and dust during the construction process;
 - (f) the management of noise during the construction process; and
 - (g) other matters likely to impact on the surrounding properties.

3. 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. Plans showing the proposed stormwater drainage system are to be submitted to and approved by the City, prior to the commencement of development.
4. The emergency services access point 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. This access point is to be thereafter maintained to the satisfaction of the City;
5. Detailed landscaping plans shall be submitted to the City for approval prior to the commencement of development. These landscaping plans are to indicate the proposed landscaping treatment(s) of the subject site and the adjoining road verge(s), and shall:
 - Be drawn at an appropriate scale of either 1:100, 1:200 or 1:500;
 - Provide all details relating to paving, treatment of verges and tree planting in the car park;
 - Show spot levels and/or contours of the site;
 - Indicate any natural vegetation to be retained and the proposed manner in which this will be managed;
 - Be based on water sensitive urban design principles to the satisfaction of the City;
 - Be based on Designing out Crime principles to the satisfaction of the City; and
 - Show all irrigation design details.
6. Landscaping and reticulation shall be established in accordance with the approved landscaping plans, Australian Standards and best trade practice prior to the development first being occupied and thereafter maintained to the satisfaction of the City.
7. Lighting shall be installed along all pedestrian pathways and in all common service areas prior to the development first being occupied, to the satisfaction of the City. A lighting plan shall be submitted to the City for approval prior to the commencement of development.
8. Retaining walls shall be of a clean finish and made good to the satisfaction of the City.
9. All external walls of the proposed building shall be of a clean finish, and shall at all times be maintained to a high standard, including being free of vandalism, to the satisfaction of the City.
10. All development shall be contained within the property boundaries.
11. Any roof mounted or freestanding plant or equipment such as air conditioning units, satellite dishes or radio masts to be located and screened so as not to be visible from beyond the boundaries of the development site, prior to the occupation of the building(s) to the satisfaction of the City.

12. The southern facade facing Shenton Avenue and the eastern facade facing Joondalup Drive of the gymnasium addition shall be further articulated, to create greater visual interest in the development as viewed from the street, to the satisfaction of the City. All details relating to the articulation of these elevations are to be submitted to, and approved by the City, prior to the commencement of development.
13. A full schedule of colours and materials for all exterior parts to the building is to be submitted to and approved by the City prior to the commencement of development. Development shall be in accordance with the approved schedule and all external materials and finishes shall be maintained to a high standard to the satisfaction of the City.
14. The sign must not include fluorescent, reflective or retro reflective colours.
15. The signage is to be established and thereafter maintained to a high standard to the satisfaction of the City.

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 DAP having first being sought and obtained.
2. This development has been defined as a public building and shall comply with the provisions of the *Health Act 1911* relating to a public building, and the *Public Building Regulations 1992*. An application to construct, extend or alter a public building is to be submitted with the building permit application.
3. In relation to condition 12 above, the applicant is advised that this may be achieved through the use of varied colours and/or material, additional height to the corner feature, or otherwise similar treatments.

Background:

Insert Property Address:	Lot 102 (8) Kennedya Drive, Joondalup
Insert Zoning	MRS: Central City Area
	TPS: Centre
Insert Use Class:	Educational Establishment
Insert Strategy Policy:	N/A
Insert Development Scheme:	City of Joondalup District Planning Scheme No. 2
Insert Lot Size:	88,470.7 m ²
Insert Existing Land Use:	Educational Establishment
Value of Development:	\$6.0 million

The subject site is an established private school (educational establishment) providing primary and secondary educational services. The subject site is bounded by the Arena Joondalup Precinct and Kennedya Drive to the north, Shenton Avenue to the south, Joondalup Drive to the east and a railway reserve to the south-west. The proposed development is proposed to be located on the south east corner of the site adjacent to the intersection of Shenton Avenue and Joondalup Drive (Attachment 1 refers).

The site is zoned 'Central City Area' under the Metropolitan Region Scheme (MRS), and 'Centre' under the City's District Planning Scheme No.2 (DPS2). The site is not subject to the provisions of the Joondalup City Centre Development Plan and Manual (JCCDPM) as it is excluded from the Northern Recreation District – Arena Precinct. The site is subject to development requirements of Part 4 of DPS2. In addition, due regard is to be given to the City's draft Joondalup City Centre Structure Plan (JCCSP) being a "seriously entertained planning proposal". The proposal is required to be assessed against the 'General Development Standards' and 'Arena District Development Standards' of this draft structure plan.

Details: outline of development application

The proposed development is a new two storey freestanding gymnasium addition comprised of:

- Two (2) internal sporting courts
- Six (6) classrooms
- Seminar/function room
- Staff study
- Gymnasium room
- Male and female change rooms
- Storerooms
- Kitchen

The majority of the development will be cut into the site, however a portion at the rear of the development adjacent to Joondalup Drive and the existing sporting oval is proposed to be filled to stabilise the addition. Fill is proposed to be a maximum height of 2.3 metres. A retaining wall supporting this fill will have a visual impact of 0.89 metres as viewed from Joondalup Drive due to proposed modifications to the adjacent embankment. The embankment will be filled and slope down to natural ground level (Attachment 2 refers).

A new emergency services access road to the existing external hard courts will be created to facilitate essential service access requirements.

Legislation & policy:

Legislation

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

State Government Policies

Nil

Local Policies

Environmentally Sustainable Buildings within the City of Joondalup

Encouraging the integration of environmentally sustainable design principles rather than mandating them, the policy requires applicants to complete the City's Environmentally Sustainable Checklist demonstrating that the development has been designed and assessed against a national recognised rating tool. A copy of the applicant's checklist is provided as Attachment 3.

Consultation:

Public Consultation

Public consultation was not undertaken in relation to this proposal. The proposed development is associated with the permitted land use of educational establishment. Due to the location of the site the development is not considered to result in any significant adverse impact on the locality.

Planning assessment:

DPS2 Assessment:

The proposal has been assessed against Part 4 of the City's DPS2. In addition, due regard was given to the City's draft JCCSP being a "seriously entertained planning proposal". The proposal generally complies with the provisions of the draft JCCSP and DPS2, except where discussed below:

DPS2	Draft JCCSP	Proposed	Complies
<u>Setback from side boundary (Joondalup Drive)</u> 3.0 metres	In the case of lots adjoining Moore Drive or Kennedy Drive a building must have a minimum setback of 6 metres from the street alignment.	Joondalup Drive (side boundary measured to the Pedestrian Access Way (PAW)): Gymnasium addition minimum setback of 2.765m	No – does not meet the requirements of DPS2
<u>Setback from street boundary (Shenton Avenue)</u> 9.0 metres	There is no minimum or maximum building setback to Shenton Avenue or Joondalup Drive.	Retaining wall minimum setback of 2.765m	
	There is no minimum or maximum side setback requirement.	Note: There is an existing PAW reserve adjacent to the site boundary. Proposed setbacks to <u>Joondalup Drive road reserve</u> are as follows: Gymnasium addition minimum setback of 4m	

		Retaining wall minimum setback of 8.9m Shenton Avenue (primary street boundary): Gymnasium addition minimum setback of 5.375m	No – does not meet the requirements of DPS2
N/A	Material and Finishes A concrete wall must be painted and provided with an articulated or detailed finish.	Articulated and detailed finish of the proposal is 'to be confirmed' (Attachment 2 refers)	No – will be dealt with through condition of approval

Building Setbacks:

The proposed gymnasium addition has been designed with reduced setbacks to address both Joondalup Drive and Shenton Avenue. The reduced building setbacks of the development seek to stimulate a visual interest and act as a visual landmark as viewed from Joondalup Drive and Shenton Avenue. The proposal is of a modest scale; however is visually prominent due to its location on elevated topography. The development is considered to be in an isolated location with reference to buildings at the site and of nearby properties, thus the development is not considered to create any detrimental amenity impacts.

Material and Finishes:

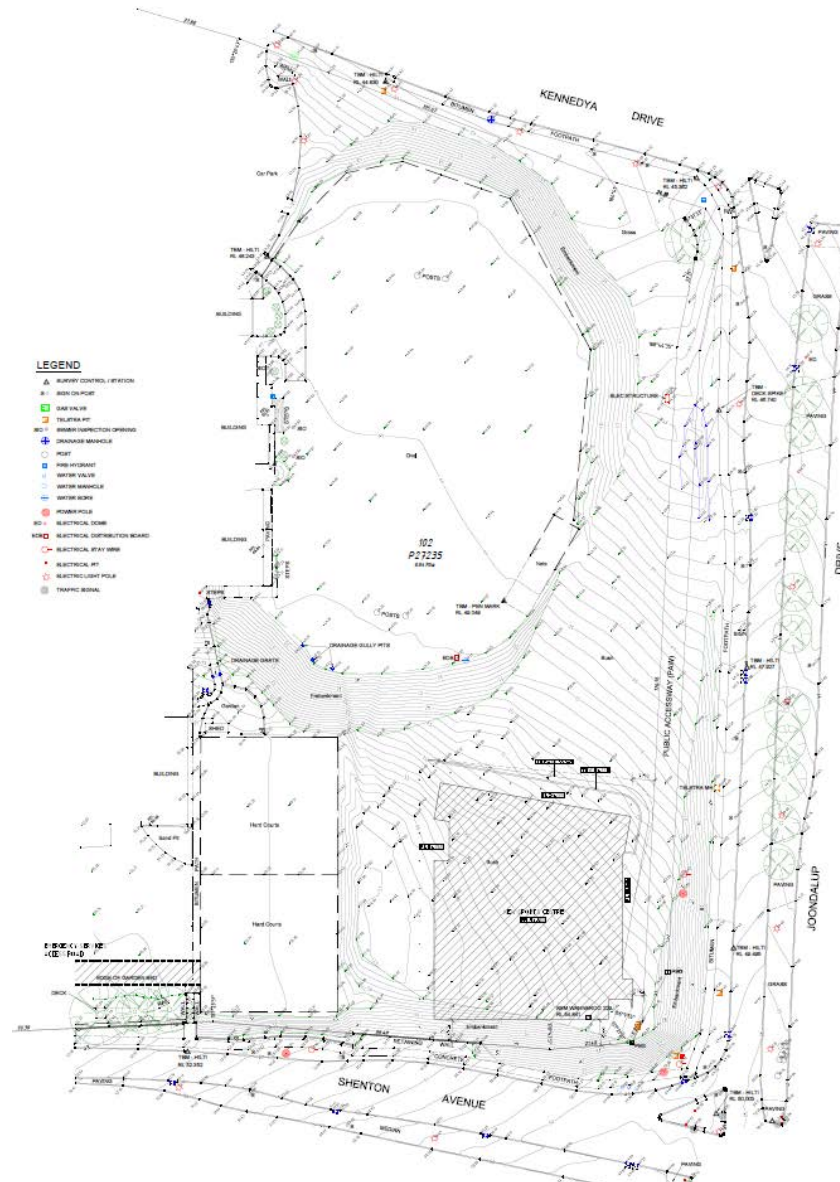
The proposed articulated and detailed finish of the concrete walls has been indicated as 'to be confirmed' ("TBC") by the applicants (Attachment 2 refers). A condition of approval (condition 12) is applied to address this non-compliance prior to development. The articulated and detailed finish of the proposal is of particular importance given the prominent landmark position of the proposal as viewed from the intersection of Joondalup Drive and Shenton Avenue being two major traffic routes in and out of the City of Joondalup. Condition 12 allows for the City and the applicants to negotiate a finish which attracts a visual interest to the satisfaction of both Lake Joondalup Baptist College and the City.

Conclusion:

As discussed above, some elements of the proposed gymnasium addition do not conform to the requirements of the City's DPS2 and draft JCCSP, however given the proposal context and intent these variations are considered appropriate. The proposal seeks to address Shenton Avenue and Joondalup Drive street frontages by creating a visual interest and a landmark cue from these major traffic routes.

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





LAKE JOONDALUP BAPTIST COLLEGE

PROPOSED SPORTS CENTRE
SITE PLAN



SCALE: 1:500
DATE: 21/03/14
DRAWN: JW
JOB NO: 414023
DRAWING NO: A00



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ATTACHMENT 2



LAKE JOONDALUP BAPTIST COLLEGE

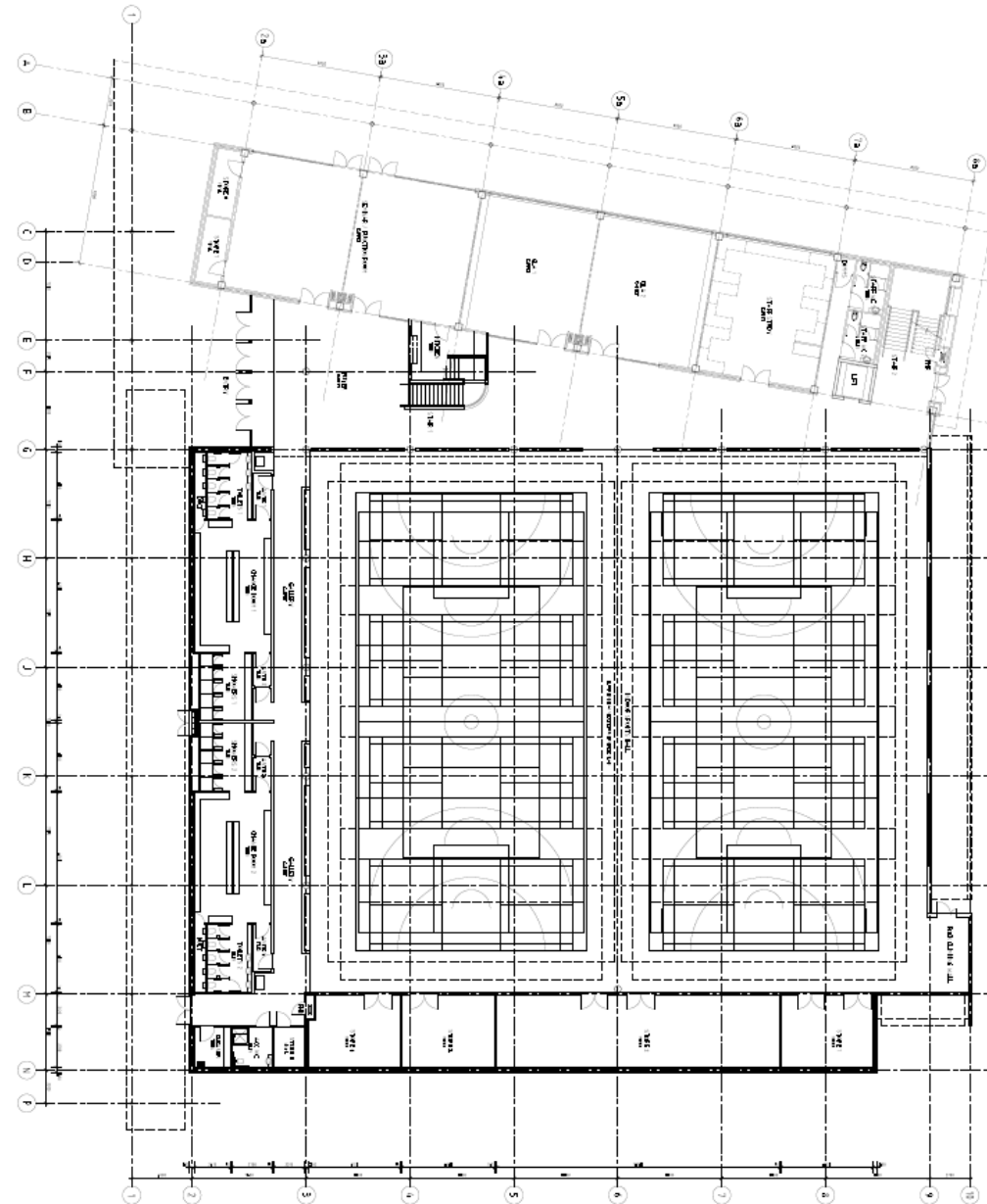
PROPOSED SPORTS CENTRE
SITE PLAN



SCALE: 1:500
DATE: 21/03/14
DRAWN: JW
JOB NO: 414023
DRAWING NO: A00



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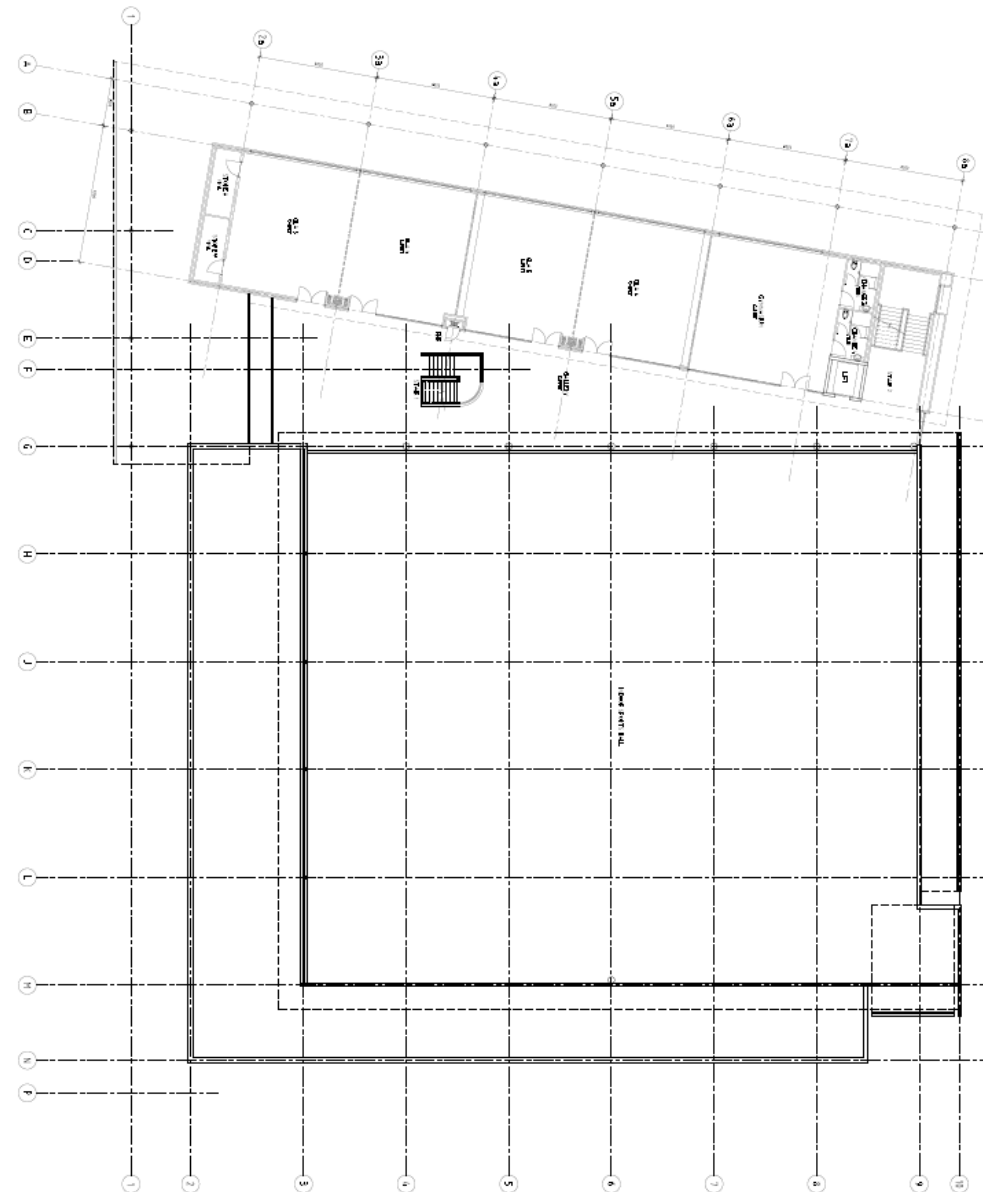
LAKE JOONDALUP BAPTIST COLLEGE

PROPOSED SPORTS CENTRE
INCORPORATING COST OPTIONS 1 & 3

SCALE: 1:100
DATE: 21/03/14
DRAWN: JW
JOB NO: 414023
DRAWING NO: A01



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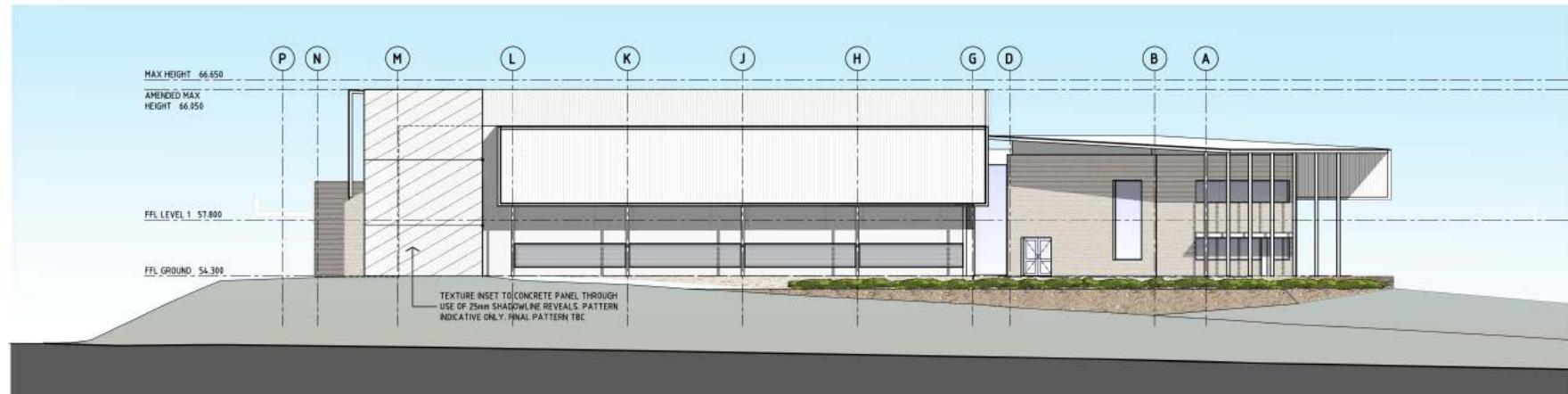
LAKE JOONDALUP BAPTIST COLLEGE

PROPOSED SPORTS CENTRE
INCORPORATING COST OPTIONS 1 & 3

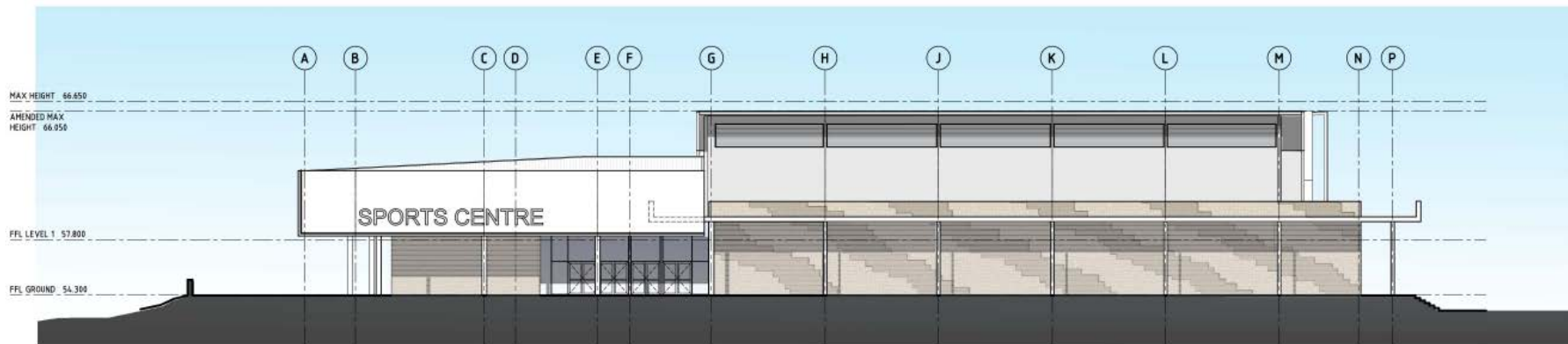
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DATE: 21/03/14
DRAWN: JW
JOB NO: 414023
DRAWING NO: A02



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EAST ELEVATION



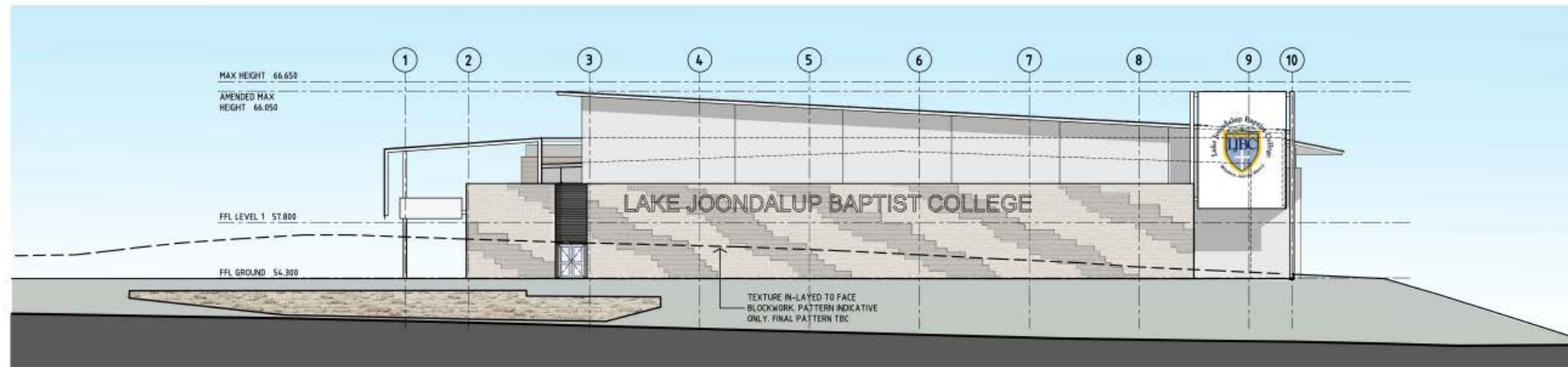
WEST ELEVATION
LAKE JOONDALUP BAPTIST COLLEGE

PROPOSED SPORTS CENTRE
INCORPORATING COST OPTIONS 1 & 3

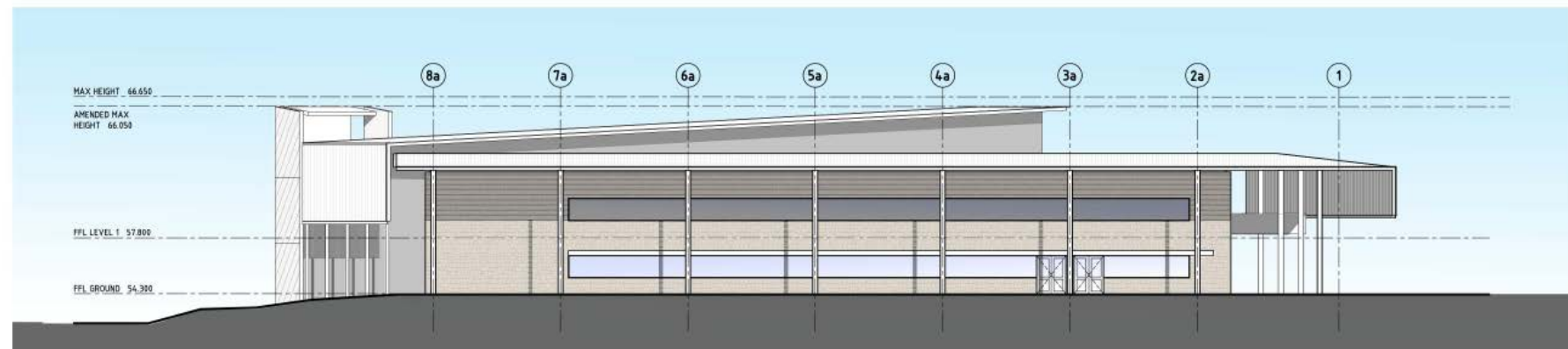
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DATE: 21/03/14
DRAWN: JW
JOB NO: 414023
DRAWING NO: A03



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SOUTH ELEVATION



NORTH ELEVATION

LAKE JOONDALUP BAPTIST COLLEGE

PROPOSED SPORTS CENTRE
INCORPORATING COST OPTIONS 1 & 3

SCALE: 1:200
DATE: 21/03/14
DRAWN: JW
JOB NO: 414023
DRAWING NO: A03



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LAKE JOONDALUP BAPTIST COLLEGE

PROPOSED SPORTS CENTRE
PERSPECTIVE

SCALE:
DATE: 21/03/2104
DRAWN: AB
JOB NO: 414023
DRAWING NO: A04



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LAKE JOONDALUP BAPTIST COLLEGE

PROPOSED SPORTS CENTRE
PERSPECTIVE

SCALE:
DATE: 21/03/2104
DRAWN: AB
JOB NO: 414023
DRAWING NO: A04



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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

ATTACHMENT 3

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

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:

The sports hall will be naturally ventilated utilizing the 'stack effect' principle and employs a significant shading element to protect the thermal mass of the building from morning solar gain.

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: Stuart Holliday Contact Number: 9300 7444

For Lake Joondalup Baptist College Inc

Applicant's Signature: [Signature] Date Submitted: 7/2/14

Accepting Officer's Signature: _____

Checklist Issued: March 2011



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 2, House Number 91, Princess Road Balga
Application Details:	Thirty Two Multiple Dwellings
DAP Name:	Metro North-West JDAP
Applicant:	Rowe Group
Owner:	Remarkable Investments Pty Ltd
LG Reference:	DA13/3385
Responsible Authority:	City of Stirling
Authorising Officer:	Ross Povey Director Planning and Development
Department of Planning File No:	DP/14/00033
Report Date:	12 March 2014
Application Receipt Date:	24 December 2013
Application Process Days:	90 Days
Attachment(s):	Attachment 1 Development Application Plans a) Site Plan b) Ground Floor Plan c) First Floor Plan d) Elevations e) Elevations f) Perspectives Attachment 2 Aerial Location Plan Attachment 3 Metropolitan Region Scheme (MRS) Zoning Map Attachment 4 City of Stirling Local Planning Scheme No. 3 (LPS 3) Zoning Map Attachment 5 City of Stirling Parking and Access Policy (Local Planning Policy 6.7) Attachment 6 City of Stirling Landscaping Policy (Local Planning Policy 6.6) Attachment 7 City of Stirling Bin Storage Policy (Local Planning Policy 6.3) Attachment 8 City of Stirling Bicycle Parking Policy (Local Planning Policy 6.2)

	<p>Attachment 9 City of Stirling Streetscapes Policy (Local Planning Policy 2.7)</p> <p>Attachment 10 City of Stirling Residential Building Heights Policy (Local Planning Policy 2.6)</p> <p>Attachment 11 City of Stirling Street Tree Policy (Local Planning Policy 2.6)</p> <p>Attachment 12 Applicant Submission a) Dated 20 December 2013 b) Dated 28 February 2014</p> <p>Attachment 13 Transport Statement</p>
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Recommendation:

That the Metro North-West JDAP resolves to:

Approve DAP Application reference DP/14/00033 and accompanying plans (ATTACHMENT 1) in accordance with Clause 10.3 of the City of Stirling's Local Planning Scheme No. 3, subject to the following conditions

Conditions

1. The proposed development complying with all details and amendments marked in red as shown on the approved plan. Specifically:
 - Windows of Units 30, 31 and 32 facing the north west side boundary to have a sill height of no less than 1.6m from finished floor level;
 - The solid fence to the bin store facing Princess Road is to incorporate an entry feature to the development;
 - The security barrier at the entry is to be removed; and
 - A 0.5m landscaping strip is to be provided along the driveways abutting the north east side boundary.

Amended plans demonstrating compliance with the above to the satisfaction of the Manager Approvals shall be submitted and approved in writing prior to commencement of works.

2. The removal of the street tree indicated on the approved plans (including the stump) and provision of one (1) new street tree on the verge and two (2) compensation trees will be undertaken by the City's Parks Department at a cost to the applicant/owner of a total cost of \$1776.50 inclusive of GST.
3. The remaining street tree located in the verge area adjoining the subject lot/s as indicated on the approved plans is to be retained and protected.
4. All eaves to the proposed development maintain a minimum setback of 750mm from the boundary.

5. All stormwater from all roofed and paved areas to be collected and contained on site.
6. All land indicated as landscaped area on the approved plan being developed on practical completion of the building/s to the satisfaction of the City. All landscaped areas are to be maintained in good condition thereafter.
7. The boundary wall/s not to exceed the heights as shown on the approved plans. The surface finish of the wall/s facing a neighbour shall be to the satisfaction of the adjoining neighbour or, in the case of a dispute, to the satisfaction of the Manager Approvals.
8. All driveways, parking and manoeuvring areas are to be constructed of brick paving, drained and maintained to the City's satisfaction. Alternative finishes such as concrete or bitumen are acceptable if it has a decorative type finish to the satisfaction of the City.
9. No walls fences or letterboxes above 0.75 metres in height to be constructed within 1.5 metres of where;
 - a) walls or fences adjoin vehicular access points to the site, or
 - b) a driveway meets a public street, or
 - c) two streets intersect,unless the further approval of Council is obtained.
10. Air conditioning units, ducts and other services shall be screened from view.
11. All boundary fencing behind the front setback line is to accord with the provisions of the City's Local Laws pertaining to the provision of a sufficient fence.
12. Vehicular parking manoeuvring and circulation areas indicated on the approved plan being sealed and drained, the parking spaces being marked out and maintained in good repair to the satisfaction of the City.
13. The eight (8) visitor parking spaces being provided on site are to be permanently marked for the exclusive use of visitor's parking to the satisfaction of the City.
14. Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas to the satisfaction of the City.
15. Adequate lighting being provided to communal pathways and parking areas to the satisfaction of the City.
16. Any on-site clothes drying facilities being screened from public view.
17. All privacy screening is to be visually impermeable and to comply in all respects with the requirements of clause 6.8.1 of the Residential Design Codes (Visual Privacy).

18. Any existing crossovers not included as part of the proposed development on the approved plan are to be removed. New kerbing and verge to be reinstated to the satisfaction of the Manager Engineering Operations.

Advice Notes

The following Advice notes are also recommended:

- a) If the development the subject of this approval is not substantially commenced within a period of two years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.
- b) Where an approval has so lapsed, no development shall be carried out without the further approval of the Council having first been sought and obtained.
- c) If an applicant is aggrieved by this determination there is a right of appeal under Part V of the *Planning and Development Act 2005*. An appeal must be lodged within 28 days of the determination with the State Administrative Tribunal.
- d) This is a Development Approval under the City of Stirling Local Planning Scheme No. 3 and related policies. It is not a building licence or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
- e) The development is to comply with the Environmental Protection (Noise) Regulations 1997.
- f) This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the City to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the City's attention.
- g) Noisy Construction Work outside the period 7.00 am to 7.00 pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.
- h) Compliance with the provisions of the Building Code of Australia.
- i) The applicant is responsible for ensuring that all lot boundaries as shown on the approved plans are correct.
- j) The vehicular access shown in this application has been assessed and determined based upon the location of street trees as shown on the submitted plans. It is the responsibility of the applicant to ensure that this information is correct as any inaccuracy of the plans will not be considered justification for

removal of the trees in the event that their positions are incorrectly shown. Removal of street trees without the written approval of the City is an offence.

- k) In areas where power is supplied by overhead street mains new installations must be serviced by underground service mains to the satisfaction of Western Power.
- l) Connection to deep sewerage in the locality.
- m) Development is to comply in all respects with the attached approved plans which have been stamped accordingly.
- n) Submission of acceptable plans showing the details of paving, stormwater drainage and disposal with the Building Licence Application. Such plans and any other stormwater drainage requirements and/or conditions of approval are to be to the satisfaction of the Manager, Engineering Operations.

Background:

Insert Property Address:	Lot 2, House Number 91, Princess Road, Balga
Insert Zoning MRS:	Urban
TPS:	Residential R40 Additional Use
Insert Use Class:	Medical Services
Insert Strategy Policy:	Not applicable
Insert Development Scheme:	Not applicable
Insert Lot Size:	3270m ²
Insert Existing Land Use:	Medical Services
Value of Development:	\$3,750,000

The subject site is located in the local municipality of Stirling, approximately 12 km north of the Perth CBD. The site is located on Princess Road, opposite Princess Tavern. Under the City's Local Planning Scheme No. 3 Schedule 2 the subject property is permitted an Additional Use 'Medical Centre'. A Medical Centre development was approved by the City in April 1988.

The subject property is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (ATTACHMENT 3) and 'Residential R40' under the City of Stirling's Local Planning Scheme No. 3 (LPS3) (ATTACHMENT 4).

LPS 3 provides the following objectives for the Residential zone:

- a) *To provide for residential development at a range of densities with a variety of housing type and size, to meet the current and future needs of the community.*
- b) *To provide for a range of non-residential uses, which are compatible with and complementary to residential development.*

Summary of development application (DA13/3385)

The development application (DA13/3385) proposes the demolition of the existing Medical Centre and construction of 32 Multiple Dwellings. The proposal consists of the three (3) two-storey blocks. A total of 45 car bays, consisting of 37 resident car

bays and eight (8) visitor car bays are provided accessible via one (1) crossover to the north east side of the property. The development proposes a security gate with intercom and two (2) separate pedestrian paths from the front boundary continuing around the site. The proposal also includes a rear communal area with BBQ facilities and communal clothes drying area.

Legislation & policy:

Legislation

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

State Government Policies

Nil.

Local Policies

The following Local Planning Policies are applicable to the development:

- Local Planning Policy 2.6 – Residential Building Heights
- Local Planning Policy 2.7 – Streetscapes
- Local Planning Policy 6.2 – Bicycle Parking
- Local Planning Policy 6.3 – Bin Storage
- Local Planning Policy 6.6 – Landscaping
- Local Planning Policy 6.7 – Parking and Access

Consultation:

Public Consultation

Public consultation was undertaken for the required 14 days to the affected adjoining landowners.

The application was advertised, in accordance with Part 4 of the Residential Design Codes (R-Codes). Letters were sent to affected landowners of properties adjoining the subject site. At the conclusion of the advertising period, one (1) objection was received.

The objection received dated 5 March 2014 is as follows:

“-Overshadowing: on the plan calculation is that there will be 31sqm of shadow to my property at 4 Balney St. Worked out as a percentage of the entire allotment of 990sqm as 3%, but there are four dwellings on that site & the rear dwelling being approx. 230sqm would come to around 14%. This would not be good for the quality of living & property value.

-Ingress/Egress: Another concern is the stairwells serving the units are at the rear of the property, which means foot traffic will be high generally resulting in noise close to these neighbouring residents, as well a constantly opening & slamming lobby door (even with the highest quality self-closing mechanism).

-Common Area: I'm assuming the built-in bbq area & bicycle bays are part of a common area which is great for the complex, but not in a position so close to a boundary with no buffer like trees or garden bed where it will be frequently used by many tenants/owners. Unlike a single rear entertaining

area that may have an event a weekend, this area will be used by 16 units. This common area is not area where 16 units occupiers will have care for the relationship with their neighbours as they can just walk back to the other side of the complex. Bikes of 16 unit occupiers will also be parked there causing more noise & possible anxiety for neighbours. I'm not against development & boundaries need to be tested to get a good result but not at the great expense of others. I'm a builder & am developing at the moment and a prime concern is neighbour welfare to make sure all parties lives are enhanced by the lifting of an areas appeal but a towering 5.8m wall 30m in length, is a large canvas & a real concern when it's proposed setback is 1.5m!"

Officer's response

The objection raises the following issues with the proposal:

- Overshadowing;
- Potential noise from pedestrian access within the dwellings;
- Potential noise from bicycle parking location;
- Location of communal area; and
- Building bulk.

Clause 6.4.2 of the Residential Design Codes allows up to 35% of the site area of the adjoining property to be overshadowed. The proposed development complies with the deemed-to-comply provisions of the R-Codes in terms of solar access to adjoining sites.

The adjoining property at HN 4 Balney Street contains four (4) grouped dwellings in a battle-axe configuration. The part of the development that is located along the north west side of the site has three (3) separate stairwells servicing the five (5) dwellings located on the upper floor. Given the development provides pedestrian access to the upper floor at three (3) separate points, the design is considered to reduce the potential for a high level of noise generation in one concentrated area. The bicycle bays although located on the boundary are not an area which will be used for an extended period of time. These areas are not habitable spaces and are not considered to cause a high level of pedestrian traffic over a long period of time.

The location of the communal area will be adjacent to the driveway/reversing area of the adjoining property at the south west side. Each of the proposed dwellings has a private outdoor living area and it is considered that the majority of leisure activity will occur in these spaces rather than the communal outdoor living area.

The closest major opening on the affected adjoining property is 1.74m from the common boundary at varying angles (ATTACHMENT 2). The portion of wall which abuts HN 4 Balney Street will be a 10m portion of the proposed upper floor wall. The upper floor wall will not impact the outdoor living area of the adjoining property as this is located 9m from the common boundary on the opposite side of the dwelling.

The adjoining property at HN 87 Princess Road contains a single dwelling in the centre of the lot with large shed closest to the subject property.

In relation to the proposed building bulk at the south west side boundary although the wall is 6.0m in height and 1.5m from the side boundary, no major openings are proposed and therefore privacy between adjoining properties will be maintained.

Applicant's response

The applicant provided the following comments in relation to the objection received dated 25 March 2014:

"Overshadowing"

We confirm that the proposed development satisfies the Deemed-to-Comply provisions of the Residential Design Codes (RD Code) in relation to overshadowing and is therefore acceptable.

Potential noise from pedestrian access within the dwellings

It is not clear from your email precisely what noise generating activity is of concern to the objector. We do note however that all future residents of the proposed development will be required to comply with the Environmental Protection (Noise) Regulations in the same manner as other residents within the City.

Location of communal area

It is not clear from your email what the nature of the objectors concern is. If the concern is in relation to noise, we note that measures such as time restrictions for resident use of the communal area can be put in place through the Strata Management Agreement.

Potential noise from bicycle parking location

The bicycle parking area is not considered to be an excessive noise generating activity. Notwithstanding, as noted above, all future residents of the proposed development will be required to comply with the Environmental Protection (Noise) Regulations in the same manner as other residents within the City

Building Bulk

The proposed development complies with the maximum plot ratio permitted on the site under the RD Codes. The proposed development also satisfies the performance criteria of the RD Codes in relation to lot boundary setbacks, as outlined in our letter of 10 February 2014."

Consultation with Internal and External Agencies

Internal Referrals

The application was referred internally to the Engineering Approvals and Parks and Recreation Business Units. Following their advice, relevant conditions and advice notes have been included in the recommendation.

External Referral

External consultation was not required to be undertaken as part of the assessment.

Planning assessment:

The development has been assessed against the City of Stirling Local Planning Scheme No. 3, Local Planning Policies and State Planning Policy 3.1 – Residential Design Codes 2013. The proposal requires discretionary decision to be made in respect to a number of matters, including:

- Street Tree Removal;
- Street Setbacks;
- Lot Boundary Setbacks;
- Open space;
- Street walls and fences;
- Outdoor living areas;
- Design of car parking spaces;
- Visual Privacy; and
- Utilities and facilities.

Each of these design elements of the proposed development is considered in further detail below.

Officer's Comment:

Street Tree Removal

The City's Street Tree Policy (ATTACHMENT 11) forms the basis for consideration of development applications where the removal of street trees is proposed. The following is a relevant extract of the Policy and how it relates to development:

"The City recognises the significant contribution made by street trees to both the aesthetic and environment aspects of existing streetscapes with the City. It also recognises that in some cases, tree retention may not be desirable, feasible or reasonable, owing to the condition, location or species of the tree, its implications for development on an abutting site and / or the achievement of other Council objectives.

The City will not remove street trees except where retention is considered undesirable or unreasonable, such as where: exceptional circumstances exist relating to public risk and safety; the tree species is not an approved variety and is not acceptable to the City; or the tree precludes redevelopment of an adjoining site, with no other reasonable alternative to removal.

The Princess Road verge area contains three (3) street trees. This application proposes the removal of one (1) street tree to accommodate the one (1) proposed crossover. In order to determine whether the tree qualified for removal, the application was referred to the City's Parks & Reserves Business Unit, and the following advice was provided:

"The council requires that Developers consider retaining existing street trees in all instances. Trees have to be dead, dying, diseased or structurally unsound to be considered for removal. The street tree policy has included that a tree could also be considered for removal if design alternatives have been exhausted to no end. I do not have any information to indicate the tree in question has any of the prementioned conditions therefore in line with council policy and arboricultural reasoning there is no reason to approve removal of the tree.

If it is determined that there is no alternative and the tree is approved for removal this is at the applicants cost. The City will seek reimbursement to offset the loss of the tree as well as cost for the process of removal and replacement planting."

Although the tree does not qualify as having arboricultural reasons for removal, it is determined that, given the existing bus stop and paths on the verge, the development of the site is constrained. In order to accommodate the new crossover on the Princess Road verge, one (1) of the existing trees would need to be removed.

Currently the bus stopping area at the south west of the verge occupies approximately 31m of the 73m verge area. It is considered that the applicant has endeavoured to minimise the number of crossovers on the verge area and the removal of one (1) street tree is required to provide a vehicle access point at the north east side boundary which is located away from the existing bus stop area.

Further advice was provided by the City's Parks & Reserves Business Unit in relation to the determination made by the City's Approvals Business Unit:

"For a tree up to 10m in height and width the cost to remove and grind out its stump is \$456.50 (2.7.3.40.2012/13 – Classic Tree Services). The loss of this asset is significant and to mitigate this loss of asset the City requires a form of compensation. In all instances a replacement tree cost is asked for. The cost is \$440 per tree this includes GST. One tree is to go back on site and "compensation trees" x two (2) trees will be asked for to go into a reserve nearby. The total cost will be \$1776.50 includes GST"

Should approval for the proposed development be granted, a condition of approval is recommended that one (1) new street tree is to be planted on this verge at the applicant/owners expense and costs for two (2) compensation trees is to be provided in accordance with the advice provided by the City's Parks & Reserves Business Unit. A condition to this effect has been included in the recommendation.

The development proposes the following variations to the R-Codes deemed-to-comply provisions:

- Street Setbacks;
- Lot Boundary Setbacks;
- Open space;
- Street walls and fences;
- Outdoor living areas;
- Design of car parking spaces;
- Visual Privacy; and
- Utilities and facilities.

An assessment of the proposal against the design principles is as follows:

Variation	Design Principle	Officers Comment
Clause 6.1.3 - Street Setbacks	<p>P3 Buildings are setback from street boundaries (primary and secondary) an appropriate distance to ensure they:</p> <ul style="list-style-type: none"> • contribute to the desired streetscape; • provide articulation of the building on the primary and secondary streets; • allow for minor projections that add interest and reflect the character of the street 	<p>The development proposes a minimum street setback of 2.8m in lieu of the required 4.0m minimum setback as required by the deemed-to-comply provisions of the R-Codes. An average setback of 3.79m has been provided.</p> <p>The application is considered to address the streets and contribute to the streetscape by:</p>

	<p>without impacting on the appearance of bulk over the site;</p> <ul style="list-style-type: none"> • are appropriate to its location, respecting the adjoining development and existing streetscape; and • facilitate the provision of weather protection where appropriate. 	<ul style="list-style-type: none"> • minimising the number of crossovers where one (1) vehicle access point is proposed; • providing adequate street surveillance with a major opening to a habitable room in each of the dwellings fronting Princess Road; • providing multiple pedestrian entry points; and • providing varying setbacks to the street which creates interest and articulation between the individual dwellings as well as between the ground and upper floors. <p>The building fronting Princess Road will give the impression of four (4) grouped dwellings rather than multiple dwellings due to the varying finished floor levels, separation of the proposed roof along the frontage as well as the three (3) concealed wall features.</p> <p>The reduced setback is proposed to accommodate roofing over the alfresco areas which are considered to encourage use of the outdoor living areas by the provision of weather protection. The proposal is considered to positively contribute to the desired streetscape and is therefore supported.</p>
Clause 6.1.4 – Lot Boundary Setbacks	<p>P4.1 Buildings set back from boundaries or adjacent buildings so as to:</p> <ul style="list-style-type: none"> • ensure adequate daylight, direct sun and ventilation for buildings and the open space associated with them; • moderate the visual impact of building bulk on a neighbouring property; • ensure access to daylight 	<p><u>South west side boundary setback – upper floor</u></p> <p>The proposal includes a minimum setback of 1.5m for the upper floor building of Units 25-29 in lieu of the required minimum setback of 2.8m to the south west side boundary. The City advertised the variation to the adjoining affected landowners and one (1)</p>

	<p>and direct sun for adjoining properties; and</p> <ul style="list-style-type: none"> assist with the protection of privacy between adjoining properties. <p>P4.2 In mixed use development, in addition to the above:</p> <ul style="list-style-type: none"> side boundary setbacks to retail/commercial component of the development is in accordance with the existing street context, subject to relevant scheme provisions. retail/ commercial development adjoining residential is designed to minimise the potential impacts between the two uses. 	<p>objection was received.</p> <p>The proposal complies with the overshadowing provisions of the R-Codes, whereby adequate daylight, direct sun and ventilation over the adjoining properties will be maintained.</p> <p>In terms of the visual impact of building bulk on the adjoining property, the closest major opening on the affected adjoining property is 1.74m from the common boundary which due to the irregular lot shape, is at varying angles (ATTACHMENT 2). The portion of wall located adjacent to HN 4 Balney Street will be a 10m length of the upper floor wall. The upper floor wall will not impact the outdoor living area of the adjoining property at HN 4 Balney Street as this is located 9m from the common boundary on the opposite side of the adjoining dwelling. The adjoining property at HN 87 Princess Road contains a single dwelling in the centre of the lot with large shed closest to the subject property. It is not considered that the building bulk of the proposal on HN 4 Balney Street and HN 87 Princess Road would be any different to a series of two-storey grouped dwellings.</p> <p>There are no major openings proposed, therefore privacy between adjoining properties will be maintained.</p> <p>In light of the above, the variation is considered to address the design principles and is therefore supported.</p> <p><u>North west rear boundary setback – upper floor</u></p> <p>The proposal includes a minimum setback of 1.5m with a</p>
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		<p>maximum setback of 3.5m for the upper floor building of Units 30 - 32 in lieu of the required minimum setback of 2.8m to the north west rear boundary.</p> <p>The proposed windows to the upper floor of Units 30-32 currently have a sill height of 1.5m from finished floor level and as they are major openings they have been assessed further in this report in relation to the Visual Privacy provisions of the R-Codes. The recommendation being that these windows are reduced to minor openings with a sill height of no less than 1.6m from the finished floor level. With this amendment, the upper floor wall facing the rear boundary will have no major openings affecting the adjoining property, comply with visual privacy provisions and therefore privacy will be maintained.</p> <p>The varying setbacks are considered to reduce the impact of building bulk on the adjoining properties. Due to the orientation of the site, it is considered that there will be no impact on access to direct sun or ventilation to adjoining properties.</p> <p>During the 14 day consultation period no comments were received from the rear affected landowner.</p> <p>In light of the above, the variation is considered to meet the design principles.</p>
		<p><u>Multiple boundary walls</u></p> <p>The application proposes two (2) separate carport structures to multiple boundaries. The carports are no higher than 2.4m and will therefore not impact the</p>

		adjoining properties in terms of building bulk, access to direct sun, ventilation and daylight. As the carports are non-habitable spaces, privacy of the adjoining landowners will not be affected. In light of the above, the variation is considered to meet the design principles.
Clause 6.1.5 – Open space	P5 Open space respects existing or preferred neighbourhood character and responds to the features of the site.	The application proposes 44% open space in lieu of the 45% open space provision required by the R-Codes. The streetscape is not adversely affected as there is sufficient open space in front of the dwelling. Each unit provides at least the required minimum private outdoor living area. There is adequate open space around and throughout the development to complement the building. The open space variation is minor and will not be noticeable. In light of the above, the variation is considered to meet the design principles.
Clause 6.2.2 – Street walls and fences	P2 Front fences to enable surveillance and enhance streetscape.	A solid portion of the front fence is proposed to be 1.8m in height in lieu of the permitted 1.2m for a solid wall as per the R-Codes. Nor does it comply with the City's Streetscape Policy (ATTACHMENT 9), which allows 0.75m solid and up to 1.8m visually permeable. The portion of front fence relates to the proposed bin storage area. The bin storage area is considered to be located in a suitable location, conveniently positioned near the point of entry. The City has no objection to the 4.8m in length solid portion of front fence on the basis that the fence is amended to incorporate an entry feature to the development. A condition to this effect has been included in the recommendation.
Clause 6.3.1 – Outdoor living	P1 Balconies or equivalent outdoor living areas capable of	The applicant seeks to vary the minimum dimension prescribed

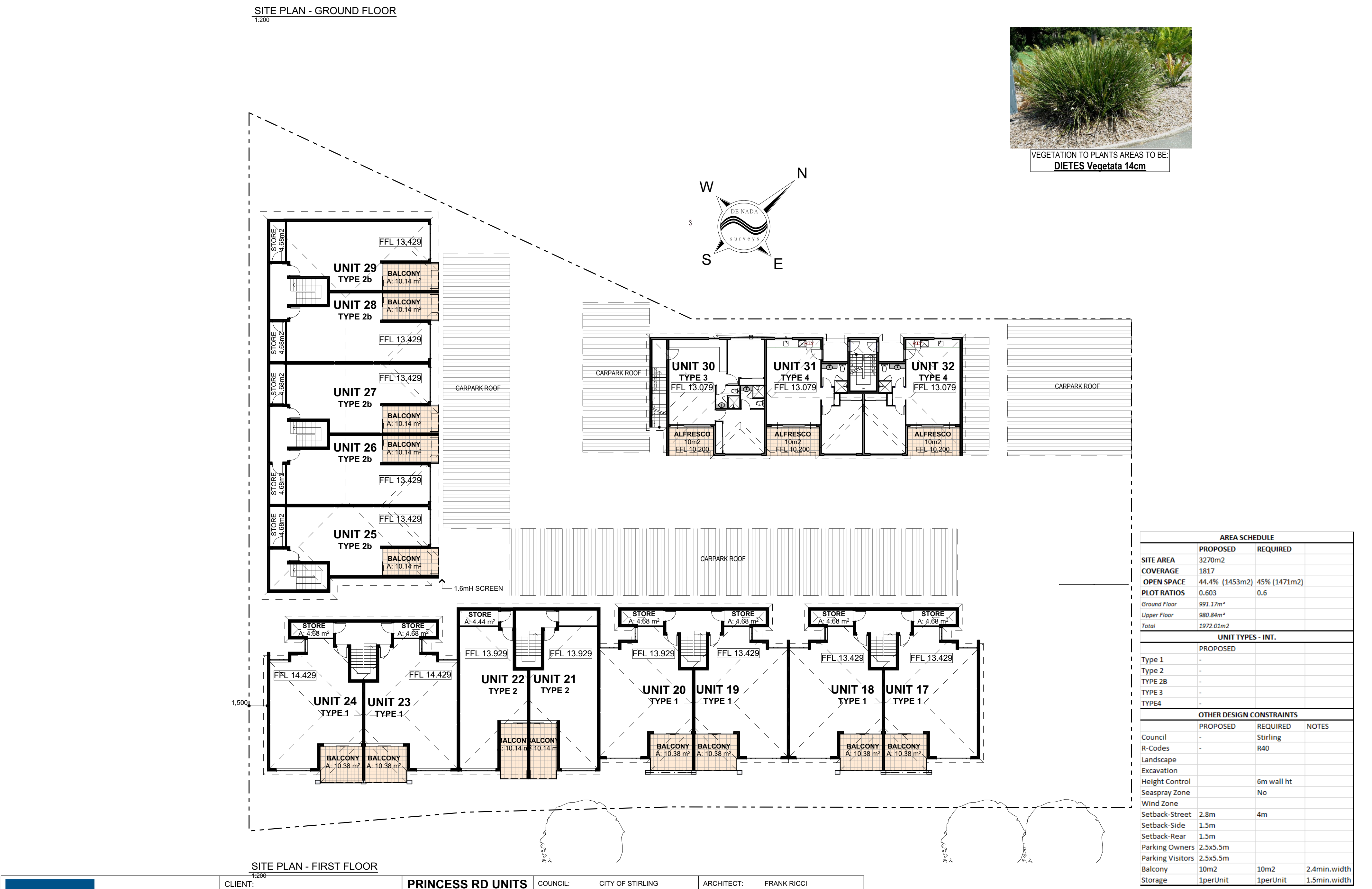
areas	use in conjunction with a habitable room of each dwelling, and if possible, open to winter sun.	<p>by the deemed-to-comply provisions of the R-Codes being no less than 2.4m for a balcony or equivalent. Units 9 – 13, Units 21 – 22 and Units 25 – 29 all propose an alfresco or balcony with a minimum dimension of 2.2m in lieu of the required 2.4m.</p> <p>Although the proposed outdoor living areas do not meet the minimum dimension, the areas still provide the minimum total area to be considered adequate to meet the needs of the occupants of the dwelling. They considered to be practical in size and shape. The reduced internal dimension is minor and does not detract from the function of the outdoor living or adversely impact amenity. In light of the above, the variation is considered to meet the design principles.</p>
Clause 6.3.4 – Design of car parking spaces	P4 Car, cycle and other parking facilities are to be designed and located on-site to be conveniently accessed, secure, consistent with streetscape and appropriately manage stormwater to protect the environment.	<p>The development proposes three (3) of the total eight (8) visitor bays to be located behind the security gate at the point of entry. The R-Codes deemed-to-comply provisions require visitor car parking spaces to be located close to or visible from the point of entry to the development and outside any security barrier. The design principles of the R-Codes state that car parking facilities are to be conveniently accessed, secure and consistent with the streetscape.</p> <p>Given that 32 multiple dwellings are proposed as part of the development, a security gate with intercom system will be inconvenient to visitors and potentially obstruct vehicle access to and from the development. It is considered that the proposal does not meet the design principles and the security gate to the development</p>


		should be removed to allow visitors to easily access the required car parking spaces. A condition to this effect has been included in the recommendation.
Clause 6.4.1 – Visual Privacy	<p>P1.1 Minimal direct overlooking of active habitable spaces and outdoor living areas of adjacent dwellings achieved through:</p> <ul style="list-style-type: none"> • building layout, location; • design of major openings; • landscape screening of outdoor active habitable spaces; and/or • location of screening devices. <p>P1.2 Maximum visual privacy to side and rear boundaries through measures such as:</p> <ul style="list-style-type: none"> • offsetting the location of ground and first floor windows so that viewing is oblique rather than direct; • building to the boundary where appropriate; • setting back the first floor from the side boundary; • providing higher or opaque and fixed windows; and/or • screen devices (including landscaping, fencing, obscure glazing, timber screens, external blinds, window hoods and shutters). 	<p>The proposal includes major openings to Units 30, 31 and 32 on the upper floor which face the rear north west boundary where overlooking to the adjoining property will occur. Currently the windows have a sill height of 1.5m from finished floor levels and are setback 1.5m from the boundary in lieu of the required 6.0m in accordance with the R-Codes provisions. The proposed area of overlooking will be to the large backyard of the adjoining property.</p> <p>Given the extent of overlooking that will occur from the proposed major openings, the City considers that these windows should be amended to have a sill height of no less than 1.6m from finished floor levels. The windows will therefore become minor openings and comply with the deemed-to-comply privacy provisions of the R-Codes. A condition to this effect has been included in the recommendation.</p>
Clause 6.4.6 – Utilities and facilities	<p>P6 External location of storeroom, rubbish collection/bin areas, and clothes drying areas where these are:</p> <ul style="list-style-type: none"> • convenient for residents; • rubbish collection areas which can be accessed by service vehicles; • screened from view; and • able to be secured and managed. 	<p>The applicant is seeking to vary the minimum store dimension prescribed by the deemed-to-comply provisions of the R-Codes being no less than 1.5m. Units 1 - 13 and Units 17 - 29 all propose a store with a minimum dimension of 1.2m in lieu of the required 1.5m. Although the proposed store areas do not meet the minimum 1.5m internal dimension, the areas still provide the minimum total area to be adequate to meet the needs of the occupants of the dwellings</p>

		as they are practical in size and shape. The reduced internal dimension does not detract from the function of the store or adversely impact amenity. In light of the above, the variation is considered to address the design principles and is supported.
--	--	--

Conclusion:

The proposed development is considered to be consistent with the objectives of the applicable planning framework, including the City's Local Planning Scheme No. 3, the Residential Design Codes, and the objectives of the relevant local planning policies. Notwithstanding the variations to some of the applicable development standards, the development is consistent with the objectives of the zone. The application is therefore recommended for approval, subject to relevant conditions and advice notes.





IONIC PROJECTS

Phone: 08 9325 9500
Fax: 08 9325 4445
Email: design@ionic.com.au
www.ionic.com.au

CLIENT: IONIC PROPERTY GROUP

ADDRESS: LOT 2 (#89-95) PRINCESS ROAD #Site Address3 BALGA

PRINCESS RD UNITS SITE PLANS

CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS

REFER TO ENGINEERS DRAWINGS FOR STRUCTURAL WORK AND CONCRETE WORK

DO NOT SCALE FROM THE DRAWINGS

ALL DETAILS MAY VARY ACCORDING TO ON SITE CONSTRUCTION BY OWNER-BUILDER

COUNCIL: CITY OF STIRLING

DRAWN: EDWARD SIMAKOLOVI

DATE: 10/12/2013

SCALE: 1:200

APPROVED BY: IONIC PROJECTS

VARIATIONS:

ARCHITECT: FRANK RICCI

SURVEYED BY: DE NADA SURVEYS

MAP REF: 312 23/70

STRUC. ENG.: N/A

SERVICES. ENG.: N/A

FIRE ENG.: N/A

SHEET No/ 1.1 of 1.6

AREA SCHEDULE		
	PROPOSED	REQUIRED
SITE AREA	3270m ²	
COVERAGE	1817	
OPEN SPACE	44.4% (1453m ²)	45% (1471m ²)
PLOT RATIOS	0.603	0.6
Ground Floor	991.17m ²	
Upper Floor	980.84m ²	
Total	1972.01m ²	

UNIT TYPES - INT.		
	PROPOSED	
Type 1	-	
Type 2	-	
Type 2b	-	
Type 3	-	
Type 4	-	

OTHER DESIGN CONSTRAINTS		
	PROPOSED	REQUIRED
Council R-Codes	-	Stirling R40
Landscaping	-	
Excavation	-	
Height Control	-	6m wall ht
Seaspray Zone	-	No
Wind Zone	-	
Setback-Street	2.8m	4m
Setback-Side	1.5m	
Setback-Rear	1.5m	
Parking Owners	2.5x5.5m	
Parking Visitors	2.5x5.5m	
Balcony	10m ²	2.4min.width
Storage	1perUnit	1.5min.width



GROUND FLOOR PLAN - ALL UNITS
1:100



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PRINCESS ROAD
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BALGA**

**PRINCESS RD UNITS
GROUND FLOOR PLAN**

CHECK ALL DIMENSIONS ON SITE PRIOR TO
COMMENCEMENT OF ANY WORKS
REFER TO ENGINEERS DRAWINGS FOR
STRUCTURAL WORK AND CONCRETE WORK
DO NOT SCALE FROM THE DRAWINGS
ALL DETAILS MAY VARY ACCORDING TO ON SITE
CONSTRUCTION BY OWNER/BUILDER

COUNCIL: CITY OF STIRLING
DRAWN: EDWARD SIMAKOLOVI


DATE: 10/12/2013
SCALE: 1:100
APPROVED BY: IONIC PROJECTS
VARIATIONS

ARCHITECT: FRANK RICCI
SURVEYED BY: DE NADA SURVEYS

MAP REF: 312 23/70
STRUC. ENG.: N/A
SERVICES ENG.: N/A
FIRE ENG.: N/A
SHEET No/- 1.2 of 1.6



FIRST FLOOR PLAN - ALL UNITS
1:100



**IONIC
PROJECTS**
Phone: 08 9325 9500
Fax: 08 9325 4445
Email: design@ionic.com.au
www.ionic.com.au

CLIENT:
IONIC PROPERTY GROUP

ADDRESS:
**LOT 2 (#89-95)
PRINCESS ROAD
#Site Address3
BALGA**

PRINCESS RD UNITS
FIRST FLOOR PLAN

CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS

REFER TO ENGINEERS DRAWINGS FOR STRUCTURAL WORK AND CONCRETE WORK

DO NOT SCALE FROM THE DRAWINGS

ALL DETAILS MAY VARY ACCORDING TO ON SITE CONSTRUCTION BY OWNER/BUILDER

COUNCIL: CITY OF STIRLING

DRAWN: EDWARD SIMAKOLOVI

DATE: 10/12/2013

SCALE: 1:100

APPROVED BY: IONIC PROJECTS

VARIATIONS

ARCHITECT: FRANK RICCI

SURVEYED BY: DE NADA SURVEYS

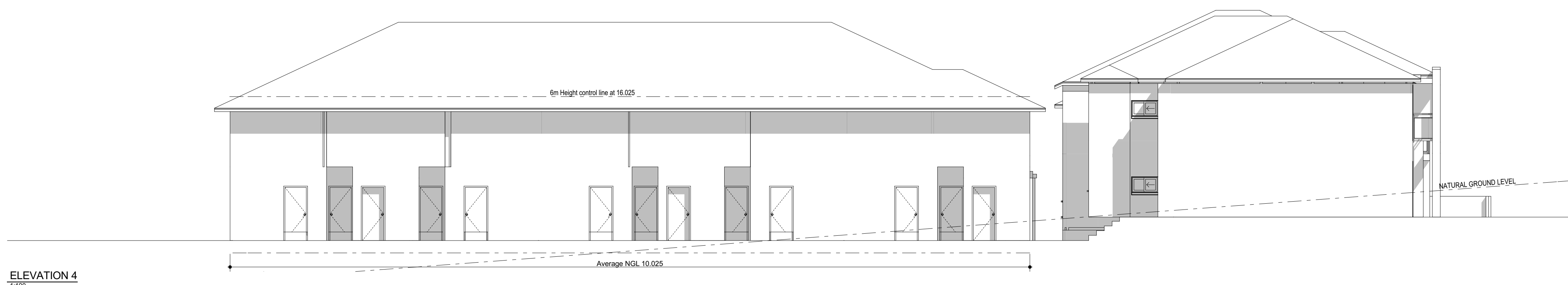
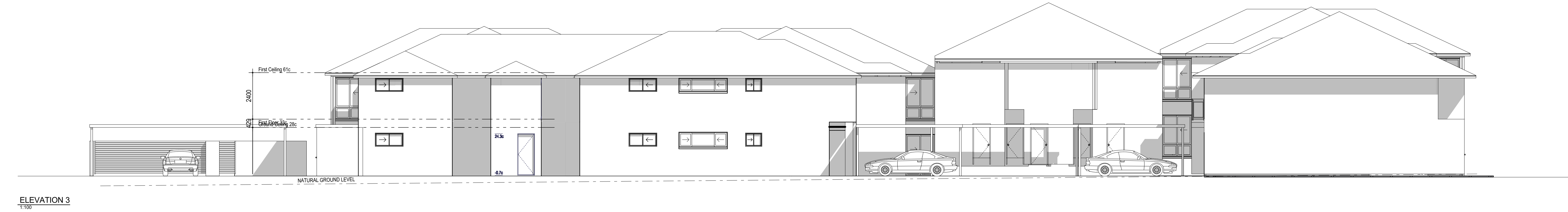
MAP REF: 312 23/70

STRUC. ENG.: N/A


SERVICES ENG.: N/A

FIRE ENG.: N/A

SHEET No/- 1.3 of 1.6



STRUCTURE AND FINISHES:
ROOF
25° pitch Concrete tiled roof.
Colour Gull grey or similar.
WALLS EXTERNAL
230mm Sand plastered Cavity brickwork wall
Colour eggshell or similar.
WALLS INTERNAL
90mm Sand plastered brickwork wall
Colour eggshell or similar.
Tiles to wet areas.
RAINWATER GOODS
Continuous Colourbond gutters and downpipes
Colour to match roof.
SOFFITS
Vilaboard white
JOINERY
VANTAGE 'Metro Series' -Colour
Charcoal powdercoat.
Hardware -Colour to match.
FLOORS
Carpet to bedrooms. Colour eggshell
Tiles to living. Colour eggshell
CEILINGS
10mm Gb board ceiling on 100x40 battens @ 400 centres on flat ceilings.
FOUNDATIONS
R.C. strip footings to engineer



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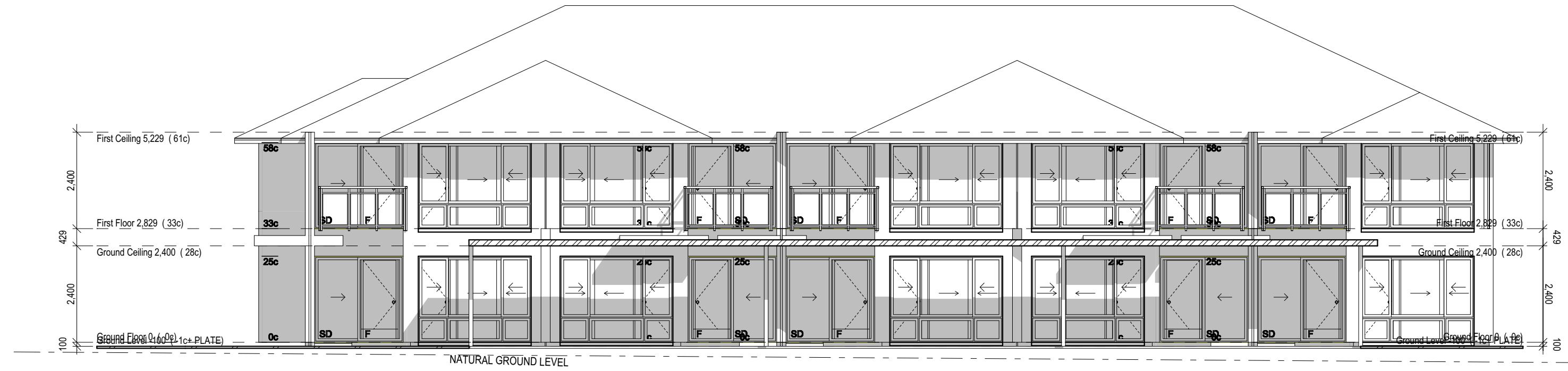
CLIENT:
IONIC PROPERTY GROUP

ADDRESS:
**LOT 2 (#89-95)
PRINCESS ROAD
#Site Address3
BALGA**

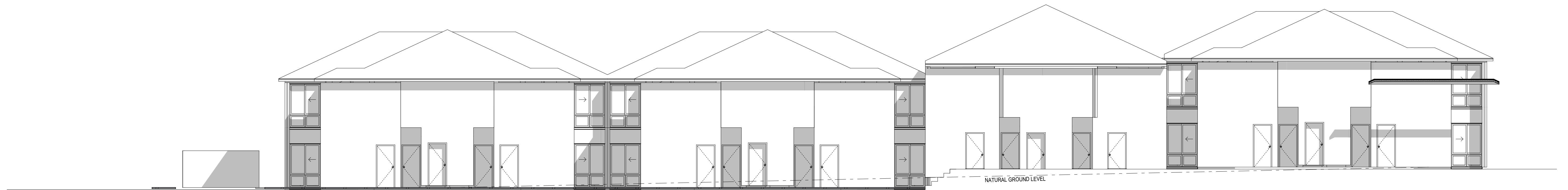
PRINCESS RD UNITS
ELEVATIONS
CHECK ALL DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF ANY WORKS
REFER TO ENGINEERS DRAWINGS FOR STRUCTURAL WORK AND CONCRETE WORK
DO NOT SCALE FROM THE DRAWINGS
ALL DETAILS MAY VARY ACCORDING TO ON SITE CONSTRUCTION BY OWNER/BUILDER

COUNCIL: CITY OF STIRLING
DRAWN: EDWARD SIMAKOLOVI
DATE: 10/12/2013
SCALE: 1:100
APPROVED BY: IONIC PROJECTS
VARIATIONS:

ARCHITECT: FRANK RICCI
SURVEYED BY: DE NADA SURVEYS
MAP REF: 312 23/70
STRUC. ENG.: N/A
SERVICES. ENG.: N/A
FIRE ENG.: N/A
SHEET No/- 1.4 of 1.6



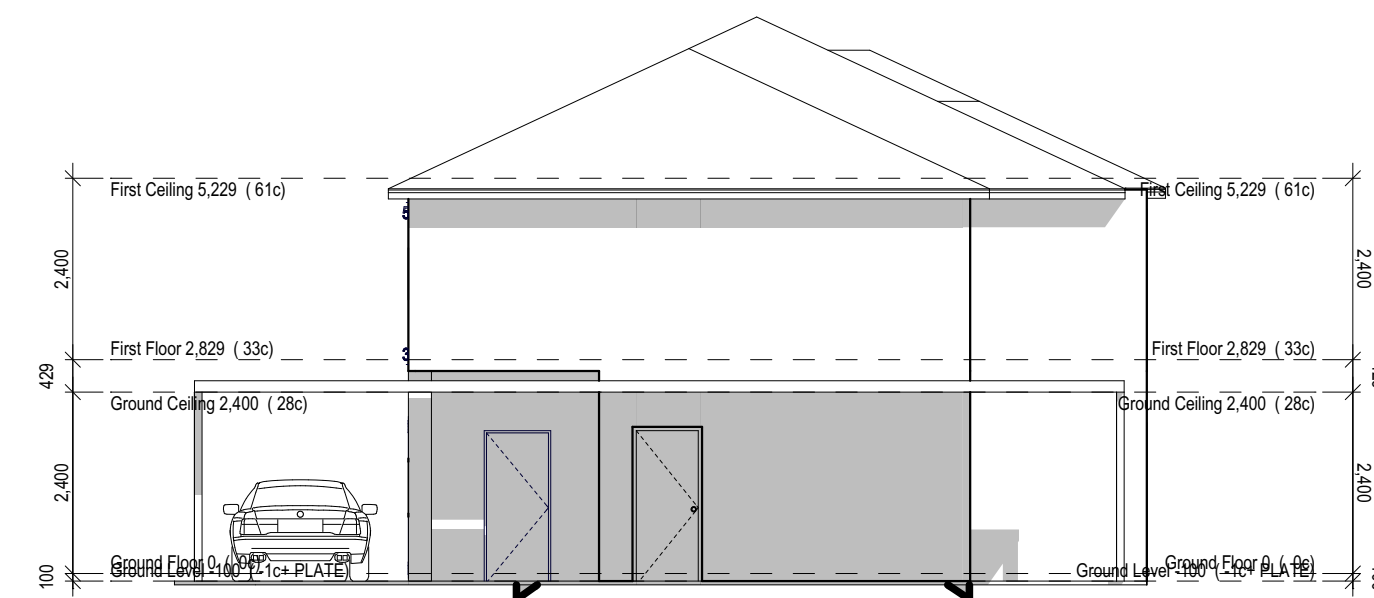
ELEVATION 5
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ELEVATION 6
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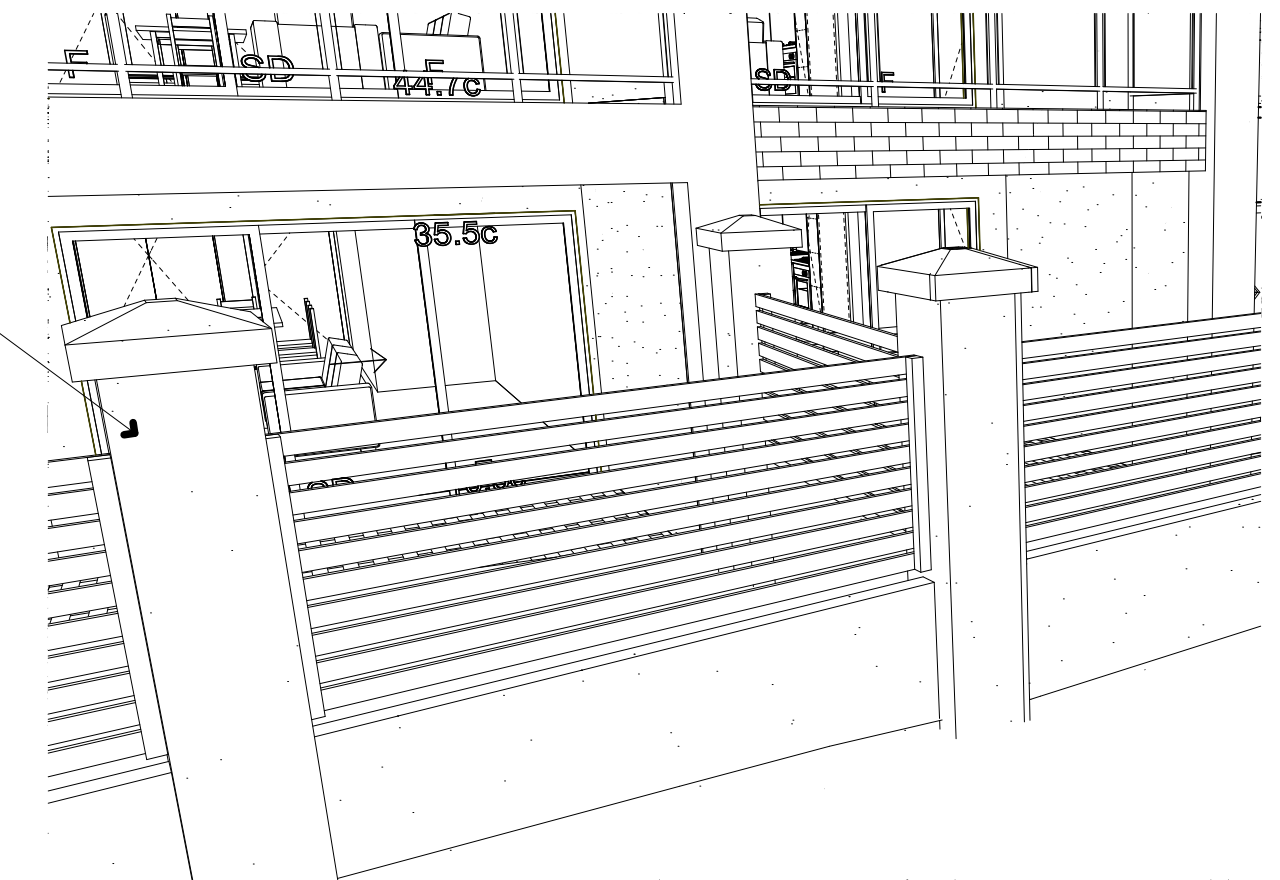


ELEVATION 7
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ELEVATION 8
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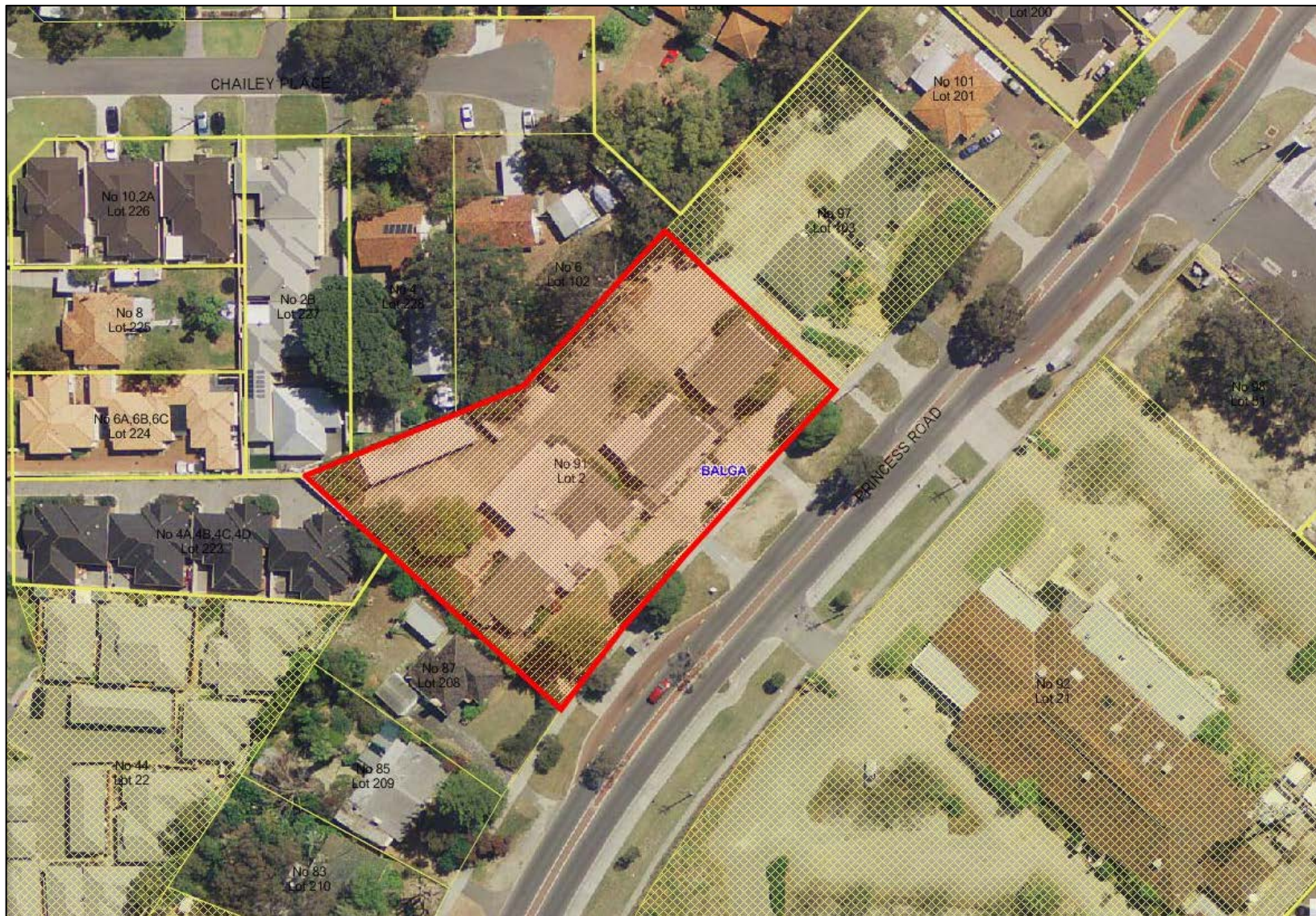
440x440mm piers to fence.
70x20mm thick timber infill
panels. All to 1450mm high



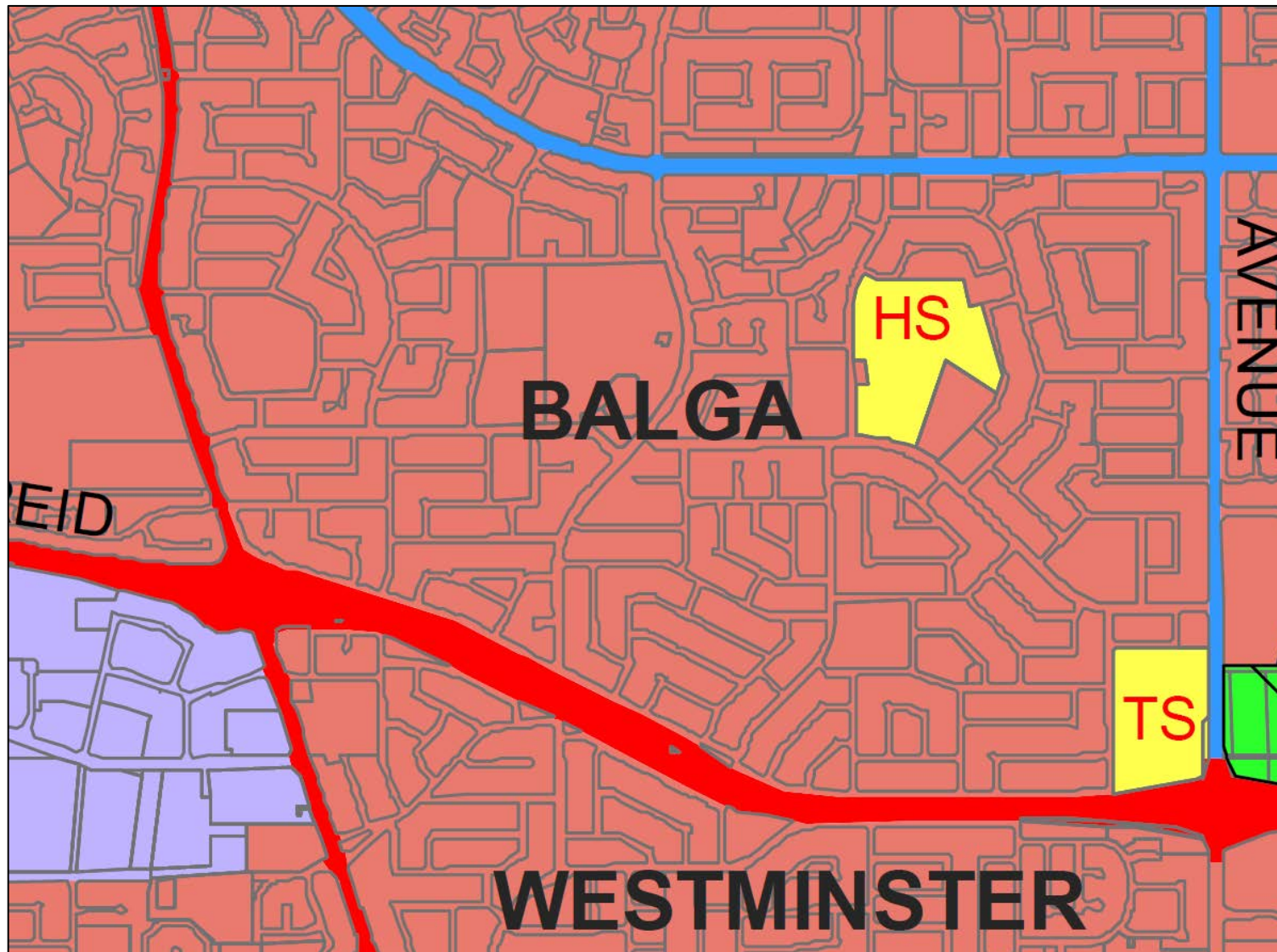
9 PROPOSED FENCING 1:44.84



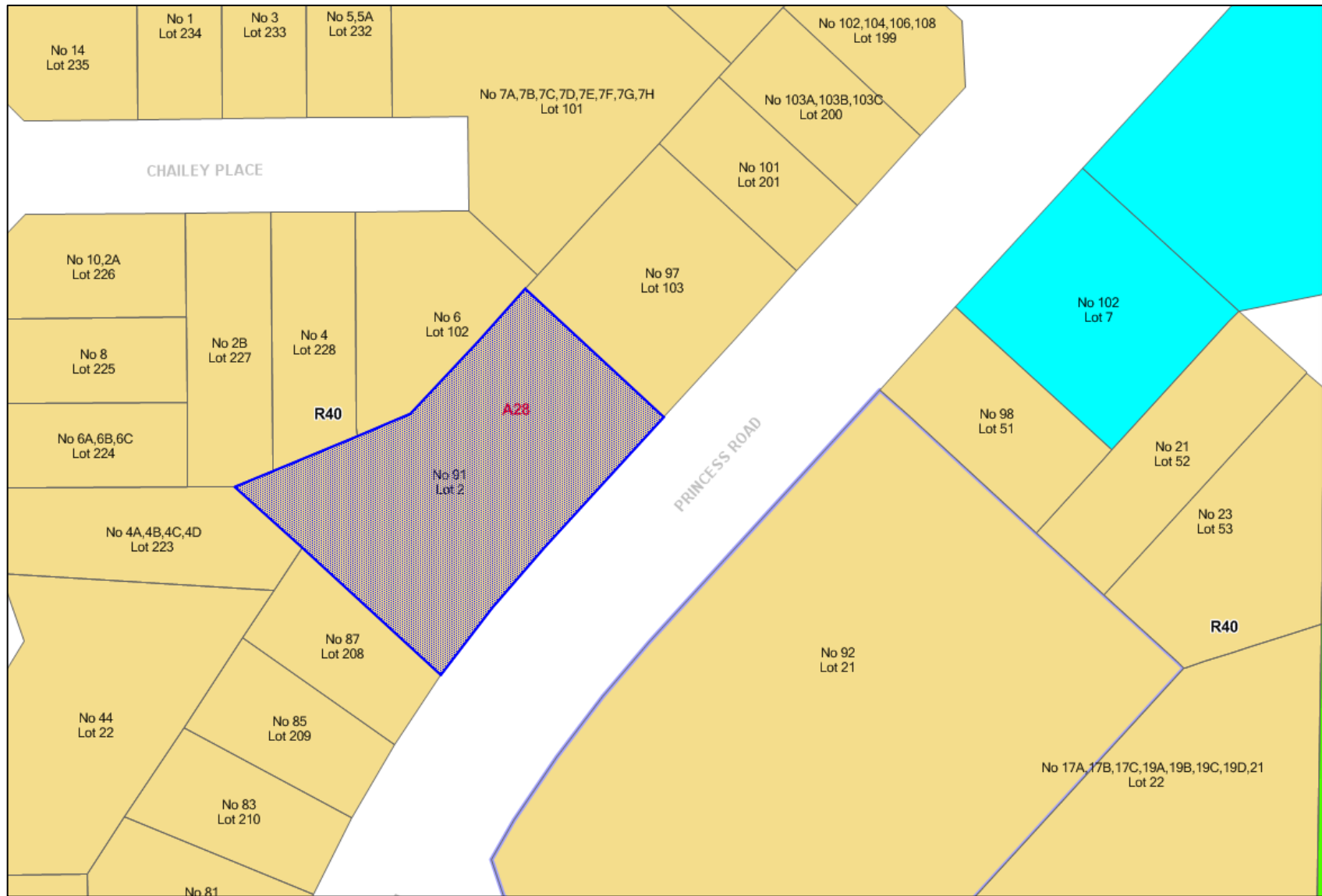
Attachment 2 – Aerial Location Plan



Attachment 3 – Metropolitan Region Scheme (MRS) Zoning Map



Attachment 4 - City of Stirling Local Planning Scheme No. 3 (LPS 3) Zoning Map



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.

Austrroads 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. Rail lines are shown in red, connecting Warwick Station, Stirling Station, Glendalough Station, and Waylands Station. High frequency bus routes are shown in blue, connecting Karriyur Bus Station, Mirabooka Bus Station, and Mt Lawley Station. The map also shows major roads such as Scarsdale Beach Road, Karriyur Drive, and Stirling Drive.

Legend:

- RAIL LINES
- HIGH FREQUENCY BUS ROUTES

Policy Manual – Section 6 – Parking

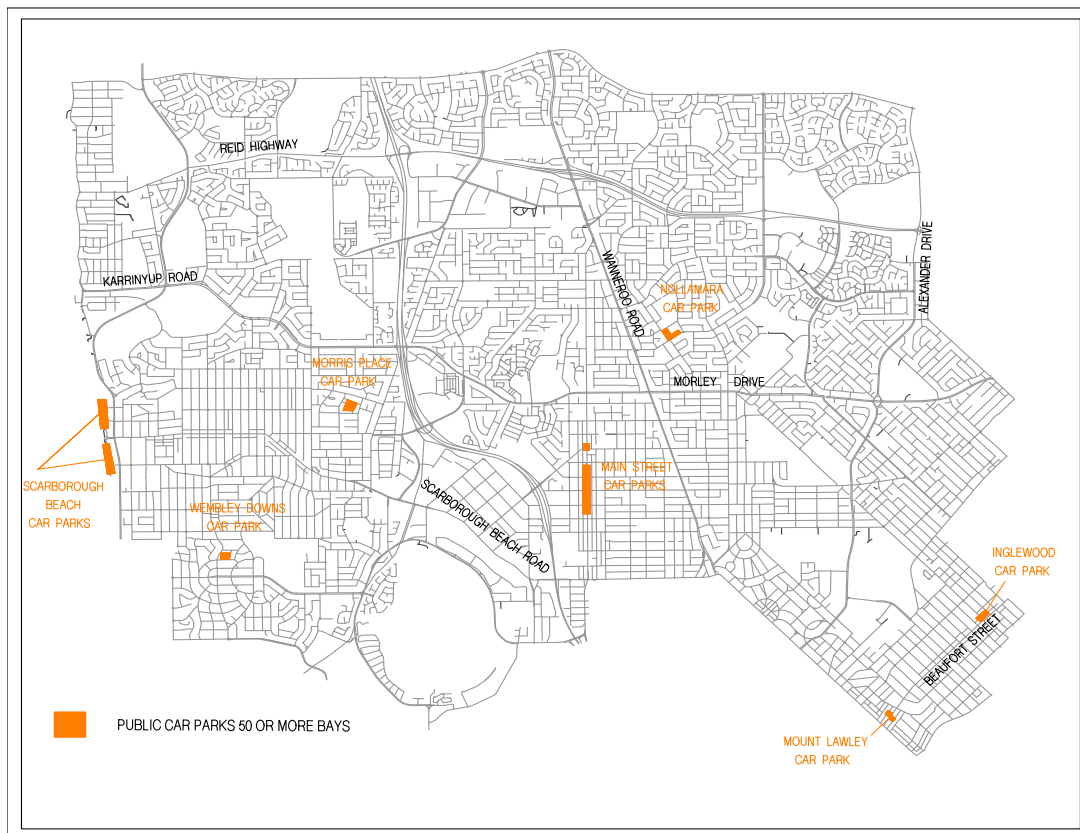


Figure 2 – Public Car Parking Areas

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:

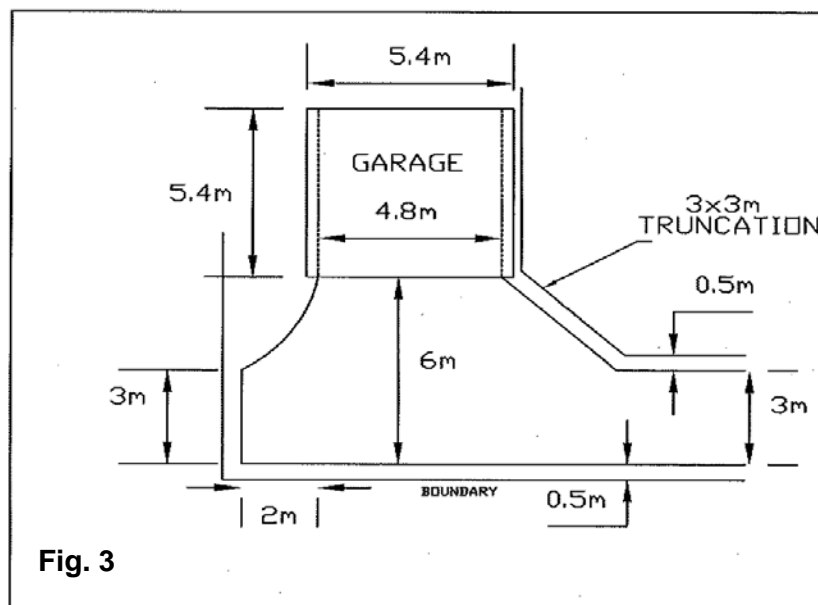
7.2.1 Driveways and Crossovers

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.



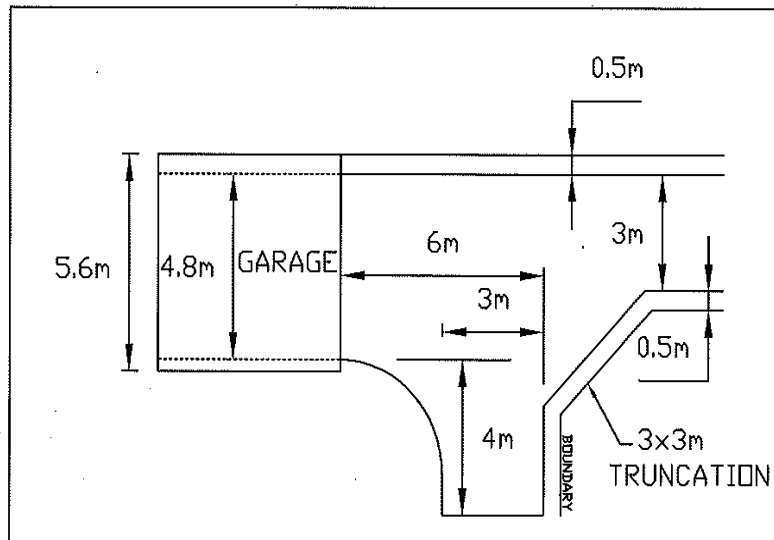


Fig. 4

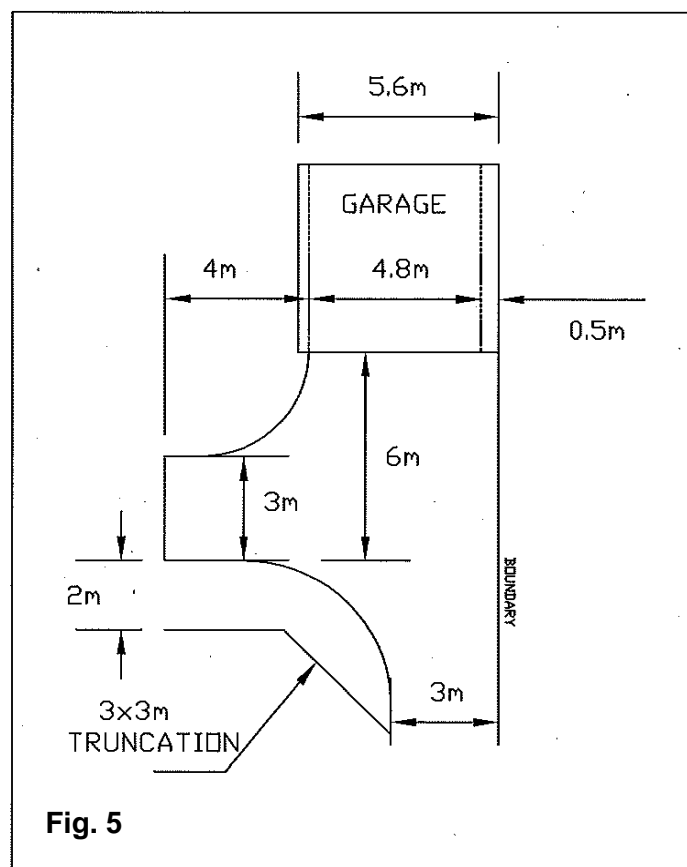


Fig. 5

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.

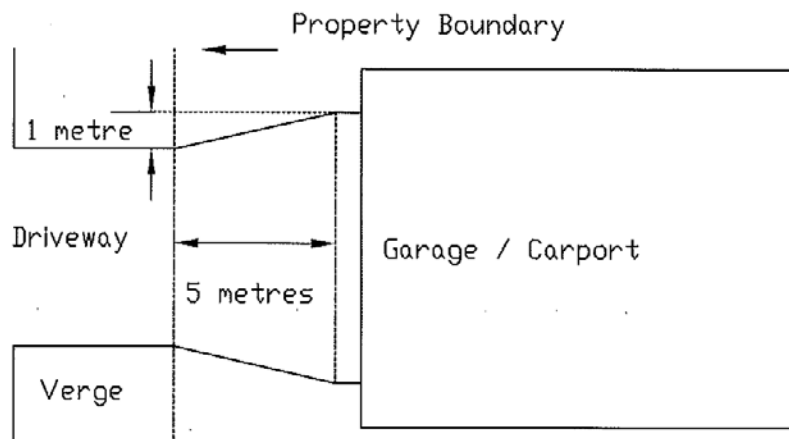


Figure 4 – Driveway Taper

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

6.6 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.

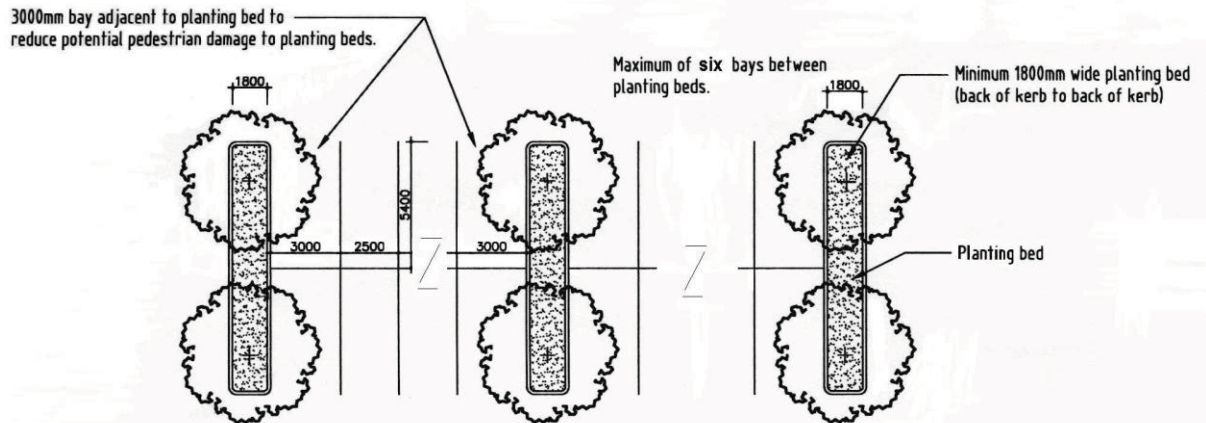


Figure 1 – Preferred Design

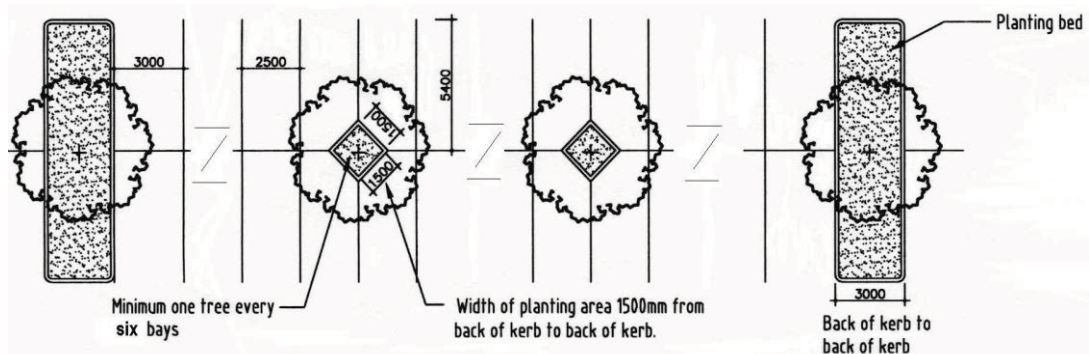


Figure 2 – Acceptable Design

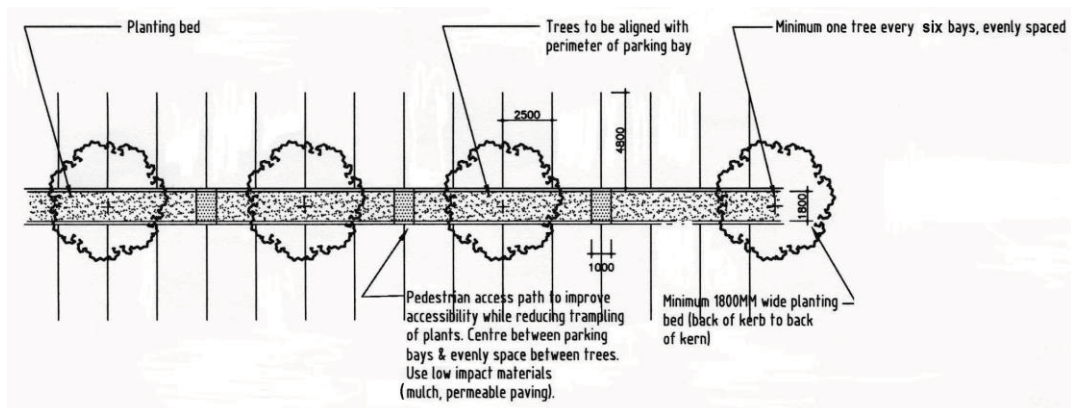


Figure 3 – Acceptable Design

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.

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.

2.7 STREETSAPES

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 prevail.

Objectives

- To contribute towards attractive streetscapes and security for occupants and passers-by;
- Ensure adequate privacy and open space for occupants;
- Provide an attractive setting for buildings; and
- To ensure that fences visible from the street do not detract from the residential amenity of an area.

Applications Subject of this Policy

This Policy applies to all development within a Residential Zone.

Acceptable Development Provisions

The following standards are in addition to the Acceptable Development standards contained in Element 2 – Streetscapes of the Residential Design Codes of Western Australia.

Development which complies with the following Acceptable Standards are deemed to meet the relevant Performance Criteria:

Set Back of Buildings Generally (Clause 6.2.1)

The third dot point of Clause 6.2.1 - A1 ii of the R-Codes be modified to allow the setback of a Single House or Grouped Dwelling which has its main frontage to a shared pedestrian or vehicle access way servicing four or fewer dwellings to be reduced to:

- 0.5 metres to a wall with no major openings; or
- 1.5 metres to a wall with a major opening(s).

Setback of Garages and Carports (Clause 6.2.3)

Clause 6.2.3 - A3.1 to A3.5, inclusive, of the R-Codes are substituted with the following:

A3.1 Setback from the primary street:

- i) Garages - 4.5m or in accordance with Table 1 of the R-Codes (whichever is lesser) except where the garage adjoins a dwelling and the garage is at least 0.5 metres behind the dwelling alignment;
- ii) Carports - 1.5m.

A3.2 Setback from the secondary street:

- i) Garages - 1.5m;
- ii) Carports - 1.5m or in accordance with Table 1 of the R-Codes (whichever is lesser).

A3.3 Setback from a private street or ROW:

- i) Garages/Carports - as per the City's Developments Abutting a ROW Policy.

A3.4 The width* of a garage or carport not exceeding 50% of the lot frontage, where it is located in front or within 1.0m of the dwelling facade.

Note: as measured across the vehicle opening or, where aligned parallel to the street, between the outermost piers or along the garage wall

Street Walls and Fences (Clause 6.2.5)

Clause 6.2.5 - A5 of the R-Codes is substituted with the following:

Note 1 The height of a fence (also referred to as a street wall or front wall) is measured from natural ground level at the lot boundary to the top of the fence and includes any decorative finishes, columns and the height of any retaining wall above 0.5m.

Note 2 Where the requirements of this Policy are inconsistent with the provisions of the City's local laws, the provisions of this Policy shall prevail. Notwithstanding this, the provisions of this Policy do not override any rights or provisions under the Dividing Fences Act (as amended).

A5.1 The fence within the primary street setback not exceeding 1.8m in height (2.0m to piers or columns) provided that, where the fence is above 1.2m in height, that portion above 0.75m in height being visually permeable (refer **Figure 1).**

A5.2 The fence within the secondary street setback not exceeding 1.8m in height (2.0m to piers or columns).

A5.3 The fence within the primary street setback or secondary street setback being constructed in materials compatible with the dwelling, but in any case, not being fibre cement, corrugated sheets or flat sheet metal.

Note: Anti-graffiti coatings should be used where appropriate and the attachment of additional materials (eg lattice) to existing fences is not permitted.

A5.4 Gates across driveways which do not obstruct vehicular or pedestrian movement outside the lot boundaries and allow unrestricted vehicular access to visitor parking bays or otherwise demonstrate compliance with Clause 6.5.3 of the R-Codes.

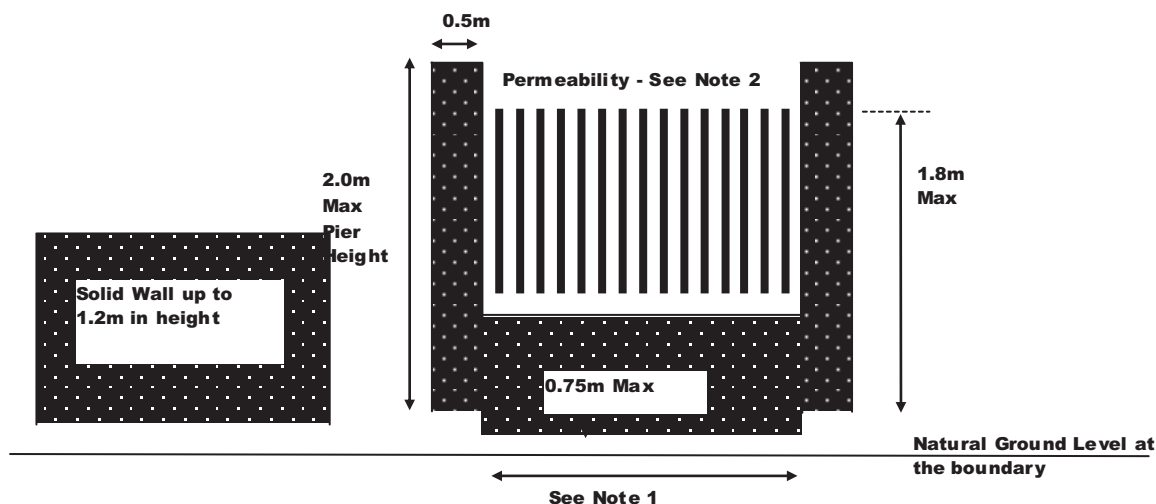


Figure 1 – Fences and Walls

Note 1 Distance between columns not less than the height of the columns.

Note 2 Visually permeable fencing is required to ensure that the fence is 'open' or 'see through', thereby minimising its bulk whilst maintaining reasonable visibility between the dwelling and the street. Pickets (if used) should be no wider than 75mm, and the distance between pickets should be no less than half of the width of the picket.

Note 3 The maximum pier or column height includes decorative finishes.

Garage Doors (Clause 6.2.8)

Clause 6.2.8 - A8 of the R-Codes is deleted.

Other Structures (Clause 6.2.10)

Inserting an additional Clause 6.2.10 as follows:

Performance Criteria:

P10 'Lightweight' structures which are designed to enhance the functionality and enjoyment of a site whilst minimising the impact on the streetscape.

Acceptable Development:

A10.1 Gatehouses or pergolas within the primary street setback area which comply with the following:

- i) Setback greater than 1.0m from any lot boundary;
- ii) Unroofed or where roofed in a weather permeable material (such as shade cloth);
- iii) Unenclosed on all sides other than where it abuts the dwelling;
- iv) Not exceeding 3.0m in height above natural ground level; and
- v) Constructed of timber or metal.

Neighbour Consultation

Consultation with neighbours may be required, in accordance with the Residential Design Codes of Western Australia, when a variation to the acceptable development standards is sought.

Variations

Should an application not comply with the acceptable development provisions of this Policy, it may be assessed under the appropriate Performance Criteria of the R-Codes.

2.6 RESIDENTIAL BUILDING HEIGHTS

1.0 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.

2.0 Objectives

- To ensure that the height of buildings are consistent with the desired scale in a given locality; and
- To ensure that the height of a building does not overly impact on the streetscape or on neighbouring properties.

3.0 Applications Subject of this Policy

This Policy applies to all development within a Residential Zone.

4.0 Definitions

For the purpose of this policy, the following definitions apply:

Gables

Subject to compliance with Clause 6.7.1 A1.1 Note ii of the Residential Design Codes of Western Australia (R-Codes), gables with or without windows (including dormer windows to habitable or non habitable rooms within the roof space are not included in the calculation of the wall height.

Neighbouring sites

Neighbouring sites includes those properties (including those directly and diagonally to the rear) and sites directly and diagonally opposite on the other side of the street of the subject property.

Dormers

An opening framed into a pitched roof to provide natural lighting to the roof space, comprising a vertical window (i.e. a window with a greater vertical dimension than horizontal dimension) with its own pitched roof gable and side walls. The pitch of any roof containing a dormer is to be no less than 20 degrees.

Building Height

Is calculated as per the “Height, Wall” definition of the R-Codes. However, the height of the wall is measured at the base of the wall (i.e. not the boundary) (see Figure 1).

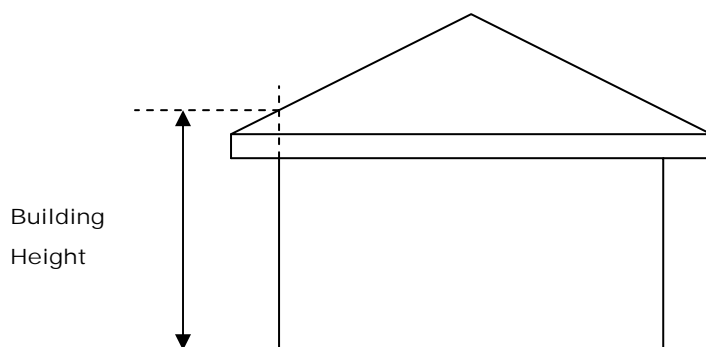


Figure 1 – Measurement of Building Height

Average Natural Ground Level

Average Natural Ground Level is calculated as the average of the sum of the natural ground level points directly below the outermost corner points of the footprint of each level of the dwelling (see Figure 2).

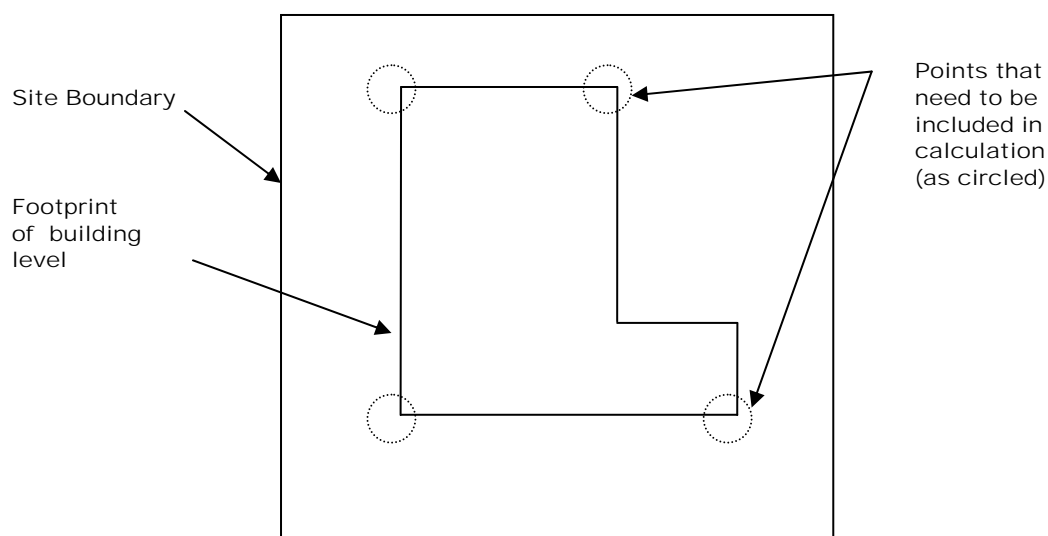


Figure 2 – Average Natural Ground Level Calculation

Architectural Features

Architectural features/projections above the maximum permitted wall height may be excluded from the wall height calculation provided they do not detract from the character of the streetscape and are within the building envelope (see Figures 3 & 4)

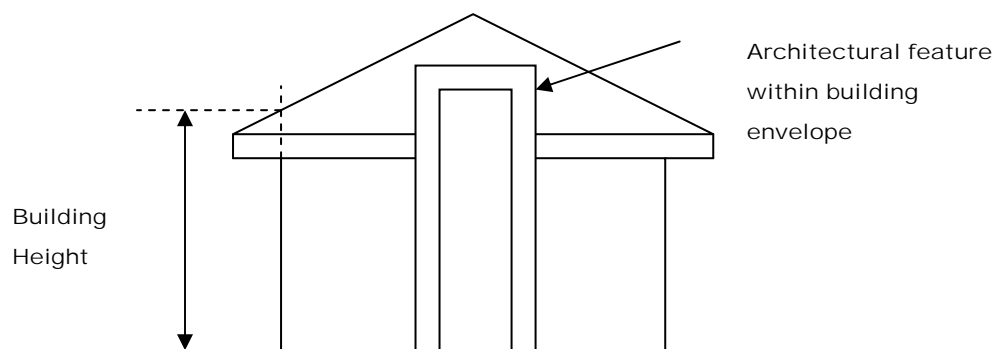


Figure 3 – Architectural feature within building envelope

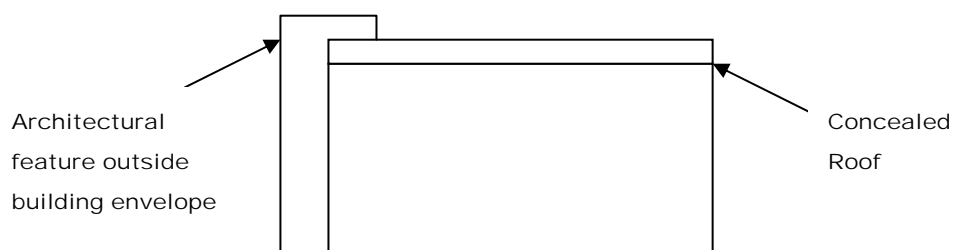


Figure 4 – Architectural feature outside of building envelope

5.0 Measurement of Building Height

5.1 New Dwellings

The Building Height shall be measured from the Average Natural Ground Level (ANGL) calculated separately for the footprint of each level of the dwelling (i.e. its site cover), provided that at any point the difference between the ANGL and Natural Ground Level does not exceed 1.5m (see Figures 5, 6 & 7).

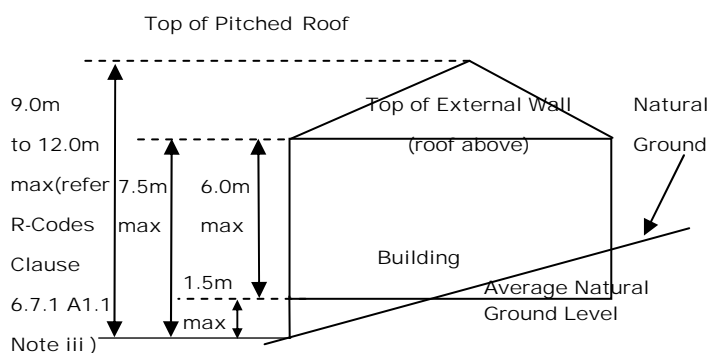


Figure 5 - Pitched Roof on a Sloped Site

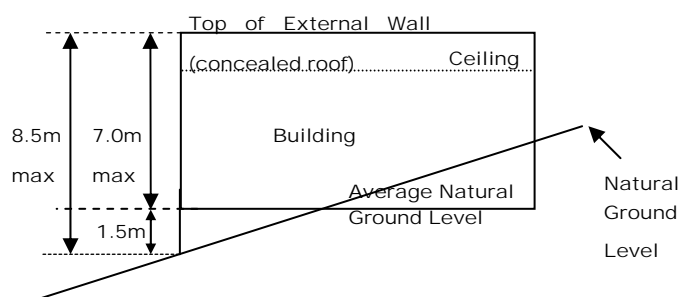


Figure 6 - Flat Roof on a sloped site

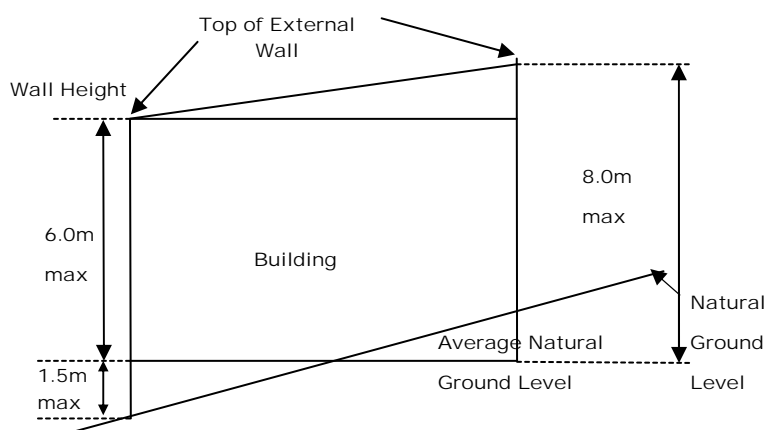


Figure 7 - Skillion Roof on a Sloped Site

5.2 Additions to Existing Dwellings

- In the case of extensions to an existing dwelling, the Acceptable Building Height may be measured from the existing Finished Ground Floor Level (FGFL) of the dwelling, provided that the FGFL is not greater than 1.5m above natural ground level
- Where the difference between the Finished Ground Floor Level and natural ground level is more than 1.5m, building height is to be measured from the ANGL

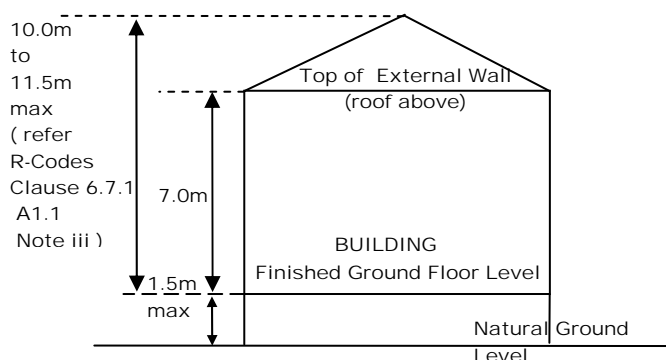


Figure 8: Addition with a pitched roof

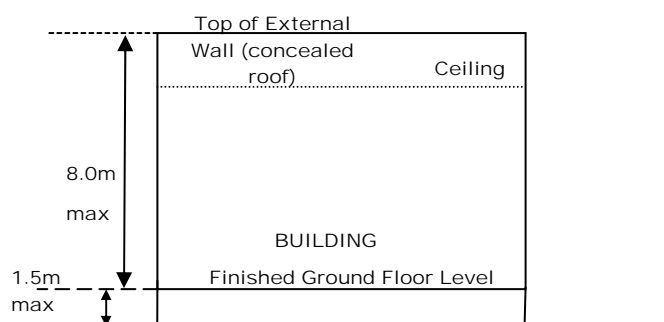


Figure 9: Addition with a Flat Roof

6.0 Acceptable Development Provisions

Development which complies with the following Acceptable Provisions are deemed to meet the relevant Performance Criteria of the R-Codes. The following standards replace the Acceptable Development Standards specified under Clause 6.7 of the R-Codes.

6.1 Building Height Acceptable Development Standards (Clause 6.7.1 – A1.1)

- The Building Heights in areas coded R50 or less are as per Category B specified in Table 3 of the R-Codes, except for applications assessed under Part 7 of the R-Codes.
- The Building Heights in areas coded greater than R50 are as per Category C specified in Table 3 of the R-Codes, except for applications assessed under Part 7 of the R-Codes.
- Building height be calculated based on the ridge lengths outlined in Table 1 of this Policy (below)

- d) The Building Heights for all applications assessed under Part 7 of the R-Codes are as per Table 4 of the R-Codes however building height is to be measured in accordance with the provisions of this Policy.
- e) For new Dwellings - In instances where the difference between ANGL and Natural Ground Level exceeds 1.5m, a stepping in Finished Ground and Upper Floor Levels (FGFL) is required.
- f) For Additions to Existing Dwellings - The proposed building height does not exceed the Acceptable Building Heights specified in Table 3 of the R-Codes by more than 1.0m.

Ridge Length	Maximum Ridge Height
6.0m and Greater	9.0m
4.01m - 6.0m	9.5m
2.01m - 4.0m	10.0m
0 - 2.0m	10.5m

Table 1 – Varying Ridge Heights for Varying Ridge Lengths

7.0 Neighbour Consultation

Consultation with neighbours sites will be required, in accordance with the R-Codes, when a variation to the acceptable development standards is sought. In all cases requiring consultation with neighbours, it is required that the City conduct the consultation process.

8.0 Variations

Should an application not comply with the acceptable development provisions of this Policy, it is to be assessed under the objectives of this policy and the appropriate Performance Criteria of the R-Codes.

Office Use Only:

Policy Adoption and Amendment History:

Reviewed / Modified	Date	Resolution Number
Adopted	8 November 2011	1111 / 025



Street Trees Policy

Responsible Directorate	Infrastructure
Responsible Business Unit/s	Parks and Reserves
Responsible Officer	Manager Parks and Reserves
Affected Business Unit/s	Engineering Operations Approvals Health and Compliance

Objective

This Policy is designed to protect and preserve trees in streets. It provides rules to determine what types can be planted, circumstances under which they can be removed or lopped, and their ongoing management.

Scope

This Policy applies to residents, builders and developers.

Policy

Overall

The City recognises the significance of street trees within the urban setting in terms of creating functional and aesthetic streetscapes and has the responsibility for the planning, establishment and maintenance of all street trees in the municipality.

In general, the City will plan for the retention of suitable trees within proposed road reservations and for urban enhancement by the planting of selected street trees. Specifically:

1. The City shall give consideration to the use or retention of street trees as part of any streetscape in its planning process.
2. Naturally occurring trees, where appropriate, shall be retained within the streetscape.
3. Selection of new varieties shall be in accordance with landscape codes applicable to various arboreal zones of the City and to suite the character of particular localities.
4. Detailed guidelines pertaining to streetscape planning and design, as outlined under Sections 2.3.1, 2.3.2 and 2.3.3 of the Street Tree Management Plan shall apply.

Street Tree Planting

The City is responsible for the planting of all street trees, however, residents/occupants will be encouraged to plant their own street trees of approved varieties and to the City's specifications. Specifically:

1. The City shall undertake tree planting on streets, as identified under its long term programme. Requests from residents/occupants will also be considered subject to the impact upon the City's workforce.
2. Residents/occupants will be permitted to plant their own street tree from a list of approved varieties.
3. The following serve only as guidelines for all street tree plantings. Variations under exceptional circumstances shall be at the discretion of the Executive Manager - Works.
 - Plant at least three metres away from any public utility junction box, manhole, pole or aerial feeder line.
 - Plant on a three-metre alignment from any adjacent property boundary.
 - Generally plant trees on a spacing interval of one tree per property frontage with similar spacing being maintained on large frontage lots.
 - Plantings near road intersections and driveway crossovers will be subject to pedestrian and motorist safety assessment.

Street Tree Watering

The City is responsible for the post planting care and maintenance of all street trees. However, residents/occupants are encouraged to assist with street tree watering. Specifically:

1. Council shall undertake the watering of all new street trees, as and when required, until the trees are established.
2. Street tree watering shall include all Council's programmed plantings as well as those planted on request from residents/occupants.
3. Residents/occupants shall be encouraged to water their street tree during the establishment period. A written request to this effect shall be lodged with the resident soon after the tree is planted.
4. Council shall adopt appropriate practices of post planting care to ensure the survival of all trees planted. (Refer Sections 5.3.1, 5.3.2 and 5.3.3 of the Street Tree Management Plan).

Pruning of Street Trees Under Power Lines

The City is responsible for the pruning of all street trees under powerlines, but residents/occupants will be permitted to prune street trees in accordance with City procedures and subject to indemnifying the City against any possible claims for loss or injury (see below). Specifically:

1. The City shall undertake the pruning of all street trees affected by powerlines on a programmed basis.
2. Programmed street tree pruning shall include trees on the side of the street affected by overhead powerlines as well as trees affected by electrical feeder lines to individual properties on the opposite side of the street.
3. Programmed pruning shall not normally include trees on the opposite side of the street to powerlines.
4. Programmed pruning is to be planned each year, on a needs basis in consultation with the Director of Energy Safety (referred to in section 5 of the energy Co-ordination Act 1994), and in accordance with pre-determined arboreal/geographical sectors of the City.

5. Programmed street tree pruning shall be to normally fulfil any of the following requirements:
 - To clear the canopy from interference with overhead powerlines and other essential services
 - To remove overhanging branches considered hazardous to traffic, buildings or structures
 - To underprune low growing branches considered hazardous to traffic or pedestrians
 - To form the shape of developing trees
 - To re-define the framework of mature trees
 - To rejuvenate vigour into unthrifty growth
 - To reduce crown density or to redistribute growth to lateral branches
 - To remove dead, dying, diseased or pest infested limbs and branches.
6. Residents/occupants may seek to prune their street tree under powerlines in advance of the programmed schedule and requests for Council approval must be submitted in writing to the CEO.
7. A resident/occupant granted permission to prune a street tree shall be:
 - Given a copy of the City's Street Tree Pruning Specifications to adhere to
 - Required to sign a prepared letter indemnifying the City against any claims for loss or injury and acknowledging receipt of the Street Tree Pruning Specifications
 - Given the names of tree pruning contractors used by the City should they choose not to prune the tree themselves.

Pruning of Street Trees not Affected by Powerlines

The City will investigate requests for pruning street trees not under power lines and respond in accordance with adopted procedures. The City is committed to a pruning strategy to include crown thinning, under pruning, property line pruning and remedial pruning for those trees not under power lines. Specifically:

1. Under its programmed pruning schedule, the City shall crown thin, under prune, property line prune and remedial prune selected street trees unaffected by power lines, this pruning will be undertaken in the interests of:
 - public safety
 - reducing structural risk to the tree
 - removing growth abnormality or disease, from the tree.
2. Residents/occupants may apply in writing for the City's permission to have pruned any street tree unaffected by power lines.
3. Where residents/occupants contact the City with a request to prune a tree unaffected by power lines, the following procedure is to be followed:
 - The tree is physically inspected and photographed by a horticultural technical officer/arborist. An inspection report is to be completed, containing relevant statistical details.
 - An independent assessment/evaluation may be sought from a consultant arboriculturist if specific testing and possibly aerial inspection of canopy is deemed essential.
 - A written assessment report with recommendations is provided by the consultant.
 - All results and recommendations from these inspections and reports are forwarded to the resident/occupant prior to any discussion and a final decision on action to be taken with the tree.
 - In the event of a specific issue relating to pruning of significant trees, unaffected by power lines not being adequately covered by this policy/procedure, the matter is to be referred to Council for consideration and determination.

4. Where residents/occupants contact the City with a request to prune a **significant** tree unaffected by power lines, the following procedure is to be followed:-
 - The tree is physically inspected and photographed by a horticultural technical officer/arborist. An inspection report is completed, containing relevant statistical details.
 - An independent assessment/evaluation may be sought from a consultant arboriculturist if specific testing and possibly aerial inspection of canopy is deemed essential.
 - A written assessment with recommendations is provided by the consultant.
 - All results and recommendations from these inspections and reports are forwarded to the resident/occupant prior to any decision and a final decision on action to be taken with the tree.
 - In the event of a specific issue relating to pruning of significant trees, unaffected by power lines not being adequately covered by this policy/procedure, the matter is referred to Council for consideration and determination.

Unauthorised Street Tree Planting

Street trees planted without the City's approval are considered unauthorised plantings, but may be retained subject to certain conditions being met. Specifically:

1. An unauthorised street tree planting shall constitute any one of the following:
 - A tree planted without the authority of the City
 - A tree planted of an inappropriate variety for verge planting or under powerlines
 - A tree planted out of alignment in relation to the City's verge planting specifications.
2. Where an unauthorised street tree planting is identified, the City shall determine whether the planting can be retained if it conforms to the City's planting specifications and to varietal choice.
3. Where the planting is of a recent origin and the tree is of a conforming variety but on the wrong alignment or spacing, the City shall appropriately relocate the tree after the resident/occupant has been notified and providing the variety lends itself to transplanting.
4. Where the planting is of a recent origin and the tree is non-conforming in variety and planting specifications, the resident/occupant shall be given the option of relocating the tree on private property prior to the City considering its removal and replacement.
5. Where the planting is more established, and the variety considered not appropriate to transplanting, associated policy relating to Street Tree Pruning and/or Street Tree Removal shall apply.
6. Further detail relating to unauthorised Street Tree Planting, as outlined under Section 11.3.1 of the Street Tree Management Plan shall apply.

Street Tree Removal

The City recognises the significant contribution made by street trees to both the aesthetic and environment aspects of existing streetscapes within the City. It also recognises that in some cases, tree retention may not be desirable, feasible or reasonable, owing to the condition, location or species of the tree, its implications for development on an abutting site and / or the achievement of other Council objectives.

The City will not remove street trees except where retention is considered undesirable or unreasonable, such as where: exceptional circumstances exist relating to public risk and safety; the tree species is not an approved variety and is not acceptable to the City; or the tree precludes redevelopment of an adjoining site, with no other reasonable alternative to removal.

Owing to the hazardous nature of the task, residents / occupants are not be permitted to remove street trees themselves. Where removal is approved as a result of a development application, replacement of the tree with an approved variety will be required and its maintenance for the first two summers following its planting will be required.

Specifically:

1. The Council shall normally undertake the removal of street trees (based on a quotation from its preferred contractor) under the following circumstances:
2. The tree is diseased and beyond remedial treatment, or dead;
The tree has been assessed by the City as structurally weak and dangerous, placing the public at risk;
3. The tree has been irreparably damaged by a storm;
4. The tree is hazardous to motorists / pedestrians owing to interference in suitable sightlines presented by the trees alignment or spacing;
5. The tree is affected by road widening, service modification / relocation or other infrastructure works and all other options to retain the tree have been deemed by the City to be inappropriate;
6. The tree is dangerously in contact with overhead power lines or distributor wires to properties and where, for reasons of growth habit pertaining to the variety, selective pruning is not practical with the only option being severe lopping;
7. The tree impinges on the development potential of the abutting property(s) with no reasonable design alternatives existing. A 'reasonable design alternative' may involve:
 - Deletion of second / additional crossovers to development sites and the requirement for shared access;
 - The altering of development design to relocate crossovers out of the way of street trees;
 - The tapering of driveways to a maximum of 1 in 5 to avoid the street tree.
8. Driveways / crossovers should be located a minimum of 1.0m away from a street tree. Reduction of this to 0.5m may be considered, depending on availability of alternatives, tree type and location, sight lines and traffic safety, and the capacity to avoid future damage to the crossover through the installation of root barriers.
9. Redesign to retain street trees involving the following will not normally be required of applicants:
 - Access design not meeting the City's traffic safety requirements;
 - Changes affecting the number of dwellings the lot is capable of sustaining under the zoning;
 - For developments involving 3 or fewer dwellings, the relocation of infrastructure / services costing more than \$5000, or, in other circumstances, an unreasonable cost impost. Redesign costs will not be taken into account as the R-Codes clearly require avoidance of street trees as a routine requirement;
 - In Heritage Protection Areas, significantly reduced heritage character;
 - Significant conflict with another planning objective of the City.
10. Where street tree removal is approved as part of a development approval, this will be noted as advice on the approval. The approval will also be conditioned to require the applicant to meet the cost of removal by the City and the replacement of the tree(s) with a 45L (or as otherwise approved by the Manager Parks and Reserves) tree of a species acceptable to the City. The applicant will also be encouraged to maintain (water) the new trees for the first two summers.
11. All other planning approvals and building licenses will include the following advice note: "The vehicular access shown in this application has been assessed and determined based upon the location of street trees as shown on the submitted plans. It is the responsibility of the applicant to ensure that this information is correct as any inaccuracy of the plans will not be considered justification for removal of the trees in the event that their positions are incorrectly shown. Removal of street trees without the written approval of the City is an offence".

12. The following are not considered sufficient reason for the removal of street trees:

- The tree obscures or potentially obscures views (other than traffic / pedestrian sight lines);
- The tree variety is disliked;
- The tree variety causes nuisance by way of leaf, fruit and / or bark shedding or the like;
- The tree causes allergy and / or health problems;
- The tree is in the way of a non-essential crossover or verge paving option;
- The tree shades private gardens, solar hot water installations or the like.

Definitions

“Tree” is defined in the City’s Thoroughfares and Public Places Local Law as a woody perennial plant generally having a single stem or trunk which will grow to a height of approximately 4 metres or more.

The definition of a “naturally occurring tree” has developed through the City’s Parks and Reserves’ practices to mean a remnant of a natural area (e.g. bushland, wetland, coastal dune) that was originally intact but subsequently cleared for development as recreational parkland, residential lot, road reserve etc.

Relevant Policies/Management Practices/Documents

Street Tree Management Plan (under review)

Legislation/Local Law Requirements

Part 2 of the City’s Thoroughfares and Public Places Local Law provides for the protection of street trees and makes it an offence for someone to damage or interfere with a street tree without a permit or acting under authority of the City.

Office Use Only				
Relevant Delegations	Not Applicable			
Council Adoption	Date	7 April 2009	Resolution #	0409/012
Reviewed/Modified	Date		Resolution #	
Reviewed/Modified	Date		Resolution #	



ROWEGROUP

Job Ref: 8050
20 December 2013

Chief Executive Officer
City of Stirling
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Attention: Mr Ross Povey - Director of Planning and Development

Dear Mr Povey

**JDAP Development Application – 34 Multiple Dwellings
Lot 2 (No. 89-95) Princess Road, Balga**

Rowe Group acts on behalf of the contracted purchaser of Lot 2 (No. 89-95) Princess Road, Balga (the 'subject site'). We are instructed by our Client to prepare and lodge an Application for approval to construct thirty-four (34) multiple dwellings on the subject site. Due to the value and size of the development, our Client requests that the Application is assessed by the applicable Development Assessment Panel ('DAP') through the voluntary application process.

To enable this Application to be processed, we enclose the following documentation:

- A completed and signed (by the owner of the land) City of Stirling Application for Planning Approval Form;
- A completed and signed (by the owner of the land) DAP Form 1;
- A completed City of Stirling Application Checklist;
- A copy of the current Certificate of Title and Deposited Plan;
- Four (4) copies of the Floor Plans, Elevations and Perspectives;
- Four (4) copies of the Site Feature Survey;
- Four (4) copies of the Transport Statement prepared by Opus International Consultants Pty Ltd;
- One (1) CD of all the abovementioned documents in PDF format; and
- A cheque to the amount of \$12,818.00 being that applicable lodgement fee for the City of Stirling (\$9,315.00) and the DAP (\$3,503.00).



Location and Site Details

The subject site is located in the Municipality of the City of Stirling, and is legally described as follows:

- Address / Lot number Lot 2 (No. 89-95) Princess Road, Balga
- Deposited Plan 75929
- Volume / Folio 1842/228
- Proprietor Remarkable Investments Pty Ltd
- Total Lot Area 3270m²

Town Planning Considerations

Under the City of Stirling's Local Planning Scheme No. 3 ('LPS3'), the subject site is zoned 'Residential' with a residential density coding of R40. The provisions of 'Additional Use [AU] 28' are also applicable to the property, which enables the subject site to be used as a Medical Centre. Under LSP3, Multiple Dwellings are a permissible use in areas coded R40 or higher.

Proposed Development

The proposed development comprises three (3) two storey buildings containing a total of thirty-four (34) multiple dwellings. The proposed dwellings range in size from 50.39m² to 60.02m² and comprise both one and two bedroom dwellings. A total of fifty five (55) car bays are proposed as part of the development, eight (8) of which are designated as visitor bays. In addition, fourteen (14) bicycle bays are to be provided, consistent with the provisions of the Residential Design Codes ('R-Codes') and the City of Stirling Planning Policies.

Residential Design Codes Assessment

An assessment of the proposed development against the R-Codes has been undertaken by Rowe Group and is enclosed at Attachment 1. The assessment revealed that the proposed development does not satisfy the following 'Deemed-to-comply' provisions:

Element		Design Principle		Deemed-to-Comply	
		Reference	Satisfied	Reference	Satisfied
6.1.3	Street Setback	P3	✓	C3.1	X
6.1.4	Lot Boundary Setbacks	P4.1	✓	C4.1	X
				C4.3	X
6.3.1	Outdoor living areas	P1	✓	C1	X
6.3.4	Design of Car parking spaces	P4	✓	C4.2	X
6.4.6	Utility and Facilities	P6	✓	C6.3	X

Each of these variations have been assessed against the applicable Design Principles and are discussed below.

6.1.3 – Street Setback

A portion of the proposed development is setback between 2.8m and 4.0m from the primary street (Princess Road) and therefore does not satisfy the Deemed-to-Comply provisions of the R-Codes in relation to street setbacks. Although the proposed development does not satisfy the minimum street setback requirement along the full length of the primary street, it is noted that:

- The variation is minor in nature;
- The variation applies to only part of the proposed development;
- The extent of the variation proposed could be reduced by setting the balconies back in line with the main building line however this would reduce the level of articulation and result in a poor streetscape outcome;
- The reduced setbacks provide additional surveillance of the street;
- The front façade of the building incorporates multiple articulations in the form of both balconies and physical elements which reduce the overall bulk and scale of the proposed development.

Having regard to the above, it is considered that the setbacks proposed satisfy the applicable Design Principles under Element 6.1.3 and are therefore acceptable.

6.1.4 – Lot Boundary Setbacks

Lot boundary setback variations are proposed for the following units:

- Units 1 – 18 southwest elevation: 1.6m setback required, 1.5m setback provided;
- Units 24 – 28 southeast elevation: 1.8m setback required, 1.5m setback provided to portion only;
- Units 24 – 28 northeast elevation: 6.0m setback required between buildings, 5.9m setback provided;
- Units 29 – 34 northwest elevation: 6.0m setback required to the windows, 4.5m setback provided).

In relation to the above, it is noted that:

- The proposed setbacks are sufficient to allow adequate daylight to reach neighbouring properties;
- Articulations in the development façade reduce the appearance of bulk and scale on neighbouring properties;
- The variations are relatively minor in nature and will not adversely impact on any neighbouring properties by way of overlooking or overshadowing;

6.3.1 - Outdoor Living Areas

There are twenty (20) second story balconies. For seven (7) of the second story balconies a minor variation is requested in relation to the Deemed-to-comply provisions of the R-Codes. Under provision 6.3.1 a minimum dimension of 2.4m is required, however only 2.2m is proposed.

- It is noted that the variation is considered minor in nature as the proposed reduction in width of 20cm is relatively insignificant.
- All balconies are accessible from the living room of each unit.

Please note that the proposed balconies meet the area requirement of 10m², the smallest balcony proposed that does not comply with the minimum dimensions provision of section 6.3.1 is 10.14m² in area.

6.3.4 - Design of Car Parking Spaces

The eight (8) proposed visitor parking spaces are proposed to be located within the main parking compound and hence a variation is required to the Deemed-to-comply provisions of section 6.3.4 (C4.2). However it is considered that the provisions of the Design Principles have been met given the following:

- Visitor bays are accessible by all visitors as sufficient stopping space and an intercom system is provided which will allow visitors to gain safe access without interfering with street traffic.
- The intercom system will ensure enhanced safety and security given that only legitimate visitors can gain access to the parking areas as residents must buzz in any visitors.

6.4.6 - Utilities and Facilities

Clothes drying facilities for each unit will be satisfied through the provision of a clothes dryer within each unit.

Transport Assessment

Opus International Consultants Pty Ltd ('Opus') have been engaged to prepare a traffic statement assessing the proposed development taking into consideration the proposed impact of the development on the surrounding street network. A copy of the Traffic Statement is enclosed as Attachment 2.

The Traffic Statement indicates that the proposed development will have a low impact on the surrounding road network and is likely to be reduced further still as a result of the development's proximity to high frequency public transport and cycling routes. It is also relevant to note that the traffic generation potential of the proposed development is less than the traffic generating potential of the existing approved uses on the site.

Conclusion

The proposed development has been reviewed against the Residential Design Codes and is considered consistent with all provisions of Part 6 excluding the abovementioned variations which have been assessed under the Design Principles. In light of the above, we respectfully request the City's favourable determination of the Application.

Should you require any further information or clarification in relation to this matter, please contact Kieran Reid on 9221 1991.

Yours faithfully,



Kieran Reid

Rowe Group, Perth Office

RESIDENTIAL DESIGN CODES ASSESSMENT CHECKLIST

PART 6

**Multiple Dwellings in areas coded R30 or greater,
within mixed use development and activity centres**

PROPERTY DETAILS

Date	18 December 2013
Property Address	Lot 2 (No. 89-95) Princess Road, Balga
Local Government	City of Stirling
Development Description	34 Multiple Dwellings
Town Planning Scheme	District Planning Scheme No.3
Draft Town Planning Scheme	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, list:
Zoning/Density	Residential – R40 (Additional Use – Medical Centre)
Local Planning Policies	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, list:
Design Guidelines/Precinct Plans	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, list:
Local Area Plans	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, list: Balga, Westminster, Nollamara LAP

Element		Design Principle		Deemed-to-Comply		Comments
		Reference	Satisfied	Reference	Satisfied	
6.1 Context						
6.1.1	Building size	P1		C1	✓	0.59 provided (0.6 maximum)
6.1.2	Building height	P2		C2	✓	
6.1.3	Street setback	P3		C3.1	X	Min 4m (proposed 2.8m – 4m)
		-	-	C3.2	✓	
6.1.4	Lot boundary setbacks	P4.1		C4.1	X	Refer to attached marked-up plans for details
		P4.2		C4.2	N/A	
		-	-	C4.3	X	Refer to attached marked-up plans for details
6.1.5	Open space	P5		C5	✓	
6.2 Streetscape						
6.2.1	Street surveillance	P1.1		C1.1	✓	

		-	-	C3.2	✓	
6.4.4	Outbuildings	P4		C4	N/A	No outbuildings proposed
6.4.5	External fixtures	P5.1		C5.1	N/A	No solar collectors proposed at this stage
		P5.2		C5.2	✓	Any external fixtures are not to be visible from the primary street.
		-	-	C5.3	✓	
		-	-	C5.4	✓	
6.4.6	Utilities and facilities	P6		C6.1	✓	
		-	-	C6.2	✓	
		-	-	C6.3	X	Details of cloths-drying facilities (particularly units 1-18 where visible from the street) to be provided at working drawing stage

Key:

- ✓ - satisfied
- x - not satisfied
- n/a - not applicable

Giovanna Lumbaca

From: Kieran Reid <Kieran.Reid@rowegroup.com.au>
Sent: Friday, 28 February 2014 2:38 PM
To: Giovanna Lumbaca
Cc: Claire Richards; George Hajigabriel
Subject: 8050 - Amended Plans - 91 Princess Road, Balga - DA13/3385
Attachments: Drawing set.pdf

Importance: High

Hi Giovanna,

With regards to your correspondence dated 21/02/14 and 28/02/14 in relation to the abovementioned project, please find below our response in **RED** in addition to the amended plans attached. A hard copy of the amended plans will be posted to your office.

Engineering

- Visitor end bays to be 2.8m; **Visitor bays have been redesigned in accordance with AS2890.**
- End visitor bays on the corner are too prone to damage, needs to be deleted or truncated; **A truncation of 1m x 1m has been provided. In addition, a Vehicle Turning Template showing that sufficient turning space is provided.**
- Aisle width to be 6.3 where there is a parallel bay opposite the perpendicular bay; **Aisle width has been increased to 6.3m as required.**
- Bays not numbered on this drawing; **Bays have been numbered.**
- End bay (west corner) to be deleted no reversing space; **Vehicle Turning Template has been included showing that sufficient reversing space provided.**
- Bay widths to be measured from the face of any adjacent posts; and **Noted.**
- Roof posts should be moved back approximately 1m away from aisle. **Plans amended.**
- The 5th visitor bay, adjacent to the sliding gate, requires a 1m aisle extension in order to reverse. **The entry Gate has been realigned a further 1m from the 5th visitor bay to provide sufficient reversing space.**

In terms of the R Code requirements, the items that do not meet the deemed to comply provisions of the R Codes are as follows:

- 3 visitor bays within the security barrier; **Addressed in previous correspondence.**
- Proposed setback to the primary street 2.8m in lieu of 4m; **Addressed in previous correspondence.**
- Units 14 and Units 25-29 do not have stores; **Plans have been amended to include 6 additional storerooms (unit 14 store is located under the adjacent stairs).**
- South west side setback (upper floor) units 25-29 have a setback of 1.5m – 2.8m in lieu of 2.8m; **Addressed in previous correspondence.**
- North west rear setback (upper floor) units 30-32 have a setback of 1.5m in lieu of 2.8m; **Addressed in previous correspondence.**
- Boundary walls to more than one side proposed; **Addressed in previous correspondence.**
- Open space provision of 44.4% in lieu of 45%; **Addressed in previous correspondence.**
- A number of outdoor living areas with a minimum dimension of less than the required 2.4m; and **Addressed in previous correspondence.**
- Minimum dimensions to a number of stores less than 1.5m. **Addressed in previous correspondence.**

Parks Comments

- **Rowe Group acknowledges that the retention of the existing street tree is the preferred outcome, however in this instance an alternative crossover location is not possible due to the proximity of the**

Bus Stop and Bus Bay. Placing the crossover between the two street trees would result in an undesirable and potentially unsafe outcome as it would be within metres of the Bus Bay.

Rowe Group trusts that the above information and amended plans are to the City's satisfaction, and that they will assist in the preparation of a favourable RAR.

Kind regards

Kieran Reid

Project Manager / Planner



Perth Office

p: 08 9221 1991

w: rowegroup.com.au

ROWE GROUP Planning Design Delivery

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89 – 95 Princess Road Residential Development

Transport Statement

Rowe Group



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2 Existing Transport

The proposed development site is located in the suburb of Balga within the City of Stirling in Perth. The road fronting the proposed development is Princess Road. Camberwell Road and Balga Avenue are also close to the proposed development site (89 – 95 Princess Road). The proposed development site is presented in Figure 1.



source: nearmap 2013

Figure 1 - Proposed Development Site

2.1 Site Description

The existing site consists of approximately 5 small business units with the main business being a local Chemist. However, on site observations note that a number of the properties are currently in a state of disrepair and look to have been vacant for a period of time. Access to the existing properties is via individual driveways from Princess Road.

Background data relating to Princess Road, Camberwell Road and Balga Road is provided in Table 1.

2.2 Traffic Volumes

2.2.1 Princess Road (based on 2006 count data)

Princess Road is a single carriageway two-way road, classed as a Distributor B in the Main Roads WA Road Hierarchy Road Information Mapping System with a posted speed limit of 50km/h. Traffic volumes for Princess Road have been provided by the City of Stirling and note that Average Weekday Traffic is 5,457 for north bound traffic and 5,586 for south bound traffic (11,043 total two-way flow).

2.2.2 Camberwell Road (based on 2006 count data)

Camberwell Road is a single carriageway two-way road, classed as a Local Distributor in the Main Roads WA Road Hierarchy Road Information Mapping System with a posted speed limit of 50km/h. Traffic volumes for Camberwell Road have been provided by the City of Stirling and note that Average Weekday Traffic is 1,816 for east bound traffic and 1,654 for west bound traffic (3,470 total two-way flow).

2.2.3 Balga Avenue (based on 2006 count data)

Balga Avenue is a single carriageway two-way road, classed as a Local Distributor in the Main Roads WA Road Hierarchy Road Information Mapping System with a posted speed limit of 50km/h. Traffic volumes for Balga Avenue have been provided by the City of Stirling and note that Average Weekday Traffic is 2,381 for east bound traffic and 2,680 for west bound traffic (5,061 total two-way flow).

2.3 Existing Intersections

To the north of the proposed development site Princess Road intersects with Camberwell Road at a 4-arm roundabout which also provides access into a local shopping centre. Princess Road also intersects Balga Avenue at a 4-arm roundabout which provides access into a local leisure park. During on site observations both roundabouts appeared to operate sufficiently with the existing traffic volumes with minimal queuing or delay noted.

2.4 Crash Data

Crash data for the most recently available five year period (2008 to 2012) has been collated from the Main Roads WA Crash Analysis Reporting System (CARS) and assessed for Princess Road (between Balga Avenue to north of the proposed development site to Fletching Street to the south). In total, 29 crashes have been reported along the above section of Princess Road of which one required hospital treatment, four required medical assistance and the remaining 24 crashes resulted in property damage only (PDO). No fatal crashes have been reported. Within a total of 29 crashes nine have been categorised as mid-block crashes in the data system, with two occurring at the intersection of Princess Road and Fletching Street, eight occurring at the intersection of Princess Road and Camberwell Road and ten occurring at the intersection Princess Road and Balga Avenue.

Of note, only two of the crashes involved a pedestrian, with no crashes involving a cyclist or a bus.

0.8 vehicle trips per dwelling for the AM and PM peak hours, split as follows:

AM Peak - 25% IN / 75% OUT

PM Peak – 67% IN / 33% OUT

Further to this, it is also noted that the RTA guidelines estimate a *Daily Trip* generation of 9.0 trips per dwelling.

Table 2 presents the estimated trip generation of the development based on the RTA daily trip rate and the WAPC peak hour trip rate.

Table 2 - Trip Generation

	Number of dwellings (34 dwellings)
Daily Trip Rate (based on 9.0 trips per dwelling)	306
Peak Hour Trip Rate (based on 0.80 trips per dwelling)	27
Peak Hour Directional Split	AM (7 IN / 20 OUT) PM (18 IN / 9 OUT)

It is estimated that the proposed residential development will generate approximately 300 vehicles per day which is less than would have been generated when the existing land use was in full operation.

Furthermore, the latest traffic volume data (which was recorded in 2006 and most likely includes trips generated by the existing development) indicates that there are approximately 11,000 vehicles per day utilising Princess Road in this area. The proposed development is therefore likely to generate less than 3% of additional traffic on Princess Road throughout the day, with only approximately 27 additional trips in the peak hour. It is estimated that the impact on Camberwell Road and Balga Avenue will be less still, given the differing directions that the development generated traffic has available to travel.

3.3 Proposed Parking Arrangement

The proposed development is to provide 53 car parking bays in total, 8 of them being visitor parking bays, along with approximately 14 bicycle parking bays.

Given that the size of the individual dwellings are to be approximately 50m², the number of car parking spaces to be provided (as a minimum) should be 1 spaces per dwelling and 0.25 visitor car parking spaces per dwelling in accordance with State Planning Policy 3.1 (as presented in Appendix B). This equates to 34 parking spaces to be provided for the proposed development and 8.5 visitor parking spaces.

Appendix C – Site Photographs



Photograph 1 - bus stop adjacent to development site in operation



Photograph 2 - shared use path opposite the development site



Photograph 3 - existing pedestrian crossing point outside of the development site



Photograph 4 - wide footpath adjacent to the development site



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 1 (House Number 48) Filburn Street, Lot 2 (House Number 22) Scarborough Beach Road and Lot 3 (House Number) 24 Scarborough Beach Road, Scarborough
Application Details:	Proposed mixed use development including offices, short stay accommodation, multiple dwellings and caretaker's dwelling.
DAP Name:	Metropolitan North-West JDAP
Applicant:	David Hartree and Associates
Owner:	Eurowide Investments Pty Ltd
LG Reference:	DA13/3113
Responsible Authority:	City of Stirling
Authorising Officer:	Ross Povey City of Stirling
Department of Planning File No:	DP/13/00964
Report Date:	28 March 2014
Application Receipt Date:	27 November 2013
Application Process Days:	121 days
Attachment(s):	<p>Attachment 1 Development Application Plans, elevations and perspective</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 (LPS3) Zoning Map</p> <p>Attachment 5 Local Planning Policy 4.2 – Mixed Use and Commercial Centre Design Guidelines</p> <p>Attachment 6 Local Planning Policy 5.6 – Scarborough Design Guidelines – Scarborough Redevelopment Zone</p> <p>Attachment 7 Local Planning Policy 6.2 – Bicycle Parking</p> <p>Attachment 8 Local Planning Policy 6.3 – Bin Storage Areas</p>

	<p>Attachment 9 Local Planning Policy 6.6 – Landscaping</p> <p>Attachment 10 Local Planning Policy 6.7 – Parking & Access</p> <p>Attachment 11 Applicant's Traffic Impact Assessment Report</p> <p>Attachment 12 Previously approved Development Application plans</p>
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Recommendation:

That the Metropolitan North-West JDAP resolves to:

Approve DAP Application reference DP/13/00964 and accompanying plans A1.00 Rev 1, A1.02 Rev 2, A1.03 Rev 3, A1.04 Rev 3, A1.05 Rev 2, A1.5.1 Rev 2, A1.06 Rev 2, A1.6.1 Rev 3, A1.07 Rev 2, A1.08 Rev 2, A3.01 Rev 1, A3.02 Rev 1, A3.03 Rev 1 and A3.04 Rev 1 in accordance with Clause 10.3.1 of the City of Stirling Local Planning Scheme No. 3, subject to the following conditions:

Conditions

1. Amalgamation of the subject lots (1, 2 and 3) onto one Certificate of Title prior to the commencement of development.
2. The Metropolitan Region Scheme road widening reservation as shown on WAPC Plan No. 1.3167 is to be ceded free of cost to the Crown prior to the completion of the development.
3. Payment of the land cost of 121.28m² of land area for 15.16 parking bays in in accordance with clause 6.9.9 of Local Planning Scheme No.3 prior to the commencement of development;
4. Payment of a developer contribution of \$107,491.99 in accordance with Schedule 11 of Local Planning Scheme No.3 prior to the commencement of development;
5. Payment of a cash-in-lieu for car parking contribution (construction cost) of \$379,000.00 (15.16 car bays x \$25,000) in accordance with clause 6.9.9 of Local Planning Scheme No.3 prior to the commencement of development;
6. All driveway gradients and associated car park levels are to be demonstrated as being in accordance with the City's requirements to the satisfaction of the City of Stirling Manager Approvals prior to the issue of a building permit.
7. The proposed crossovers shall be designed and constructed in accordance with the City's Crossover Policy to the satisfaction of the City of Stirling Manager Engineering Operations.

8. A Noise Management Plan is to be submitted to the satisfaction of the City of Stirling Manager Health & Compliance prior to commencement of works. The Plan should address all functions of this facility including deliveries, mechanical services and all other activities.
9. All stormwater to be collected and contained on site. A Stormwater Management Plan demonstrating this to be submitted to the City to the satisfaction of the Manager Engineering Design prior to the commencement of works.
10. The submission of a signage strategy to the satisfaction of the City of Stirling Manager Approvals prior to the erection of any signs.
11. The dimensions of all parking bays and manoeuvring areas to be in accordance with Australian / New Zealand Standards 2890.1 and Australian / New Zealand Standards 290.6.
12. Vehicular parking, manoeuvring and circulation areas indicated on the approved plan being sealed and drained to the satisfaction of the City, the 104 parking spaces being marked out and maintained in good repair.
13. The existing street drainage shall be modified at the applicant's expense and to the satisfaction of the City's Engineering Design Business Unit prior to the completion of the development.
14. The construction of a footpath with a minimum width of 2.5m along the Filburn Street and Scarborough Beach Road frontages at the applicant's expense and to the satisfaction of the City of Stirling Manager Engineering Design prior to the completion of the development.
15. Any existing crossovers not included as part of the proposed development on the approved plan are to be removed. New kerbing and the verge shall be reinstated to the satisfaction of the City of Stirling Manager Engineering Operations.
16. All off street parking to be available onsite during business hours for all customers and staff to the satisfaction of the City.
17. All land indicated as landscaped area on the approved plan being developed on practical completion of the buildings to the satisfaction of the City and in accordance with the submitted landscaping plan. All landscaped areas are to be maintained in good condition thereafter.
18. No goods or materials being stored, either temporarily or permanently, in the car parking or landscaped areas or within access driveways. All goods and materials are to be stored within the building(s) or storage yard(s), where provided.
19. The proposed commercial tenancies are approved as "Offices" under Local Planning Scheme No.3.

20. The proposed bicycle parking is to be re-located within the lot boundary of the subject sites. Details demonstrating compliance with this condition is to be provided with the Building Permit application.
21. The existing trees (Norfolk Island Pines) are to be fully protected through the installation of Tree Protection Zones to Australian / New Zealand Standard AS4970 around each tree for the life of the development.
22. No walls fences or letterboxes above 0.75 metres in height to be constructed within 1.5 metres of where;
 - a. walls or fences adjoin vehicular access points to the site, or
 - b. a driveway meets a public street, or
 - c. two streets intersect,unless the further approval of Council is obtained.
23. Car park ventilation to conform to Australian / New Zealand Standard 1668.2.
24. The proposed car bays are to be allocated for use in accordance with Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines. Details are to be provided with the Building Permit application.
25. The short stay accommodation units shall not be occupied by permanent residents. A maximum occupation of six weeks at any one time is permitted.
26. The first floor units and double room 4, 5 and 6 on the second floor only to be used for short stay accommodation. The second floor caretaker's dwelling to be used in accordance with the definition under LPS3 and all other units only being used as permanent residential dwellings.
27. The submission of and compliance with a Management Agreement relating to the short-stay accommodation units establishing occupancy control to the satisfaction of the Manager Approvals;
28. In the event that the short-stay accommodation units within the development are strata-titled, the Management Agreement is to be incorporated as a Management Statement as provided for under the Strata Titles Act and be subject to enforcement as part of the by-laws of the relevant strata company, and restrictive covenants are to be placed on the titles specifying the following:-
 - i. the units are only to be used for holiday accommodation and no permanent residents are permitted to occupy the units;
 - ii. all holiday units within the complex are to be managed by one person/agency;
29. Balcony balustrades shall be at least 50% visually permeable.
30. Lighting shall be provided under all awnings, in all parking areas, over all footpaths, over all entry points.

31. The development is to be designed to comply with Water Efficiency and Energy Efficiency as outlined in Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines.
32. All street trees located in verge areas adjoining the subject lot/s are to be retained and protected.
33. Prior to occupation of the development, all multiple dwellings shall be provided with a screened outdoor area for clothes drying or a mechanical dryer.
34. The proposed tilt panel door on the western façade of the bin store shall be removed and the façade re-designed so as to provide a more attractive frontage to the street and other visible spaces. Details to be submitted and approved by the Manager Approvals prior to commencement of works.
35. Compliance with the approved Waste Management Plan submitted as part of this application is required.
36. A Site Management Plan to be submitted to the satisfaction of the City of Stirling Manager Approvals prior to the issue of a building permit. The Site Management Plan to address dust, noise, waste management, storage of materials, traffic and site safety/security. The Site Management Plan is to be complied with for the duration of the construction of the development.

Advice Notes

- a) Submission of plans showing the details of paving, stormwater drainage and disposal with the Building Permit application.
- b) The applicant is responsible for ensuring that all lot boundaries as shown on the approved plans are correct.
- c) The proposed crossover configuration is subject to the approval of the City's Engineering Operations Business Unit. A "Crossover Installation Application" is required to be submitted and approved prior to the commencement of the crossover installation.
- d) If the development the subject of this approval is not substantially commenced within a period of two years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.
- e) Where an approval has so lapsed, no development shall be carried out without the further approval under the City of Stirling Local Planning Scheme No. 3 having first been sought and obtained.
- f) If an applicant is aggrieved by this determination there is a right of appeal under Part V of the *Planning and Development Act 2005*. An appeal must be lodged within 28 days of the determination with the State Administrative Tribunal.

- g) This is a Development Approval under the City of Stirling Local Planning Scheme No. 3 and related policies. It is not a building permit or an approval to commence or carry out development under any other law. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licenses required under any other law, and to commence and carry out development in accordance with all relevant laws.
- h) This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant and not the City to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development, regardless of whether or not it has been drawn to the City's attention.
- i) Noisy Construction Work outside the period 7.00 am to 7.00 pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.
- j) The development will require connection to deep sewerage in the locality in accordance with Water Corporation requirements.
- k) Fit out plans for any food premises are to be approved by the City before fit out commences.
- l) The vehicular access shown in this application has been assessed and determined based upon the location of street trees as shown on the submitted plans. It is the responsibility of the applicant to ensure that this information is correct as any inaccuracy of the plans will not be considered justification for removal of the trees in the event that their positions are incorrectly shown. Removal of street trees without the written approval of the City is an offence.
- m) The applicant is advised that no provisions are available for verge collections, or tip passes for this development. Owners via caretakers are to make their own arrangements for the removal of bulk waste items deemed unsuitable for the 240 Mobile Garbage Bin.
- n) The applicant is advised that the City reserves the right to amend the types/styles of bins made available should the City introduce co-mingled recycling for commercial properties.
- o) Initial plans indicate that the tenancies doors are open towards the ingress. All designated emergency exit doors are to have the doors opening towards egress. Tenancies are to comply with the Health (Public Building) Regulations.
- p) Services shall not be visible from the street frontage or other public areas, including aerials, air conditioners and satellite dishes, etc and operated to comply with the Environmental Protection (Noise) Regulations 1997.

- q) Additional lighting of key elements and features of the building and landscaping is encouraged to add vitality.
- r) All waste services must comply with the City of Stirling Waste Management Local Law 2010 Part 3 – copy provided.

Background:

Insert Property Address:	Lot 1 (House Number 48) Filburn Street, Lot 2 (House Number 22) Scarborough Beach Road and Lot 3 (House Number) 24 Scarborough Beach Road, Scarborough
Insert Zoning	MRS: Urban
	TPS: Mixed Use
Insert Use Class:	Office, Short Stay Accommodation, Multiple Dwelling and Caretaker's Dwelling
Insert Strategy Policy:	Not Applicable
Insert Development Scheme:	Not Applicable
Insert Lot Size:	1977m ²
Insert Existing Land Use:	Single dwelling at 48 Filburn St and Office at 22 Scarborough Beach Road. 24 Scarborough Beach Road, Scarborough is vacant.
Value of Development:	\$18 Million

The subject sites are located within the local municipality of Stirling. The subject sites are bound by Scarborough Beach Road to the south, Filburn Street to the west and residential properties to the north and east.

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) (Attachment 3) and 'Mixed Use' under the City of Stirling Local Planning Scheme No.3 (LPS3) (Attachment 4).

In June 2010 conditional approval was granted for a mixed use development on the subject sites (DA10/0724). The approval included four offices, 11 short stay dwellings and 31 multiple dwellings. A copy of the approved development plans are provided in attachment 12.

The site is subject to MRS road widening and the future lot boundaries have been shown on the proposed plans.

Details: outline of development application

Development application DA13/3113 proposes a mixed use development which includes four offices, 20 short stay accommodation dwellings, a care takers dwelling and 60 multiple dwellings. The proposal incorporates 104 car bays which are accessed from Filburn Street.

The proposal seeks variations to the City's Local Planning Scheme No.3, Council Policies and Residential Design Codes of WA. The proposal seeks discretion with regard to:

- Plot ratio;
- Building height;

- Podium height and Building setbacks;
- Side and rear setbacks;
- Roof;
- Vehicular access;
- Balconies;
- Openings;
- Fill;
- Bin storage;
- Land use; and
- Car parking.

The proposed land uses are Office, Short Stay Accommodation, Multiple Dwelling and Caretaker's Dwelling. Under LPS3 Zoning Table, Office and Caretaker's Dwelling are listed as 'P' (Permitted) uses and Multiple Dwelling and Short Stay Accommodation are listed as 'D²' which means that they are not permitted on the ground floor fronting a street.

The proposed land uses are defined by LPS3 as follows:

Office

means premises used for administration, clerical, technical, professional or other like business activities;

Caretaker's Dwelling

means a dwelling on the same site as a building, operation, or plant, and occupied by a supervisor of that building, operation or plant;

Multiple Dwelling

has the same meaning as in the Residential Design Codes;

The Residential Design Codes defines Multiple Dwelling 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.*

Short Stay Accommodation

Means a dwelling designed or intended to be used for the purpose of human habitation on a temporary basis for a single person or single family, and includes a serviced apartment, but does not include a Residential Building, Hotel or Motel.

LPS3 provides the following objectives for the Mixed Use Zone:

- 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.*
- To facilitate the creation of employment within the area so as to reduce the demand for travel, and enhance the level of self-sufficiency.*
- To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments.*

The site is located within the Scarborough Special Control Area and therefore clause 6.9 of LPS3 applies.

Clause 6.9.5 of LPS3 requires an infrastructure contribution due to the proposed plot ratio as follows:

In the Mixed-Use 'Lower Scarborough Beach Road' and Mixed-Use 'West Coast Highway' Sub-Areas, the following plot ratio requirements apply:

- i) *The total plot ratio of any development within the Mixed-Use Sub-Areas (Lower Scarborough Beach Road and West Coast Highway) shall not exceed 2.0:1;*
- ii) *The plot ratio referred to in clause 6.9.5.b.i above may be increased to a maximum of 3.0:1, but only subject to:*
 - *provision of commercial floor space at ground level with a plot ratio area of at least 0.2:1;*
 - *compliance with clause 6.9.7.b 'Dwelling Unit Size and Occupancy' of the Scheme, without modification; and*
 - *payment of an infrastructure contribution in accordance with Schedule 11 of the Scheme, without modification.*
- iii) *For the purposes of determining the plot ratio area for a particular site, where land is or has been ceded free of cost to the Crown for public access (including road widening), the area of land so ceded shall be deemed to remain part of the development site;*
- iv) *Where a public parking facility is provided on a site designated for public parking in the 'Scarborough Design Guideline Area Access and Parking Map' contained within the Scarborough Design Guidelines, and is provided in accordance with clause 6.9.10 'Public Parking Facilities' of the Scheme, those public parking facilities shall be excluded from the plot ratio calculation for the site.*
- v) *Where a public parking facility is provided on a site designated for public parking on the 'Scarborough Design Guideline Area Access and Parking Map' contained within the Scarborough Design Guidelines, and is provided in accordance with clause 6.9.10 'Public Parking Facilities' of the Scheme, the Council may allow an increase in the maximum permitted 3.0:1 plot ratio, provided the increased floor space does not exceed the amount of floor space allocated to the public parking facility to a maximum plot ratio of 1.0:1.*

Schedule 11 requires that the infrastructure contribution be calculated as follows:

$$\left(\frac{\text{Development Site Area}}{\text{Total of all sites on relevant street}} \times 50\% \right)$$

In the case of sites which have frontage to more than one street to which developer contributions apply:

- i) *the 'development site area' (referred to in 3a above) shall be reduced by, the percentage to which the particular street frontage bears to the total of all frontages on that street where contribution requirements apply; and*
- ii) *the amount of contribution payable shall be reduced accordingly in respect of each street.*

Clause 6.9.9 of LPS3 outlines the following cash-in-lieu for car parking requirements:

A proportion of the required parking shall be subject to a cash-in-lieu contribution as provided for under paragraphs a), b) and c) below, and where cash-in-lieu is required, the number of on-site parking spaces required shall be reduced by the number of spaces for which cash-in-lieu is payable.

Other Zones within the Scarborough Special Control Area, the following cash-in-lieu contributions apply:

- i) In the case of residential development, the cash-in-lieu contribution shall be 10 per cent of the total number of parking spaces required for the residential development;*
- ii) In the case of residential development, car parking bays in excess of the required 90 per cent may be allocated for the exclusive use of the occupiers of individual dwellings, provided that additional common parking bays shall be provided on site to the same amount as those bays allocated for exclusive use to the residential occupants in excess of the 90 per cent;*
- iii) In the case of non-residential development the cash-in-lieu contribution shall be 25 per cent of the total number of parking spaces required for the relevant use;*
- iv) The amount of cash-in-lieu contribution payable for development shall be determined by Council on the basis of the estimated cost of providing an equivalent number of commercial parking spaces and manoeuvring areas in the form of decked parking in terms of land and construction cost, and for non-residential development the amount payable shall be reduced by half.*

Note: This means that where for example, 25% of the total non-residential parking requirement is to be subject to a cash-in-lieu payment, the actual cash payable will be based on only 12.5% of the requisite number of parking spaces.

Legislation & policy:

Legislation

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

State Government Policies

- State Planning Policy 3.1 – Residential Design Codes 2013 (R-Codes)

Local Policies

- Local Planning Policy 4.2 – Mixed Use and Commercial Centre Design Guidelines (Attachment 5)
- Local Planning Policy 5.6 – Scarborough Design Guidelines – Scarborough Redevelopment Zone (Attachment 6)
- Local Planning Policy 6.2 – Bicycle Parking (Attachment 7)
- Local Planning Policy 6.3 – Bin Storage Areas (Attachment 8)
- Local Planning Policy 6.6 – Landscaping (Attachment 9)
- Local Planning Policy 6.7 – Parking & Access (Attachment 10)

Consultation:**Public Consultation**

The application was advertised for a period of 21 days, in accordance with Part 9.4 of LPS3. Letters were sent to owners and occupiers of properties within a 100m radius of the subject sites, a notice placed on the City's website and two signs were erected on site by the applicant. At the conclusion of the public consultation period 19 submissions were received. Five of the submissions were objections and 14 were in support of the development. Two submissions were received after the conclusion of the public consultation period. One was an objection and one was in support of the development.

The objections are summarised, along with the City's response, in the table below:-

Issue(s) raised	Number of times issue was raised	City's response
Vibration	2	Vibration is not a planning consideration and is not a matter that will be considered at the Building Permit stage. A recommended condition of approval is that a site management plan be provided prior to the issue of a Building Permit.
Loss/abstraction of ocean views and associated reduction in land value	3	The proposal has been assessed against and found to meet the objectives of LPS3. Further comment is contained within the planning assessment section of this report.
Building height and wind tunnel effect	2	The proposed building complies in terms of the overall height from natural ground level and AHD but does not comply in terms of the number of storeys (9 in lieu of 8) proposed. Further detail can be found under the planning assessment section of this report.
Concerned over the lower levels being right on the boundary. Concerns relating to noise and privacy.	1	The lowest level of the development is wholly underground and the next two storeys are located on or within close proximity to the boundary. It is considered that having the buildings on the boundary make effective use of space, provide protection from noise and increase privacy to adjoining properties.
Concerned about noise from pumps in SE corner of the basement.	1	The applicant has advised that the pumps in the basement level will not generate any noise as these are for fire services only to provide the necessary water pressure for the sprinkler system throughout the building in the event of a fire.
Traffic congestion/conditions	1	A traffic report was submitted to the City as part of this development application. This report concludes that the traffic estimated to be generated by the proposed development can be accommodated by the surrounding road network. The report was referred to the City's Traffic Engineer who

		confirmed that no traffic engineering issues have been identified.
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The applicant's response to the objections above is provided below:

Loss of views

At street level, significant pedestrian views looking due west are maintained from the footpath adjacent Scarborough Beach Road. Built form at this level is typically experienced within the first 2-4 building storeys, in this case the Podium element as required by the Scarborough Design Guidelines and proposed. Above this Podium, the pedestrian level experience of building is not adversely affected by the reduced setbacks proposed to the upper levels of the building.

In this regard it is important to note that views within the public realm will not be adversely impacted by the proposed development and discretions being sought.

Considering neighbouring sites immediately to the east (No. 26 and No. 30 Scarborough Beach Road).

- East of the subject site on Scarborough Beach Road, sites are within the 'Mixed Use – Upper Scarborough Beach Road' sub-area of the Guidelines, which state that a 4.0m above Podium level setback is required to Scarborough Beach Road, offering significant view corridors over the Scarborough Beach Road reserve and extending to the southwest.*
- Given the setback of the existing dwellings on adjoining sites, and the Guidelines requirement for a nil setback Podium of height between 6.5m to 10m, views looking due west from the existing dwellings on adjoining sites will be obscured by any development on the subject site.*
- The proposed development on the subject site provides a lesser Podium height (of approximately 6.8m) than the maximum permitted by the Guidelines (being 10.0m as per Figure 5). The height difference of 3.2m represents one less level to the proposed podium, an element with a nil setback – the outcome being increased views at this height from adjoining properties to the east.*
- We are unaware of any proposed development application on the adjoining lots to the east.*

On this basis the proposed setback variation to Scarborough Beach Road for the above Podium building levels is not considered to unreasonably adversely impact on the neighbouring sites to the east, or their available views.

Building height and wind tunnel effect

As stated in our previous correspondence dated 20 December 2013 and 7 February 2014, the proposal complies with the primary height controls of 32 metres above natural ground level and 47 metres AHD. We re-iterate our previous comments on the arbitrary limiting of building height via the eight storeys limit, and that the proposed development represents an efficient building with more building storeys contained within the above height controls. Referring to the previous approval granted on the site, we note that this proposal is of a lesser height (and scale).

The proposed building is unlikely to cause a wind tunnel effect given the low level (generally 2-3 storeys) height of the existing surrounding development, with the proposal representing the only building of height within the immediate locality of the street block. Typically in order to create a wind tunnel effect there is an established

'tunnel' created by surrounding buildings which cause wind to funnel along the space between the buildings, such as St Georges Terrace in Perth which is characterised by tall buildings on both sides along its length which cause wind tunnel effects in the pedestrian realm at street level. These conditions, or any similar conditions, do not exist on the subject site.

Furthermore the prevailing sea-breeze will have been disrupted by existing development located west of West Coast Highway when it reaches the subject site.

Vibration causing cracks/damage to property

This is not considered to be a valid objection within the scope of the application for planning approval. It is considered that this can be appropriately dealt with as a condition of any approval, by requiring a Site/Construction Management Plan that addresses matters associated with methods of construction, such as vibrations. Any conditions to address concerns with the potential for damage to surrounding private property resulting from construction can be appropriately applied as part of the Building Permit.

Noise and Privacy

Only the Lower and Upper Ground Levels of the building are proposed to be built up to the side/rear boundaries of the site. These levels provide solid walls to the boundary and generally comprise of car parking areas. As such there will be no loss of privacy and minimal noise experienced by the neighbouring sites from these levels. The First Floor comprises of short stay accommodation, provided with generous boundary setbacks of approximately 7.855 metres to the east and 4.15 metres to the north, significantly more than required as per the Residential Design Codes (R-Codes) and what would typically be provided by a purely residential development. Furthermore, the windows to the northern and eastern elevations of the First Floor all achieve the required privacy separation distance of the R-Codes. Whilst the submission refers to concerns over noise and privacy from "low ever levels being right on the boundary", looking at the upper levels of the building the same setback and privacy separation distances are achieved, and comply with the R-Codes.

With respect to the pumps in the basement level, no noise will be generated by these, as they are for fire services only to provide the necessary water pressure for the sprinkler system throughout the building in the event of a fire.

In any case and separate to any planning approval, the proposed development will be required to comply with the Environmental Protection (Noise) Regulations 1997.

Traffic

A Transport Statement has been prepared by qualified traffic and transport engineers Transcore, which finds that the traffic estimated to be generated by the proposed development can be accommodated by the surrounding road network.

Support and non-objections

Theme raised	Number of times theme was raised
Like the look, style and design of this development	9
Believe that more development like this should take place in Scarborough	9

This is a quality development in an important strategic location	1
This development will enhance the visual amenity and facilities in the area	1
Not enough vacation rental/hotels for tourists/ attract tourism at present	2
Exciting to see some changes in Scarborough	2
This development will encourage future developers to invest money in the area and attract new residents	2
Will enhance the image of Scarborough	3

Consultation was undertaken with the Metropolitan Redevelopment Authority (MRA), Department of Planning (DoP) and internal business units at the City.

Metropolitan Redevelopment Authority

The Metropolitan Redevelopment Authority (MRA) provided the following comments:

MRA supports the proposed development. However, the following minor matters are noted.

- *Amenity and quality of the proposed short stay accommodation units on level one (Plan A1.05) would be significantly improved with the provision of larger windows or accessible balcony spaces, which could be located on the roof space of the car parking located below;*
- *The proposed development appears to have a minor shortfall in required car parking; and*
- *The proposed development appears to have a minor shortfall in required bicycle parking, it is considered appropriate that this be addressed through condition(s) of approval.*

Department of Planning

The application was referred to the DoP as the site abuts the Other Regional Road Reserve for Scarborough Beach Road which is a Category 3 Regional Road under the Western Australian Planning Commission's control. Additionally, the site is affected by an MRS road widening requirement.

The Department advised that they have no objections to the proposal on regional transport planning grounds subject to the required land being set aside as a separate lot as a condition of approval.

Internal Referrals

The application was referred internally to the Engineering Approvals, Engineering Design, Health and Compliance, Parks and Reserves and Waste Services Business Units.

Approvals Engineer

Amended plans and recommended conditions address issues raised.

Engineering Design

No traffic engineering related issues identified. Engineer Design advised that a footpath is required along Filburn Street and Scarborough Beach Road. This is a recommended condition of approval.

Health and Compliance

The City's Health and Compliance business unit recommended conditions and advice notes which have been included in the recommendation section of this report.

Parks and Reserves

Parks and Reserves indicated that they have no objection to the proposed street tree plant species. The existing trees (Norfolk Island Pines) are to be protected through conditioning the installation of Tree Protection Zones to Australian Standards around each tree for the life of the development. This is a recommended condition of approval.

Waste Services

The applicant submitted a Waste Management Plan which was referred to Waste Services for comment. No issues have been raised.

City Planning

The following comments were provided by City Planning:

1. *City planning recommends that the building be setback an additional 1.0m from Scarborough Beach Road beyond the existing road widening. This will allow for the provision of a 32m road reservation which is consistent with the existing 15% road designs for the Scarborough Beach Road West Activity Corridor.*
2. *City planning recommends that at ground level, the proposed terrace be removed and that the building be brought forward to both the Filburn Street and Scarborough Beach Road boundaries as a "nil setback" development. (The Scarborough Beach Road boundary would include existing road widening, plus an additional 1.0m as per point 1). Further to the "nil setback" it is recommended that an awning be extended out over the footpath.*
3. *It is recommended that the that the building be "stepped down" at ground level to match the natural contours of Filburn Street and Scarborough Beach Road, bringing the ground floor down to street level. This will remove the need for the 2.0m (approximately) of fill at the sites south western corner, which is also strongly recommended. Stepping the building will allow for direct access to the ground floor uses of the building from the street, therefore improving street front activation.*

The applicant provided the following justification with respect to the points raised by City Planning.

Response to point 1:

The proposed development has been designed to take into account the MRS 'Other Regional Roads' reservation (Road Widening) required for the site as shown on the Clause 42 Certificates included as Appendix C of the DA report. There is no statutory basis or mechanism in place to require this 1.0m setback for the purpose of further road widening. No additional MRS reserve (other than that shown on the Clause 42 Certificate) affects the site. We are also not aware of any MRS amendment currently proposed, or under consideration, that would require this additional 1.0m width.

The application has been referred to both the Department of Planning and the Metropolitan Redevelopment Authority, and we understand that this has not been raised by either body. We further understand that this desire for a 32m road reserve stems from the Scarborough Beach Road West Activity Corridor, which is a strategic document and is not reflected in the statutory planning framework.

Furthermore, the Design Guidelines require a nil setback to Scarborough Beach Road at the ground/podium level. This has been provided by the proposed development. If an additional 1.0m setback to Scarborough Beach Road is desired by the City, then the City should take the necessary steps to amend the Guidelines accordingly.

On this basis this comment should be disregarded.

Response to point 2:

This issue about the proposed terrace has been discussed in detail with the City's Approvals Planning department multiple times and is considered to have been resolved to the satisfaction of both the applicant and the City. We refer back to the correspondence from the applicant dated 20 December 2013, section 2. Pedestrian Shelter, and the correspondence dated 7 February 2014, section 2. Footpath and Awning. Reiterating, and in summary:

- The development provides a terrace within the site boundary, which provides an at-grade pedestrian route between the existing Scarborough Beach Road footpath and Filburn Street, giving pedestrians the option to move away from the harsh kerbside environment and drawing them past the ground level commercial tenancies proposed.*
- This terrace is covered, sheltered from the prevailing breeze by the high quality landscaping proposed, is appropriately lit and abuts active commercial frontages. This is considered a far better design solution and in effect will act as the public accessway around the Scarborough Beach Road/Filburn Street corner, supplementing the function of the existing footpath, which terminates on Scarborough Beach Road.*
- The provision of an awning is not considered feasible given the difference in levels between the footpath and the proposed building. If an awning were provided along the Scarborough Beach Road frontage it would have a clearance ranging from 3.4 to 5.7 metres, which would not provide any benefit or protection to pedestrians from the weather.*
- Noting that road widening is required on this site, in order for an awning to extend over the footpath it would need to extend horizontally up to 4.2 metres from the building. This would not be visually pleasing, would detract from the architecture of the building and would be very challenging and costly from a construction perspective, requiring significant engineering to achieve such a cantilever structure.*
- The provision of an awning extending from the building over the footpath would also significantly limit or prevent the ability to provide quality in-ground landscaping within the verge areas, including trees, as proposed by the development.*

Also a 'nil setback' development is not practical or feasible for this site, given the significant variations in natural ground level across the site, with the lowest point being the south-west corner of the site at the corner of Scarborough Beach Road and Filburn Street. To enable pedestrian access into the ground level of the building if

provided with a 'nil setback', a ground floor slab with multiple steps would be required, which is not practical or feasible for a development of this scale with a basement level below. This is discussed further in response to the next comment.

Response to point 3:

Again, this issue has been discussed in detail with the City's Approvals Planning department multiple times and is considered to have been resolved to the satisfaction of both the applicant and the City. Amended plans have already been submitted to address this issue, with a stepped landscaped area now provided at the corner of Scarborough Beach Road and Filburn Street, which introduced an additional landscaped area at the corner, further softening any perceived impact of the change in levels.

Along Scarborough Beach Road the existing footpath level ranges from approximately 11.3 to 13.6 metres AHD. Along Filburn Street the natural ground level slope is even more extreme, dropping from approximately 15.57 metres AHD at the kerb in the north down to approximately 11.36 metres AHD at the Scarborough Beach Road corner. It would be unreasonable and impractical to require a ground floor slab with multiple steps to match these natural contours.

The proposed development provides an appropriate response to the significant existing change in ground levels that occur, providing at-grade access to the terrace from the road reserves in two places to draw pedestrians past the ground floor tenancies and encouraging an active ground floor realm, with a high level of opportunity for passive surveillance of the surrounding streets.

Planning assessment:

The development has been assessed against the City of Stirling Local Planning Scheme No.3, Local Planning Policies and State Planning Policy 3.1 – Residential Design Codes 2013. The proposal requires discretion to be exercised in respect to a number of matters, including:

- Plot ratio;
- Building height;
- Podium height and Building setbacks;
- Side and rear setbacks;
- Roof;
- Vehicular access;
- Balconies;
- Openings;
- Fill;
- Bin storage;
- Land use; and
- Car parking.

Each of these design elements of the proposed development is considered in further detail below.

Plot ratio

LPS3 and Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines permit a maximum plot ratio of 3:1 subject to a certain provision of commercial floor space, compliance with dwelling size and occupancy and payment of an infrastructure contribution. The current proposal has a plot ratio of 3.91:1.

The applicant's justification for the plot ratio variation is provided below:

To assist with a comparison of the previously approved multiple dwelling development on the site and the current proposal, the enclosed elevations and selected floor plans show the silhouette of the previous development on the current proposal. Whilst it is acknowledged that the previous development had a lesser plot ratio than the current proposal, the west and east elevations show that the building bulk is generally consistent.

These silhouette drawings demonstrate that plot ratio is an arbitrary method of controlling building bulk and scale, as the previously approved plot ratio of 2.81:1 results in a building silhouette generally consistent with that of the current proposal, which has a plot ratio of 3.91:1. In this regard the proposal is a much more efficient building in that it achieves a significantly greater useable floor area and yield, thereby increasing the activity within the area, within the same building envelope. This is considered a preferable outcome with regard to objective (d) of the Scarborough Special Control Area as contained at Clause 6.9.1 of Local Planning Scheme No. 3, which states:

- (d) Development of a range of versatile, medium and high density accommodation suitable for both tourists and permanent residents, so as to maximise accessible to the foreshore and enhance the level of support for a wide range of commercial and recreational facilities.*

The current proposal also provides a notable increase in the building setback from the neighbouring lot boundary to the east, representing a preferable outcome for the neighbouring dwellings, as discussed in further detail below.

Aesthetically the current proposal is also considered to be of far greater architectural merit than the previous approval, noting the design details, façade articulation and range of colours and materials proposed which present a strong coastal aesthetic which was absent in the previous approval.

The proposed plot ratio variation is required to be considered against the objectives of clause 6.9 of LPS3 – Scarborough Special Control Area. The objectives and City comment is provided as follows:

- a) Recognise the uniqueness and suitability of this area for development as a significant tourism and recreational destination in the metropolitan coastline.*

City's response: Proposal incorporates short stay accommodation and will contribute to Scarborough as a significant tourist destination.

- b) To provide a sound, coordinated strategy for the integrated development of public and private land to facilitate the creation of a safe, vibrant mixed use centre based on 'main street' design principles.*

City's response: Development is mixed use and is considered to be a safe and vibrant development.

- c) *Development of a range of commercial facilities that will contribute towards economic development, local employment and the viability of the area as a commercial centre servicing residents, visitors and the local workforce.*

City's response: The application includes office tenancies on the ground floor with residential and short stay accommodation above. The offices are considered to contribute to economic development, local employment and viability of the area.

- d) *Development of a range of versatile, medium and high density accommodation suitable for both tourists and permanent residents, so as to maximise accessibility to the foreshore and enhance the level of support for a wide range of commercial and recreational facilities.*

City's response: The development provides high density accommodation for tourists and permanent residents.

- e) *Buildings designed to contribute towards a distinctive urban-coastal character and sense of place, and which are evocative of a beach-side town.*

City's response: The building is distinctive and is considered to contribute to the desired sense of place.

- f) *Buildings designed to capitalise on the vistas and climatic attributes of the location, but which will respect the visual amenities of the street and locality.*

City's response: The building has been designed to capitalise on views to the ocean. Due to the orientation of site, the majority of overshadowing will fall south onto Scarborough Beach Road. The building is considered to respect visual amenity immediate street and wider environment.

- g) *Buildings designed to provide an attractive visual frame and sense of enclosure for the adjacent street but which are in 'scale' with the adjoining public spaces.*

City's response: The building complies in terms of height above natural ground level and the Australian Height Datum. The building has been designed with the first three storeys having a nil or very small setback to the street and the upper storeys are setback which creates a podium. Given the above, the proposed building is considered to provide an attractive visual frame and is in keeping with the scale of the locality.

- h) *Buildings designed to provide safe and efficient vehicular and pedestrian access and egress along the streets and to the foreshore.*

City's response: As outlined in the traffic report submitted by the applicant, the development provides safe and efficient vehicular and pedestrian access and egress. A recommended condition of approval is for a footpath to be constructed along both street frontages to improve pedestrian access.

Building height

LPS3 and Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines set out the maximum building height for the subject site in terms of the number of storeys, height above natural ground level and height above AHD (whichever is the lesser). The development application seeks discretion in terms of the number of storeys proposed which is nine in lieu of eight however it is noted that the development complies in terms of the height above natural ground level and AHD.

The applicant's justification for the proposed building height is outlined below:

As shown in the silhouette elevations, the proposed development is slightly lower in overall height than the previous approval and comprises lesser building bulk at the uppermost level towards Scarborough Beach Road, by virtue of the penthouses being located at the northern end of the site with a single level amenities area siting forward of these. This represents one less building level, for half of the length of the building, as shown on the east and west silhouette elevations between gridlines 5 and 8. This is building bulk that would otherwise be brought towards the street boundary, as previously approved. This presents as an eight story building as viewed by a pedestrian on Scarborough Beach Road (south elevation), as the open-structure roof deck will not be readily visible, and will appear as a roof feature in any case, with the penthouse levels located on the northern half of the site and therefore not visible by a pedestrian from this perspective.

As stated previously and acknowledged by the City, the proposal is within the height controls of 32 metres above natural ground level and 47 metres AHD. To arbitrarily limit the height of the building to eight storeys, where the building has been designed more efficiently to achieve a greater number of storeys, but is of a lesser height and scale than the previous approval is considered an improper application of a planning control. We are also of the view that the Development Assessment Panel Members would be perplexed as to why a building of a lesser overall height, bulk and scale could not be entertained on the site, having regard to the previous approval.

The proposed building height variation is required to be considered against the objectives of clause 6.9 of LPS3 – Scarborough Special Control Area. The objectives and City comment is provided as follows:

- a) *Recognise the uniqueness and suitability of this area for development as a significant tourism and recreational destination in the Metropolitan coastline.*

City's response: Proposal incorporates short stay accommodation and will contribute to Scarborough as a significant tourist destination.

- b) *To provide a sound, coordinated strategy for the integrated development of public and private land to facilitate the creation of a safe, vibrant mixed use centre based on 'main street' design principles.*

City's response: Development is mixed use and is considered to be a safe and vibrant development.

- c) *Development of a range of commercial facilities that will contribute towards economic development, local employment and the viability of the area as a commercial centre servicing residents, visitors and the local workforce.*

City's response: The application includes office tenancies on the ground floor with residential and short stay accommodation above. The offices are considered to contribute to economic development, local employment and viability of the area.

- d) *Development of a range of versatile, medium and high density accommodation suitable for both tourists and permanent residents, so as to maximise accessibility to the foreshore and enhance the level of support for a wide range of commercial and recreational facilities.*

City's response: The development provides high density accommodation for tourists and permanent residents.

- e) *Buildings designed to contribute towards a distinctive urban-coastal character and sense of place, and which are evocative of a beach-side town.*

City's response: The building is distinctive and is considered to contribute to the desired sense of place.

- f) *Buildings designed to capitalise on the vistas and climatic attributes of the location, but which will respect the visual amenities of the street and locality.*

City's response: The building has been designed to capitalise on views to the ocean. Due to the orientation of site, the majority of overshadowing will fall south onto Scarborough Beach Road. The building is considered to respect visual amenities of the street and locality.

- g) *Buildings designed to provide an attractive visual frame and sense of enclosure for the adjacent street but which are in 'scale' with the adjoining public spaces.*

City's response: The building complies in terms of height above natural ground level and the Australian Height Datum. The building has been designed with the first three storeys having a nil or very small setback to the street and the upper storeys are setback which creates a podium. Given the above, the proposed building is considered to provide an attractive visual frame and is in keeping with the scale of the locality.

- h) *Buildings designed to provide safe and efficient vehicular and pedestrian access and egress along the streets and to the foreshore.*

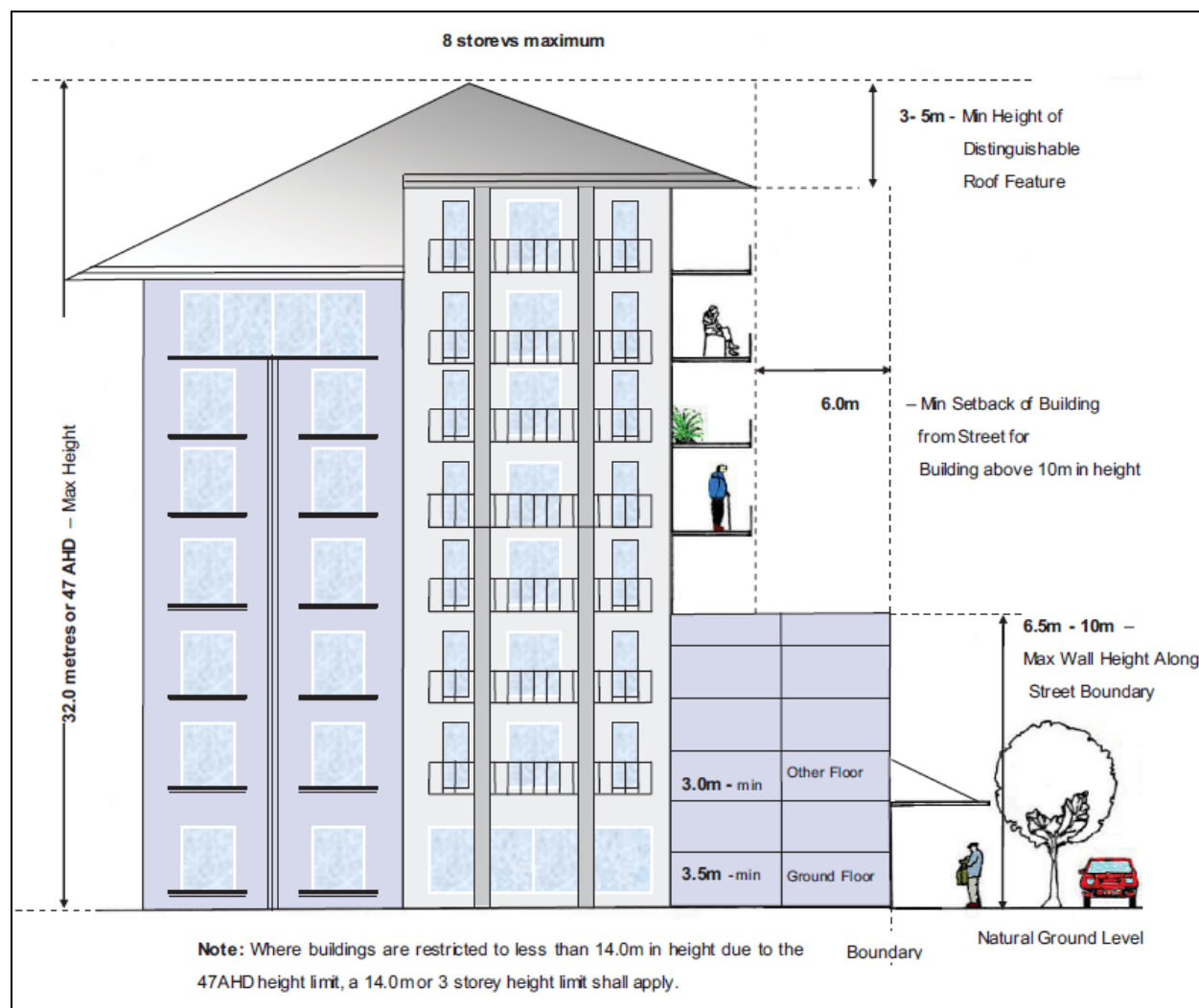
City's response: As outlined in the traffic report submitted by the applicant, the development provides safe and efficient vehicular and pedestrian access and egress. A recommended condition of approval is for a footpath to be constructed along both street frontages to improve pedestrian access.

As outlined above, the proposed building height is considered to meet the objectives of LPS3. It is additionally noted the proposed building height is slightly lower than previously approved.

Podium height and Building setbacks

As set out in Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines, the wall height of any development adjoining or immediately adjacent to any street, shall be between 6.5 metres and 10 metres (2 - 3 storeys), above which there shall be a setback so as to create a podium for any extension of height above this level in accordance with the Street Setback clauses.

The figure below demonstrates these requirements:



Additionally, the guidelines outline that:

- The first two to three storeys (up to 10m), should take the form of street-front development, with a zero street (front) setback; and
- Wall sections above 10 metres (3 storeys) shall have a minimum setback of 6 metres from the podium or building façade at the ground floor level.

The subject application proposes the following variations to the above requirements:

- Lower ground floor maximum setback of 0.5m in lieu of nil to the Scarborough Beach Road property boundary;

- Lower ground floor maximum setback of 1.2m in lieu of nil to the Filburn Street property boundary;
- Upper ground floor maximum setback of 0.5m in lieu of nil to both street boundaries;
- First floor minimum setback of 4.7m in lieu of 6m to the Scarborough Beach Road property boundary;
- First floor minimum setback of 4.6m in lieu of 6m to the Filburn Street property boundary;
- Second, third, fourth, fifth, sixth and lower penthouse minimum setback of nil at the corner truncation of the property;
- Mezzanine level minimum setback of 2m in lieu of 6m to the Scarborough Beach Road property boundary; and
- Mezzanine level minimum setback of 3.1m in lieu of 6m to the Filburn Street property boundary.

The applicant's justification for the building setback and podium requirements is set out below:

Street Front Podium

As noted in our previous response (dated 20 December 2013) to the City's comments dated 13 December 2013, the proposed development does in-fact provide a podium, being the design treatment to the car parking (Upper Ground Floor) level which is built up to the street boundaries. To address the City's comments, the amended plans show an increased height to the façade treatment of this level, which is now at 21.1 metres AHD, increased by 1 metre.

Reiterating our previous statement, this level provides the podium sought by the Guidelines, and complies with the provisions, being a height of 7.0 – 9.8 metres along the Scarborough Beach Road frontage, and 6.5 – 9.8 metres along the Filburn Street frontage. This podium element is also two storeys in height. This is wholly consistent with the Guidelines, which refers to heights of between 6.5 and 10 metres (2 and 3 storeys) for this podium element. We therefore request that the City acknowledge this element as a podium, being wholly consistent with the Guidelines.

Above Podium Street Setbacks

The proposed development has been intently brought forward to provide for a significantly greater setback to the neighbouring residential dwellings to the east, and to allow this eastern elevation of the building to be activated, rather than present as a 'back of house/service core' elevation as per the previously approved development.

The Guidelines state that the purpose of the above podium street setback is to "limit the extent of over-shadowing and/or visual dominance of the street which might otherwise occur."

As shown in the overshadowing diagram previously provided, at it's maximum extent the shadow of the proposed building falls almost entirely onto the road reserve, with a small area falling onto the open car park located on the opposite site on Scarborough Beach Road. In this regard there is no adverse affect of the reduced setbacks in terms of overshadowing.

In terms of visual dominance of the street, the reduced setback is not considered to adversely impact on the street environment, noting the significant width of the dual carriageway Scarborough Beach Road reserve which preserves a wide open space as experienced by the pedestrian. The provision of the podium and colonnade, as noted above, dictate how the building is experienced at the pedestrian scale, and the difference between the proposed setback and the 6.0 metres stated in the Guidelines will not be discernable at the pedestrian scale given the typical scope of vision of a pedestrian walking at street level.

With reference to the previous approval and the eastern boundary setback, the increased setback provided by the current proposal of over 7.5 metres, with a subsequent reduction in the street boundary setback, is considered to be of a greater benefit, and preferential to the previous approval, which had a lesser eastern boundary setback (minimum of 3 metres) but a greater street boundary setback. In simple terms, the greater setback and therefore reduced impact as experienced by the neighbouring dwellings to the east, is considered to be a more desirable outcome and serve a greater planning purpose than complying with the Guidelines 6.0 metre street setback at the expense of a reduced eastern boundary setback.

By providing this increased eastern boundary setback, this allows for the eastern elevation of the building to be activated and still maintain an adequate privacy separation, rather than present as a 'back of house/service core' elevation, thereby fully engaging with the undulating surrounding suburbs to the east, and not just the coastal side for the benefit of the future residents. This is again considered to be a highly preferential outcome from the previous approval, noting the significance of the site and it's visual prominence when seen from the east in a vehicle approaching Scarborough. This allows for all publically visible and prominent aspects of the site to be treated with an activated building façade and will result in the building acting as a visual landmark and way-finding reference in the locality.

It should also be acknowledged that the Residential Design Codes (R-Codes) would allow a 2.0 metre street setback for multiple dwelling development, significantly less than the 6.0 metres imposed by the Guidelines which were introduced prior to the multiple dwelling provisions of the R-Codes.

Any perceived "visual dominance of the street" is mitigated by the architectural treatment of the facades, which are provided with a range of materials and colours and setbacks by virtue of the brass mesh screens and the glass line, so as to serve to break-up the appearance of the building bulk.

We also note the neighbouring site to the north, No. 46 Filburn Street, which was approved with a setback of 2.05 metres to the street. This is significantly less than the 3.09 metres proposed to the edge of the balconies, which are provided with lightweight brass mesh screens, and 5.0 metres to the glazing line and wall of the building itself to Filburn Street.

Whilst the Guidelines make no reference to view corridors as a reason for requiring the above podium street setbacks, the proposed development will have no adverse impact on view corridors having regard to the existing development in the area, and will serve to frame the view along Scarborough Beach Road to the coast.

The pedestrian micro-climate will also be unaffected as a result of the proposed reduced street setbacks, noting the podium that is provided by the building, and the colonnade area which ensure pedestrian shelter.

The proposed podium height and building setbacks are required to be considered against the objectives of clause 6.9 of LPS3 – Scarborough Special Control Area.

The objectives and City comment is provided as follows:

- a) *Recognise the uniqueness and suitability of this area for development as a significant tourism and recreational destination in the Metropolitan coastline.*

City's response: Proposal incorporates short stay accommodation and will contribute to Scarborough as a significant tourist destination.

- b) *To provide a sound, coordinated strategy for the integrated development of public and private land to facilitate the creation of a safe, vibrant mixed use centre based on 'main street' design principles.*

City's response: Development is mixed use and is considered to be a safe and vibrant development.

- c) *Development of a range of commercial facilities that will contribute towards economic development, local employment and the viability of the area as a commercial centre servicing residents, visitors and the local workforce.*

City's response: The application includes office tenancies on the ground floor with residential and short stay accommodation above. The offices are considered to contribute to economic development, local employment and viability of the area.

- d) *Development of a range of versatile, medium and high density accommodation suitable for both tourists and permanent residents, so as to maximise accessibility to the foreshore and enhance the level of support for a wide range of commercial and recreational facilities.*

City's response: The development provides high density accommodation for tourists and permanent residents.

- e) *Buildings designed to contribute towards a distinctive urban-coastal character and sense of place, and which are evocative of a beach-side town.*

City's response: The building is distinctive and is considered to contribute to the desired sense of place.

- f) *Buildings designed to capitalise on the vistas and climatic attributes of the location, but which will respect the visual amenities of the street and locality.*

City's response: The building has been designed to capitalise on views to the ocean. Due to the orientation of site, the majority of overshadowing will fall south onto Scarborough Beach Road. The building is considered to respect visual amenities of the street and locality.

It is noted that some objections were received relating to loss of views. In terms of the properties located east of the development site, although the building is not setback 6m from Scarborough Beach Road, it is noted that

view corridors will still be available along Scarborough Beach Road and to the south west. With respect to properties north of the development, it is not considered that the development will impact any more than if the development were compliant. It is additionally noted that the property immediately north of the development is substantially higher.

- g) *Buildings designed to provide an attractive visual frame and sense of enclosure for the adjacent street but which are in 'scale' with the adjoining public spaces.*

City's response: The building complies in terms of height above natural ground level and the Australian Height Datum. The building has been designed with the first three storeys having a nil or very small setback to the street and the upper storeys are setback which creates a podium. Given the above, the proposed building is considered to provide an attractive visual frame and is in keeping with the scale of the locality.

- h) *Buildings designed to provide safe and efficient vehicular and pedestrian access and egress along the streets and to the foreshore.*

City's response: As outlined in the traffic report submitted by the applicant, the development provides safe and efficient vehicular and pedestrian access and egress. A recommended condition of approval is for a footpath to be constructed along both street frontages to improve pedestrian access.

Side and Rear setbacks

The required side and rear setbacks for this development are as specified in the R-Codes. The R-Codes allow for a building on the boundary up to two-thirds of the length of one side boundary with an average height of 6m and maximum height of 7m. The required building setback is 4m.

The lowest floor of the development is contained wholly underground. The lower and upper ground floors have a 1.5m setback to the northern boundary in lieu of 4m. The lower and upper ground floors are considered to be a building on boundary as they are setback 0.2m from the eastern boundary. The height of the building on boundary to the eastern boundary complies however it occupies the full length of the boundary in lieu of the permitted two-thirds. The storeys above these are setback in accordance with the Residential Design Codes of WA.

The design principles under the R-Codes are set out as follows:

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

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

In the mixed use development, in addition to the above:

- *Side boundary setbacks to retail/commercial component of the development is in accordance with the existing street context, subject to relevant scheme provisions.*

- *Retail/commercial development adjoining residential is designed to minimise the potential impacts between the two lots.*

The proposed building setbacks are considered to meet the design principles of the R-Codes for the following reasons:

- The buildings on boundary and reduced setbacks are located to the north and east of the site and therefore will not cause overshadowing;
- The buildings on boundary and reduced setback will not result in excessive building bulk on the adjoining properties. The adjoining site to the north is higher therefore the maximum height of the wall which is setback 1.5m from the northern boundary is 4.2m. The building on boundary to the east complies with the maximum height requirements and is 6.8m at its highest point (7m permitted);
- The buildings on boundary and reduced setbacks make effective use of space;
- The proposal will provide protection from noise for adjoining properties and assist in maintaining privacy between neighbouring properties;
- The proposed setbacks are in keeping with the existing street context and have been designed to minimise the potential impact between the subject lots and adjoining residential lots as outlined above.

Roof

In accordance with Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines, all developments shall include distinguishable roofing to a height of between three metres and five metres above the highest point of the wall to which it relates, and within the maximum permitted building height.

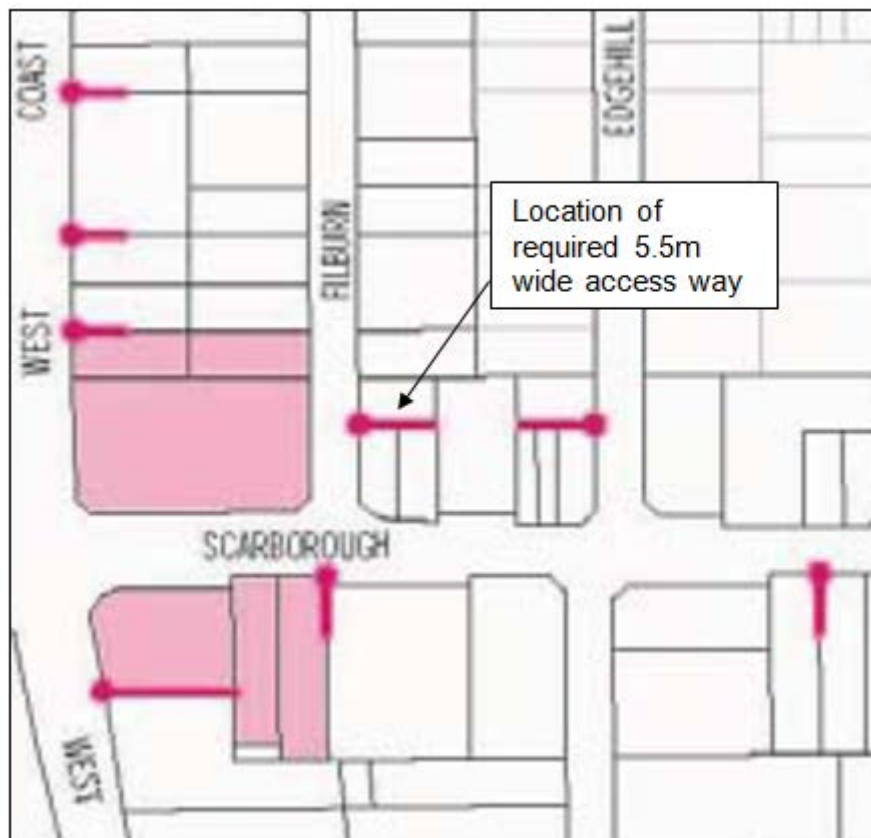
Whilst the subject proposal does not include a distinguishable roof feature above the wall height of the development, it is considered that the walls of the penthouse and the roof of the communal open space create distinguishable features. The perspective below shows these features as viewed from ground level:



The proposed building is well-articulated, of quality design and provides visual interest. It is therefore considered that the abovementioned features contribute to the overall identity and uniqueness of the building.

Vehicular access

As set out by LPS3 and Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines, a new 5.5m wide access way is required to be provided in the location depicted on the figure below however this application does not provide a 5.5m access way in the required location.



The subject proposal is over three lots: 22 and 24 Scarborough Beach Road and 48 Filburn Street, Scarborough. A recommended condition of approval is for the sites to be amalgamated. It is considered that the intent behind the requirement for the shared accessway is to minimise the number of accessways onto Scarborough Beach Road and in terms of the location, it is positioned centrally between the three lots. The subject proposal includes one accessway which is located further north than depicted in the above figure. It is noted that the previous development approval had two crossovers onto Filburn St. It is therefore considered that the proposed accessway minimises accessways and provides efficient access to Filburn St and meets the objectives of the policy.

Balconies

Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines outlines that all dwellings (irrespective of the nature of the occupancy) shall be provided with a minimum of at least one balcony or equivalent, opening directly from a habitable room and with a minimum dimension of 2m and a minimum area of 10m². It is also a requirement of the guidelines that communal open space of 5% of the site area is provided.

All of the multiple dwellings have a balcony however only three of the 20 short stay accommodation units have a balcony although it is noted that these are not “dwellings” as defined in the R-Codes. The applicant has indicated that the use of balconies can often be the greatest source of noise complaints from permanent residents and neighbours. Additionally, the applicant has suggested that short stay accommodation occupants are likely to stay in these apartments due to their

proximity to Scarborough Beach. On this basis, it is anticipated by the applicant that visitors and tourists will spend more time outside their room than in, and would not make full use of balconies if provided. The applicant has advised that this is considered reasonable and what would typically be expected to be provided by a short stay accommodation unit and also encourages tourists to support local restaurants and bars.

The multiple dwelling balconies all comply in terms of the overall area and that they are accessible from a habitable room however a number of the balconies do not meet the minimum dimension requirement of 2m. The dimensions proposed are between 0.7m to 1.8m.

All of the balconies are capable of use in conjunction with a habitable room and are considered adequate in terms of size and dimension to meet the outdoor needs of the future occupiers of the dwellings. It is additionally noted that a communal open space which equates to 15% of the site area is provided which is three times greater in size than required.

Openings

Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines require that openings have a greater vertical than horizontal emphasis. The plans have been amended to include additional vertical openings on the western elevation however there are some windows which still have a horizontal emphasis. The windows with horizontal emphasis are from the car park and ground floor office tenancy 3. It is considered that the building is well-articulated, provides visual interest and is of high quality design. It is therefore considered that the proposed openings positively contribute to the facades of the building.

Fill

As per Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines, a maximum fill of 500mm is permitted. The objective is *to ensure that development follows the topography of the land and ensures that there is equitable access for pedestrians*. The proposal incorporates fill of 1.5m-2m to the south west corner of the site due to the natural ground levels of the site sloping up from the south-west corner to north-east corner of the site. The ground floor is wholly below natural ground level at the north east of the site and the FFL is 2m above natural ground level at the south-west of the site. Given that a combination of cut and fill have been utilised, it is considered that the proposed site works respect the natural ground levels of the site as viewed from the street and adjoining properties. With respect to equitable access for pedestrians, the proposal includes a paved walkway on the verge of Filburn Street which connects the car park to the main entry of the building. There is currently a footpath in the verge of Scarborough Beach Road which ends at the south west corner of the verge abutting the site. A condition of approval is for a footpath to be provided along Filburn Street and Scarborough Beach Road to improve pedestrian connectivity.

Bin storage tilt panel door

The proposed bin store includes a tilt panel door on the western elevation. Under Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines, solid roller doors are not permitted. In accordance with Local Planning Policy 6.3 – Bin Storage Areas, bin stores shall not be visible from the street. The objective of the

design guidelines is *to ensure that ground floor areas provide an attractive frontage to the street and other visible spaces whilst providing security.*

The removal of the tilt panel door will provide a more attractive frontage and therefore this is a recommended condition of approval. It is noted that the panel door is not required as the proposal incorporates 240L bins and these can be moved between the store and road via the door between the store and car park.

Land use

As outlined in Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines, retail and other active commercial uses are to be located on the ground floor. Offices and other non-active uses are to be located on upper levels. The current proposal incorporates offices on the ground floor and therefore does not comply with the above policy requirement.

The objective of having more active uses on the ground floor is *to create an active, vibrant and safe town centre by reinforcing the interface between internal and external uses along the street front and by providing passive surveillance.*

It is considered that the incorporation of the short stay lobby and main entry to the residential dwellings in combination with the proposed offices on the ground floor will provide an active, vibrant and safe development. Additionally, the inclusion of a terrace in front of the building to the street frontages provides for passive surveillance of the streets.

Car parking

Car parking for the proposed development is required to be provided in accordance with the LPS3, the City's Parking and Access Policy and the Residential Design Codes. In accordance with LPS3 – Scarborough Special Control Area, a 10% cash-in-lieu payment contribution is required for residential development and a 25% cash-in-lieu contribution is required for non-residential development. Under Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines, the number of on-site parking spaces may be reduced by the number of spaces for which cash-in-lieu is payable.

The table below outlines the car parking assessment for the proposed development:

Land use	Car parking ratio	Bays required
Commercial – Office	1 bay per 30sqm of GFA GFA proposed is 578sqm	19.27
Short stay accommodation	1 bay per bedroom and 1 bay per 3sqm of public floor space The proposal incorporates 25 short stay bedrooms. The proposed lobby includes 72.09sqm of public floor space.	25 24.03
Multiple Dwellings	0.75 of a car bay is required for small dwellings, 1 car bay for medium dwellings and 1.25 car bays for large dwellings. Visitors'	

	parking is to be provided at a rate of 1 bay per 4 dwellings.	
	40 small dwellings, 20 medium dwellings and one large dwelling is proposed.	51.25
	60 dwellings in total are proposed.	15 (visitors bays required)

Total car bays required prior to cash-in-lieu contribution deduction = 134.55 car bays

Cash-in-lieu contribution

Cash-in-lieu deduction	Overall car parking required/provided
Total bays required = 134.55	Bays required = 110.85 or 111 bays
Total non-residential minus 25% cash in lieu = 68.3 – 25% = 51.225	Bays provided = 104
Total residential minus 10% cash in lieu = 66.25 – 10% = 59.625	7 car bay shortfall

The applicant has provided the following justification for the proposed parking shortfall:

No public floorspace/lobby car parking requirement has been identified for the Short Stay Accommodation component of the development. This is consistent with the previous approval for the site which did not require car parking bays to be provided specifically for the Short Stay Accommodation lobby.

Whilst a short stay lobby area of 72.09m² is proposed, this does not generate a demand for car parking itself, as this area is only utilised by guests of the short stay accommodation rooms, which has it's own car parking requirement. The City's Parking Policy defines 'public floorspace' as: "means any floor area of a building openly accessible to the public excluding private storage areas, kitchens, staff areas and the like." Whilst the lobby is open to the public, it is not expected to generate trips from members of the public who have specifically travelled to the site (and therefore require a car parking bay) to visit the lobby area. The lobby serves the sole purpose of facilitating the check-in and check-out of short stay accommodation guests and therefore does not generate a demand for car parking. The term 'public floorspace' is typically applied to restaurant, bar, dining and function areas of accommodation facilities, being areas that are typically open to the public and therefore generate their own demand for car parking, in addition to the guests. To apply the particularly high requirement of 1 bay per 3m² of lobby area, equating to 24 bays, is not fair or reasonable and has therefore been excluded from the below assessment table. On this basis we are seeking a variation from the City's Parking Policy.

The City agrees with the above justification as the proposed short stay lobby does not generate a car parking requirement of 24 bays on its own. If the car parking requirement for the lobby was taken out of the car parking assessment then the development would have a surplus of 4 car bays. On this basis, it is considered that sufficient car parking has been provided to service the development.

As required by clause 6.9.9 of LPS3, a proportion of the required parking shall be subject to a cash-in-lieu contribution. For residential development, the cash-in-lieu contribution is 10% and for non-residential development is 25% of the total number of parking spaces required. The actual cash-in-lieu payment is 12.5% for the non-residential parking spaces. The cash-in-lieu payment is made up of the construction cost and land value. The construction cost per car bay is \$25,000 and the land value requirement is 8sqm per bay.

The cash-in-lieu required payment for this application has been calculated as follows:

Cash-in-lieu contribution	Totals
Total bays required = 134.55	
Total non-residential required bays minus 12.5% cash in lieu = 68.3 bays minus 12.5%	8.54
Total residential required bays minus 10% cash in lieu = 66.25 minus 66.25 bays	6.63
	Total payment based on 15.17 car bays.

The cash-in-lieu payments required for this development form recommended condition 3 and 4.

Pedestrian shelter

Under Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines, the following is required:

- Continuous pedestrian shelter shall be provided along all commercial street frontages, either in the form of awnings or colonnading, with a minimum width of 2.5 metres and a nominal vertical clearance from the finished pavement level of not more than 3.5 metres.

The application includes awnings around the building which vary in width from 1.2m to 10.6m. The awnings will provide weather protection for pedestrians walking from the car park into the offices, main entry and short stay lobby. It is therefore considered that the proposed awnings meet the objective of the policy which is *to support a comfortable external environment for pedestrians*.

Developer Contribution

A developer contribution is required for this development in accordance with clause 6.9.4 and schedule 11 of LPS3.

The formula for calculating the contribution is as follows:

$$\left(\frac{\text{Development Site Area}}{\text{Total of all sites on relevant street}} \times 50\% \right)$$

The City's calculations of the required contribution is set out below:

Lot 2, House Number 22, Scarborough Beach Road (corner of Scarborough Beach Road and Filburn Street)

Filburn St

$584.58 \text{ (site area reduced by 7.21\%)} / 24,773 \times 100 = 2.36\%$

2.36% of \$917,636 (total infrastructure cost as per Table 1 of Local Planning Policy 5.6 – Scarborough Redevelopment Zone Design Guidelines)

= \$21,656.21

50% of the above figure = \$10,828.10 (the City pays 50% and the developer pays 50%)

Scarborough Beach Road

$607.57 \text{ (site area reduced by 3.56\%)} / 19,978 \times 100 = 3.04\%$

3.04% of \$2,630,751.00 = \$79,974.83

50% of the above figure = \$39,987.42

Total cost for this lot is **\$50,815.52**

Lot 1, House Number 48, Filburn Street

$675 / 24,773 \times 100 = 2.72\%$

2.72% of \$917,636 = \$24,959.70

50% of the above figure = **\$12,479.85**

Lot 3, House Number 24, Scarborough Beach Road

$671 / 19,978 \times 100 = 3.36\%$

3.36% of \$2,630,751.00 = \$88,393.23

50% of the above figure = **\$44,196.62**

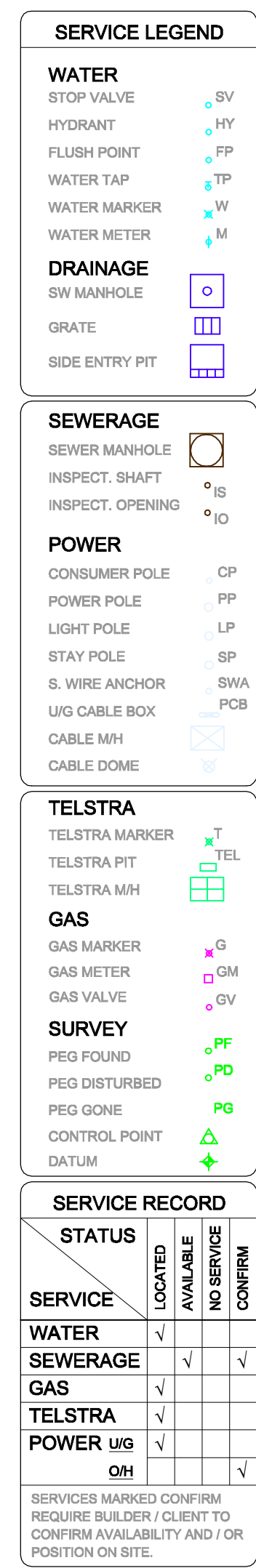
Total required contribution overall = **\$107,491.99**

The required contribution forms recommended condition 5.

Conclusion:

The proposed development is considered to meet the objectives of Local Planning Scheme No.3, the objectives of Policy 5.6 – Scarborough Redevelopment Zone

Design Guidelines and design principles of the Residential Design Codes. The application is recommended for approval subject to conditions.



STATUS
DA

DRAWING NUMBER	REVISION
A1.00	1



ROAD
WIDENING
BOUNDARY

(this level only)	Nos.
RESIDENTIAL CAR BAYS	49
STORE ROOMS	40

Note: Total
number of store
rooms on the
project is 72

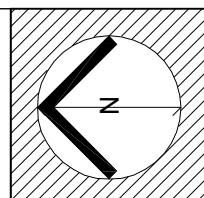
METRICS	m ²
STAIRS & LIFT AREA	47.32
PUMPS & TANKS AREA	44.00
OVERALL AREA (PERIMETER)	1313.89

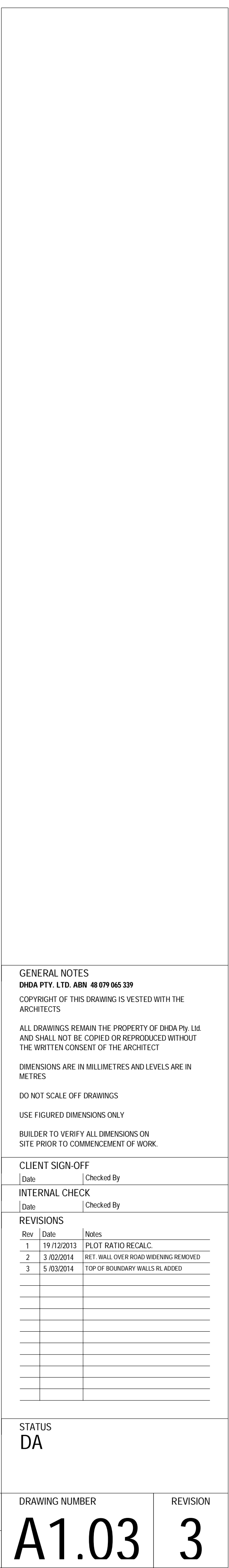
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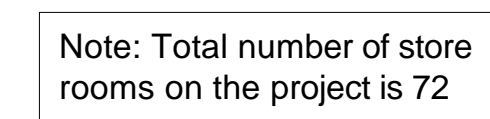
CLIENT SIGN-OFF
Date _____ Checked By _____
INTERNAL CHECK
Date _____ Checked By _____

Rev	Date	Notes
1	31/01/2014	STORE ROOMS MOVED, SOAK WELL ADDED
2	5/03/2014	STORE ROOMS DIMENSIONS ADDED

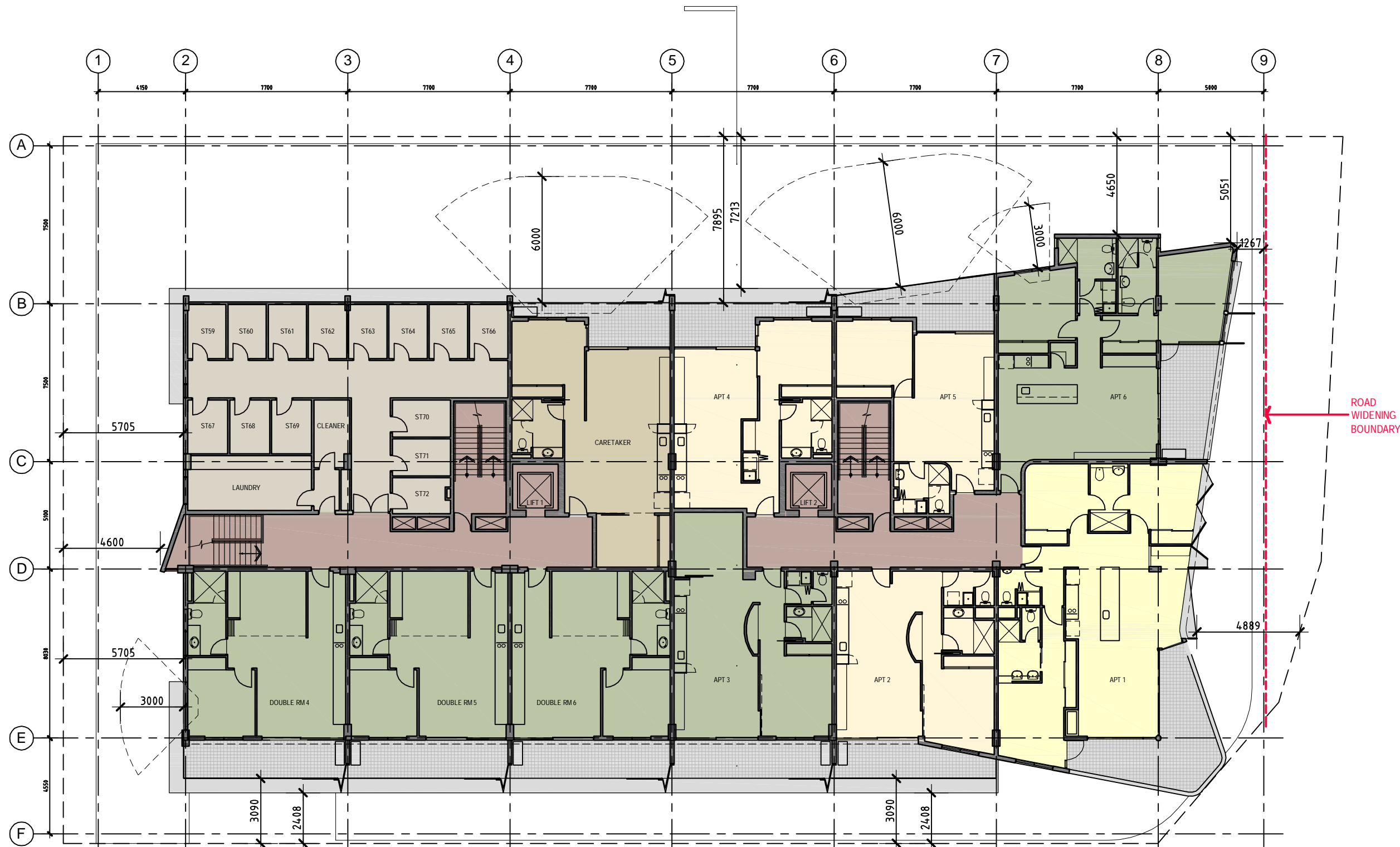
STATUS
DA







STATUS DA	
DRAWING NUMBER A1.04	REVISION 3



DWELLING AREAS		BALCONY
APT 1	114.99m ²	23.2m ²
APT 2	65.32m ²	12.1m ²
APT 3	72.83m ²	13.7m ²
APT 4	60.58m ²	10.6m ²
APT 5	53.65m ²	13.9m ²
APT 6	97.25m ²	13.2m ²
TOTAL ON THIS LEVEL 464.62m ²		

SHORT STAY ROOM AREAS		BALCONY
DOUBLE RM 4	64.07m ²	13.5m ²
DOUBLE RM 5	63.29m ²	13.5m ²
DOUBLE RM 6	62.93m ²	13.5m ²
TOTAL ON THIS LEVEL 190.29m ²		
CARETAKER	71.55m ²	10.7m ²

METRICS	m ²
LAUNDRY	15.3
CLEANER	5.0
STAIRS & LOBBY AREA	58.6
LIFT / LOBBY 1 AREA	26.5
LIFT / LOBBY 2 AREA	26.5
OVERALL AREA (PERIMETER)	1189.7

	Nos.
STORE ROOMS	14

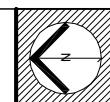
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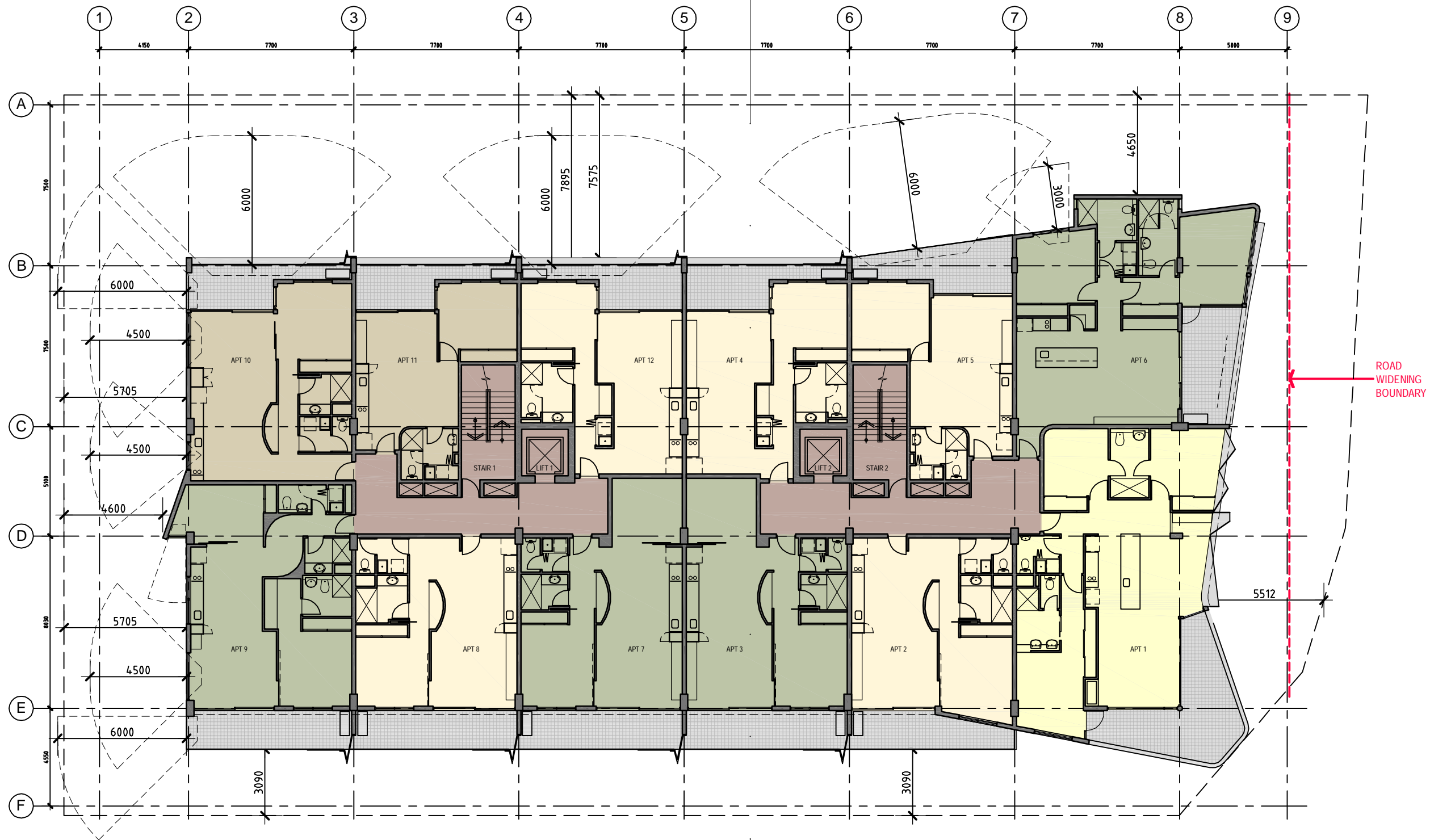
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Date: _____ Checked By: _____

REVISIONS		
Rev	Date	Notes
1	19/11/2013	PLOT RATIO RECALC.
2	3/02/2014	CONES OF VISION ADJUSTED

STATUS
DA





DWELLING AREAS		BALCONY	DWELLING AREAS		BALCONY
APT 1	114.9m ²	23.1m ²	APT 7	72.8m ²	13.7m ²
APT 2	65.3m ²	12.1m ²	APT 8	63.3m ²	13.7m ²
APT 3	72.8m ²	13.7m ²	APT 9	84.6m ²	13.9m ²
APT 4	60.5m ²	10.6m ²	APT 10	68.3m ²	10.9m ²
APT 5	53.6m ²	13.9m ²	APT 11	50.2m ²	10.3m ²
APT 6	97.2m ²	13.2m ²	APT 12	60.6m ²	10.6m ²

TOTAL ON THIS LEVEL 864.52m²

METRICS		m ²
LIFT / LOBBY 1 AREA		26.5
LIFT / LOBBY 2 AREA		26.5
STAIRS & LIFT AREA		58.5
OVERALL AREA (PERIMETER)		1149.8

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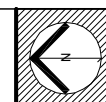
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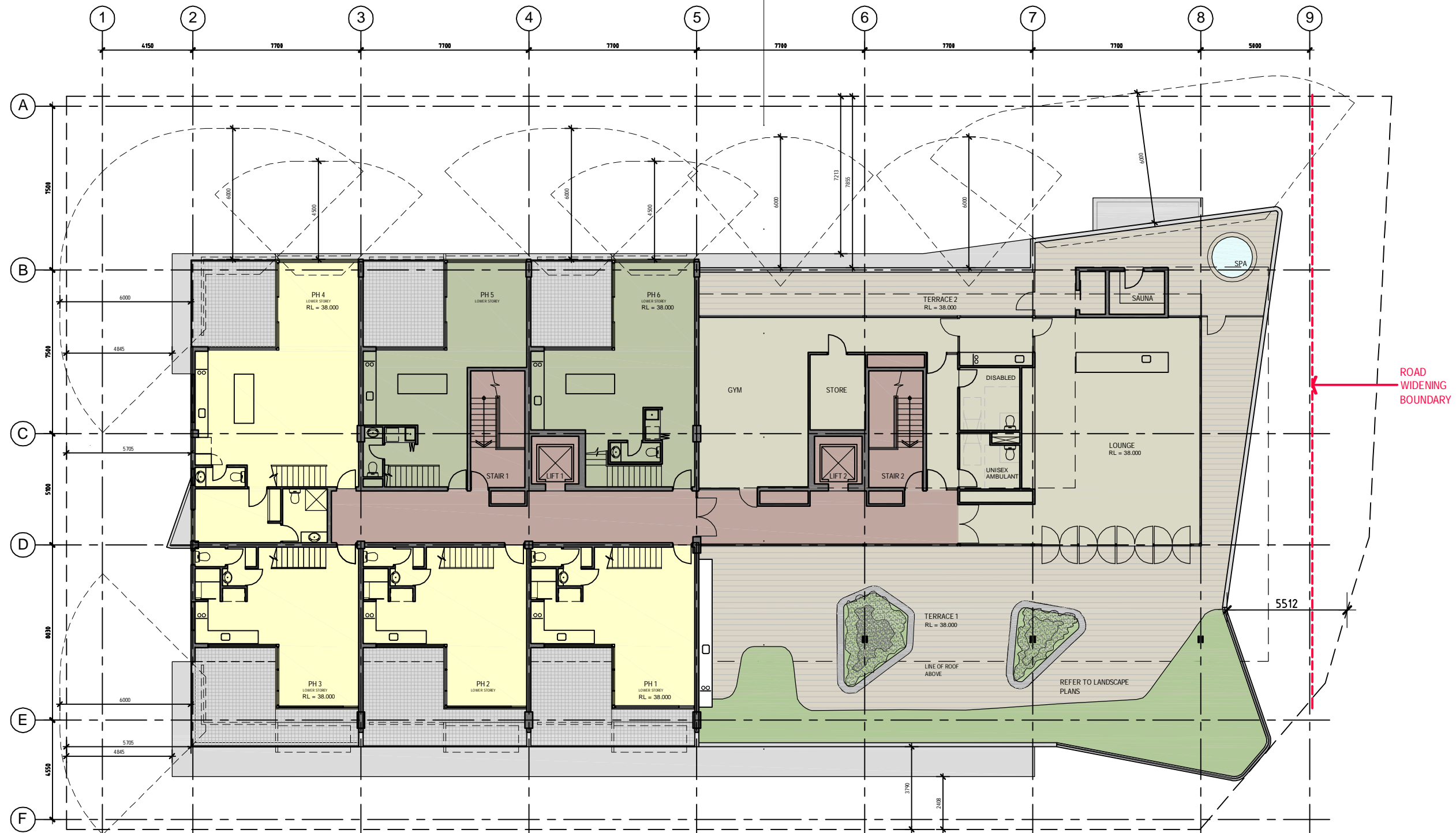
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REVISIONS

Rev	Date	Notes
1	19/11/2013	PLOT RATIO RECALC.
2	3/02/2014	CONES OF VISION ADJUSTED

STATUS
DA





DWELLING AREAS LOWER FLOOR		BALCONY
PENTHOUSE 1	48.7m²	21.8m²
PENTHOUSE 2	48.0m²	21.8m²
PENTHOUSE 3	47.8m²	21.8m²
PENTHOUSE 4	83.0m²	14.0m²
PENTHOUSE 5	51.7m²	14.0m²
PENTHOUSE 6	62.2m²	14.0m²
TOTAL ON THIS LEVEL		341.5m²

METRICS	m²
GYM	57.0
LOUNGE	82.2
TERRACE 1	217.8
TERRACE 2	96.8
MALE	8.0
FEMALE	8.0
SAUNA	8.7
STAIRS & LIFT AREA	46.8
LIFT / LOBBY AREA	64.0
OVERALL AREA (PERIMETER)	1193.7

A

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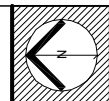
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2	3/02/2014	CONES OF VISION ADJUSTED

STATUS
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HARTREE + ASSOCIATES ARCHITECTS
RESIDENTIAL & COMMERCIAL BUILDING DESIGNS & INTERIORS
ARCHITECTURAL MODELMAKERS
LEVEL ONE 34 QUEEN STREET PERTH 6000
PHONE: (08) 9481 7119 FAX: (08) 9481 7719

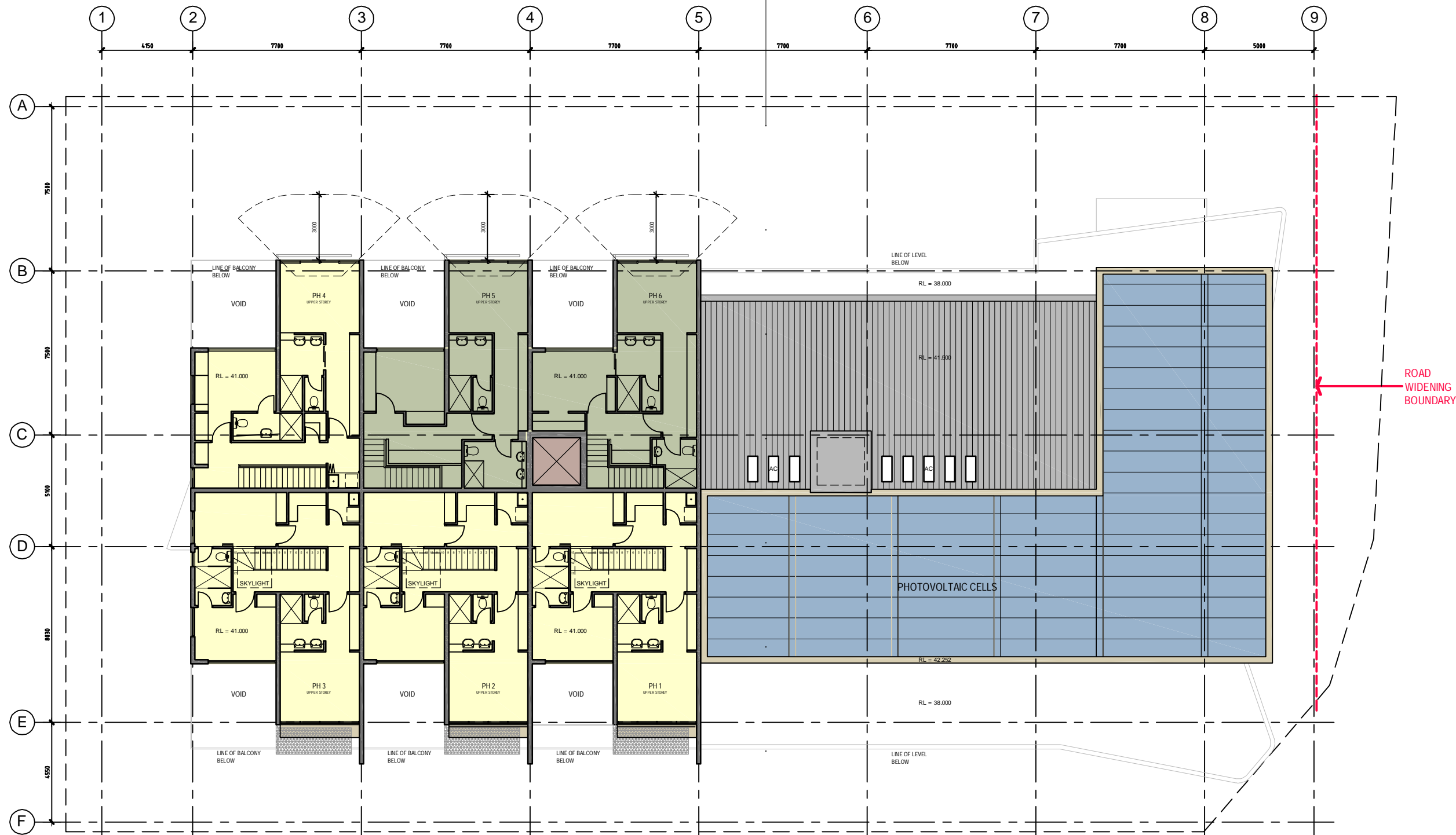


PROJECT NAME
PROPOSED MIXED USE DEVELOPMENT
SITE ADDRESS
22-24 SCARBOROUGH BEACH RD. SCARBOROUGH

PROJECT NUMBER
12A03
CAD FILE REF

DRAWING TITLE
LOWER PENTHOUSE FLOOR
SCALE @ A1
1:100
DATE
FEB 2013
DRAWN BY

DRAWING NUMBER
A1.07
REVISION
2



DWELLING AREAS MEZZANINE LEVEL		BALCONY
PENTHOUSE 1	68.6m²	2.2m²
PENTHOUSE 2	67.6m²	2.2m²
PENTHOUSE 3	68.3m²	2.2m²
PENTHOUSE 4	63.5m²	
PENTHOUSE 5	60.1m²	
PENTHOUSE 6	56.3m²	
TOTAL ON THIS LEVEL		384.6m²

METRICS		m²
LIFT		15.0
OVERALL AREA (PERIMETER)		417.1

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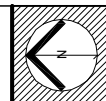
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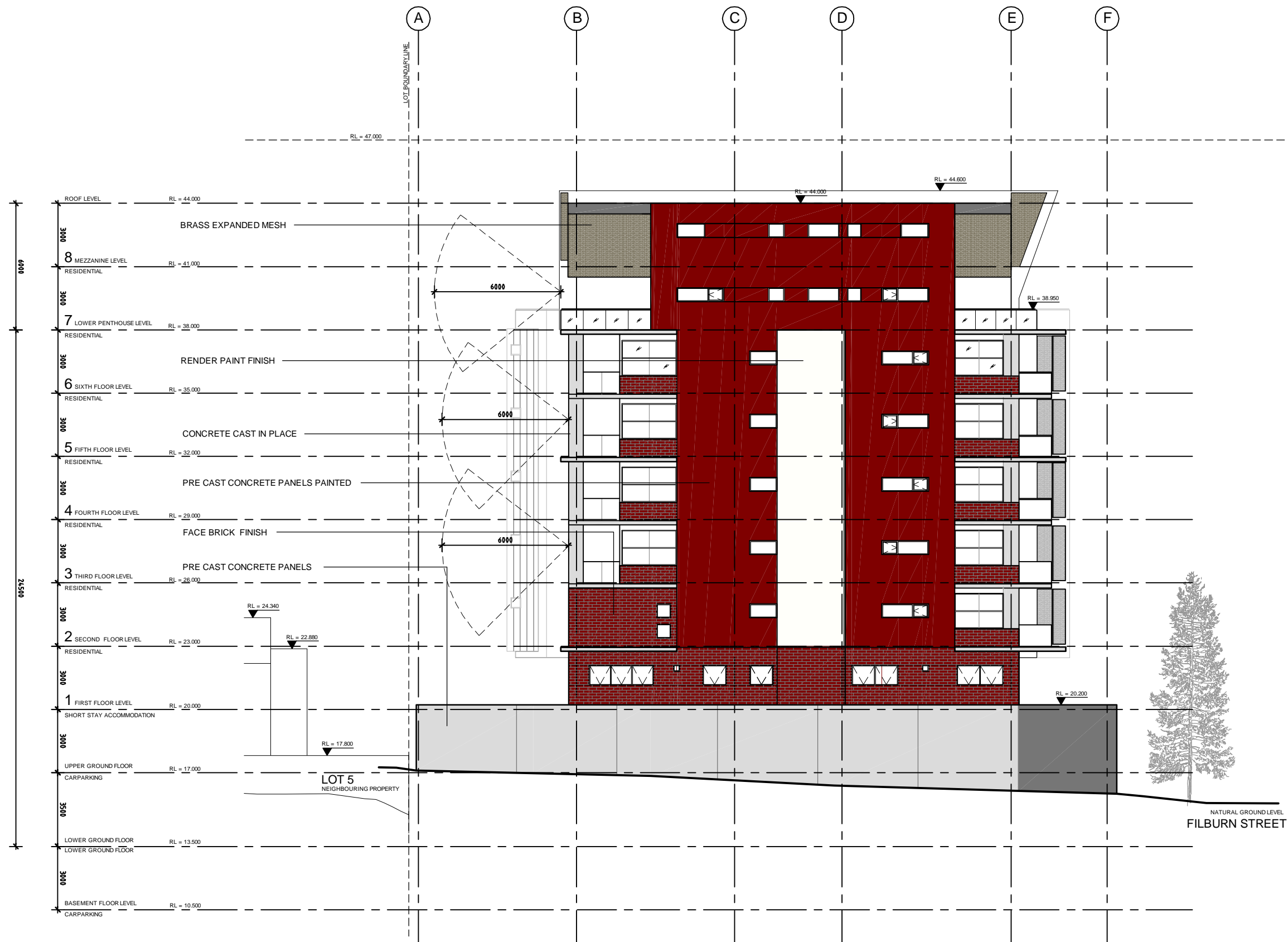
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Rev	Date	Notes
1	19/11/2013	PLOT RATIO RECALC.
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STATUS
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NORTH ELEVATION

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ARCHITECTURAL MODELMAKERS
LEVEL ONE 34 QUEEN STREET PERTH 6000
PHONE: (08) 9481 7119 FAX: (08) 9481 7719

PROJECT NAME
PROPOSED MIXED USE DEVELOPMENT
SITE ADDRESS
22-24 SCARBOROUGH BEACH RD. SCARBOROUGH

PROJECT NUMBER
12A03
CAD FILE REF

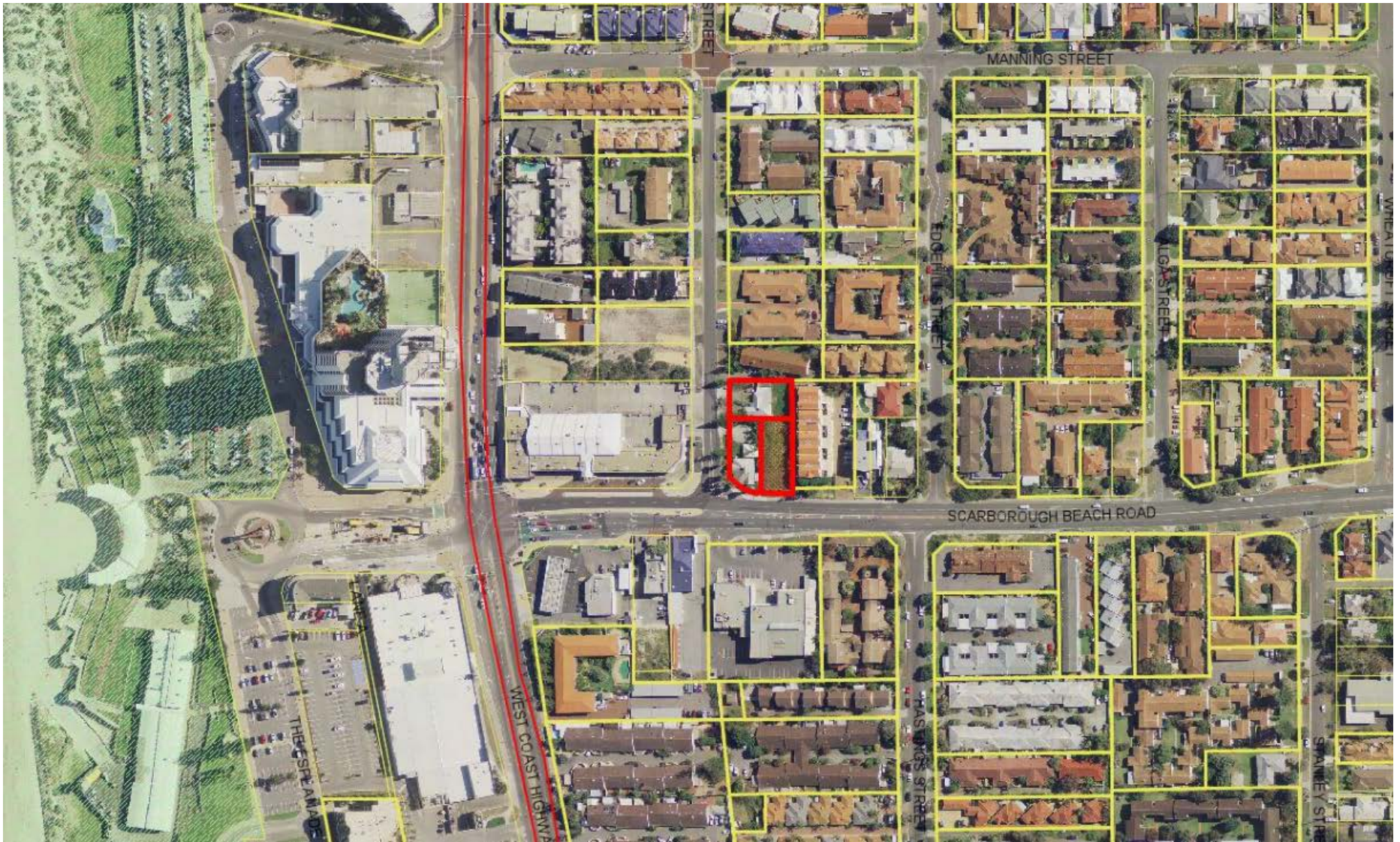
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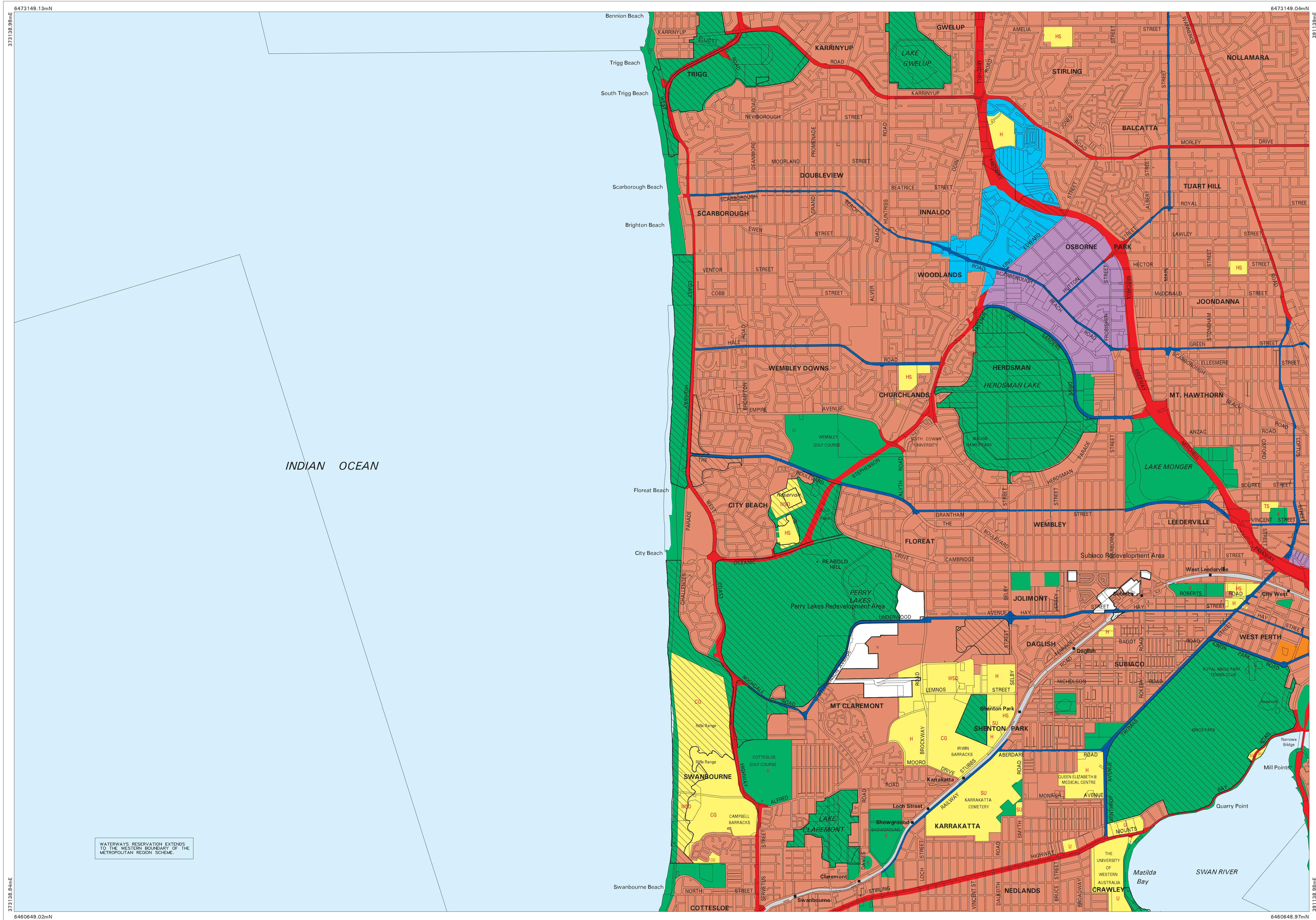
DATE
JAN 2014

DRAWN BY

DRAWING NUMBER
A3.04
REVISION
1







Legend

--- scheme boundary

Reserved lands

[Green]	parks and recreation
[Light Green]	restricted public access
[Grey]	railways
[Hatched]	port installations
[Yellow]	State forests
[Blue]	water catchments
[Orange]	civic and cultural
[Light Blue]	waterways
[Yellow]	public purposes

denoted as follows:

H	hospital
HS	high school
TS	technical school
CP	car park
U	university
CG	Commonwealth Government
SEC	State Energy Commission
SU	special uses
WSD	Water Authority of WA
P	prison

Zones

[Brown]	urban
[Light Brown]	urban deferred
[Blue]	central city area
[Purple]	industrial
[Hatched]	special industrial
[Light Green]	rural
[Dark Green]	rural - water protection
[Light Green]	private recreation

Notice of delegation

[Hatched] bush forever area

Redevelopment schemes

[White] redevelopment scheme/act area

METROPOLITAN REGION SCHEME

This map has been derived from an electronic version of the scheme held and maintained by the Department of Planning, on behalf of the Western Australian Planning Commission.

This map is one of a set of 38 which depicts the zones and reservations of the Metropolitan Region Scheme as adopted on 30 October 1963. The information shown is correct up to the date shown below as far as the Department and the Commission are aware.

The scheme does not purport to indicate the land use allocation under any local government provision.

Amended to: 29 January 1913

N

METROPOLITAN REGION SCHEME MAP
1:25000 MAP SERIES
MAP SHEET 15

4.2 MIXED USE & COMMERCIAL CENTRE DESIGN GUIDELINES

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 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.

Guideline Area

This policy applies to development in the following zones:

- Local Centres;
- District Centres;
- Regional Centres;
- Business;
- Mixed Use
- Hotel; and
- Service Station.

DESIGN GUIDELINES

Built Form & Design

Heights

Objective

To ensure that building height and scale is appropriate to its site and context.

- New buildings shall generally be between 2 and 3 storeys;
- Higher buildings may be permitted where adjoining buildings are taller; and
- Higher buildings on landmark sites / corner sites and sites larger than 5000m² may be permitted subject to the following:

Not have a significant detrimental impact on the amenity of the area; and

Living areas on the affected site are afforded at least three hours of solar access between the hours of 9 am and 3 pm on the shortest day of the year.

Setbacks

Objective

To strengthen the continuity of the streetscapes and provide continual weather protection for pedestrians

Street Setbacks

- Buildings shall have a nil setback to both primary and secondary streets;
- Where adjoining sites are zoned residential, street setbacks shall be stepped back from the residential site to match the setback of the residential building;
- Where adjoining buildings have greater street setbacks a stepping back of the building may be appropriate; and
- Existing “Box Style” developments shall have at least one nil setback to a ‘Main Street’ frontage.

Side and Rear Setbacks

- Buildings shall be built from side boundary to side boundary;
- Where adjoining sites are zoned residential, side/rear setbacks shall be calculated as per the Residential Design Codes of Western Australia; and
- For mixed use buildings setbacks for the residential component shall be calculated as per the Residential Design Codes of Western Australia.

Corner Sites

Objective

To ensure that buildings give additional prominence to the street corner by using landmark features.

Buildings located on corner sites shall include:

- Architectural roof features that protrude above the normal roof line;
- Increased parapet heights with additional detail, colour and textures; and
- Increase the number of storeys at the street corner.

Multi Storey Car Parks

Objective

To ensure that multi storey car parks are not visible from the street and do not have a detrimental impact on the streetscape.

- Standalone Multi Storey Car Parks shall not be visible from the street and shall be located behind buildings.
- Multi Storey Car Parks included within the main building shall be screened / treated so as to provide a seamless appearance between the car park levels and other levels.

Facades

Objective

To ensure that building facades are architecturally interesting.

- Maximum 75% glazing on any façade; and
- The second level and subsequent levels above, of facades shall be articulated to break-up straight plain facades through the use of at least four of the following:

Openings;

Protruding balconies;

Awnings over windows;

Use of different colours and textures; and

Indentations and extrusions with details to break the building into individual elements.

Parapets

Objective

To ensure that parapets are visually interesting and to avoid flat monotonous lines.

New buildings that contain parapets shall include:

- Indentations;
- additional modulation;
- variation in parapet heights and designs so as to provide additional interest to the street.

Balconies

Objective

To ensure that the bulk of buildings is reduced.

- Balcony balustrades shall be 50% visually permeable.

Roof Features

Objective

To ensure that taller buildings within centres provide landmark features.

- Developments above 6 storeys in height shall include distinguishable roofing to a height of 3 metres and above from the highest point of the wall to which it relates and which is in proportion to the scale of the building.

Colours & Materials

Objective

To ensure the use of appropriate colours and quality materials.

- New colour schemes shall take into consideration the colour scheme of existing buildings and shall not be in sharp contrast;
- Fluorescent and intense colours shall not be used; and
- In traditional shopping areas materials and colours sympathetic with existing buildings shall be used.

Streetscape Relationship

Ground Floor Frontage

Objective

To ensure that tenancies facing the street portray an attractive and inviting frontage.

- Being predominantly clear glazed with a mixture of openings, display windows and shopfronts that allows passive surveillance of the street and the tenancies;
- Minimising the amount of signage on individual windows to no more than 20%; and
- In traditional shopping areas the area of glazing being reduced by using small areas of masonry to give a more vertical emphasis to the tenancies;
- In traditional shopping areas and to assist in defining the street edge and to aid orientation for partially sighted pedestrians, all windows shall have a sill no less than 0.5 metres high.

Entry Points

Objective

To ensure entrances are designed to enable safe and comfortable access and that building entrances are clearly defined.

Entry points shall directly face the street and include at least two of the following:

- Signage above the entry door;
- Indentation of the entry point, where recessed entrances are provided, they should be truncated at an angle to the pedestrian route of no less than 60 degrees;
- Highlighting the entry point through the use of different materials; and
- Increasing the height of the awning above the entry point to no higher than 4.0m above footpath level.

Activity & Uses

Objective

To create an active, vibrant and safe town centre by reinforcing the interface between internal and external uses along the street front and by providing passive surveillance.

- Active and lively street fronts shall be provided that encourage pedestrian activity and vitality of the centre by:

Locating retail and other active commercial uses on the ground floor level; and

Locating office and other non-active uses (residential) on upper levels.

Weather Protection

Objective

To support a comfortable external environment for pedestrians.

- Awnings shall be provided over all footpaths that abut a building, including footpaths that provide access to the rear of buildings;
- Awnings shall be provided above all entrances and exits of a building;
- Awnings shall be constructed using materials that are opaque and non-reflective (no glass);
- New awnings shall line up with existing awnings (where present);
- New awnings shall protrude from the face of the building by a minimum width of 2.0m (where possible);
- Awnings shall be parallel to the footpath; and
- Awnings shall be constructed to comply with the Local Government Miscellaneous Provisions Act 1960 – section 400 (2) and the Building Regulations 1989 Part 9.

Levels

Objective

To ensure that 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.

- 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.

Fencing & Gates

Objective

To provide an open, accessible and attractive urban environment.

- Fencing between the building and the front and secondary boundary shall not be permitted;
- Fencing behind the building line shall generally not be permitted where it obstructs access to public parking areas;
- Where required, gates & fences shall be open style to 1.8m; and
- No barbed wire or electric fencing shall be permitted.

Landscaping

Objective

To improve the visual appeal of development, screen service areas and provide shade and green relief in built up areas.

- A landscaping plan shall be submitted for all new development applications and be in accordance with the City's Landscaping Policy.
- Planters and window boxes are acceptable where the footpath is sufficiently wide enough to accommodate such features; and

Access & Parking

Parking

- All parking is to be in accordance with the City's Parking Policy.

Vehicle Access

Objective

To ensure that vehicle access ways are safe and easily traversed.

- Vehicle access to sites fronting major roads shall be from side streets or rights of ways where available;
- All vehicle movements shall be able to enter and exit the site in a forward gear; and
- All parking areas to comply with the Australian Standard 2890.1 in relation to turning circles, gradients within the site.

Pedestrian Access

Objective

To create a pedestrian network that is safe and direct.

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- Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development and along all street frontages; and
- For developments with parking at the rear pedestrian access between the street and car parking area shall be provided.
- Pedestrian routes shall as far as possible be on publicly owned land, and preferably be within the road reserve as part of the street network.
- Development shall provide pedestrian routes with protection from summer sun and winter rain in accordance with the Area Specific Guidelines.
- Pedestrian routes shall be aligned primarily along existing building fronts and thereafter along proposed new development fronts.
- Pedestrian routes shall be as direct and level as possible.
- Dead ends and/or closed view corridors shall be avoided.

Crossovers

Objective

To limit the number of crossovers to reduce the impact on pedestrians and traffic.

- A maximum of two crossovers shall be permitted for sites, one for entry and one for exiting.

Design & Location of Car Parking Spaces

Objective

To ensure that car parking areas do not disrupt the continuity of commercial frontages or otherwise detract from the amenity of the streetscape.

- Parking areas shall generally not be visible from the street and located behind the building line;
- Car parking areas within the front setback area shall be softened by landscaping along street frontages in accordance with the City's Landscaping Policy;
- Multi storey car parking shall be screened from the street by dense landscaping; and
- Parking bays shall be designed in accordance with the relevant Australian Standard and shall have 1 tree per 6 parking bays, as required by the City's Landscaping Policy.

Bicycle Parking Facilities

- The provision of bicycle parking facilities in accordance with the City's Bicycle Parking Policy.

Service Access and Facilities

Objective

To ensure there is sufficient space for the storage of waste and other materials and sufficient space for the delivery of goods.

- The provision of service access to all commercial premises shall be provided for loading and unloading goods.
- Bin storage areas shall be provided in accordance with the City's Bin Storage Areas Policy.

Lighting, Safety & Security

Lighting

Objective

To ensure that developments support proper and attractive illumination of public and private spaces for security and safety.

Lighting shall be provided in the following areas to increase safety and security:

- Under all awnings;
- In all parking areas;
- Service areas;
- Of all footpaths;
- Of all entry points; and
- Additional lighting of key elements and features of the building and landscaping is encouraged to add vitality.

Closed Circuit Television (CCTV)

Objective

To provide for the future installation of CCTV for all Night Clubs, Hotels and Taverns.

- All Night Clubs, Hotels and Taverns shall provide Closed Circuit Television Cameras;
- Cameras shall be placed as to ensure that all entries are covered by cameras;
- Locations shall be cognisant of night lighting levels with additional lighting provided if necessary; and
- Any CCTV infrastructure sharing between the City and property owners shall be subject to legislative requirements and management agreements.

Safety & Surveillance

Objective

To ensure that 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.

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;

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- Loading bay access lanes and other areas that may be dead ends at night shall be secured; and
- Rear parking and pick-up/delivery areas shall be under passive surveillance from active indoor areas.

Roller Shutter Doors

Objective

To ensure that ground floor areas provide an attractive frontage to the street and other visible spaces whilst providing security.

- 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.

Screening

Objective

To ensure that air conditioners and other services do not detract from the streetscape.

- Air conditioning units, ducts and other services shall be screened from view and should be located away from the street front.

Shopping Trolleys

Objective

To ensure that shopping trolleys are contained within the boundary of shopping centres and do not cause any detrimental impact to the amenity of surround areas.

- All developments that utilise shopping trolleys shall prepare a Shopping Trolley Management Plan to the satisfaction of the Manager Community Safety; and
- The Shopping Trolley Management Plan is to address such issues, but not limited to, collection of trolleys from surrounding areas and trolley storage.

Other Considerations

Signage

- Advertising Signs shall be in accordance with the City's Advertising Signs Policy

Bin Storage Area

- A refuse storage area is required for all developments in accordance with the City's Bin Storage Areas Policy

Sound Attenuation

Objective

To ensure that noise from non-residential uses does not adversely affect the amenity of residential development.

- 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.

Note: For further information regarding sound attenuation, it is recommended that applicants refer to Australian Standard AS-NZS2107: 2000 - Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors.

Adaptability

Objective

To ensure that developments continue to be appropriate over time for a range of uses.

- 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.

VARIATIONS

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

5.6 SCARBOROUGH DESIGN GUIDELINES – SCARBOROUGH REDEVELOPMENT ZONE

INTRODUCTION

These guidelines identify design expectations for development within the Scarborough Design Guideline Area in addition to those applicable under Local Planning Scheme No. 3.

This document has been divided into General Design Guidelines that apply to **all** areas within the Scarborough Design Guideline Area, together with Specific Design Guidelines that apply to specific sub-areas. Where there is an inconsistency between the general guidelines and the specific guidelines, the provisions of the specific guidelines shall prevail.

Where this Policy is inconsistent with the provisions of a general Policy or Guideline applying to the City as a whole, the provisions of these Guidelines shall prevail for land within the Scarborough Design Guideline Area.

GUIDELINE AREA These Guidelines apply to Scarborough Design Guideline Area which is shown in **Figure 1** below:-



Figure 1 – Scarborough Design Guideline Area

SUB- AREAS

These guidelines are further divided into five (5) sub-areas which are shown in **Figure 2** below:-

- Mixed-Use (Lower Scarborough Beach Road)
- Mixed-Use (Upper Scarborough Beach Road)
- Mixed-Use (West Coast Highway)
- Residential (Inner)
- Residential (Outer)

Specific Design Guidelines are contained within this document for each of these sub-areas, and shall apply together with the General Design Guidelines.



Figure 2 – Scarborough ‘Sub-Areas’

APPLICATIONS SUBJECT OF THESE GUIDELINES

All development within the Scarborough Design Guideline Area is subject to these guidelines.

GENERAL DESIGN GUIDELINES

The General Design Guidelines apply to all development within the Scarborough Design Guideline Area shown in **Figure 1**. In addition, Specific Design Guidelines for particular sub-areas are also contained within this document and should be referred to for all development within each sub-area.

BUILT FORM & DESIGN

Facades

The second level and subsequent levels of all facades shall be articulated to break-up straight plain facades through the use of at least three of the following:

- Openings;
- Protruding balconies;
- Awnings over windows;
- Use of different colours and textures; and
- Indentations and extrusions with details to break the building into individual elements.

Balconies

- Balcony balustrades shall be 50% visually permeable.

Openings

Facades shall express verticality through:

The use of openings that are more vertical than horizontal.

Location of Services

Services shall not be visible from the street frontage or other public areas, including aerials, air conditioners and satellite dishes etc.



This design requires more articulation such as balconies, awnings over windows and more detail.



This design makes use of balconies, openings, indentations and different colours to achieve a high level of articulation.

Parapets

New buildings that contain parapets shall avoid monotonous flat parapet lines and shall include:

- Indentations and patterns on panels; and
- Variation in parapet heights and designs so as to provide additional interest to the street.

Colours & Materials

The base palette for external materials shall be:

- Non corrosive metals such as copper and zinc etc;
- Naturally protected metals such as Corten / Bisalloy;
- Durable hardwood timbers for architectural detailing (no old-growth timber);
- Glass;
- Limestone walls;
- Texture, rendered walls; and
- Materials which are specifically manufactured for high exposure to extreme coastal conditions with adequate lifestyle properties.

Dwelling Occupancy

Dwellings allocated for short-stay accommodation shall:

- be so designed as, in the opinion of the Council, to satisfactorily limit conflict with, or disturbance of the occupants of any dwelling (other than caretaker accommodation) available for occupancy on a permanent basis;

Note: Areas of potential conflict between permanent residents and the occupants of short-stay accommodation are generally related to different expectations concerning noise, privacy, and behaviour. Minimisation of conflicts relating to these matters will generally require some degree of segregation, and may also require design features to reduce the transmission of noise and limit visual intrusion.

- be available for tenancy on a short-term basis, not exceeding a period of more than six weeks at any one time by the occupier or occupiers; and
- be subject to a management agreement providing for occupancy controls, to the satisfaction of the Council.

Note: It is anticipated that the required management agreement would be incorporated as a Management Statement as provided for under the Strata Titles Act, and be subject to enforcement as part of the By-Laws of the relevant Strata company. Under these circumstances, any amendment or repeal of the Management Statement would require the consent of the Council.

STREETSCAPE RELATIONSHIP

Ground Floor Frontage

Objective

To ensure that building facades facing the street portray an attractive and inviting frontage.

The ground floor area of all commercial facades facing the street shall:

- Contain a minimum of 75% glazing; and
- A maximum amount of signage on individual windows of not more than 50%.

The ground floor area of all residential facades facing the street shall:

- Contain significant and robust detail, including awnings, major openings and variations in alignment (areas of blank wall shall be avoided).

Entry Points

Objective

To ensure entrances are designed to enable safe and comfortable access and that building entrances are clearly defined.

Entry points shall include at least two of the following:

- Signage above the entry door;
- Indentation of the entry point, where recessed entrances are provided, they should be truncated at an angle to the pedestrian route of no less than 60 degrees;
- Highlighting the entry point through the use of different materials; and
- Increasing the height of the awning above the entry point to no higher than 3.2m above footpath level.

Activity & Uses

Objective

To create an active, vibrant and safe town centre by reinforcing the interface between internal and external uses along the street front and by providing passive surveillance.

Where Local Planning Scheme No.3 allows for such uses, the following shall apply:

- Retail and other active commercial uses shall be located on the ground floor level; and
- Office and other non-active uses (residential and short-stay accommodation) shall be located on upper levels.

Weather Protection

Objective

To support a comfortable external environment for pedestrians.

- Continuous pedestrian shelter shall be provided along all commercial street frontages, either in the form of awnings or colonnading, with a minimum width of 2.5 metres and a nominal vertical clearance from the finished pavement level of not more than 3.5 metres.
- Awnings shall be provided over all footpaths that abut a building, including footpaths that provide access to the rear of buildings;
- Awnings shall be provided above all entrances and exits of a building;
- Awnings shall be constructed using materials that are opaque and non-reflective;
- New awnings shall line up with existing awnings (where present); and
- Awnings shall be constructed to comply with the Local Government Miscellaneous Provisions Act 1960 – section 400 (2) and the Building Regulations 1989 Part 9.

Levels

Objective

To ensure that development follows the topography of the land and to ensure that there is equitable access for pedestrians.

- A maximum of 500mm of fill shall be permitted on sites;
- The difference between the ground floor level of a building and the footpath level shall generally be nil; and
- A maximum 500mm difference between the ground floor level and the footpath level of a building shall be permitted where it can be demonstrated that such a difference is required.

Fencing

Objective

To provide an open, accessible and attractive urban environment.

For non-residential (to include mixed-use) developments:-

- Fencing between the building and the front and secondary boundary shall not be permitted; and
- Fencing behind the building line shall generally not be permitted as areas behind the setback line shall be used for the parking of vehicles and shall remain open to the public at all times.

For residential developments:-

- Fencing between the building and the front and secondary boundary shall be 'open-style' and not exceed 1200mm in height; and
- Any solid portions of fencing shall not exceed 600mm in height.

Landscaping

Objective

To improve the visual appeal of development, screen service areas and provide shade and 'green relief' in built up areas.

- A landscaping plan shall be submitted for all new non-residential development and residential development comprising 5 or more units and be in accordance with the City's Landscaping Policy; and
- All open-air parking areas shall have 1 tree per 6 parking bays, as required by the City's Landscaping Policy.

ACCESS & PARKING

Number of Car Parking Bays

Parking provision shall accord with the standards in City's Parking Policy, and where applicable the *Residential Design Codes*, with the exception that a portion of the required parking shall be subject to the cash-in-lieu requirements in accordance with the clauses below.

Cash-in-lieu

- A proportion of the required parking shall be subject to a cash-in-lieu contribution as specified below, and where cash-in-lieu is required, the number of on-site parking spaces may be reduced by the number of spaces for which cash-in-lieu is payable.
- In the case of residential development within all Sub-Areas, the cash-in-lieu contribution shall be 10 per cent of the total number of parking spaces required for the residential development.
- In the case of non-residential development within all Sub-Areas, the cash-in-lieu contribution shall be 25 per cent of the total number of parking spaces required for the relevant use under Local Planning Scheme No. 3's Parking Policy.
- The Council may agree to a cash-in-lieu contribution in respect of a greater proportion of the total number of required parking spaces in circumstances where the provision of additional parking on-site is considered undesirable or not practicable.
- The amount of cash-in-lieu to be paid for the requisite number of parking spaces, shall be determined by Council on the basis of the estimated cost of providing an equivalent number of parking spaces and manoeuvring areas in the form of decked parking in terms of land and construction cost.
- Where cash-in-lieu of parking for non-residential uses is payable, the amount is to be reduced by half in recognition of the economies of shared use of common public parking facilities off-site.

Note: This means that where for example, 25% of the total parking requirement is to be subject to a cash-in-lieu payment, the actual cash payable will be based on only 12.5% of the requisite number of parking spaces.

- Where cash-in-lieu of parking is payable, there shall be no reduction in parking standards otherwise applicable under the Scheme, except for the reduction in on-site parking as a consequence of the contribution to the cost of off-site parking.

Note: The purpose of this provision is to avoid a shortfall in parking contributions which would otherwise arise from a reduction in parking requirements based on assumptions of shared use of on-site parking facilities. Such a reduction is already accounted for by the reduced contribution payable under paragraph above.

- Cash-in-lieu of required parking shall be placed in a trust account for use in the provision of transport infrastructure and services within the Scarborough Special Control Area, or land adjacent to this area which may take the form of additional on-street public parking bays or a public parking facility.
- The number of parking spaces required to be provided on-site shall be reduced by the number of parking spaces in respect of which a cash-in-lieu contribution is made pursuant to this clause.

Public Parking Facilities:

- For the purposes of the Plot Ratio and Building Height clauses for the 'Mixed-Use – Lower Scarborough Beach Road' sub-area and for all clauses within these Guidelines relating to

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public parking facilities, the term 'public parking facility' shall mean land used for the purpose of parking vehicles by members of the public, where the site on which it is located (which may comprise one or more lots) is used primarily for other purposes; and is not used as a car parking station.

- Clauses within these Guidelines relating to public parking facilities and the provisions of this clause shall apply only where the public parking facility:
 - is to be located on land shown as the location of a public parking facility on the 'Scarborough Design Guideline Area Access and Parking Map' (Figure 3);
 - is separate from any parking spaces provided on the land in relation to other uses of the land; and
 - is not reserved for use in relation to the other uses of the land.
- Council may refuse or approve, with or without conditions, a public parking facility. Where Council grants approval for a public parking facility it may impose a condition requiring the owner of the land to enter into an agreement with the City in relation to the operation of the public parking facility.
- In determining any application for approval to commence development of a public parking facility, Council shall consider:
 - whether the public parking facility (to include design, layout, access and operation) would have a significant adverse effect on any adjoining land;
 - whether the public parking facility (to include design layout, access, and operation) would have a significant adverse effect on any other use of the land on which the public parking facility is to be located;
 - whether the public parking facility complies with relevant Australian Standards in relation to the size of bays, aisle widths, and circulation and manoeuvring areas;
 - the hours of operation, long-term maintenance, and the level and nature of security measures provided for the public parking facility.
- The public parking facility shall be operated in accordance with the terms of any agreement entered into under these clauses.

Note: The allocation of parking for public use does not necessarily require that the land or facilities be publicly owned and/or managed. It is anticipated that the development of public parking facilities would be integrated with the overall development of the site.

Design and Allocation of Parking Bays

- Parking bays shall be designed in accordance with the relevant Australian Standard; and
- On-site parking shall be designed and operated to facilitate shared use by all occupants and visitors of the particular site, by ensuring that:-
 - access to any on-site parking bays in excess of the required 90 per cent of residential parking and in excess of 2 bays per tenancy for non-residential uses, shall not be restricted by the placement of partitions, bollards, signage, or other means to prevent parking by other users of the site; and
 - any on-site parking bays in excess of the required 90 per cent of residential parking and in excess of 2 bays per tenancy for non-residential uses, shall be designated as common property on any strata titles issued for the particular site, and shall not be allocated to individual strata lots.

Note: The purpose of this provision is to avoid allocation of more than the required share of on-site parking to residential users to the detriment of other users.

- Notwithstanding the above clause, in the case of residential development, car parking bays in excess of the required 90 per cent may be allocated for the exclusive use of the occupiers of individual dwellings, provided that additional common parking bays shall be provided on site to the same amount as those bays allocated for exclusive use to the residential occupants in excess of the 90 per cent.

Location of Parking Facilities

- Parking which is provided on-site shall be located so as not to be visible from the street and disrupt the continuity of commercial frontages, or otherwise detract from the amenity of the streetscape, but shall be located so as to facilitate safe and convenient access by users.

Note: The purpose of this provision is to ensure car parking areas are not located adjacent to the street, where they have the potential to detract from the character of the streetscape and continuity of the built form.

Crossovers

- Crossovers and access ways shall accord with the Scarborough Design Guideline Area Access and Parking Map, refer **Figure 3**, and where designated crossovers are identified as shared, appropriate reciprocal rights of carriageway easements will be required over the affected lots in relation to driveway access as a condition of development approval. Crossovers may be approved for a limited time pending alternative vehicular access arrangements becoming available at which time such temporary crossovers shall be removed at the owner's expense.
- No more than one crossover shall be permitted for any one site, and the position and width of all crossovers shall be such as to minimise traffic (including pedestrian) conflict and any disruption to the continuity of commercial frontage or the amenity of the streetscape.
- The position and design of existing crossovers shall be reviewed in relation to all applications for development approval and removed at the owner's expense where required.

Public Access

- In order to facilitate safe and convenient movement of vehicles and pedestrians between West Coast Highway and Hastings Street, a 7 metre public access thoroughfare (5.5 metre two-way vehicle access, 1.5 metre pedestrian access) shall be provided for in accordance with the 'Scarborough Design Guideline Area Access and Parking Map' shown in **Figure 3** and in accordance with the Building Height clause for the Mixed-Use (West Coast Highway) sub-area.

Note: Such access may take the form of either a public road or an easement-in-gross, and is intended to be provided in conjunction with the re-development of the land on which it is situated. Where ceded free of cost to the Crown by the owner/developer, the area of land so ceded shall be deemed to remain part of the original development site for the purposes of determining its development potential (plot ratio and residential density).

New Vehicular Access ways

Objective

To ensure that vehicle access ways are safe and easily traversed.

- New 5.5 metre wide vehicular access ways depicted on the Scarborough Design Guideline Area Access and Parking Map, refer **Figure 3**, shall be created by the creation of public access easements in gross;

Note: In relation to the above clause, access ways that are not required for the full length of the sites as shown on the Scarborough Design Guideline Area Access and Parking Map, must have a minimum length of 25 metres to ensure that the access way is continued to the rear of ground floor commercial tenancies and provide enough length for on-site circulation and manoeuvring.

- Vehicle access to sites shall be obtained from these new vehicular access ways or from rights-of-ways where available;
- All vehicle movements shall be able to enter and exit the site in a forward gear; and
- All parking areas to comply with the Australian Standard 2890.1 in relation to turning circles, gradients within the site.

Existing Laneways

- Existing small roads (rights-of-way/laneways) depicted on the Scarborough Design Guideline Area Access and Parking Map as shown in **Figure 3** shall be widened to 6 metres and the land be ceded free of cost and vested in the Crown under Section 152 of the Planning and Development Act 2005.

Note: In relation to the two clauses above, it is intended that such access shall be provided in conjunction with the redevelopment of the land on which it is situated. In the case of the provision of easements in gross (i.e. new vehicular access ways) and where the land is ceded free of cost to the Crown (i.e. existing laneways) by the owner/developer, the area of land so provided/ceded shall be deemed to remain part of the original development site for the purposes of determining its development potential (plot ratio and residential density).

Pedestrian Access

Objective

To create a pedestrian network that is safe and direct.

- Pedestrian access, in the form of a footpath, shall be provided from the parking area to the entry point of the proposed development and along all street frontages;
- For developments with parking at the rear pedestrian access between the street and car parking area shall be provided;
- Pedestrian routes shall be aligned primarily along existing building fronts and thereafter along proposed new development fronts;
- Pedestrian access to basement or rooftop parking shall be provided from the street front;
- Pedestrian routes shall be as direct and level as possible; and
- Pedestrian footpaths shall be a minimum of 2.0m wide.

Service Access and Facilities

Objective

To ensure there is sufficient space for the storage of waste and other materials and sufficient space for the delivery of goods.

- The provision of service access to all commercial premises shall be provided for loading and unloading goods;
- Service access shall be constructed to ensure that vehicles can enter and exit in a forward gear;
- Service courts, screened from the street, shall be provided for the storage of bins, and other materials in all commercial developments with a minimum site area of 10m² and a minimum dimension of 3.5m; and
- Where bulk bins are provided a larger service court may be required and sufficient space provided for the turning of a refuse truck.

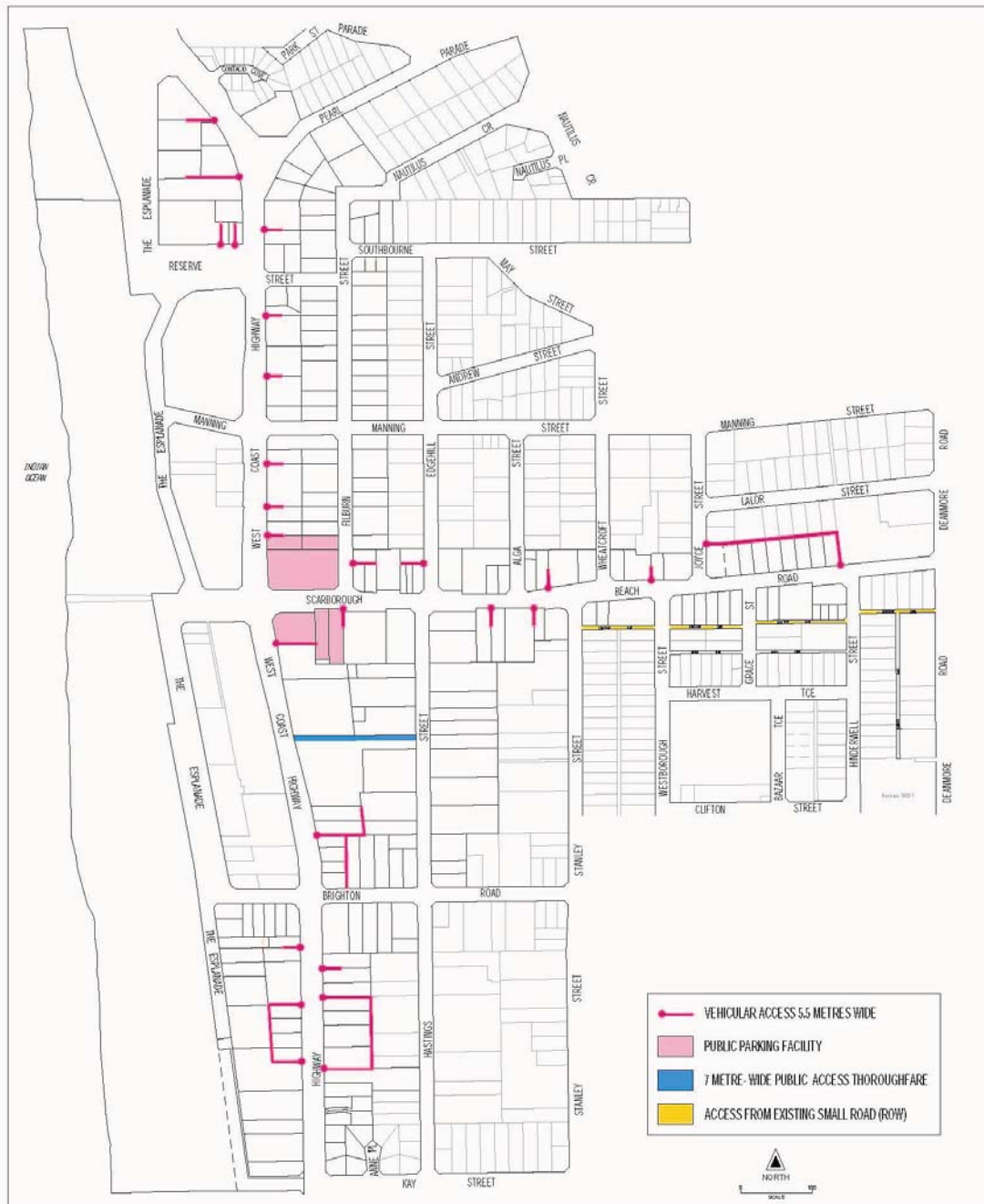


Figure 3 - Scarborough Design Guideline Area Access and Parking Map

LIGHTING, SAFETY & SECURITY

Lighting

Objective

To ensure that developments provide sufficient and attractive illumination of public and private spaces.

Lighting shall be provided in the following areas:

- Under all awnings;
- In all parking areas;
- Service areas;
- Over all footpaths;
- Over all entry points; and
- Additional lighting of key elements and features of the building and landscaping is encouraged to add vitality.

Safety

Objective

To improve safety and reduce crime and graffiti.

The following shall apply:

- Entrapment areas, blind corners and dead ends shall not be permitted.

Roller Shutter Doors

Objective

To ensure that ground floor areas provide an attractive frontage to the street and other visible spaces whilst providing security.

- Solid roller shutter doors shall not be permitted on any façade facing the street;
- Roller doors of see through acrylic material and open metal roller grills are acceptable on existing shop fronts providing that at least 75% of the roller door is transparent and the material maintains a high level of transparency once installed; and
- Visually permeable security grills (75% visually permeable) shall be designed into the shop front as a permanent feature rather than as added on structures.

ENVIRONMENTAL MEASURES

Site Requirements

Objective

To ensure that buildings have optimal solar access orientation and minimise resource use.

- Locate residential and short-stay accommodation components of buildings on the site to allow for maximum northern winter solar access;
- Where possible, locate living areas such as family rooms, dining and kitchens on north side to allow for winter solar access; and

- Site construction shall be undertaken to minimise resource waste to landfill, by engaging a waste management company with proven recycling strategies.

Water Efficiency

Objective

To ensure a reduction in water use.

Developments shall include:-

- Minimum 3-star WELS rated shower heads;
- Minimum 4 star WELS rated tap fittings, other than garden and bath taps;
- Installation of low flow trickle irrigation in all garden areas;
- Installation of a Waterwise garden and landscaping (recommended by the Water Corporation's Waterwise program); and
- All shower, bath, laundry, trough and washing machines drains shall be connected to a grey water diversion system for use in toilets and gardens.

Energy Efficiency

Objective

To ensure a reduction in energy use.

Developments shall include:-

- Installation of solar hot water system or integrated 5-star rated gas hot water system complying with AS 4552-2005. If a roof-mounted storage system is used, the tank must be integrated in colour to match the roof, and the roof profile and pitch of the building;
- Install energy efficient fixtures (such as compact fluorescent lighting) and Star Rated appliances (recommended by the Sustainable Energy Development Office);
- The ability to utilise cross ventilation, by minimizing barriers to air paths through the building;
- Provide west and east facing windows with adequate summer shading (eg. awnings, eaves, pergolas) or with energy efficient glazing (eg. solar performance film, tinting, toned); and
- Encourage the provision of facilities on building rooftops that facilitate the use of renewable energy, including wind turbines and solar panels.

Sound Attenuation

Objective

To ensure that noise from non-residential uses does not adversely affect the amenity of residential development.

- All mixed-use developments containing residential uses shall submit an acoustic report prepared by a qualified acoustic (noise) consultant.
- Developments shall locate noise sensitive areas such as bedrooms away from significant noise sources;

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- Developments shall use 10mm glazing or double glazing where windows to residential and short-stay apartments face West Coast Highway, Scarborough Beach Road or an after-hours commercial tenancy;
- Developments shall use appropriate sound-attenuating materials between floors, walls, ceilings and doors to minimise noise; and
- Endeavour to comply with the Environmental Protection (Noise) Regulations 1997.

For further information regarding sound attenuation, it is recommended that applicants refer to Australian Standard AS-NZS2107: 2000 - Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors.

DEVELOPER CONTRIBUTIONS

- Developer contributions shall be required in respect of any development in the Scarborough Development Contribution Area with a plot ratio, as determined by the City, of more than 2.0:1; and
- Schedule 11 of Local Planning Scheme No. 3 and Table 1 of these Guidelines outlines the specific contributions that apply.

SPECIFIC DESIGN GUIDELINES FOR SUB-AREAS

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MIXED-USE – LOWER SCARBOROUGH BCH RD & WEST COAST HWY

These specific Design Guidelines apply to the Mixed-Use ‘Lower Scarborough Beach Road’ and ‘West Coast Highway’ Sub-Areas (refer **Figure 4**).



Figure 4 – Mixed-Use ‘Lower Scarborough Beach Rd’ & ‘West Coast Hwy’ Sub-Areas

BUILT FORM & DESIGN

Residential Density

- A maximum residential density of R-160 shall apply, based on the total number of dwelling units other than short-stay accommodation;
- Single bedroom dwellings with a plot ratio area up to 60m² and aged or dependent persons' dwellings with a plot ratio area up to 80m² will be subject to the standard density bonus provisions of the *Residential Design Codes*; and
- For the purposes of determining the permissible number of dwellings for a particular site, where land is ceded free of cost to the Crown for public access (including road widening), the area of land so ceded shall be deemed to remain part of the development site.

Note: The intention of this provision is to facilitate the designated widening of roads, and the provision of supplementary vehicular access where required, without unduly prejudicing the development potential of the affected sites.

Dwelling Unit Size and Occupancy

The dwelling unit size and occupancy of development shall accord with the following:

- Of the total number of dwellings on any development site, a minimum of:
 - 10 per cent shall be single bedroom dwellings, with a maximum plot ratio area of 60m²;
 - 25 per cent, which may include the single bedroom dwellings referred to in the subparagraph above, shall be designed and occupied for short stay accommodation, with a maximum plot ratio area of 85m²; and
 - 10 per cent shall be designed for occupancy on a permanent basis, with a maximum plot ratio area of 85m².

Note: For the purposes of determining the percentage of dwellings for short stay accommodation, dwellings capable of separate access and occupancy (separately keyed) shall be deemed to be separate dwellings, notwithstanding that they may be available for occupation on a combined basis, e.g. twin key apartments.

Plot Ratio

- The total plot ratio of any development within the Mixed-Use Sub-Areas (Lower Scarborough Beach Road and West Coast Highway) shall not exceed 2.0:1;
- The plot ratio referred to above may be increased to a maximum of 3.0:1, but only subject to:-
 - provision of commercial floor space at ground level with a plot ratio area of at least 0.2:1;
 - compliance with the Dwelling Unit Size and Occupancy requirements above, without modification; and
 - payment of a contribution towards the cost of infrastructure in accordance with Schedule 11 of Local Planning Scheme No.3, without modification.
- For the purposes of determining the plot ratio area for a particular site, where land is or has been ceded free of cost to the Crown for public access (including road widening), the area of land so ceded shall be deemed to remain part of the development site;

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- Where a public parking facility is provided on a site designated for public parking on the 'Scarborough Design Guideline Area Access and Parking Map' at **Figure 3**, and is provided in accordance with the Public Parking Facility clauses of Local Planning Scheme No. 3 (clause 6.9.5 and these Guidelines), those public parking facilities shall be excluded from the plot ratio calculation for the site.
- Where a public parking facility is provided on a site designated for public parking on the 'Scarborough Design Guideline Area Access and Parking Map' at **Figure 3**, and is provided in accordance with the Public Parking Facility clauses of Local Planning Scheme No. 3 (clause 6.9.5 and these Guidelines), the Council may allow an increase in the maximum permitted 3.0:1 plot ratio, provided the increased floor space does not exceed the amount of floor space allocated to the public parking facility to a maximum plot ratio of 1.0:1.

Note: The intention of the above two clauses, is to facilitate the development of public parking facilities without unduly prejudicing the development potential of the site, and to provide an additional incentive for the provision of such facilities. Where such a concession is provided, it should be reflected in any payment to secure the provision of public parking facilities.

Building Height

The building height of development shall accord with the following:

- Subject to 'Podium Height', the maximum building height of any building shall be limited to 8 storeys or 32 metres above natural ground level or 47 metres AHD (*whichever is the lesser*), except:
 - where such a limit would otherwise restrict the building height to less than 14 metres above natural ground level or 3 storeys, in which case a 14 metres above natural ground level or 3 storey (*whichever is the lesser*) height limit shall apply;
 - where a public parking facility is provided on a site designated for a Public Parking Facility on the 'Scarborough Design Guideline Area Access and Parking Map' at **Figure 3**, and is provided in accordance with the Public Parking Facility clauses of Local Planning Scheme No. 3 (clause 6.9.5 and these Guidelines), a height bonus to a maximum building height of 44 metres above natural ground level or 12 storeys (*whichever is the lesser*), may be allowed provided the plot ratio floor area of the building above 32 metres above natural ground level is no more than the floor area allocated for the public parking facility; or
 - where a 7 metre public access thoroughfare is provided connecting Hastings Street and West Coast Highway as designated on the 'Scarborough Design Guideline Area Access and Parking Map' at **Figure 3**, and is provided in accordance with clause 6.9.6 (a) of Local Planning Scheme No. 3 Scheme Text and the 'Public Access' clause under these Guidelines, a height bonus to a maximum building height of 44 metres above natural ground level or 12 storeys (*whichever is the lesser*) may be allowed on that site.

Note: The height cap of 47 metres AHD is based on a standard 32 metre building height above a nominal 15 metre AHD ground level. Where the natural ground level is above 15 metres AHD, the building height limit referred to above, shall be commensurately reduced.

Note: Height in relation to a 'building' refers to the vertical distance at any point from natural ground level to the uppermost part of the building above that point, and shall include all lift motor rooms, lift overruns, and architectural features.

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- All developments shall include distinguishable roofing to a height of between 3 metres and 5 metres above the highest point of the wall to which it relates, and within the maximum permitted building height specified in the above clauses;
- The minimum floor to ceiling heights of any development shall be:-
 - 3.5 metres for the ground floor; and
 - 3.0 metres for all other floors.

Podium Height

- The wall height of any development adjoining or immediately adjacent to any street, shall be between 6.5 metres and 10 metres (2 - 3 storeys), above which there shall be a setback so as to create a podium for any extension of height above this level in accordance with the Street Setback clauses below.

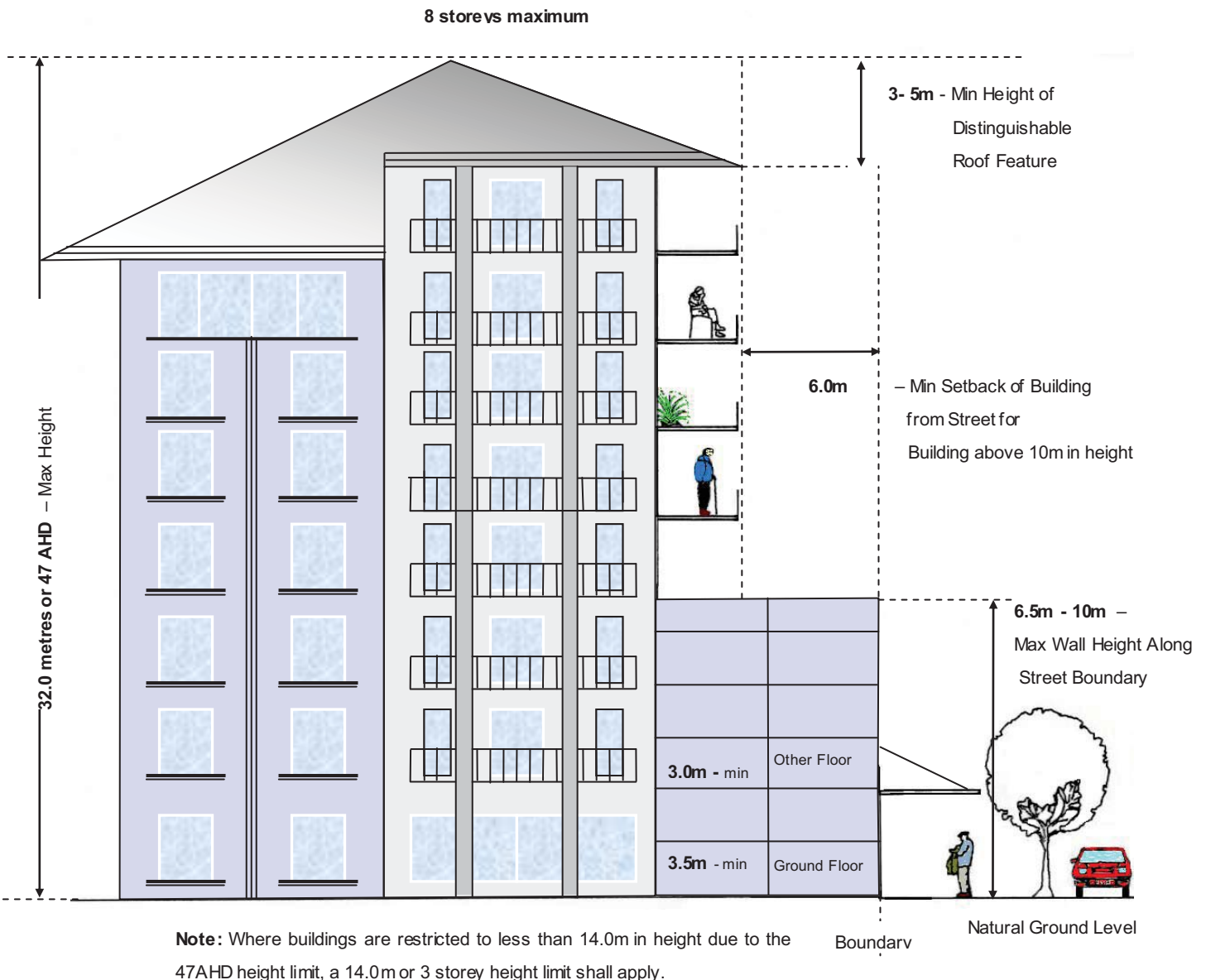


Figure 5 – Building Height: Mixed-Use ‘Lower Scarborough Beach Rd’ & ‘West Coast Hwy’

Street Setbacks

- Subject to the clause below, the setback of buildings from the street alignment (or in the case of streets to be widened, the road widening alignment) and from the 7-metre wide public access thoroughfare (as referred to on the Scarborough Design Guideline Area Access and Parking Map shown in Figure 3) shall be as follows:
 - The first two to three storeys (up to 10m), should take the form of street-front development, with a zero street (front) setback; and
 - Wall sections above 10 metres (3 storeys) shall have a minimum setback of 6 metres from the podium or building façade at the ground floor level.
- The zero front setback referred to in the clause above may be increased to allow a front setback, but only if alfresco dining or other active public use is to be made of the setback area,

or in the case of approved vehicular or pedestrian access to the interior of the site ("access" in regard to vehicles refers to driveways only, and not parking).

Note: The purpose of this setback requirement is to provide a continuity of building frontages at street level and a visual frame for the street. The additional setback above podium height is to limit the extent of over-shadowing and/or visual dominance of the street which might otherwise occur.

Other (side and rear) Setbacks

- Side and rear setbacks shall accord with the standards prescribed in the *Residential Design Codes*, except in the case of side setbacks for the building podium adjacent to commercial street frontages, where a zero setback will be required to a maximum length/depth of 15 metres along the side boundary so as to maintain the continuity of building frontages.

Visual Permeability

- In order to provide for east-west visual permeability, all development from a height of 10 metres and above shall accord with the side and rear setback standards prescribed in the *Residential Design Codes*, except in regard to street setbacks in which case the provisions of the 'Street Setbacks' clauses above shall prevail.

Open Space & Landscaping

- All dwelling units (irrespective of the nature of the occupancy) shall be provided with a minimum of at least one balcony or equivalent, opening directly from a habitable room and with a minimum dimension of 2 metres and a minimum area of 10m²; and
- Each development shall provide one area of communal open space equating to a minimum of 5% of the site area.

OTHER CONSIDERATIONS

Solar Access

- A development will be deemed to meet the Performance Criteria of the *Residential Design Codes* in regard to solar access provided living areas on the affected site are afforded at least three hours of solar access between the hours of 9.00am and 3.00pm on the shortest day of the year.

Note: In order to demonstrate compliance with Solar Access provisions, shadow diagrams need to be provided.

Signage

- Advertising signage shall accord with the requirements of Schedule 8 of Local Planning Scheme No. 3 and the City's Advertising Signs Policy applicable to the 'Special Beach Development' Zone subject to the following:
 - Pylon signs shall not be permitted due to their inconsistency with 'main street' design principles;
 - Signs attached to or incorporated as part of an awning over a public thoroughfare, may be permitted at the discretion of the Council, taking into consideration issues such as safety and amenity.

These Specific Design Guidelines apply to the Mixed-Use 'Upper Scarborough Beach Road' Sub Area (refer **Figure 6** below).



BUILT FORM & DESIGN

Residential Density

The residential density of development shall accord with the following:

- A maximum residential density of R-80 shall apply, based on the total number of dwelling units irrespective of the nature of occupancy.
- Single bedroom dwellings with a plot ratio area up to 60m² and aged or dependent persons' dwellings with a plot ratio area up to 80m² will be subject to the standard density bonus provisions of the *Residential Design Codes*.
- For the purposes of determining the permissible number of dwellings for a particular site, where land is ceded free of cost to the Crown for public access (including road widening), the area of land so ceded shall be deemed to remain part of the development site.

Note: The intention of this provision, is to facilitate the designated widening of roads, and the provision of supplementary vehicular access where required, without unduly prejudicing the development potential of the affected sites.

Plot Ratio

- The plot ratio of development shall accord with the following:
 - The overall plot ratio shall not exceed 1.0:1 plus any ground level commercial floor space;
 - For the purposes of determining the plot ratio area for a particular site, where land is ceded free of cost to the Crown for public access (including road widening, the area of land so ceded shall be deemed to remain part of the development site.

Note: The intention of this provision, is to facilitate the designated widening of roads, and the provision of supplementary vehicular access where required, without unduly prejudicing the development potential of the affected sites.

Building Height

- The maximum building height of any building shall be limited as follows:-
 - The maximum building height of any building shall be limited to 17 metres above natural ground level or 4 storeys or 47 metres AHD (*whichever is the lesser*), except where such a limit would otherwise restrict the height to less than 14 metres above natural ground level or 3 storeys, in which case a 14 metres above natural ground level or 3 storey (*whichever is the lesser*) height limit shall apply; and

Note:

The height cap of 47 metres AHD is based on a standard 32 metre building height above a nominal 15 metre AHD ground level. Where the natural ground level is above 15 metres AHD, the building height limit referred to above, shall be commensurately reduced.

Height in relation to a 'building' refers to the vertical distance at any point from natural ground level to the uppermost part of the building above that point, and shall include all lift motor rooms, lift overruns, and architectural features.

- All developments shall include a distinguishable roof element to a height of between 3 metres and 5 metres above the highest point of the wall to which it relates, and within the maximum permitted building height specified above.

Podium Height

- The wall height of buildings adjoining or immediately adjacent to any street, shall be 7 metres (2 storeys), above which there shall be a setback so as to create a podium for any extension of building height above this level (also refer to the clause relating to *Street Setbacks* below).

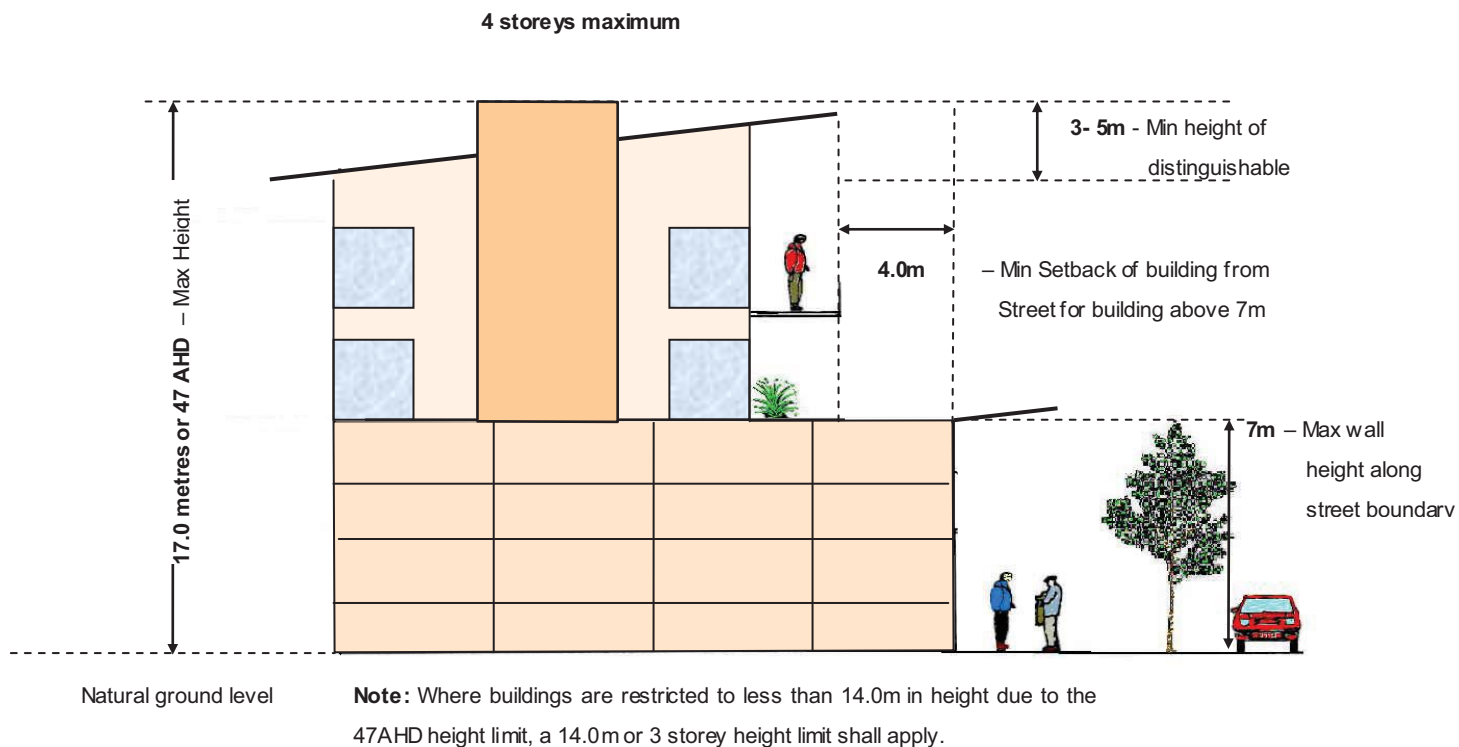


Figure 7 – Building Height: Mixed-Use 'Upper Scarborough Beach Road'

Street Setbacks

- The setback of buildings from the street alignment (or in the case of streets to be widened, the road widening alignment), shall be as follows:
 - The first two storeys (up to 7 metres), should generally take the form of street-front development, with a nil setback except as provided for below;
 - Wall sections above 7 metres (2 storeys) shall have a minimum setback of 4 metres from the podium or building façade at ground floor level;
 - Exceptions to a nil front setback may be granted where alfresco dining or other active public use is to be made of the setback area, or in the case of approved vehicular or pedestrian access to the interior of the site ("access" in regard to vehicles refers to driveways only, and not parking).

Note: The purpose of this setback requirement is to provide a continuity of building frontages at street level and a visual frame for the street. The additional setback above podium height is to limit the extent of over-shadowing and/or visual dominance of the street which might otherwise occur.

Other (side and rear) Setbacks

- Side and rear setbacks shall accord with the requirements of the *Residential Design Codes*, with the exception being for side setbacks for walls adjacent to commercial street frontages, where a nil setback will be required for a maximum length/depth of 15 metres along the side boundary so as to maintain the continuity of building frontages.

Open Space & Landscaping

- All dwelling units (irrespective of the nature of the occupancy) shall be provided with a minimum of at least one balcony or equivalent, opening directly from a habitable room and with a minimum dimension of 2 metres and a minimum area of 10m²; and
- Each development shall provide one area of communal open space equating to a minimum of 5% of the site area.

OTHER CONSIDERATIONS

Solar Access

- A development will be deemed to meet the Performance Criteria of the Residential Design Codes in regard to solar access, provided living areas on the affected site are afforded at least three hours of solar access between the hours of 9.00am and 3.00pm on the shortest day of the year.

Note: In order to demonstrate compliance with Solar Access provisions, shadow diagrams need to be provided.

Signage

- Advertising signage shall accord with the requirements of Local Planning Scheme No. 3 and the City's Advertising Signs Policy applicable to the 'Mixed Use' Zone subject to the following:
 - Pylon signs shall not be permitted due to their inconsistency with 'main street' design principles; and
 - Signs attached to or incorporated as part of an awning over a public thoroughfare, may be permitted at the discretion of the Council, taking into consideration issues such as safety and amenity.

RESIDENTIAL SUB AREAS

These Specific Guidelines apply to the Residential (Inner) and Residential (Outer) Sub-Areas (refer **Figure 8** below).



Figure 8 – Residential ‘Inner’ and ‘Outer’ Sub-Areas

BUILT FORM & DESIGN

Residential Density

- In the case of land within the Residential (Inner) sub-area, a maximum residential density of R-160 shall apply, based on the total number of dwelling units irrespective of the nature of occupancy;
- In the case of land within the Residential (Outer) sub-area, a maximum residential density of R-80 shall apply, based on the total number of dwelling units irrespective of the nature of occupancy;
- Single bedroom dwellings with a plot ratio area up to 60m² and aged or dependent persons' dwellings with a plot ratio area up to 80m² will be subject to the standard density bonus provisions of the *Residential Design Codes*; and
- For the purposes of determining the permissible number of dwellings for a particular site, where land is ceded free of cost to the Crown for public access (including road widening), the area of land so ceded shall be deemed to remain part of the development site.

Note: The intention of this provision, is to facilitate the designated widening of roads, and the provision of supplementary vehicular access where required, without unduly prejudicing the development potential of the affected sites.

Plot Ratio

- In the case of land within the Residential (Inner) sub-area, the overall plot ratio of development shall not exceed 2.0:1 provided that any increase above a plot ratio of 1.5:1 shall be conditional upon payment of a contribution towards the cost of infrastructure in accordance with Schedule 11 of Local Planning Scheme No. 3.
- In the case of the portion of land within the Residential (Inner) sub-area on Lot 1 (HN 242) West Coast Highway, the allowable plot ratio floor area may be transferred to the Mixed-Use (West Coast Highway) portion of the site on the basis that the portion of land on the Residential (Inner) sub-area (exclusive of the 7-metre public access thoroughfare) be developed and maintained as an area of open space accessible to the public to the satisfaction of the City.
- In the case of land within the Residential (Outer) sub-area, the overall plot ratio of development shall not exceed 1.0:1.
- For the purposes of determining the plot ratio area for a particular site, where land is ceded free of cost to the Crown for public access (including road widening), the area of land so ceded shall be deemed to remain part of the development site.

Note: The intention of this provision, is to facilitate the designated widening of roads, and the provision of supplementary vehicular access where required, without unduly prejudicing the development potential of the affected sites.

Building Height

- In the case of land within the Residential (Inner) sub-area, the maximum building height shall be 32 metres above natural ground level or 8 storeys or 47 metres AHD (*whichever is the lesser*), except where such a limit would otherwise restrict the height to less than 14 metres above natural ground level or 3 storeys, in which case a 14 metres above natural ground level or 3 storey (*whichever is the lesser*) height limit shall apply.
- In the case of land within the Residential (Outer) sub-area the maximum building height shall be 17 metres above natural ground level or 4 storeys or 47 metres AHD (*whichever is the lesser*), except where such a limit would otherwise restrict the height to less than 14 metres above natural ground level or 3 storeys, in which case a 14 metres above natural ground level or 3 storey (*whichever is the lesser*) height limit shall apply.

Note: The height cap of 47 metres AHD is based on a 32 metre building height above a nominal 15 metre AHD ground level. Where the natural ground level is above 15 metres AHD, the building height limit referred to above, shall be commensurately reduced.

Note: Height in relation to a 'building' refers to the vertical distance at any point from natural ground level to the uppermost part of the building above that point, and shall include all lift motor rooms, lift overruns, and architectural features.

- All developments shall include distinguishable roofing to a height of between 3 metres and 5 metres above the highest point of the wall to which it relates, and within the maximum permitted building height specified above.

Street Setbacks

- The setback of buildings from the street alignment (or in the case of streets to be widened, the road widening alignment) shall accord with the requirements of the *Residential Design Codes*, except for walls above 10 metres (3 storeys) in height, which shall be set back an additional 4 metres from that of the wall immediately below which faces any street.

Note: The purpose of this requirement is to provide a visual softening of the façade of taller buildings, and to limit the extent of over-shadowing and/or visual dominance of the street which might otherwise occur.

Note: On sites abutting the 7-metre wide public access thoroughfare as shown on the Scarborough Design Guideline Area Access and Parking Map, the above provision applies only to the Hastings Street frontage and not to the sides abutting the thoroughfare (which are subject to the side and rear setback provisions below).

Other Setbacks

- Side and rear setbacks shall accord with the requirements of the *Residential Design Codes*.

Visual Permeability

- In order to provide for east-west visual permeability, all development shall accord with the side and rear setback standards prescribed in the *Residential Design Codes*, except in regard to street setbacks in which case the above provisions shall prevail.

Open Space & Landscaping

- All dwelling units (irrespective of the nature of the occupancy) shall be provided with a minimum of at least one balcony or equivalent, opening directly from a habitable room and with a minimum dimension of 2 metres and a minimum area of 10m²; and
- Each development shall provide one area of communal open space equating to a minimum of 5% of the site area, and not located within the front setback area; and
- Front setback areas shall be landscaped with mature in-ground planting.

OTHER CONSIDERATIONS

Solar Access

- A development will be deemed to meet the Performance Criteria of the *Residential Design Codes* in regard to solar access, provided living areas on the affected site are afforded at least

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three hours of solar access between the hours of 9.00am and 3.00pm on the shortest day of the year.

Note: In order to demonstrate compliance with Solar Access provisions, shadow diagrams need to be provided.

Signage

- Advertising signage shall accord with the requirements of Local Planning Scheme No. 3 and the City's Advertising Signs Policy as they apply to the Residential Zone.

VARIATIONS

Applications seeking variations to this Policy shall be determined in accordance with the objectives of this Policy and the objectives of the Scarborough Special Control Area.

TABLE 1: INFRASTRUCTURE TO WHICH DEVELOPER CONTRIBUTIONS APPLY

[Schedule 11, No.3]

The following table details the infrastructure in respect of which developer contributions will be required under Schedule 11 of Local Planning Scheme No.3 (Note: all figures exclude GST).

Street and Section	Total Area of lots on street section	Infrastructure to which cost sharing arrangements apply	Cost Estimate (current as at August 2007, and subject to change)
West Coast Highway, between Reserve Street and Brighton Road	51,723m ²	Road works (re-construction of median and replacement/upgrading of footpath), landscaping of street, street lighting, street furniture, and associated streetscape works	\$1,717,127.00
West Coast Highway, between Contacio Cove and Reserve Street	23,101m ²	Road works (replacement/upgrading of footpath), landscaping of street, street lighting, street furniture, and associated streetscape works	\$775,340.00
Scarborough Beach Road between West Coast Highway and Hastings Street	23,296m ²	Road works (realignment of carriageway, construction of median and replacement/upgrading of footpath), landscaping of street, street lighting, street furniture, and associated streetscape works	\$2,630,751.00
Brighton Road, between The Esplanade and West Coast Highway	4371m ²	Road works (realignment of carriageway and replacement/upgrading of footpath), landscaping of street, street lighting, street furniture, and associated streetscape works	\$116,088.00
Brighton Road, between West Coast Highway and Hastings Street	15,953m ²	Road works (replacement/upgrading of footpath), landscaping of street, street lighting, street furniture, and associated streetscape works	\$212,242.00
Hastings Street, between Scarborough Beach Road and Brighton Road	63,103m ²	Road works (replacement/upgrading of footpath), landscaping of street, street lighting, street furniture, and associated streetscape works	\$621,690.00

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Filburn Street, between Scarborough Beach Road and Reserve Street	43,213m ²	Road works (replacement/upgrading of footpath), landscaping of street, street lighting, street furniture, and associated streetscape works	\$917,636.00
Manning Street, between West Coast Highway and Filburn Street	4094m ²	Road works (realignment of carriageway and replacement/upgrading of footpath), landscaping of street, street lighting, street furniture, and associated streetscape works	\$203,088.00
The Esplanade, from Brighton Road to it's termination	11,010m ²	Road works (realignment of carriageway and replacement/upgrading of footpath), landscaping of street, street lighting, street furniture, and associated streetscape works	\$642,506.00
Reserve Street, between The Esplanade and West Coast Highway	6331m ²	Road works (realignment of carriageway and replacement/upgrading of footpath), landscaping of street, street lighting, street furniture, and associated streetscape works	\$159,425.00
Reserve Street, between West Coast Highway and Filburn Street	5508m ²	Road works (replacement/upgrading of footpath), landscaping of street, street lighting, street furniture, and associated streetscape works	\$199,295.00

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.

6.3 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.

6.6 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.

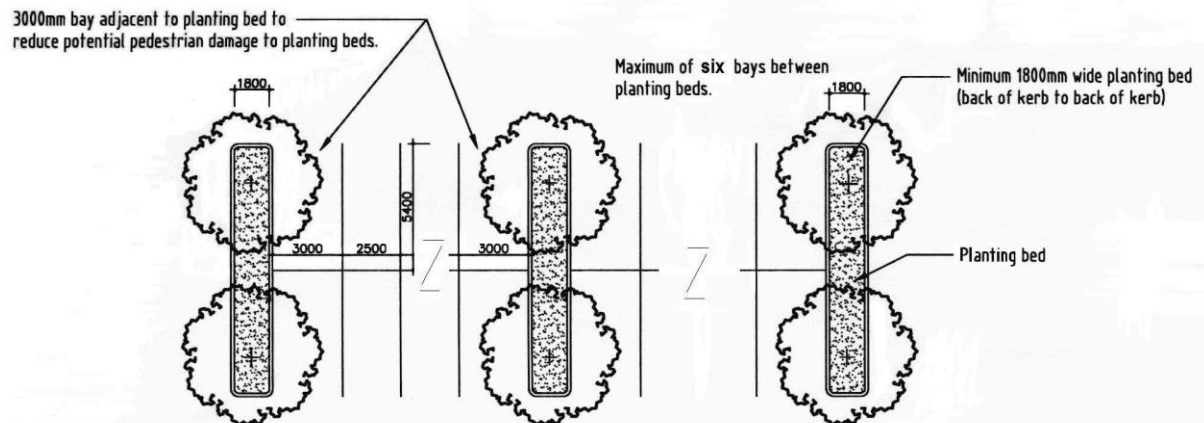


Figure 1 – Preferred Design

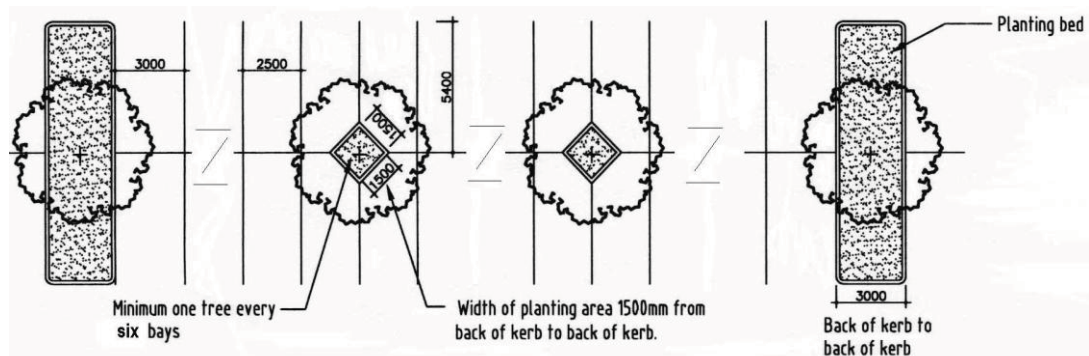


Figure 2 – Acceptable Design

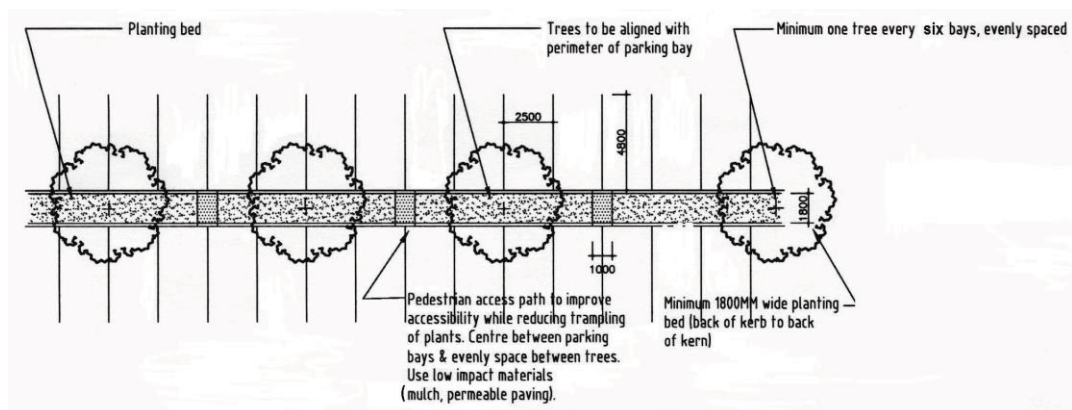


Figure 3 – Acceptable Design

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.

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.

Austroads 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.

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Figure 1 – High Frequency Bus Routes and Train Lines

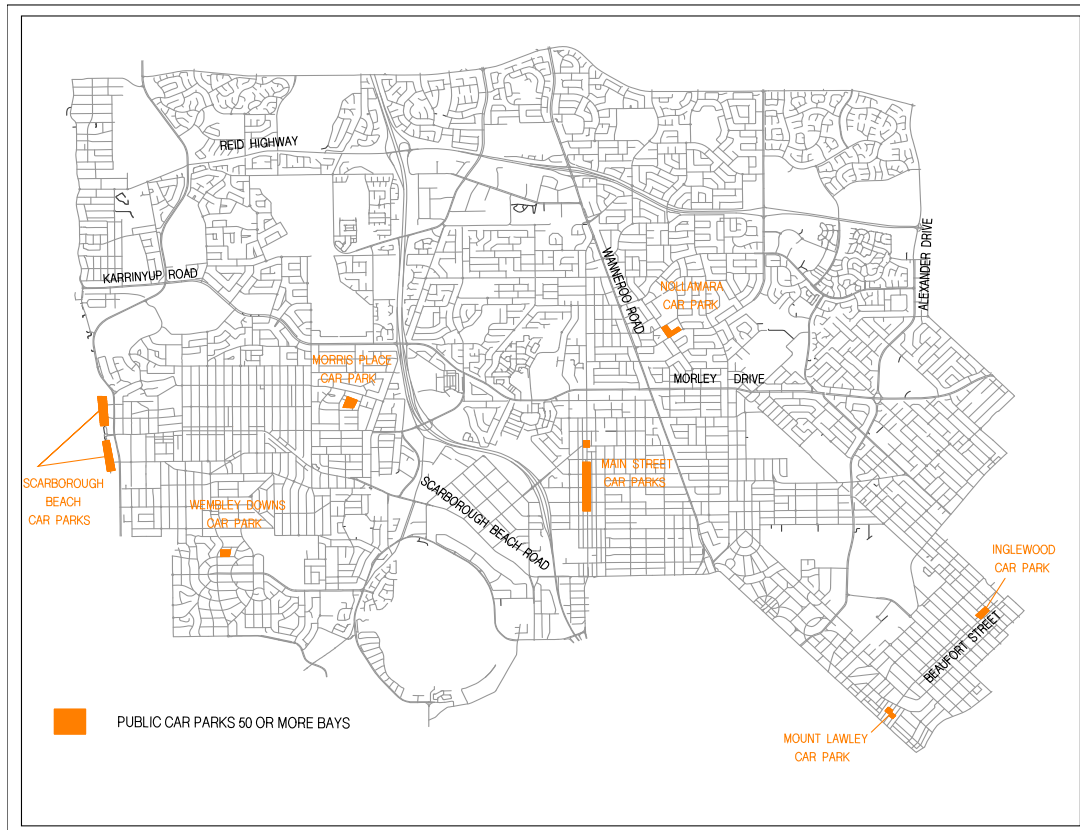


Figure 2 – Public Car Parking Areas

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:

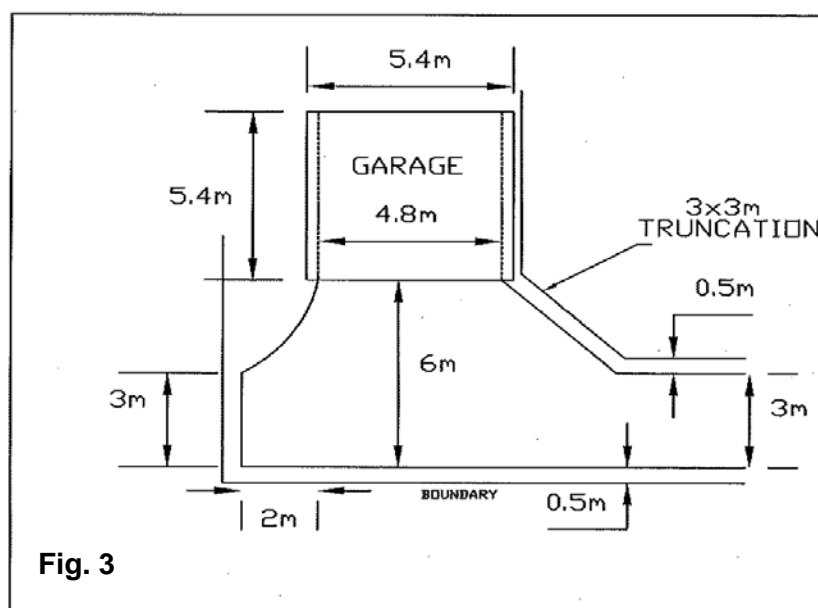
7.2.1 Driveways and Crossovers

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.



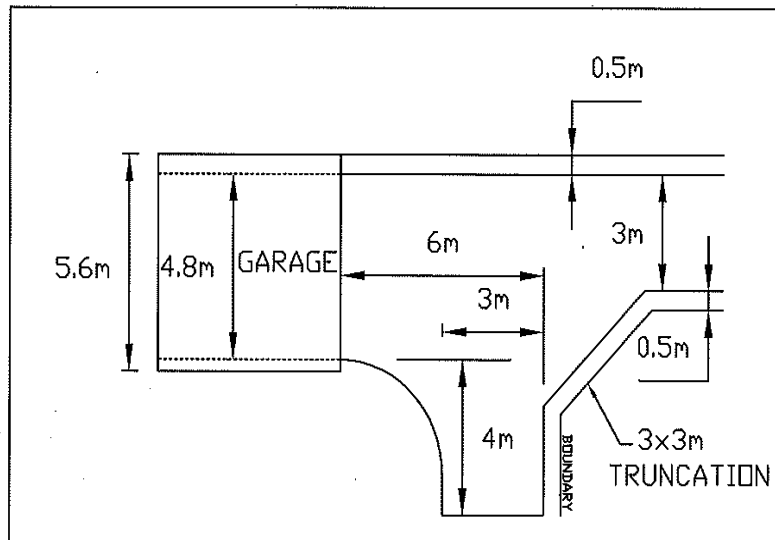


Fig. 4

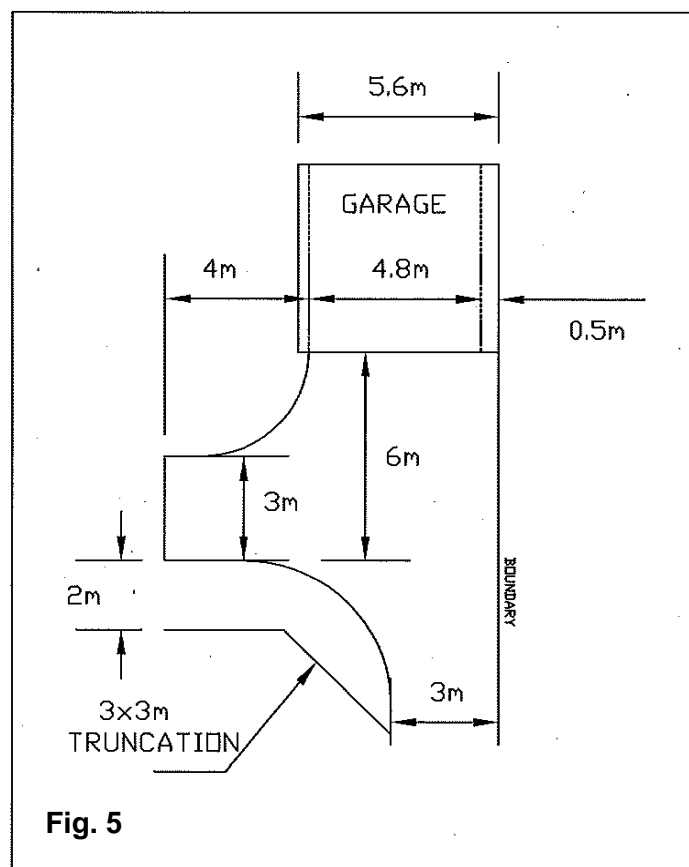


Fig. 5

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.

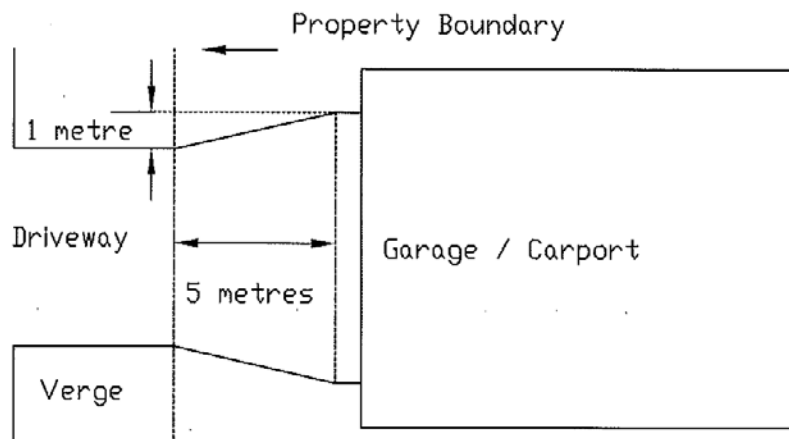


Figure 4 – Driveway Taper

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



Proposed Mixed Use Development Lots 1-3 Scarborough Beach Road, Scarborough Transport Statement

**PREPARED FOR:
Oceanna Management Pty Ltd**

November 2013

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r03	B Bordbar	20/11/2013	Final

File name: Attach 11 - Traffic Report.doc

Author: Vladimir Baltic

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Client: Oceanna Management Pty Ltd

Project: Lots 1-3 Scarborough Beach Road, Scarborough

Document revision: r03

Project number: t10.040

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1.0 Introduction

This Transport Statement has been prepared by Transcore on behalf of Oceanna Management Pty Ltd with regard to the proposed mixed-use development at Lots 1 to 3 (HN 22-24) Scarborough Beach Road in Scarborough, City of Stirling (subject site). This Transport Statement is an update of the original report prepared by Transcore in May 2010.

The Transport Assessment Guidelines for Developments (WAPC, Vol 4 – Individual Developments, August 2006) states: “A *Transport Statement* is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”. Section 6.0 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Statement is deemed appropriate for this development.

The subject site is located at the northeast corner of the Scarborough Beach Road/Filburn Street intersection, approximately 150m east of the Rendezvous Observation City Hotel, as shown in **Figure 1**.

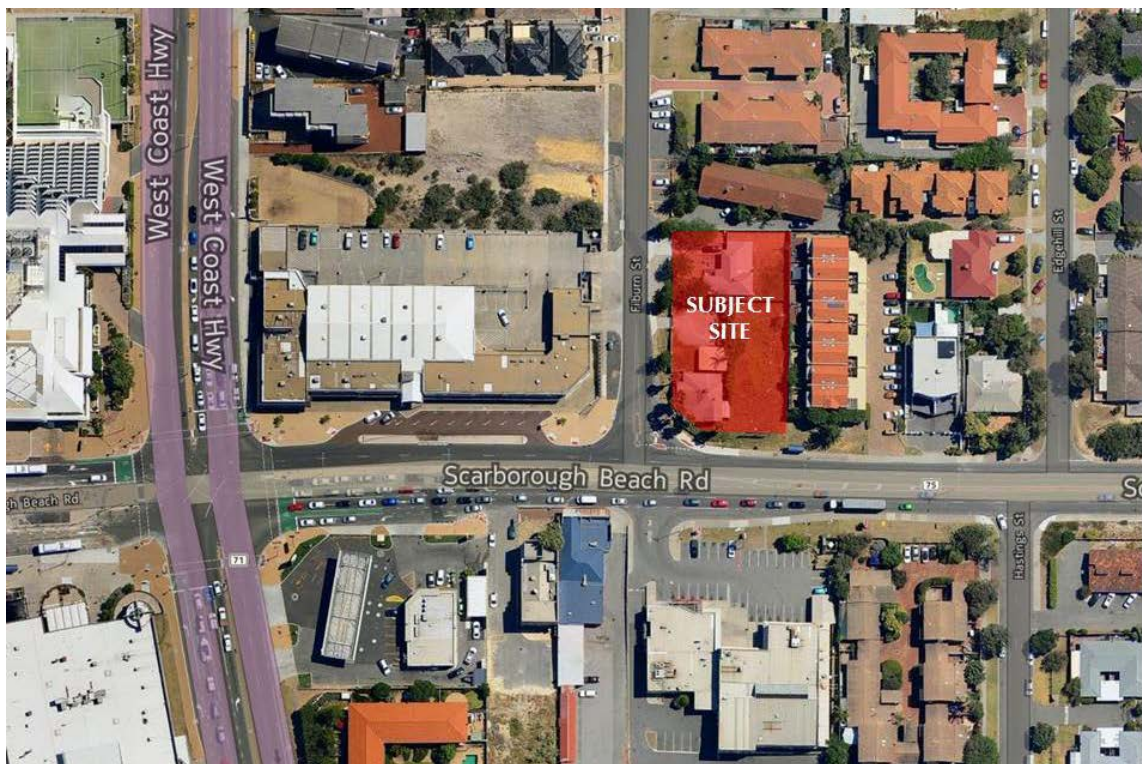


Figure 1: Location of the subject site

¹ Between 10 and 100 vehicular trips

The subject site comprises three amalgamated lots with a combined area of 1,977m². Two of the three lots are occupied by single-storey residential houses with street frontage and vehicular crossovers on Filburn Street. The third lot is presently vacant. The site is bound by Scarborough Beach Road to the south, Filburn Street to the west and the adjacent residential dwellings to the west and north. Vehicle access to the site is available from Filburn Street crossovers located approximately 30m and 55m north of Scarborough Beach Road. Neither of the existing dwellings entails crossovers on Scarborough Beach Road.

2.0 Proposed Development

The proposed mixed-use development is an eight-storey building comprising a commercial component (four commercial tenancies with a combined GFA of 578m²) and a residential component entailing 60 residential apartments and 20 short-stay accommodation units (refer **Appendix A** for development plans).

Parking for the development will be provided on-site through a 107-bay, multi-level car park facility including an additional drop off/pick up/service on-street bay in front of the building on Filburn Street. The car park facility is proposed to be served via single full-movement crossover on Filburn Street located approximately at the location of the existing site's northern crossover, which is set back approximately 55m from Scarborough Beach Road.

The lower ground level includes four commercial tenancies, fronting Filburn Street and Scarborough Beach Road, short-stay reception desk and 10-bay visitor car park directly accessed via the Filburn Street crossover.

Levels 1 to 8 entail a mix of single and two-bedroom residential and short-stay apartments including one caretaker apartment. All levels are accessible via stairs or lift.

Bike racks for visitors to the development are proposed on both Scarborough Beach Road (three racks) and Filburn Street (four racks) road frontages with passive surveillance for additional security. A secluded bike storage area is provided at upper ground car park level.

The rubbish bin storage area is located immediately next to the Filburn Street crossover.

Pedestrians will access the development from the external footpath network abutting the site along Scarborough Beach Road and Filburn Street (opposite side), with the pedestrian entries provided off both frontages. Refer to the plans of the proposed development in **Appendix A**.

As part of the development proposal the existing southern crossover on Filburn Street is proposed to be removed.

3.0 Vehicle Access and Parking

As previously outlined, the proposed parking provision for the development would consist of 107-bay, three-level parking facility spanning over basement, lower and upper ground levels with additional on-street embayed parking bay for drop-off/pick up activities doubling up as service bay.

The proposed development will be served by a single, full-movement vehicular crossover on Filburn Street, as shown on the lower ground floor plans in **Appendix A** of this report. The proposed crossover is generally at the location of existing northern Filburn Street crossover which is approximately 55m north of Scarborough Beach Road intersection.

The existing southern Filburn Street crossover is no longer required and is proposed to be removed.

The internal connectivity of the proposed three-level car park facility will be facilitated by internal system of ramps. All parking levels are accessible via stairs and lift.

The basement car park level is fully allocated to resident parking. Four bays are proposed as tandem with the balance being single bays. At this level a secured bike storage area is also proposed at the southwest corner of the floor. This car park level is accessible via a ramp connected to the lower ground floor.

The lower ground floor is directly accessed from the Filburn Street crossover via a short ramp. This parking level is set aside for exclusive use of visitors. Three car bays are designated as “small car” bays. From this level, a ramp leads to the basement car park level below and a single lane width ramp leads to upper ground level above.

The upper car park floor comprises a mix of residential, commercial and short-stay accommodation parking. The final schedule determining actual split is subject to City’s advice and approval. At this level a total of three ACROD bays are also provided. Also, four tandem bays are proposed with the rest being single bays at this level. At the south-western corner of the floor secured bicycle storage area is proposed. A waiting bay near the single lane width internal ramp is proposed to assist with ramp utilisation.

The parking provision for each level is shown in **Table 1**.

Table 1: Parking distribution schedule

Level	Single bays	Tandem bays	ACROD bays	Total bays
Basement	45	4	N/A	49
Lower ground	10	N/A	N/A	10
Upper ground	41	4	3	48

4.0 Provision for Service Vehicles

The bin storage area is located immediately next to the Filburn Street crossover. The bin storage area roller door is facing Filburn Street thus making access to the bins easy and convenient for rubbish collection operation.

The service bay, doubling up as drop-off/pick-up bay, is conveniently located near the Filburn Street crossover. It is proposed in form of on-street embayed single parking bay.

5.0 Hours of Operation

No information is currently available on future occupants of commercial tenancies. The residential and short-stay accommodation is anticipated to operate in similar manner.

6.0 Daily Traffic Volumes and Vehicle Types

The proposed development is predominantly residential in nature and is expected to generate heaviest traffic movements during weekday morning and afternoon peaks. Hence the combined peak period of site traffic and road network traffic will be during the weekday morning (AM) and afternoon (PM) peak hours typically between 8-9AM and 4-5PM.

The traffic volumes likely to be generated by the proposed mixed-use development has been estimated in accordance with the RTA NSW “*Guide to Traffic Generating Developments (2002)*” document, which provides daily and peak hour trip rates for relevant land uses.

Accordingly, It is estimated that the proposed development would generate **378** daily vehicle trips, with approximately **44** trips during each peak hour periods. These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and to a lesser extent 4WDs.

The traffic distribution detailed in **Table 2** was based on the following directional split assumptions:

- ✚ Morning (AM) peak split estimated at 25%/75% inbound/outbound split (residential & short-stay accommodation traffic) and 90%/10% inbound/outbound split (for commercial component traffic); and,
- ✚ Afternoon (PM) peak split estimated at 66%/34% inbound/outbound split (residential & short-stay accommodation traffic) and 20%/80% inbound/outbound split (for commercial component traffic);

Table 2: Peak hour trips for the proposed development

Time period	Direction	Total Peak Hour Trips	
		Split	Total
AM	Inbound	19	44
	Outbound	25	
PM	Inbound	23	44
	Outbound	21	

It should be noted that the **net** traffic increase on the surrounding road network, as a result of the replacement of existing residential dwelling with the proposed development, will be slightly less than that reported.

7.0 Traffic Management on the Frontage Streets

Scarborough Beach Road, in the vicinity of the subject site, is four lanes divided carriageway with a combination of kerbed and painted central median. No on-street parking is permitted on this road.

Concrete pedestrian footpaths are in place along both sides of the road. Direct driveway access onto Scarborough Beach Road is generally limited to commercial and grouped housing lots and is often provided from the side roads (refer **Figure 2** and **Figure 3**).

The latest available traffic counts sourced from Main Roads WA indicate that Scarborough Beach Road (east of West Coast Drive) carried around 11,600vpd on an average weekday (June 2010). Scarborough Beach Road is classified as a *District Distributor A* in the *Main Roads WA "Metropolitan Functional Road Hierarchy"* document. It operates under a 60km/h speed limit regime.

Scarborough Beach Road is also classified as an *Other Regional Road* (Blue Road) in the *WAPC Metropolitan Region Scheme* document.



Figure 2. Westbound view along Scarborough Beach Road towards the Filburn Street intersection



Figure 3. Eastbound view along Scarborough Beach Road in the vicinity of Filburn Street intersection

Filburn Street is a typical residential single carriageway street approximately 7m wide with no stopping/on-street parking permitted either side of the road. A concrete footpath is in place along its western verge. It entails changes in vertical geometry with a drop on the approach to the Scarborough Beach Road (refer **Figure 4** and **Figure 5**).



Figure 4. Southbound view along Filburn Street towards the Scarborough Beach Road intersection (subject site at the corner)



Figure 5. Northbound view along Filburn Street from the approximate location of the future crossover

Filburn Street can be classified as an *Access Street* in accordance with the *Main Roads WA "Metropolitan Functional Road Hierarchy"* document. Presently, no traffic count information is available for this road. It operates under a default built-up area speed limit of 50km/h.

Scarborough Beach Road and Filburn Street form a priority controlled T-intersection with Filburn Street terminating on the southern approach to the intersection. However, at the southern side of the intersection (directly across Filburn Street) a crossover to the local retail centre car park is located serving approximately 50 parking bays. Scarborough Beach Road entails right-turn pocket on the westbound approach to the intersection. Refer **Figure 6** for more details.



Figure 6. Southbound view along Filburn Street towards the intersection with Scarborough Beach Road

8.0 Public Transport Access

The subject site enjoys very good exposure to public transport. A total of six bus routes service the subject locality with bus stops within immediate proximity on Scarborough Beach Road (No. 400 and 408) or within comfortable walking distance from the subject site (No. 410, 421, 422 & 458).

Details of nearby bus routes passing the site are provided in **Table 3** with local bus service map illustrated in **Figure 7**.

Table 3. Bus service table

Bus service	Bus route
400	Wellington Bus Station / Scarborough
408	Glendalough Train Station/ Scarborough
410	Stirling Train Station / Scarborough
421	Stirling Train Station / Scarborough
422	Karrinyup Bus Station / Scarborough
458	Stirling Train Station / Whitfords Train Station



Figure 7: Local public transport service map (Transperth Maps)

9.0 Pedestrian Access

Pedestrian access to commercial tenancies and residential units is available directly from the portico entry/foyer on Filburn Street connected to the existing footpaths along the Filburn Street and Scarborough Beach Road frontage. There is also a separate pedestrian access to the basement and upper ground car park levels including lift lobby/foyer from the Filburn Street frontage, near the Filburn Street crossover. The fire escape stairs and passage is also in place with access point off Scarborough Beach Road.

Access to nearby bus stops and other local attractors are available via existing pedestrian path network. Pedestrian crossing opportunities on Filburn Street and Scarborough Beach Road are located immediately adjacent to the site.

10.0 Cycle Access

Secure bicycle storage areas for residents are provided within the development's car park. In addition, bicycle racks for visitors are proposed on both Scarborough Beach Road and Filburn Street frontages ensuring passive surveillance is available for increased level of security.

The Perth Bicycle Network Map (see **Figure 8**) indicates limited cyclist connectivity of the subject site. No specific provision for cyclists is made on the immediately adjacent road network. The Perth Bike Maps reveals that Scarborough Beach Road is a poor road-riding environment while Filburn Street may prove a challenging road-riding environment due to its undulating geometry. The closest *Perth Bicycle Network Routes* (NW8 and NW2) are found on Manning Street and Abnett Street, approximately 270m north and 950m east of the subject site, respectively. However, a shared path is also in place along West Coast Highway in close proximity to the subject site.

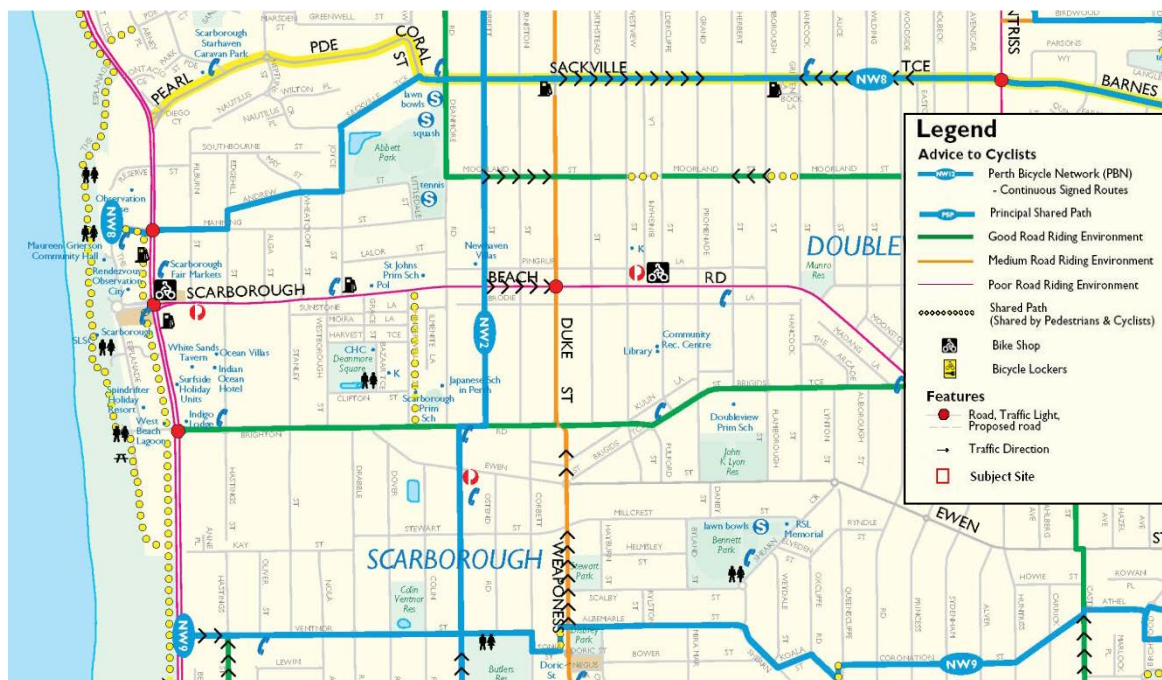


Figure 8: Extract from Perth Bicycle Network (Department of Transport)

11.0 Site Specific Issues

Scarborough Beach Road is reserved as an *Other Regional Road (ORR)* in the *WAPC Metropolitan Region Scheme* document. According to the advice provided to Transcore, the development has been designed to accommodate the road widening requirements for this road.

12.0 Safety Issues

The vertical geometry of Filburn Street and in particular the crest that is located approximately 50m north of the northern site perimeter may limit the available sight lines in the northbound direction for the proposed development's crossovers on Filburn Street.

No other safety issues were identified within the scope of this assessment.

13.0 Conclusions

This transport statement provides information on the mixed-use development comprising 60 residential units, 20 short-stay apartments and 4 commercial tenancies at Lots 1 to 3 (HN 22-24) Scarborough Beach Road in Scarborough, City of Stirling.

A total of 107 parking bays are provided in a three-level car park facility with additional service/drop-off/pick-up bay within the Filburn Street verge immediately next to the development. Vehicle access/egress to and from the site will be via a full-movement crossover on Filburn Street.

The site has very good accessibility by the existing road and pedestrian path network with somewhat limited cyclist accessibility. The site also enjoys very good public transport coverage through bus services with stops in immediate vicinity of the site.

The traffic estimated to be generated by the proposed development can be accommodated by the surrounding road network.

Appendix A

PROPOSED DEVELOPMENT PLANS BASEMENT, LOWER GROUND & UPPER GROUND LEVELS

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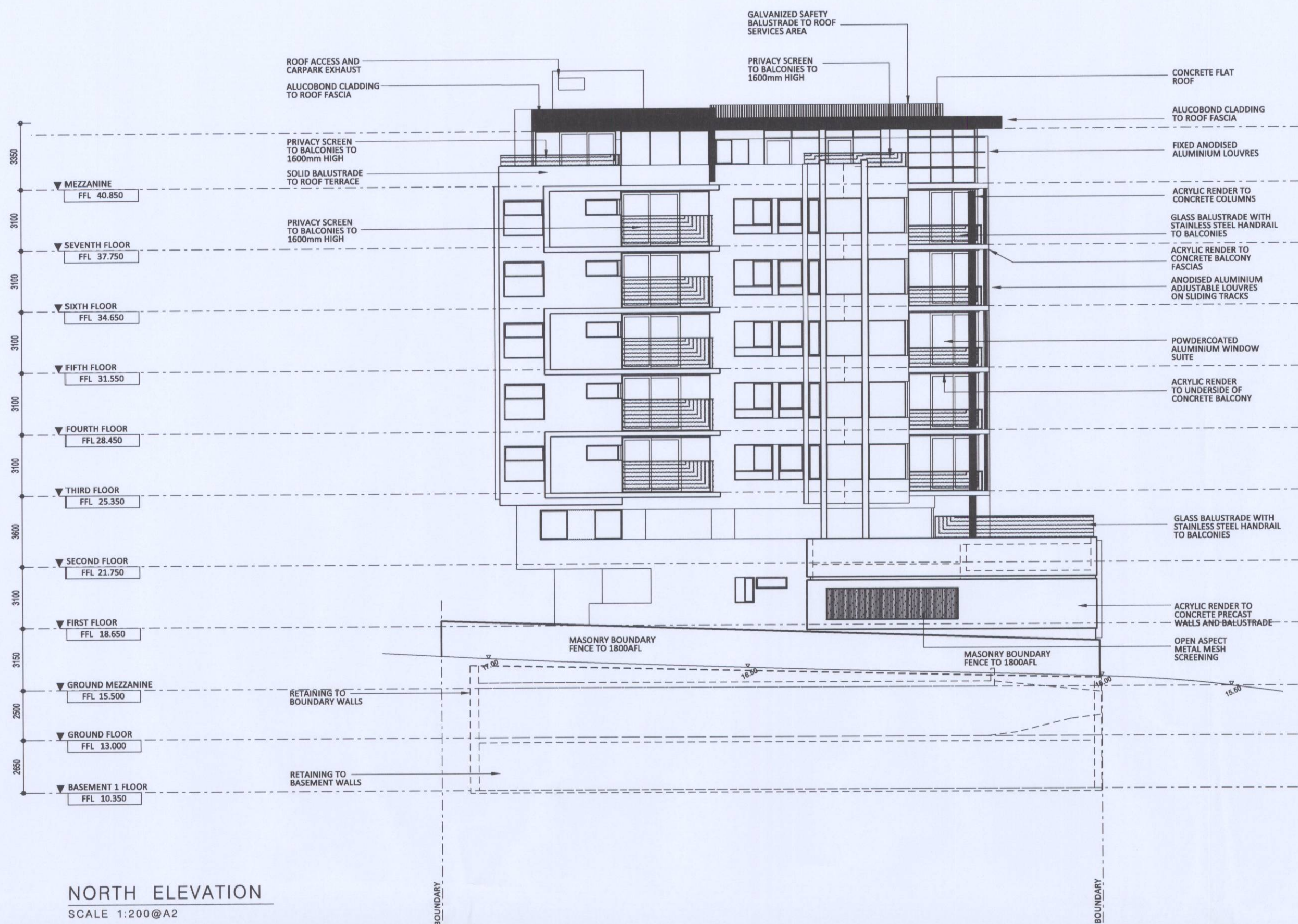
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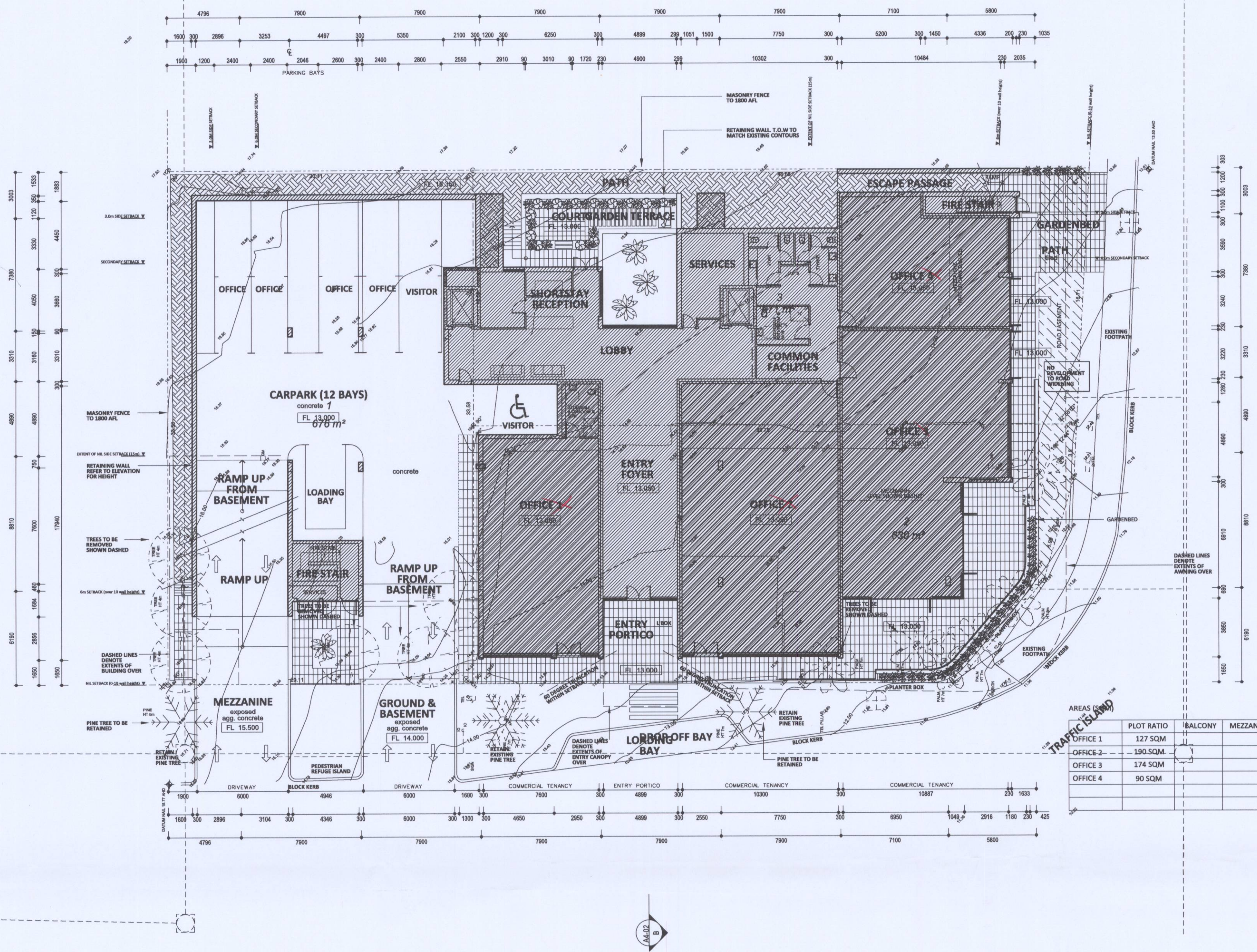
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AREAS (SQM)

	PLOT RATIO	BALCONY	MEZZANINE
OFFICE 1	127 SQM		
OFFICE 2	190 SQM		
OFFICE 3	174 SQM		
OFFICE 4	90 SQM		

MIXED USE DEVELOPMENT
LOT 1-3, 22-24 SCARBOROUGH BEACH RD, SCARBOROUGH

OCEANNA MANAGEMENT PTY LTD

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24/05/2010	REVIS
17/05/2010	REVIS
19/04/2010	REVIS
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SITE PLAN

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HILLAM
architecture

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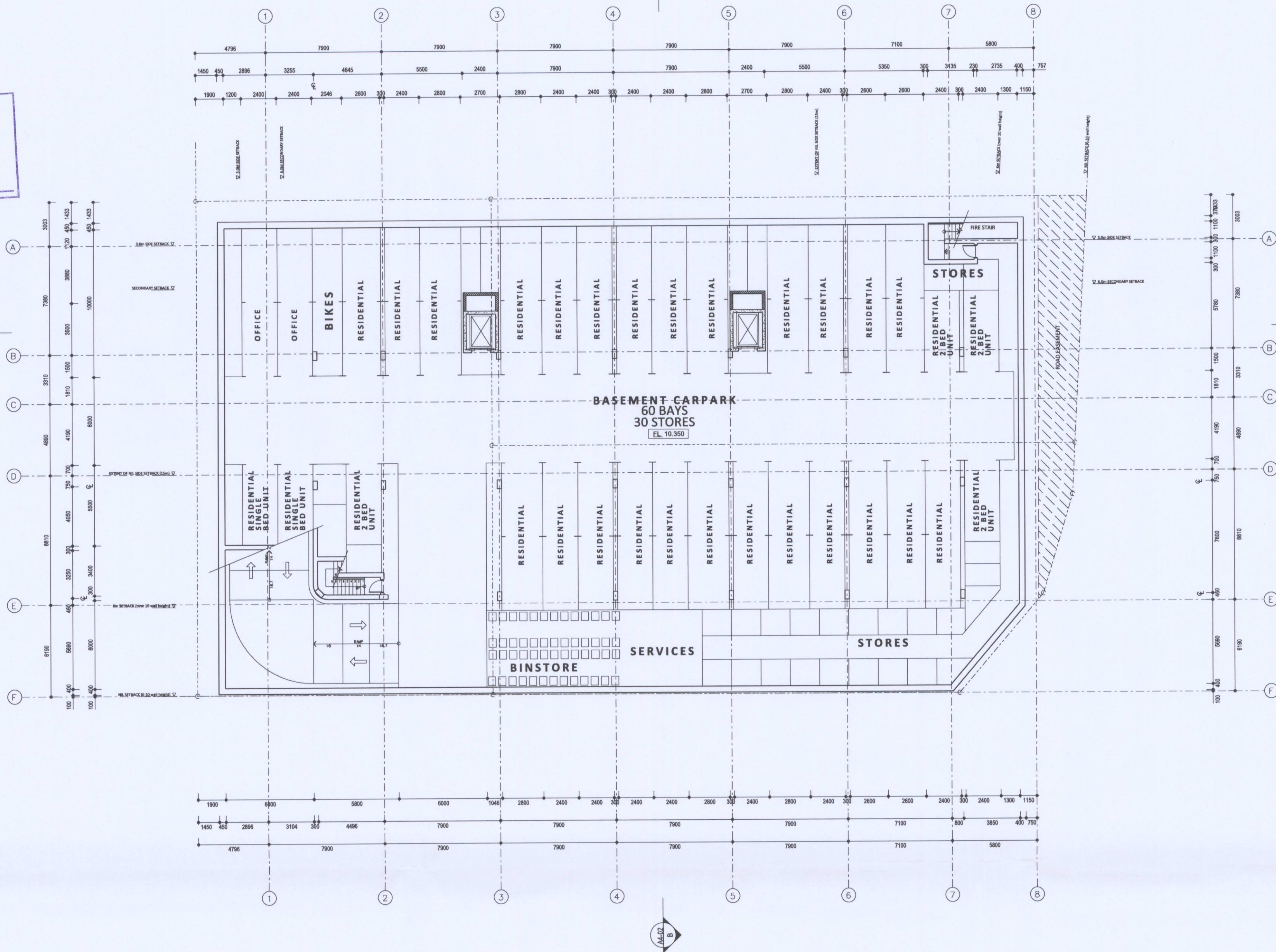
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MIXED USE DEVELOPMENT
LOT 1-3, 22-24 SCARBOROUGH BEACH RD, SCARBOROUGH

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24/05/2010 REVISED DEVELOPMENT
17/05/2010 REVISED DEVELOPMENT
19/04/2010 REVISED DEVELOPMENT
12/03/2010 DEVELOPMENT APPROVAL

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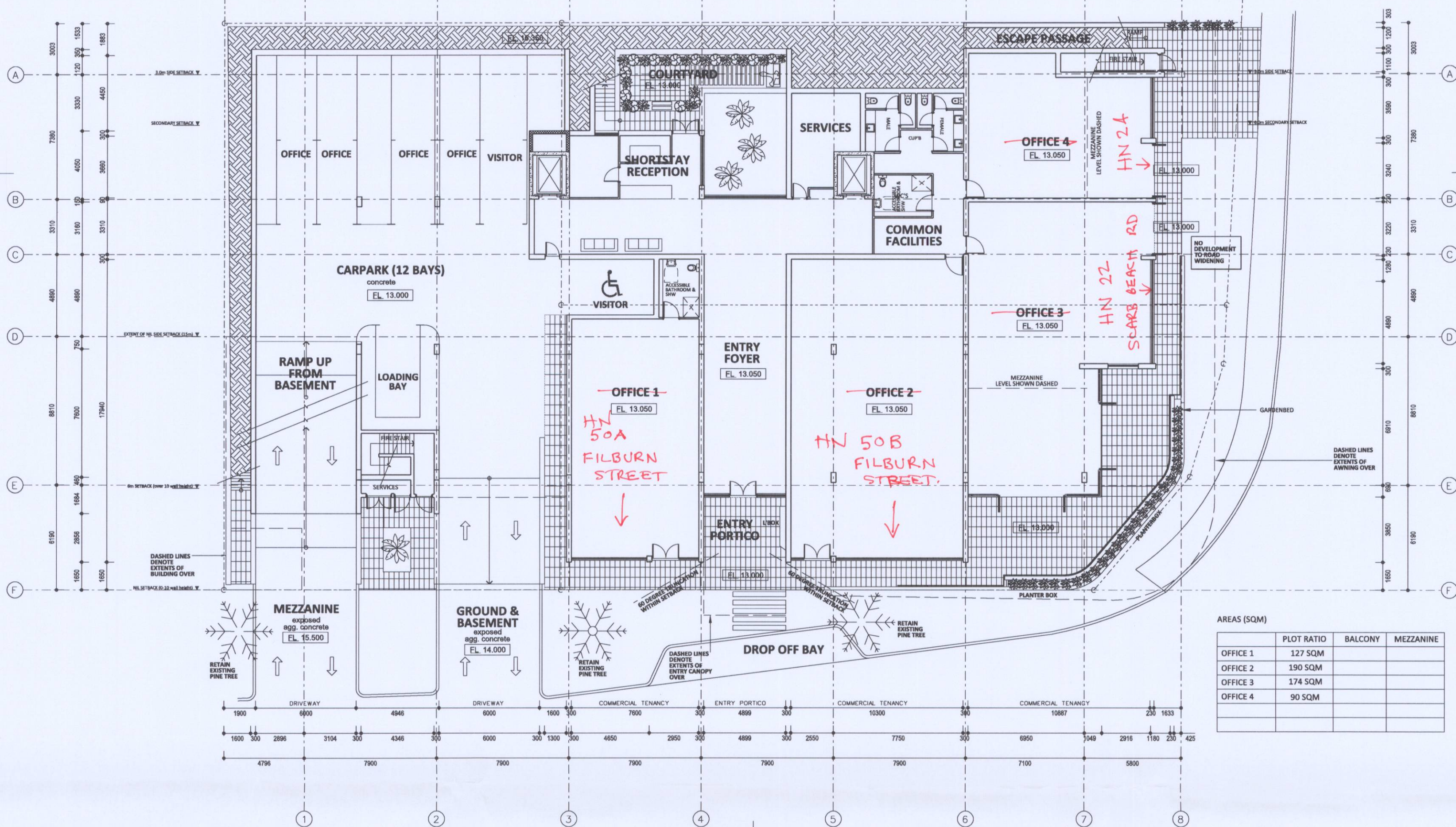
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AREAS (SQM)

	PLOT RATIO	BALCONY	MEZZANINE
OFFICE 1	127 SQM		
OFFICE 2	190 SQM		
OFFICE 3	174 SQM		
OFFICE 4	90 SQM		

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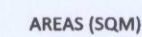
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	PLOT RATIO	BALCONY	CARPARK
CARPARKING	15 SQM		

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24/05/2010	REVISED DEVELOPMENT PLAN
17/05/2010	REVISED DEVELOPMENT PLAN
19/04/2010	REVISED DEVELOPMENT PLAN
12/03/2010	DEVELOPMENT PLAN

GND MEZZA

HILLAM ARCHITECTS
architecture urban planning

MIXED USE DEVELOPMENT
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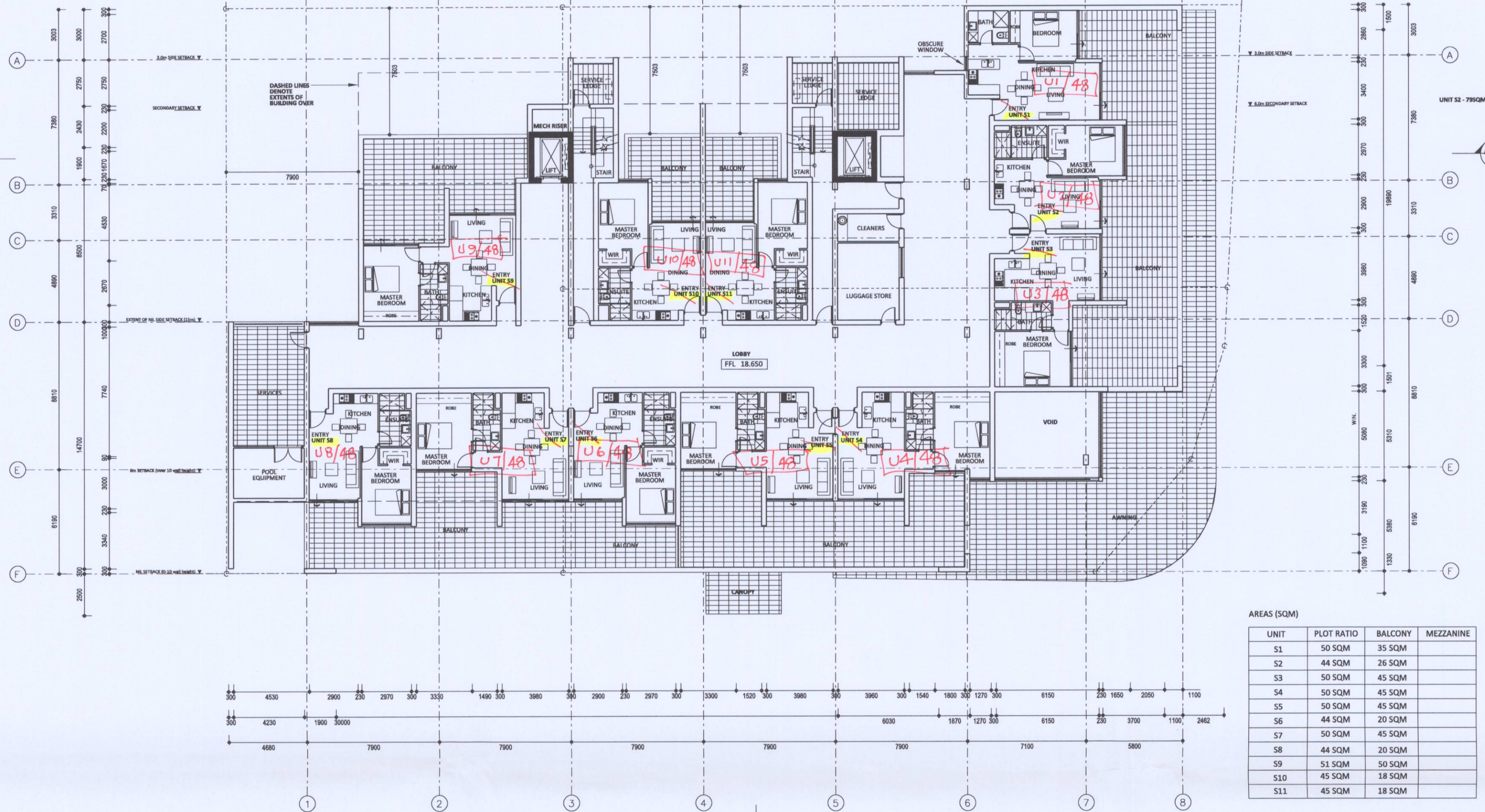
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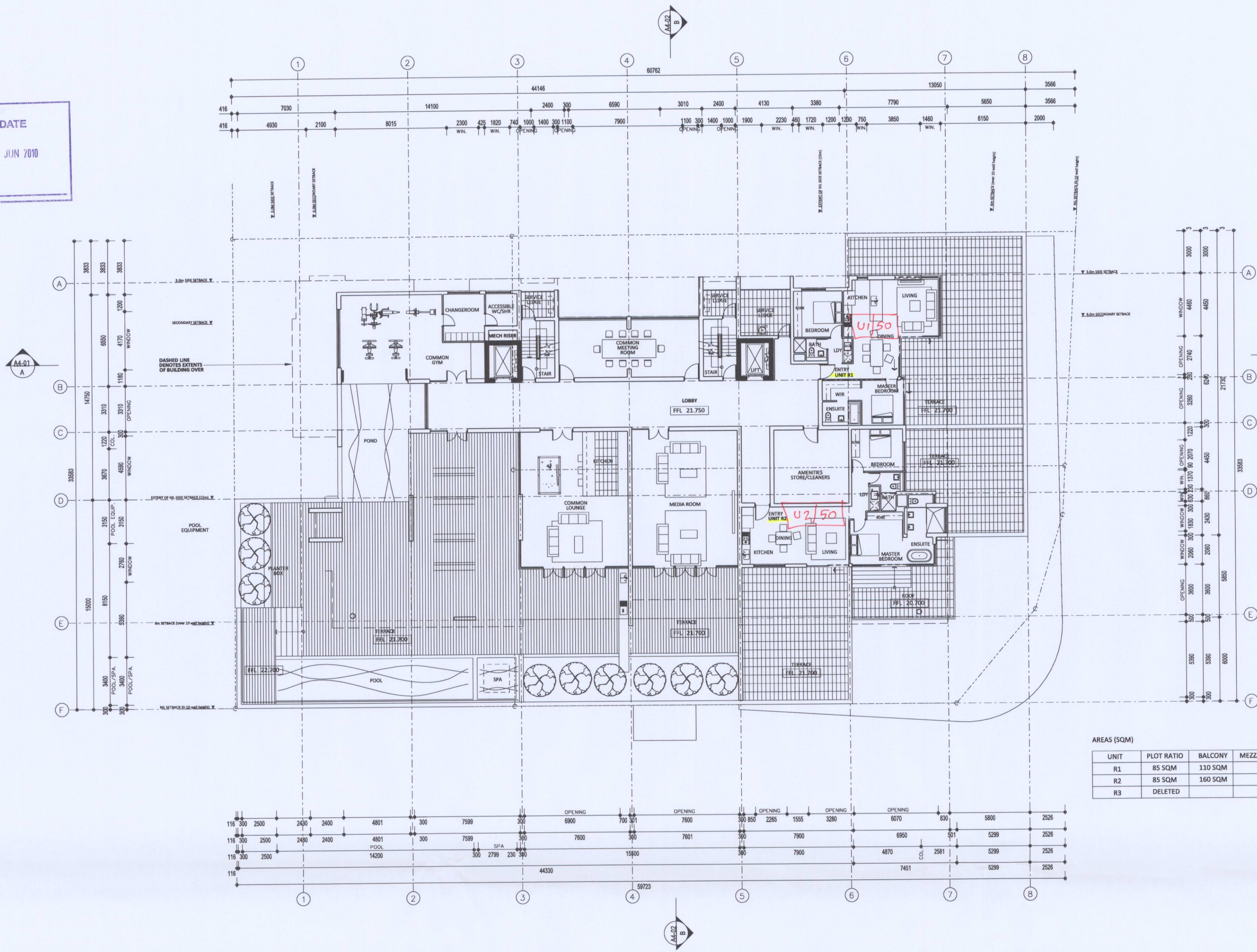
AREAS (SQM)

UNIT	PLOT RATIO	BALCONY	MEZZANINE
S1	50 SQM	35 SQM	
S2	44 SQM	26 SQM	
S3	50 SQM	45 SQM	
S4	50 SQM	45 SQM	
S5	50 SQM	45 SQM	
S6	44 SQM	20 SQM	
S7	50 SQM	45 SQM	
S8	44 SQM	20 SQM	
S9	51 SQM	50 SQM	
S10	45 SQM	18 SQM	
S11	45 SQM	18 SQM	

UNITS 1-11/48 FILBURN STREET.

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AREAS (SQM)

UNIT	PLOT RATIO	BALCONY	MEZZANINE
R1	85 SQM	110 SQM	
R2	85 SQM	160 SQM	
R3	DELETED		

U1, U2/50 FILBURN ST.

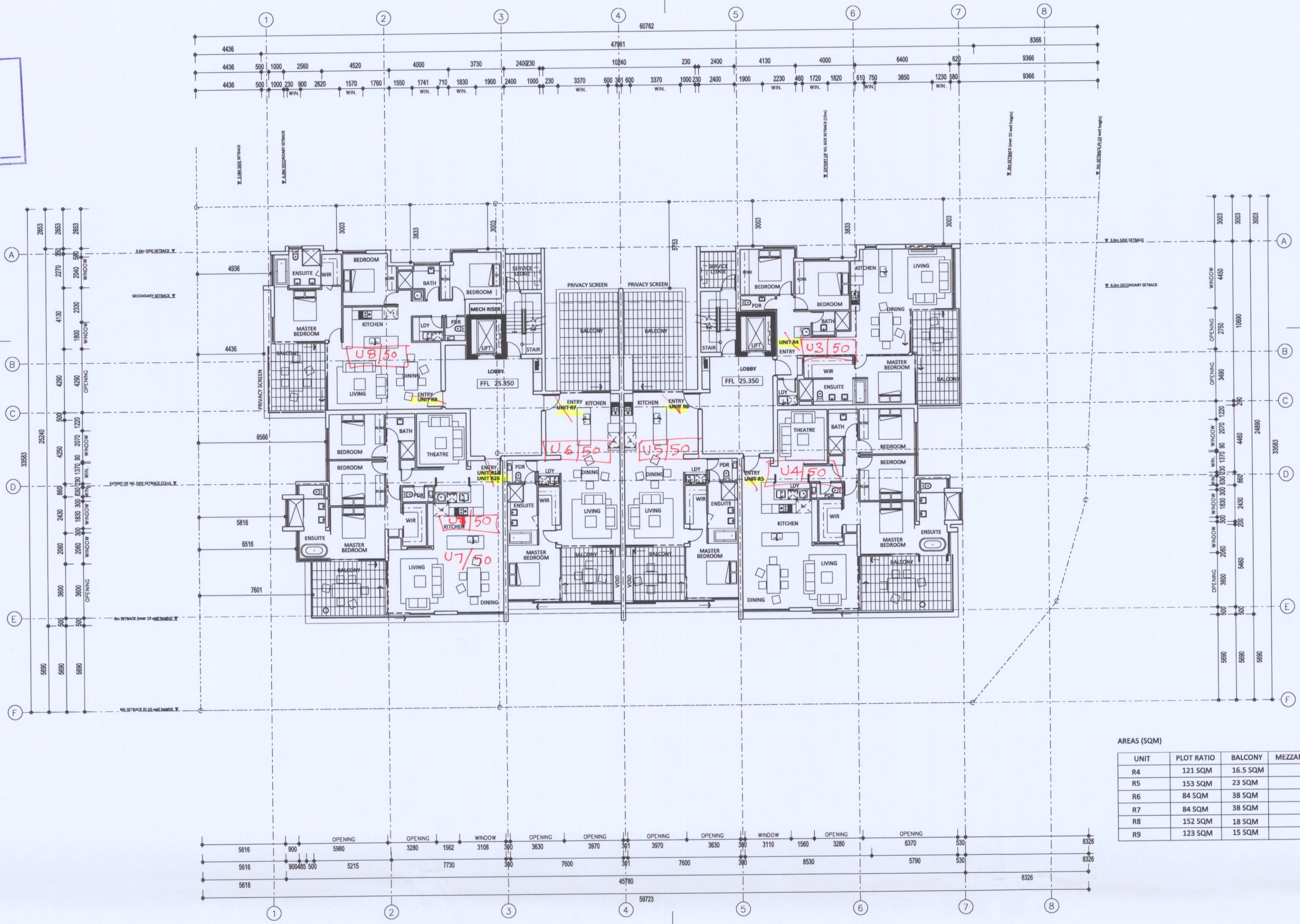
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AREAS (SQM)

UNIT	PLOT RATIO	BALCONY	MEZZANINE
R4	121 SQM	16.5 SQM	
R5	153 SQM	23 SQM	
R6	84 SQM	38 SQM	
R7	84 SQM	38 SQM	
R8	152 SQM	18 SQM	
R9	123 SQM	15 SQM	

U3-8/50 FILBURN ST.

14/06/2010	REVISED DEVELOPMENT
24/05/2010	REVISED DEVELOPMENT
17/05/2010	REVISED DEVELOPMENT
19/04/2010	REVISED DEVELOPMENT
12/03/2010	DEVELOPMENT
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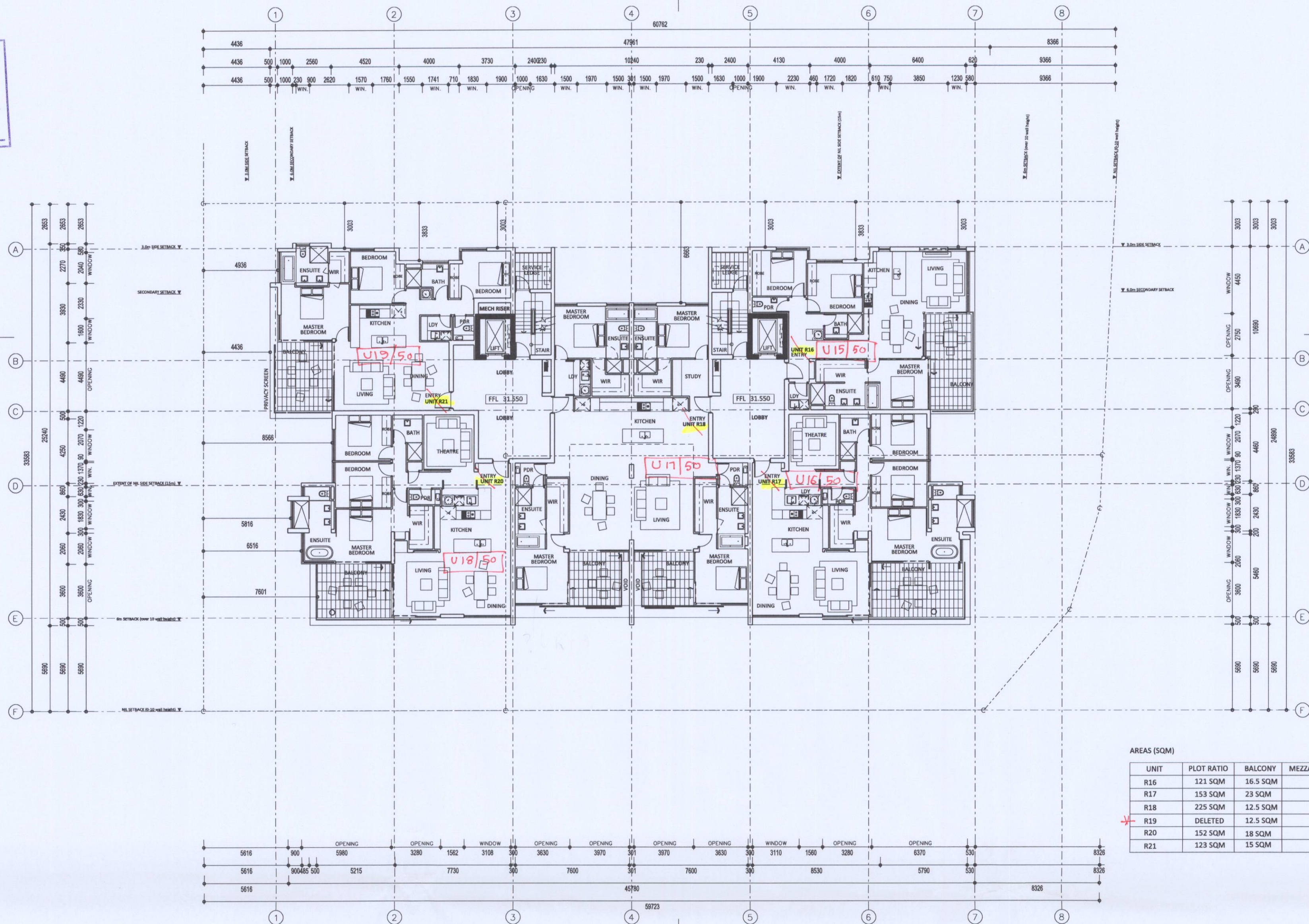
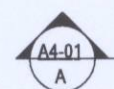
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AREAS (SQM)

UNIT	PLOT RATIO	BALCONY	MEZZANINE
R16	121 SQM	16.5 SQM	
R17	153 SQM	23 SQM	
R18	225 SQM	12.5 SQM	
R19	DELETED	12.5 SQM	
R20	152 SQM	18 SQM	
R21	123 SQM	15 SQM	

U15 - 19/50 FILBURN ST.

MIXED USE DEVELOPMENT
LOT 1-3, 22-24 SCARBOROUGH BEACH RD, SCARBOROUGH

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17/05/2010 REVISED DEVELOPMENT
19/04/2010 REVISED DEVELOPMENT
12/03/2010 DEVELOPMENT APPLICATION

TYPICAL PLAN

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HILLAM ARCHITECTURE
urban planning

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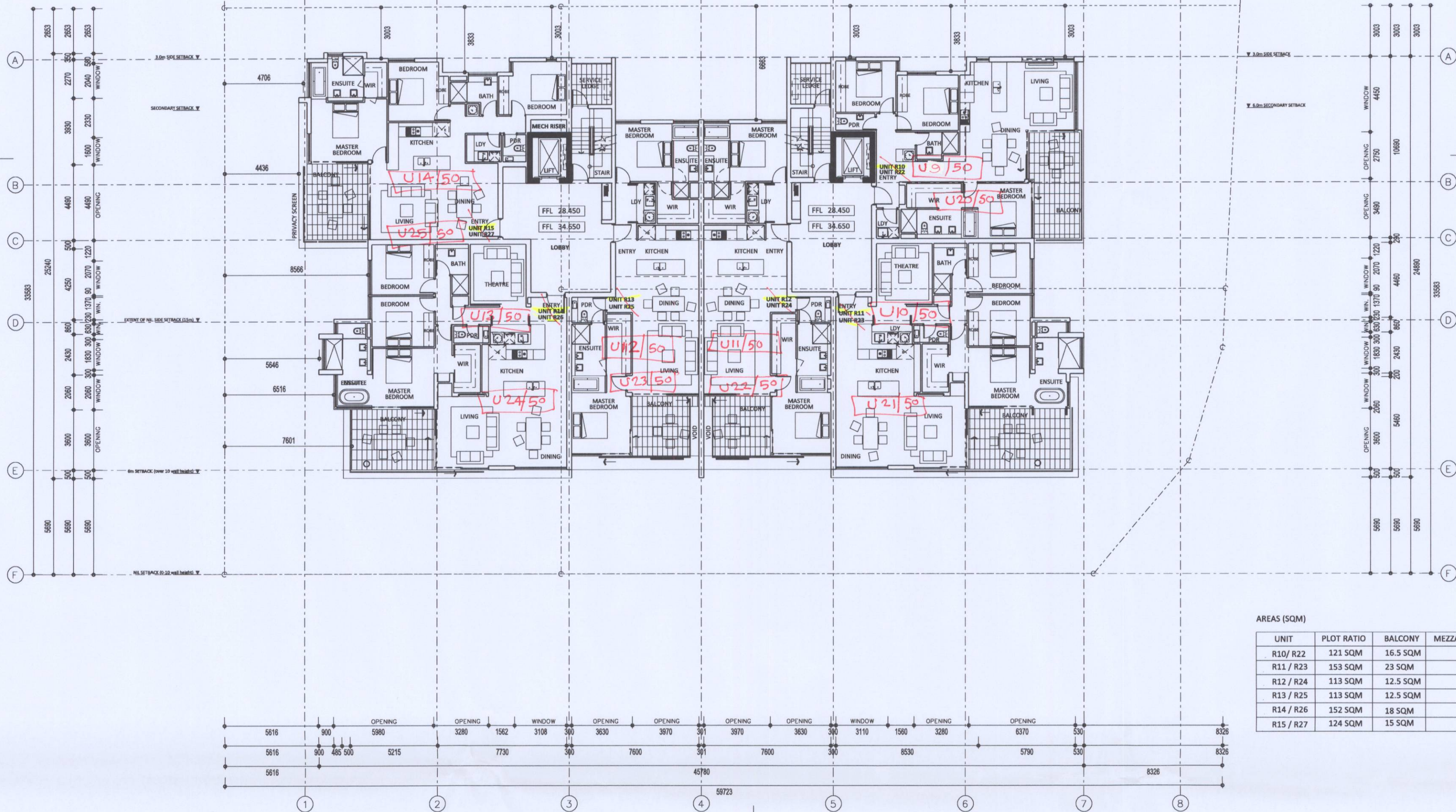
21 JUN 2010

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WITH CONDITIONS

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B



AREAS (SQM)

UNIT	PLOT RATIO	BALCONY	MEZZANINE
R10 / R22	121 SQM	16.5 SQM	
R11 / R23	153 SQM	23 SQM	
R12 / R24	113 SQM	12.5 SQM	
R13 / R25	113 SQM	12.5 SQM	
R14 / R26	152 SQM	18 SQM	
R15 / R27	124 SQM	15 SQM	

FLOOR 4 - U9-14/50 FILBURN ST.
FLOOR 6 - U20-25/50 FILBURN ST.

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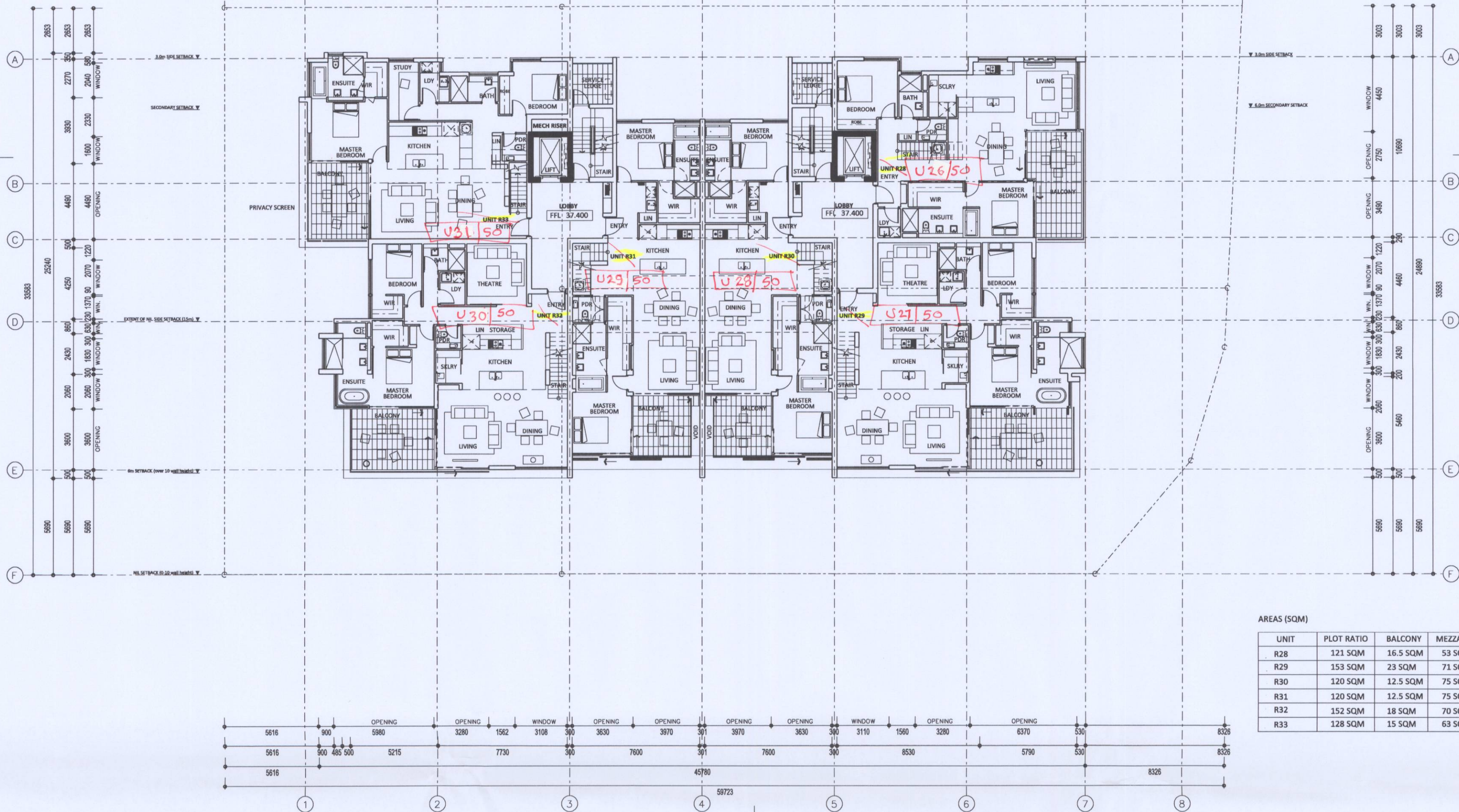
21 JUN 2010

APPROVED
WITH CONDITIONS

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A

A4-02
B

A4-02
B



U26-31/50 FILBURN ST.
(1st story)

MIXED USE DEVELOPMENT
LOT 1-3, 22-24 SCARBOROUGH BEACH RD, SCARBOROUGH

OCEANNA MANAGEMENT PTY LTD

14/06/2010 REVISED DEVELOPMENT
24/05/2010 REVISED DEVELOPMENT
17/05/2010 REVISED DEVELOPMENT
19/04/2010 REVISED DEVELOPMENT
12/03/2010 DEVELOPMENT APPROVAL

PENTHOUSE

0 1m 2m 3m 4m 5m

HILLAM ARCHITECTURE
urban planning

RECEIVED

15 JUN 2010

FILE COPY

REF NO DA

DATE

100724

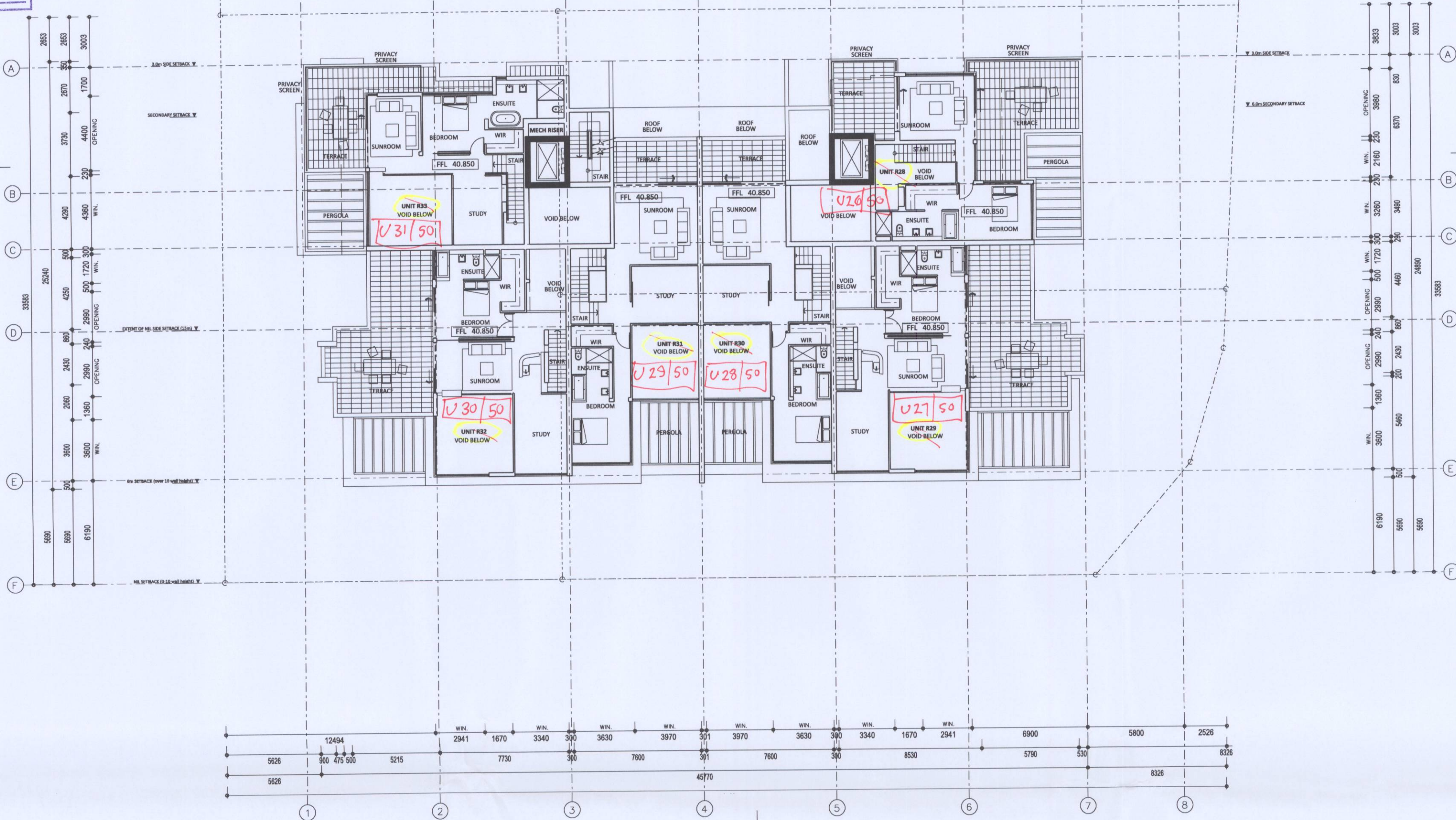
21 JUN 2010

APPROVED
WITH CONDITIONS

A4-01
A

A4-02
B

A4-02
B



U26-31/50 FILBURN ST.
(2nd story)

MIXED USE DEVELOPMENT
LOT 1-3, 22-24 SCARBOROUGH BEACH RD, SCARBOROUGH

OCEANNA MANAGEMENT PTY LTD

14/06/2010 REVISED DEVELOPMENT
24/05/2010 REVISED DEVELOPMENT
17/05/2010 REVISED DEVELOPMENT
19/04/2010 REVISED DEVELOPMENT
12/03/2010 DEVELOPMENT APPROVED

PENTHOUSE

0 1m 2m 3m 4m 5m

HILLAM A
architecture urban

RECEIVED

15 JUN 2010

FILE COPY

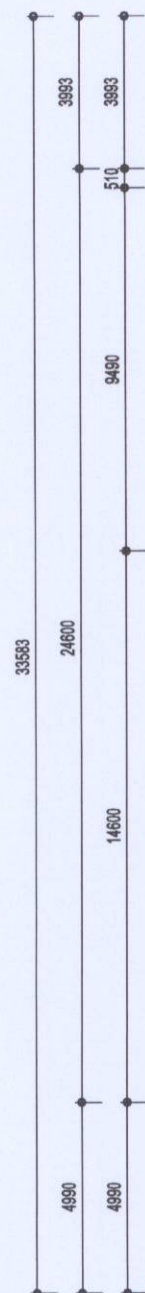
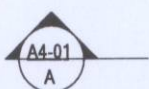
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DATE

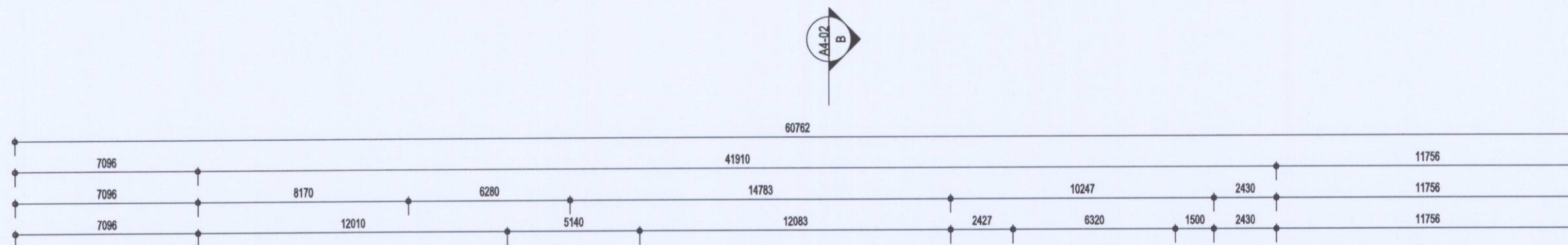
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21 JUN 2010

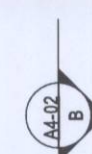
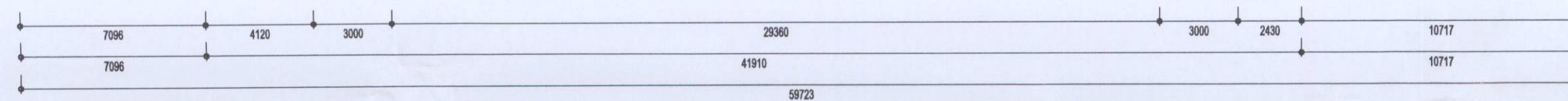
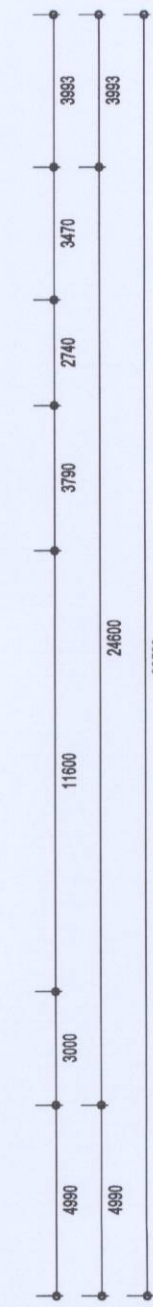
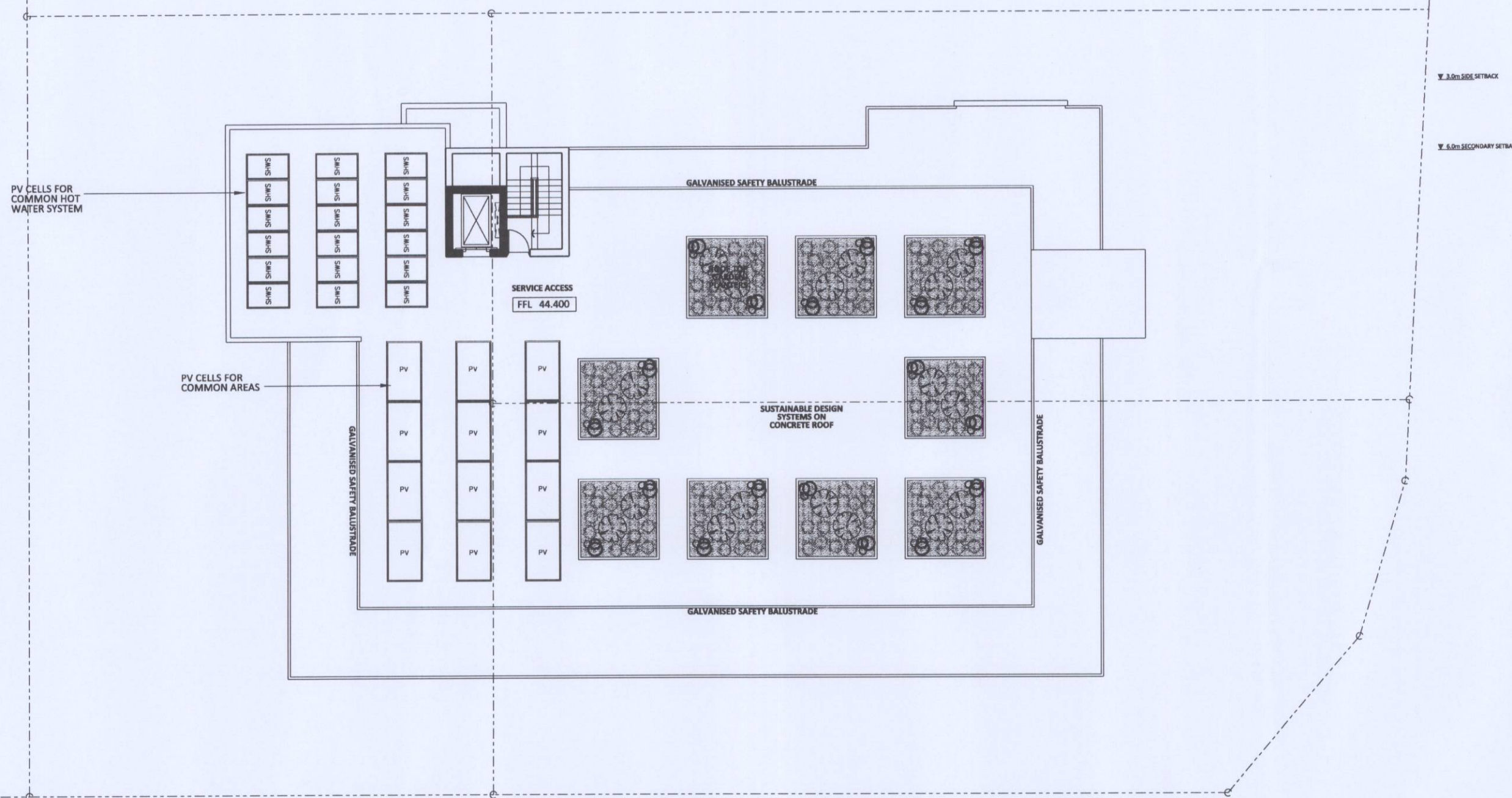
APPROVED
WITH CONDITIONS



3.0m SIDE SETBACK
SECONDARY SETBACK
PV CELLS FOR COMMON HOT WATER SYSTEM
EXTENT OF NIL SIDE SETBACK (13m)
6m SETBACK (over 10m wall height)
NIL SETBACK (10m wall height)



1.0m SIDE SETBACK
6.0m SECONDARY SETBACK
EXTENT OF NIL SIDE SETBACK (13m)
6m SETBACK (over 10m wall height)
NIL SETBACK (10m wall height)

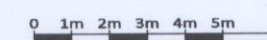


MIXED USE DEVELOPMENT
LOT 1-3, 22-24 SCARBOROUGH BEACH RD, SCARBOROUGH

OCEANNA MANAGEMENT PTY LTD

14/06/2010	REVISED D
24/05/2010	REVISED D
17/05/2010	REVISED D
19/04/2010	REVISED D
12/03/2010	DEVELOP
DATE	REV
	NOTE

ROOF PLA

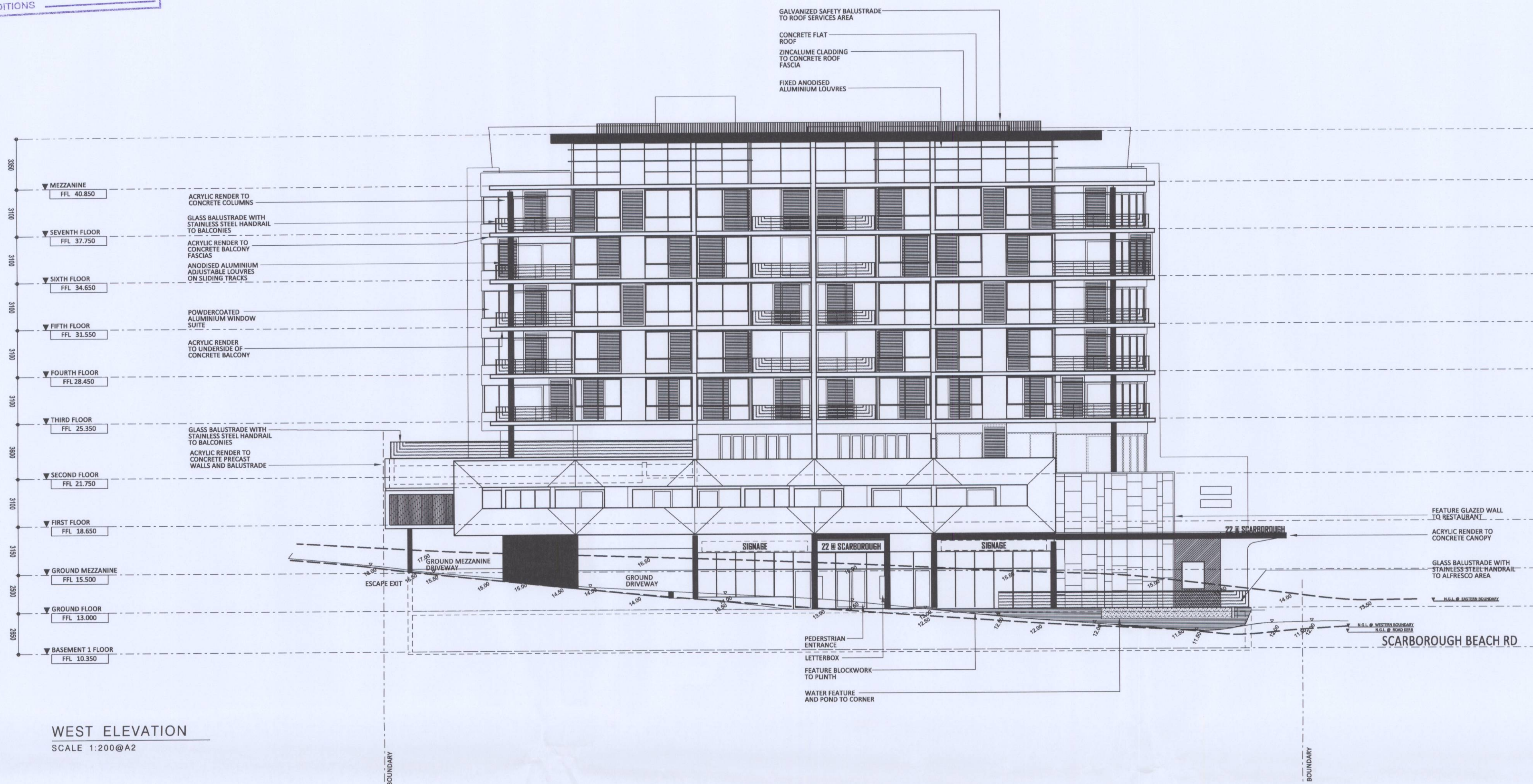


HILLAM
architecture

RECEIVED
15 JUN 2010

FILE COPY

REF NO DA DATE
100724 21 JUN 2010
APPROVED
WITH CONDITIONS



14/06/2010	REVISED DEVELOPMENT APPLICATION - REVISION D	
24/05/2010	REVISED DEVELOPMENT APPLICATION - REVISION C	
17/05/2010	REVISED DEVELOPMENT APPLICATION - REVISION B	
19/04/2010	REVISED DEVELOPMENT APPLICATION - REVISION A	
12/03/2010	DEVELOPMENT APPLICATION	
DATE	REV	NOTE

WEST ELEVATION

0 1m 2m 3m 4m 5m 10m

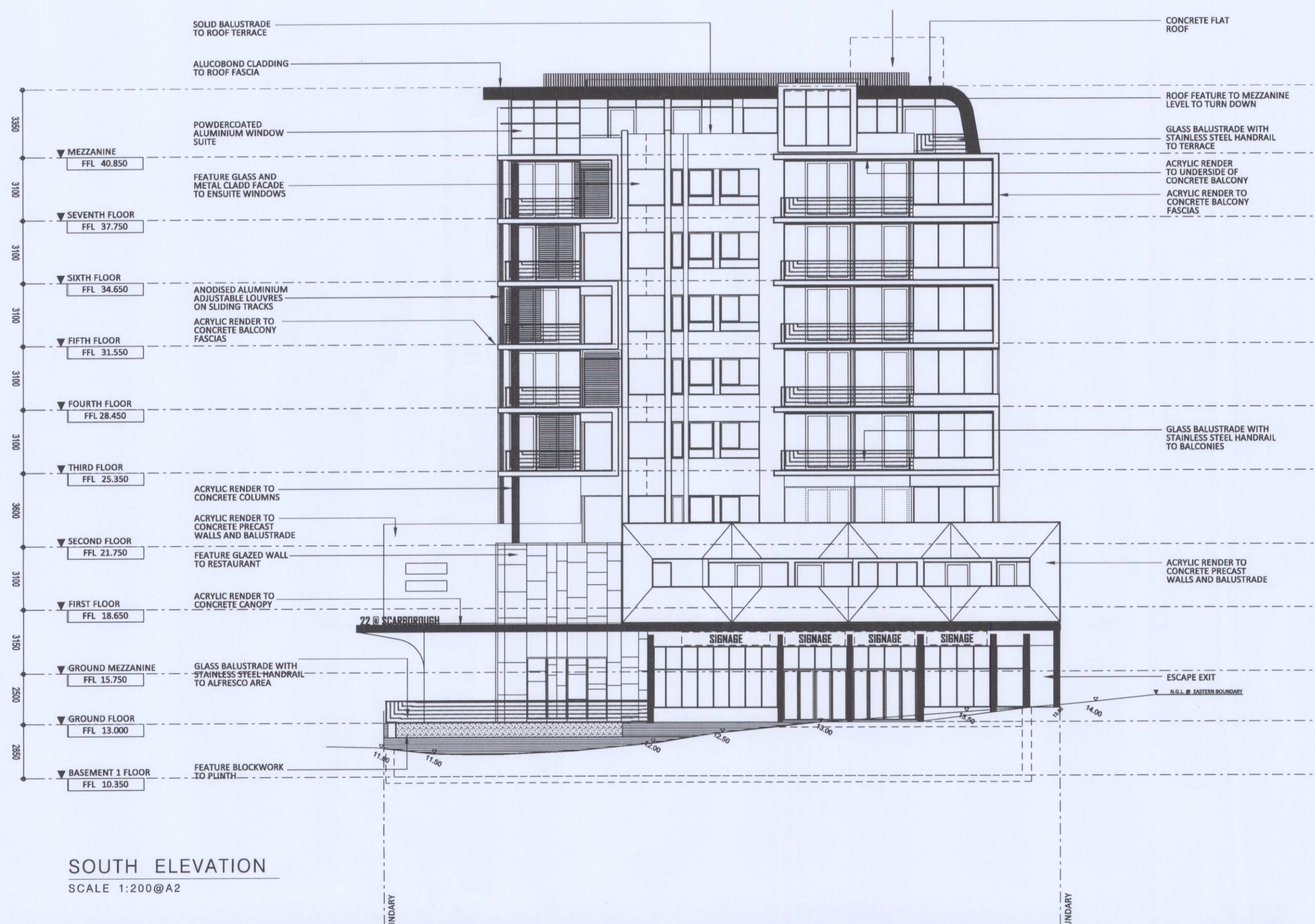
HILLAM ARCHITECT
architecture urban planning interior design

FILE COPY

DATE _____

21 JUN 2010

APPROVED
WITH CONDITIONS



MIXED USE DEVELOPMENT
LOT 1-3, 22-24 SCARBOROUGH BEACH RD, SCARBOROUGH

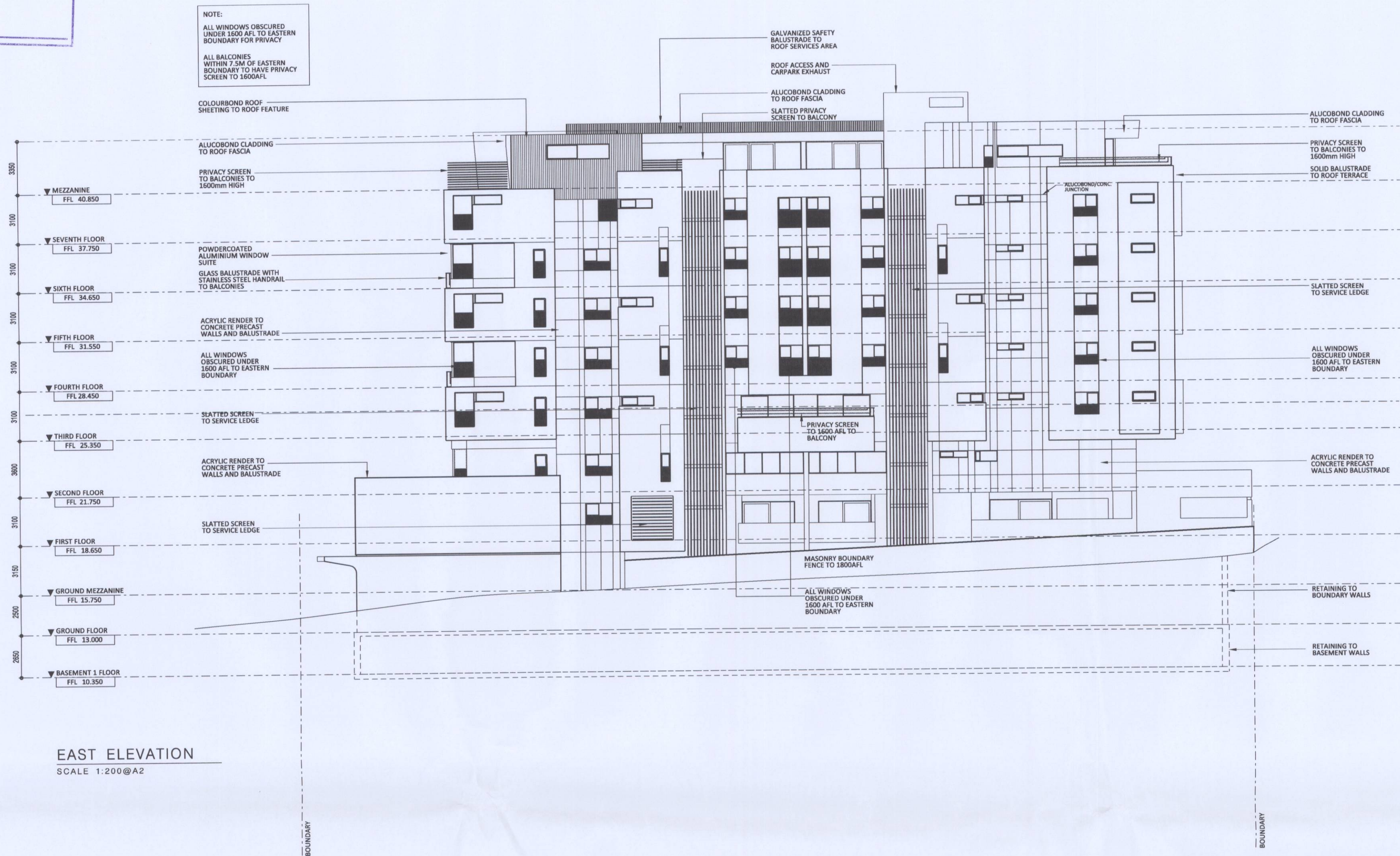
OCEANNA MANAGEMENT PTY LTD

RECEIVED
15 JUN 2010
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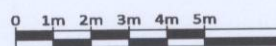
DATE
21 JUN 2010

APPROVED
WITH CONDITIONS



14/06/2010	REVISED DEVELOPMENT
24/05/2010	REVISED DEVELOPMENT
17/05/2010	REVISED DEVELOPMENT
19/04/2010	REVISED DEVELOPMENT
12/03/2010	DEVELOPMENT

EAST ELEVATION



HILLAM architecture urban



Form 2 - Responsible Authority Report

(Regulation 17)

Application Details:	Form 2 Application for minor amendments to previous DAP approval DP/11/02659. Proposed Refurbishment and Upgrading of Existing Marine Research Laboratory.
Property Location:	Reserve 29967, Lot 1 on Deposited Plan 172254 being No. 86 West Coast Drive Waterman's Bay
DAP Name:	Metropolitan North West JDAP
Applicant:	Ferguson Architects
Owner:	Minister for Fisheries
LG Reference:	DA11/3114.01
Responsible Authority:	Department of Planning
Authorising Officer:	Executive Director Perth and Peel Planning
Application No and File No:	20-50402-1
Report Date:	19 March 2014
Application Receipt Date:	13 February 2014
Application Process Days:	
Attachment(s):	1. Development Plans (A-E) 2. Original report approved by JDAP

Recommendation:

That the Metro North-West Joint Development Assessment Panel (JDAP) resolves to:

1. Accept that the DAP Application reference DP/11/02659 as detailed on the DAP Form 2, dated 13 February 2014, is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*;
2. Approve the DAP Application reference DP/11/02659 as detailed on the DAP Form 2, dated 13 February 2014 in accordance with the provisions of the City of Stirling Town Planning Scheme No. 3 and the Metropolitan Region Scheme, to amend the approval so as to extend the period within which any development approved must be substantially commenced subject to:

Amended Advice Note

1. The development and use subject of this approval must be substantially commenced within a period of six (6) months of the date of this approval notice. If the development is not substantially commenced within this period, this approval shall lapse and be of no further effect.

Background:

Property Address:	86 West Coast Drive, Waterman's Bay
Zoning	MRS: Parks and Recreation Reserve
	TPS: Parks and Recreation Reserve
Lot Size:	0.85 hectare
Existing Land Use:	Marine Research Laboratory
Value of Development:	\$11 million

- An Application for Planning Approval was conditionally approved by the Metro North-West JDAP on the 13 February 2012.
- The approval required that works associated with the development be substantially commenced within 2 years otherwise the approval shall lapse and have no further effect.
- The applicants, Ferguson Architects, have submitted a DAP Form 2 to amend the approval so as to extend the period within which any development approved must be substantially commenced and have requested an extension of 6 months.
- The Responsible Authority, being the Department of Planning, has no objection to the JDAP granting an extension to the approval time frame.

Details: Outline of the Form 2 Application

The application seeks to extend the approval period, which expires after two years, by 6 months. This would mean that works associated with the original JDAP Approval would need to be substantially commenced by the 13 August 2014.

The Form 2 Application does not alter the original development application

Details: Outline of the Initial Form 1 Application

The initial Form 1 application, which was approved by the Metro West JDAP on the 13 February 2012, proposed the following:

- a new pitched metal roof over parts of the existing flat concrete and skillion roofs;
- a new walkway between the north and south wings of the building;
- a new lift between first and second levels of the building to meet the Building Code of Australia (BCA) accessibility requirements;
- a new covered staging area to the south of the south wing;
- a new covered (visually exposed) aquaria in the central courtyard;
- a new raised water (header) tank over portion of the existing aquaria; and
- a new limestone service road to access the seawater plant.

As detailed above, the Form 2 Application does not propose to amend the proposal and only seeks to extend the approval period by 6 months.

Legislation & policy:

Legislation

Planning and Development Act 2005
Metropolitan Region Scheme
City of Stirling Local Planning Scheme No. 3

State Government Policies

State Planning Policy 2.6 State Coastal Planning Policy
DC 1.2 'Development Control - General Principles
DC 5.3 - Use of land Reserved for Parks and Recreation and Regional Open Space

Local Planning Policies

City of Stirling Policy 4.1 Reserves and Other Zones Design Guidelines
City of Stirling Policy 6.7 Parking

Consultation:

Public Consultation

The City of Stirling did not advertise the subject application for public comment. The WAPC also did not undertake any public consultation.

Consultation with other Agencies or Consultants

The WAPC did not refer the Form 2 request to external agencies such as the Department of Water and the Department of Environment and Conservation on the basis that both Departments had raised no comment or objection when the original application was referred to them in January 2012.

Planning assessment:

The Form 2 Application does not propose to alter or amend the approved design in any way and only seeks to amend the approval by extending the period within which the development approved must be substantially commenced and seeks an additional 6 month extension to the initial 2 year approval period.

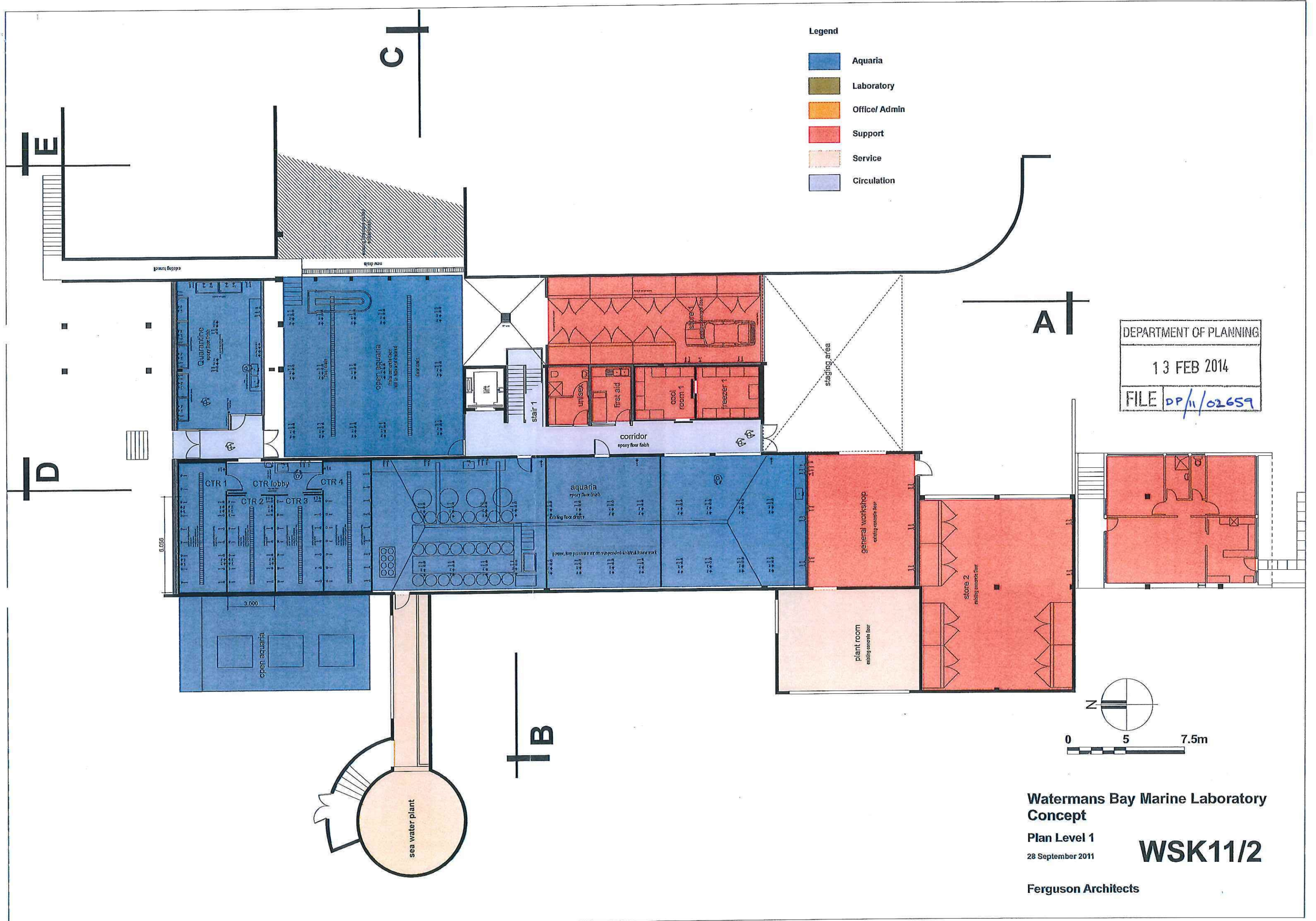
The proposed development complies with the statutory requirements as summarised in the initial Responsible Authority Report dated 25 January 2012 and attached to this report (**Attachment 2 - Original Report Approved by the JDAP**).

CONCLUSION:

The proposed refurbishment of the Department of Fisheries Marine Research Laboratories will not result in any additional uses occurring on the site but will rather result in an upgrade to the building. The new development (comprising a new walkway, lift, stairs and staging area) is ancillary to the primary use of the building being laboratories, offices and aquaria and will not facilitate any greater use of the site.

The proposal to amend the approval so as to extend the period, within which any development approved must be substantially commenced by 6 months, is supported. The WAPC considers that the proposal to extend the approval time period will not result in an adverse impact on the adjoining property owners or the amenity of the locality. The proposal also remains compliant with the relevant statutory requirements and is in keeping with the purpose for which the reserve is vested being for 'Parks and Recreation'.

On the basis of the above the application is being recommended for approval without any modifications to the previously imposed planning conditions.



Watermans Bay Marine Laboratory Concept

Plan Level 1

28 September 2011

WSK11/2

Ferguson Architects

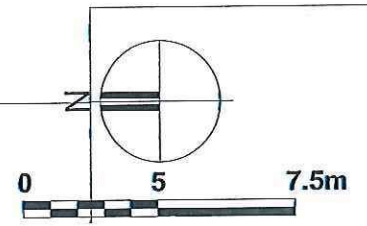


- Legend**
- Aquaria
 - Laboratory
 - Office/ Admin
 - Support
 - Service
 - Circulation

DEPARTMENT OF PLANNING

13 FEB 2014

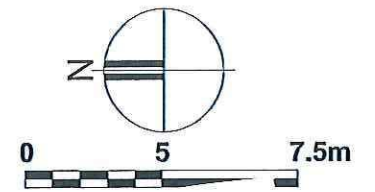
FILE DP/11/02659



Watermans Bay Marine Laboratory
Concept
 Plan Level 2
 28 September 2011

WSK11/3a

Ferguson Architects



**Watermans Bay Marine Laboratory
Concept**

Roof Plan

28 September 2011

WSK11/4

Ferguson Architects

**new metal roof
over existing concrete roof**

**new metal roof
over existing concrete roof**

**new metal roof
over existing concrete roof**

**new metal roof
to staging area**

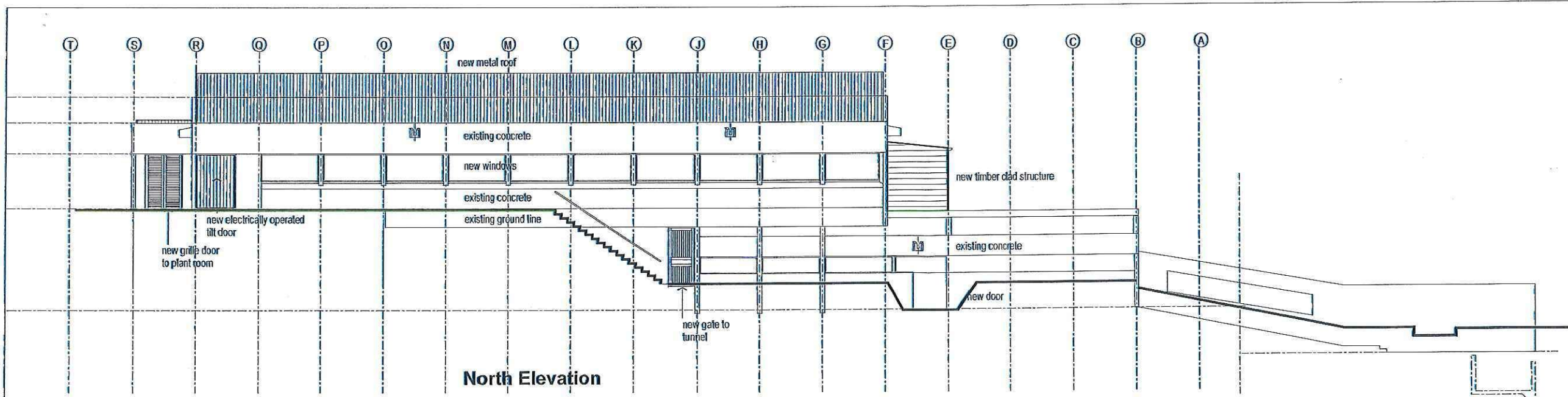
new walkway roof

existing concrete roof

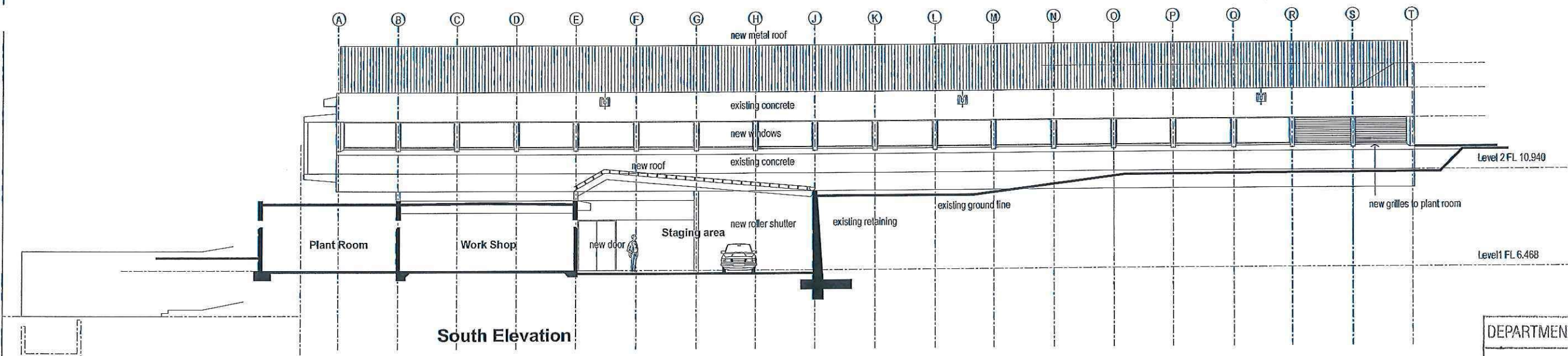
existing concrete roof

DEPARTMENT OF PLANNING	
13 FEB 2014	
FILE	DP/11/02659

existing concrete roof

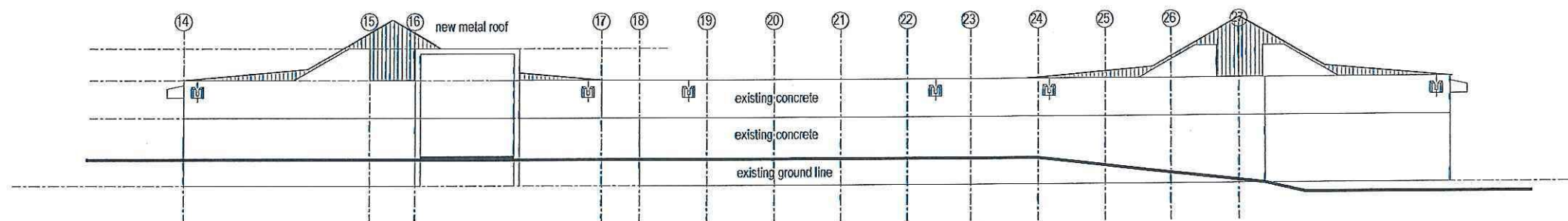


North Elevation



South Elevation

DEPARTMENT OF PLANNING	
13 FEB 2014	
FILE	DP/11/02659



East Elevation



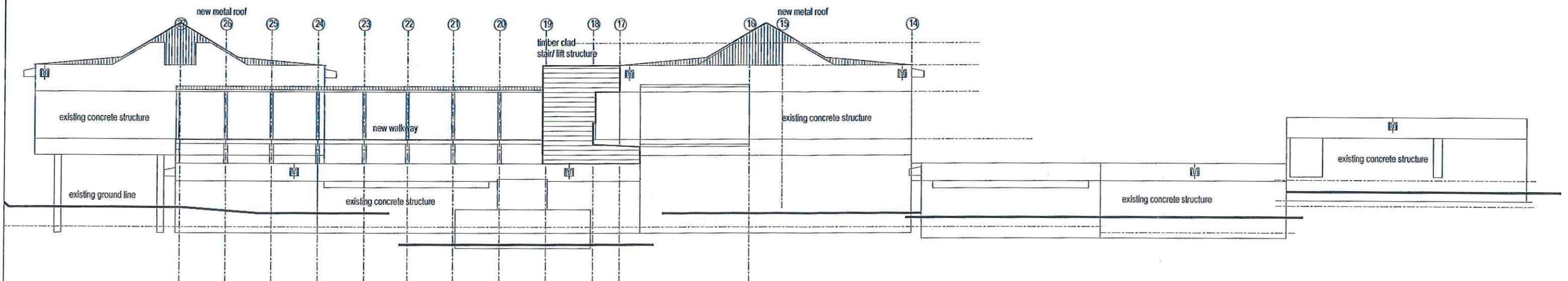
Watermans Bay Marine Laboratory
Concept

Elevations

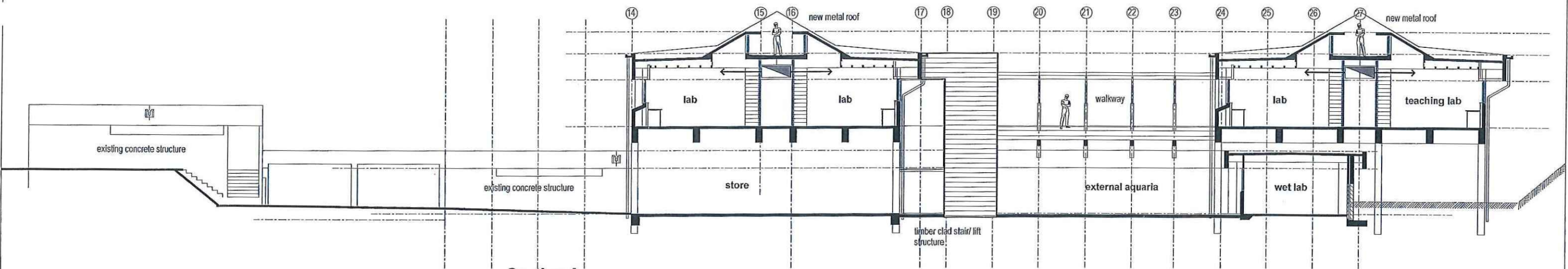
28 September 2011

WSK11/5

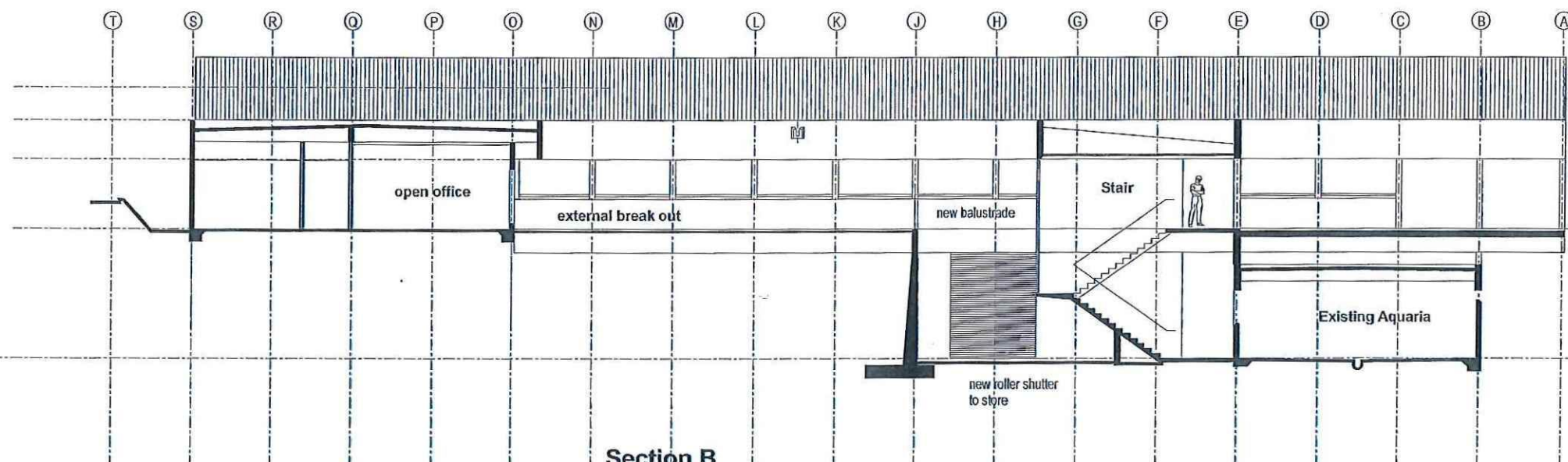
Ferguson Architects



West Elevation



Section A



Section B

DEPARTMENT OF PLANNING
13 FEB 2014
FILE DP/11/02659

0 5 7.5m

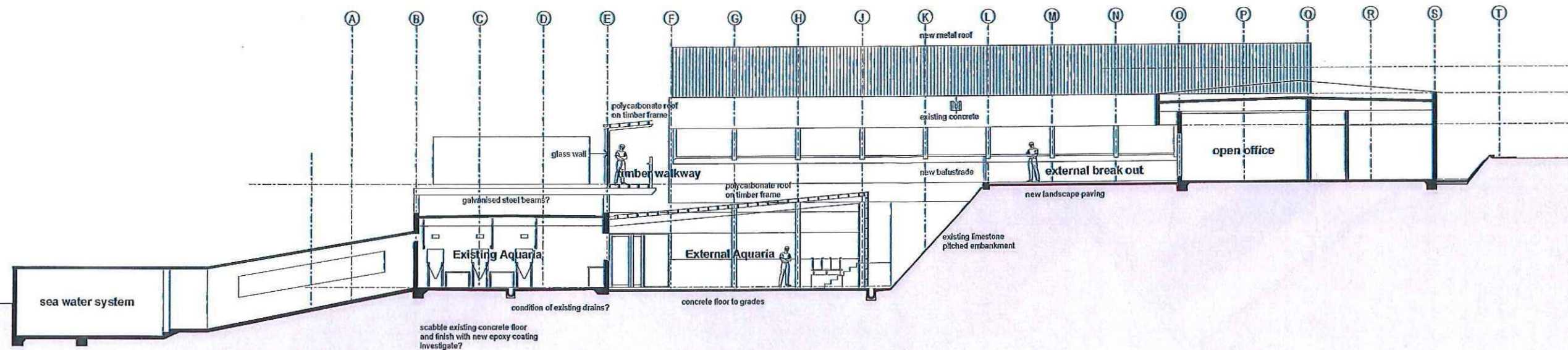
Watermans Bay Marine Laboratory
Concept

Elevations

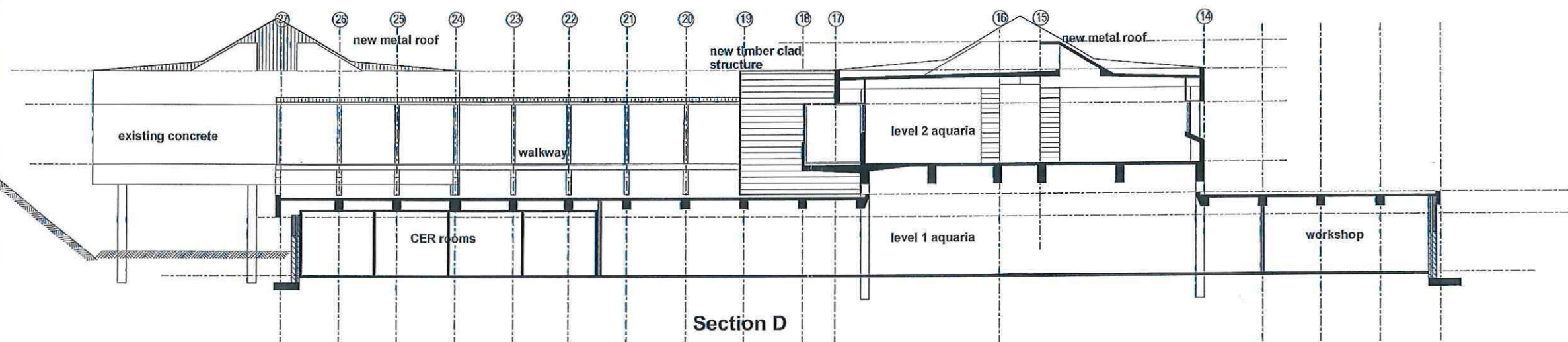
28 September 2011

WSK11/6

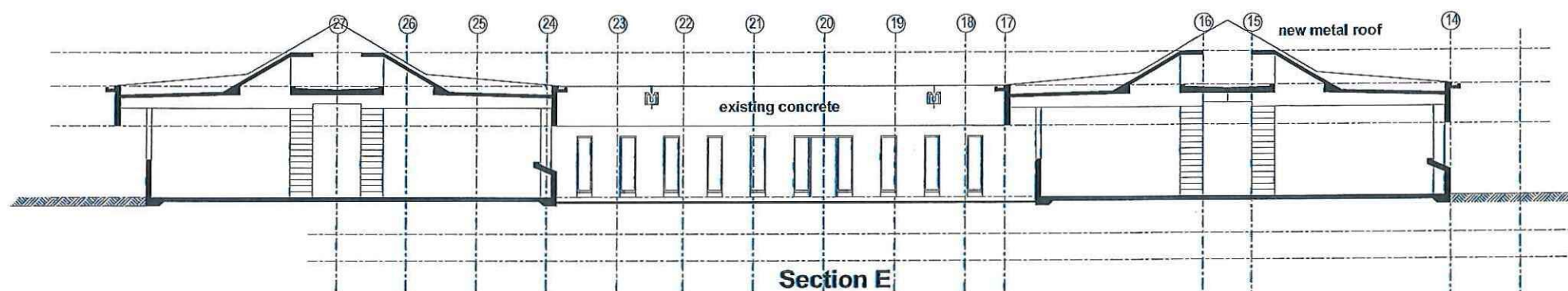
Ferguson Architects



Section C



Section D



Section E

DEPARTMENT OF PLANNING	
13 FEB 2014	
FILE	DP/11/02659

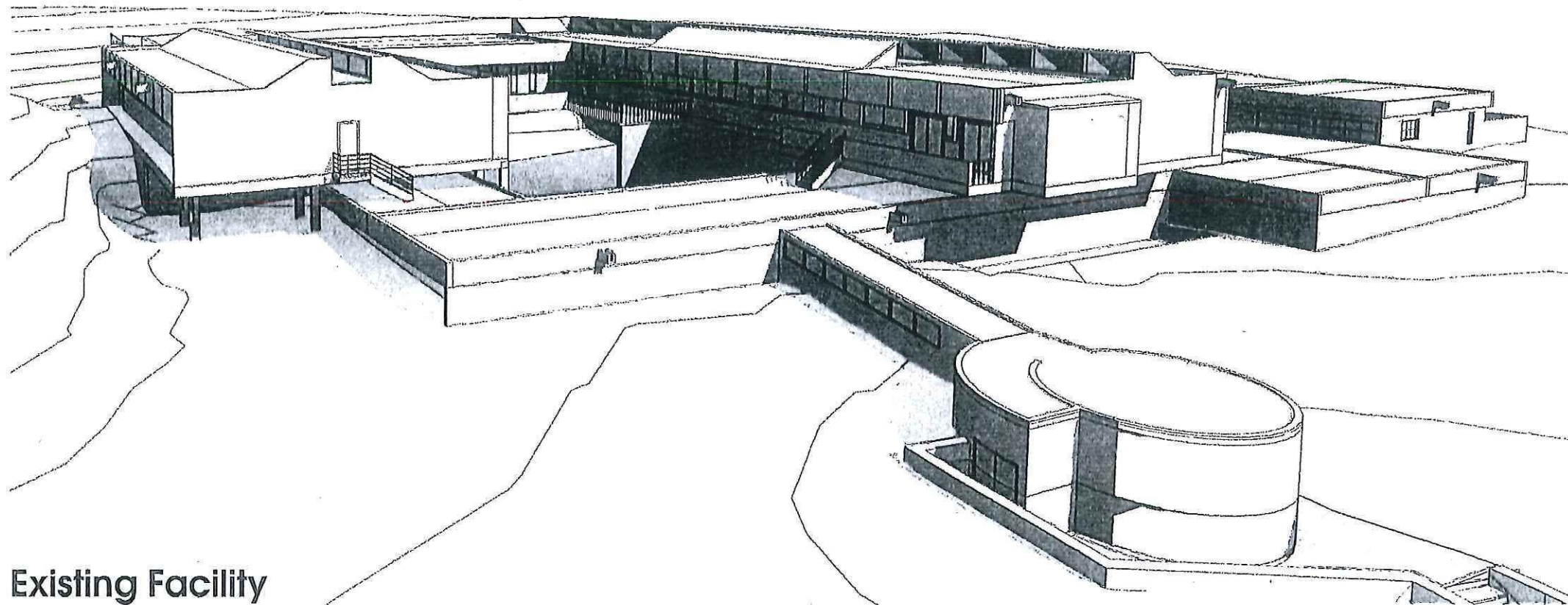
0 5 7.5m

Watermans Bay Marine Laboratory
Concept

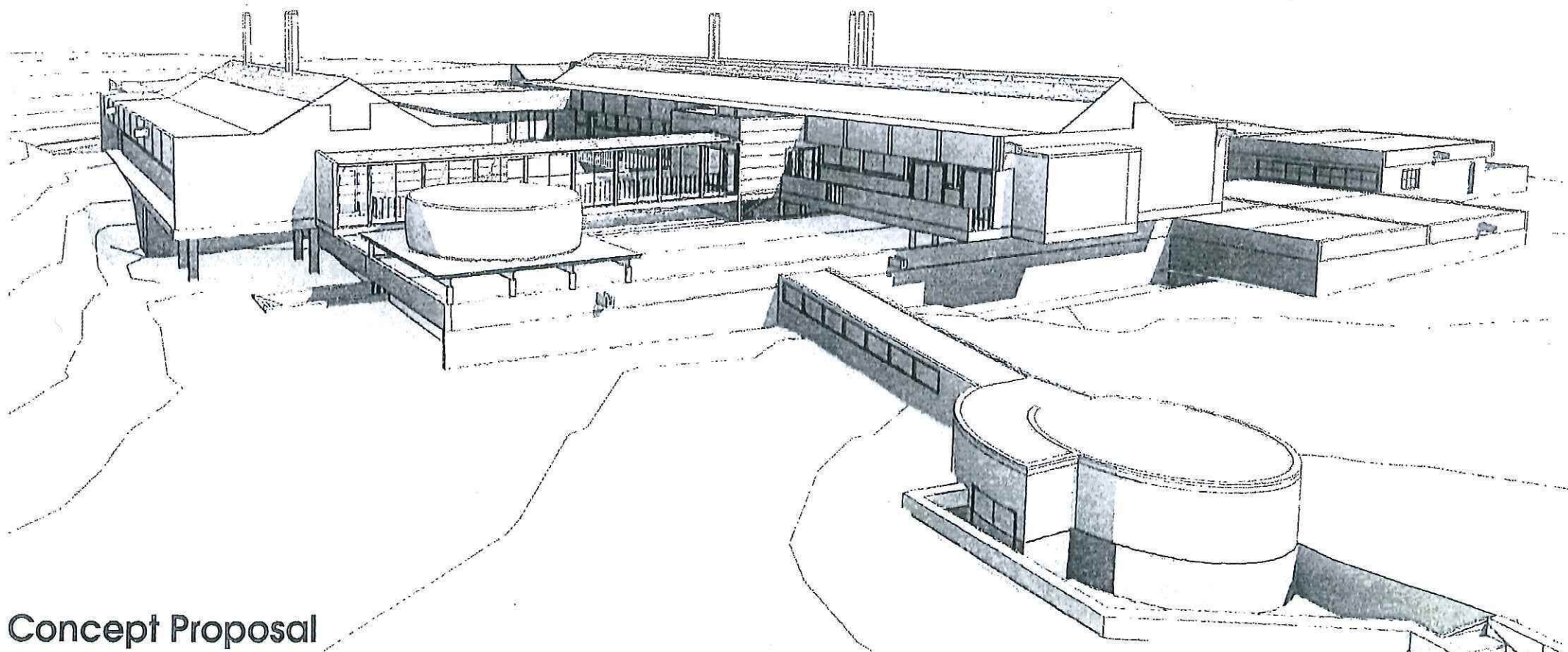
Sections
28 September 2011

WSK11/7

Ferguson Architects

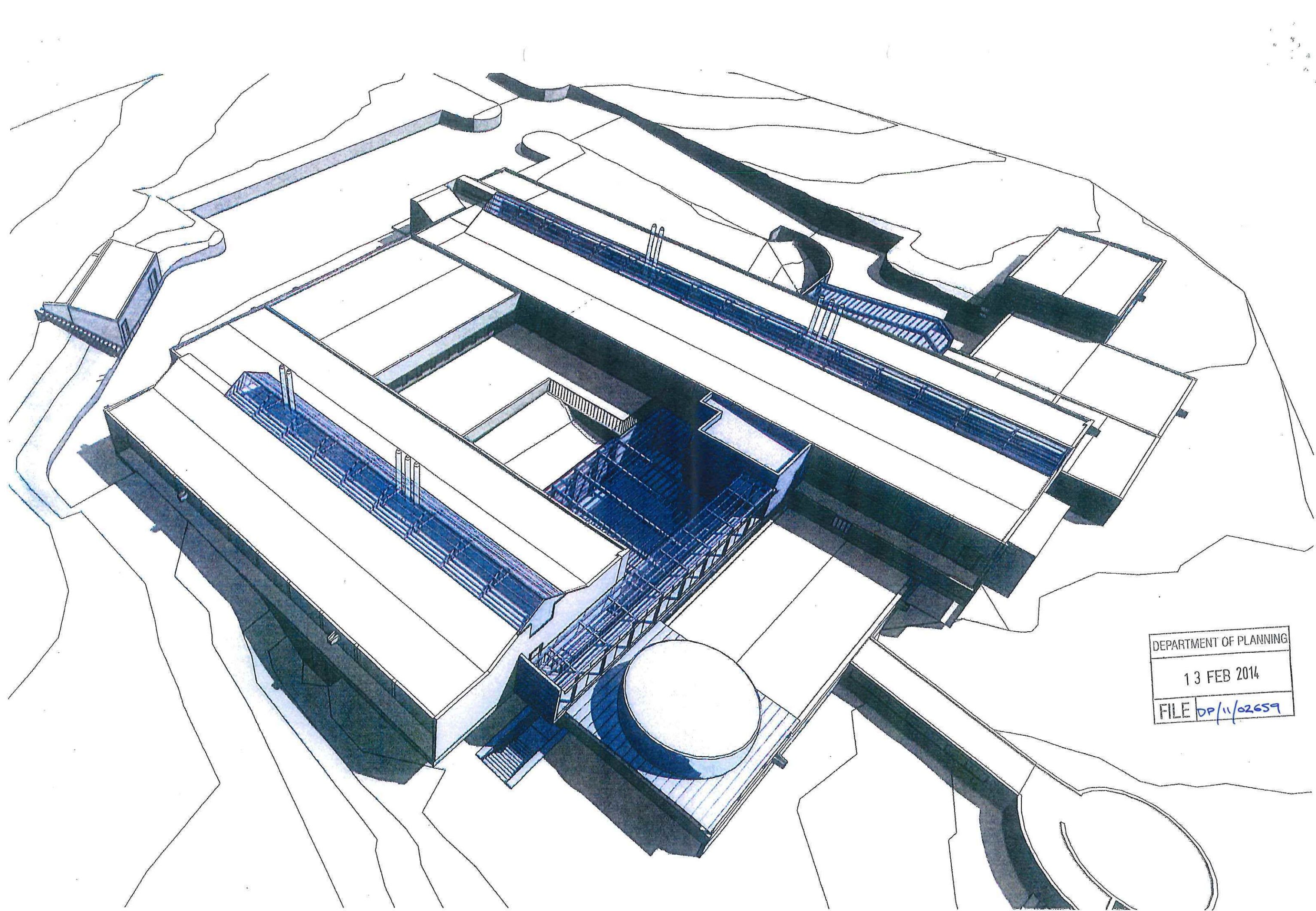


Existing Facility



Concept Proposal

DEPARTMENT OF PLANNING	
13 FEB 2014	
FILE	DP/11/06259



DEPARTMENT OF PLANNING	
13 FEB 2014	
FILE	DP/11/02659



LOCATION PLAN
APPROXIMATE EXTENT OF SUBJECT SITE
2010 AERIAL PHOTOGRAPHY
NOT TO SCALE

INDIAN
OCEAN



TREE MEASUREMENTS:			
TREE LABEL	TRUNK DIAMETER (mm)	RADIUS OF CANOPY (mm)	APPROXIMATE HEIGHT OF TREE (mm)
A	200	2500	1000
B	500	4000	4000
C	500	4000	4000
D	500	4000	4000
E	350	3000	8000
F	400	3500	9000
G	700	4000	4000
H	700	4000	4000
I	500	4000	4000
J-M	700	4000	13000
N	300	2000	4000
O	150	2000	4000
P	200	1500	3500
Q	200	1500	3500
R	500	1500	3000
S	400	4000	3000
T	600	2000	7000
U	800	4000	12000
V	1000	5000	15000
W	700	3500	11000
X	600	3000	10000

LEGEND OF FEATURES

- BOUNDARY
- CONTOUR (INTERVAL 0.5m)
- LINE OF LEVELS
- BUILDING OR STRUCTURE
- ROOF EAVE OR HIP / VALLEY
- CONCRETE EDGE
- RETAINING WALL
- GULLY
- BRICK PAVING
- FENCE
- WALL
- BUSHLINE
- LINE OF NEW PLANTS (SEEDLINGS)
- GARDEN BED
- VERANDAH
- KERB TOP OR BOTTOM
- STEPS/STAIRS
- PIT UNKNOWN SERVICE
- FOOTPATH
- EDGE OF BITUMEN
- GUARDRAIL
- WATER SERVICE (WATER CORP)
- SEWER SERVICE (WATER CORP)

DEPARTMENT OF PLANNING
13 FEB 2014
FILE DP/11/02659

- ELECTRIC LIGHT POST
- INVERT
- PIT SERVICE UNKNOWN
- FLOOR LEVEL
- NATURAL SURFACE LEVEL
- TAP
- LOCKED SERVICES CABINET
- PHOTO POSITION & DIRECTION
- COMMUNICATIONS PIT
- SMALL TREE
- WIRE ANCHOR
- STAY POLE
- TEMPORARY BENCH MARK
- STOP VALVE
- ELECTRICAL PIT
- EXPOSED SOAKWELL
- DRAINAGE MANHOLE
- 2 POLE SIGN, SIGN
- DOLLARD
- TELSTRA PIT
- LARGE TREE
- TREE'S LABEL (SEE TABLE)
- GULLY
- RECTIFICATION CONTROL VALVE



Responsible Authority Report (Regulation 12, 17)

Application Details:	Refurbishment and upgrading of existing marine research laboratory.
Property Location:	Reserve 29967, Lot 1 on Deposited Plan 172254, 86 West Coast Drive, Waterman's Bay
DAP Name:	Metropolitan North-West JDAP
Applicant:	Ferguson Architects
Owner:	Minister for Fisheries
LG Reference:	DA11/3114
Responsible Authority:	Department of Planning
Authorising Officer:	Sue Burrows Executive Director Perth Peel Planning
Application No and File No:	DP/11/02659 and 20-50402-1
Report Date:	25 January 2012
Application Receipt Date:	22nd December 2011
Application Process Days:	
Attachment(s):	1 Location Plan - MRS 2 Feature Survey 3 Development Plans (3a to 3h)

Recommendation:

That the Metropolitan North-West JDAP resolves to:

- A. **Approve** DAP Application reference DA11/3114 and accompanying plans Site Plan WSK11/1, Floor Plan (Lower Level 1) WSK11/2, Floor Plan (Upper Level 2) WSK11/3a, Roof Plan WSK11/4, North, South and East Elevations WSK11/5, West Elevation, Sections A & B WSK11/6 and Sections C, D & E WSK11/7 in accordance with Part IV of the Metropolitan Region Scheme, subject to the following conditions:

1. Stormwater from all roofed and paved areas to be collected and contained on site (Local Authority).
2. The proposed roofing is to be treated so as to minimise glare (Local Authority).
3. No development including fill, building materials, rubbish or any other deleterious matter shall be deposited on the foreshore reserve or allowed to enter the ocean as a result of the development to the specifications of the local government and to the satisfaction of the Western Australian Planning Commission.
4. Landscaping to utilise sustainable, coastal species of native vegetation to the satisfaction of the Western Australian Planning Commission.

ADVICE NOTES

1. If the development the subject of this approval is not substantially commenced within a period of two years, or such other period as specified in the approval after the date of the determination, the approval shall lapse and be of no further effect.

2. Where the approval has so lapsed, no development shall be carried out without the further approval of the Council having first been sought and obtained.
3. It is the responsibility of the applicant to obtain any other necessary approvals, consents and licences required under any other law, and to commence and carry out development in accordance with all relevant laws.
4. This approval is not an authority to ignore any constraint to development on the land, which may exist through statute, regulation, contract or on title, such as an easement or restrictive covenant. It is the responsibility of the applicant to investigate any such constraints before commencing development. This approval will not necessarily have regard to any such constraint to development.
5. Compliance with the provisions of the Building Code of Australia.
6. Noisy construction work outside the period 7.00am to 7.00pm Monday to Saturday and at any time on Sundays and Public Holidays is not permitted unless an approved Noise Management Plan for the construction site has been issued.
7. Submission of acceptable plans showing the details of paving, stormwater drainage and disposal with the Building Licence Application. Such plans and any other stormwater drainage requirements and/or conditions of approval are to be to the satisfaction of the Manager, Engineering Operations.
8. Development is to comply in all respects with the attached approved plans which have been stamped accordingly.

B. Advises the applicant and the City of Stirling of its decision accordingly.

Background:

Insert Property Address:	86 West Coast Drive, Waterman's Bay
Insert Zoning MRS:	Parks and Recreation Reserve
TPS:	Parks and Recreation Reserve
Insert Use Class:	N/A
Insert Strategy Policy:	N/A
Insert Development Scheme:	N/A
Insert Lot Size:	0.85 hectare
Insert Existing Land Use:	Marine research laboratory
Value of Development:	\$11 million

- The existing marine research laboratory has been operating for approximately forty years.
- There is no record of previous approval under the MRS for the facility.
- The Minister for Fisheries is responsible for the care, control and management of the subject site (Reserve 29967) in accordance with section 41 of the *Land Administration Act 1997*.
- The management order provides for the subject site to be used for the purpose of a "Marine Aquarium & Research Laboratory" and for the management body with power to lease the whole or portion of the site for any term not exceeding twenty one years.

Details: outline of development application

This application proposes to upgrade the existing forty year old marine research laboratory by refurbishing and reconfiguring internal spaces, and providing:

- a new pitched metal roof over parts of the existing flat concrete and skillion roofs;
- a new walkway between the north and south wings of the building;
- a new lift between first and second levels of the building to meet the Building Code of Australia (BCA) accessibility requirements;
- a new covered staging area to the south of the south wing;
- a new covered (visually exposed) aquaria in the central courtyard;
- a new raised water (header) tank over portion of the existing aquaria; and
- a new limestone service road to access the seawater plant.

Legislation & policy:

Legislation

Planning and Development Act 2005

Metropolitan Region Scheme

State Government Policies

State Planning Policy 2.6 State Coastal Planning Policy

WAPC Policy DC 1.2 - Development Control - General Principles

WAPC Policy DC 5.3 - Use of Land Reserved for Parks and Recreation and Regional Open Space

Local Policies

City of Stirling LPS No. 3 Policy 4.1 Reserves and Other Zones Design Guidelines

City of Stirling Policy 6.7 - Parking

Consultation

Public Consultation

The City of Stirling did not advertise the subject application for public comment. The WAPC also did not undertake any public consultation.

Consultation with other Agencies or Consultants

The WAPC referred the application to the Department of Water and the Department of Environment and Conservation on 13 January 2012 for a 21 day referral period. Both Departments responded with no comments on the proposal.

Consultation also occurred with the City of Stirling and correspondence received from them on the 20 January 2012 confirmed Council's support for the application and recommended conditions be imposed on any approval.

Planning assessment:

The subject Application proposes to refurbish and construct minor additions to the existing building located within the 'Parks and Recreation' Reserve adjacent to Waterman's Bay.

The new development will not facilitate the use of the building for any additional uses.

The current and proposed development complies with the statutory requirements as summarised below:

Statutory Considerations	Compliance
Planning and Development Act 2005 Part 10 Section 138	WAPC will determine the Application for Planning Approval.
Metropolitan Region Scheme Clause 13, 28 and 30	The application has been referred to the WAPC for determination. The improvements to the existing building are appropriate for the purpose for which the land is reserved and the refurbishment of the building will not impact on the orderly and proper planning of the locality or the preservation of the amenities of the locality.
SPP 2.6 Coastal Planning Policy Clause 2.3 and 5.3	Existing and proposed works are within the Coastal Setback area of 100 metres (historical development) and this is compatible with the use of the building by Department of Fisheries. The proposed building height is well below the permitted 21 metres and will only extend to 10.6 metres at its highest point (from Natural Ground Level to top of pitch).
DC 1.2 Development Control General Principles Clause 4.1	The land is reserved for 'Parks and Recreation' and contains a building used by the Department of Fisheries for marine research and laboratories. The Reserve is vested with the Minister for Fisheries and the associated management order provides for the site to be used for 'Marine Aquarium & Research Laboratory'.
DC 5.3 Use of Land Reserved for Parks and Recreation Clause 3.5	The land reserved for 'Parks and Recreation' will continue to be used for maritime and fisheries activities which support the amenity of the reservation, being a coastal reserve.
City of Stirling Local Planning Strategy No. 3	The land is a Regional Reserve for 'Parks and Recreation'.
City of Stirling Policy 6.7 Parking	Education 1.25 bays/classroom and 1 bay/3.5 students 1 x classroom = 1.25 bays 16 students = 4.5 bays

	<p>Office 1 bay/30m² GFA 130m² office GFA = 4.3 bays</p> <p>Laboratories/Aquaria no parking requirements</p> <p>The site has a total of 33 parking bays and satisfies Council's parking requirements.</p>
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Building Height

The Application proposes to replace the existing concealed and skillion roofs with pitched roofs, which will increase the overall height of the building by 1.2 metres. The overall building height will extend to 10.2 metres at the highest point (measured from Natural Ground Level at the lowest point of the site). Being on the coast, building height and the impact on views is a relevant consideration.

The existing Marine Research building is developed on the western and low side of West Coast Drive and has a finished first floor level (FFL) which is between 4 and 6 metres lower than the FFL of the road. In this regard, the existing building has minimal impact on the view corridors of properties on the eastern and high side of West Coast Drive. There are numerous trees and associated landscaping which already partially screen the view of the building from parts of West Coast Drive.

Based on the above the minor increase in the pitch height (1.2 metres) of the building is considered to be minor and acceptable. The overall height of the building is also within the acceptable building heights specified under SPP 2.6 Coastal Planning Policy. As such

Car Parking

The applicants advise that the traffic volumes and staff vehicle numbers will not increase as a result of the refurbishment proposal and that the modifications supplement the existing laboratory.

The site currently has 33 parking bays and the City of Stirling has not requested the provision of any additional parking as part of this application. An assessment of the existing and proposed development against Council's Parking Policy confirms that the train stations provide sufficiently accessible and safe bike storages

Access onto West Coast Drive

The application proposes to retain the existing crossover to West Coast Drive which provides full and unrestricted access to the road. The crossover is of sufficient width and functions efficiently and that there is no need for this to be upgraded or relocated.

Impact on Amenity

The application does not propose any additional development that would increase the overall usage of the site. As a result there will be no increase in traffic movements to and from the site which could otherwise impact on access to the residential properties on the eastern side of West Coast Drive.

No additional lighting is proposed and there will be no impacts of light spill on the nearby residences.

As discussed above, whilst the application proposes to increase the roof pitch which will result in the height of the pitch increasing, this will have minimal if any impact on the view corridors of the residences on the eastern (high) side of the West Coast Drive. These properties have extensive views and it is assessed that the minor increase to the roof height will not result in any substantial loss or loss of overall views to the coast.

CONCLUSION:

The proposed refurbishment of the Department of Fisheries Marine Research Laboratories will not result in any additional uses occurring on the site but will rather result in an upgrade to the building. The new development (comprising a new walkway, lift, stairs and staging area) is ancillary to the primary use of the building being laboratories, offices and aquaria and will not facilitate any greater use of the site.

The application has been assessed and is considered to comply with the relevant statutory requirements and is in keeping with the purpose for which the reserve is vested being for 'Parks and Recreation'.

The application has been supported by the City of Stirling, the Department of Water and the Department of Environment and Conservation. The application is recommended for approval subject to conditions.