

Meeting Date and Time: Meeting Number: Meeting Venue: 29 October 2015; 11am MNWJDAP/106 City of Joondalup 90 Boas Avenue, Joondalup

Attendance

DAP Members

Ms Karen Hyde (Presiding Member) Mr Paul Drechsler (Deputy Presiding Member) Mr Fred Zuideveld (Specialist Member) Cr Liam Gobbert (Local Government Member, City of Joondalup) Cr John Chester (Local Government Member, City of Joondalup) Mayor Giovanni Italiano (Local Government Member, City of Stirling) Cr David Boothman (Local Government Member, City of Stirling)

Officers in attendance

Ms Bronwyn Jenkins (City of Joondalup) Mr Greg Bowering (City of Stirling) Ms Patricia Wojcik (City of Stirling)

Local Government Minute Secretary

Mr John Byrne (City of Joondalup)

Applicants and Submitters

Mr Kris Nolan (Urbis) Ms Marieka can den Bergh (Urbis) Mr Dan Lees (TPG) Mr Gary Mackintosh (Hames Sharley) Mr Brad Osborne (Scentre Group) Mr Julius Skinner (Jackson McDonald) Ms Monika Lukic

Members of the Public

Nil

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

Nil



3. Members on Leave of Absence

Nil

4. Noting of Minutes

Note the Minutes of the MNWJDAP meeting No.103 held on 15 October 2015.

The Minutes of the MNWJDAP meeting No.104 held on 20 October 2015 and meeting No.105 held on 22 October 2015 were not available at time of Agenda preparation.

5. Declarations of Due Consideration

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

6. Disclosure of Interests

Nil

7. Deputations and Presentations

- **7.1** Mr Brad Osborne (Scentre Group) presenting for the application at Item 8.1. The presentation will outline the nature of the development and seek clarification on conditions.
- **7.2** Mr Dan Lees (TPG) presenting for the application at Item 9.1A. The presentation will request the deletion of Condition i of the City of Stirling recommendation for approval, and one additional advice note relating to Condition h.
- **7.3** Ms Monika Lukic presenting against the application at Item 10.1. The presentation will address the Planning Assessment considerations outlined in the Applicant's (Hames Sharley) letter to Neil Maull, Coordinator Approvals dated 9 October 2015 with particular reference to the Private Institutions Design Guidelines and the impact of the development on the residential community in Cone Place and Bradford Street, Menora.
- **7.4** Mr Gary Mackintosh (Hames Sharley) presenting for the application at Item 10.1. The presentation will provide further explanation of the proposed development and address the items listed as reasons for refusal at the initial JDAP meeting.



8. Form 1 - Responsible Authority Reports – DAP Application

8.1	Property Location: Application Details: Applicant: Owner: Responsible authority:	Lot 501 (470) Whitfords Avenue, Hillarys Extensions and upgrade to existing shopping centre Scentre Group Limited Westfield Management Ltd, Reco Whitford Pty Ltd and RE1 Ltd City of Joondalup
	DoP File No:	DAP/15/00868

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

9.1A	Property Location: Application Details: Applicant: Owner: Responsible authority: DoP File No:	Lot 222, House Number 1, Sunray Drive, Innaloo Mixed use development comprising Short Stay Accommodation, Shop, Tavern, 154 Multiple Dwellings and associated car parking TPG Town Planning, Urban Design and Heritage Fabray Pty Ltd City of Stirling DP/15/00033
9.1B	Property Location: Application Details: Applicant: Owner: Responsible authority: DoP File No:	Lot 222 (No. 1) Sunray Drive, Innaloo Minor Amendments to Approved Development (Change of Use Office to Serviced Apartments) TPG Town Planning, Urban Design and Heritage Fabray Pty Ltd Department of Planning on behalf of the Western Australian Planning Commission DAP/15/00033

10. Appeals to the State Administrative Tribunal

10.1	Property Location:	Lot 300, House Number 45, Alexander Drive, Menora
	Application Details:	Retirement Complex
	Applicant:	Hames Sharley
	Owner:	Uniting Church Homes
	Responsible authority:	City of Stirling
	DoP File No:	DAP/15/00752

11. General Business / Meeting Closure



Minutes of the Metro North-West Joint Development Assessment Panel

Meeting	Date and Time:
Meeting	Number:
Meeting	Venue:

15 October 2015 - 11.00am MNWJDAP/103 City of Stirling 25 Cedric Street, Stirling

Attendance

DAP Members

Ms Karen Hyde (Presiding Member) Mr Paul Drechsler (Deputy Presiding Member) Mr Fred Zuideveld (Specialist Member) Mayor Giovanni Italiano (Local Government Member, City of Stirling) Councillor David Boothman (Local Government Member, City of Stirling) Councillor John Chester (Local Government Member, City of Joondalup)

Officers in attendance

Mr Greg Bowering (City of Stirling) Mr Austin Donaghey (City of Stirling) Ms Patricia Wojcik (City of Stirling) Mr Andrew McBride (City of Joondalup) Mr John Corbellini (City of Joondalup)

Local Government Minute Secretary

Ms Regan Clyde (City of Stirling) Ms Jaclyn Farrow (City of Stirling)

Applicant and Submitters

Mr Paul Lampropoulos (Arise Developments) Mr Adam Lisle (Arise Developments) Mr Geoff Loxton (Property Development Solutions) Mr Raymond Hunt (The Learoyd Development Group) Mr Peter Taylor (The Learoyd Development Group)

Members of the Public

3

Karen Beh.



1. Declaration of Opening

The Presiding Member, Ms Karen Hyde declared the meeting open at 11.02am on Thursday, 15 October 2015 and acknowledged the past and present traditional owners and custodians of the land on which the meeting was being held.

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

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

2. Apologies

Councillor Liam Gobbert (Local Government Member, City of Joondalup)

3. Members on Leave of Absence

Nil

4. Noting of Minutes

Minutes of the Metro North-West JDAP meeting No.101 held on 24 September 2015 and meeting No.102 held on 1 October 2015 were noted by DAP members.

5. Declarations of Due Consideration

All members declared that they had duly considered the documents.

6. Disclosure of Interests

Nil

PROCEDURAL MOTION

Moved by: Ms Karen Hyde Seconded by: Mr Paul Drechsler

That Item 10.1 be considered prior to Item 7.

The Procedural Motion was put and CARRIED UNANIMOUSLY

Karen Beh.



7. Deputations and Presentations

7.1 Mr Peter Taylor (The Learoyd Development Group) addressed the DAP for the application at Item 8.1.

8. Form 1 - Responsible Authority Reports – DAP Application

8.1	Property Location:	Lot 964, House Number 204, Walcott Street, Mount Lawley
	Application Details:	Mixed Use Development – 11 Multiple Dwellings, 6 Offices, and 1 Restaurant
	Applicant:	The Learoyd Development Group
	Owner:	Raymond Hunt and Peter Taylor
	Responsible authority: DoP File No:	City of Stirling DAP/15/00736

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Mayor Giovanni Italiano Seconded by: Cr David Boothman

That the Metro North-West JDAP resolves to:-

Approve DAP Application reference DAP/15/00736 and accompanying plans (Attachment 1) for 11 Multiple Dwellings, Six Offices, and One Restaurant in accordance with Clause 10.3 of the City of Stirling Local Planning Scheme No.3, subject to the following conditions:-

Conditions

- 1. No permanent structures (existing or proposed) are to be located within the road reserve.
- 2. The land owner agrees to remove the encroaching parts of the development at such time as the reserved land is required for the upgrading of Walcott Street at their own expense (if required).
- 3. Prior to commencement of works, the land owner is to enter into a deed of agreement with the WAPC that the presence of the development on the road reserve, any improvements made to, or loss of amenity, shall not be taken into consideration in determining any land acquisition cost or compensation that may be payable by Council or the WAPC, and the land owner also agrees to remove the development on the road reserve at their own cost at the time the reserved land is required for the upgrading of Walcott Street. The agreement is to be notified on the Certificate of Title.
- 4. Unless otherwise specified all costs of and incidental to the satisfaction of these conditions must be paid by the owner including, without limitation, the City's legal costs and all registration fees and stamp duty (if any) and shall be prepared by the City or WAPC's nominated legal representatives.
- 5. At no time is there to be a balcony or awning located above the constructed carriageway for Walcott Street.

Koren Boh.



- 6. A Site Management Plan shall be submitted to the satisfaction of the City of Stirling prior to commencement of works. The Site Management Plan shall 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.
- 7. A Noise Management Plan from a qualified acoustic (noise) consultant is required to the satisfaction of the City's Health and Compliance Business Unit prior to the issue of a building permit. The report is to identify potential noise impacts and control measures from plant equipment, essential services, air conditioning units, noise from people's activities from balconies, vehicle noise, operation of the café, to minimise impact on the residents in the development/neighbouring properties.
- 8. A Waste Management Plan to be provided to the satisfaction of the City of Stirling, prior to commencement of development. Servicing of all waste bins is to be to the satisfaction of the City's Waste Services Business Unit, or as otherwise agreed in the Waste Management Plan.
- 9. Parking bays within Learoyd Street verge are to be designed and constructed to the satisfaction of the City of Stirling at the applicant's expense, prior to occupation of the development. Full detailed design plans to be submitted for approval prior to commencement of development.
- 10. The proposed crossover/s shall be designed and constructed in accordance with the City's Crossover Policy, prior to occupation of the development.
- 11. Redundant crossovers are to be removed and the verge and footpath are to be reinstated to the satisfaction of the City prior to the completion of development.
- 12. The levels of the proposed parking areas are to comply with AS/NZS2890.1:2004, and match the existing verge levels, to the satisfaction of the City.
- 13. No walls, letterboxes or fences above 0.75 metres in height to be constructed within the 1.5 metres of where;
 - I. walls, letterboxes or fences adjoin vehicular access points to the site, or
 - II. a driveway meets a public street,
- 14. All off street parking to be available during business hours for all customers and staff.
- 15. Vehicular parking, manoeuvering and circulation areas indicated on the approved plan being sealed and drained to the satisfaction of the City and the parking spaces being marked out and maintained in good repair.
- 16. All driveways, parking and manoeuvering 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.

Joren Beh

- 17. All bicycle parking facilities are to comply with AS2890.3 Part 3.
- 18. Awnings to have minimum clearance of 2.7m above the finished footpath level, and are to extend the whole length of the Walcott Street frontage.
- 19. Each residential unit is to have at least one outdoor living area with a minimum floor area of 10.0m² and a minimum dimension of 2.4m.
- 20. No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided.
- 21. The surface of a boundary wall facing a neighbour shall be to the satisfaction of the City and be of a finished standard such as face brick, rendered and painted masonry or the like. The required works are to completed prior to occupation of the development.
- 22. 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.
- 23. Stormwater from all roofed and paved areas to be collected and contained on site.
- 24. Landscaping within the road reserve, and specifically the provision of street trees where appropriate, is to be undertaken at the applicants expense to the satisfaction of the City's Engineering Design and Parks & Reserves Business Units prior to the completion of the development.
- 25. Signage shown on the submitted plans does not form of this approval. A separate development application will be required prior to the erection of any signs.
- 26. Mechanical clothes dryers shall be provided within all multiple dwellings.
- 27. A schedule of all external colours and materials is to be submitted to the satisfaction of the City of Stirling Approvals Business Unit prior to the commencement of works.

Advice Notes

1. The applicants are advised to contact the WAPC Land Dealings Coordinator at the Department for Planning should they wish to discuss the formulation of a deed of agreement for the temporary use of the road reserve.

Karen Hoh.



AMENDING MOTION

Moved by: Cr David Boothman Seconded by: Mayor Giovanni Italiano

Condition 25 - insert the word "part" between the word "form" and the word "of".

The Amending Motion was put and CARRIED UNANIMOUSLY

AMENDING MOTION

Moved by: Mr Fred Zuideveld

Seconded by: Mr Paul Drechsler

Condition 14 - Insert the word "commercial" between the word "street" and the word "parking".

The Amending Motion was put and CARRIED UNANIMOUSLY

PRIMARY MOTION (AS AMENDED)

Moved by: Mayor Giovanni Italiano Seconded by: Cr David Boothman

That the Metro North-West JDAP resolves to:-

Approve DAP Application reference DAP/15/00736 and accompanying plans (Attachment 1) for 11 Multiple Dwellings, Six Offices, and One Restaurant in accordance with Clause 10.3 of the City of Stirling Local Planning Scheme No.3, subject to the following conditions:-

Conditions

- 1. No permanent structures (existing or proposed) are to be located within the road reserve.
- 2. The land owner agrees to remove the encroaching parts of the development at such time as the reserved land is required for the upgrading of Walcott Street at their own expense (if required).
- 3. Prior to commencement of works, the land owner is to enter into a deed of agreement with the WAPC that the presence of the development on the road reserve, any improvements made to, or loss of amenity, shall not be taken into consideration in determining any land acquisition cost or compensation that may be payable by Council or the WAPC, and the land owner also agrees to remove the development on the road reserve at their own cost at the time the reserved land is required for the upgrading of Walcott Street. The agreement is to be notified on the Certificate of Title.
- 4. Unless otherwise specified all costs of and incidental to the satisfaction of these conditions must be paid by the owner including, without limitation, the City's legal costs and all registration fees and stamp duty (if any) and shall be prepared by the City or WAPC's nominated legal representatives.

Karen Beh.



- 5. At no time is there to be a balcony or awning located above the constructed carriageway for Walcott Street.
- 6. A Site Management Plan shall be submitted to the satisfaction of the City of Stirling prior to commencement of works. The Site Management Plan shall 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.
- 7. A Noise Management Plan from a qualified acoustic (noise) consultant is required to the satisfaction of the City's Health and Compliance Business Unit prior to the issue of a building permit. The report is to identify potential noise impacts and control measures from plant equipment, essential services, air conditioning units, noise from people's activities from balconies, vehicle noise, operation of the café, to minimise impact on the residents in the development/neighbouring properties.
- 8. A Waste Management Plan to be provided to the satisfaction of the City of Stirling, prior to commencement of development. Servicing of all waste bins is to be to the satisfaction of the City's Waste Services Business Unit, or as otherwise agreed in the Waste Management Plan.
- 9. Parking bays within Learoyd Street verge are to be designed and constructed to the satisfaction of the City of Stirling at the applicant's expense, prior to occupation of the development. Full detailed design plans to be submitted for approval prior to commencement of development.
- 10. The proposed crossover/s shall be designed and constructed in accordance with the City's Crossover Policy, prior to occupation of the development.
- 11. Redundant crossovers are to be removed and the verge and footpath are to be reinstated to the satisfaction of the City prior to the completion of development.
- 12. The levels of the proposed parking areas are to comply with AS/NZS2890.1:2004, and match the existing verge levels, to the satisfaction of the City.
- 13. No walls, letterboxes or fences above 0.75 metres in height to be constructed within the 1.5 metres of where;
 - I. walls, letterboxes or fences adjoin vehicular access points to the site, or
 - II. a driveway meets a public street,
- 14. All off street commercial parking to be available during business hours for all customers and staff.
- 15. Vehicular parking, manoeuvering and circulation areas indicated on the approved plan being sealed and drained to the satisfaction of the City and the parking spaces being marked out and maintained in good repair.

Karen Beh.



- 16. All driveways, parking and manoeuvering 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.
- 17. All bicycle parking facilities are to comply with AS2890.3 Part 3.
- 18. Awnings to have minimum clearance of 2.7m above the finished footpath level, and are to extend the whole length of the Walcott Street frontage.
- 19. Each residential unit is to have at least one outdoor living area with a minimum floor area of 10.0m² and a minimum dimension of 2.4m.
- 20. No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided.
- 21. The surface of a boundary wall facing a neighbour shall be to the satisfaction of the City and be of a finished standard such as face brick, rendered and painted masonry or the like. The required works are to completed prior to occupation of the development.
- 22. 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.
- 23. Stormwater from all roofed and paved areas to be collected and contained on site.
- 24. Landscaping within the road reserve, and specifically the provision of street trees where appropriate, is to be undertaken at the applicants expense to the satisfaction of the City's Engineering Design and Parks & Reserves Business Units prior to the completion of the development.
- 25. Signage shown on the submitted plans does not form part of this approval. A separate development application will be required prior to the erection of any signs.
- 26. Mechanical clothes dryers shall be provided within all multiple dwellings.
- 27. A schedule of all external colours and materials is to be submitted to the satisfaction of the City of Stirling Approvals Business Unit prior to the commencement of works.

Advice Notes

1. The applicants are advised to contact the WAPC Land Dealings Coordinator at the Department for Planning should they wish to discuss the formulation of a deed of agreement for the temporary use of the road reserve.

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

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

Nil

10.1

10. Appeals to the State Administrative Tribunal

Property Location:	Lot 811, House Number 3, Sundew Rise, Joondalup
Application Details:	Modifications to approved showroom, office and take-away food outlet development
Applicant:	Geoff Loxton of Property Development Solutions
Owner:	Arise Joondalup Pty Ltd
Responsible authority:	City of Joondalup
DoP File No:	DP/12/00582

REPORT RECOMMENDATION / PRIMARY MOTION

Moved by: Councillor Chester Seconded by: Ms Hyde

That the Metro North-West JDAP resolves to:-

That the Metro North-West Joint Development Assessment Panel, pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR 238 of 2015, resolves to:-

Reconsider and set aside its decision dated 4 June 2015 and **Approve** DAP Application reference DP12/00582 and accompanying plans as set out in Attachment 3 in accordance with Clause 6.9 of the City of Joondalup *District Planning Scheme No.2*, subject to the following conditions:-

Conditions

- 1. Low level illumination shall be used for all signage.
- 2. Illumination to all signage must not flash, pulsate or chase.
- 3. Illumination of the signage tower is only permitted between the hours of 7.00am to 10.30pm.
- 4. Pavement and road markings shall be provided at the opposing pedestrian refuge pavements located between Lots 810, House Number 9, and 811, House Number 3, Sundew Rise, specifically Buildings two and three in accordance with AS 1742.10, Manual of Uniform Traffic Control Devices.

Advice notes

- 1. All conditions and requirements detailed on the previous approval dated 29 August 2012 shall remain applicable.
- 2. All other additional signage shall be the subject of a separate Development Application.

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3. This approval relates to the modifications only as detailed in the approved plans. It does not relate to any other development.

The Primary Motion was put and CARRIED UNANIMOUSLY

11. General Business / Meeting Closure

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 11.14am.

Karen Boh.



Form 1 - Responsible Authority Report

(Regulation 12)

Property Location:	Lot 501 (470) Whitfords Avenue, Hillarys
Application Details:	Extensions and upgrade to existing shopping
	centre
DAP Name:	Metro North-West JDAP
Applicant:	Scentre Group Limited
Owner:	Westfield Management Ltd, Reco Whitford
	Pty Ltd and RE1 Ltd
LG Reference:	DA15/0866
Responsible Authority:	City of Joondalup
Authorising Officer:	Dale Page
	Director Planning and Community
	Development
Department of Planning File No:	DAP/15/00868
Report Date:	22 October 2015
Application Receipt Date:	6 August 2015
Application Process Days:	90 Days
Attachment(s):	1: Location and zoning plan
	2: Development plans and building
	perspectives
	3: Summary of feedback from service
	authorities
	4: Connectivity plan
	 Environmentally sustainable design checklist
	6: Proposed landscaping concept plans

Officer Recommendation:

That the Metro North- West JDAP resolves to:

Approve DAP Application reference DAP/15/0866 and accompanying plans DA01.5201 (Revision C), DA01.5202 (Revision C), DA01.5203 (Revision C), DA01.5301 (Revision C), DA01.5402 (Revision C), DA01.5403 (Revision C), DA01.5404 (Revision C), DA01.5406 (Revision C), DA01.5407 (Revision C), DA01.5501(Revision B), DA01.5502 (Revision B), DA01.5503 (Revision B), DA01.5504 (Revision B) in accordance with Clause 68(2) of the *Planning and Development (Local Planning Scheme) Regulations 2015* Schedule 2, subject to the following conditions:

Conditions

1. The applicant shall coordinate with Main Roads WA to produce a Transport Impact Assessment to determine the design of the Whitfords Avenue and Marmion Avenue intersection to the specification of Main Roads WA and satisfaction of the City prior to the commencement of development. This design shall align with the ultimate intersection design as planned. All costs associated with the preparation of the Traffic Impact Assessment shall be at the expense of the applicant.

- 2. The following Marmion Avenue and Whitfords Avenue intersection turning movements shall be upgraded at the expense of the applicant, to the specification of Main Roads WA and satisfaction of the City, prior to the development first being occupied:
 - Southbound right turn
 - Westbound left turn
 - Eastbound left turn
 - Northbound left turn

These upgrades shall be inclusive of design, review, approval, construction and signal costs, and shall be carried out to the specification of Main Roads WA and the satisfaction of the City.

- 3. Prior to the commencement of site works for the centre, a Parking Management Plan shall be submitted to and approved in writing by the City, upon advice from the Department of Transport. The approved Parking Management Plan shall identify the components that will be implemented prior to the development first being occupied and those that will be built into future plans.
- 4. Prior to the development first being occupied, a Travel Behaviour Change Plan, particularly targeting centre employees but also customers, is to be submitted to and approved by the City. The Travel Behaviour Change Plan approved by the City is to be implemented and reviewed to the satisfaction of the City on the advice of the Department of Transport.
- 5. A Construction Management Plan shall be submitted to, and approved by the City, prior to the commencement of development. The plan shall detail how it is proposed to manage:
 - all forward works for the site;
 - the delivery of materials and equipment to the site;
 - the storage of materials and equipment on the site;
 - the parking arrangements for the contractors and subcontractors;
 - the management of sand and dust during the construction process;
 - other matters likely to impact on the surrounding properties.

Construction shall be undertaken in accordance with the Construction Management Plan approved by the City.

- 6. A full schedule of materials, colours and finishes for all external facades shall 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.
- 7. Detailed plans indicating the inclusion of additional shade structures within the piazza area of Zone B shall be submitted to the City for approval prior the commencement of development. Works shall be undertaken in accordance with these approved plans.

- 8. 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:
 - Provide full details of the green wall installations;
 - 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.
- 9. 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 a high standard to the satisfaction of the City.
- 10. A signage strategy shall be submitted to and approved by the City prior to the occupation of the development. All signage shall be constructed in accordance with the approved strategy.
- 11. A Refuse Management Plan indicating the method of rubbish collection is to be submitted to the City prior to the commencement of development, and approved by the City prior to the development first being occupied. Refuse management shall be in accordance with the approved plan.
- 12. An on-site 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. Details of the proposed stormwater drainage system are required to be submitted to, and approved by the City, prior to the commencement of development. Works shall be undertaken in accordance with the approved details.
- 13. All development shall be contained within the property boundaries.
- 14. Any proposed external building plant, including air conditioning units, piping, ducting and water tanks, being located so as to minimise any visual and noise impact on surrounding landowners, and screened from view from the street, and where practicable from adjoining buildings. Details of the location of such plant shall be submitted to, and approved by the City, prior to the commencement of development. Works shall be undertaken in accordance with the approved details.

- 15. The parking bays, driveways and access points shall be designed in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1 2004) and Off-street Parking for People with Disabilities (AS/NZS2890.6 2009). Such areas are to be constructed, drained and marked prior to the development first being occupied, and thereafter maintained, to the satisfaction of the City. Details shall be provided to, and approved by the City, prior to commencement of development. Works shall be undertaken in accordance with the approved details.
- 16. Bicycle parking facilities provided shall be designed in accordance with the Australian Standard for Off-street Car parking Bicycles (AS2890.3-1993). Details of bicycle parking area(s) shall be provided to, and approved by the City, prior to the commencement of development. Works shall be undertaken in accordance with the approved details.
- 17. The maximum retail net lettable area across the subject site shall not exceed 55,000m². The three zones identified within this development application shall be occupied by the following land uses:

Zone A - 'Shop' and/or 'Restaurant'

Zone B - 'Shop', 'Restaurant', 'Office', 'Recreation Centre', 'Cinema', 'Markets (Retail)' and/or ' Tavern'.

Zone C - 'Shop' and/or 'Department Store'

As defined under the City of Joondalup District Planning Scheme No. 2.

Advice Notes

- 1. Further to condition 2 and 3, Main Roads WA propose that they will manage and deliver the works associated with the upgrade, with costs to be determined by an estimate for the proposed works prepared for Main Roads WA. Costs apportioned to the applicant are to be paid directly to Main Roads WA prior to the award of the road works contract.
- 2. In relation to the Parking Management Plan, it is required to detail the staging of the management of parking, appropriate way finding, the provision of suitable parking management technology to indicate available bays, the intended locations of directional signs to be placed within the surrounding road reserves and the site, indicative employee parking locations and parking restrictions for all employees and all day parkers.
- 3. In relation to the Travel Behaviour Change Plan, it is required to contain a range of actions that encourage employees and customers to access the site by alternatives to solo car commuting. The plan could also be incorporated into the centre's marketing strategy to attract more customers via public transport, walking, cycling and car-pooling. It may also include TravelSmart like programmes aimed at assisting staff with their travel choices. Implementation of the plan with this development application may be quite limited to initiatives that relate to the approved development however the plan can provide a framework for subsequent proposed expansions.

- 4. The applicant is advised that the development is required to be designed and constructed in compliance with the requirements of the *Environmental Protection Act 1986*.
- 5. The applicant is advised that all food premises are required to comply with the provisions of the *Food Act 2008*.
- 6. The applicant is advised that all public buildings are required to comply with the *Health (Public Buildings) Regulations 1992.*
- 7. The applicant is advised that suitable bin storage areas shall be provided, each with a concrete floor graded to a 100mm industrial floor waste gully connected to sewer, and all bin store area provided with hose cocks.

Cancel the approval of DAP application reference DAP/14/00580 and accompanying plans date stamped DA-01 (Revision A), DA-A01 (Revision A), DA-A02 (Revision A), DA-B01(Revision A), DA-B02 (Revision B), DA-B03 (Revision B), DA-C01 (Revision A) DAC02 (Revision A), DA-C03 (Revision A), DA-C04 (Revision A) in accordance with Clause 77 of the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2.

Property Address:		Lot 501 (470) Whitfords Avenue, Hillarys
Zoning	MRS:	Urban
	TPS:	Commercial
Use Class:		'Shop', 'Department Store', 'Recreation Centre',
		'Office', 'Cinema', 'Markets (Retail)', 'Tavern',
		'Restaurant'
Strategy Policy:		Not applicable
Development Scheme:		City of Joondalup District Planning Scheme
		No.2
Lot Size:		19.78ha
Existing Land Use:		'Shop', 'Service Station', 'Recreation Centre',
		'Drive Through Food Outlet', 'Tattoo Studio',
		'Office', 'Medical Centre', 'Restaurant', 'Tavern',
		'Department Store'
Value of Development:		\$45 million

Background:

The subject site is the Westfield Whitford City Shopping Centre located at Lot 501 (470) Whitfords Avenue, Hillarys. It is bound by Marmion Avenue and a City owned site containing the Whitford Library and Senior Citizen's Centre to the east, Whitfords Avenue to the north, Banks Avenue to the south and Endeavour Road to the west (Attachment 1 refers).

The shopping centre originally opened in 1978 and was comprised of a department store, discount department store, supermarket and other retail stores totalling 22,307m² net lettable area (NLA). Since the opening of the shopping centre, a number of major expansion proposals have been determined, including:

- A number of approvals for an additional 17,140m² of NLA between 1985-1990, including the food hall and other retail stores. The department store ceased operating during this time.
- Approval of an additional 13,070m² of NLA in 1991, including a second discount department store, other retail stores, rooftop and basement car parking.
- Approval by the Town Planning Appeal Tribunal in 1992 for a six cinema development.
- Refusal by the City and WAPC in 1997 for additions to increase the total retail floor space of the shopping centre to 72,150m² NLA, comprising a two level department store, speciality shops, non-retail uses, a mall over the existing mall, the relocation of a supermarket and removal of the service station. The City's and the WAPC's decision to refuse this application was upheld by the Town Planning Appeal Tribunal in 1998.
- Approval for extensions to the shopping centre in 2001 (following earlier approval in 1999 and 2000) for an outdoor piazza, relocation of a supermarket and additional retail stores, bringing the total retail NLA to 48,537m².
- Refusal by the Metro North-West Joint Development Assessment Panel (JDAP) in 2013 for the redevelopment of, and expansions to, the existing shopping centre. This application proposed an additional 31,461m² of retail NLA, inclusive of a two level department store, new supermarket and retail space, which would result in a proposed total retail NLA of 81,451m². The decision to refuse this development application was subject to review by the State Administrative Tribunal (SAT), which was subsequently withdrawn.

In addition to the shopping complex, three free-standing drive-through food outlets and a two storey office complex have been developed on the western portion of the site. While these developments need to be considered for the purposes of calculating the car parking requirement across the site, they are not directly impacted by this proposal and therefore the detailed background to their development has not been included.

The site is currently comprised of:

- Big W and Target discount department stores;
- Woolworths and Coles supermarkets;
- Cinema complex;
- Mini-majors including Lincraft, JB Hi-Fi, Best & Less, Rebel Sport, City Beach and Dick Smith;
- 250 speciality stores and fast food outlets, including a food hall;
- Tavern;
- State Swim Centre;
- Service station; and
- Endeavour Business Centre office complex.

Most recently, approval was granted by the JDAP on 3 December 2014 for the extensions to and upgrade of the existing shopping centre inclusive of 4,573.1m² of additional retail NLA, bringing the total retail NLA of the centre to 54,761.7m². This development application included the relocation of Coles supermarket to a new tenancy occupying the existing piazza area located on the northern edge of the shopping centre site fronting Whitfords Avenue, the extension to the existing Coles floor space to allow for either a 'Shop' or 'Department Store' as well as a new promenade to the north-east portion of the centre fronting Whitfords Avenue. These approved additions resulted in a total shopping centre NLA of 72,942.3m².

This development application is intended to replace the 3 December 2014 development approval. In this regard the applicant has also applied to revoke this previous development approval if this development application is approved.

The existing approved development plan is provided in Attachment 2.

Access easement

A private road extending from Banks Avenue into the shopping centre, at the eastern edge of the centre is the subject of an easement created in 1979 between the City and the owners of the shopping centre site. This easement provides unlimited rights of access for the shopping centre and the adjoining City owned site which is the location of the Whitfords Library and Whitford Senior Citizen's Centre. Scentre Group is responsible for the maintenance of the road.

No development is proposed within the vicinity of the area affected by the easement.

Whitford Activity Centre Structure Plan

Council at its meeting held on 15 September 2015 considered a new draft *Whitford Activity Centre Structure Plan* (WACSP) to be satisfactory and authorised the submission of the WACSP to the Western Australian Planning Commission for adoption and certification. The Structure Plan is yet to be certified by the Western Australian Planning Commission, however, the WACSP is considered a 'seriously entertained planning proposal' and has been given due regard in the assessment of this application.

The WACSP encompasses the Whitford City Shopping Centre and surrounds, extending to the St Marks School site to the west, residential properties along Banks Avenue and 11 other adjoining residential zoned properties. The area is broken into four character districts as follows:

- Retail District.
- Endeavour District.
- Banks District.
- Education and Civic District.

The modifications to the existing shopping centre as detailed in this development application are to be located wholly within the Retail District of the WACSP.

The Retail District is to provide for a main street environment on Endeavour Road and improved vehicle connections through the Retail and Endeavour Districts. The draft structure plan also includes provisions relating to building height, setbacks, facade treatments as well as specific character district car parking standards.

The Retail District vehicle car parking development standard requires 4.5 bays per 100m² of net lettable area.

A total maximum retail floor space allowed for the structure plan area is 77,500m², of which a maximum of 75,000m² is permitted in the Retail District.

Local Commercial Strategy and Local Planning Strategy

The Local Commercial Strategy provides the City with a framework for decision making in regard to the development of new structure plans, amendments to existing structure plans and future rezoning and development applications within commercial centres in line with SPP 4.2.

The Local Commercial Strategy was endorsed by Council at its December 2013 meeting. The recommendations were subsequently incorporated into the City's Local Planning Strategy, which was adopted by Council in July 2014.

In regard to the Whitfords Activity Centre, the threshold retail floor space is 75,000m². This means that if any additional retail floor space over 75,000m² is proposed, this needs to be supported by a Retail Sustainability Assessment.

Joondalup Design Reference Panel

The purpose of the Joondalup Design Reference Panel (JDRP) is to provide advice on the design of development with a particular focus on the impact of buildings on the streetscape and the environmentally sustainable design features. Council at its meeting held on 24 June 2014 adopted amendments to the Terms of Reference for the JDRP which extended the requirement for applications determined by the JDAP to be referred to the JDRP where it relates to new commercial development and in this instance, major additions to existing development that impact on the streetscape.

The application was referred to the JDRP on 1 September 2015, and advice received is discussed further in the planning assessment section of this report.

Details: outline of development application

The development is for extensions to and upgrades of the existing shopping centre. The application proposes a net increase of total 8,118m² of NLA, resulting in a total shopping centre NLA of 76,488m².

There is to be a net increase to the shopping centre retail NLA of only 3,829m², being less than the 4,573.1m² of retail NLA approved on 3 December 2014.

The allocation of NLA and land use mix within each of the zones is intended to be generally flexible in order to respond to tenant requirements, particularly within Zone B, however the floor space will not exceed the net NLA figure stated above.

The development plans and building perspectives are provided as Attachment 2, with development being focused in three zones of the shopping centre:

Zone A

The existing store room located at the western extremity of the centre (level 1) is proposed to be converted into a café with associated alfresco seating as well as landscaped entrance treatments. The new café will be complemented by raised garden beds, bench seating and timber awnings; creating informal gathering space and activating the edge of the centre.

The modifications to this shopping centre entrance are intended to initiate connections with future WACSP redevelopment across the Endeavour Road District as well as provide for a more active and defined western entrance to the shopping centre.

Zone B

The existing outdoor piazza is to be retained and revitalised; contrary to the 2014 JDAP approval whereby the piazza area was to be replaced with a new retail 'box' intended to incorporate the re-located Coles supermarket tenancy.

The piazza is to be re-developed to incorporate new retail offers including food and beverage, entertainment and commercial activities spanning over two storeys as well as significant landscape treatment and pedestrian connection enhancements. The following works are proposed across the existing basement, level one and proposed level two within proposed Zone B:

- Basement level
 - A new mini major which is envisaged to be occupied by a gym, bowling alley or similar ('Recreation Centre') as well as commercial office floor space offerings.
 - Minor modifications to the existing internal basement level loading dock.
 - Secure end of trip facilities for staff inclusive of 22 bicycle parking spaces, 12 lockers and male and female change rooms inclusive of showers.
 - Relocation of the centre's fire control room in order to meet current BCA requirements.
 - Improved vertical circulation via the installation of new lifts connecting the basement car park to level one and proposed level two within Zone B.
 - New pedestrian priority crossings providing clear access into the centre from the basement car parking facility.
 - An increase of 36 car bays.
- Level one
 - A new piazza cafe and restaurant precinct and associated entertainment and commercial activities with a large alfresco dining activity focus.
 - A new mini major tenancy which is envisaged to be occupied by a large restaurant or tavern operator or similar with the opportunity to connect with a similar proposed level two tenancy.
 - The existing fire egress stairs will be replaced by a new pedestrian entrance to the centre via the construction of new stairs and ramp to reinforce connectivity between Whitfords Avenue/the future proposed bus facility and the shopping centre.
 - Significant landscape treatments including informal seating areas, children play areas, water elements, feature trees, low level planting and catenary lighting in order to create an urban entertainment precinct complementing the shopping and dining experience.
 - Enhancements to the existing facade through feature timber battens, green walls, climbers on cable, aluminium panels, cement panels, glazing and aluminium framing.
 - Minor modifications to location and configuration of fire stairs, lifts and storage areas.
- Level two
 - \circ The expansion of the existing cinema complex.
 - Additional food and beverage offerings complementing the level one piazza cafe and restaurant precinct.
 - o A new retail mini major to support the entertainment uses.

Timber boardwalks linking to the existing pedestrian footpaths along Whitfords Avenue will lead pedestrians to the piazza through planted batters with feature limestone enhancing the interface of the centre to the street. On the western side, stair access will be maintained leading up to the upper level piazza. From the east, pedestrians will transition from the street to the piazza via an elevated ramp providing a clear and legible connection from the Whitfords Avenue bus stop to the centre.

The level one piazza cafe and restaurant precinct will not only provide opportunities for alfresco dining but also temporary retail and entertainment activities such as an open air cinema and market events.

Zone C

The southern side of the shopping centre is proposed to expand from the existing Coles tenancy to the south-east. The expanded area is intended to accommodate a variety of retail options including a new major tenancy ('Department Store'), a variety of mini majors and/or other specialty retail shops. Modifications to this side of the shopping centre include:

- The existing basement being expanded to accommodate additional car parking, and improved vertical circulation via the installation of a new lift and escalators.
- The relocation, expansion and enclosure of the existing loading dock area.
- Updates to the existing southern shopping centre facade to match the proposed retail 'box' extension. The facade is to be clad and articulated through the use of textured concrete, feature timber/steel fins and timber battens, consistent with the other parts of the centre improvement.
- A new pedestrian priority pathway will be provided in the modified car park from the centre entrance to the lot boundary, in the vicinity of the existing stairs and ramp, so as to align with nearby pedestrian access ways.

It has been requested that approval be granted for both 'Department Store' and 'Shop' land use classes within the zone, as the ultimate land use will be dependent on future tenant negotiations. This is discussed further in the planning assessment section of this report.

It is noted that in comparison to the 2014 JDAP application there are no changes to the proposed development within Zone C.

Car parking

Comparative to the 3 December 2014 development approval which resulted in a net reduction of 112 car parking bays across the site; modifications to the shopping centre within this development application result in a net increase of 36 bays to the basement car park at Zone B.

There is to be a total of 3,793 car bays available across the site.

Legislation & policy:

Legislation

Planning and Development Act 2005

Metropolitan Region Scheme (MRS)

Planning and Development (Local Planning Schemes) Regulations 2015

City of Joondalup District Planning Scheme No.2 (DPS2)

State Government Policies

State Planning Policy 4.2 Activity Centres for Perth and Peel

Local Policies

Council Policy - Environmentally Sustainable Design

This policy applies to the construction of major residential, commercial and mixed use buildings. The purpose of the policy is to encourage development to incorporate environmentally sustainable principles into the building design. The policy also requires applicants to complete the City's Environmentally Sustainable Design Checklist.

The checklist for the proposed development is provided as Attachment 5.

Council Policy – Signs

This policy provides guidance on the extent and location of various forms of signage that are not exempt from planning approval under DPS2. The policy aims to protect the quality of the streetscape and the amenity of adjoining and nearby residents by minimising the visual impact of signs and encouraging well-designed signs that enhance visual quality and safety of the City of Joondalup.

Consultation:

Public Consultation

The development application was not advertised as the modifications proposed from the JDAP approval issued on 3 December 2014 are not considered to result in any additional impact on surrounding landowners.

It is noted that consultation was undertaken previously for the approved development. A summary of concerns raised are contained within the original report DAP/14/00580.

Consultation with other Agencies or Consultants

The City received comments from Main Roads WA, the Department of Planning's Infrastructure and Land Use Coordination section and the Department of Transport's Integrated Transport Planning section.

As with the previously approved 2014 JDAP application, all agencies have indicated their support of the application on the condition that upgrades are made to specific turn movements at the Marmion Avenue and Whitfords Avenue intersection. The extent of the upgrade and allocation of costs requires coordination between the applicant, Main Roads WA and the City.

The Department of Transport have requested a condition of approval that requires the applicant to provide a Parking Management Plan to the City for as well as a Travel Behaviour Change Plan.

This is discussed further in the planning assessment section of this report and is addressed through conditions of approval.

Planning assessment:

The proposal is for extensions and the upgrade to three areas of the existing shopping centre, increasing the total NLA of the shopping centre from 72,942.3m² to 76,488m². The proposed increase in retail NLA is to be 3,829m² and as such does not require an activity centre structure plan to be adopted prior to the JDAP being able to consider the application. Similarly, given the amount of retail floor space proposed, the development is also not required to be separately assessed against the MRS by the Department of Planning.

Retail floor space

The proposed increase in retail floor space is consistent with indicative floor space setout under the City's Local Commercial Strategy as well as the recently Council adopted WACSP. The total retail NLA of 54,018m² remains well below the 75,000m² retail NLA threshold, as outlined in the above mentioned documents.

The previously approved 2014 JDAP application sought to pursue a 'minor' expansion and upgrade of the centre, some of which is replicated in this application. Subsequent to this approval, the applicant has revisited certain areas of the centre to align with current retailer and consumer trends and enhance the existing centre offerings and 'shopping experience', particularly in the area of food and beverage.

This development application has been prepared to be consistent with the long-term ambitions of the centre expansion as outlined in the recently adopted WACSP, and to allow for an interim refresh that will provide a short-term improvement to the shopping choice, and shopping environment at Westfield Whitford City.

Assessment against the 'Commercial' zone under DPS2

The proposed development meets the development requirements of the 'Commercial' zone under DPS2 with the exception of street setback and car parking requirements.

Land Use

In order to allow for flexibility to negotiate for prospective tenants and changes to the land use mix a number of land uses are being proposed across the three zones to avoid triggering the requirement for an amended development application.

The applicant has identified that the stated land use designations on the development plans are as follows:

• Proposed Major – anchor tenancies such as Cinemas.

- Proposed Mini-Major (anything greater than 400sq.m but not a major) likely to be Shop/Retail, Other Retail, Entertainment/Recreation/Culture.
- Proposed Retail likely to be Shop/Retail, Office/Business, Health/Welfare/Community Services and Entertainment/Recreation/Culture.

The City's assessment of the proposed development and the applicant's intended land use in terms of tenancy occupation across the three zones has resulted in the following land uses, as defined under DPS2, being identified to form part of the development approval:

- Zone A Restaurant and Shop
- Zone B

Basement level 1 Recreation centre and Office

<u>Retail level 1</u> Restaurant, Tavern, Shop, Markets (Retail) and Cinema

<u>Retail level 2</u> Cinema, Restaurant, Tavern and Shop

• Zone C – Shop and Department Store

Under DPS2 'Shop', 'Office' and 'Restaurant' are permitted ("P") land uses, and 'Department Store', 'Recreation Centre', 'Cinema', 'Markets (Retail)' and 'Tavern' are discretionary ("D") land uses. It is noted that any other land uses would require further approval.

The above listed discretionary land uses are considered to be appropriate in this instance given that the intent of the 'Commercial' zone is to provide for a wide range of uses within an existing commercial area and inclusive of retailing, entertainment, professional offices, business services and residential. Having regard to the WACSP it is also noted that 'Cinema/Theatre' and 'Markets (Retail)' uses are permitted ('P') uses.

Furthermore, under the new Model Provisions for Local Planning Schemes that form part of *Planning and Development (Local Planning Schemes) Regulations 2015*, the land use 'Department Store' is incorporated into the definition of 'Shop'. As such it is not considered inappropriate for this portion of the development to be used for either land use without the need for further approvals.

Street Setback

A building setback of nine metres is required to the Whitfords Avenue and Banks Avenue street boundaries. While the majority of the development meets and exceeds this requirement, a portion of the proposed new access stairs and ramp providing pedestrian access to the revitalised piazza area from Whitfords Avenue is proposed at a three metre setback. It is considered that this reduced building setback is appropriate in this instance given the intended level of landscaping and proposed uplifting of the existing, outdated Whitfords Avenue shopping centre facade. The reduced building setback of the new stairs and ramp is not considered to be the main focus, aesthetically, when viewing the shopping centre from Whitfords Avenue.

All other setbacks comply with relevant DPS2 requirements across the site. *Car Parking*

The car parking requirement for the site based on the current car parking standards under DPS2 is 4,272 bays, with 3,793 bays proposed to be provided across the site. It is noted that the car parking requirements are inclusive not only of the shopping centre NLA but also three external take away fast food outlets, a two storey office complex and a service station.

The Traffic Impact Assessment (TIA) submitted with the application indicates that the car parking for the site is adequate, being benchmarked against other existing shopping centres around Australia.

Under the recently adopted WACSP, a car parking rate of 4.5 bays per 100m² net lettable area applies to the Retail District of the structure plan. This rate has been designed to be consistent with SPP4.2 and in applying this car parking standard a total of 3,442 bays would be required, resulting in a surplus of 351 bays across the site.

On the basis of the above, it is considered that the car parking provided on-site is appropriate.

Whitfords Activity Centre Structure Plan

The development is wholly contained within the Retail District of the recently adopted Whitford Activity Centre Structure Plan (WACSP) and is subject to compliance with the General Development Standards and Retail District Planning Requirements.

The proposed development is compliant with the structure plan standards with the exception of building height.

Height

The WACSP Structure Plan Map (figure 1) indicates a maximum permitted building height for the Retail District of 20 metres. The proposed maximum building height is 22 metres around the north eastern side of Zone B.

It is considered that the additional height is appropriate in this instance due to the considerable increase to community amenity that the proposed Zone B development will have in regards to entertainment, recreation, culture as well as additional visual character when viewing the frontage from the street.

The projection is to be setback 11 metres from the Whitfords Avenue street boundary. There is to be an effective separation of the 2 metre building height projection from residential properties of greater than 40 metres. As such, the projection is not considered to be excessive and will not impact on the amenity of current or future residents within the vicinity of the northern Whitfords Avenue shopping centre facade. In addition, the WACSP General Development Standard A2 - Height and Setbacks specifies that buildings built to nominated street setbacks shall be a maximum height of 13.5 metres for the first six metres of the building depth.

Within Zone B, adjacent to Whitfords Avenue, the proposed maximum building height is approximately 14.33 metres and is setback a minimum of three metres at both level one and proposed level two. The applicant has stated that the 0.83 metre projection is considered to be appropriate given the building height and associated setback has been driven by the need to fit within the existing built form and align with the rest of the existing centre.

The proposed development within Zone B and the associated height projection is considered to have a positive visual impact in terms of aiding in the creation of an active and unique built form that is to be attractive when viewed from surrounding public realm.

In terms of the overall scale of Westfield Whitford City, the proposed additions are consistent with the intended character of the WACSP. As a result, the maximum building height of 14.33 metres within 6 metres of the Whitfords Avenue street boundary and a maximum Retail District Height building height of 22 metres are both considered to be appropriate in this instance.

Environmentally Sustainable Design

The applicant has completed the City's Environmentally Sustainable Design Checklist (Attachment 5 refers) demonstrating the inclusion of environmentally sustainable design elements. The checklist indicates that the development has a northerly orientation; has been designed to make use of recycled/recyclable materials; aims to reduce water use; incorporate water efficient technologies and include rainwater tanks; and proposes to include low energy technologies.

The development application also seeks to significantly increase soft landscaping whilst retaining existing vegetation across the site and seeks to make use of natural/living materials such as 'green' or planted walls. The landscaping concept plans are provided in Attachment 6.

In addition, the development proposes the construction of end of trip facilities within Zone B including both long and short term bicycle storage facilities, lockers and showers. This will enhance the range of facilities available to staff, and improve active transport options to access the shopping centre.

<u>Signage</u>

The applicant has included 'indicative' signage locations for new proposed corporate brand wall signage onto perspectives and elevations associated with both Zone B and C as part of this development application.

A condition of approval is recommended requiring a signage strategy to be submitted to and approved by the City prior to occupation of the development, to ensure a coordinated approach to signage. All signage will be required to be constructed in accordance with this strategy.

<u>Traffic</u>

In relation to traffic, the scale of development means that traffic volumes in surrounding intersections will be greater than 5%; hence a Transport Impact Assessment (TIA) has been undertaken in accordance with the Western Australian Planning Commission's Transport Assessment Guidelines.

As required within a condition applied to the 2014 JDAP approval, the applicant has provided a plan for a major upgrade to the Marmion Avenue/Whitfords Avenue signalised intersection, with works to be completed and partially funded by Main Roads WA.

Additionally, the TIA provided with this development application indicates that the intersection of Banks Avenue/Marmion Avenue is constrained and over capacity at present (prior to the completion and occupation of the shopping centre upgrade). It is noted that the report addresses the scale of the expansion to have marginal impact on the intersection; however, no detailed assessment of the intersection was undertaken.

The applicant has reinforced that Marmion Avenue/Banks Avenue intersection exceeds capacity under the '2015 background' traffic scenario and requires upgrading regardless of the proposed development.

The applicant is of the opinion that it is not considered that the expansion proposed within this current development application triggers the upgrade of this intersection, hence no upgrade was proposed. On this basis, and given that Main Roads WA have not raised any concerns over the performance of the intersection, supplementary assessment has not been undertaken.

As the proposed development is concentrated at the Whitfords Avenue street boundary, the estimated increase to traffic volumes and associated increase in delays and queuing are concentrated around the Marmion Avenue/Whitfords Avenue intersection.

Further to this, within the WASCP, upgrades to the Marmion Avenue/Banks Avenue intersection are mandatory in association with any major development application proposed within the Retail District.

It is considered that as necessary upgrades to this intersection are not directly related to this development, it is not reasonable to impose a condition to this effect.

Pedestrian connection

During the assessment and consultation process associated with the 2014 JDAP application, issues regarding the centre's connectivity with Whitfords Avenue and existing public transport facilities were relayed to the applicant. As a result, the applicant has provided a whole of shopping centre connectivity diagram with this development application (Attachment 4 refers).

A key component of this development application is the new pedestrian entrance from Whitfords Avenue which is envisioned to promote a clear sense of direction to the centre and create an active edge to Whitfords Avenue.

The piazza will be enhanced through new landscape treatments in an attempt to create an environment that people want to congregate in, and further drawing people

into the shopping centre from the future consolidated bus stop to be located on the southern side of Whitfords Avenue.

The new café in Zone A has been designed to initiate the east-west connection to the Endeavour Road District as outlined in the recently adopted WACSP.

Joondalup Design Reference Panel

The Joondalup Design Reference Panel (JDRP) met on 1 September 2015 to discuss the proposal. It is noted that the development plans presented to the JDRP did not include the refined internal and external building layout, design elements or clarification as to the proposed land use configurations within Zone B, as this was a subsequent modification following further detailed assessment of the application by the City.

Overall, the JDRP agreed that like the 2014 JDAP approved application, the proposal improves some of the dated elements of the shopping centre site. The key points raised by the panel, and the applicants response are provided below:

 General discussion was had regarding the lack of access and the general disconnection between the piazza and the rest of the shopping centre development. This included the potential for the creation of a connectivity diagram/plan which showed the overall vision for the centre in terms of addressing pedestrian flow across the site.

Applicant's response:

A key design objective for this application was revitalising the existing piazza and reinforcing connectivity between Whitfords Avenue and the shopping centre.

New pedestrian entrances from Whitfords Avenue will promote a clear sense of direction to the centre and create an active edge to Whitfords Avenue. The piazza will be enhanced through new landscape treatments creating an environment that people want to congregate in, and further drawing people into the shopping centre.

From the east, pedestrians will be drawn from the proposed new consolidated Whitfords Avenue bus stop via timber boardwalks and an elevated ramp to the piazza. This pathway will be framed by planted batters with feature limestone enhancing the interface of the centre to the street. On the western side, new stairs will provide connection to the upper level piazza from existing pedestrian footpath networks.

The combination of landscape treatments and pedestrian footpaths will provide a clear and legible connection from the Whitfords Avenue bus stop to the centre. Once at the piazza level, the space will be activated by cafes and restaurants spilling out into a public piazza. This environment will provide alfresco dining, children play areas and informal seating. Shade will be provided through feature trees.

The new café in Zone A will initiate the east-west connection to the redeveloped Endeavour Road District anticipated by the draft WACSP. The activation of the centre to the west, although elevated, will draw activity from Endeavour Road and the lower and upper level car park.

This minor expansion is considered to be a positive step towards achieving a well-connected activity centre environment.

 Query regarding the use of exposed timber panels on the facade and a request for further clarification regarding long term maintenance procedure and or final finish of the timber panels and further details be provided regarding the finish of the concrete ramp.

Applicant's response:

Scentre Group is currently investigating the materials and finishes for the building facades. The applicant agrees to provide a schedule of materials and finishes as a condition of development approval.

• General discussion regarding the proposed water elements within the piazza area of Zone B and the attractiveness of this to young families, young adults etc. The panel commented on the lack of restroom facilities within close proximity to this feature.

Applicant's response:

The applicant has stated that comments regarding water play elements have been noted and that restroom facilities will be available to patrons within the shopping centre.

 General discussion regarding the similarities between this development application and development application recently approved at Westfield shopping centres sites across the Perth metropolitan region and what this development's point of difference is. It was reiterated that the applicant should ensure that this development site had a point of difference so as to avoid all four Westfield centres, which will undergo redevelopment, having the same look and feel.

Applicant's response:

The proposed minor expansion to Westfield Whitford City has been driven by the need to align with the current retailer and consumer trends and enhance the existing centre offerings and 'shopping experience'. Each shopping centre is designed by Scentre Group to respond to its environment and context to meet the expectations and aspirations of the community and the commercial needs of Scentre Group.

 General discussion regarding the intended width of the new stairs/ramp adjacent to Whitfords Avenue. The panel expressed concerns regarding the width of the ramp given that a pedestrian path, significant landscaping treatments as well as urban furniture are to be located on the ramp and queried the installation and long term establishment of the landscaping within the allocated space. It was also suggested that the proposed north facing green walls be tested due to the significant climatic difference between the east coast of Australia and Western Australia. It was also commented that although the ramp will be important in terms of creating activation of the street, the cinema entry is more likely to solve this issue and that the use of escalators attracts people.

Applicant's response:

The pedestrian ramps range from 2.0 - 3.49 metres wide connecting with the existing footpaths. This pathway will be framed by planted batters with feature limestone enhancing the interface of the centre to the street. This is considered sufficient to accommodate the pedestrian footfall and create a pleasant pedestrian environment. The Applicant agrees to provide a detailed landscaping plan as a condition of development approval.

• General discussion regarding internal access and pedestrian movements through the shopping centre to the piazza as well as from the future modified bus interchange and the piazza/shopping centre. There was a general discussion surrounding the need for more wayfinding signage across the site.

Applicant's response:

This comment is noted and will be considered by Scentre Group through the detailed design phase.

 General discussion regarding the microclimate of the piazza and possible issues in relation to heat and lack of shade prior to the proposed landscaping features becoming fully established. The incorporation of temporary structures should be considered in order to provide relief not only to northern sunlight but also to provide cover during winter months. This will aide in the year-round activation of the piazza space.

Applicant's response:

Scentre Group are currently undertaking a solar shade analysis for the piazza to determine the necessary shading (soft and hard) required to create a pleasant microclimate. A mood board has been prepared to demonstrate the intended shading elements which will form part of individual tenancy fit outs (refer attached).

The applicant agrees to satisfy this as a condition of development approval.

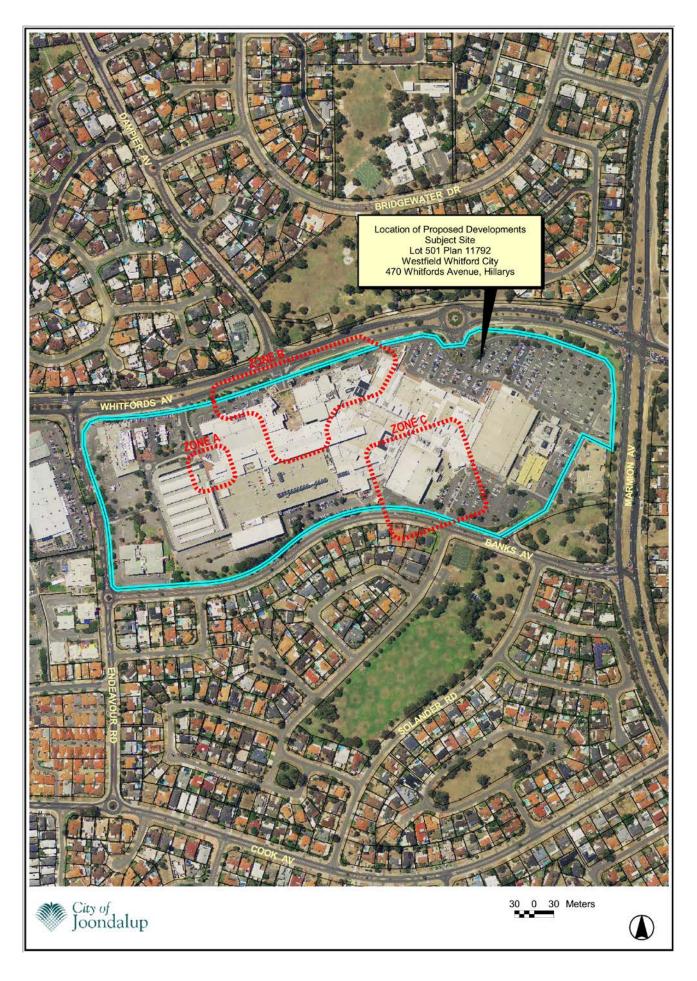
City Comment:

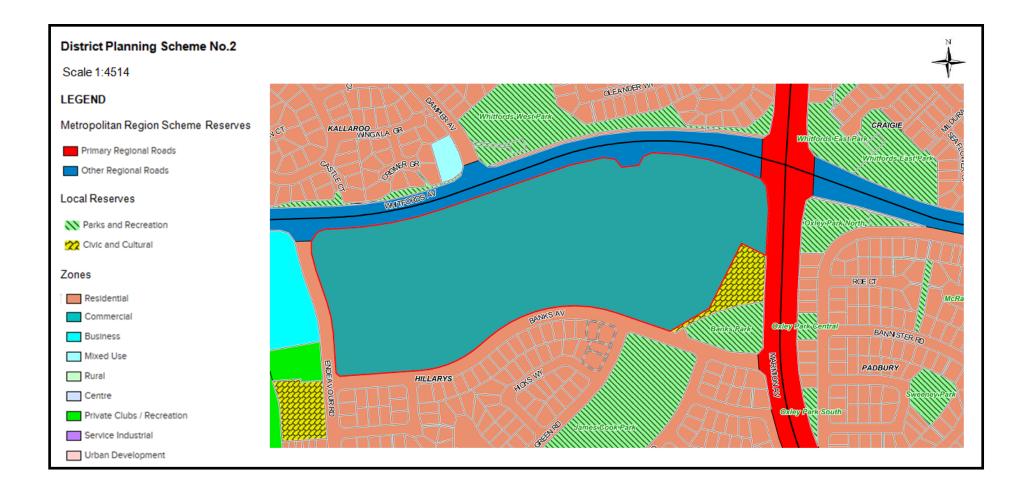
The City agrees that the development proposed will significantly improve key facades of the shopping centre. Matters raised by the JDRP in relation to landscaping, the design of public space, and final details of building finishes are proposed to be addressed through conditions of approval which will require further detailed design and plans to be submitted to the City for approval. The recommended conditions of approval will also require the external facade and landscaping to be established and thereafter maintained to a high standard.

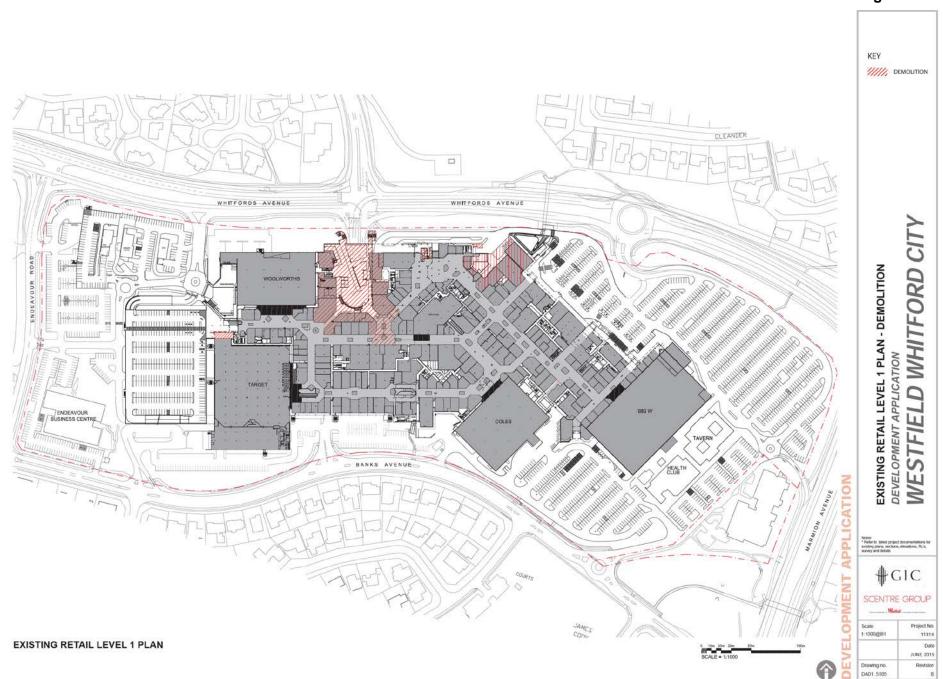
Conclusion:

Subsequent to the 2014 JDAP approval, the applicant has further revised certain areas of the centre to align with the adopted WACSP as well as current retailer and consumer trends to enhance the existing centre offerings and 'shopping experience', particularly in the area of food and beverage. In addition, the role of the existing piazza has been reconsidered in terms of its potential to provide an 'enhanced experience' for customers, and consequently revitalising an existing area of the centre which is currently underperforming as well as enhancing pedestrian connectivity via the implementation of new stairs and ramp from Whitfords Avenue up to the level one piazza cafe and restaurant precinct.

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







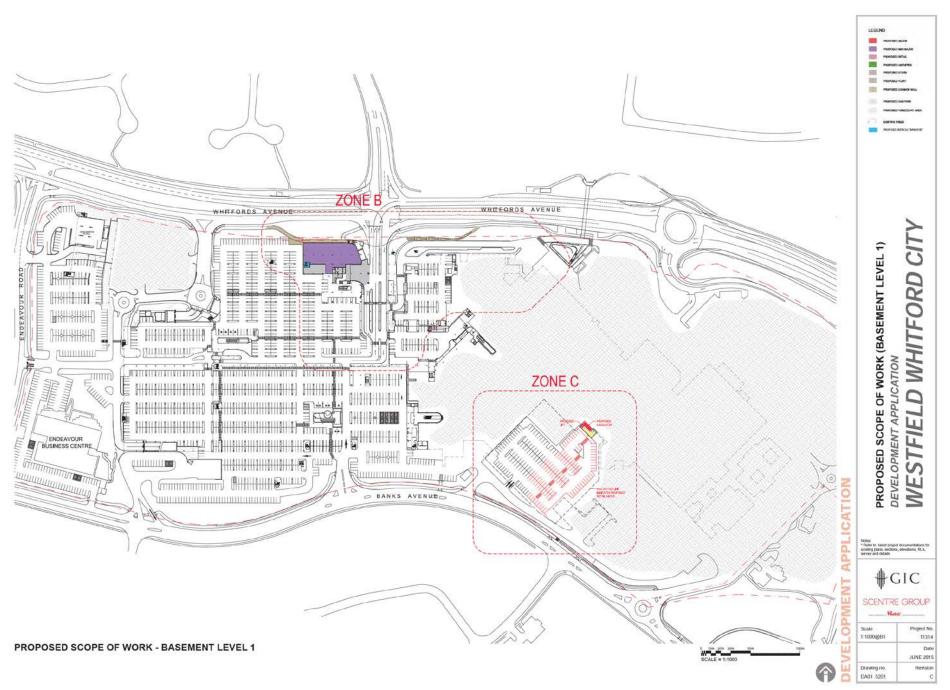
Development plans and building perspectives

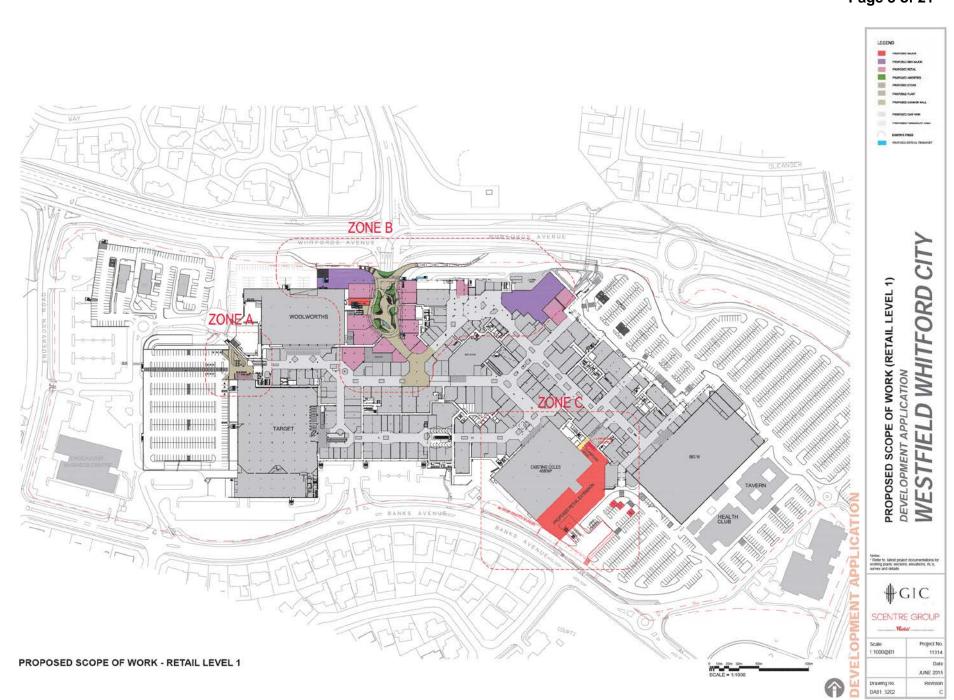
Page 1 of 21

ATTACHMENT 2

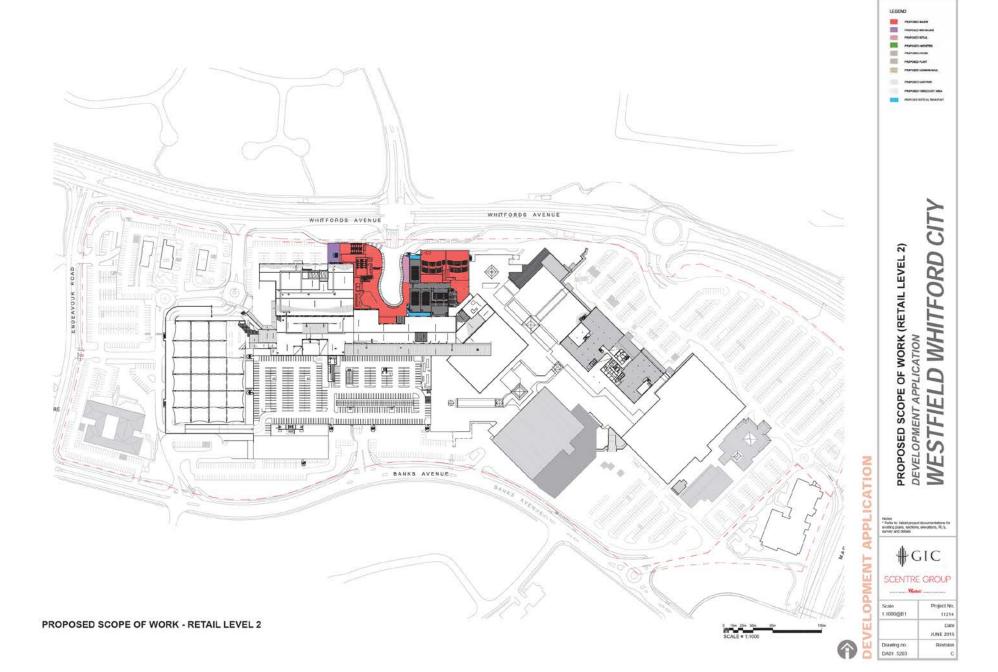
ATTACHMENT 2

Page 2 of 21





Page 3 of 21



Page 4 of 21

Page 5 of 21

DEVELOPMENT APPLICATION WESTFIELD WHITFORD CITY

DEVELOPMENT APPLICATION

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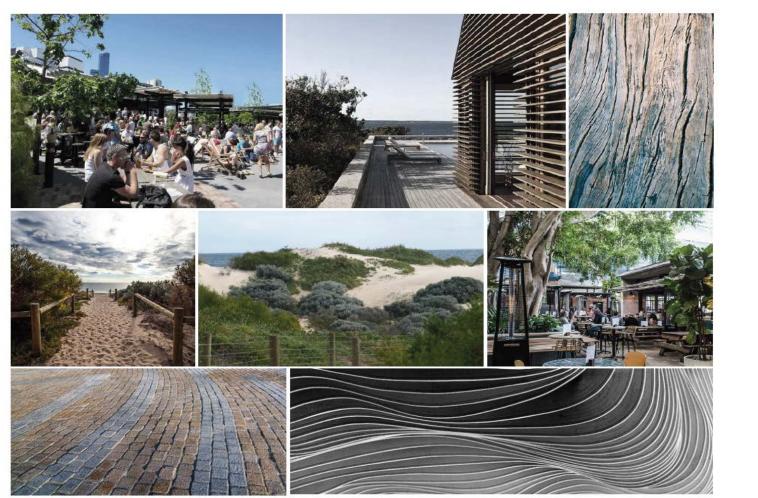
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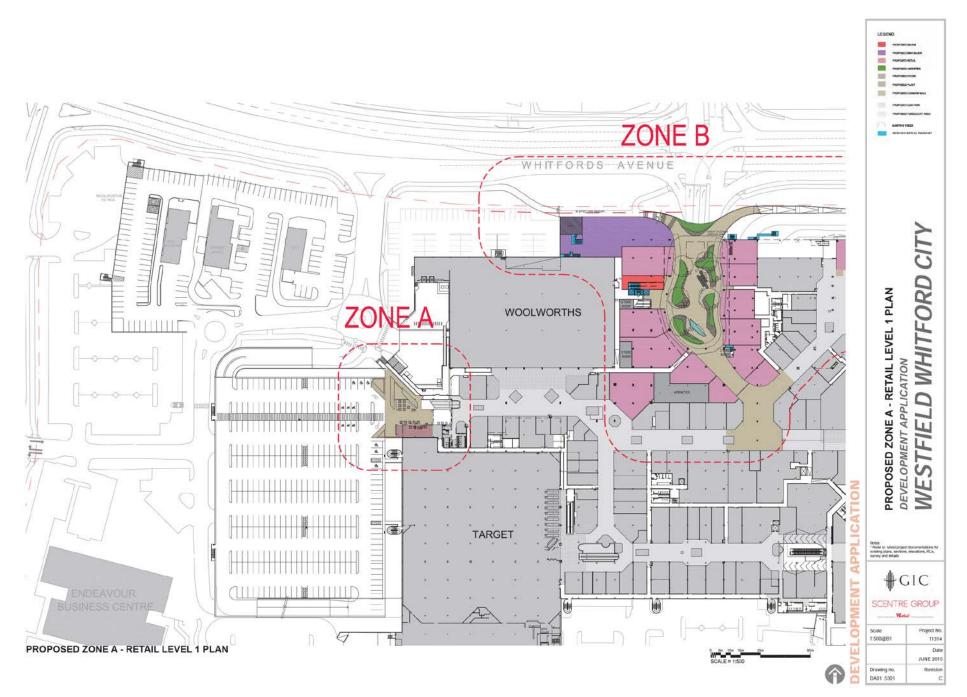
> Project No. 11314

Date JUNE 2015



PROPOSED MOOD

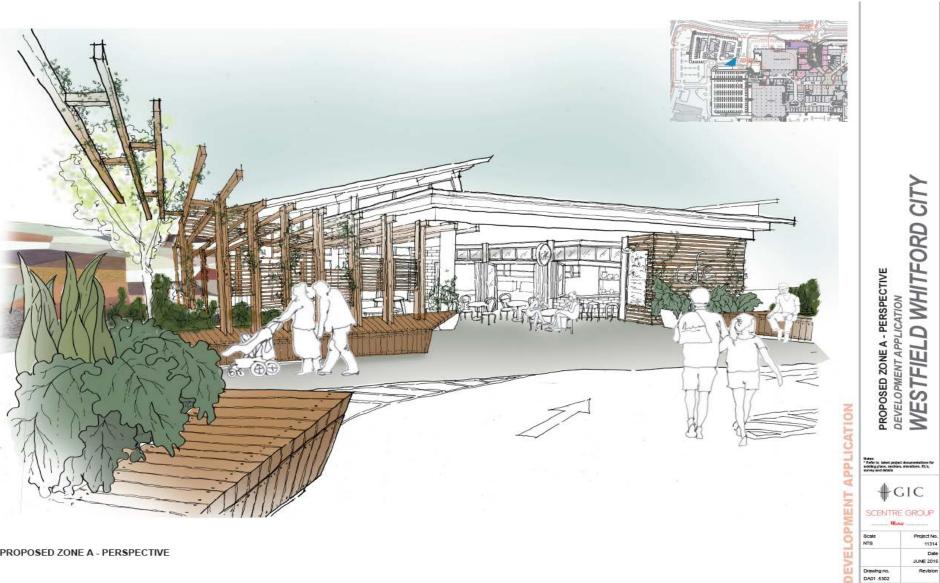
Page 6 of 21



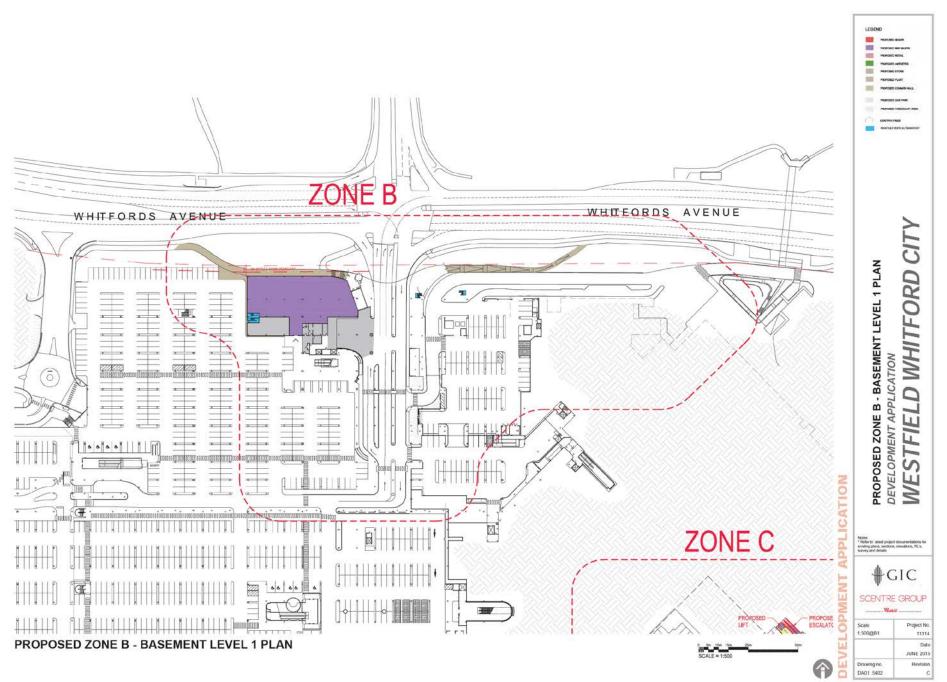
Page 7 of 21

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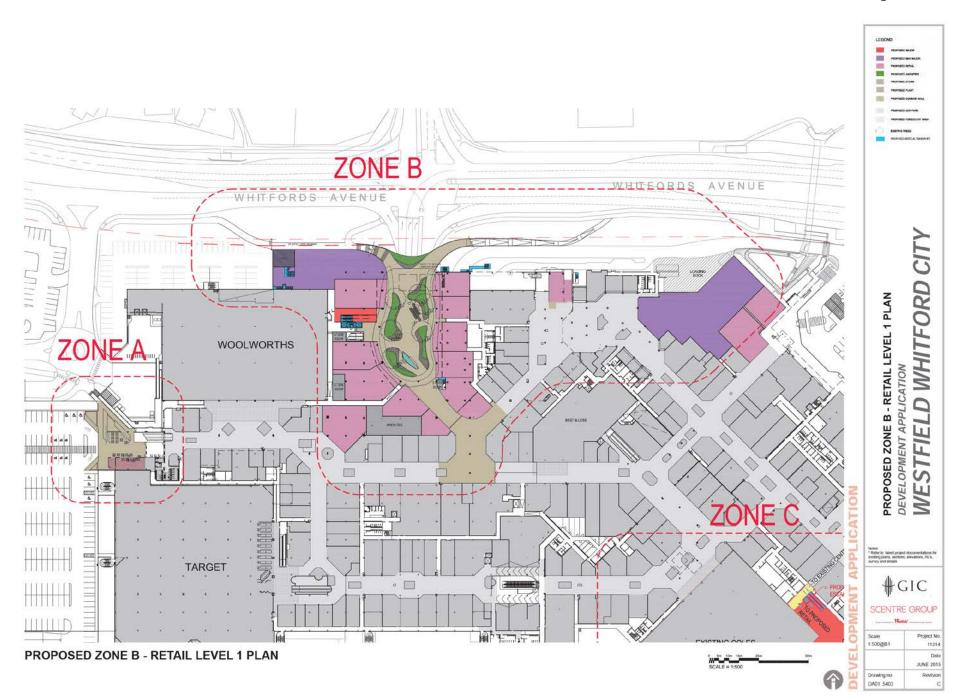


PROPOSED ZONE A - PERSPECTIVE



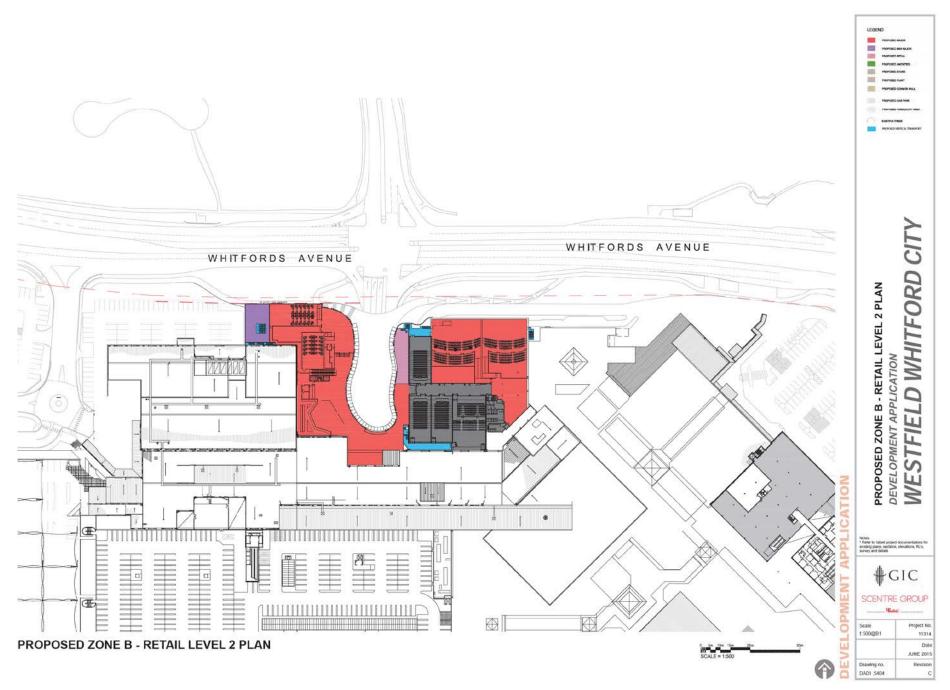
Page 8 of 21

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ATTACHMENT 2

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Page 11 of 21

PROPOSED ZONE B - SECTION DEVELOPMENT APPLICATION WESTFIELD WHITFORD CITY

Notes: * Refer to latest project documentations fit existing plans, sections, elevations, RC1, survey and dotalls

GIC SCENTRE GROUP

Project No.

11314

Date

JUNE 2015

Revision c

Scale

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PROPOSED SECTION / ELEVATION - WHITFORDS AVENUE





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Scale NTS

Drawing no. DA01 .5408

Date JUNE 2015

Development plans and building perspectives

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PROPOSED ZONE B - PERSPECTIVE

Development plans and building perspectives

Page 14 of 21

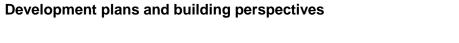
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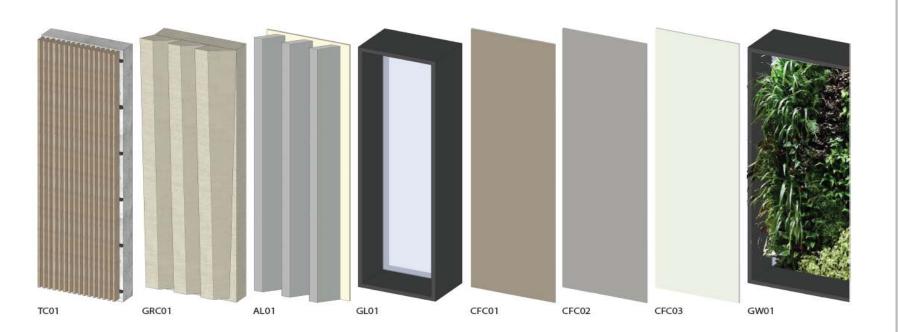
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PROPOSED ZONE B - PERSPECTIVE



Page 15 of 21



TC01 - TIMBER CLADDING 55mm CENTRES 100x25m PROFILE GRC01 - GLASS REINFORCED CONCRETE MOULDED PANELS (SANDBLASTED) AL01 - ANODISED ALUMINIUM FINS (COLOUR INDICATVE)GL01 - GLAZING WITH POWDERCOATED ALUMINUM FRAME CFC01- FIBRE CEMENT PANEL COLOUR 1 CFC02- FIBRE CEMENT PANEL COLOUR 2 CFC01- FIBRE CEMENT PANEL COLOUR 3 GW01 - PANELISED GREEN WALL SYSTEM

MATERIALS

PROPOSED ZONE B. MATERIAL BOARD DEVELOPMENT APPLICATION WESTFIELD WHITFORD CITY APPLICATION EVELOPMENT SCENTRE GROUP Scale NTS Drawing no. 0 DA01.5601

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Project No.

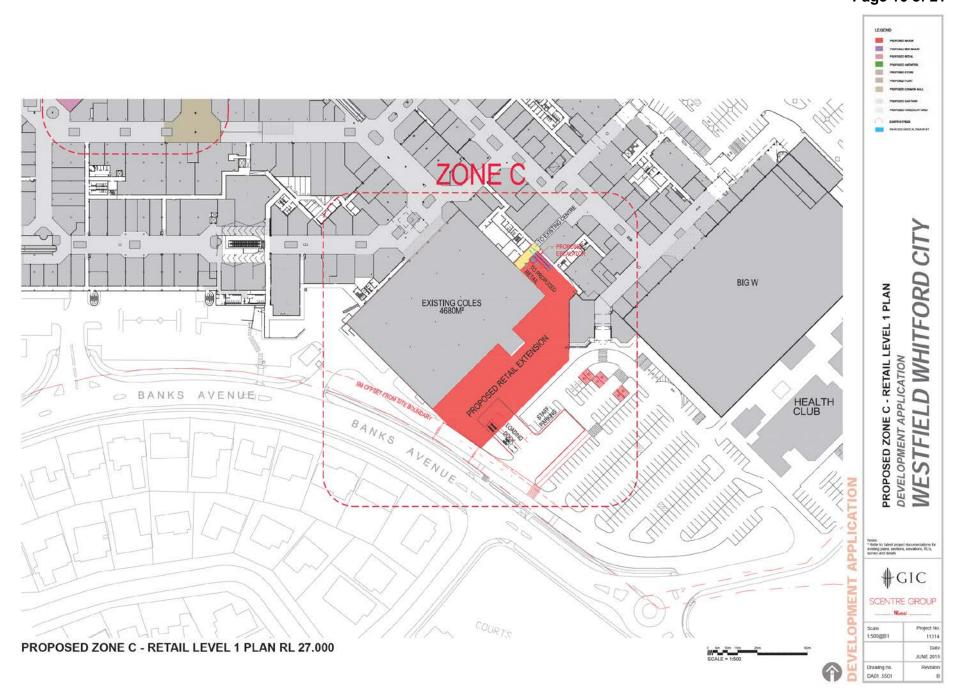
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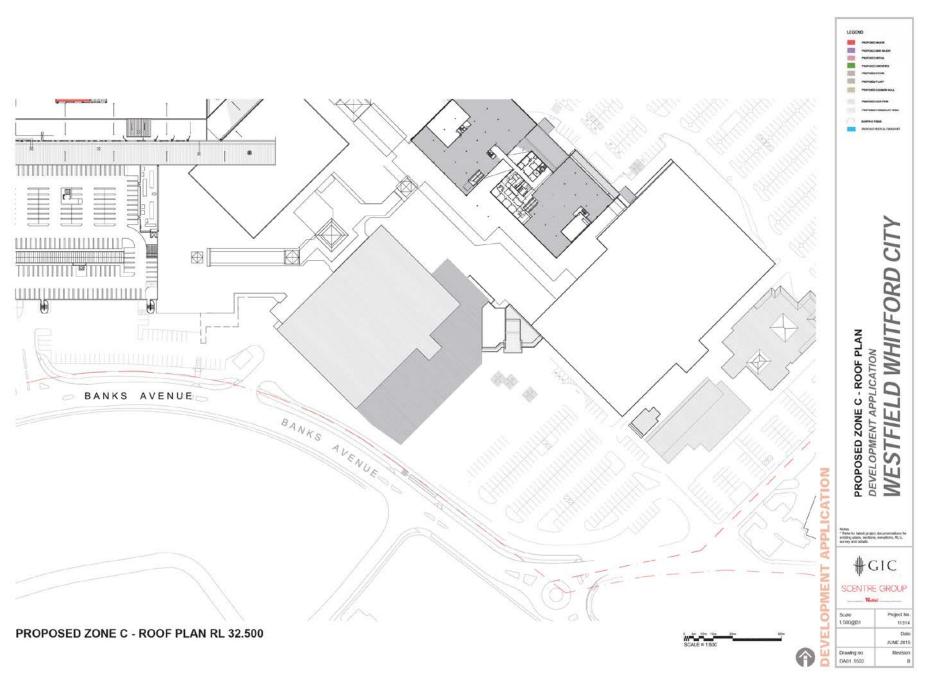
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Page 16 of 21



Page 17 of 21



Page 18 of 21

PROPOSED ZONE C - SECTION DEVELOPMENT APPLICATION WESTFIELD WHITFORD CITY

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> Project No. 11314

JUNE 2015

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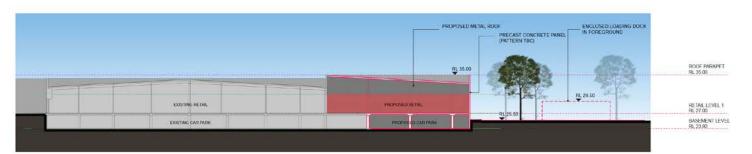
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DEVELOPMENT APPLICATION



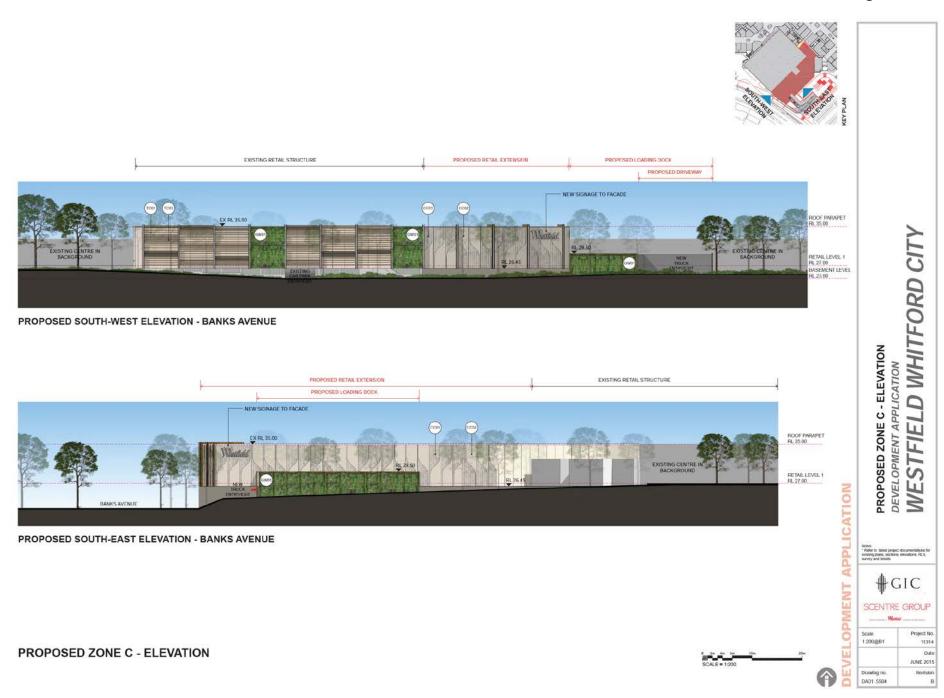


SECTION CC - BANKS AVENUE





Page 19 of 21



Page 20 of 21

PROPOSED ZONE C - PERSPECTIVE DEVELOPMENT APPLICATION WESTFIELD WHITFORD CITY

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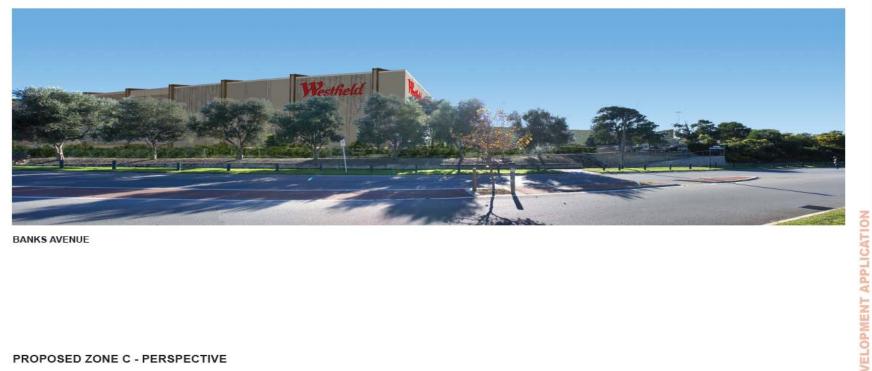
Project No. 11314

Date JUNE 2015

Revision 8

#GIC SCENTRE GROUP





BANKS AVENUE

PROPOSED ZONE C - PERSPECTIVE

Page 21 of 21



TC01 - TIMBER CLADDING 600mm CENTRES 250mm PANEL TC02 - ALUMINIUM PROFILE PANEL TC03 - FIBRE CEMENT PANEL WITH APPLIED FINISH CL01 - ALUMINUM CLADDING (COLOUR INDICATIVE) CC01 - TEXTURED CONCRETE PANEL CC02 - TEXTURED CONCRETE RENDER GW01 - PANELISED GREEN WALL SYSTEM

MATERIALS

PPLICATION 4 MENT SCENTRE GROUP 0 Scale NTS DEVEL Drawing no. DA01.5601

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Project No.

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Date JUNE 2015

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Revision

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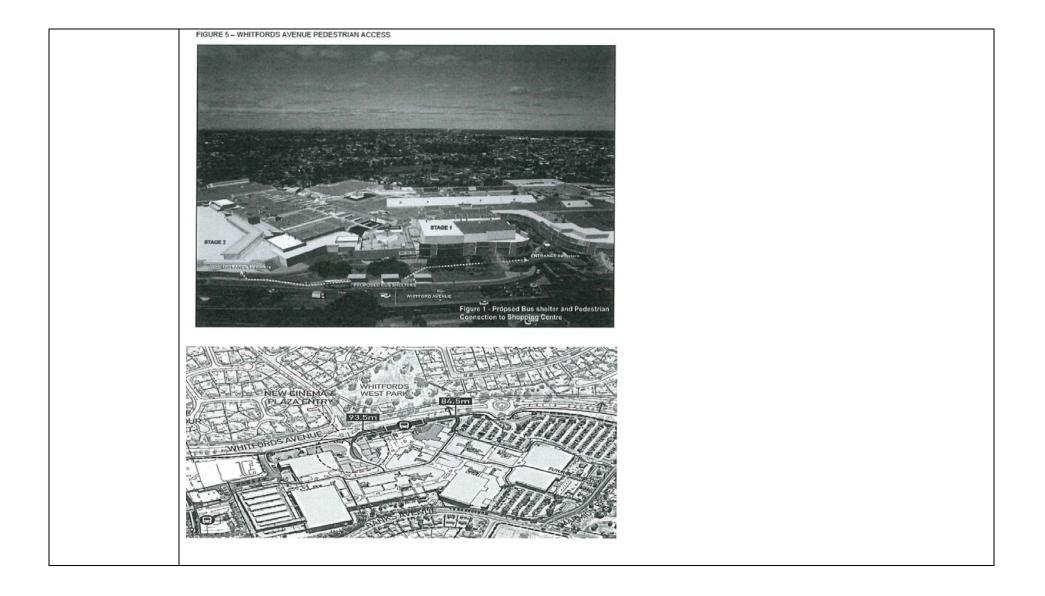
PROPOSED ZONE C - MATERIAL BOARD DEVELOPMENT APPLICATION

AGENCY	SUBMISSION SUMMARY	
Main Roads WA (MRWA)	MRWA assessed the Transport Assessment prepared by Cardno prepared in July/August 2015 and have confirmed that they have no objections to the proposal, subject to the City retaining the relevant traffic conditions and associated advice notes placed on the 2014 JDAP application:	
	Conditions	
	1. The applicant shall coordinate with Main Roads WA to produce a Transport Impact Assessment to determine the design of the Whitfords Avenue and Marmion Avenue intersection to the specification of Main Roads WA and satisfaction of the City prior to the commencement of development. This design shall align with the ultimate intersection design as planned. All costs associated with the preparation of the Traffic Impact Assessment shall be at the expense of the applicant.	
	2. The following Marmion Avenue and Whitfords Avenue intersection turning movements shall be upgraded at the expense of the applicant, to the specification of Main Roads WA and satisfaction of the City, prior to the development first being occupied:	
	 Southbound right turn Westbound left turn Eastbound left turn Northbound left turn 	
	These upgrades shall be inclusive of design, review, approval, construction and signal costs, and shall be carried out to the specification of Main Roads WA and the satisfaction of the City.	
	Advice Notes	
	1. Further to condition 2 and 3, Main Roads WA propose that they will manage and deliver the works associated with the upgrade, with costs to be determined by an estimate for the proposed works prepared for Main Roads WA. Costs apportioned to the applicant are to be paid directly to Main Roads WA prior to the award of the road works contract.	

Page 2 of 6

Department of Planning (DoP)	The subject site is currently serviced by three existing vehicular access points from Whitfords Avenue, there are two access points located on Endeavour Road and five access points on Banks Avenue. This development application does not propose any changes to the access arrangements onto Whitfords Avenue. Therefore, this is in accordance with the Commission's Regional Roads (Vehicular Access) Policy D.C. 5.1.
	Zone A - New Café Tenancy and Associated Alfresco
	This element of the proposal will convert an existing store room into a café tenancy and associated alfresco areas. It will initiate east-west connection to the redeveloped Endeavour Road District to the west anticipated by the WACSP, and help to activate edge of the centre at this location. There are no changes to Gross Floor Area (GFA) as a result of this proposal.
	Zone B - Expansion of Cinemas and Revitalisation of the Piazza Area to Include Additional Food and Beverage, Entertainment and Commercial Activities and New Pedestrian Entrances to the Piazza Area from Whitfords Avenue
	The Department's Infrastructure Planning and Coordination (ILUC) directorate has previous provided advice on the proposed Whitfords Activity Centre Structure Plan (WACSP), and recommended that active frontages be adopted along the frontage of the shopping centre facing the future new bus station (proposed in the WACSP). This is to ensure the future bus station integrates will with the shopping centre precinct. It was further recommended that the shopping centre's built form allows easy access to the centre, requiring reconfiguration of the entry to the centre and the inclusion of legible pedestrian paths/routes.
	This appears to be included in the plans to revitalise the piazza area, and the proposed new pedestrian entrances to the piazza area from Whitfords Avenue (Zone B), providing a legible entrance from the Whitfords Avenue bus stop. Further modifications may have to be done when the future bus station is constructed however to ensure continued legibility and access.
	As per the connectivity plan below (taken from Appendix F to the submitted Planning Report) the bus station is located within 100m of both the piazza entrance and proposed stage 2 (per figure 5 above) which is not part of this application.

Page 3 of 6



Page 4 of 6

Zone C - Existing Coles Floorspace Proposal

This portion of the development application has been considered and approved previously, with no objections from ILUC.

Transport Impact Assessment

DoP's comments are focused on the changes between the previously approved development and this current proposal. Whilst the proposal reduces the number of car bays by 29, the parking rate is consistent with the WACSP intended rate of 4.5 spaces per 100sqm of shopping centre area, as well as ensuring that the total number of spaces is 3,786 which is within the parking cap set by the WACSP.

A parking management plan has been devised including encouragement of sustainable transport modes, employee parking areas, monitoring and parking control and pricing in the long term.

The Department of Planning supports the conditions and advice notes requested by the Department of Transport in relation to parking management and travel behaviour change plan. These are considered necessary in order to maintain consistency across Activity Centres and in order to facilitate comprehensive planning and management of parking and active transport modes.

Summary of Recommendations

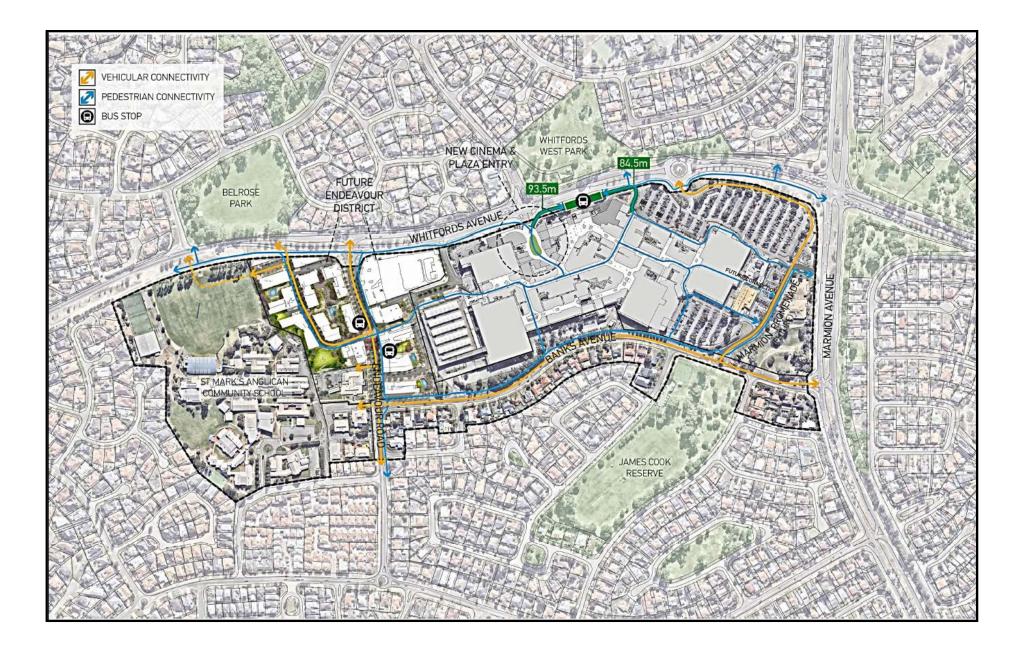
The Department therefore has no objection in principle to the proposal on regional transport planning grounds subject to the recommendations regarding Parking Management and Travel Behaviour Change. The Department has provided 'no objection in principle' as the application does not exceed 5,000m² of NLA in accordance with the provisions under SPP4.2. The Department will not however, consider any further incremental development applications prior to the endorsement of a Structure Plan for the Whitfords Activity Centre in accordance with the provisions under SPP4.

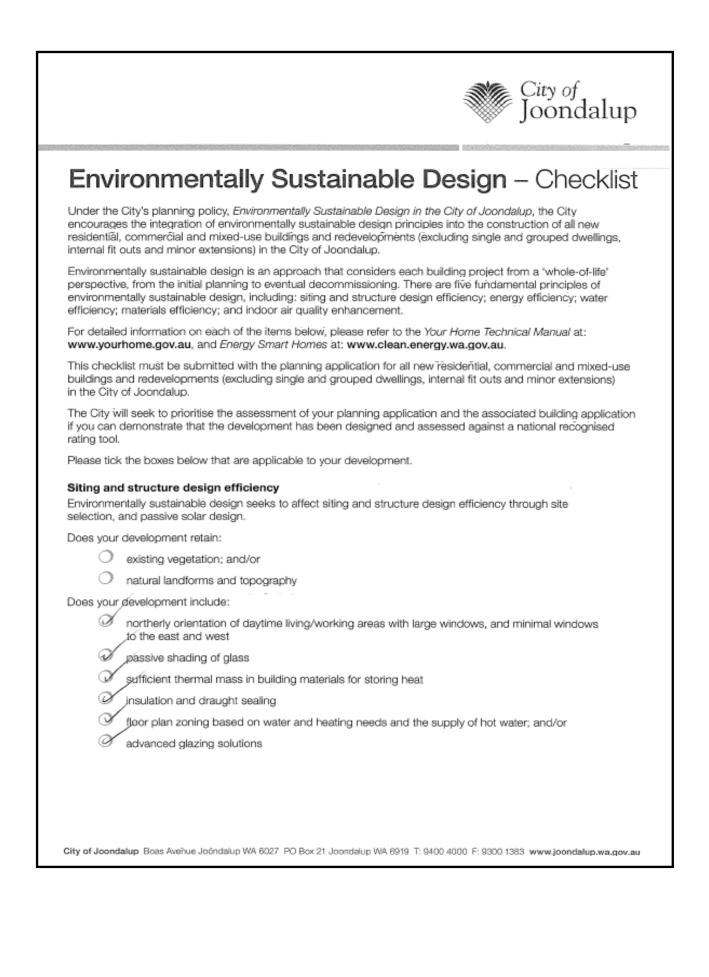
Department of Transport (DoT)	The DoT's comments were made in conformity with the consolidated Transport Portfolio advice made on the Drate Whitfords Activity Structure Plan as is currently been considered by the City.
	The DoT supports the application on the basis that the following conditions and associated advice notes be included should the JDAP be supportive of the application, in order to start the reforms in parking management and travel behaviou change that will be essential for any future substantial expansions to the shopping and activity centre;
	Parking Management Plan
	Prior to the commencement of site works for the centre, a Parking Management Plan shall be submitted to and approved in writing by the local authority, upon advice from the Department of Transport. The approved parking management plan shall identify the components that will be implemented with the commencement of use of the works the subject of this D/ and those that will be built into future plans.
	Advice note to the applicant
	In relation to above condition, the Parking Management Plan is to detail the staging of the management of parking appropriate way finding, the provision of suitable parking management technology to indicate available bays, the intended locations of directional signs to be placed within the surrounding road reserves and the site, indicative employee parking locations and paid parking for all employees and all day parkers.
	Travel Behaviour Change Program
	Prior to the occupation of the development, a Travel Behaviour Change Plan, particularly targeting centre employees bu also customers, is to be approved, implemented and reviewed as required to the satisfaction of the Local Authority on the advice of the Department of Transport.
	Advice Note to applicant
	In relation to above condition, the Travel Behaviour Change Plan should contain a range of actions that encourage employees and customers to access the site by alternatives to solo car commuting. The plan could also be incorporated into the Centre's marketing strategy to attract more customers via public transport, walking, cycling and car-pooling. It ma also include TravelSmart like programmes aimed at assisting staff with their travel choices. Implementation of the plan with this DA may be quite limited to initiatives that relate to the approved development however the plan can provide a framework for subsequent proposed expansions.

Page 6 of 6

	Note that in requesting the preparation of these plans and strategies it is acknowledged that there will be many initiatives that cannot reasonably be progressed without the opportunities of a major development application. The Department's intention in applying the conditions with this development is to help phase in the changes and for the timing of the commencement of these reforms to match with similar changes being implemented at many of the other major shopping centres in Perth.
Public Transport Authority of Western Australia (PTA)	The PTA did not provide a formal response to the City's referral dated 11 August 2015. Note that the referral received from DoT dated 16 September 2015 stated that " <i>The Public Transport Authority have no comments on the amended plan.</i> "

Page 1 of 1





	nergy efficiency
E	nvironmentally sustainable design aims to reduce energy use through energy efficiency measures that an include the use of renewable energy and low energy technologies.
D	o you intend to incorporate into your development:
	Fenewable energy technologies (e.g. photo-voltaic cells, wind generator system, etc); and/or
	W low energy technologies (e.g. energy efficient lighting, energy efficient heating and cooling, etc); and/or
	O natural and/or fan forced ventilation
v	Vater efficiency
E	invironmentally sustainable design aims to reduce water use through effective water conservation measures nd water recycling. This can include stormwater management, water reuse, rainwater tanks, and water efficient echnologies.
D	loes your development include:
	 water reuse system(s) (e.g. greywater reuse system); and/or
	ainwater tank(s)
D	to you intend to incorporate into your development:
	water efficient technologies (e.g. dual-flush toilets, water efficient showerheads, etc)
	Naterials efficiency
C	invironmentally 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 hem to the site. Wherever possible, materials should be locally sourced and reused on-site.
C	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)
	Inatural/living materials such as roof gardens and "green" or planted walls
I	ndoor air quality enhancement
	invironmentally 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.
۵	Do you intend to incorporate into your development:
	Voc products (e.g. paints, adhesives, carpet, etc)
4	Green' Rating
ŀ	Has your proposed development been designed and assessed against a nationally recognised "green" rating tool?
	O yes
	No No
ł	f yes, please indicate which tool was used and what rating your building will achieve:
_	
ī	f ves, please attach appropriate documentation to demonstrate this assessment.
1	ryes, please attach appropriate documentation to demonstrate this assessment.
С	ity of Joondalup Boas Avenue Joondalup WA 6027 PO Box 21 Joondalup WA 6919 T: 9400 4000 F: 9300 1383 www.joondalup.wa.gov.a

Page 3 of 3

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:							
N/A							
Is there anything else you wish to tell us about how you will be incorporatin	g the principles of environmentally						
sustainable design into your development:							
/V / A							
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: Kris Nolan (Contact Number: <u>೦4 (6 (62 44</u> ್ಕ						
Applicant's Signature:	Date Submitted: 6/8/2015						
Accepting Officer's Signature:							
Checklist Issued: March 2011							
City of Joondalup Boas Avenue Joondalup WA 6027 PO Box 21 Joondalup WA 6919 T: 9400	0.4000 F: 9300 1383 www.joondalup.wa.gov.au						

Page 1 of 9

LANDSCAPE VISION | DESIGN CONCEPT

Dunes are constant but ever-changing, impressively created by the elements. They move, evolve, sing to the wind and inspire our creativity.



NATURAL FORMS

Sand dunes occur throughout the world, from coastal and lakeshore plains to arid desert regions. In addition to the remarkable structure and patterns of sand dunes, they also provide habitats for a variety of life which is marvelously adapted to this unique environment. MATERIAL + TEXTURE





WESTFIELD WHITFORD CITY, HILLARY DEVELOPMENT APPLICATION DRAFT



 PREPARED BY
 Arcadia Landscape Architecture
 DATE
 July 2015

 CLIENT
 Scentre Group
 SCALE
 ARCHITECT
 ISSUE
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CHARACTER

ATTACHMENT 6

Page 2 of 9

LANDSCAPE VISION | PROGRAMME + CHARACTER

18 HOUR ACTIVATION

new trees

1120

play_range of play

The site offers many opportunities for different visitors and interests

exercise time, grabbing a coffee on way to bus, morning yoga, early weekend breakfast date, weekend family shopping

mother coming to playground to meet friends + grab a coffee, work meetings at cafes, pre-school playtime, kids cooling off in the water

people grabbing cafe lunch, workers pm eating their lunch on a sunny rock, mothers meeting for coffee after supermarket shop, retired couple walking + exercising,



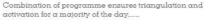
Kids playing after school while) mi mum does supermarket shop, teens play table tennis,

Pm Families for a twilight dinner in summer, post work sundown drinks, teens coming to the cinema, Christmas carols and other performances, sports games on big screen,

Open air cinema in summer, adults come to cafe for dinner or drink, late night shopping



PROGRAMME





seating_edges + moveable habitat from the addition of furniture enable seating for dining + relaxation



water_integrated hydrology shade_microclimatic with filtration, storage, play, manipulation for ideal evaporative cooling + reconditions throughout the day + year



circulation_fluid access + zones for kids of all ages, circulation for all users including ephemeral water







SOCIAL ENGAGEMENT + ACTIVATION

CATENARY LIGHTING

IATIONAL ATTRACTO





WESTFIELD WHITFORD CITY, HILLARY DEVELOPMENT APPLICATION DRAFT

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SCHEMATIC PLAN I CENTRAL LANDSCAPE + STREETSCAPE



- 01/ Play zone
- 02/ Water element / play
- 03/ Tenancy dining zone
- 04/ Seating nooks to allow circulation 11/ Timber boardwalk
- 05/ Kiozk / Cafe
- 08/ Feature Trees
- 07/ Low-level native planting
- 08/ Coastal dune themed planting 09/ Pedestrian access ramp to street level 10/ Pedestrian stair access to street level
- 12/ Planted batter with feature limestone boulders & coastal plant groundcovers 13/ Moveable furniture







WESTFIELD WHITFORD CITY, HILLARY DEVELOPMENT APPLICATION DRAFT



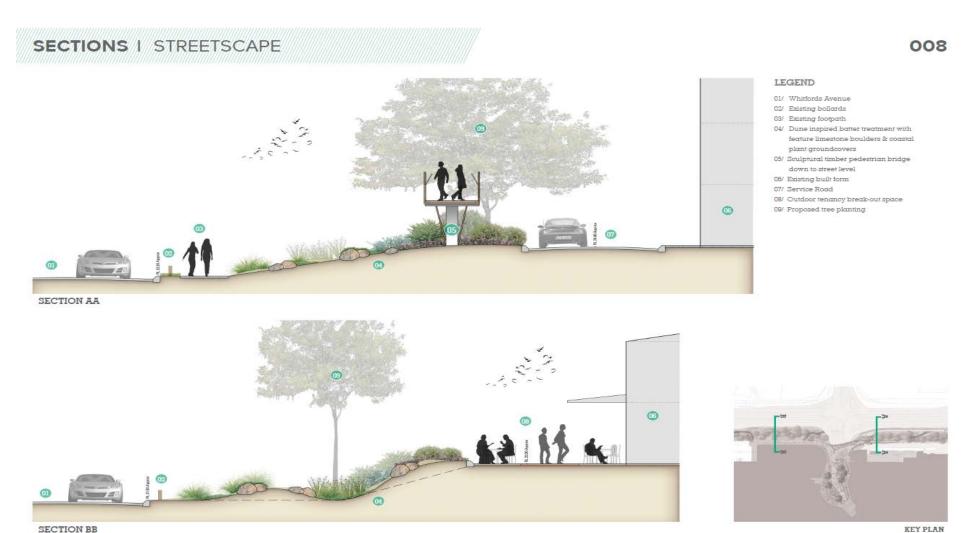
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Proposed landscaping concept plans

Page 4 of 9



SECTION BB



WESTFIELD WHITFORD CITY, HILLARY DEVELOPMENT APPLICATION DRAFT



 DATE
 July 2015

 SCALE
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009

CONCEPT PLAN I CENTRAL LANDSCAPE





WESTFIELD WHITFORD CITY, HILLARY DEVELOPMENT APPLICATION DRAFT



PREPARED BY Arcadia Landscape Architecture DATE CLIENT Scentre Group SCALE ARCHITECT Scentre Group ISSUE

DATE July 2015 SCALE 1:200 @ A1 ISSUE 1

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ATTACHMENT 6

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SECTIONS I CENTRAL LANDSCAPE

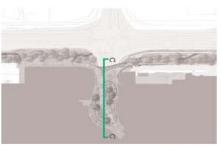
SECTION CC



LEGEND

01/ Play zone

- 02/ Water element / play
- 03/ Tenancy dining zone
- 04/ Feature trees 05/ Kiosk / Cafe
- 06/ Low-level native planting
- 07/ Edge buffer planting + balustrade
- 08/ Built form
- 09/ Coastal dune themed planting



KEY PLAN



WESTFIELD WHITFORD CITY, HILLARY DEVELOPMENT APPLICATION DRAFT



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 Arcadia Landscape Architecture
 DATE
 July 2015

 CLIENT
 Scentre Group
 SCALE
 1:100 @A1

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 Scentre Group
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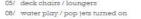
011

PROGRAMME | ACTIVATION

TYPICAL ACTIVIATION



- 01/ pedestrian thoroughfare 02/ catenary lighting overhead 03/ buffer planting
- 04/ moveable furniture 05/ deck chairs / loungers





01/ pedestrian thoroughfare 02/ catenary lighting overhead 03/ buffer planting

MARKETS ACTIVATION

04/ markets 05/ deck chairs / loungers

OPEN AIR CINEMA ACTIVATION



- 01/ pedestrian thoroughfare 02/ catenary lighting overhead 03/ buffer planting
- 04/ moveable furniture / beanbags 05/ deck chairs / loungers 06/ drop-down screen













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ATTACHMENT 6

Page 8 of 9

CONCEPT PLAN I ENTRANCE

MANDER





LEGEND

- 01/ Tenancy dining zone
- 02/ Seating nooks with moveable furniture
- 03/ Mall entrance
- 04/ Feature Trees
- 05/ Raised planters with coastal planting
- 08/ Paving pattern to mimic movement / forms of underlying dune system
- 07/ Curved timber bench seating
- 08/ Curved planter wall with integrated seating
- 09/ Awning structure with climbers
- 10/ Pedestrian crossing to carpark

ARCADIA

WESTFIELD WHITFORD CITY, HILLARY DEVELOPMENT APPLICATION DRAFT

ARCHITECT Scentre Group

PREPARED BY Arcadia Landscape Architecture CLIENT Scentre Group DATE July 2015 SCALE 1:150 @ A1 Scentre Group ISSUE

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ATTACHMENT 6

Proposed landscaping concept plans

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PLANTING PALETTE

SHILIAHS **NSTAI**



WESTFIELD WHITFORD CITY, HILLARY DEVELOPMENT APPLICATION DRAFT



 PREPARED BY
 Aroadia Landscape Architecture
 DATE
 July 2015

 CLIENT
 Scentre Group
 SCALE
 SCALE

 ARCHITECT
 Scentre Group
 ISSUE
 1

013



Form 2 - Responsible Authority Report (Regulation 17)

Property Location:	Lot 222, House Number 1, Sunray Drive,		
	Innaloo		
Application Details:	Mixed use development comprising Short		
	Stay Accommodation, Shop, Tavern, 154		
	Multiple Dwellings and associated car parking		
DAP Name:	Metro North-West JDAP		
Applicant:	TPG Town Planning, Urban Design and		
••	Heritage		
Owner:	Fabray Pty Ltd		
LG Reference:	DA15/1856		
Responsible Authority:	City of Stirling		
Authorising Officer:	Ross Povey		
	Director Planning and Development		
Department of Planning File No:	DP/15/00033		
Report Date:	22 October 2015		
Application Receipt Date:	31 August 2015		
Application Process Days:	52 days		
Attachments:	Attachment 1		
	Development Application Plans (all date		
	stamped 31 August 2015):		
	a) Site Context Plan (A001)		
	b) Site Plan (A002)		
	c) Title Plan and Survey Plan (A003)		
	d) Ground Level Floor Plan(A200)		
	e) Mezzanine Level Carpark Floor Plan		
	(A200M)		
	f) Level 1 Podium Top Carpark Floor Plan		
	(A201)		
	g) Level 2 Floor Plan (A202)		
	h) Levels 3 – 6 Floor Plan (A203)		
	i) Level 7 Floor Plan (A207)		
	j) Levels 8 – 9 Floor Plan (Á208)		
	k) Roof Plan (A210)		
	I) Café, Bar, Restaurant Floor Plan (A250)		
	m) Building 1 Floor Plan (A300)		
	n) Building 2 Floor Plan (A305)		
	o) Building 3 Serviced Apartments Floor Plan		
	(A310)		
	p) North East and South East Elevation		
	(A400)		
	q) North West and South West Elevation		
	(A401)		
	r) Section A-A (A500)		
	s) Site Section B-B (A501)		
	t) Site Section C-C (A502)		
	u) Landscaping Plan – Roof Garden		
	v) Landscaping Plan – Streetscape		
	w) Landscaping Plan – Trees and Planting		
	x) Landscaping Plan – Landscape Approach		

Attachment 2 Aerial Location PlanAttachment 3 Metropolitan Region Scheme (MRS) ZoningAttachment 4 City of Stirling Local Planning Scheme No. 3 (LPS3) ZoningAttachment 5 Applicant Submission received 31 August 2015Attachment 6 Transport Assessment (Transcore) received 31 August 2015Attachment 7 Waste Management Plan (Encycle Consulting) received 31 August 2015Attachment 8 Previous Approvals: a) Original Determination Notice (Form 1) dated 25 March 2013b) Extension of Time Determination Notice (Form 2) dated 27 July 2015	
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dated 25 March 2013 b) Extension of Time Determination Notice	Previous Approvals:
dated 25 March 2013 b) Extension of Time Determination Notice	a) Original Determination Notice (Form 1)
(Form 2) dated 27 July 2015	b) Extension of Time Determination Notice
	(Form 2) dated 27 July 2015

Officer Recommendation:

That the Metro North-West JDAP resolves to:

- 1. **Accept** that the DAP Application reference DP/15/00033 as detailed on the DAP Form 2 received 31 August 2015 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/15/00033 as detailed on the DAP Form 2 received 31 August 2015 and accompanying plans (Attachment 1) in accordance with the provisions of the Local Planning Scheme No.3, for the proposed minor amendment to the approved Mixed Use Development at Lot 222, House Number 1, Sunray Drive, Innaloo, subject to:

Amended Conditions

- a) A Geotechnical Report is to be submitted to the satisfaction of the City of Stirling prior to the issue of the relevant building permit verifying that the site is capable of sustaining the proposed development.
- b) A Site Management Plan to be submitted to the satisfaction of the City of Stirling prior to the issue of the relevant 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.

- c) A Car Parking Management Plan is to be provided to the satisfaction of the City of Stirling prior to the issue of the relevant building permit. The Car Parking Management Plan is to address the management of staff, visitor and delivery parking. The Car Parking Management Plan is to be complied with for the duration of the occupation of the development, unless otherwise varied by the City of Stirling.
- d) The car parking bays, driveways and access points shown on the approved plans are to be designed, constructed, drained and marked in accordance with the Australian Standard for Off-street Car Parking (AS/NZS2890.1), Offstreet Parking for People with Disabilities (AS/NZS2890.6) and Off-street Commercial Vehicle Facilities (AS2890.2), prior to occupation of the development. A detailed design addressing this condition is to be submitted to the City of Stirling for approval prior to commencement of development or alternatively the applicant may provide certification from a suitably qualified engineer that compliance with this condition has been achieved. These bays are to be thereafter maintained to the satisfaction of the City of Stirling.
- e) The car parking areas are to maintain access to the public for parking at all times, to the satisfaction of the City.
- f) Of the total car parking provide on-site, 39 car bays are to be allocated and sign posted for visitor use only for the residential dwellings, to the satisfaction of the City of Stirling.
- g) Of the total car parking provide on-site, 154 car bays are to be allocated and sign posted for resident use only for the residential dwellings, to the satisfaction of the City of Stirling.
- h) Of the total car parking provide on-site, 42 car bays are to be allocated and sign posted for the short stay accommodation use only, to the satisfaction of the City of Stirling.
- i) A minimum 38 car bays shall be provided and reserved as public parking bays, to the satisfaction of the City of Stirling.
- j) A minimum 38 car bays shall be provided and reserved as short-stay public parking, to the satisfaction of the City of Stirling.
- k) Waste servicing for the residential dwellings is to be provided to the satisfaction of the City.
- For the commercial component, a minimum of nine bicycle parking spaces are to be provided on-site, located in accordance with the City's Local Planning Policy 6.2 – Bicycle Parking to the satisfaction of the City, prior to the occupation of the development.
- m) For the residential component, a total of 66 bicycle parking spaces are to be provided on-site, located in the garden podium to the satisfaction of the City, prior to the occupation of the development.

- n) The submission of an acoustic report from a qualified acoustic (noise) consultant is required to the satisfaction of the City prior to the issue of the relevant building permit. The report is to identify potential noise impacts and control measures from plant equipment, to minimise impact on the residents in neighbouring properties. All recommended actions contained within that report are to be implemented prior to the commencement of the use.
- o) The submission of a Landscaping Plan which includes but is not limited to, a formal planting plan for the landscaping on-site and within the verge areas, is to be provided to the City for approval prior to the occupation of the development.
- p) All air conditioning units are to be screened from external view.
- q) Mechanical dryers shall be provided for each dwelling.
- r) All landscaping shall be installed prior to commencement of use. All landscaped areas are to be maintained in good condition thereafter.
- s) All driveways, parking and manoeuvring areas are to be constructed and maintained to the City's satisfaction.
- t) All awnings to have a maximum height of 3.5m above footpath level and a minimum depth of 2.0m unless otherwise restricted by verge infrastructure to the satisfaction of the City.
- u) The proposed tenancies indicated as "retail" on the approved plans are approved to operate as "shop" only as per the definition of shop prescribed in City's Local Planning Scheme No. 3.
- v) A CCTV design plan for the development is to be submitted prior to the commencement of the development, to the satisfaction of the City.
- w) The provision of a CCTV system including all entrances into the development, parking and loading areas prior to practical completion of the development in accordance with the relevant Australian Standards, Guidelines and City of Stirling Policies to the satisfaction of the City.
- x) The internal partitions between the tenancies not being altered without the written consent of the City of Stirling first being obtained.
- y) Architectural lighting of the building in addition to lighting under all awnings and at all entry points to be provided to the satisfaction of the City prior to occupation of the building.
- z) Any on-site floodlights not being positioned or operated in such a manner so as to cause annoyance to surrounding uses or passing traffic.
- aa) The submission of a signage strategy to the satisfaction of the City prior to the erection of any signs.
- bb) All off street parking to be available onsite during business hours for all customers and staff to the satisfaction of the City.

- cc) No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided.
- dd) 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 City prior to the commencement of development.
- ee) 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 City.
- ff) Connection to deep sewer in the locality.
- gg) This approval is valid for a period of 2 years from the date of approval. If the subject development is not substantially commenced within the 2 year period, the approval shall lapse and be of no further effect.

Advice Notes

- i. With respect to the parking and associated manoeuvring areas, the following areas are required to comply with the Australian Standards AS/NZS 2890.1:2004, AS 2890.2:2004 and AS/NZS 2890.6:2009:
 - a. Sight truncations.
 - b. Aisle widths.
 - c. Turning bays in blind aisles.
 - d. One way signage.
 - e. Wheel stop requirements for perpendicular parking bays.
 - f. Minimum headroom.
- ii. With respect to the acoustic report, the assessment for this report is to incorporate consideration for all noise sources associated with residential and commercial tenancy use, with a view to achieving indoor sound levels as set out in the Australian Standard AS/NZS2107: Acoustics Recommended Design Sound Levels and Reverberation Times for Building Interiors.
- iii. With respect to the waste servicing for the residential dwellings, the City's Waste Operation have advised as follows:
 - Working on a shared service (130 litres per week per unit) this 154 unit development would be entitled to 10780 litres of general waste removal per week (Red lid) and 9240 litres of recycling per week (Yellow lid).
 - The following arrangement is suggested: 10 x 360 litre red lid MGBs serviced 3 times per week and 9 x 360 litre yellow lid MGBs serviced 3 times per week.
 - These bins will need verge placement in line with all new developments. There will need to a suitable space between the bins so the Side loader will be able to service the bins.

- iv. All construction works to comply with the requirements of the Environmental Protection Act 1986 and the Environmental Protection (Noise) Regulations 1997. 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.
- v. Food business tenancies must comply with the Food Act 2008 and the Food Standards Code.
- vi. Acceptable plans indicating the position and type of all proposed fittings and fixtures and details of floor, wall and ceiling finishes and floor drainage to be submitted for food premises prior to internal fit out. Before commencing trading operations, food business proprietors are to apply for registration and certification of the business under the Food Act 2008.
- vii. Outdoor eating area to comply with the Outdoor Eating Facilities in Public Places Policy.
- viii. Potential nuisance from artificial light to be addressed in accordance with Australian Standard AS4282-1997.
- ix. Development to comply in all respects with the Health (Public Building) Regulations 1992.
- x. Works relating to the subject development, required or proposed within the road reserve require separate approval of the City.

Background	:	
Duckground	•	

Property Address:		Lot 222, House Number 1, Sunray Drive, Innaloo
Zoning	MRS:	Central City Area
	TPS:	Development
Use Class:		Short Stay Accommodation, Shop, Tavern and
		Multiple Dwellings
Strategy Policy:		Not Applicable
Development Scheme:		Not Applicable
Lot Size:		6,543m ²
Existing Land Use:		Vacant lot
Value of Development:		\$5 million (cost of amendments)

A development application for a ten storey mixed use development comprising Office, Shop, Tavern, 154 Multiple Dwellings and associated car parking (DA12/3095 refers) was submitted to the City on the 12 December 2012. On 18 March 2013, the Metro North-West Joint Development Assessment Panel (JDAP) resolved to approve the development under clause 2.8.2 of the City's Town Planning Scheme No. 38 (TPS38) subject to the conditions (Attachment 8).

The development approval expired on 18 March 2015. On 2 September 2014, Amendment No. 1 to the City of Stirling's Local Planning Scheme No. 3 (LPS3) was gazetted, which had the effect of:

a) Revoking the formerly applicable TPS38; and

b) Incorporating the subject site into LPS3 as a "Development" zone within the Stirling City Centre Special Control Area.

The Metro North-West JDAP approved an application for an extension of time to the original approval for a further two year period at its meeting on 9 July 2015.

On 9 December 2014 Council adopted the Stirling City Centre Structure Plan. Adoption of the structure plan is pending determination by the Western Australian Planning Commission. A Detailed Area Plan for the precinct as required by LPS3 has not been prepared to date.

Details: outline of development application

The original development approval allowed for the construction of a ten storey mixed use development comprising Office, Shop, Tavern, 154 Multiple Dwellings and associated car parking.

This Form 2 application proposes no substantive changes to the built form outcome but proposes to change the approved office land use to short stay accommodation. A number of alterations to the internal layout are also proposed to accommodate the serviced apartments.

The proposed amendments are briefly described as follows:

- Reduction of approved shop tenancy floor space fronting Sunray Drive, to allow for the lobby/reception, gym, conference and staff/operational facilities associated with the short stay accommodation.
- Internal changes to the residential towers core location and apartment layouts.
- Alterations to the internal service areas, end of journey facilities removed, visitor bicycle parking relocated to the public realm and modification to the car parking area and residential stores layout.
- Increases to the landscaped area on the podium level, as a result of the change from the office tower footprint to serviced apartments.
- Minor changes to the size and layout of the approved shop and tavern tenancies.
- The inclusion of mezzanine level car parking.
- Podium height increased from R.L. 18.0 to R.L. 18.7.
- The modification of conditions a), e), n) and o) of the original approval dated 25 March 2013, which all refer to a 'building permit' to be reworded to 'the relevant building permit' to enable staged building permit applications.

The applicant has provided the following tables to summarise the amendments.

Development	Provided			
Component	Previously Approved Scheme	Revised Scheme		
Office	5,666m ² Gross Floor Area	None proposed		
Shop	1,451m ² Net Lettable Area	1,060m ² Net Lettable Area		
Tavern/Restaurant	1,107m ² Net Lettable Area	1,550m ² Net Lettable Area		
Residential	154 multiple dwellings	154 multiple dwellings comprised		

	comprised of:	of:
	• 98 one-bedroom dwellings; and	 70 one-bedroom dwellings; and
	• 56 two-bedroom dwellings.	• 84 two-bedroom dwellings.
Serviced None proposed Apartment		80 serviced apartments

Use	Number of Car Parking Bays		
030	Previously Approved Scheme	Revised Scheme	
Commercial/Visitors	152	77	
Residential	120	154	
Serviced Apartments	N/A	42	
Total	272	273	

Building Height			
Previously Approved Scheme	Revised Scheme		
Podium:	Podium:		
R.L. 18.0 metres to the top of podium.	R.L. 18.7 metres to the top of podium.		
Eight Storey Residential Tower:	Eight Storey Residential Tower:		
Roof Height R.L. 45.6 metres.	Roof Height R.L. 45.2 metres.		
Six Storey Residential Tower:	Six Storey Residential Tower:		
Roof Height R.L. 39.5 metres.	Roof Height R.L. 39.2 metres.		
Four Storey Office Tower:	Five Storey Serviced Apartment Tower:		
Roof Height R.L. 36.6 metres.	Roof Height R.L. 36.2 metres.		

Legislation & policy:

Legislation

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

State Government Policies

- Directions 2031
- Residential Design Codes of Western Australia (R-Codes)
- WAPC Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented Development

Clause 4.2.3 – Objectives of the Development Zone

LPS3 provides the following objectives for the Development zone:

- a) To provide for coordinated development through the application of a comprehensive structure plan to guide subdivision and development.
- b) To avoid the development of land for purposes likely to compromise its future development for purposes, or in a manner likely to detract from the amenity or integrity of the area.

Clause 6.11.1 – Objectives of the Stirling City Centre Special Control Area

The subject site is now located within the Stirling City Centre Special Control Area (SCA) of LPS3. The objectives of the SCA are as follows:

- a) To facilitate the development of the Stirling City Centre in a coordinated manner, recognising its significance as a Strategic Metropolitan Centre;
- b) To provide a strategy for the integrated development of public and private land to facilitate the creation of a safe, vibrant mixed use centre;
- c) To ensure the provision of an effective, efficient, integrated and safe transport network which is accessible to pedestrians, cyclists and public transport users and motorists;
- d) To facilitate funding mechanisms for the provision of light rail and other alternative transport infrastructure;
- e) To ensure the development of a diverse range of housing types (including affordable housing) in unique precincts that have high levels of amenity;
- f) To ensure the development of a convenient network of public open space (including an urban stream) offering a wide range of high quality facilities tailored to the requirements of the local community;
- g) To ensure the development of a range of commercial uses 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;
- h) To ensure the development of a range of community facilities that will service residents, visitors and the local workforce and contribute towards community wellbeing; and
- i) To ensure the conservation and appropriate use of natural resources including (but not limited to) energy, water and land to enhance the sustainable management of finite resources.

Consultation:

Public Consultation

Public consultation was not required to be undertaken as part of the assessment of this application.

Consultation with other Agencies or Consultants

Consultation with other agencies was not required to be undertaken as part of the assessment. It is noted that the proposal is for internal modifications only and proposes no substantive changes to the approved built form.

However, as the subject site is located with a MRS Clause 32 area, the application has been referred to the Western Australian Planning Commission, who will report

separately on the application as the proposal relates to the Metropolitan Region Scheme.

Internal Referrals

Referrals to the City's Engineering Design, City Planning, Waste and Health & Compliance Business Units were undertaken as part of the assessment of the prior application. Unless otherwise referred to within the report, there are no outstanding issues in relation to these matters.

Planning assessment:

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

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

- 1. Schedule of Amendments
- 2. Car Parking
- 3. Internal referrals

1. Schedule of Amendments

The table below outlines compliance with respect to the proposed amendments:

No.	PROPOSED CHANGE	PLANNING IMPLICATIONS	COMPLIES?
1.	Internal changes to the residential towers – core location and apartment layouts.	The internal changes to the residential towers have no planning implications. The amendments to the apartment layouts, results in modification to the developments multiple dwelling diversity.	Refer to comment below.
		The development contains greater than 12 dwellings and is therefore required to provide diversity in unit types:	
		 A minimum of 20% one-bedroom dwellings are required, with a maximum of 50%; A minimum of 40% two-bedroom dwellings required; and Does not contain any dwellings smaller than 40m² plot ratio area. 	
		The amended development proposes:	
		 70 one-bedroom dwellings (45.45%); and 84 two-bedroom dwellings (54.55%). 	

	1		1
		• No dwelling is smaller than 40m ² plot ratio area.	
		The internal changes to the apartment layouts require assessment against the R-Codes, in accordance with the Stirling City Centre Structure Plan.	
2.	Alterations to the internal service areas.	The alterations to the internal service areas have no planning implications.	Yes.
3.	End of journey facilities removed, visitor bicycle parking relocated to the public realm.	 The original approval dated 25 March 2013 provided the following bicycle facilities at ground level: 22 commercial bicycle spaces; 52 residential bicycle spaces; 54 visitor bicycle spaces; Separate female and male shower/changing rooms; and 28 female lockers and 28 male lockers. The amended application proposes: 12 bicycle spaces on Level 1 within the development. 49 bicycle spaces within the road reserve i.e. 7 bicycle racks; and No end of journey facilities onsite. For the commercial component, the City's Local Planning Policy 6.2 – Bicycle Parking, requires: 5 spaces for customers/visitors to the Shop use; 4 spaces for Tavern/Restaurant use; and End of journey facilities not required. A condition of approval has been recommended in relation to the nine bicycle spaces required. The bicycle parking should be provided on-site in the first instance. Separate approvals are required in relation to the proposed bicycle racks in the road reserve. For the residential component, the R-Codes requires: 1 bicycle space for each three dwellings i.e. 51 spaces required; and 	Yes.

		· · · · · · ·	T
		dwellings i.e. 15 spaces required.	
		For the residential component, a total of 66 bicycle spaces are required. The applicant has stated that there is sufficient space within the residential storage cages for bicycle parking.	
		The City would only consider bicycle parking within storage areas to be an acceptable alternative if the stores were larger than the minimum required under Clause 6.4.6 of the R-Codes (Utilities and Facilities). As the residential stores provided are not larger than the minimum requirement, a condition of approval has been recommended in relation to the provision of 66 bicycle spaces required.	
4.	Modification to the car parking area.	The design and layout of car parking areas have been assessed by the City's engineers who advise that the proposal is supported subject to compliance with the Australian Standards AS2890.1. A condition and advice note has been recommended accordingly.	Yes.
5.	Alterations to the residential stores layout.	All residential stores comply with the minimum deemed-to-comply provisions of Clause 6.4.6 (Utilities and Facilities) of the R-Codes.	Yes.
6.	Increases to the landscaped area on the podium level, as a result of the change from the office tower footprint to serviced apartments.	No planning implications. The landscaping plans were referred to the relevant business units internally for review.	Refer to Internal Referral comment below.
7.	Minor changes to the size and layout of the approved shop and tavern tenancies.	A total of 272 car parking spaces were provided as part of the original approval dated 25 March 2013. A total of 273 car parking spaces are provided as part of the revised proposal. The proposed short stay accommodation and alterations to the size of the commercial tenancies are to be assessed under the Stirling City Centre Structure Plan.	Refer to comment below.
8.	The inclusion of a lower mezzanine and	The inclusion of the mezzanine levels results in the additional storey to the proposed short stay accommodation	Yes.

	mozzanino loval	building (former office building).	
	mezzanine level.	Whilst the number of storeys increases from four storeys to five storeys, the building heights proposed are marginally lower than the building heights of the approved development.	
9.	Podium height increased.	The original approval dated 25 March 2013, provided a podium height of R.L. 18.0. This application proposes a podium height of R.L. 18.7 to accommodate the mezzanine levels. The 700mm additional height is considered minor in nature and has no external implications.	Yes.
10.	The modification of conditions a), e), n) and o) of the original approval dated 25 March 2013, which all refer to a 'building permit' – to be reworded to 'the relevant building permit' to enable staged building permit applications.	 Condition a), e), n) and o) of the original approval dated 25 March 2013 requires the following to be provided prior to the issue of a building permit: Amended plans to be provided in relation to access, egress and loading areas for service delivery vehicles. A Geotechnical Report to be submitted verifying that the site is capable of development. A Site Management Plan to address dust, noise, waste management, storage of materials, traffic and site safety/security. A Car Parking Management Plan to address the management of staff, visitor and deliver parking. The applicant seeks to reword the conditions to refer to the 'relevant building permit'. This would enable the lodgement of multiple staged building permit applications. Revised conditions have been recommended accordingly. 	Yes.

2. Car Parking

A total of 273 car parking bays have been provided on-site, comprising of 154 residential bays, 42 short stay bays and 77 non-residential bays.

The following tables provide the car parking assessment for the revised proposal against the relevant provisions of the Stirling City Centre Structure Plan.

RESIDENTIAL COMPONENT:										
Number Location A										
Type of Dwelling	Dwellings proposed	Required Parking bay/s per dwelling	Total Required parking							
Small dwelling (1 bedroom or less 75m ²)	154	1	154							
Medium dwelling (75-110m ²)	0	0	0							
Large Dwelling (greater 110m ²)	0	0	0							
Visitor Parking0.25 bays per dwelling	154	0.25	38.5							
Total park	ing bays required	154 - residents 39 - visitors (193)								
Total parki	ng bays provided	15	4							

SHORT STAY ACCOMMODATION:											
Provision		Number of Units	Required Provided								
1 bay per accommodation ເ	2 short stay inits	80 units	40 bays 42 bays								
NON-RESIDENTIAL COMPONENT:											
	Maximum Parking Allowed Non Residential Uses	Minimum amount of Public Parking	Minimum amount of Short Stay Parking								
Provision	300 Bays per Hectare	50%	60% of public parking								
Requirement	196 bays	98 bays to be public parking	58 bays to be short stay								
Provided	38 bays	38 bays to be public parking	38 bays to be short stay								

The applicant has proposed shared bays for visitors to the residential component and non-residential component. Due the size of the residential component, it is considered that in the first instance the visitor bays for the residential component should be provided on-site, reserved and sign-posted for residential visitor bays only. Given 154 car bays have been provided in lieu of the required 193 car bays, a condition of approval is recommended requiring the number and allocation of bays to be provided in accordance with the R-Codes. The additional 39 car parking spaces required for the residential component will be reallocated from the non-residential component.

Whilst the proposal does not exceed the maximum limit of parking for non-residential uses, the development does not provide the minimum 98 bays required for public

parking or the minimum 58 bays required for short stay parking in accordance with the Stirling City Centre Structure Plan provision.

At the time of consideration of the original development, the City's Town Planning Scheme No. 38 (TPS38) was applicable to the subject site. Under the provisions of TPS38, a total of 396 car bays were required for the Office, Tavern/Restaurant and Shop uses. Under the current requirements of the Stirling City Centre Structure Plan, the proposal requires a minimum of 138 car bays for Short Stay Accommodation, Tavern/Restaurant and Shop uses. This application increases the car parking provided on-site from 272 to 273 car bays.

This application proposes to remove the office use from the development and convert this area into short stay accommodation on-site. The office use required a total of 113 car bays under TPS38. The short stay accommodation requires 40 car bays under the Stirling City Centre Structure Plan provisions. The car parking requirement for the short stay accommodation has been satisfied on-site. The internal layouts of the Tavern/Restaurant and Shop uses have altered slightly to accommodate the services and facilities for the short stay accommodation. Notwithstanding this, the proposal is largely consistent with the original development.

The subject site is 230m west of Stirling train station and 130m east of a high frequency bus route on Ellen Stirling Boulevard. As mentioned above, conditions have been recommended requiring the development to provide nine commercial bicycle spaces on-site and 66 residential bicycle spaces on-site. It is anticipated that the shop and tavern/restaurant land uses will be used by short stay accommodation guests, residents of the multiple dwellings as well as local residents, employees and customers of other businesses in the local area. The subject site is located within the Station Precinct which includes a variety of commercial businesses such as Innaloo Shopping Centre, Innaloo Megacentre, IKEA and the perimeter buildings. Additionally, there are residential properties in close proximity to the subject site opposite Ellen Stirling Boulevard.

Given the proximity of the subject site to public transport options, the provision of cycling facilities on-site and the central location of the subject site within the Station Precinct, it is not considered that the car parking shortfall for the non-residential uses will result in a major parking problem in the area.

3. Internal Referrals

City's Health & Compliance Business Unit

The application has been referred to the City's Health & Compliance Business Unit and it was advised that should an approval be issued, a detailed Acoustic Report and comprehensive Site Management Plan (construction phase) should be provided to the satisfaction of the City, prior to the issue of a building permit application. These requirements can be addressed by conditions of approval in the event the Metro North-West Joint Development Assessment Panel considers approving the application.

City's Parks and Reserves Business Unit

The application proposes a landscaping plan for the development and for the verge areas adjacent to the development. The application has been referred to the City's Parks and Reserves Business Unit and it was advised that further details and

separate approvals will be required in relation to the proposed landscaping in the road reserve.

In relation to the proposed on-site landscaping, the following comments are provided:

- The roof garden plant species are all tried and tested hardy adaptable tree and shrub species.
- The bamboo will need to be contained within strong structural planters and selectively thinned and regularly managed.
- The Ulmus can grow to be large trees however they may be constrained by the limited growing space. The groundcover and hedging species are all sound choices.
- A formal planting plan is required to ensure the number and spacing of the proposed planting is adequate.

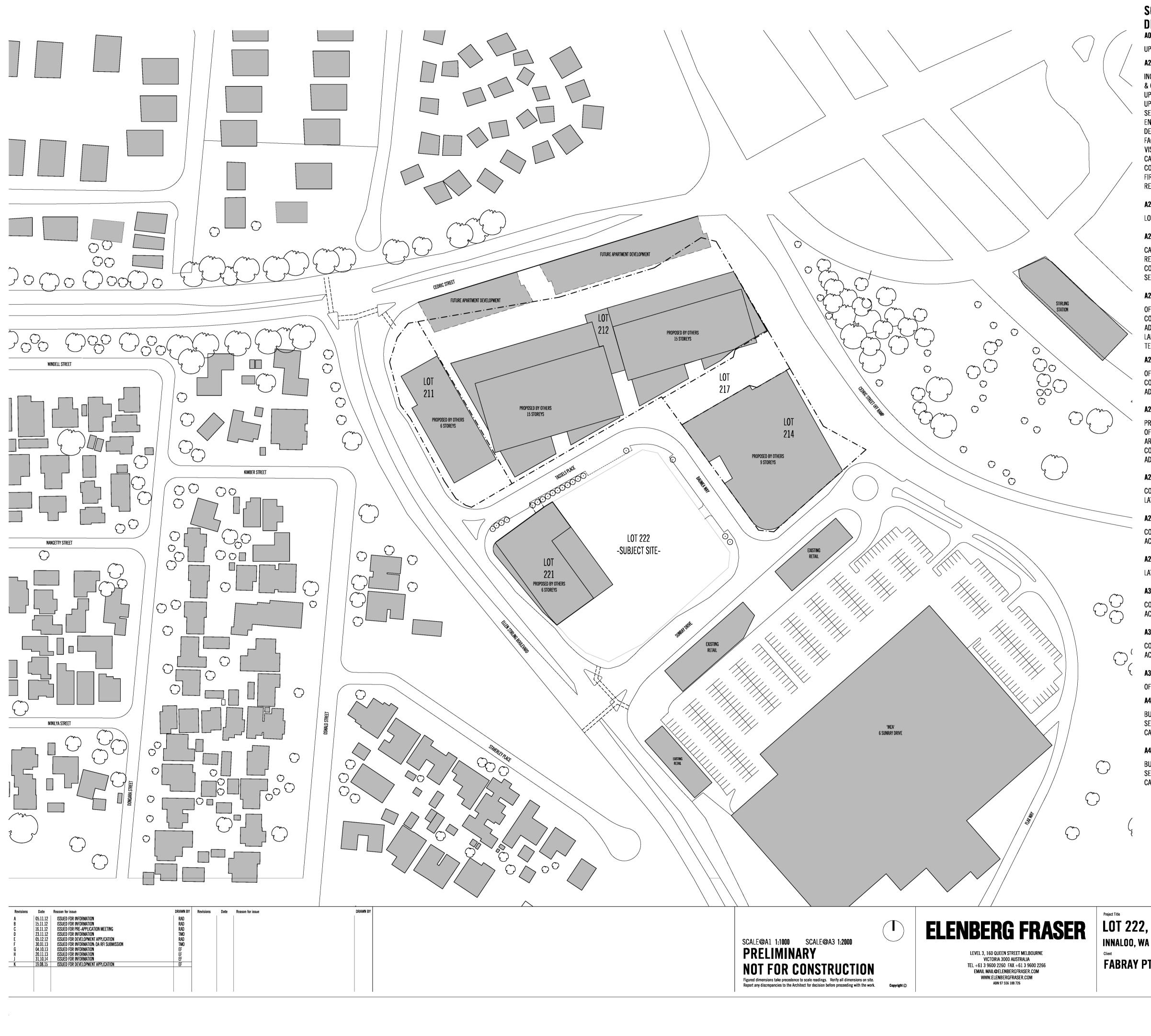
In the event the Metro North-West Joint Development Assessment Panel considers supporting the application, the City recommends that a condition be imposed requiring a Landscaping Plan to be submitted to the City for approval.

City's Engineering Approvals Business Unit

The application has been referred to the City's Engineering Business Unit who identified potential issues that are required to be addressed in relation to sight truncations, aisle widths, turning bays in blind aisles, one way signage, wheel stop requirements for perpendicular parking bays and minimum headroom. These requirements have been addressed by recommended conditions of approval.

Conclusion:

The proposal has been assessed against the applicable statutory planning framework for the site. The proposed amendments are considered to meet the relevant objectives. In view of the above, the proposal is recommended for approval, subject to conditions.



SCHEDULE OF AMENDMENTS **DRAWING SET**

A000

UPDATES TO DRAWING NUMBERS & TITLES

A200

INCLUSION OF SERVICED APARTMENT FRONT OF HOUSE, BACK OF HOUSE & COMMON AREA UPDATED AREAS TO RETAIL TENANCIES & TAVERN. TAVERN LAYOUT UPDATED SERVICES AREAS UPDATED & RELOCATED END OF TRIP FACILITIES UPDATED - RESIDENTIAL ALLOCATION DELETED, COMMERCIAL ALLOCATION RETAINED FACADE ENVELOPE UPDATED VISITOR BIKE PARKING RELOCATED TO THE PUBLIC RHELM CARPARK NUMBERS, LAYOUT & LEVELS UPDATED

CORE ARRANGMENT & LOCATION UPDATED

FIRE STAIR ESCAPE LOCATION UPDATED **RESIDENTIAL STORAGE CAGES & BIKE SPACES RELOCATED**

A200M

LOWER MEZZANINE & MEAZZANINE LEVEL ADDED

A201

CARPARK NUMBERS, LAYOUT & LEVELS UPDATED **RESIDENTIAL STORAGE CAGES & BIKE SPACES RELOCATED CORE ARRANGMENT & LOCATION UPDATED** SERVICES AREAS ADDED

A202

OFFICE BUILDING DELETED, REPLACED BY SERVICED APARTMENTS CORE LOCATION IN EACH BUILDING UPDATED & APARTMENT LAYOUT ADJUSTED ACCORDINGLY LANDSCAPE LAYOUT UPDATED

TERRACES TO COURTYARD FACING RESIDENTIAL APARTMENTS ADDED A203

OFFICE BUILDING DELETED, REPLACED BY SERVICED APARTMENTS CORE LOCATION IN EACH BUILDING UPDATED & APARTMENT LAYOUT ADJUSTED ACCORDINGLY

A207

PROPOSED ROOF LEVEL OF SERVICED APARTMENT BUILDING (ENDORSED OFFICE BUILDING WAS FOUR LEVELS OF OFFICE, SERVICES APARTMENTS ARE ACROSS FIVE LEVELS) CORE LOCATION IN EACH BUILDING UPDATED & APARTMENT LAYOUT ADJUSTED ACCORDINGLY

A208

CORE LOCATION IN EACH BUILDING UPDATED & APARTMENT LAYOUT ADJUSTED ACCORDINGLY

A210

CORE LOCATION UPDATED & APARTMENT LAYOUT ADJUSTED ACCORDINGLY

A250

LAYOUT OF TAVERN UPDATED

A300

CORE LOCATION UPDATED & APARTMENT LAYOUT ADJUSTED ACCORDINGLY, SMOKE DOORS ADDED

A305

CORE LOCATION UPDATED & APARTMENT LAYOUT ADJUSTED ACCORDINGLY, SMOKE DOORS ADDED

A310

OFFICE BUILDING REPLACED BY SERVICED APARTMENTS A400

BUILDING RLS UPDATED SERVICED APARTMENTS ACROSS FIVE LEVELS CANOPY HEIGHT ADJUSTED

A401

BUILDING RLS UPDATED SERVICED APARTMENTS ACROSS FIVE LEVELS CANOPY HEIGHT ADJUSTED



A500 BUILDING RLS UPDATED CANOPY HEIGHT AND GLAZING PROFILE UPDATED CAR PARK LEVELS UPDATED SERVICED APARTMENTS ACROSS FIVE LEVELS

A501

BUILDING RLS UPDATED CANOPY HEIGHT AND GLAZING PROFILE UPDATED CAR PARK LEVELS UPDATED

A502

BUILDING RLS UPDATED SERVICED APARTMENTS ACROSS FIVE LEVELS CANOPY HEIGHT AND GLAZING PROFILE UPDATED CAR PARK LEVELS UPDATED

LOT 222 **STIRLING CROSS** INNALOO, WA

SITE INFORMATION (000-004) A000 LOCATION PLAN / DRAWING LIST A002 SITE PLAN A003 TITLE PLAN & SITE SURVEY

GENERAL ARRANGEMENT FLOOR PLANS (100-249)

)*k*3

A200	GROUND FLOOR PLAN
A200M	MEZZANINE FLOOR PLAN
A201	LEVEL 01 FLOOR PLAN

- A202 LEVEL 02 FLOOR PLAN
- > A203 LEVELS 03-06 FLOOR PLAN
- A207 LEVEL 07 FLOOR PLAN

> A208 LEVELS 08-09 FLOOR PLAN

A210 ROOF PLAN

-----ELEMENTAL FLOOR PLANS (250-349) A250 GROUND FLOOR CAFE FLOOR PLAN A300 **BUILDING 01 TYPICAL FLOOR PLAN** A305 **BUILDING 02 TYPICAL FLOOR PLAN** A310 BUILDING 03 TYPICAL FLOOR PLAN

ELEVATIONS (400-449)

NORTH EAST & SOUTH EAST ELEVATIONS A400 A401 NORTH WEST & SOUTH WEST ELEVATIONS

SECTIONS (500-549)

A500	SECTION AA
A501	SECTION BB
A502	SECTION CC

SCHEDULE OF AMENDMENTS

ADDITION OF DWG A200M - MEZZANINE LEVEL

🖄 UPDATE TO DRAWING NUMBERS A207 DUE TO HEIGHT OF SERVICED APARTMENT BUILDING

BASEMENT DELETED

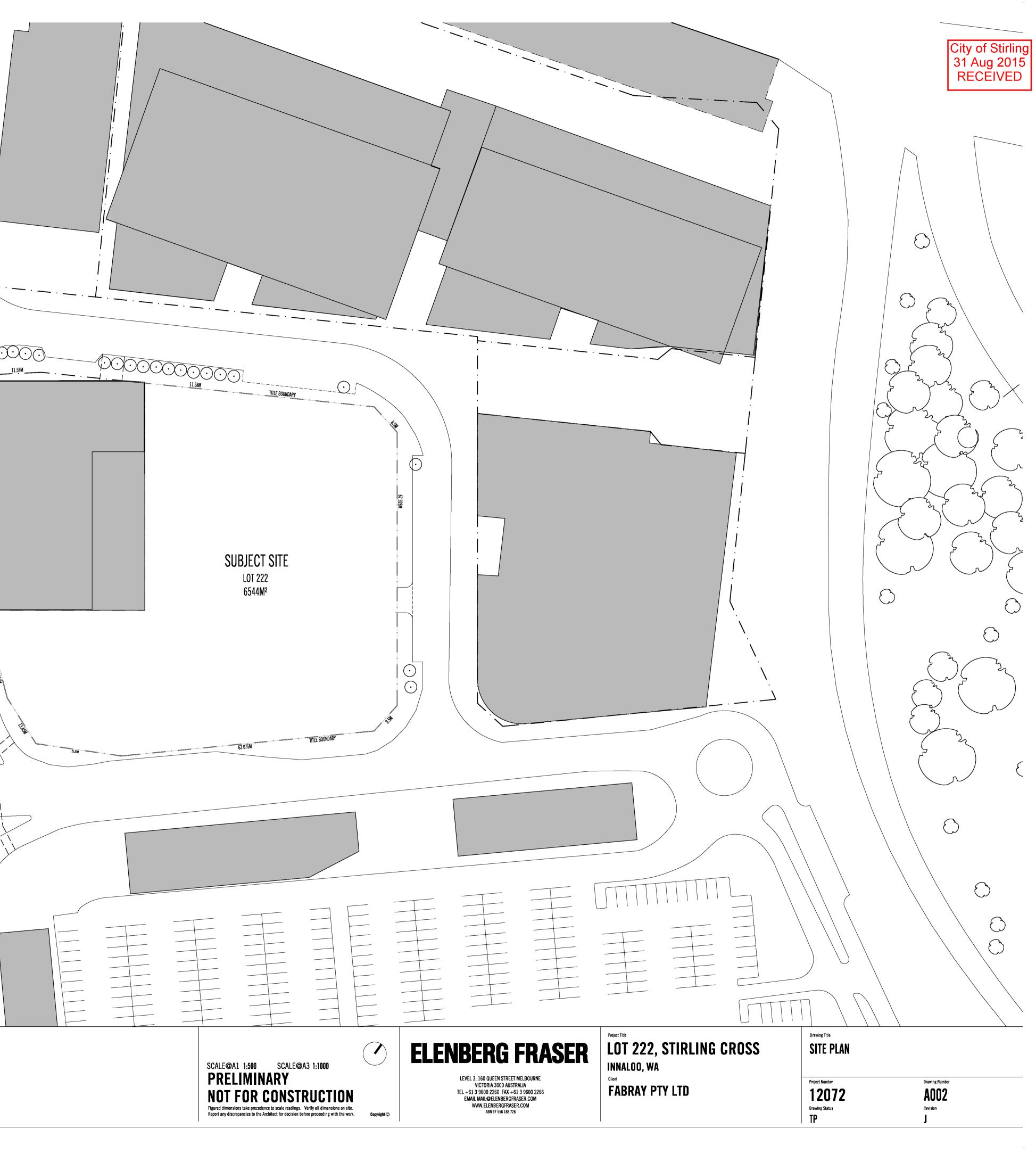
LOT 222, STIRLING CROSS FABRAY PTY LTD

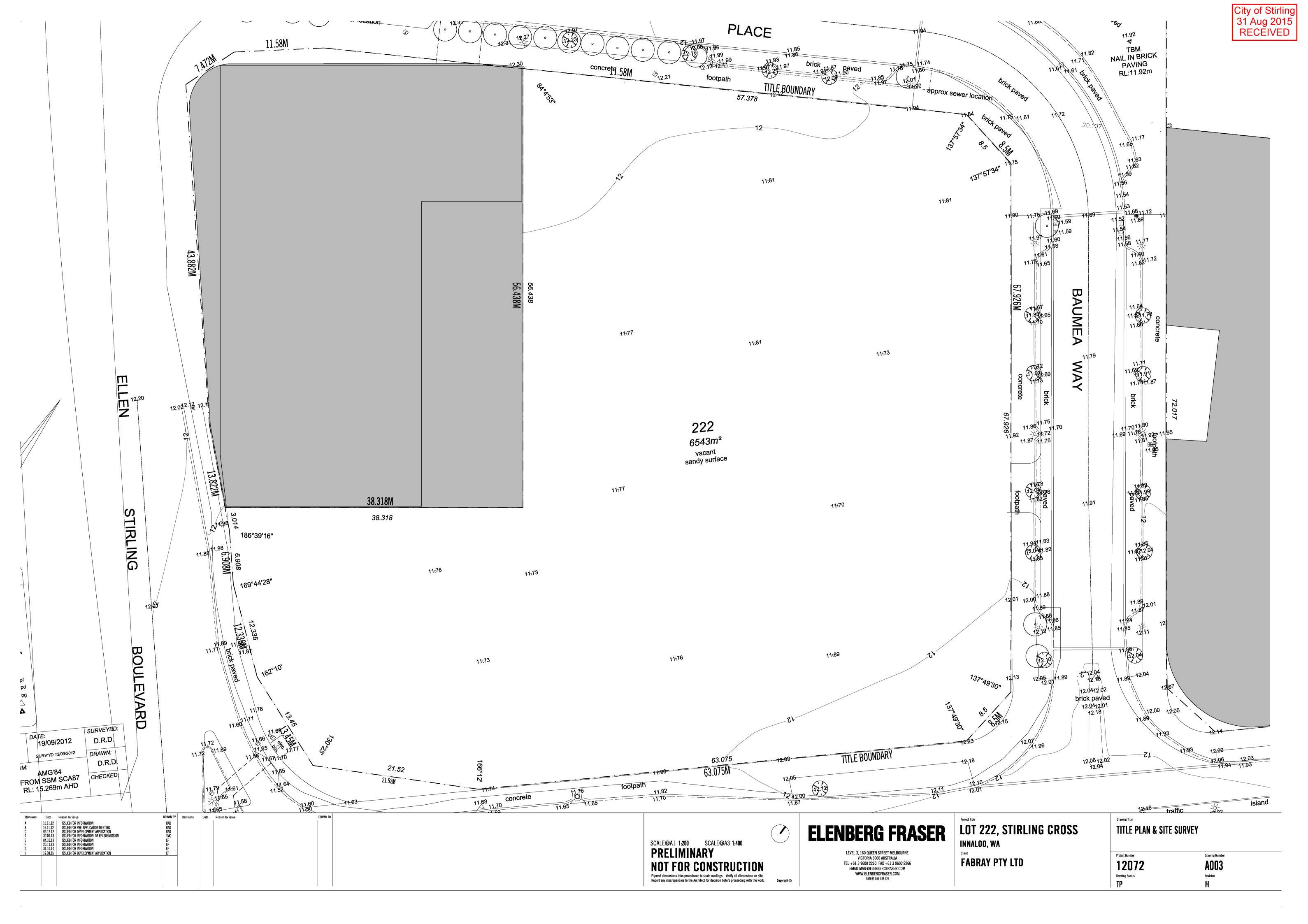
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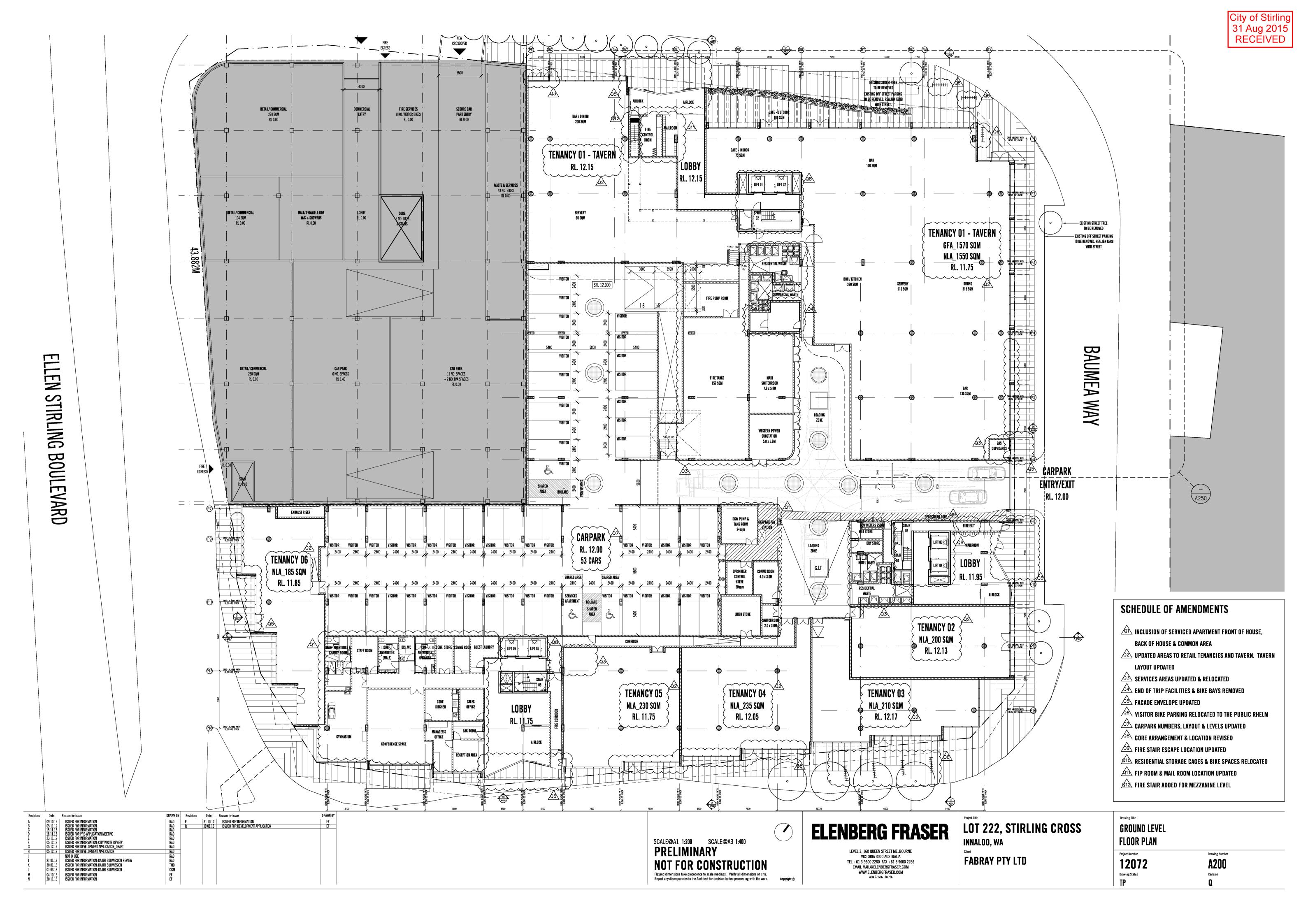


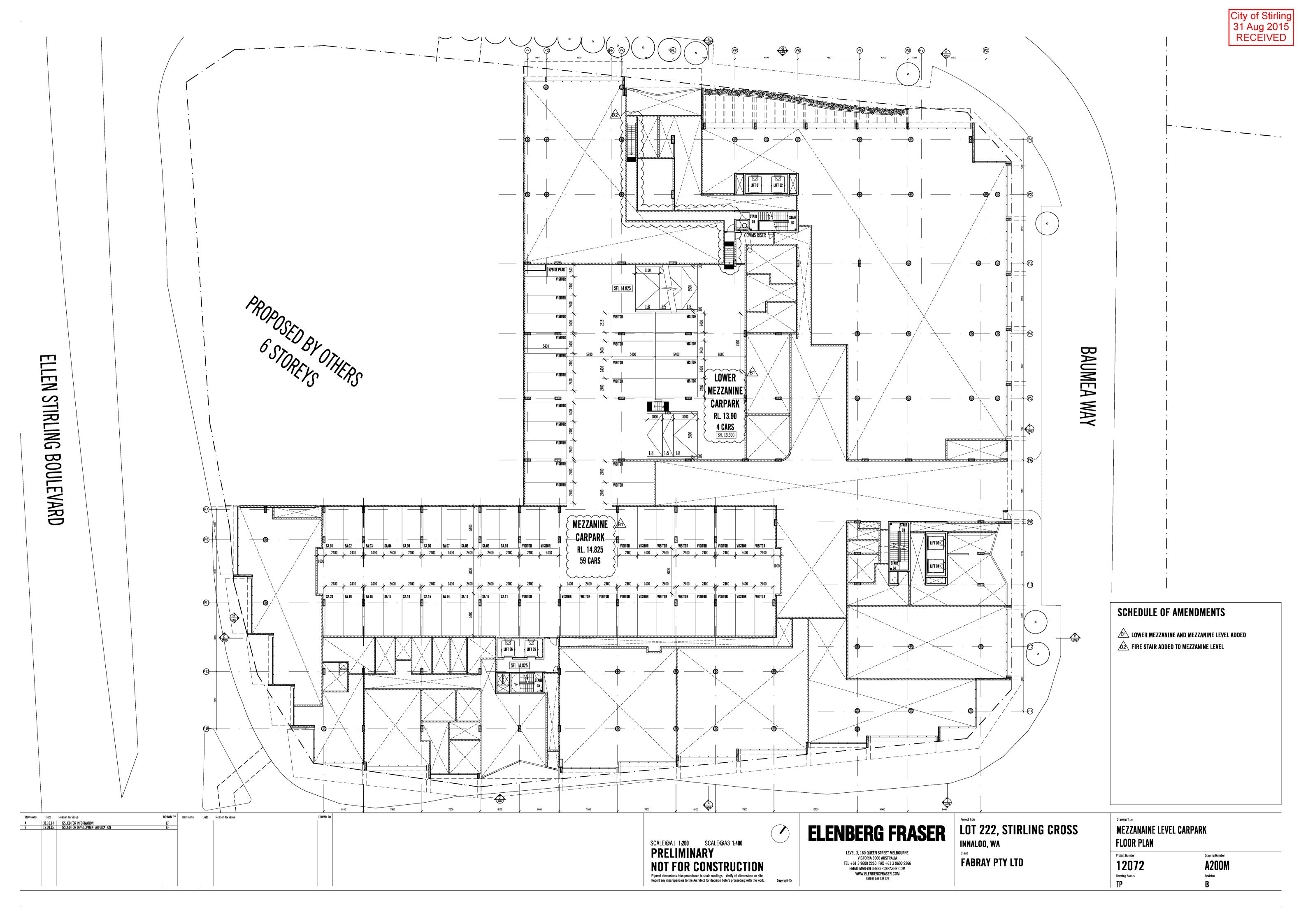


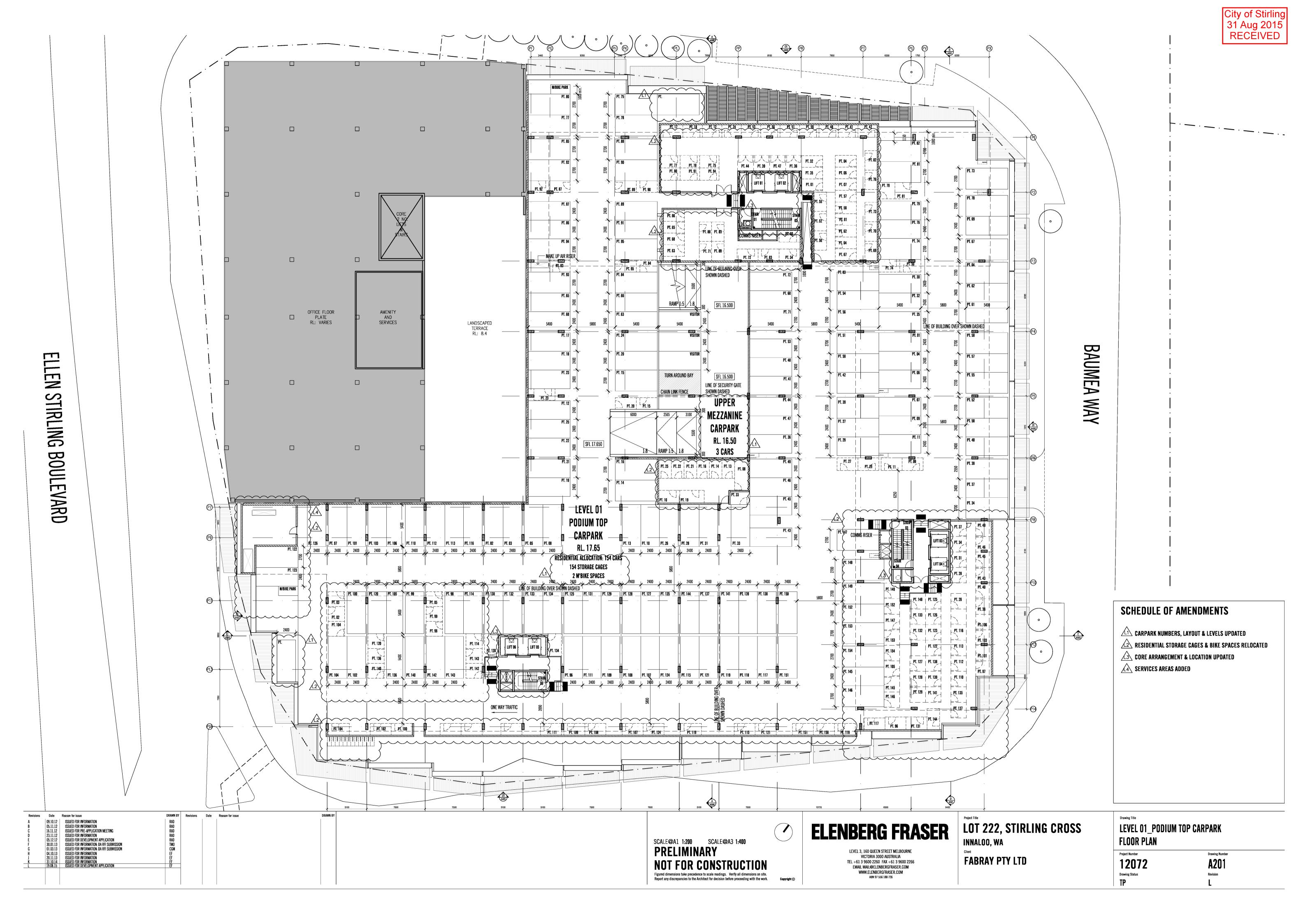
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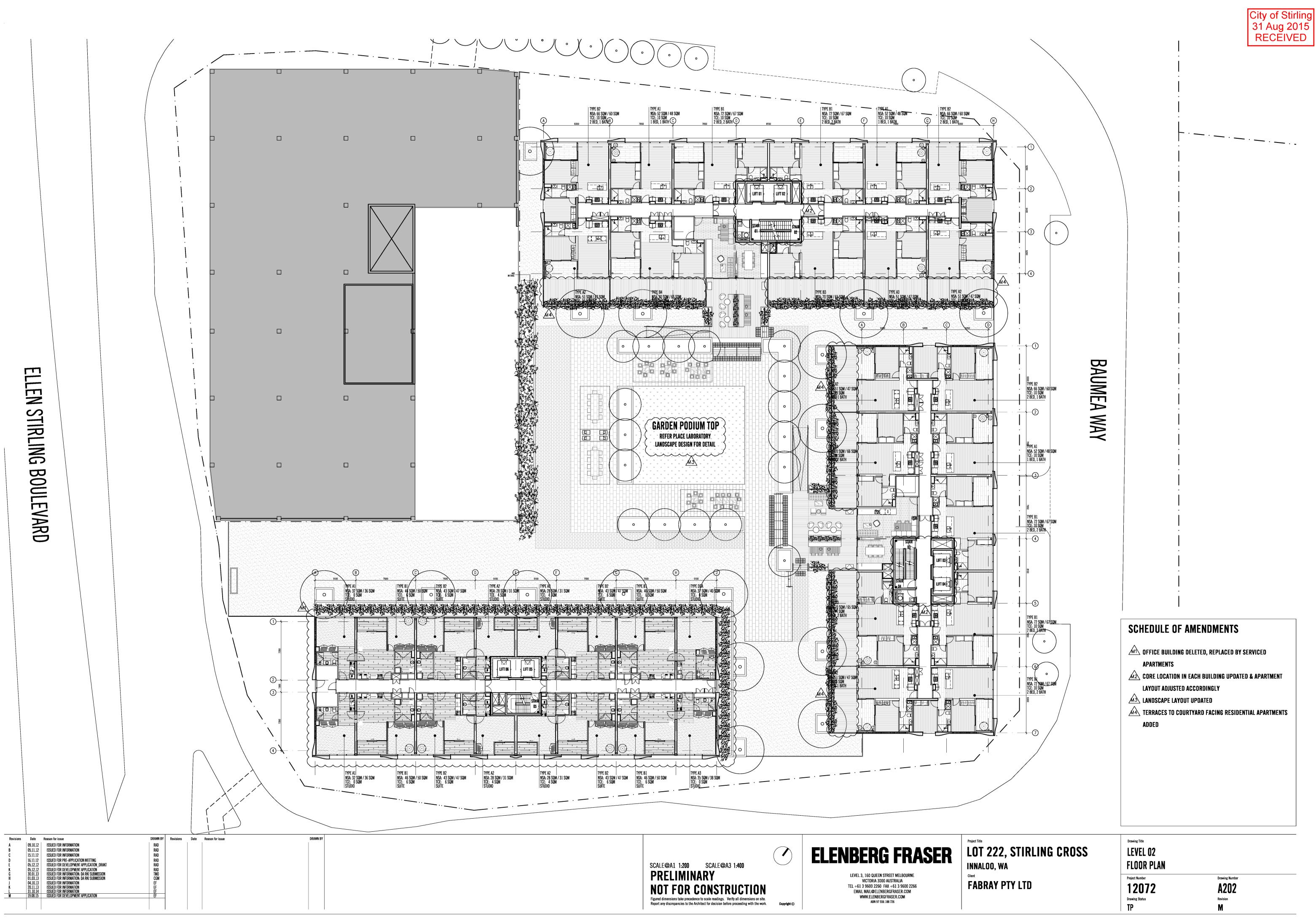


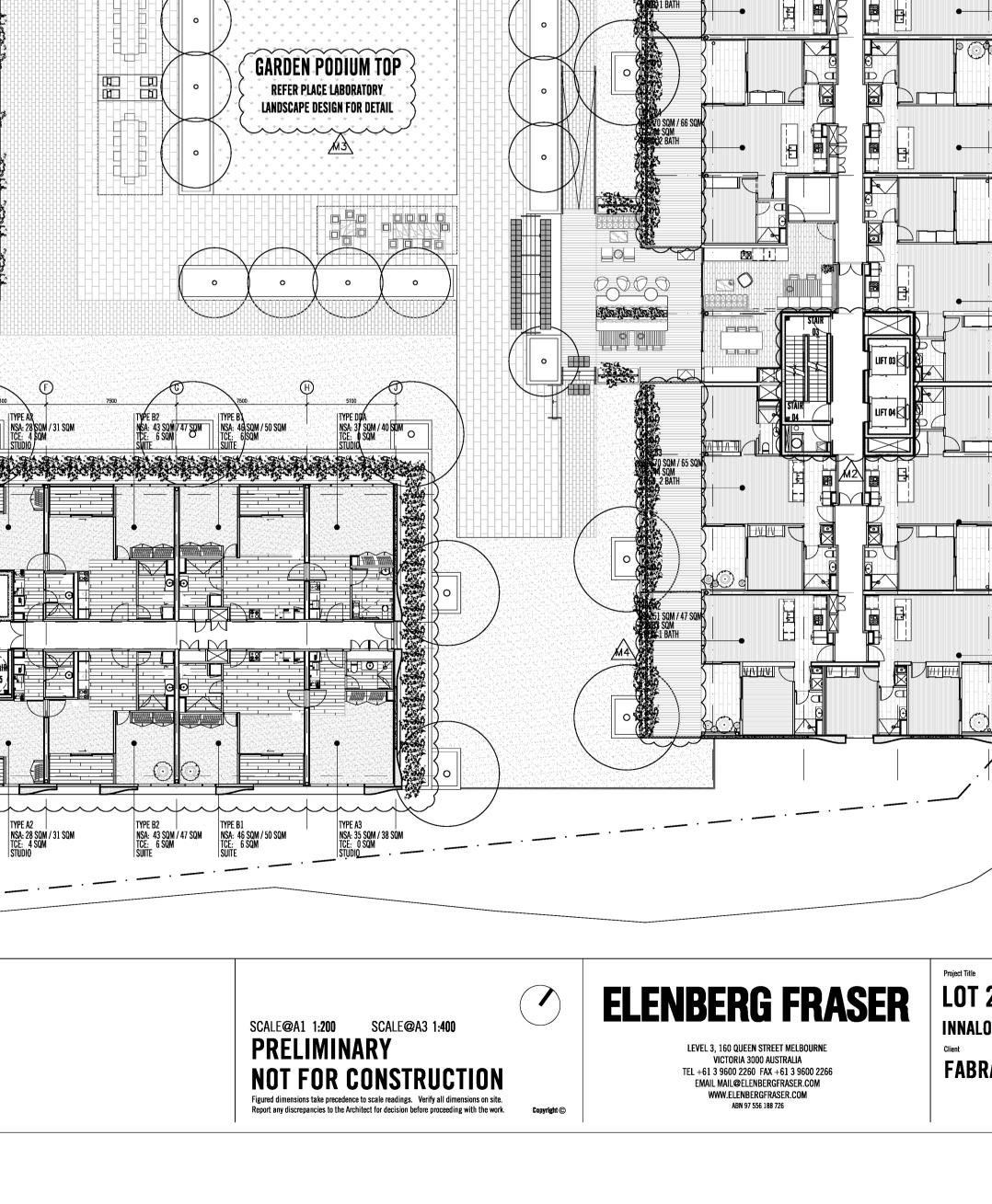




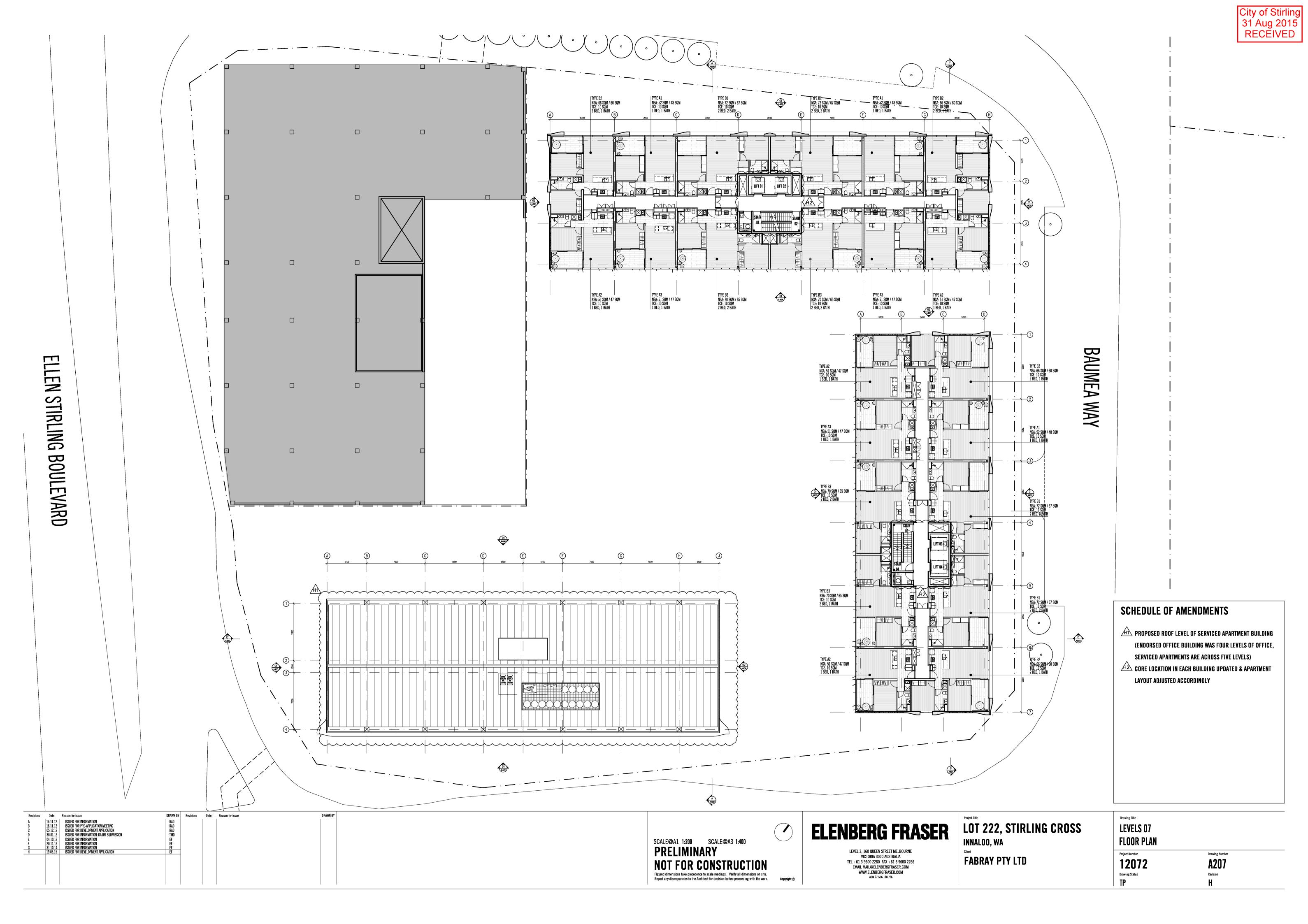


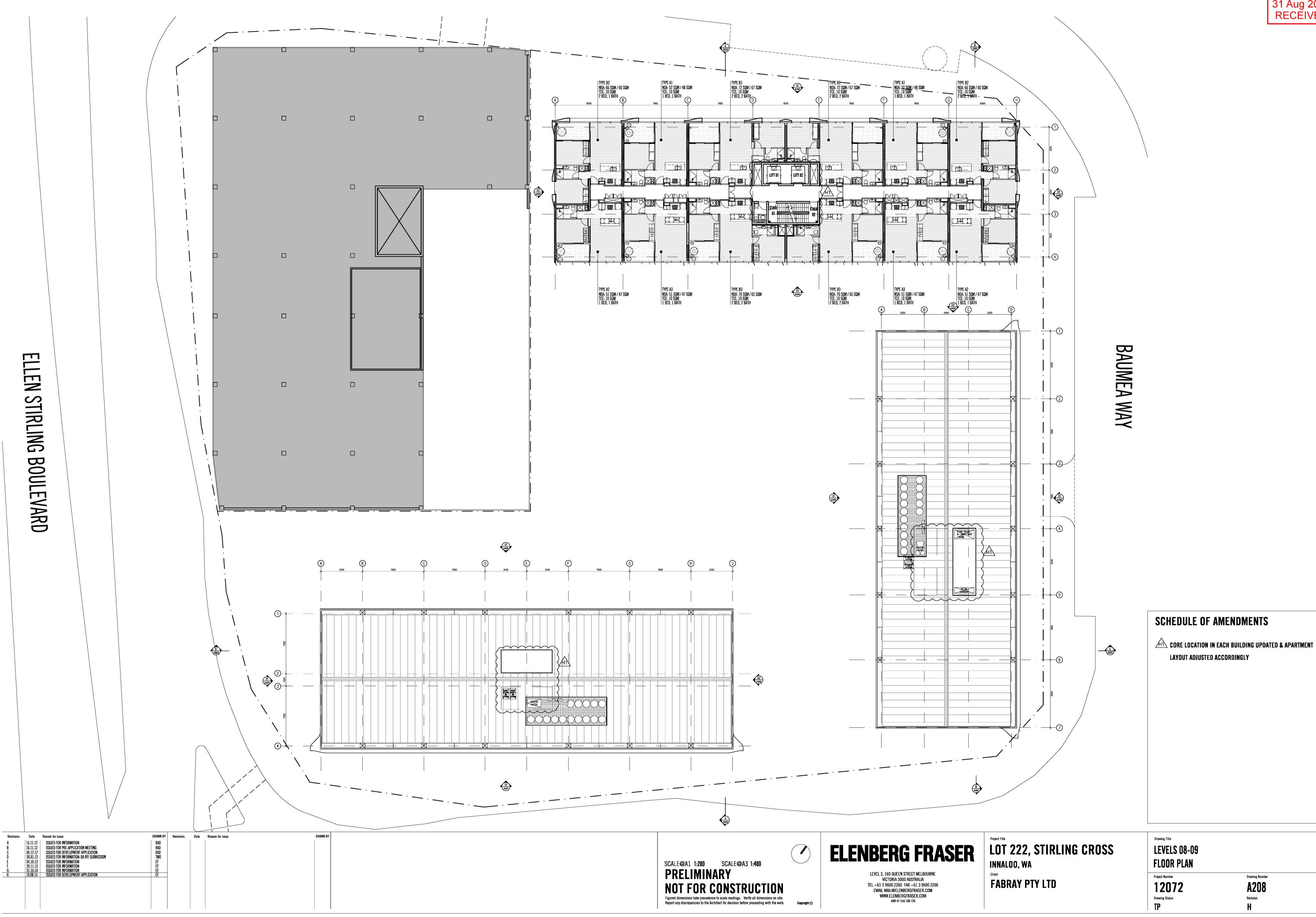




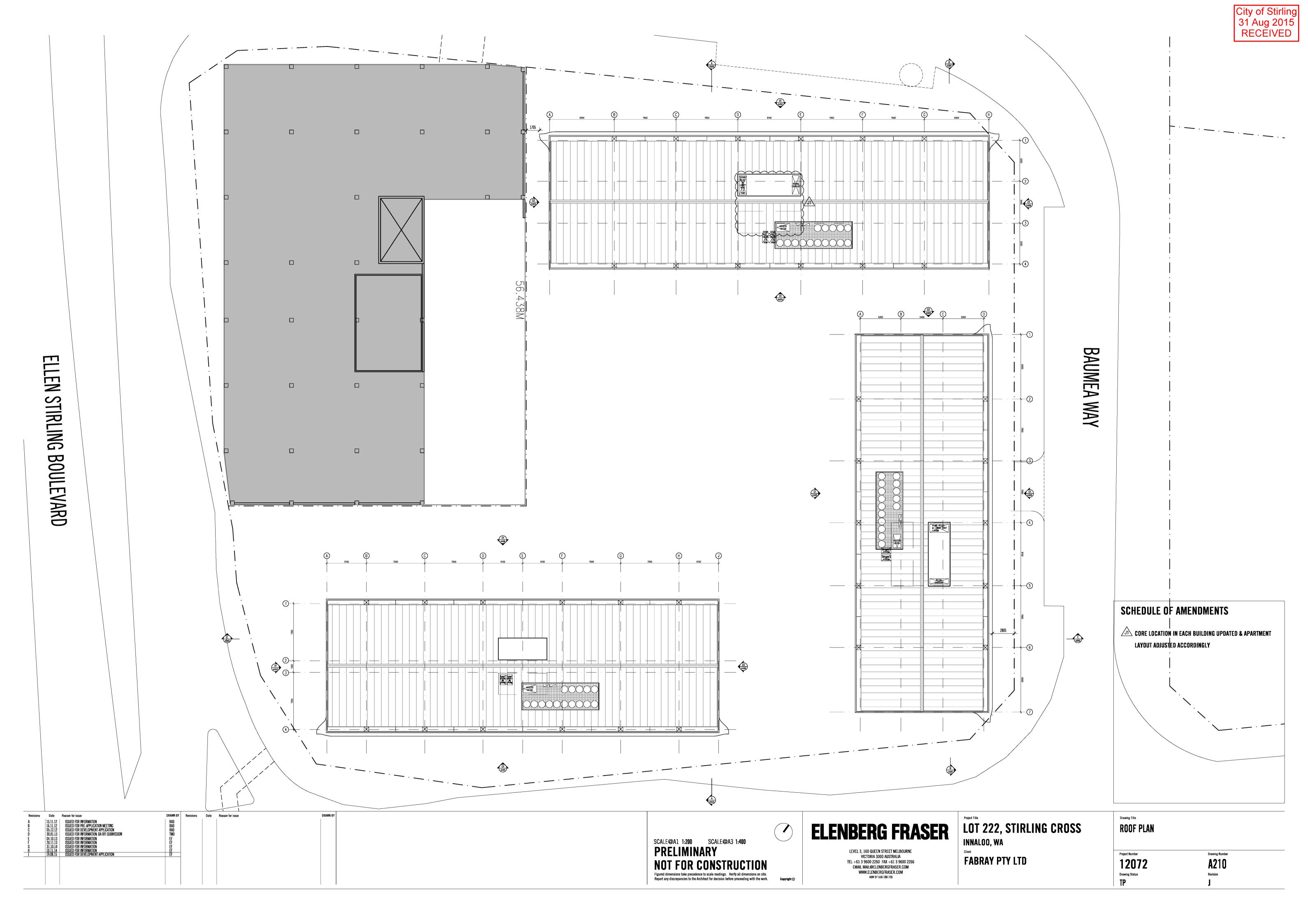


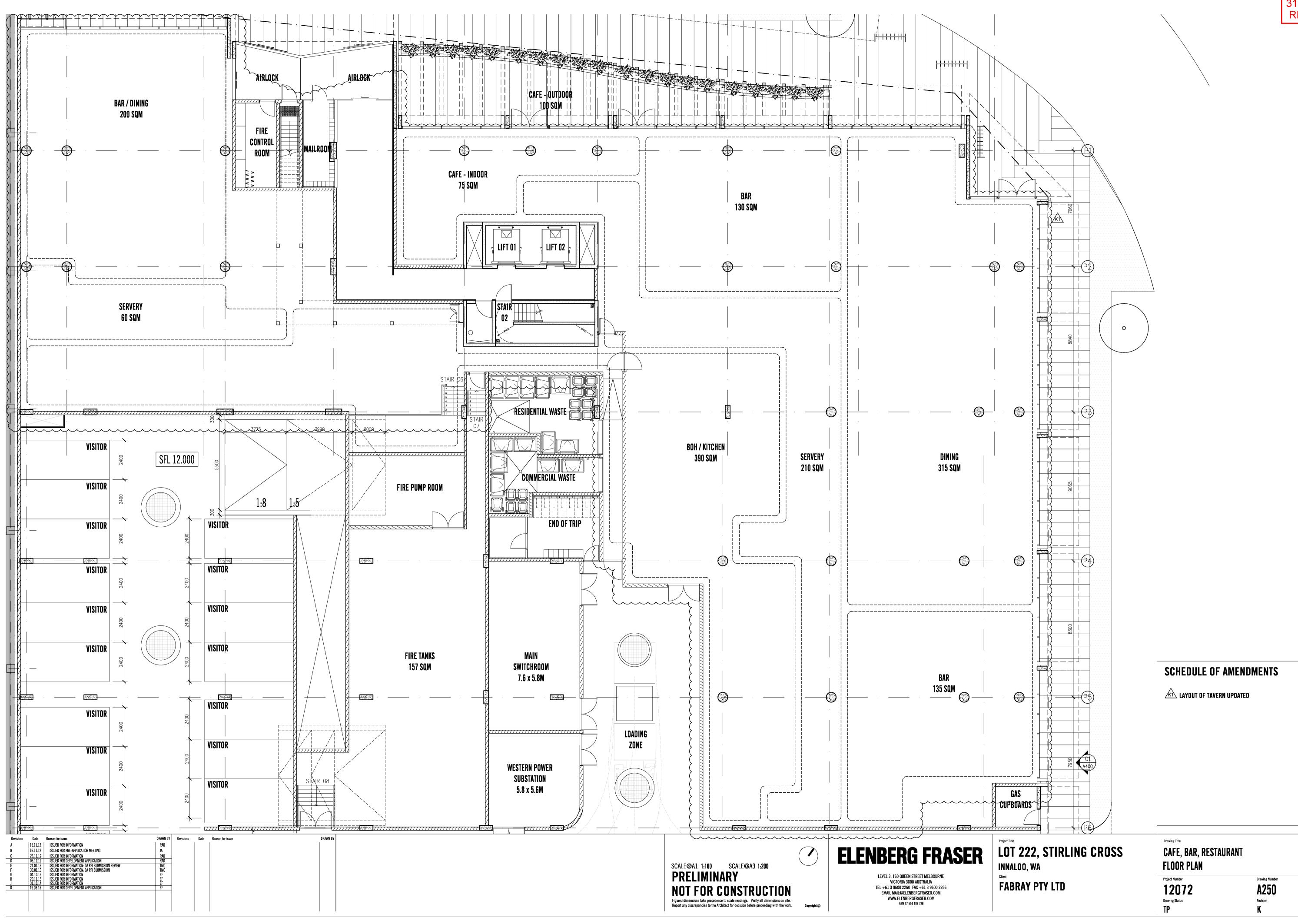




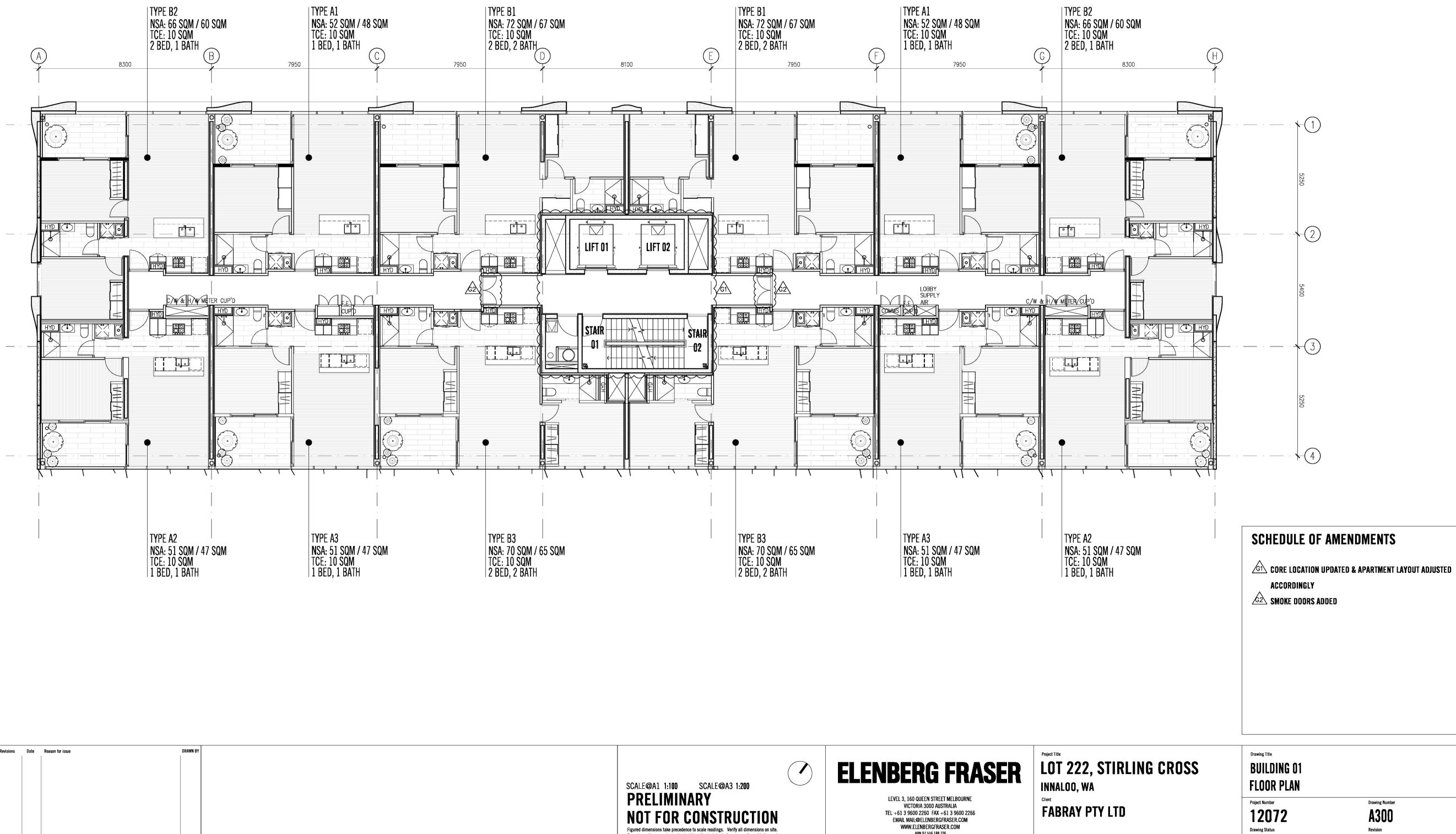




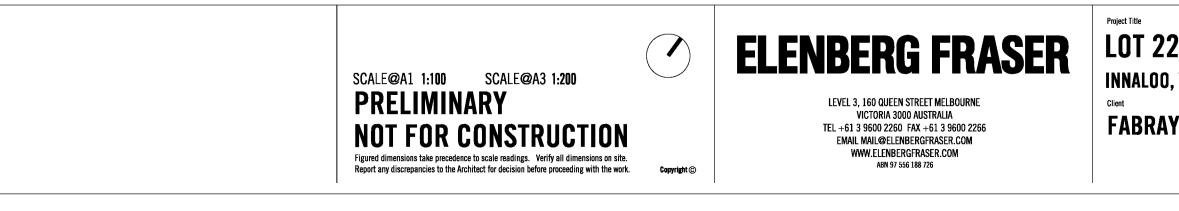








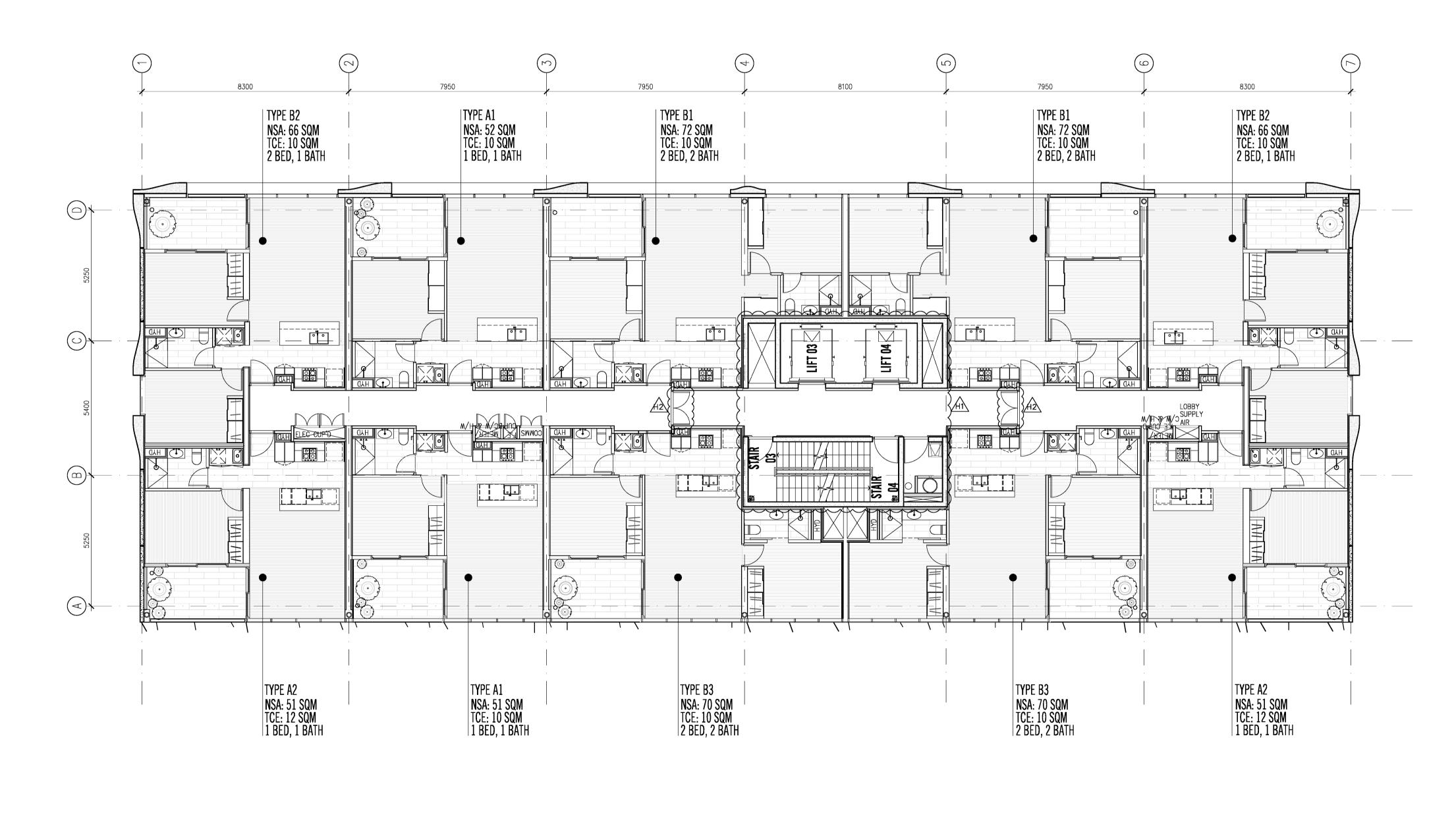
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В	16.11.12	ISSUED FOR PRE-APPLICATION MEETING	RAD				
C	05.12.12	ISSUED FOR DEVELOPMENT APPLICATION	RAD				
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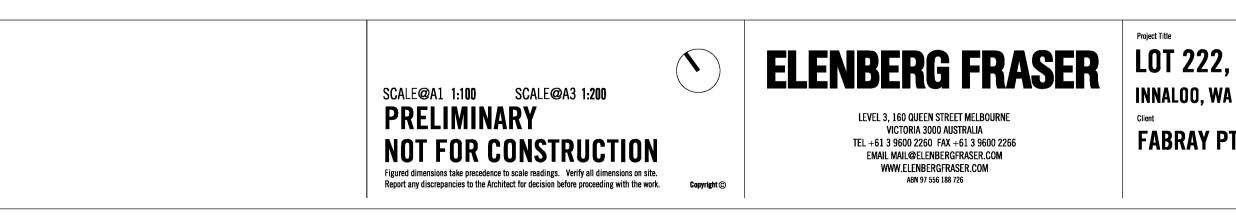


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<u>п</u>	19.08.15	ISSUE FOR DEVELOPMENT APPLICATION	LT			





SCHEDULE OF AMENDMENTS

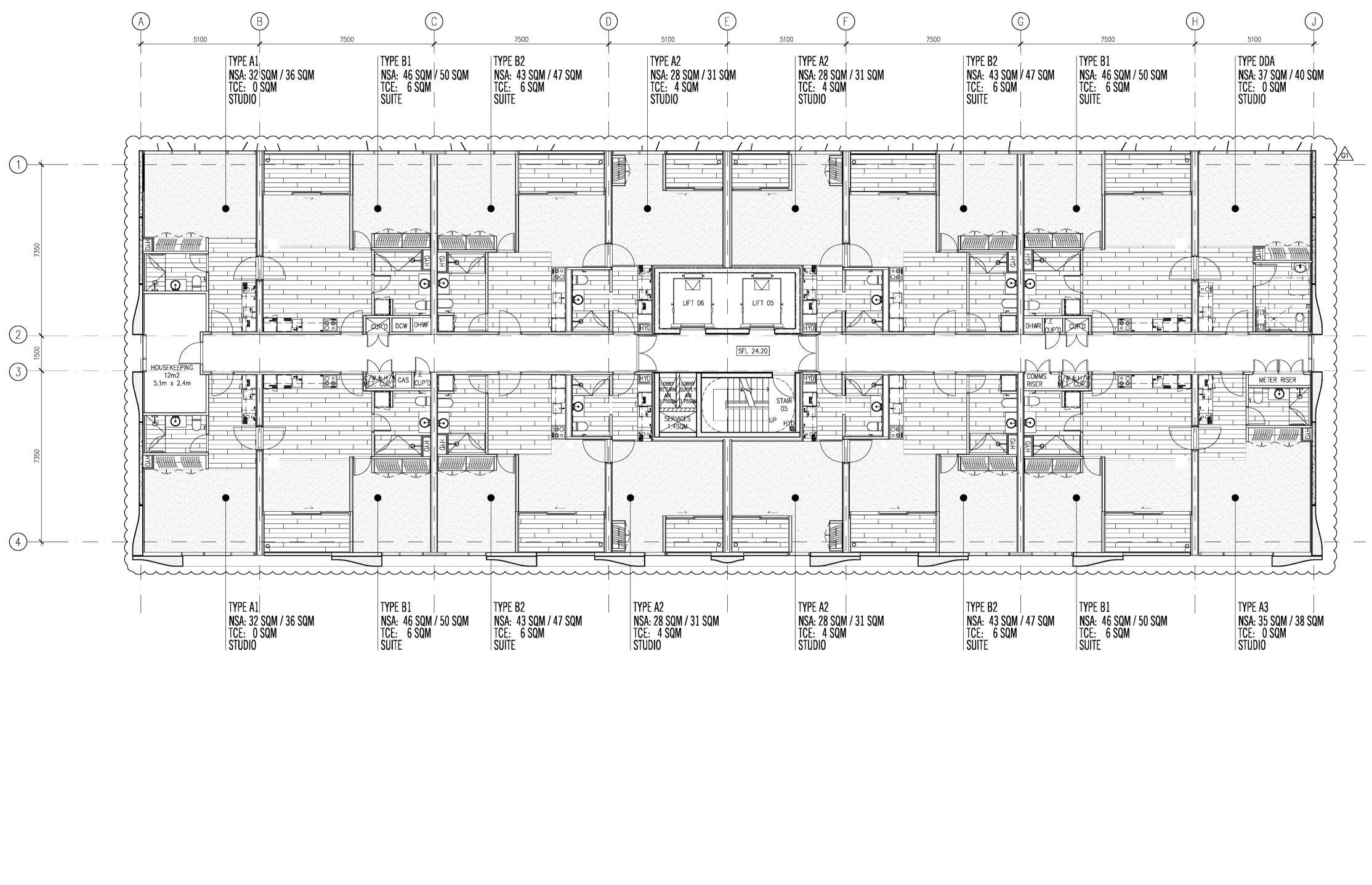
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A SMOKE DOORS ADDED

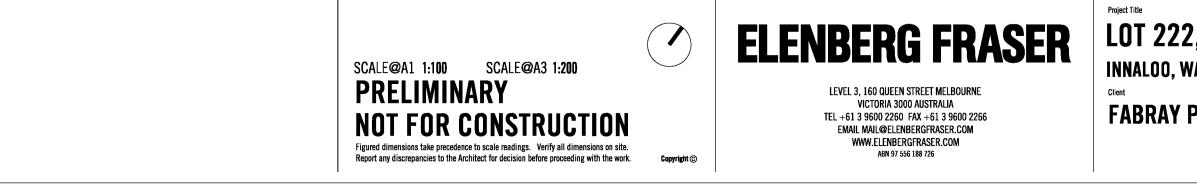
LOT 222, STIRLING CROSS INNALOO, WA Client FABRAY PTY LTD Drawing Title BUILDING 02 FLOOR PLAN

Project Number **12072** Drawing Status **TP**

Drawing Number A305 Revision H



Revisions	Date	Reason for issue	DRAWN BY	Revisions	Date	Reason for issue	DRAWN BY
A	15.11.12	ISSUED FOR INFORMATION	RAD				
B	16.11.12 05.12.12	ISSUED FOR PRE-APPLICATION MEETING ISSUED FOR DEVELOPMENT APPLICATION	RAD RAD				
D	05.12.12	ISSUED FOR DEVELOPMENT APPLICATION	EF				
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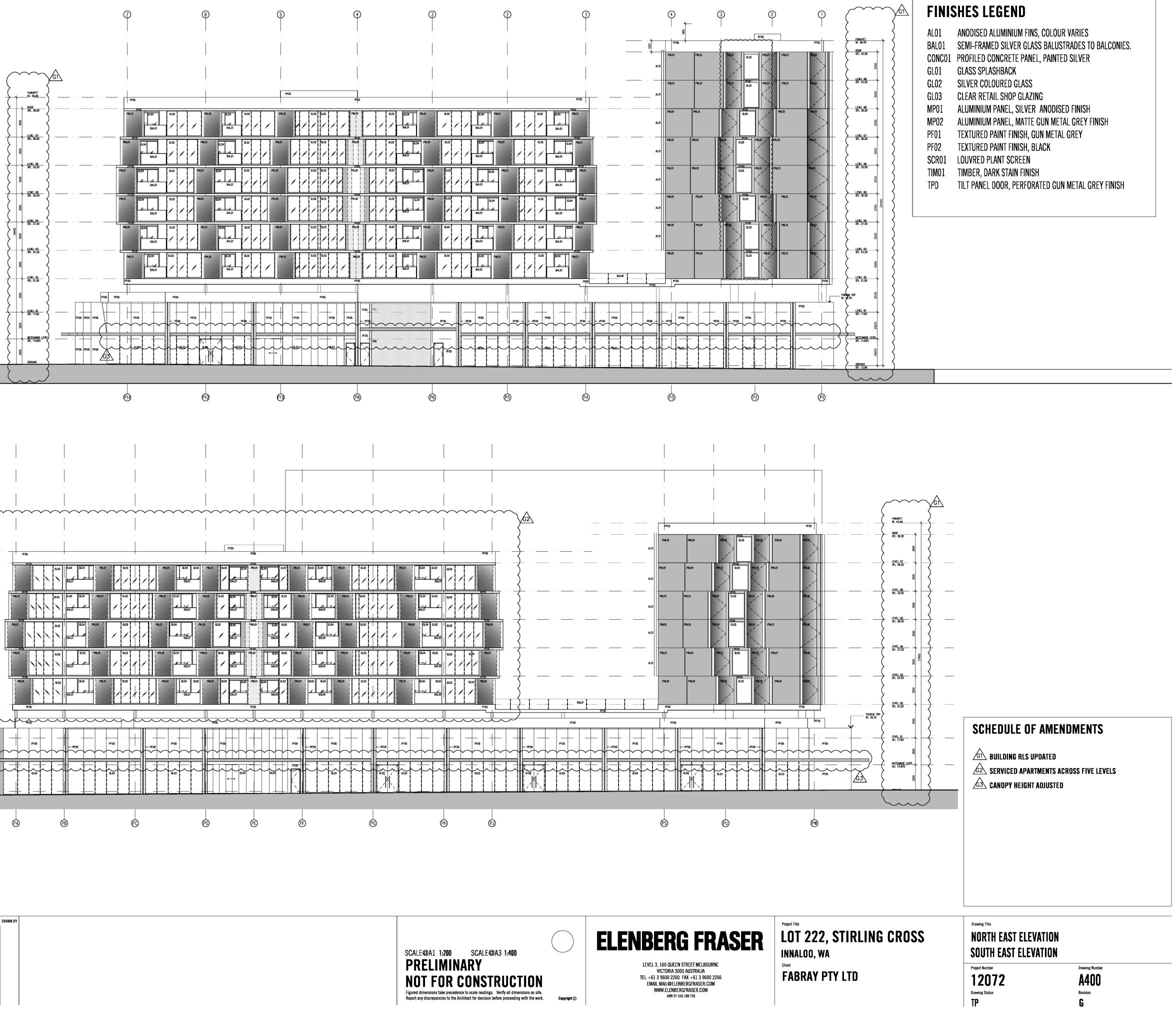




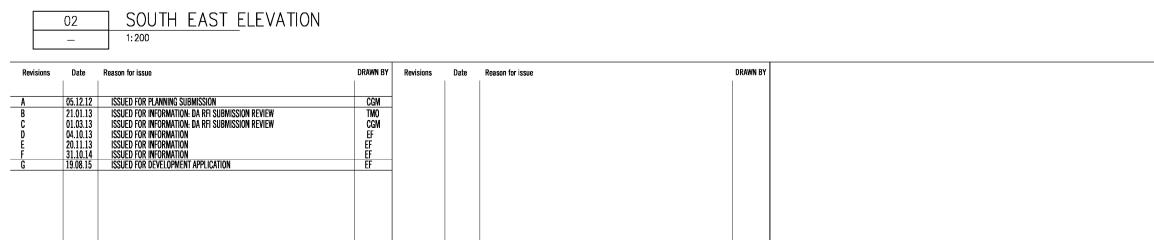
SCHEDULE OF AMENDMENTS

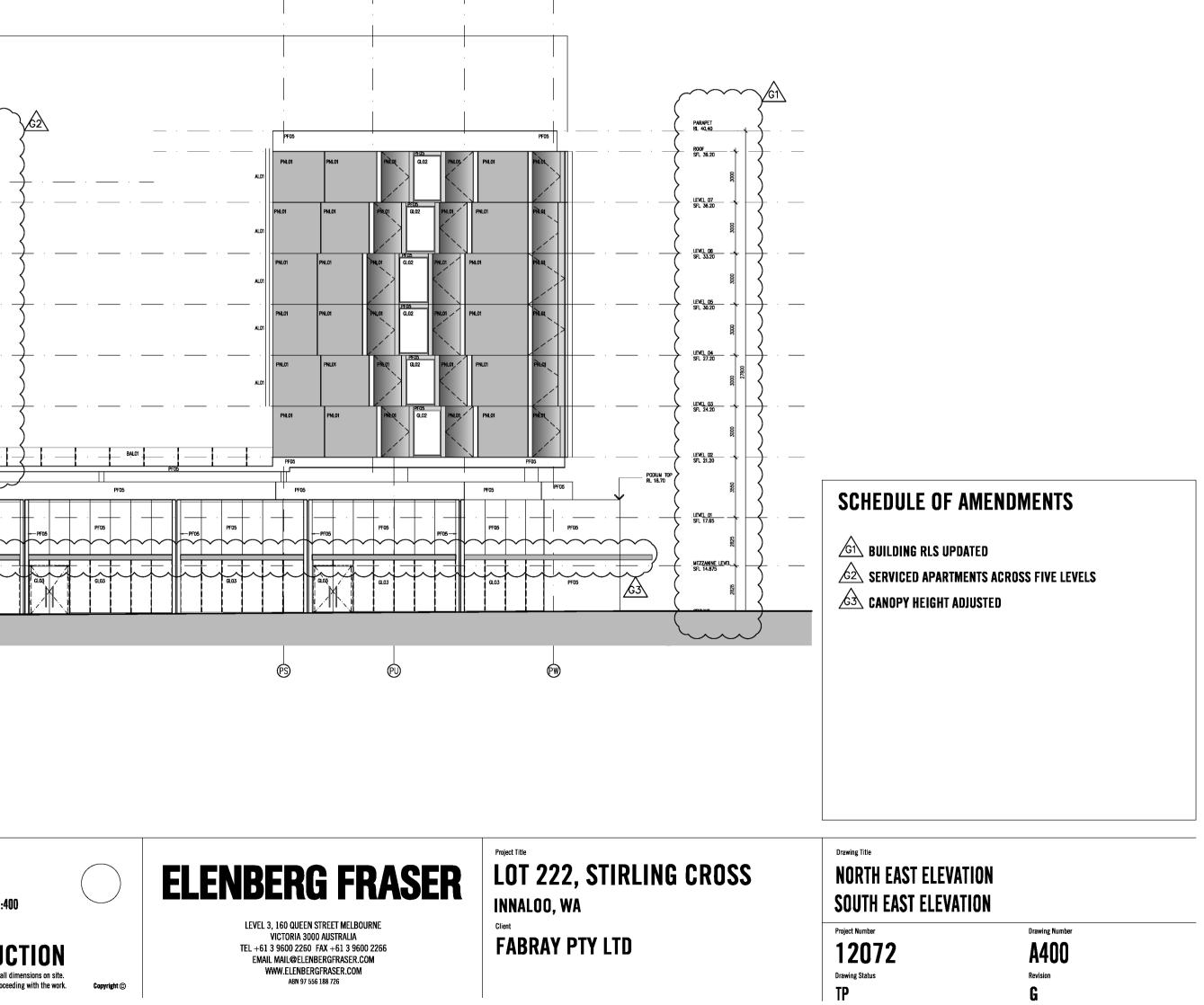
GT OFFICE BUILDING REPLACED BY SERVICED APARTMENTS

222, STIRLING CROSS	Drawing Title BUILDING 03_SER FLOOR PLAN	VICED APARTMENTS	
AY PTY LTD	Project Number 12072	Drawing Number	
	Drawing Status TP	Revision G	

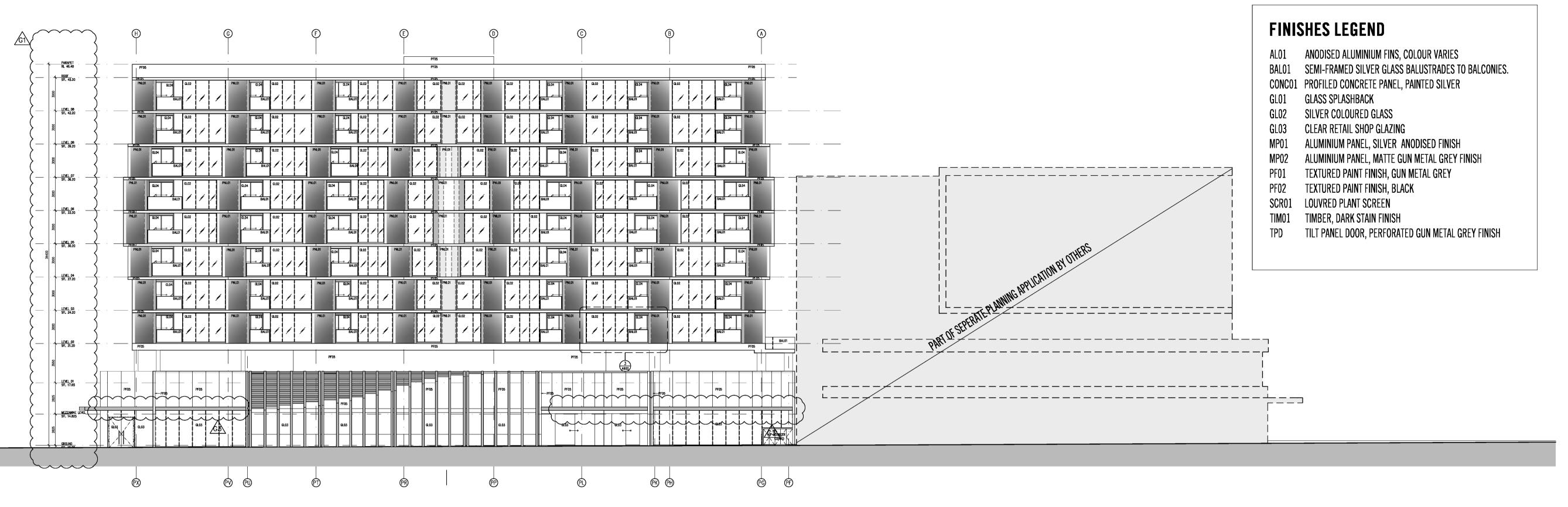






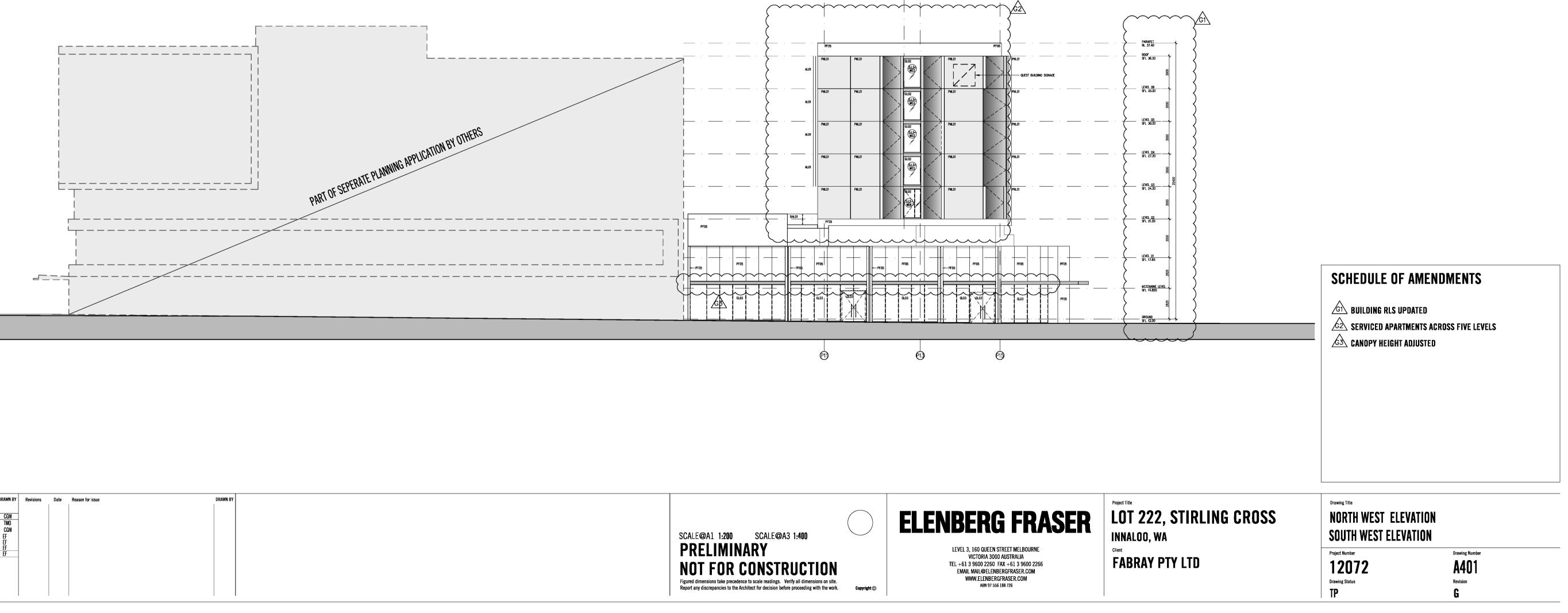


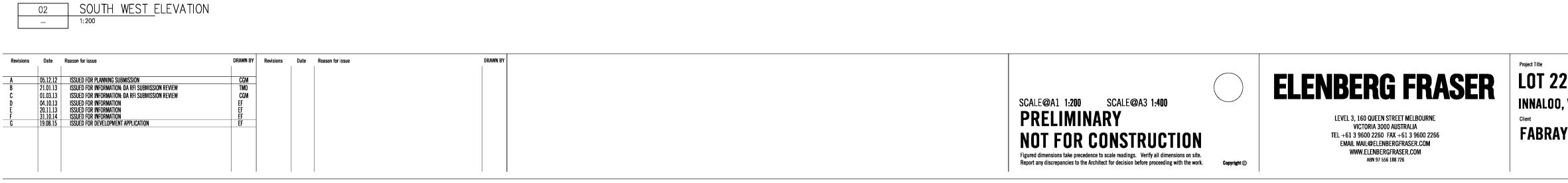




01 NORTH WEST ELEVATION

02

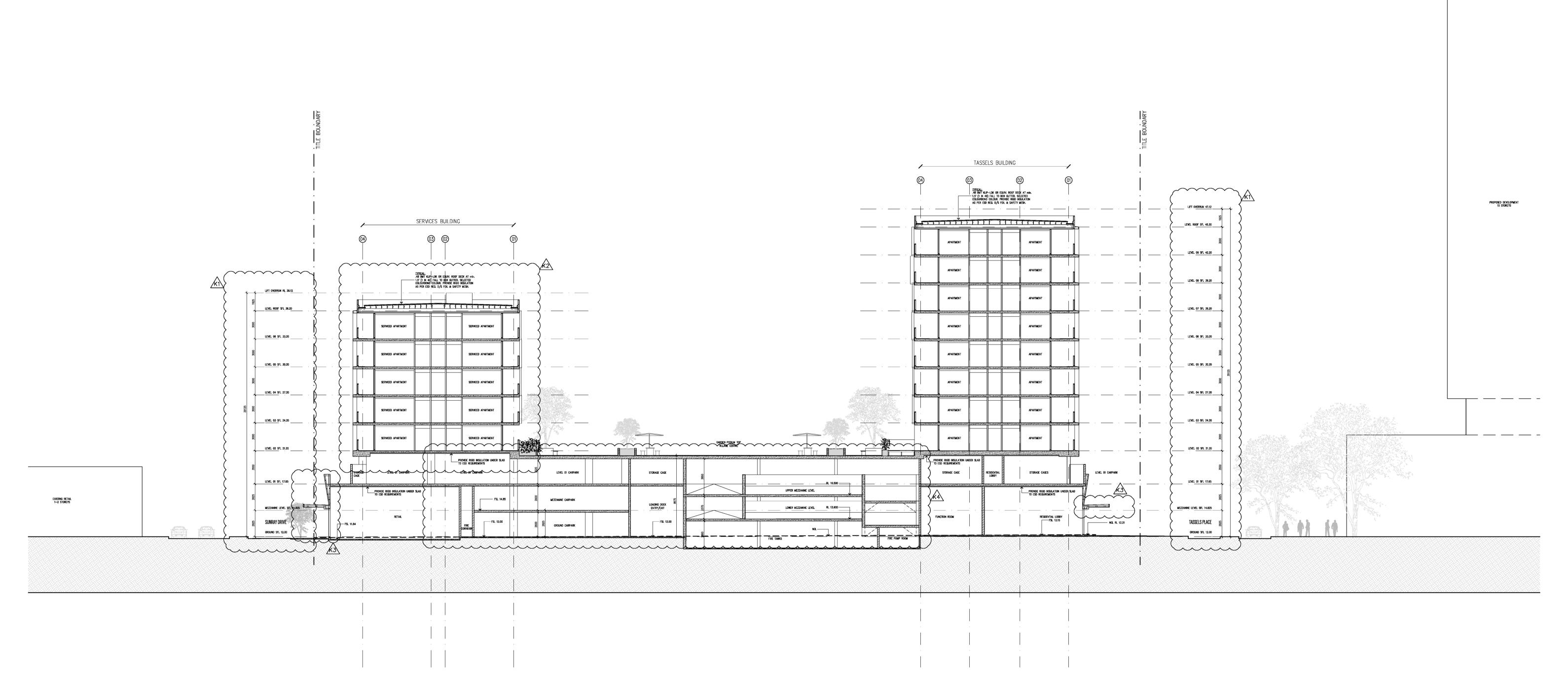






SCHEDULE OF AMENDMENTS

- **A** BUILDING RLS UPDATED
- SERVICED APARTMENTS ACROSS FIVE LEVELS
- CANOPY HEIGHT ADJUSTED AND GLAZING PROFILE UPDATED
- 🗚 CAR PARK LEVELS UPDATED



Revisions	Date	Reason for issue	DRAWN BY	Revisions	Date	Reason for issue	DRAWN B
A	15.11.12	ISSUED FOR INFORMATION	RAD				
B	16.11.12	ISSUED FOR PRE-APPLICATION MEETING	RAD				
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D	05.12.12	ISSUED FOR DEVELOPMENT APPLICATION	JA				
E	21.01.13	ISSUED FOR INFORMATION: DA RFI SUBMISSION REVIEW	TMO				
F	01.03.13	ISSUED FOR INFORMATION: DA RFI SUBMISSION REVIEW	CGM				
G	04.10.13	ISSUED FOR INFORMATION	EF .				
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K	19.08.15	ISSUED FOR DEVELOPMENT APPLICATION	EF				



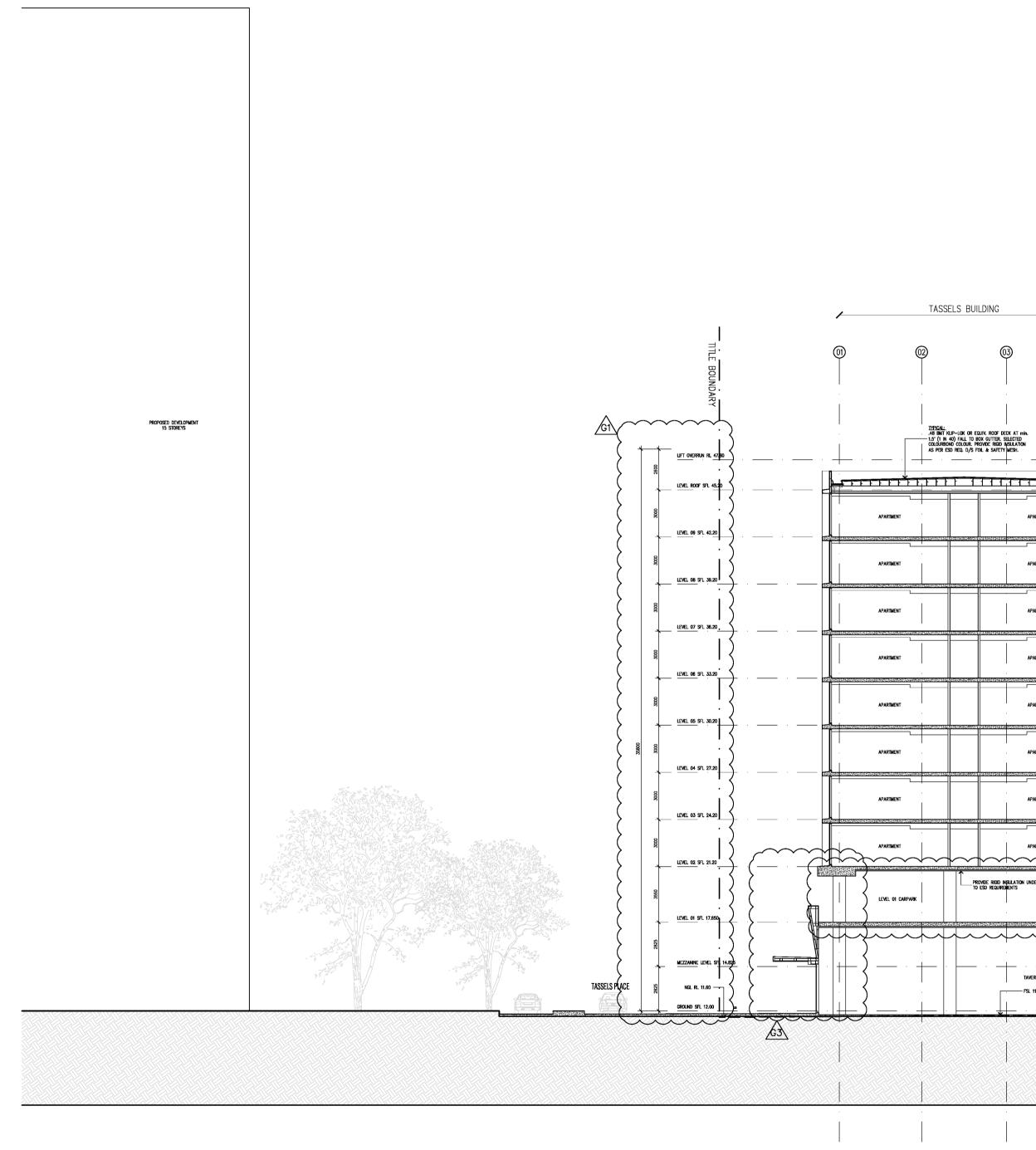
SCALE@A1 1:200 SCALE@A3 1:400 PRELIMINARY

NOT FOR CONSTRUCTION

Figured dimensions take precedence to scale readings. Verify all dimensions on site. Report any discrepancies to the Architect for decision before proceeding with the work.



222, STIRLING CROSS 10, wa	Drawing Title SECTION A-A		
AY PTY LTD	Project Number 12072	Drawing Number	
	Drawing Status	Revision	
	TP	K	



Revisions	Date	Reason for issue	DRAWN BY	Revisions	Date	Reason for issue	DRAWN BY
A	05.12.12	ISSUED FOR DEVELOPMENT APPLICATION	JA				
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U	19.08.15	ISSUED FOR DEVELOPMENT APPLICATION	LT .				



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ABN 97 556 188 726

LOT 22 INNALOO, Client FABRA

Project Title

Copyright ©

NOT FOR CONSTRUCTION Figured dimensions take precedence to scale readings. Verify all dimensions on site. Report any discrepancies to the Architect for decision before proceeding with the work.

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BAUMEA BUILDING

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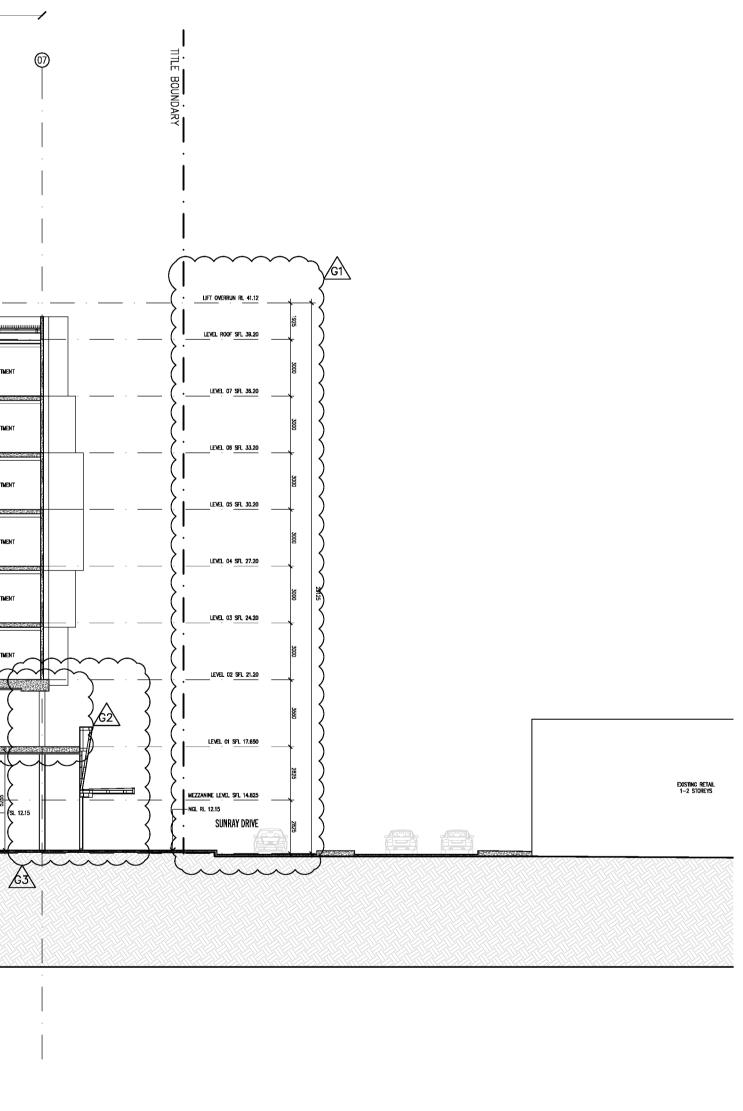
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SCHEDULE OF AMENDMENTS

61 BUILDING RLS UPDATED 🖄 CANOPY HEIGHT ADJUSTED AND GLAZING PROFILE UPDATED 🗟 CAR PARK LEVELS UPDATED

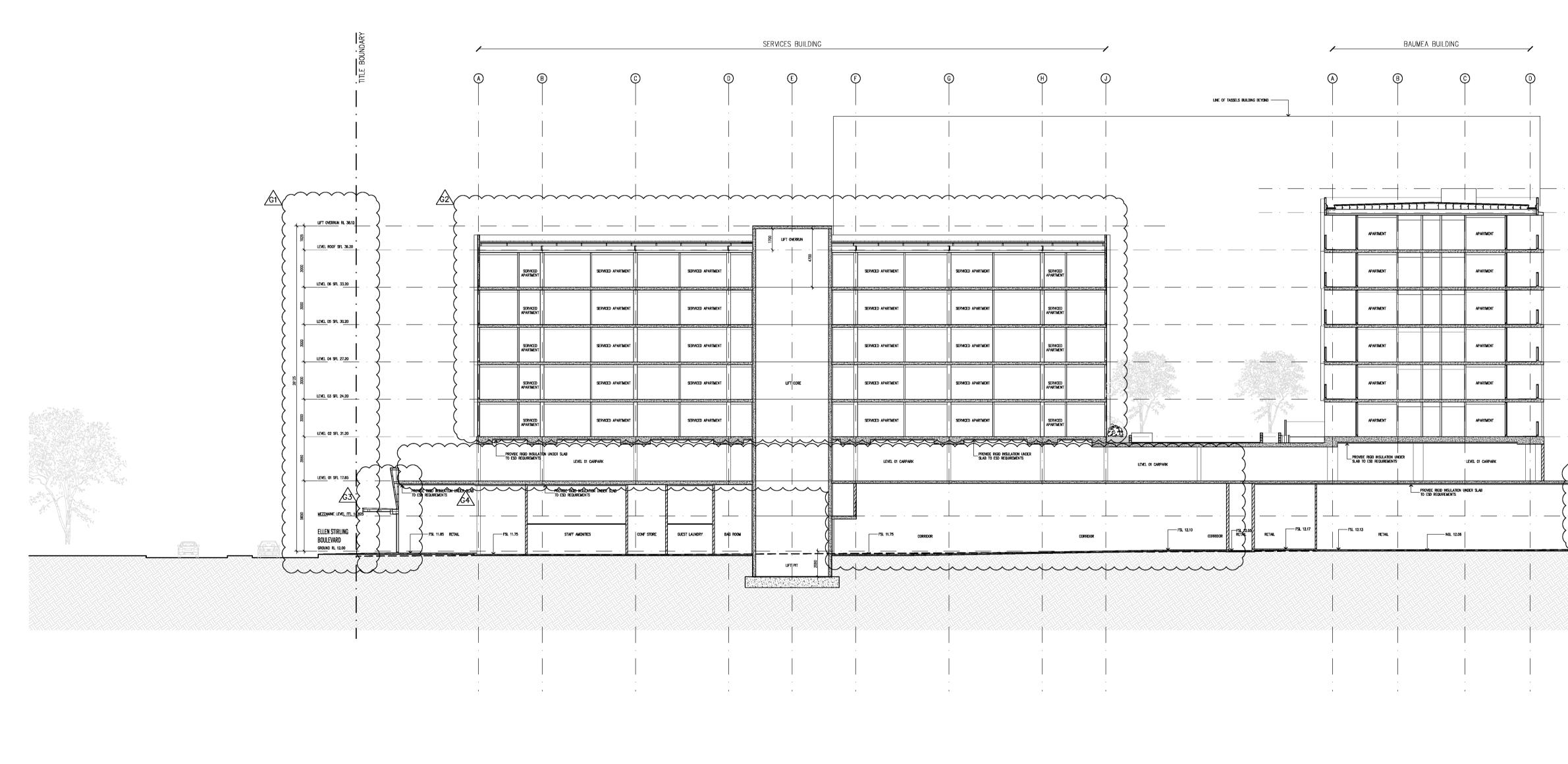




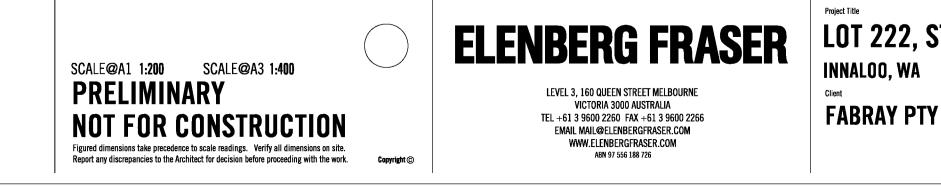
22, STIRLING	CROSS
D, WA	
AY PTY LTD	

Drawing Title SITE SECTION B-B

TP	G
rawing Status	Revision
12072	A501
Project Number	Drawing Number

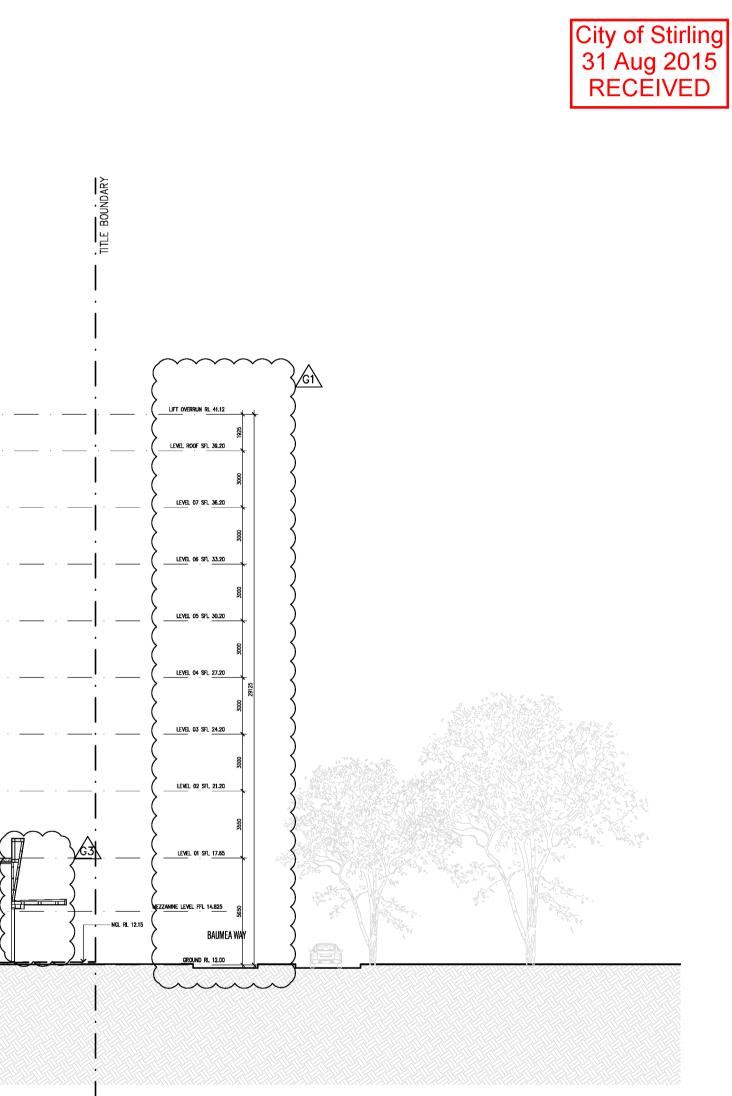


Revisions	Date	Reason for issue	DRAWN BY	Revisions	Date	Reason for issue	DRAWN BY
A	05.12.12	ISSUED FOR DEVELOPMENT APPLICATION	JA				
В	21.01.13	ISSUED FOR INFORMATION: DA RFI SUBMISSION REVIEW	TMO				
C	01.03.13	ISSUED FOR INFORMATION: DA RFI SUBMISSION REVIEW	CGM				
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Ę	20.11.13	ISSUED FOR INFORMATION	EF				
1	31.10.14	ISSUED FOR INFORMATION	EF EF				
<u> </u>	19.06.15	ISSUED FOR DEVELOPMENT APPLICATION					



SCHEDULE OF AMENDMENTS

- G1 BUILDING RLS UPDATED
- SERVICED APARTMENTS ACROSS FIVE LEVELS
- A CANOPY HEIGHT ADJUSTED AND GLAZING PROFILE UPDATED
- A CAR PARK LEVELS UPDATED



	Drawing Title		
22, STIRLING CROSS	SITE SECTION C-C		
D, WA			
	Project Number	Drawing Number	
AY PTY LTD	12072	A502	
	Drawing Status	Revision	
	TP	G	

Roof Garden



PLACE

/ Date

DECEMBER 2012

Scale

1:400 @A3

/ Client

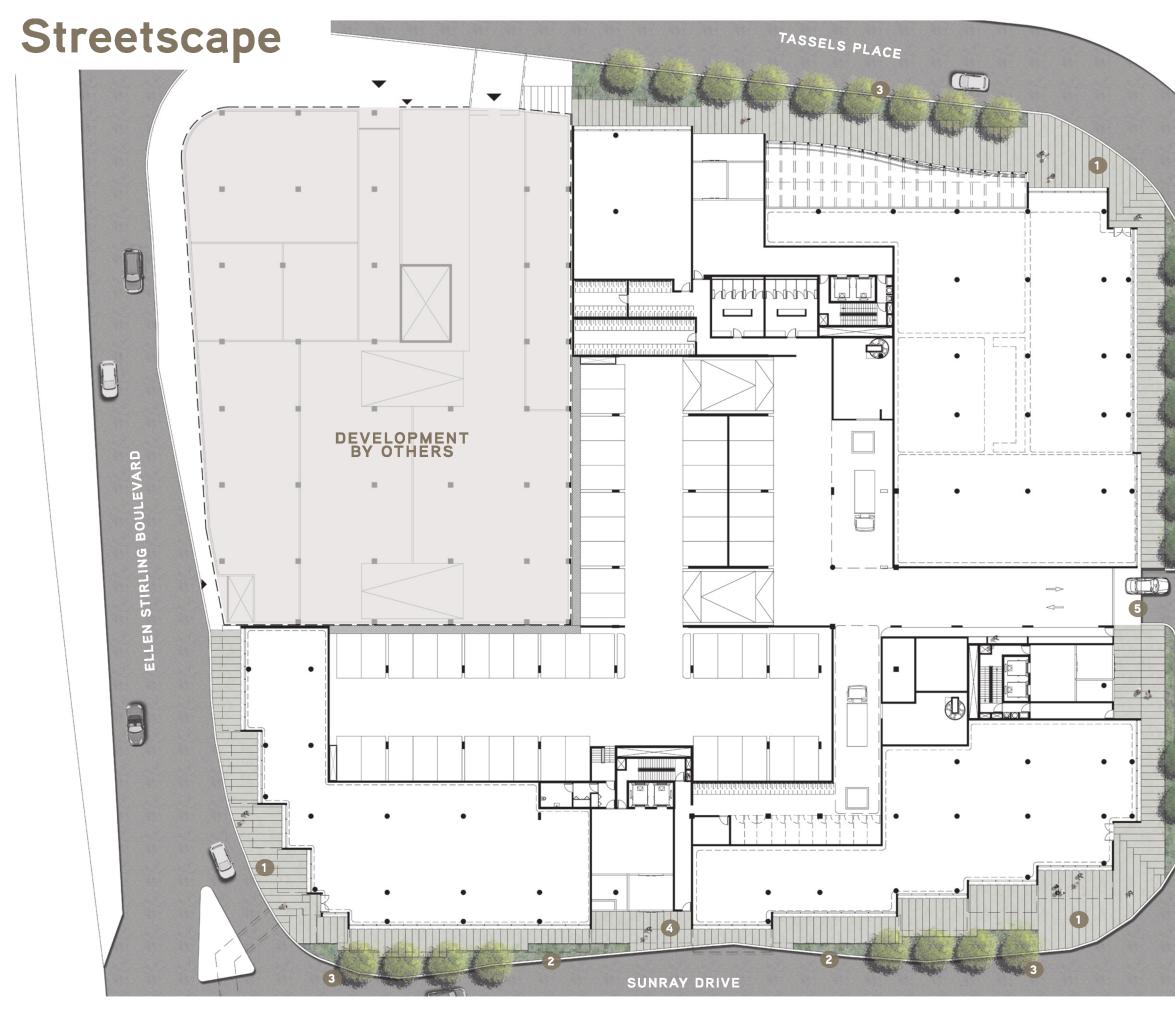
STIRLING CROSS - LOT 222 DEVELOPMENT APPLICATION - LANDSCAPE



- **Communal interior dining** with green outlook (private) 1
- **Exterior communal spaces** as extension of interior dining (private) 2
- Central recreational lawn 3
- Pavilion over bbq and communal 4 tables
- **Bamboo** selected species to create tall "green walls" for 5 screening, privacy and green outlook
- **Small shelter/pavilions** with loose lounging furniture around 6
- **Intimate pocket spaces** decked with timber bench seating set within garden environment 7
- Feature shade trees in raised 8 planters with accent planting
- 9 Timber seating steps down to decked area (semi private)



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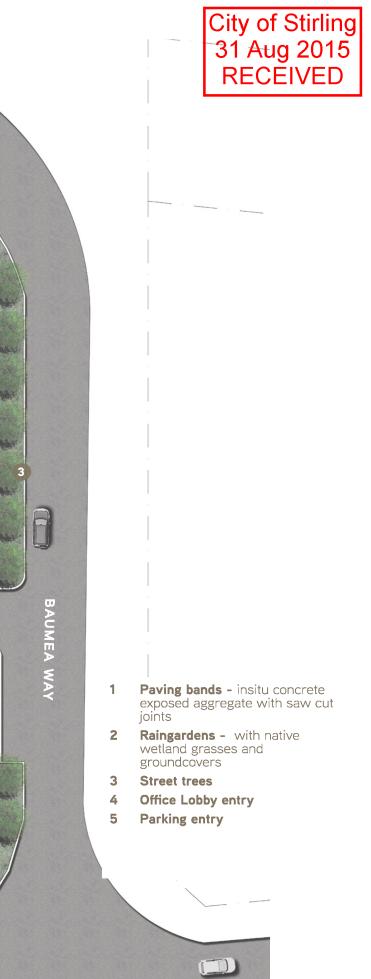


STIRLING CROSS - LOT 222 DEVELOPMENT APPLICATION - LANDSCAPE





/ Client





Trees and Planting





PLANTING - WSUD verges















PLANTING - Roof Garden

Bamboo species Bamboo

Star Jasmine

STIRLING CROSS - LOT 222 DEVELOPMENT APPLICATION - LANDSCAPE

Lagerstroemia indica Crepe Myrtle

Brachychiton populneus

Kurrajong

Ulmus parvifol

Chinese Elm









/ Client







Syzygiur Lilly Pilly



Wisteria floribunda 'Alba' White Wisteria



Landscape Approach

LANDSCAPE APPROACH

The landscape spaces for Lot 222 includes the Roof Garden (podium level) and the Streetscape / Verge treatment at ground level.

The landscape has been designed to compliment the architecture of the development and create coherent, functional spaces that provide attractive amenity to the community. The design addresses the urban, mixed use nature of the area by integrating and unifying public spaces with private spaces through a consistent selection of plants and appropriate surface treatments.

The Roof Garden, situated on the podium of the Lot 222 Development has been designed as a communal green area for residents as a place to use and enjoy as well as serving as a primary outlook from the surrounding apartments and offices.

The outer edges of the space is lined with planters of tall bamboo to assist in screening / privacy where required and also to create an overall green atmosphere and outlook. Additional raised planters comprised of high quality materials and planting help define a series of spaces - large and small to facilitate a range of uses from communal gathering and dining to smaller intimate spaces for seclusion and relaxation,

Shade is provided during summer months with the planting of deciduous trees and the inclusion of shade pavilions. A large open area of lawn centrally within the garden provides a comfortable and cooling surface for residents to use for resting or recreation.

The roof garden also includes bbq facilities, fixed and flexible seating and decked areas for socialising.

Building Entries and Streetscape. High quality feature paving bands radiate out perpendicular to the ground level facade providing a seamless relationship and comfortable access to the building and its entries at ground level. The paving bands also define the edge to the rain gardens and verge planting which capture runoff from the paved areas and adjacent streets.

The soft landscape treatment to the rain gardens and verge planting represents the local wetland character of the area (precinct 4 - identified in the City of Stirling Town Planning Scheme No. 38), with the planting palette selected to reinforce this relationship.

PLANTING AND MATERIALS

- Plant species have been selected for their low maintenance / **low water requirement** and are predominantly indigenous to reinforce the local natural character and provide food/habitat for native fauna.
- Trees selected relate to the scale and proportion of the architecture, compliment facades and provide shade and comfort to the public.
- High quality **stone paving** at building entries and roof garden to compliment building aesthetic and emphasise as key entry and gathering areas.
- In situ concrete footpath, exposed aggfregate with saw cut feature jointing
- Timber **seating elements and decks** to the roof garden, designed and detailed to complement the architectural/landscape aesthetic and functionality of the spaces in which they are located.





Seating nodes

small pavilions





Green outlook



Pavilion with communal seating

Bamboo and "green rooms"



lighting / materials and planting

STIRLING CROSS - LOT 222 DEVELOPMENT APPLICATION - LANDSCAPE



/ Date DECEMBER 2012



Client

City of Stirling 31 Aug 2015 RECEIVED

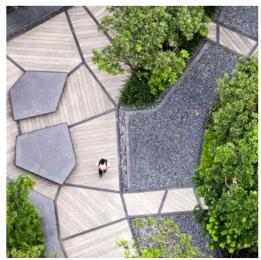


Native planting and WSUD



Seating decks with integrated lighting

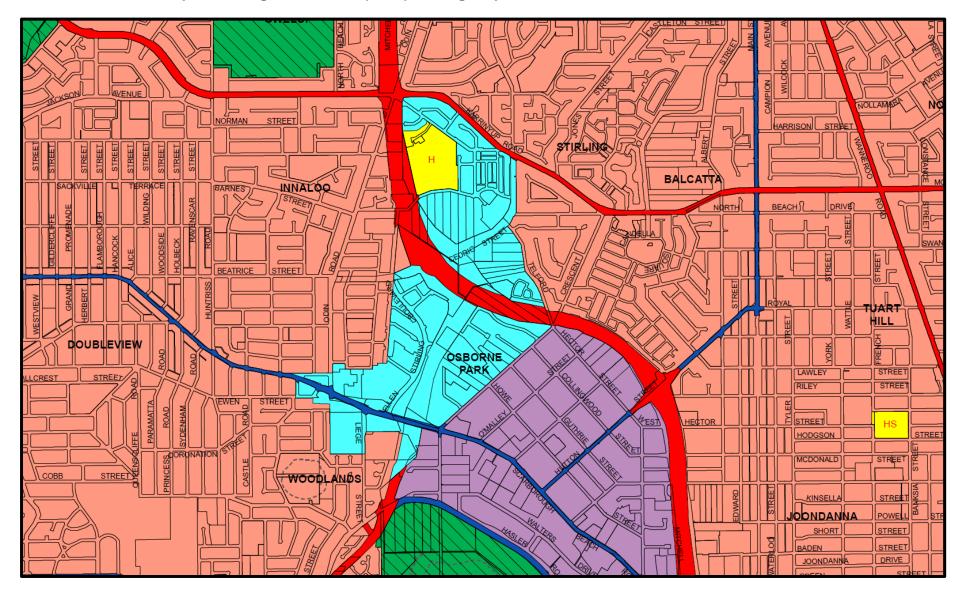




Materials and texture

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

PERTH Document	Contraction 6376932	
Our Ref: 715-224	INTE ORIGIN QUE TO DE PARTMENT	
26 August 2015		
Chief Executive Officer City of Stirling PO Box 1533 OSBORNE PARK WA 6916	Cit	TOWN PLANNING URBAN DESIGN AND HERITAGE ANNIVERSARY

Attention: Ross Povey - Director Planning and Development

Dear Ross,

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DP/13/00033) FOR LOT 222 (NO. 1) SUNRAY DRIVE, INNALOO – DAP FORM 2 AMENDMENT APPLICATION

Further to the Metropolitan North-West Joint Development Assessment Panel (DAP) approval for the aforementioned site dated 25 March 2013 (and subsequent two year extension approved in July 2015), TPG Town Planning, Urban Design and Heritage, on behalf of Fabray Pty Ltd, is pleased to enclose this DAP Form 2 application for amendments to the previously approved mixed use development at Lot 222 (No. 1) Sunray Drive, Innaloo (subject site).

The proposed amendments involve the conversion of the approved office floor space to serviced apartments, with the remainder of the approved development to remain generally consistent with the terms of the original approval. The revised scheme will provide a total of 80 serviced apartments, which are to be managed by the operator Quest Serviced Apartments.

Regulation 17(1) of the *Planning and Development (Development Assessment Panel) Regulations* 2011 provides that the owner may apply to the DAP to amend a development approval that, if amended, would not substantially change the approved development. It is considered that the proposed amendments are minor in nature and do not substantially alter the approved development, as discussed below, and can therefore be considered as a Form 2 application.

The site is subject to a Resolution under Clause 32 of the Metropolitan Region Scheme (Resolution No. 59 – Stirling Station Precinct), which requires that all development applications be referred to the Western Australian Planning Commission for determination under the MRS. This DAP Form 2 application will therefore require a dual approval under both the MRS and the City's Local Planning Scheme No. 3 (LPS3), with the DAP to issue its determination on two separate Responsible Authority Reports, prepared by the WAPC and the City of Stirling.

We would therefore respectfully request that the City of Stirling forward this application to the WAPC within seven (7) days of receipt, as required under the Metropolitan Region Scheme.

In accordance with the City of Stirling, Department of Planning and DAP requirements please find enclosed:

- A copy of the original DAP approval letter dated 25 March 2013;
- A copy of the DAP approval letter dated 27 July 2015 (for the two year) extension of the original approval);

PERTH OFFICE

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AUG 2015

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DP/13/00033) FOR LOT 222 (NO. 1) SUNRAY DRIVE, INNALOO - DAP FORM 2 AMENDMENT APPLICATION

- A completed and signed DAP Form 2;
- A completed and signed City of Stirling "Application for Planning Approval" form:
- A completed and signed MRS Form 1 "Application for Approval to Commence Development";
- A current copy of the Certificate of Title;
- Two (2) at-scale copies of the plans of the proposed development, prepared by architects Elenberg Fraser;
- Two (2) copies of the Transport Assessment, prepared by Transcore;
- Two (2) copies of the landscaping plans, prepared by Place Laboratory;
- Two (2) copies of the waste management plan, prepared by Encycle Consulting; and
- Three (3) electronic copies of all submitted plans and documentation.

In accordance with the City of Stirling's new development application lodgement process, we understand that no upfront payment of the application fee is required, and the City will instead issue a request for payment once this application has been accepted.

Please note that the DAP no longer require hard copies of reports and plans, in accordance with the Guidance Note: Lodging a DAP Application.

Subject Site

Property Description and Tenure

The subject site is described as Lot 222 (No. 1) Sunray Drive, Innaloo, and is located within the City of Stirling local government area. The site is located directly to the north of the existing IKEA development at Lot 215 (No. 6) Sunray Drive.

The site is currently vacant and was prepared for development in 2006 as part of the IKEA development to the south.

The Certificate of Title details for the subject site are summarised in the following table.

Lot	Plan	Volume/Falia	Area	Registered Proprietor
222	58517	2688/791	6,543m ²	Fabray Pty Ltd

There are two encumbrances listed on the Certificate of Title, being:

- A Notification relating to the site being adjacent to a Class 'P' fill area; and
- A Restrictive Covenant to the City of Stirling that restricts vehicle access to the site from Ellen Stirling Boulevard.

Site Context and Surrounding Development

The subject site is located to the west of the Mitchell Freeway, and maintains frontages to Tassels Place, Ellen Stirling Boulevard, Sunray Drive and Baumea Way. The surrounding area is predominantly characterised by mixed commercial development to the south, single-storey residential development to the west, and proposed office developments to the north and east. The site is located directly to the north of a major commercial development centred around the IKEA

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DP/13/00033) FOR LOT 222 (NO. 1) SUNRAY DRIVE, INNALOO - DAP FORM 2 AMENDMENT APPLICATION

development at Lot 215 (No. 6) Sunray Drive, as well as associated specialty retail outlets and commercial offices.

The site has excellent access to existing public transport services, being approximately 250 metres from the Stirling Railway Station and bus interchange to the east. A total of 17 bus routes stop at Stirling interchange, with nine of those routes making additional stops within 300 metres of the subject site.

Planning Framework

Metropolitan Region Scheme

The site is zoned 'Central City Area' area under the Metropolitan Region Scheme (MRS) and is subject to a Resolution under Clause 32 of the MRS (Resolution No. 59 – Stirling Station Precinct), as discussed above. The site is not affected by any reservations under the MRS.

City of Stirling Local Planning Scheme No. 3

The site is zoned 'Development' under the City of Stirling Local Planning Scheme No. 3 (LPS3) and is subject to the Stirling City Centre Special Control Area (SCA). The site is located within the Stirling City Centre Station Precinct under LPS3.

The objectives for the Development zone under LPS3 are:

- To provide for coordinated development through the application of a comprehensive structure plan to guide subdivision and development.
- To avoid the development of land for purposes likely to compromise its future development for purposes, or in a manner likely to detract from the amenity or integrity of the area.

For the purpose of promoting the highest standard of development within the Stirling City Centre SCA, LPS3 states that the Council shall adopt an appropriate Structure Plan for the SCA in accordance with Part 6A of the Scheme. The development of land within the SCA is to be in accordance with the approved Structure Plan, and any adopted Detailed Area Plan, Local Planning Policy and/or Development Contribution Plan relevant to the proposed works.

The draft Stirling City Centre Structure Plan was adopted by the City of Stirling Council on 2 December 2014, and has been forwarded to the Western Australian Planning Commission for endorsement.

City of Stirling Town Planning Scheme No. 38

At the time of the issuing of the original approval the site was subject to the City of Stirling Town Planning Scheme No. 38 (TPS38), which has since been revoked. The site was zoned 'City Centre' under TPS38 and was located within the Mixed Use, Office and Entertainment Precinct (Precinct 4).

'Serviced Apartment' was a preferred use within the Mixed Use, Office and Entertainment Precinct.

TPS38 was revoked on 2 September 2014.

Draft Stirling City Centre Structure Plan

The subject site is zoned 'City Centre Sector' under the draft Stirling City Centre Structure Plan and is located within the Station Precinct. The objectives of the City Centre Land Use Sector are:

 a) To provide for a variety of land uses and activities which contribute to a vibrant and active street front;

3

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DP/13/00033) FOR LOT 222 (NO. 1) SUNRAY DRIVE, INNALOO - DAP FORM 2 AMENDMENT APPLICATION

- b) To provide a high-density, multi-storey built form outcome with vertical integration of land uses;
- c) To facilitate the creation of employment within the area so as to reduce the demand for travel and enhance the level of self sufficiency; and
- d) To ensure a high standard of design that negates issues such as noise, smell and vibration that are related to mixed use developments.

Furthermore, it is noted one of the key land use aims for the City Centre Sector under the draft Structure Plan is to identify appropriate sites for short stay accommodation. The Structure Plan also states that the Stirling City Centre project area is ideally located to accommodate short stay accommodation (along with a full range of supporting tourism attractions and accommodation).

Under the draft Structure Plan building heights surrounding the Stirling Station are to be mid to high rise, which is identified as generally being between five and 20 storeys.

The Structure Plan states that the Council is not to consider recommending subdivision or approve the development of land within the Structure Plan area unless there is a Detailed Area Plan for the relevant part of the Structure Plan area. Notwithstanding, this DAP Form 2 Application is seeking a minor amendment to the existing approval only, and is therefore not considered to trigger the requirement for a Detailed Area Plan to be prepared prior to recommending approval for the proposed modifications.

Previously Approved Development

Broadly, the previously approved development comprised the construction of a mixed-use building, with a shared three storey podium level and three distinct tower elements, being:

- A four storey office tower, providing 5,666m² GFA of office floorspace.
- A six storey residential tower providing 59 multiple dwellings; and
- An eight storey residential tower providing a further 95 multiple dwellings.

In addition, 1,451m² of shop floor space was provided at the ground floor level fronting Sunray Drive, Baumea Way and Tassels Place, together with 1,107m² of tavern floor space comprising a bar, restaurant, kitchen and conference rooms.

The proposal included three levels of above ground car parking, providing a total of 272 car parking bays, 3 motorcycle bays, 128 bicycle bays and associated end of trip facilities.

The Metropolitan North-West Joint Development Assessment Panel (DAP) approved the application on 18 March 2015 subject to conditions, and based on positive recommendations from both the City of Stirling and the WAPC. A two year extension to this approval was granted by the DAP on 9 July 2015.

Proposed Amendments

This application seeks approval for the conversion of the approved office floor space to serviced apartments. The proposal will provide a total of 80 serviced apartments over 5 levels, plus associated facilities and services including the following amendments:

 The reduction of approved shop tenancy floorspace fronting Sunray Drive, to provide for serviced apartment lobby/reception, gymnasium, conference and staff/operational facilities.

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DP/13/00033) FOR LOT 222 (NO. 1) SUNRAY DRIVE, INNALOO – DAP FORM 2 AMENDMENT APPLICATION

- Internal changes to the residential towers core location and resultant apartment layouts.
- Alterations to the internal service areas, end-of-trip facilities, visitor bike parking relocated to the public realm, car parking areas, residential stores.
- Increases to the landscaped area on the podium level, as a result of the change from the office tower footprint to serviced apartments.
- Minor changes to the size and layout of the approved shop and tavern tenancies as noted below.

Development Component	Prov	vided
Development Component	Previously Approved Scheme	Revised Scheme
Office	5,666m² GFA	None proposed.
Shop	1,451m ² NLA	1,060m ² NLA
Tavern/Restaurant	1,107m ² NLA	1,550m ² NLA
Residential	98 one-bedroom dwellings; and 56 two-bedroom dwellings.	70 one-bedroom dwellings; and 84 two-bedroom dwellings.
Serviced Apartment	None proposed.	80 serviced apartments.

Use	Number of Car Parking Bays					
Use	Previously Approved Scheme	Revised Scheme				
Commercial/Visitors	152	77				
Residential	120	154				
Serviced Apartment	N/A	42				
Total	272	273				

Building Height		
Previously Approved Scheme	Revised Scheme	
Podium:	Podium:	
RL 18.0 metres to top of podium.	RL 18.7 metres to top of podium.	
Eight Storey Residential Tower:	Eight Storey Residential Tower:	
Roof Height: RL 45.6 metres.	Roof Height: RL 45.2 metres.	
Six Storey Residential Tower:	Six Storey Residential Tower:	
Roof Height: RL 39.5 metres.	Roof Height: RL 39.2 metres.	
Four storey office tower:	Five storey serviced apartment tower:	
Roof Height: RL 36.6 metres.	Roof Height: RL 36.2 metres.	

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DP/13/00033) FOR LOT 222 (NO. 1) SUNRAY DRIVE, INNALOO - DAP FORM 2 AMENDMENT APPLICATION

This application also seeks to make minor changes to the wording of conditions (a), (e), (n) and (o) of the approval, so as to facilitate the lodgement of multiple staged building permit applications for the development.

Planning Assessment

Land Use

With the exception of the proposed serviced apartment land use, the proposed land uses remain unchanged from the original approval, and have therefore previously been deemed to be suitable for the subject site.

With respect to the proposed serviced apartment land use, it is noted that one of the key land use aims for the City Centre Sector under the draft Structure Plan is to identify appropriate sites for short stay accommodation. The Structure Plan also states that the Stirling City Centre project area is ideally located to accommodate short stay accommodation, of the type proposed, along with a full range of supporting tourism attractions and accommodation. The proposed serviced apartment land use will assist in addressing the chronic undersupply of short stay accommodation in the Perth metropolitan region, which has result in some of the highest occupancy rates of any city in the world, and in turn has reduced both the availability and affordability of accommodation for leisure and business travellers to the region.

Having due regard to the above, the proposed development is consistent with the objectives of the City Centre Land Use Sector under the draft Structure Plan, in that the proposed development will:

- Provide for a variety of land uses and activities that contribute to a vibrant and active street front;
- Provide a higher density, multi-storey built form outcome with vertical integration of land uses;
- Facilitate the creation of new employment opportunities within the area so as to reduce the demand for travel and enhance the level of self sufficiency; and
- Present a high quality, architecturally designed built form that will make a significant positive contribution to the streetscape and the amenity of the locality.

Furthermore, it is noted the proposed serviced apartment land use was listed as a preferred use within the Mixed Use, Office and Entertainment Precinct under the now revoked City of Stirling Town Planning Scheme No. 38, that was in force at the time the original approval was issued.

On the basis of the above, the proposed serviced apartment land use is considered to be in keeping with the desired future character of the locality as a diverse, mixed use urban environment, and constitutes an appropriate and desirable use for the subject site.

Built Form

As noted above, the built form of the proposal remains largely consistent with the previously approved scheme, with only minor variations proposed to the approved building envelope.

The draft Stirling City Centre Structure Plan indicates that building heights surrounding the Stirling Station are to be mid to high rise, which is identified as generally being between five and 20 storeys. The proposed built form complies with these requirements, comprising building heights of 7 to 10 storeys.

The design and articulation of the serviced apartments built form continues the established massing, pattern and detailing of the multiple dwellings component. A key objective of the urban

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DP/13/00033) FOR LOT 222 (NO. 1) SUNRAY DRIVE, INNALOO - DAP FORM 2 AMENDMENT APPLICATION

design intent for the overall mixed-use development is to provide a unified townscape for this significant central site of the precinct. The architectural treatment of the façades of the serviced apartments mirror the multiple dwellings and the front of house facilities at ground level continue with the same high-street retail format. The built form of the serviced apartments 'floats' above the shared podium. The architectural treatment of the north and south facades uses curvilinear screen concrete forms in a randomised pattern to generate a sense of movement and visual interest, while the east and west facades have slotted detailing providing massing relief in response to ESD and BCA Part J compliance requirements. The façade design also anticipates well considered identity signage for the serviced apartment operator (Quest).

Car Parking

An assessment of the proposed provision of parking against the requirements contained in the draft Stirling City Centre Structure Plan is presented in the following table.

Parking Assessment				
Requirement	Reference	Provided	Compliance	
Residential:	R-Codes	154 bays – one per dwelling.	Complies	
0.75 bays per single bedroom dwelling.				
1 bay per medium sized dwelling.				
Total requirement = 137 bays.				
Residential Visitors:		77 residential visitor/non-	Variation	
0.25 bays per dwelling.		residential bays.	required.	
Total requirement = 38.5 bays.				
Non-residential:	SCCSP			
Maximum parking allowance of 300 bays per hectare, of which a minimum of 50% must be public parking.				
Maximum non-residential parking allowance = 196 bays, with a minimum of 98 bays to be provided as public parking.				
Short Stay Accommodation:		42 bays.	Complies	
One bay per two short stay accommodation units.				
Total requirement = 40 bays.				

The enclosed Transport Statement has been prepared by Transcore which finds that the proposed provision of car parking bays is expected to adequately cater to the parking demand of the development.

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DP/13/00033) FOR LOT 222 (NO. 1) SUNRAY DRIVE, INNALOO - DAP FORM 2 AMENDMENT APPLICATION

Furthermore, the proposed provision of car bays is considered appropriate having regard to the following matters:

- The development is part of a transit oriented development, having excellent access to
 existing public transport services, being approximately 250 metres from the Stirling
 Railway Station and bus interchange to the east. A total of 17 bus routes stop at Stirling
 interchange, with nine of those routes making additional stops within 300 metres of the
 subject site.
- The development of the site is designed to sustain high levels of pedestrian movement, comfort and convenience by incorporating shelter, street trees, lighting and active ground floor uses in a human scale context.
- The car parking reflects the impact of traffic volume in the locality and on the surrounding roads. Any additional car parking will add to possible congestion in the area as the level of car parking is dictated by the volume of traffic on the surrounding roads.

The proposed provision of non-residential car bays is consistent with the parking principles contained within Part 2 of the draft Stirling City Centre Structure Plan, which advocate for limited car usage and a reduction in parking rates in the area. This is on the basis of the convenience of non-private vehicle modes of transport that are already available in the locality, and the desire to continue to encourage a shift in travel decision making towards public transport, walking and cycling modes.

Taxi and Short Stay Bays

The precinct and specifically the proposed serviced apartments and the future street front shop tenancies will greatly benefit from the allocation of at least one taxi bay and at least three short stay parking bays (i.e. 10 to 15 minutes) on Sunray Drive and Baumea adjacent to Lot 222 within the verge. The proponent seeks to engage with the City to determine the best traffic and parking outcome for street parking the area – particularly the creation of short-stay parking bays.

Cycling Facilities

The proposal now provides seven bicycle parking racks at the ground plane, all but one of which are proposed within the footpath on the verge (road reserve). Each rack provides securing parking for at least seven bicycles. Within the development, secure parking for residents is available within each residential store, in addition to 12 bicycle parking spaces on level 1. Based on the total commercial floorspace proposed of 2,610m², the City's Bicycle Parking Policy requires 6.5 (7) bicycle parking spaces, plus 5 spaces for customers of the shop floorspace. The proposed development therefore provides in excess of the requirements of the City's policy. Given that less than 10 bicycle parking spaces for employees are required, the City's policy does not require the provision of any end of journey facilities.

Landscaping

Landscaping is proposed to the public realm within the verge and the podium level of the development, to provide for the residents and serviced apartment guests. This is shown in the landscaping plans provided, noting that the actual landscaped area will be increased from that previously approved, as a result of the smaller tower footprint of the proposed serviced apartments when compared to the approved office tower. Consistent with Condition (j) of the original approval, it is anticipated that any approval will be conditional upon the provision of a

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DP/13/00033) FOR LOT 222 (NO. 1) SUNRAY DRIVE, INNALOO - DAP FORM 2 AMENDMENT APPLICATION

detailed landscaping plan prior to commencing development, thereby enabling an updated landscaping plan to be provided at a later date to detail this change to the podium landscaping.

Waste Management

A waste management plan has been prepared by Encycle Consulting which identifies the proposed method of waste handling, and confirms that sufficient bin numbers and bin store areas have been provided within the development.

Changes to Conditions of Approval

With reference to the original DAP approval dated 25 March 2013, it is requested that all conditions referring to a "*building permit*", be reworded to: "*the <u>relevant</u> building permit*". This change would apply to conditions (a), (e), (n) and (o).

The affect of this requested change is to facilitate the lodgement of multiple staged building permit applications for the development. The lodgement of multiple staged building permit applications is considered appropriate for a complex mixed-use development as is proposed, and is common practice.

By inserting the word "relevant", the intended result is that the condition then only needs to be cleared at the time if relevant to that building permit application. For example, Condition (o) of the original approval requires the provision of a car parking management plan to the City's satisfaction. Therefore if the proponent is seeking to lodge a building permit application for inground works, or the ground floor slab only, it would be reasonable to conclude that a car parking management plan is not relevant to the works comprising that building permit application, and this condition would not impede the approval of a building permit for these works.

This approach is common practice in the City of Perth, where the phrase "the relevant building permit" is used in conditions of planning approval.

Summary and Conclusion

The proposed amendments are considered minor in nature and do not substantially alter the approved development. As such, it is considered that the application is eligible for assessment under the DAP Form 2 process.

The enclosed Transport Statement concludes that the impact of traffic volumes associated with the proposed development are acceptable and are expected to have little impact on the existing road network.

The proposed amendments will ensure that the product provided is more closely aligned with market demand in the locality, without substantially altering the scale and nature of the previously approved development.

We trust that the information provided will assist the City and the WAPC in its assessment and provision of a positive recommendation to the Metropolitan North-West Joint Development Assessment Panel.

DEVELOPMENT ASSESSMENT PANEL APPROVAL (DP/13/00033) FOR LOT 222 (NO. 1) SUNRAY DRIVE, INNALOO – DAP FORM 2 AMENDMENT APPLICATION

Should you have any queries or require clarification on any of the matters presented herein please do not hesitate to contact the undersigned on (08) 9289 8300 or daniel.lees@tpgwa.com.au.

Yours sincerely **TPG** Town Planning, Urban Design and Heritage

Dan Lees

Associate





Proposed Mixed Use Development Lot 222 Stirling Cross, Innaloo Transport Assessment

PREPARED FOR: Fabray Pty Ltd

August 2015

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r01	B Bordbar	30/06/2015	Draft
Vladimir Baltic	r01a	B Bordbar	21/08/2015	Final
Vladimir Baltic	r01b	B Bordbar	25/08/2015	1 st Revision

File name:	t15.126.vb.r01b.docx
Author:	Vladimir Baltic
Project manager:	Behnam Bordbar
Client:	Fabray Pty Ltd
Project:	Lot 222 Stirling Cross, Innaloo
Document revision:	r01b
Project number:	t15.126

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1.0 Summary

In January 2013 Transcore prepared a Transport Assessment (TA) report on behalf of Fabray Pty Ltd with respect to the proposed mixed-use development complex to be located within Precinct 4 Stirling Cross in Innaloo. The subject of the report was as mixed-use complex comprising several developments over Lots 211, 212 (west and east parts), 214 and 222 (subject site). During the course of preparation of this TA Transcore liaised with Department of Transport (DoT), Stirling Alliance (SA) and City of Stirling (CoS) providing additional information and clarifications sought by these agencies. The report including the DA for the proposed development was subsequently approved by the relevant authorities.

This current TA report was necessitated by the proposed modifications to the original design of the Lot 222 development component of the Precinct 4 Stirling Cross complex which includes changes to the proposed land use mix and the car parking provision.

Accordingly, this TA report has been prepared to address the proposed Lot 222 project design modifications within the Precinct 4 Stirling Cross context. As such, this TA report is based on the January 2013 TA report and provides updated analysis incorporating the proposed changes to the Lot 222 development.

The focus of this report is the assessment of the impact of the Precinct 4 Stirling Cross development inclusive of new Lot 222 land uses including the analysis of the key adjacent signalised intersections of Cedric Street/Ellen Stirling Boulevard and Ellen Stirling Boulevard/Sunray Drive. This report also considers pedestrian and cyclist facilities and public transportation opportunities in the vicinity of the subject site.

For the purpose of this TA, Transcore has used up-to-date SCATS and other traffic data to assess the current operation of the key relevant intersections.

The site is within walking distance of the Stirling railway station and is served by several bus services and as such the subject site is treated as a Transit Orientated Development (T.O.D.).

2.0 Introduction

The subject of this report is the proposed mixed-use development on Lot 222 forming part of the mixed-use complex comprising resident, commercial, retail and other uses over Lot 211, Lot 212 (west and east parts), Lot 214 and Lot 222. The office building on Lot 221 has been constructed and is now fully occupied. Precinct 4 is located west of Stirling railway station and north of the existing IKEA store in Innaloo.

The site is bounded by Ellen Stirling Boulevard to the west, Cedric Street to the north, Mitchell Freeway to the east and Sunray Drive to the south, as shown in **Figure 1**. Tassels Place and Baumea Way form an L-shaped internal road within this precinct.



Figure 1: Location of the subject site

This site forms part of the "Station Precinct" in the draft *Stirling City Centre Structure Plan* document prepared by the *Stirling City Centre Alliance*. The site is also part of "Precinct 4" of the Stirling Regional Centre.

Key issues that will be addressed in this report include the capacity of the key local signalised intersections of Cedric Street/Ellen Stirling Boulevard and Ellen Stirling

Boulevard/Sunray Drive as gateways to the proposed development to accommodate the traffic from the proposed development complex.

Previous reports that are relevant to this assessment include:

- Draft Stirling City Centre Structure Plan (Stirling Alliance, July 2011);
- *Stirling City Centre Master Strategy Report* (Stirling Centre Alliance, January 2014);
- Proposed Commercial Development, Corner of Tassels Place and Ellen Stirling Boulevard, Innaloo Transport Assessment (Transcore, May 2008);
- *Stirling Regional Centre Precinct 4 Outline Development Plan* (The Planning Group, 14 December 2005);
- Proposed IKEA Warehouse Ellen Stirling Boulevard, Innaloo, Traffic and Access Investigation (Uloth and Associates, 8 September 2003).

3.0 Development Proposal

The L-shaped Lot 222 site is located centrally within the Precinct 4 of the Stirling Regional Centre. This precinct is located adjacent to Stirling railway station and will ultimately comprise a number of multi-storey commercial, residential and entertainment-related land uses. The proposed developments are consistent with this objective. The six constituent development sites including Lot 222 within this precinct are illustrated in **Figure 2** and detailed in the following paragraphs:

- Site A is located at 1 Tassels Place and is subject to a development proposal by Whitehall Investments Pty Ltd;
- Sites B, C and D are proposed for development by a joint venture between Fabray Pty Ltd and Ascot Capital. Specifically, Sites B and C form part of Lot 212 (west and east sections, respectively) while Site D is Lot 214.
- **Site E** (Lot 222) is proposed as a retail/residential development by joint venture between Fini Group and Ascot Capital;
- **Site F** (Lot 221) accommodates a fully-constructed and occupied office building.

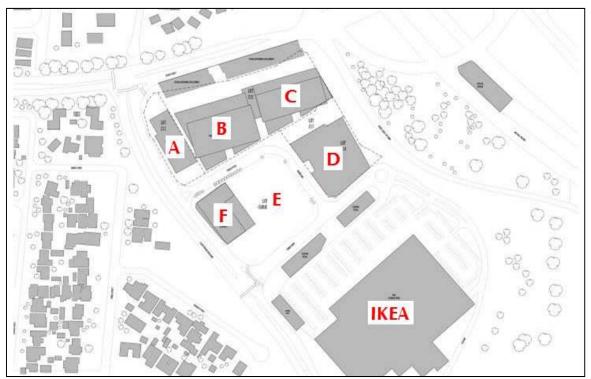


Figure 2: Constituent development sites within Precinct 4

The proposed modification of the Lot 222 mixed-use development entails conversion of the former office space into 40 serviced apartments while retaining the residential (154 units) and retail components (café, shop and tavern/restaurant). According to the latest version of development plans the new Lot 222 mixed-use development proposes a total parking supply of 273 bays. The following parking schedule is proposed (refer **Table 1**).

Development component	Parking provision
Residential parking	154 bays
Serviced apartments	42 bays
Residential visitors, Restaurant/Tavern & Shop	77 bays
Total parking:	273 bays

Table 1. Lot 222 proposed parking allocation schedule

The single car park access for the development will be off Baumea Way as per the original proposal. The full-movement car park crossover is proposed to be located approximately half-way between Tassels Place and Sunray Drive. The access system for the remainder of the Precinct 4 developments is unchanged with accesses off Tassels Place (Lots 211 and 212) and Sunray Drive (Lot 214).

In the longer term when the road network changes envisaged in the draft *Stirling City Centre Structure Plan* have been implemented it is anticipated that there will be road frontage along the eastern boundary of Sites C and D. However, this is dependent upon the future extension of Stephenson Boulevard and its ultimate interchange with Mitchell Freeway which is beyond the timeframe of the assessment undertaken in this report.

Within the same timeframe Cedric Street and Ellen Stirling Boulevard are expected to experience a reduction in traffic volumes.

The total indicative land use schedule for the proposed land uses in the combined Precinct 4 mixed-use complex including the latest Lot 222 land use mix is illustrated in **Table 2**. With the latest proposed Lot 222 parking supply the overall parking supply for the proposed land uses in Precinct 4 has increased by one parking bay (from 1,072 bays in the January 2013 DA to the latest DA proposal of 1,073 bays). The proposed revised development plans are provided in **Appendix A**.

Land Use type/ Lot	Lot 211 (A)	Lot 214 (D)	Lot 212 (B&C)	Lot 222 (E)	Total	
Office	7,915m ²	15,360m ²	44,180m ²	N/A	67,455m ²	
Retail & Commercial	102m ²	770m ²	1,860m ²	2,394m ²	5,126m ²	
Child Care	N/A	N/A	553m ²	N/A	553m ²	
Residential units	N/A	N/A	N/A	154 units	154 units	
Serviced apartments	N/A	N/A	N/A	40 units	40 units	
Car bays	114	254	432	273	1,073	
M/C bays	24	15	33	1	73	

 Table 2. Land use and parking schedule for Precinct 4 (excluding existing Lot 221 development)

4.0 Existing Situation

The subject site (including all but Lot 221) forming Precinct 4 is currently vacant. An office development on Lot 221 was completed in mid-2014 and is currently fully operational. There is an existing IKEA store and associated shops south of Sunray Drive, which rely on Sunray Drive for right turn access at Ellen Stirling Boulevard intersection. Surrounding residential areas west of Ellen Stirling Boulevard and north of Cedric Street do not have direct driveway access to these two roads.

The internal road network within Precinct 4 is shown on **Figure 1**. Sunray Drive and Tassels Place connect to Ellen Stirling Boulevard and Baumea Way provides a link between them within Precinct 4.

4.1 Existing Road Network

Tassels Place and **Baumea Way** are of single carriageway two-lane standard with parking embayments on both sides (no parking restrictions presently apply).

Sunray Drive is a two-lane boulevard (i.e. one lane each way with a raised median) although it has a two-lane approach to Ellen Stirling Boulevard.

Tassels Place forms a left-in/left-out T-junction with Ellen Stirling Boulevard with a left turn pocket on the major road.

Ellen Stirling Boulevard is constructed to dual carriageway standard with two lanes in each direction, as is Cedric Street north of Precinct 4. The Cedric Street/Ellen Stirling Boulevard intersection is also signalised and includes two right-turn lanes from south to east, a left-turn pocket from south to west and two left-turn lanes from east to south.

Sunray Drive/Ellen Stirling Boulevard intersection is constructed as a signalised Tjunction with a left-turn pocket on the north and east approaches, a right-turn pocket on the south approach and a single right-turn lane from Sunray Drive (east approach) to Ellen Stirling Boulevard north.

According to Main Roads WA, Ellen Stirling Boulevard carried average weekday traffic flows of 29,000 vehicles per day (vpd) south of Cedric Street in January 2014, with 2,514 vehicles per hour (vph) during the weekday PM peak hour.

Cedric Street is shown as a *District Distributor A* road in the Main Roads WA *Functional Road Hierarchy*. The section between Mitchell Freeway and Ellen Stirling Boulevard was formerly affected by the Mitchell Freeway *Primary Regional Roads* (*Red Roads*) reservation in the Metropolitan Region Scheme but this reservation has since been removed from this section of Cedric Street. Ellen Stirling Boulevard is also a *District Distributor A* road.

According to Main Roads WA, Cedric Street carried average weekday traffic flows of 24,520vpd east of Odin Road in January 2014, with 2,080vph during the weekday PM peak hour.

Cedric Street and Ellen Stirling Boulevard both have 60km/h speed limits and parking is not permitted on either of these roads in this area.

Information available on the Main Roads WA website indicates that the Cedric Street/Ellen Stirling Boulevard intersection recorded a total of 86 road crashes during the five-year period ending December 2014. The crash records show that almost 80% were rear end accidents. Importantly, none involved pedestrians or cyclists. Refer **Table 3** for more details.

The crash history data for the same period at Tassels Place/Sunray Drive signalised intersection is shown in **Table 4**.

Intersection	1	·		Total Crashes	Casualty
Cedric St/I	Ellen Stirling Bou	ulevard		78	18
Rear End	Sideswipe	Pedestrian	Cycle	Wet	Night
62	9	0	0	7	12

The crash history data for the Cedric Street/Ellen Stirling Boulevard intersection suggests that there may be an existing safety issue at this intersection. This is a matter for State and Local Authorities to investigate and address, for example, through Black Spot funding programs.

Table 4. Crash history for the Ellen Stirling Boulevard/Sur	nray Drive in	tersection
Intersection	Total	Casualty

Intersection				Total Crashes	Casualty
Ellen Stirling Boulevard/Sunray Drive				21	8
Rear End	Right Angle	Pedestrian	Cycle	Wet	Night
16	5	0	0	2	1

The State frequency and cost rankings for crashes at Ellen Stirling Boulevard/Sunray Drive intersection suggest that the crashes are typical of this type of intersection considering the type, function and traffic volumes through the intersection.

4.2 Pedestrian and Cyclist Facilities

The WAPC Development Control Policy 1.6 – *Planning to Support Transit Use and Transit Oriented Development (January 2006)* indicates that the use of transit facilities is dependent on the walking distance to these facilities. In particular, about 10-15

minutes walking time (800m) would be the ideal walking distance threshold for rail stations, transit interchanges or major bus transfer stations/terminals, and about 5 – 7 minutes walking time, or 400m, would be the threshold for bus stops located on bus routes with multiple bus services that are high frequency of 15 minutes or less during peak periods.

Being located within a short walk to the west of the Stirling train station, which is also a bus interchange, the precinct and the proposed development qualifies as a T.O.D. (Transit Orientated Development) which is reflected in the way that the precinct road network has been designed and constructed.

A comprehensive pedestrian footpath system that surrounds the subject site and Precinct 4 in general is complemented with shared paths on the western side of Ellen Stirling Boulevard and the northern side of Cedric Street. Pedestrian crossings are conveniently available at the nearby signalised Cedric Street/Ellen Stirling Boulevard, Ellen Stirling Boulevard/Sunray Drive and Cedric Street/Mitchell Freeway on & off ramps intersections, which provides a pedestrian link from the site to Stirling railway station and bus terminals.

The existing shared path facilities at the locality also provide direct connection to the Principal Shared Path along Mitchell Freeway including several continuous signed routes in the relative vicinity of the site (NW1, NW8 and NW9). Refer **Figure 3** for more details.



Figure 3: Perth bike maps series extract (source: DoT)

4.3 Public Transport Access

The subject site enjoys excellent exposure to a number of public transport options (refer **Figure 4**). There are a number of existing bus services operating in the immediate vicinity of the site with bus stops within walking distance. The nearest bus stops are located on Cedric Street (80m west of Ellen Stirling Boulevard intersection) and Ellen Stirling Boulevard (60m south of Sunray Drive intersection). A number of bus terminals are also located at the Stirling train station which is a large public transport hub, located immediately to the northeast of the subject site.



Figure 4: Local public transport services maps (source: Transperth)

The available bus services provide connections to various major local and regional nodes such as Scarborough, Esplanade Busport, Roe Street Bus Station, Karrinyup Shopping Centre, Glendalough and Warwick bus stations thus enabling access to the wider bus and railway network.

5.0 Changes to Surrounding Transport Networks

In the longer term the draft strategic *Stirling City Centre Structure Plan* document proposes northbound extension of Stephenson Boulevard to connect to Mitchell Freeway and form an interchange with on and off ramps in both directions. The existing Cedric Street interchange will be downgraded (ramps to and from the city direction at Cedric Street to be removed); resulting in substantial traffic flow reduction along Cedric Street and Ellen Stirling Boulevard.

Long-term road network planning for this part of the Metropolitan Region includes the proposed Stephenson Avenue east of Precinct 4, which would connect from the Mitchell Freeway to the existing section of Stephenson Avenue south of Scarborough Beach Road. The Uloth traffic assessment for the IKEA store noted that these road network modifications would reduce traffic on Ellen Stirling Boulevard by about 10,000vpd; however, there is currently no funding or timetable for future construction of this road. The extract from *Stirling City Centre Structure Plan* document outlining future traffic projections for the key district roads is appended to this report as **Appendix B**.

The Outline Development Plan for Precinct 4 also envisaged two link roads across Stephenson Avenue to provide access between Ellen Stirling Boulevard and the Osborne Park Industrial Area. One of these links would connect Sunray Drive to Sarich Court in Osborne Park. Refer **Figure 5** for more details.

The Outline Development Plan for Precinct 4 also provides for a future pedestrian bridge to link from the eastern end of Tassels Place to the Stirling railway station bus bridge.

These future road proposals are beyond the scope of this TA and as such shall not be analysed in this document.

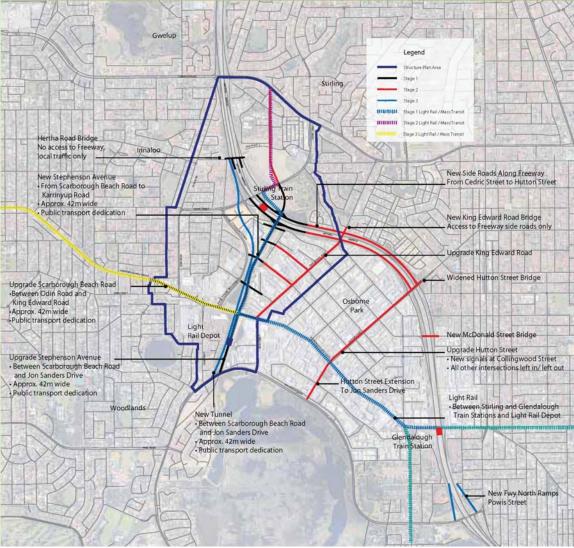


Figure 5: Future movement network planning for Stirling City Centre (source: Stirling City Centre Structure Plan)

6.0 Integration with Surrounding Area

The development proposal is expected to integrate well with the surrounding area as it proposes land uses which are generally consistent with the locality (i.e. commercial, residential and entertainment-related land uses).

The Stirling train station located northeast of the site is expected to be the destination for significant pedestrian demand to and from the proposed development and Precinct 4 in general. Ultimately, the connection to the station will be improved by the provision of future pedestrian links through Precinct 4; however initially, the existing footpaths along Cedric Street and Ellen Stirling Boulevard will facilitate this connectivity adequately. A footpath is also proposed from Cedric Street along the eastern boundary of Lot 212 to provide direct access from the station to Precinct 4 as part of the overall mixed-use complex development.

The Westfield Innaloo shopping centre that starts about 400m to the south and residential areas north of Cedric Street and west of Ellen Stirling Boulevard are likely to result in some pedestrian patronage to and from Lot 222 and Precinct 4 in general. The signalised Cedric Street/Ellen Stirling Boulevard and Ellen Stirling Boulevard/Sunray Drive intersections will facilitate pedestrian and cyclist movements across these roads.

The traffic generated by the existing IKEA store is spread throughout the day with the majority of vehicle movements falling outside the road network peak hours.

7.0 Traffic Assessment

7.1 Assessment Period

The traffic assessment in this TA was undertaken as a holistic approach that considers the entire Precinct 4 complex inclusive of the modified version of the development proposal for the subject Lot 222 in line with the January 2013 TA report. Accordingly, the subject of this analysis is the assessment of the fully developed Precinct 4 mixed-use complex.

The proposed Precinct 4 development is a mix of commercial, retail, hospitality and residential uses and as such is expected to generate most traffic movements during the typical weekday morning and evening peak periods. Based on existing traffic counts for the surrounding road network and other available information, the combination of the traffic generated by the development and the peak network traffic period will result in the greatest demand on the road network during the typical weekday AM and PM peak hour. Therefore, trip generation is estimated and traffic analysis is undertaken for both AM and PM peak hour.

Accordingly, the following two scenarios have been assessed:

- Base case scenario which involves existing situation (both AM and PM peak hours);
- Post-development scenario which involves base case with addition of the development-generated traffic (both AM and PM peak hours).

The post-development scenario assumes no modifications within the present road infrastructure and simply assesses the impact of the proposed developments onto the existing transport network.

During the preparation of the January 2013 TA the DoT requested that a third, 10year horizon scenario (**future scenario**) be investigated where changes to the road network consistent with the recommendations made in the *Stirling City Centre Structure Plan* document will be implemented.

As outlined in section 5.0 of this report the implementation of the network upgrade initiatives proposed in the *Stirling City Centre Structure Plan* document will result in significant modification of the existing road network within Precinct 4. The analysis of the development proposal within that context is too complex for desktop traffic model and would require preparation of a transport model which is well beyond the scope of this TA. Moreover, the road modifications are likely to occur well beyond the 10-year horizon given that no definite timeframes or funding schemes were provided within the document.

As a result of the planned road network modifications and the projected future traffic volumes outlined in the *Stirling City Centre Structure Plan* document (refer extract attached in **Appendix B**) the key precinct roads relevant to the proposal all

show significant reduction in traffic volumes. This is due to the proposed extensive road infrastructure modifications recommended in the *Stirling City Centre Structure Plan* document. These modifications generally provide for a more permeable road network, shift the focus from Ellen Stirling Boulevard to a new high-capacity route – Stevenson Avenue and provide alternative transport options such as light rail system.

Specifically, the daily traffic volumes along Cedric Street (east of Ellen Stirling Boulevard) will drop from the existing (approximately) 45,000vpd¹ to about 15,000vpd while Ellen Stirling Boulevard itself is expected to drop significantly from its current level, to the extent that it may be possible to downgrade Ellen Stirling Boulevard to a two-lane road south of the IKEA site.

Accordingly, due to the proposed changes in future transport network and traffic patterns at this locality the key road links and intersections relevant to this development proposal are all expected to perform markedly better than in the short-term period.

During the time period between full construction and occupation of the Precinct 4 development and the implementation of the *Stirling City Centre Structure Plan* road network modifications, no significant growth and changes in traffic pattern is expected due to the fact that the locality would be fully developed and local roads would be at or near capacity. Until major infrastructure improvements are implemented at this location road users are likely to seek alternative routes or avoid travelling through the area during peak network periods altogether.

For example, in the two-year period from 2012 to 2014 daily traffic volumes on Ellen Stirling Boulevard have grown by less than 2%, while during the same period Cedric Street have recorded a drop in daily traffic volume of about 1.2%.

7.2 Trip Generation and Distribution

The proposed land uses for the precinct predominantly comprise residential and commercial uses where typical peak periods take place in the morning when most of the employees arrive and residents depart and in the evening when most of the employees depart and residents arrive. These peak periods would coincide with the road network peak periods, which have been established to be between 7:45AM-8:45AM in the morning and between 4:30PM-5:30PM in the evening.

As Precinct 4 is a T.O.D., which is reflected in the constructed road network and the proposed parking supply (in accordance with the proposed *Stirling City Centre Access and Parking Strategy*), it is deemed more appropriate to calculate the traffic generation of the proposed development on the basis of parking supply rather than the traditional method of using floor areas. This approach will reflect the anticipated higher public transport and walk/cycle patronage. Also, reference is made to the document "Guide to Traffic Generating Developments, Roads and Traffic Authority of

¹ Estimation based on current SCATS data provided by Main Roads WA

New South Wales" (2002) where appropriate. This approach, including the proposed trip rate assumptions per parking space, has been endorsed by the CoS and DoT for the purpose of the January 2013 TA report and is therefore used in this assessment.

The parking supply at the site is factored in the traffic generation calculations. The land use and car park schedule for the proposed development are detailed in **Table 1**.

The reliance on public transport services is inherent for all T.O.D. developments. This is a reflection of maximum parking numbers permitted for the precinct. Accordingly the following assumptions have been made in calculating the traffic generation of the proposed development, which is based on parking supply instead of land use floor areas.

- 4 Four trips per parking bay per weekday for all non-residential land uses;
- Three trips per parking bay per weekday for hospitality component;
- **4** Two trips per parking bay per weekday for residential land uses;
- Two trips per parking bay per weekday for the visitors to residential and hospitality components;
- One trip per parking bay during the road network peak hours for office and child care land uses;
- 80% of office peak period trips occurs during the selected AM and PM road network peak hours;
- No trips during the AM peak hour for retail outlets, café, restaurant and tavern;
- 4 0.5 trips per parking bay during the road network PM peak hour for café, restaurant and tavern;
- 0.5 trips per parking bay during the road network PM peak hour for the retail outlets;
- 0.3 trips per parking bay during the road network AM and PM peak hours for the small residential units;
- 0.4 trips per parking bay during the road network AM and PM peak hours for the large residential units; and,
- 50% reduction of residential car trips due to car-pooling and use of public transport and/or cycling facilities.

Accordingly, the adopted morning and afternoon trip rates during the road network peak hour for various land uses proposed for the Precinct 4 development, including the assumed directional trip split, are illustrated in **Table 5**. It should be re-iterated that the adopted trip rates are associated with the road network peak periods and not the specific land use peak hour generation.

Toau network peak nour perious										
		r trip rate bay	AM Peak hour split	PM Peak hour split						
	AM	PM	in/out (%)	in/out (%)						
Office	1 trip	1 trip	80/20	20/80						
Café	0.5 trips	0.5 trips	80/20	20/80						
Restaurant	0 trips	0.5 trips	-	20/80						
Tavern	0 trips	0.5 trips	-	20/80						
Retail	0 trips	0.5 trips	-	20/80						
Day Care Centre	1 trips	1 trips	50/50	50/50						
Residential (large units)	0.4 trips	0.4 trips	20/80	80/20						
Residential (small units)	0.3 trips	0.3 trips	20/80	80/20						
Serviced apartments	0.3 trips	0.3 trips	20/80	80/20						

Table 5. Assumed trip rates (per parking bay) for various land uses during theroad network peak hour periods

Accordingly, it is estimated that the proposed development would generate approximately **3,900** total daily vehicle trips with approximately **660** and **740** vehicular trips during the AM and PM peak hours, respectively.

The development's directional traffic distribution assumptions were based on historical work within the precinct and the layout of the local and regional road network including the distribution of land uses beyond the immediate area.

Accordingly, the following directional distribution of the development-generated traffic was assumed:

- 4 10% of all site-generated traffic to/from west along Cedric Street; and,
- 4 20% of all site-generated traffic to/from south along Ellen Stirling Boulevard;

All vehicular trips generated by the proposed development are expected to be new trips with no pass-by or diverted trips allowed for. The types of vehicles involved are expected to be predominantly cars, with a small proportion of light commercial vehicles.

7.3 Traffic Flows

The traffic movements generated by the entire Precinct 4 were manually assigned on the adjacent road network and the resulting traffic movements generated by this development during typical weekday morning and afternoon peak hours are shown in **Figure 6.** These traffic flows combined with the existing traffic movements² at the two key local intersections of Cedric Street/Ellen Stirling Boulevard and Ellen Stirling Boulevard/ Sunray Drive are used for the purpose of intersection capacity assessment discussed further in this report (refer 7.4).



Figure 6: Estimated traffic flows from the proposed development – weekday AM and PM peak hour traffic

7.4 Analysis of Development Accesses

As previously indicated all but Lot 214 development will take access from Tassels Place and Baumea Way.

Lot 214 will have its access point onto Sunray Drive. Sunray Drive entails a raised median and, in order to enable a full-movement driveway crossover for Lot 214 development, a median opening is required. However, the proximity of the roundabout immediately east of the proposed future crossover would enable all but

² Existing traffic movements for the two intersections have been derived from the SCATS data sourced from Main Roads WA

right-turn in movements for the crossover. Based on the layout of the local road network the demand for this movement is estimated to be minimal.

According to the development plans the driveway crossovers for the remainder of the development components are envisaged to be located as follows:

- **Lot 211**: Northern side of Tassels Place.
- **Lot 212 (West & East)**: Northern side of Tassels Place.
- **Lot 222**: Western side of Baumea Way.

Table 2.4 from AUSTROADS "Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings" illustrates the traffic volume thresholds above which a detailed intersection capacity assessment is required (refer Table 6).

Major Road Type	Major Road Flow (vph ³)	Minor Road Flow (vph)
Two-lane	400	250
	500	200
	600	100
Four-lane	1,000	100
	1,500	50
	2,000	25

Table 6. Traffic volume thresholds warrants for detailed intersection analysis

Assuming that typical peak hour traffic represents approximately 10% of the total daily traffic volume, it is concluded that uninterrupted traffic flow conditions can be expected at all individual Precinct 4 developments car park crossovers on Tassels Place and Baumea Way. As hourly traffic volumes through these crossovers are expected to be significantly below the indicative thresholds indicated in Table 6, sufficient capacity would be available and detailed assessment or capacity analysis is not warranted in this case.

Accordingly, considering the anticipated peak hour traffic volumes expected to traverse the respective crossovers and the traffic patterns along Tassels Place and Baumea Way, all driveways to individual developments are expected to operate satisfactorily with no excessive queuing or delays.

7.5 Impact on Surrounding Roads

The traffic generated by the proposed development will result in traffic increases along Tassels Place and Baumea Way of between 2,000 and 3,000vpd at various

³ vph – vehicles per hour

sections of these roads. Both of these roads can comfortably accommodate this traffic increase considering their function and standard.

As outlined earlier, the highest traffic activity periods associated with IKEA occur over the weekend when the traffic from the proposed development is expected to be at its lowest. Therefore any existing congestion associated with IKEA traffic will have an insignificant impact on the proposed development.

7.6 Impact on Key Local Intersections

The two key local intersections directly affected by the traffic from the proposed Precinct 4 development are Cedric Street/Ellen Stirling Boulevard and Ellen Stirling Boulevard/Sunray Drive signalised intersections. These two intersections have been analysed to determine their capacity to handle the traffic flows from full development as shown in **Figure 2**.

Capacity analysis of these two intersections for existing and post-development periods has been undertaken using the SIDRA computer software package. SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- **Degree of Saturation**: is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- Level of Service: is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of services, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- **Average Delay:** is the average of all travel time delays for vehicles through the intersection.
- **95% Queue**: is the queue length below which 95% of all observed queue lengths fall.

The results of the existing and post-development SIDRA analysis for the AM and PM peak hours for the Cedric Street/Ellen Stirling Boulevard and Ellen Stirling Boulevard/Sunray Drive intersections are summarised in **Table 7** to **Table 14**.

It should be noted that all traffic associated with the major local traffic generators such as IKEA, Innaloo Megacentre and Westfield Innaloo shopping centre is accounted for in the capacity assessment as this traffic already features in the existing traffic volumes and as such is registered in the SCATS data.

 Table 7. SIDRA results for the Cedric Street/Ellen Stirling Boulevard intersection –

 AM peak hour (existing situation)

Mover	ment Perfo	ormance - V	<i>ehicles</i>								
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South:	Ellen Stirlin	g Bvd									
1	L2	64	2.0	0.053	8.5	LOSA	0.6	4.0	0.39	0.63	51.9
3	R2	396	2.0	0.292	20.4	LOS C	4.2	29.8	0.75	0.76	44.5
Approa	ich	460	2.0	0.292	18.7	LOS B	4.2	29.8	0.70	0.74	45.4
East: C	edric St (E))									
4	L2	1446	2.0	0.558	5.9	LOS A	0.9	6.7	0.05	0.57	54.0
5	T1	727	2.0	0.801	27.1	LOS C	11.0	78.0	0.97	0.92	41.6
Approa	ich	2173	2.0	0.801	13.0	LOS B	11.0	78.0	0.36	0.68	49.1
West: (Cedric St (V	V)									
11	T1	1407	2.0	0.854	23.9	LOS C	23.3	166.2	0.95	1.01	43.1
12	R2	119	2.0	0.643	36.7	LOS D	3.7	26.5	1.00	0.83	37.0
Approa	ich	1526	2.0	0.854	24.9	LOS C	23.3	166.2	0.96	1.00	42.6
All Veh	icles	4159	2.0	0.854	18.0	LOS B	23.3	166.2	0.62	0.80	46.1

Table 8. SIDRA results for the Cedric Street/Ellen Stirling Boulevard intersection – PM peak hour (existing situation)

Move	ment Perfe	ormance - V	ehicles								
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South	Ellen Stirlin	ig Bvd									
1	L2	262	2.0	0.229	11.3	LOS B	4.1	29.0	0.47	0.68	50.0
3	R2	1217	2.0	0.887	41.3	LOS D	29.7	211.4	0.96	1.00	35.5
Appro	ach	1479	2.0	0.887	36.0	LOS D	29.7	211.4	0.88	0.94	37.4
East:	Cedric St (E)									
4	L2	855	2.0	0.298	5.9	LOSA	0.5	3.3	0.03	0.56	54.0
5	T1	1008	2.0	0.864	34.8	LOS C	20.7	147.6	0.98	0.98	38.3
Appro	ach	1863	2.0	0.864	21.5	LOS C	20.7	147.6	0.54	0.79	44.2
West:	Cedric St (V	V)									
11	T1	750	2.0	0.428	16.1	LOS B	10.0	71.1	0.73	0.63	47.5
12	R2	70	2.0	0.504	47.0	LOS D	2.8	20.2	1.00	0.76	33.5
Appro	ach	820	2.0	0.504	18.8	LOS B	10.0	71.1	0.75	0.64	45.9
All Vel	hicles	4162	2.0	0.887	26.1	LOS C	29.7	211.4	0.70	0.81	41.8

Table 9. SIDRA results for the Cedric Street/Ellen Stirling Boulevard intersection – AM peak hour (post-development stage)

Move	ment Perf	ormance - V	/ehicles								
Mov ID	OD Mov	Demand Total veh/h	l Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South	: Ellen Stirlin	g Bvd									
1	L2	82	2.0	0.067	8.6	LOSA	0.7	5.2	0.39	0.63	51.8
3	R2	513	2.0	0.378	21.0	LOS C	5.6	40.1	0.78	0.78	44.2
Appro	ach	595	2.0	0.378	19.2	LOS B	5.6	40.1	0.73	0.76	45.1
East:	Cedric St (E)									
4	L2	1793	2.0	0.709	6.0	LOS A	1.7	12.3	0.07	0.57	53.9
5	T1	727	2.0	0.863	30.9	LOS C	11.9	84.9	1.00	1.01	39.9
Appro	ach	2520	2.0	0.863	13.2	LOS B	11.9	84.9	0.34	0.70	48.9
West:	Cedric St (V	V)									
11	T1	1407	2.0	0.861	24.7	LOS C	24.0	170.5	0.95	1.02	42.8
12	R2	169	2.0	0.783	38.3	LOS D	5.5	39.3	1.00	0.93	36.4
Appro	ach	1576	2.0	0.861	26.1	LOS C	24.0	170.5	0.96	1.01	42.0
All Ve	hicles	4691	2.0	0.863	18.3	LOS B	24.0	170.5	0.60	0.81	45.9

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Move	ment Perf	ormance - V	/ehicles								
Mov	OD	Demand	l Flows	Deg.	Average	Level of	95% Back	of Queue	Prop.	Effective	Average
ID	Mo∨	Total	HV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
		veh/h	%	v/c	sec		veh	m		per veh	km/h
South	Ellen Stirlin	g Bvd									
1	L2	317	2.0	0.262	13.0	LOS B	6.1	43.2	0.44	0.69	48.9
3	R2	1599	2.0	0.942	56.3	LOS E	55.8	397.5	0.96	1.04	31.0
Appro	ach	1916	2.0	0.942	49.2	LOS D	55.8	397.5	0.87	0.98	33.0
East:	Cedric St (E)									
4	L2	987	2.0	0.322	5.9	LOSA	0.7	5.1	0.03	0.56	54.0
5	T1	1008	2.0	0.938	57.5	LOS E	31.0	220.5	1.00	1.11	30.9
Appro	ach	1995	2.0	0.938	32.0	LOS C	31.0	220.5	0.52	0.84	39.3
West:	Cedric St (V	V)									
11	T1	750	2.0	0.494	25.9	LOS C	14.5	102.9	0.81	0.70	42.2
12	R2	90	2.0	0.851	67.7	LOS E	5.2	37.3	1.00	0.93	28.2
Appro	ach	840	2.0	0.851	30.4	LOS C	14.5	102.9	0.83	0.73	40.0
All Vel	nicles	4751	2.0	0.942	38.6	LOS D	55.8	397.5	0.72	0.87	36.6

Table 10. SIDRA results for the Cedric Street/Ellen Stirling Boulevard intersection- PM peak hour (post-development stage)

The results of the SIDRA analysis of the Cedric Street/Ellen Stirling Boulevard intersection for the morning peak hour period indicate that the overall LoS B will be retained in the post-development stage with moderate increase in queues and delays on intersection legs directly impacted by the inbound traffic flows associated with the Precinct 4 development.

The results also indicate that, during the evening peak hour, overall level of service for the intersection changes from LoS C to LoS D in the post development stage. The intersection retains spare capacity in the post-development stage for further traffic growth. Any right-turn queues on Cedric Street western leg in the post-development stage will be fully contained within the existing right-turn pocket.

Table 11. SIDRA results for the Ellen Stirling Boulevard/Sunray Drive intersection- AM peak hour (existing situation)

Move	ment Perfe	ormance - V	/ehicles								
Mov ID	OD Mov	Demand Total veh/h	l Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/r
South:	Ellen Stirlin	ig Bvd (S)									
2	T1	420	2.0	0.154	5.8	LOS A	3.7	26.3	0.36	0.30	54.8
3	R2	29	1.0	0.143	33.8	LOS C	1.0	7.0	0.94	0.71	38.0
Approa	ach	449	1.9	0.154	7.6	LOS A	3.7	26.3	0.40	0.33	53.2
East: S	Sunray Drive	9									
4	L2	10	1.0	0.012	14.2	LOS B	0.2	1.4	0.45	0.62	48.1
6	R2	25	1.0	0.070	44.9	LOS D	1.1	7.8	0.85	0.71	34.1
Approa	ach	35	1.0	0.070	36.2	LOS D	1.1	7.8	0.74	0.68	37.2
North:	Ellen Stirlin	g Bvd (N)									
7	L2	52	1.0	0.032	6.0	LOS A	0.2	1.3	0.13	0.58	53.8
8	T1	1471	2.0	0.803	26.6	LOS C	34.6	246.3	0.90	0.83	41.7
Approa	ach	1523	2.0	0.803	25.9	LOS C	34.6	246.3	0.87	0.82	42.1
All Veh	icles	2007	1.9	0.803	22.0	LOS C	34.6	246.3	0.76	0.71	44.0

Table 12. SIDRA results for the Ellen Stirling Boulevard/Sunray Drive intersection
– PM peak hour (existing situation)

Move	ment Perfe	ormance - V	ehicles								
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back (Vehicles veh	of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South:	Ellen Stirlin	ng Bvd (S)									
2	T1	1183	2.0	0.525	10.5	LOS B	13.9	98.9	0.64	0.57	51.2
3	R2	22	1.0	0.079	22.3	LOS C	0.4	2.9	0.89	0.69	43.1
Approa	ach	1205	2.0	0.525	10.7	LOS B	13.9	98.9	0.64	0.57	51.0
East: S	Sunray Drive	Э									
4	L2	74	1.0	0.065	8.8	LOS A	0.8	5.5	0.36	0.63	51.8
6	R2	263	1.0	0.538	33.4	LOS C	9.0	63.6	0.91	0.82	38.1
Approa	ach	337	1.0	0.538	28.0	LOS C	9.0	63.6	0.79	0.78	40.5
North:	Ellen Stirlin	g Bvd (N)									
7	L2	139	1.0	0.089	6.1	LOSA	0.4	3.1	0.17	0.59	53.6
8	T1	765	2.0	0.692	28.2	LOS C	13.9	98.6	0.94	0.83	41.0
Approa	ach	904	1.8	0.692	24.8	LOS C	13.9	98.6	0.83	0.79	42.6
All Veh	icles	2446	1.8	0.692	18.3	LOS B	13.9	98.9	0.73	0.68	46.0

Table 13. SIDRA results for the Ellen Stirling Boulevard/Sunray Drive intersection- AM peak hour (post-development scenario)

Move	ment Perfo	ormance - V	/ehicles								
Mov ID	OD Mov	Demand Total veh/h	l Flows HV %	Deg. Satn v/c	Average Delay	Level of Service	95% Back Vehicles veh	Distance	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South	Ellen Stirlin		-70	V/C	sec		Ven	m		perven	KIII/II
2	T1	420	2.0	0.170	7.2	LOS A	3.7	26.5	0.44	0.37	53.7
3	R2	128	2.0	0.778	54.4	LOS D	6.1	43.6	1.00	0.90	31.2
Appro	ach	548	2.0	0.778	18.2	LOS B	6.1	43.6	0.57	0.49	46.0
East 3	Sunray Drive	9									
4	L2	23	2.0	0.030	13.9	LOS B	0.4	3.0	0.49	0.64	48.3
6	R2	160	2.0	0.371	37.3	LOS D	6.0	42.7	0.88	0.79	36.7
Appro	ach	183	2.0	0.371	34.4	LOS C	6.0	42.7	0.84	0.77	37.8
North:	Ellen Stirling	g Bvd (N)									
7	L2	76	2.0	0.054	6.8	LOS A	0.5	3.3	0.22	0.60	53.2
8	T1	1490	2.0	0.825	25.4	LOS C	31.5	224.3	0.91	0.89	42.3
Appro	ach	1566	2.0	0.825	24.5	LOS C	31.5	224.3	0.88	0.87	42.8
All Vel	nicles	2297	2.0	0.825	23.8	LOS C	31.5	224.3	0.80	0.77	43.0

Table 14. SIDRA results for the Ellen Stirling Boulevard/Sunray Drive intersection- PM peak hour (post-development scenario)

					(/		
Move	ment Perf	ormance - V	ehicles/								
Mov	OD	Demand		Deg.	Average	Level of	95% Back		Prop.	Effective	Average
ID	Mov	Total	HV	Satn	Delay	Service	Vehicles	Distance	Queued	Stop Rate	Speed
South	Ellen Stirlir	veh/h	%	v/c	sec		veh	m		per veh	km/h
Souur.	Ellen Sum	ig bva (S)									
2	T1	1183	2.0	0.810	29.8	LOS C	25.9	184.6	0.94	0.91	40.3
3	R2	62	2.0	0.503	52.7	LOS D	2.8	20.2	1.00	0.75	31.7
Approa	ach	1245	2.0	0.810	30.9	LOS C	25.9	184.6	0.95	0.90	39.7
East: 8	Sunray Drive	e									
4	L2	114	2.0	0.098	10.0	LOS B	1.6	11.1	0.39	0.65	50.8
6	R2	700	2.0	0.879	38.0	LOS D	31.9	227.0	0.91	0.95	36.4
Approa	ach	814	2.0	0.879	34.1	LOS C	31.9	227.0	0.83	0.91	37.9
North:	Ellen Stirlin	ig Bvd (N)									
7	L2	149	2.0	0.108	6.3	LOS A	0.6	4.5	0.18	0.60	53.6
8	T1	836	2.0	0.883	45.5	LOS D	22.1	157.5	1.00	1.06	34.3
Approa	ach	985	2.0	0.883	39.5	LOS D	22.1	157.5	0.87	0.99	36.3
All Veh	nicles	3044	2.0	0.883	34.6	LOS C	31.9	227.0	0.89	0.93	38.1

The result of the SIDRA analysis for the Ellen Stirling Boulevard/Sunray Drive intersection during the AM peak period confirms that this intersection will continue to operate in a similar fashion in the post-development stage with similar capacity, level of service and average delay results.

Conversely, the impact from the development-generated traffic is higher in the PM peak period where level of service for this intersection changes from LoS B to LoS C and overall queues and delays increase accordingly. Importantly, the analysis confirms that the intersection still entails approximately 12% of spare capacity to accommodate future traffic growth.

In light of the above results it is concluded that both signalised intersections of Cedric Street/Ellen Stirling Boulevard and Ellen Stirling Boulevard/Sunray Drive have sufficient capacity to accommodate the traffic from the proposed Precinct 4 development.

7.7 Impact on Neighbouring Areas

There is minimal potential for traffic generated by the proposed development to adversely affect surrounding residential areas as the approach routes to the development will mostly be on the district-level road network and not on local residential streets.

7.8 Traffic Noise and Vibration

Due to the location of the proposed development and with regard to the surrounding land uses traffic noise and vibration are relevant only to the limited number of residential dwellings directly fronting Cedric Street and Ellen Stirling Boulevard.

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. The proposed development will not increase traffic volumes or noise on surrounding roads to this level.

7.9 Road Safety

As noted in section 4.1 the Cedric Street/Ellen Stirling Boulevard intersection recorded a relatively high number of road crashes and casualties. Above average results for rear end and side swipe crashes as well as night time and wet condition incidents are also recorded for this intersection. Therefore it is suggested that relevant authorities investigate and address any existing safety issues at this intersection.

According to the advice provided to Transcore the parking supply for Lot 222 was developed in line with the anticipated parking utilisation demand and with respect to the key T.O.D. principles governing the Precinct 4 parking strategy.

Accordingly, the total parking provision of 273 bays is expected to adequately address the parking demand of the proposed mixed-use development. The parking schedule shown in **Table 1** section 3.0 of this report provides a detailed parking breakdown.

The overall parking provision for the proposed land uses in Precinct 4 comprises 1,073 parking bays including 73 motorcycle bays. Based on the advice provided to Transcore, the proposed parking supply for Lot 222 and Precinct 4 in general is consistent with provisions of the *Stirling City Centre Access and Parking Strategy* (*August 2010*) document.

9.0 Pedestrians and Cyclists

9.1 Pedestrian Access / Amenity

The Precinct 4 development entails frontages on Ellen Stirling Boulevard, Tassels Place, Baumea Way and Sunray Drive. Pedestrian access is available directly from the footpaths on these frontage streets into respective developments.

All respective roads including Cedric Street have existing paths on both sides. A footpath is proposed along the eastern boundary of Lot 212 from Cedric Street into Precinct 4.

9.2 Cycle Access/Amenity

The proposed developments within Precinct 4 including the Lot 222 development will provide for excellent cyclist facilities to take full advantage of the very good cyclist path network available in this locality. The Lot 222 development proposes to provide a total of 113 bicycle bays addressing the parking requirements for the residents, patrons and customers of this development. End of trip facilities are also proposed as part of the development.

9.3 Analysis of Pedestrian/Cycle Networks

Existing footpaths on Tassels Place, Baumea Way and Sunray Drive including footpaths and shared paths on Ellen Stirling Boulevard and Cedric Street provide good pedestrian and cycle routes to major destinations in the area including Stirling railway station, Innaloo Megacentre, Innaloo shopping centre and IKEA.

The traffic lights at Cedric Street/Ellen Stirling Boulevard and Ellen Stirling Boulevard/Sunray Drive intersections facilitate pedestrian and cyclist movements across Ellen Stirling Boulevard and Cedric Street. As these intersections are only about 250m apart no additional intermediate facilities are considered necessary.

10.0 Conclusions

This Transport Assessment has been prepared with regard to the proposed mixeduse development on Lot 222 Stirling Cross in Innaloo. The assessment also takes into consideration the overall impact of the overall Precinct 4 comprising Lot 211, Lot 212 (west and east parts) and Lot 214, located west of Stirling railway station and north of the existing IKEA store. A total of 273 parking bays for Lot 222 and a total of 1,072 parking bays for the proposed land uses in Precinct 4 in general are provided.

The subject site is a T.O.D which is reflected in the design and construction of the local road network and the parking supply proposed for Precinct 4. The site including the precinct as a whole has good access by the existing road network, footpaths and bicycle routes in this area.

Being located within walking distance of Stirling railway station with a number of bus services operating in the immediate vicinity, the subject site enjoys excellent coverage by various public transport options.

Vehicle access to this Lot 222 and Precinct 4 on local level will be from Tassels Place, Baumea Way and Sunray Drive and the traffic from this development will primarily affect the Ellen Stirling Boulevard/Tassels Place, Ellen Stirling Boulevard/Sunray Drive and Cedric Street/Ellen Stirling Boulevard intersections.

The proposed development will generate approximately 3,900 total daily vehicle trips with approximately 660 vehicle trips in the weekday AM peak hour and 740 in the PM peak hour.

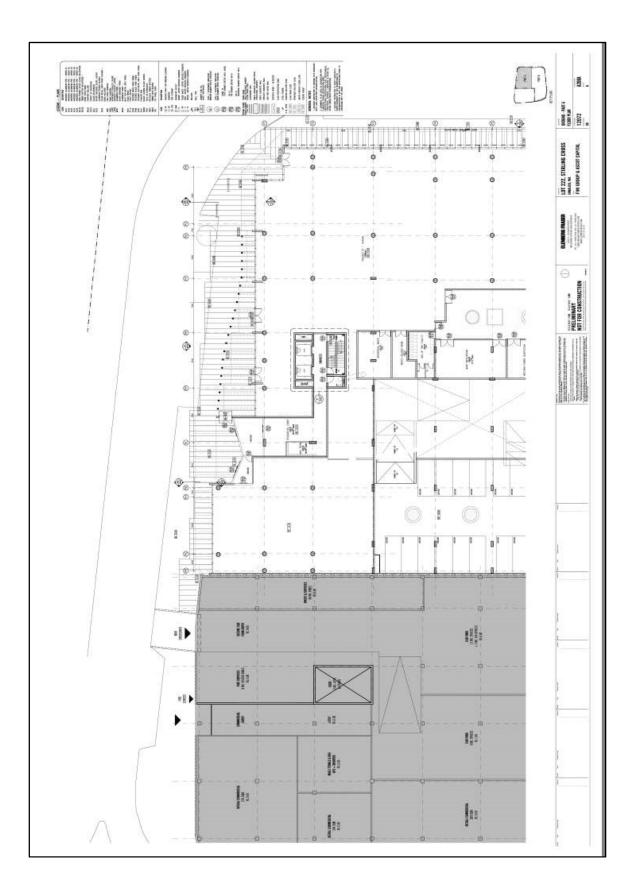
Intersection capacity analysis indicates that the key local Cedric Street/Ellen Stirling Boulevard and Ellen Stirling Boulevard/Sunray Drive intersections have sufficient capacity to accommodate the traffic from the Precinct 4 area and will continue to enjoy spare capacity for future traffic growth.

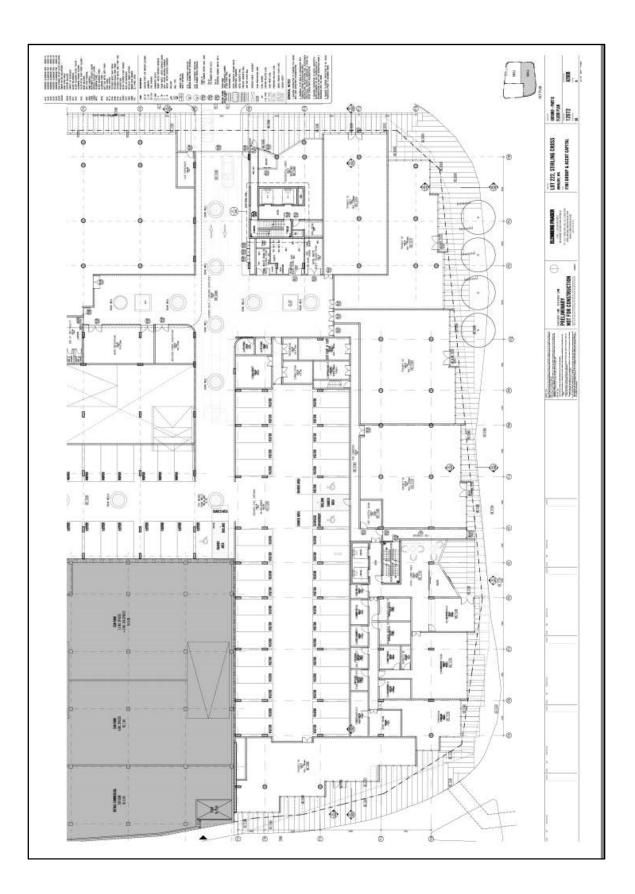
The analysis undertaken as part of this assessment indicates that the traffic from the proposed Lot 222 development and Precinct 4 in general can be accommodated within the existing road network.

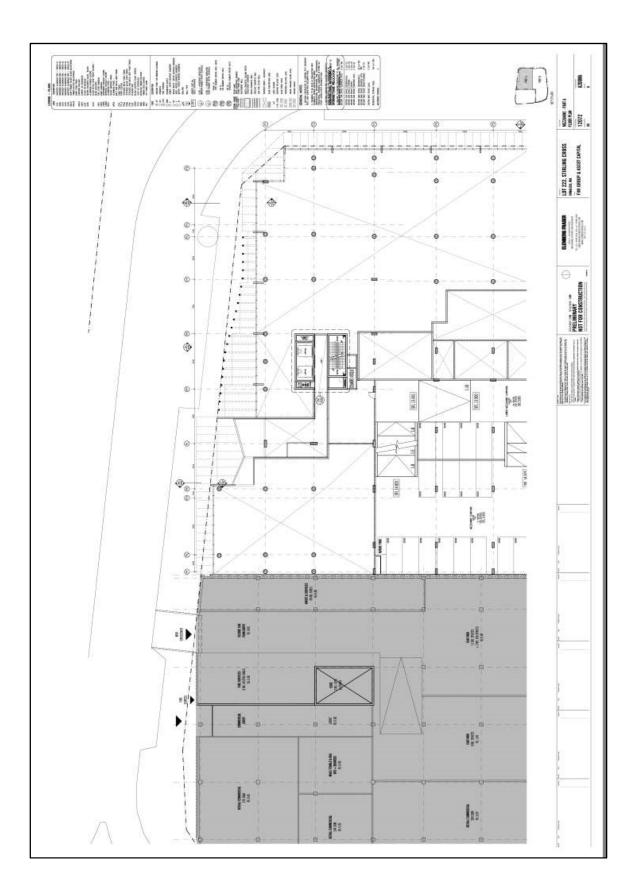
Appendix A

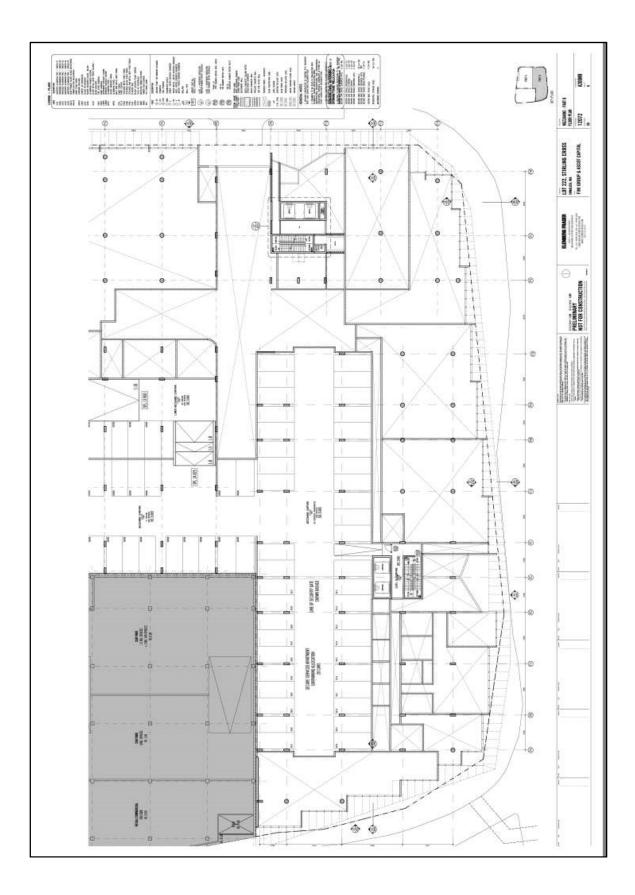
LOT 222 DEVELOPMENT PLANS

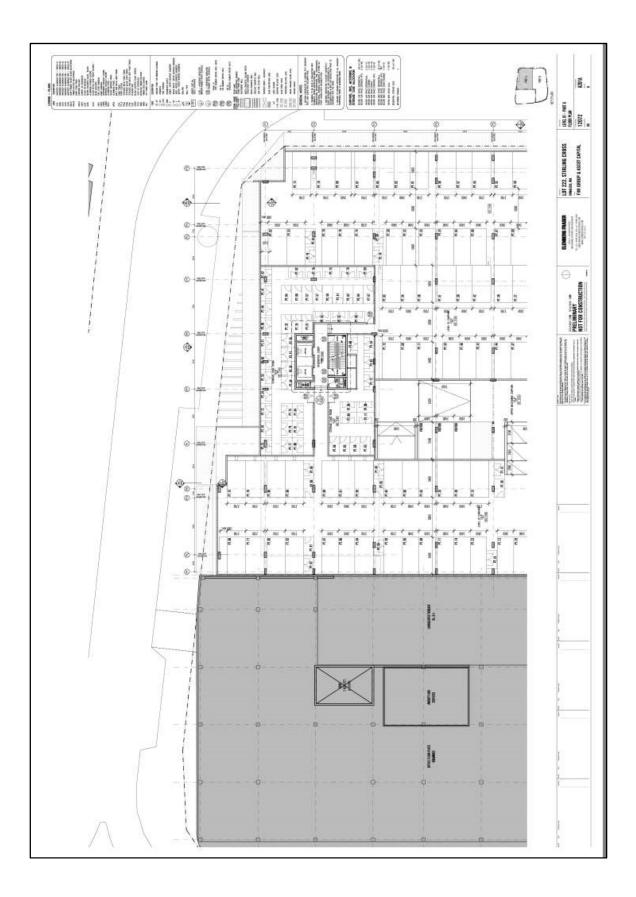


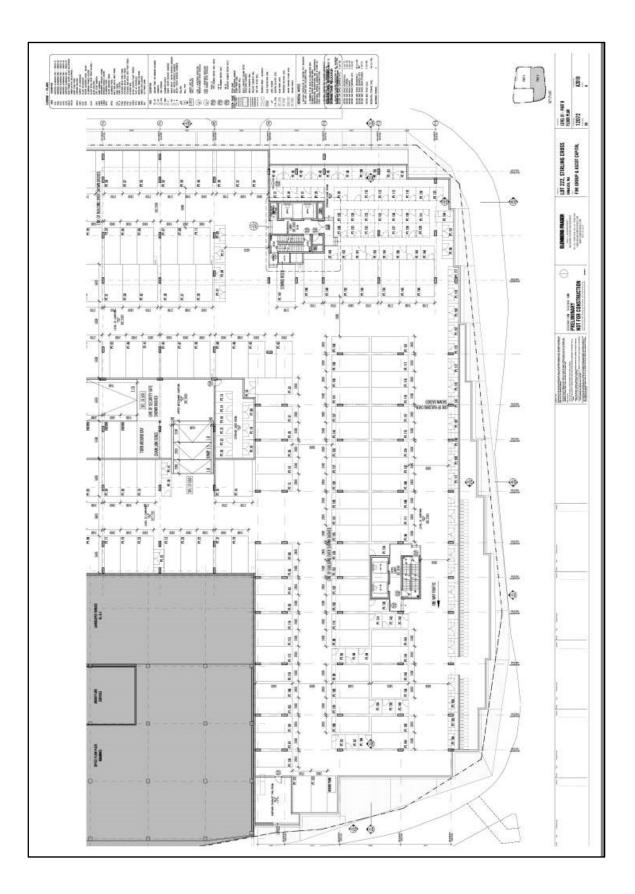






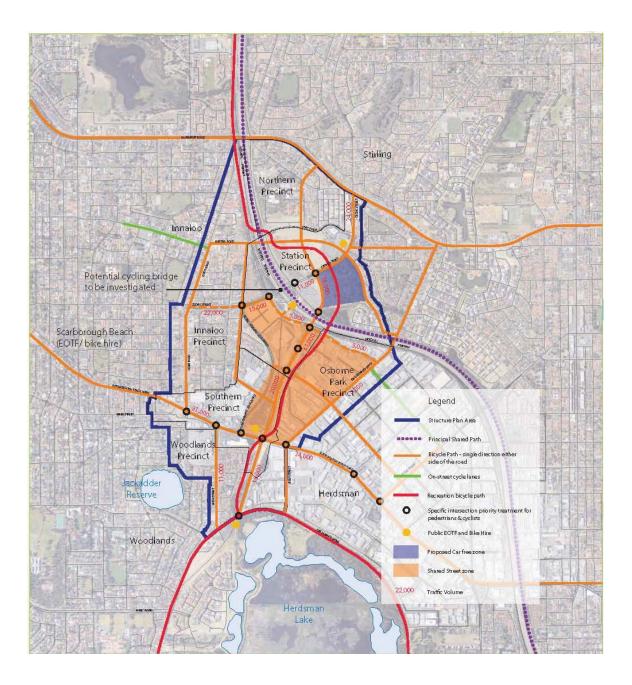






Appendix **B**

FUTURE TRAFFIC PROJECTIONS STIRLING CITY CENTRE STRUCTURE PLAN





waste less, achieve more

Lot 222 Stirling Cross, Innaloo

Waste Management Plan

26 August 2015 Rev_1



Lot 222 Stirling Cross, Innaloo



waste less, achieve more

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Glossary of terms and acronyms

Cart	Wheeled, open top bin often used for bulky items such as cardboard
Chute	In multi-storey buildings, a 'chute' is literally a shaft built into the construction that allows waste and/or recyclable material to be easily transported to the ground floor level from upper levels.
Commingled recycling	Common recyclables, mostly packaging; such as glass, plastics, aluminium, steel, liquid paper board (milk cartons). Commingled recycling may include paper but often, and particularly in offices, paper and cardboard are collected separately.
Compactor	In commercial buildings, industrial compactors are used to literally 'compact' or compress the waste material into a smaller volume to allow for optimal use of space.
General Waste	Material that is intended for disposal to landfill (or in some States, incineration), normally what remains after the recyclables have been collected separately.
MGB	Mobile Garbage Bin – A wheeled bin with a lid often used for kerbside collection of waste or recyclables. (Often called a 'wheelie bin').
MRB	Mobile Recycling Bin – A wheeled bin ("wheelie" bin) with a lid often used for kerbside collection of recyclables (similar to an MGB). Generally have a different colour body and/or lid to MGBs.
Organic waste	Separated food and/or 'green' material (e.g. grass clippings or vegetation prunings).
Recyclable	Material that can be collected separately from the general waste and sent for recycling. The precise definition will vary, depending upon location (i.e. systems exist for the recycling of some materials in some areas and not in others).
Recycling	Where a material or product undergoes a form of processing to produce a feedstock suitable for the manufacture of new products.
Reuse	The transfer of a product to another user, with no major dismantling or processing required. The term "reuse" can also be applied in circumstances where an otherwise disposable item is replaced by a more durable item hence avoiding the creation of waste (e.g. using a ceramic coffee mug in place of disposable cups).

1 Introduction

This Waste Management Plan (WMP) has been prepared for Elenberg Fraser Architects on behalf of their client Fabray Pty Ltd for the Development Application for the proposed mixed use development at Lot 222 Stirling Cross, Innaloo.

The proposed development will consist of 2592 m² of commercial space, 154 residential apartments and 80 hotel rooms in two separate towers.

This WMP has been prepared based on the following information:

- Architectural plans provided by Elenberg Fraser Architects (7 July 2015)
- The Council of City of Sydney Policy for Waste Minimisation in New Developments, 2005 (as a guide)

1.1 Context

For efficient and effective waste management, the collection and centralisation of waste and recyclables should be carefully considered at the building design phase. Key factors to consider at the design phase include:

- The volumes of waste and recyclables likely to be generated during building operation
- Size of bin storage area
- Safety for all operatives involved in waste management
- Access to bins and storage areas from within the building
- Access for trucks for waste collection
- Local council requirements
- Amenity (odours and noise)
- The ongoing management of waste and recycling services

1.2 Key components of the WMP

This WMP consists of five core components. The following report will present detailed information on each of the following components.



2 Estimated waste and recycling volumes



2.1 Local government minimum requirements for waste volumes and bin type

City of Sydney waste generation rates have been used as a basis for estimating waste generation rates in addition to Encycle's experience and knowledge of the use of the building.

2.2 Chute system

A single chute system for general waste will be installed in the residential apartment towers. The chutes will terminate at the residential bin store on the ground floor and will discharge waste (compacted) into bins. General waste will be compacted at a 2:1 ratio prior to being deposited into the bins. Commingled recycling will be collected by the provision of 240 L recycling bins on each level.

2.3 Number and type of bins required for development

2.3.1 Residential

The number of bins required for the residential apartments (Baumea Building) and (Tassels Building) and their collection frequency are shown in tables 1 and table 2.

59 Residential apartments	Bin size (L)	Number of bins	Collection frequency
General waste (compacted)	660	2 (plus 1 spare)	Three times per week
Commingled recycling	240	6*	Three times per week
Bulk cardboard	1100	1	As needed
Bulk general waste	660	1	As needed
Charity bin	660	1	As needed

*This is the number of bins in the bin store awaiting collection, assuming one bin per residential floor. Additional bins will need to be purchased/rented to be swapped on to the floors while full bins are being collected

Table 2: Number of general waste and recycling bins for Tassels Building

95 Residential apartments	Bin size (L)	Number of bins	Collection frequency
General waste (compacted)	660	3 (plus 1 spare)	Three times per week
Commingled recycling	240	8*	Three times per week
Bulk cardboard	1100	1	As needed
Bulk general waste	660	1	As needed
Charity bin	660	1	As needed

*This is the number of bins in the bin store awaiting collection, assuming one bin per residential floor. Additional bins will need to be purchased/rented to be swapped on to the floors while full bins are being collected

2.3.2 Commercial and hotel

The bin numbers for the commercial tenants and hotel are shown in tables 3 and table 4.

Table 3: Number of general waste and recycling bins for commercial tenants

	Bin size (L)	Number of bins	Collection frequency
General Waste	660	2	Daily
Commingled recycling	660	1	Daily
Cardboard	660	1	Daily
Glass	240	4	Daily
Cooking Oil	400	1	As needed
Soft plastic	1100	1	Weekly
Polystyrene	660	1	As required

Table 4: Number of bins to be stored in the hotel bin store

	Bin size (L)	Number of bins	Collection frequency
General Waste	660	1	Daily
Commingled recycling	240	1	Twice weekly
Cardboard	1100	1	Weekly
Glass	240	1	Daily
Soft plastic	660	1	As required

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3 Bin store/s



3.1 Bin store location

The building will have four bin stores to allow for the separate storage and collection of:

- i. Residential waste and recycling from Baumea building
- ii. Residential waste and recycling from Tassels building
- iii. Commercial waste and recycling
- iv. Hotel waste and recycling

All bin stores will be located on the ground floor (refer Figure 1).

There will also be small temporary bin stores on each residential level in both the Baumea and Tassels buildings for the disposal of recyclables. These temporary bin stores will be fore a 240 L bin for residents to dispose of recycling as conveniently as disposing of general waste and will be located close to the general waste chute hatch.

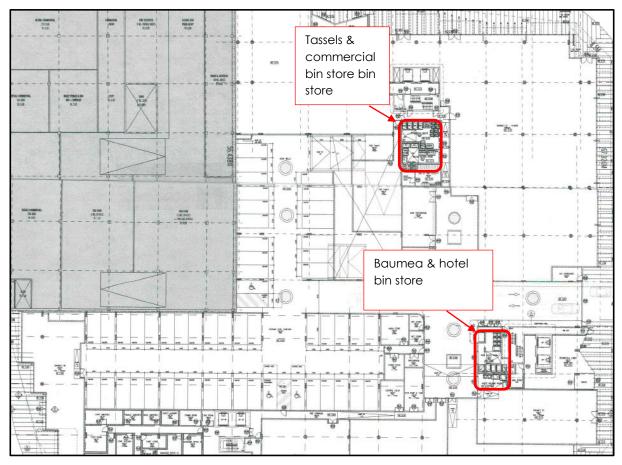


Figure 1: Ground floor plan showing the four bin stores

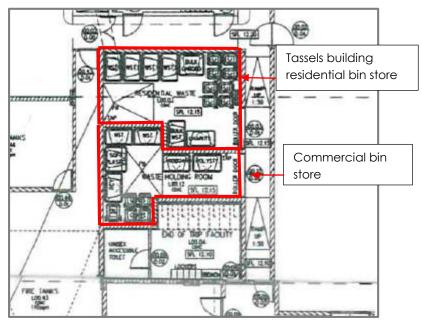


Figure 2: Tassels building residential and commercial bin stores

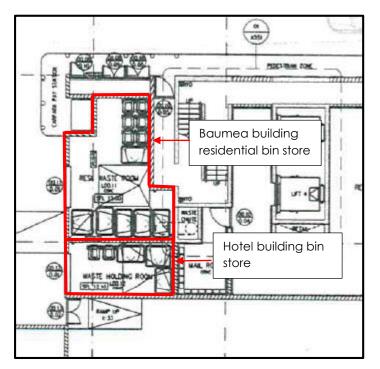


Figure 3: Baumea building residential and hotel bin stores

3.2 Bin store amenity

Bin Transfer				
Isle door and lift width:	All doors, corridors and lifts on the transfer route are designed for the largest bin to fit through.			
General health and safety:	Waste systems are designed to ensure that bins (particularly when full) are not required to be moved over any significant distances, up/down steep ramps (grade of slope <1:14) and definitely avoid stairs or other potential hazards.			
	Manual handling of waste in garbage bags is excluded from the waste management systems where possible.			
Bin store				
Washing bins and waste storage area:	Impermeable floors grading to an industrial floor waste (including a charged 'water-trap' connected to sewer or an approved septic system), with a hose cock to enable bins and /or the enclosure to be washed out. 100 mm floor waste gully to waste outlet. Both hot and cold water will be available.			
Bin store walls and ceilings:	All internal walls in bin stores will be cement rendered (solid and impervious) to enable easy cleaning. Ceilings will be finished with a smooth faced, non-absorbent material capable of being easily cleaned. Walls and ceilings will be finished or painted in a light colour.			
Ventilation and odour:	The design of bin store/s will provide for adequate separate ventilation with a system that complies with Australian Standard 1668 (AS1668). The ventilation outlet is not in the vicinity of windows or intake vents associated with other ventilation systems.			
Doors:	Ventilated roller doors will be specified both internally and externally to enable bins to be easily wheeled into and out of the bin stores.			
Vermin:	Self-closing doors to the bin store/s will be installed to eliminate access by vermin			
Lighting:	Bin store/s will be provided with artificial lighting, sensor or switch controlled both internal/external to the room.			
Noise:	Noise is to be minimised to prevent disruption to occupants or neighbours.			
Fully Enclosed:	The bin store/s will be fully enclosed and only be accessible by residents, tenancy staff and the waste service provider.			
Aesthetics:	The bin store/s will be consistent with the overall aesthetics of the development.			
Signage:	Visual aids and signage will be provided to ensure that the area works as intended.			

4 Internal transfer



4.1 Transfer of waste from apartments to bin storage room

Residents will be responsible for storing waste and recyclables separately within their apartment.

Residents will be responsible for disposing of general waste down the chute by using the chute hatch on each level. The caretaker will be responsible for ensuring that bins at the base of the chutes in both buildings are replaced with empty bins when they become full.

The apartment residents will manually transfer recycling from their apartments to the commingled bins provided on each level.

The building caretaker will be responsible for moving the 240 L recycling bins to the relevant bin store for collection when filled or due for collection. The caretaker will swap clean, empty 240 L recycling bins back up onto the floors.

Items not suitable for disposing down the chutes, such as cardboard boxes, bulky waste items and clothing/bedding are to be taken down the lifts to the residential bin store and placed in the correct bin.

A charity bin is provided for unwanted clothing and bedding items and is stored in the residential bin store. With the transient nature of people in large multi-unit developments there is a tendency to throw away items of this nature when relocating.

A bulk bin is provided for cardboard boxes that are generated from deliveries and residents who are moving in.

A bulk general waste bin is provided for bulky general waste such as umbrellas, mops and other bulk items not suitable for disposing down the chute.

The communication of the chute system and bulk bins will be incorporated into the ongoing communicate to residents as part of the education for the successful performance of a chute system for the apartments.

4.2 Transfer of waste from commercial tenancies and hotel

Staff from the retail and food and beverage tenancies will manually transfer waste and recyclables via the BOH service corridors to commercial bin store in the Baumea building.

Hotel housekeepers will transfer waste and recycling from each hotel floor to the hotel bin store in the Tassels building using 240 L bins.

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5 Collection and vehicle access



A private service provider will service the residential, commercial and hotel general waste and recycling bins.

On collection days rear-lift vehicles for general waste and recycling will enter the building from Tassels Place. The vehicles will drive in a forwards motion and reverse into the loading docks adjacent to the bin stores. With assistance by the caretaker, the operatives will enter the bin stores to retrieve and service the bins. The vehicles will then be able to exit the building in a forwards motion.

A height clearance of 4 m is provided to accommodate a range of waste and recycling vehicles.

6 Ongoing communication and management



6.1 Management

The building caretaker will be responsible for overseeing the waste management systems. The caretaker will be trained and informed about their responsibility to work closely with the private service provider regarding the schedule for collection and presentation of bins. The staff member will be responsible for maintaining the bin store in a clean and tidy condition at all times and ensuring bins are washed regularly.

The caretaker will be responsible for rotating full bins at the base of each chute with empty bins and for swapping full 240 L recycling bins with empty bins on each residential floor as needed.

6.2 Communication

All residents, hotel staff and commercial tenants will be made aware through a body corporate document (or equivalent) of the waste and recycling systems and how they should be used. An operational Waste Management Plan suitable for presenting to building users, including how the plan should be communicated will be developed and implemented during both the initial occupation and ongoing management of the building.

Building management will be responsible for the continuing education of residents on correct segregation of waste and recyclables and usage of the chute to ensure successful performance of the chute system within the residential component of the building. The bulk bins for materials and items that cannot be placed into the chutes forms an important part of the strategy to avoiding chute blockages.

Communication to residents about correct use of the chute system will be ongoing, using formats such as good signage at the chute hatches, newsletters, noticeboards, social media, etc.

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Records Services



LG Ref: DoP Ref: Enquiries: Telephone: DA12/3095 DP/13/00033 Development Assessment Panels (08) 6551 9919

Mr Peter Simpson TPG Town Planning Urban Design and Heritage PO Box 7375 Cloisters Square WA 6850

Dear Mr Simpson

Metro North-West JDAP – City of Stirling – DAP Application DA12/3095 Lot 222, House Number 1, Sunray Drive, Innaloo Multi-storey development comprising Office, Shop, Tavern, 154 Multiple Dwellings and associated car parking

Thank you for your application and plans submitted to the City of Stirling on 12 December 2012 for the above development at the above mentioned site.

This application was considered by the Metro North-West Joint Development Assessment Panel at its meeting held on 18 March 2013, where in accordance with the provisions of the City of Stirling Town Planning Scheme No. 38 and the Metropolitan Region Scheme, it was resolved to <u>approve</u> the <u>application</u> as per the attached notice of determination.

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

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

Should you have any enquiries in respect to the conditions of approval please contact Mr Daniel Martinovich at the City of Stirling on 9345 8743.

Yours sincerely

Theforeau

DAP Secretariat

2513/2013

Encl. DAP Determination Notice Approved plans

Cc: Mr Daniel Martinovich City of Stirling 25 Cedric Street Stirling WA 6021

Mr Mat Selby (WAPC)



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



Planning and Development Act 2005

City of Stirling Town Planning Scheme No. 38 and the Metropolitan Region Scheme

Metro North-West Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: Lot 222, House Number 1, Sunray Drive, Innaloo Description of proposed Development: Multi-storey development comprising Office, Shop, Tavern, 154 Multiple Dwellings and associated car parking

In accordance with Regulation 8 of the *Development Assessment Panels Regulations 2011*, the above application for planning approval was **granted** on 18 March 2013, subject to the following resolution and conditions:

PART A: CITY OF STIRLING TOWN PLANNING SCHEME NO. 38

Approve DAP Application reference DP13/00033 and accompanying plans (ATTACHMENT 1) in accordance with Clause 2.8.2 of the City of Stirling's Town Planning Scheme No. 38, subject to the following conditions:

- a) That amended plans be provided prior to the issue of a building permit to the satisfaction of the City of Stirling Manager Approvals to demonstrate the necessary access, egress and loading area for service/delivery vehicles. (Refer Advice Note)
- b) All awnings to have a maximum height of 3.5m above footpath level and a minimum depth of 2.0m unless otherwise restricted by verge infrastructure to the satisfaction of the City of Stirling Manager Approvals.
- c) No clothes drying is permitted on balconies unless adequately screened so as to not be visible from adjoining residences or the public realm.
- d) The proposed tenancies indicated as "retail" on the approved plans are approved to operate as "shop" only as per the definition of shop prescribed in Town Planning Scheme No. 38.
- e) A geotechnical report is to be submitted to the satisfaction of the City of Stirling Manager Approvals prior to the issue of a building permit verifying that the site is capable of sustaining the proposed development.
- f) A CCTV design plan for the development is to be submitted prior to the commencement of the development, to the satisfaction of the City of Stirling Manager Community Safety.
- g) The provision of a CCTV system including all entrances into the development, parking and loading areas prior to practical completion of the development in accordance with the relevant Australian Standards,



Guidelines and City of Stirling Policies to the satisfaction of the City of Stirling Manager Community Safety.

- h) The internal partitions between the tenancies not being altered without the written consent of the City of Stirling first being obtained.
- i) The dimensions of all parking bays and manoeuvring areas to be in accordance with AS2890.1.
- j) The submission of a landscaping plan to the satisfaction of the Manager Approvals prior to commencing development.
- Architectural lighting of the building in addition to lighting under all awnings and at all entry points to be provided to the satisfaction of the Manager Approvals prior to occupation of the building.
- Any on-site floodlights not being positioned or operated in such a manner so as to cause annoyance to surrounding uses or passing traffic.
- m) The submission of a signage strategy to the satisfaction of the City of Stirling Manager Approvals prior to the erection of any signs.
- n) 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.
- o) A Car Parking Management Plan be provided to the satisfaction of the City of Stirling Manager Approvals prior to the issue of a building permit. The Car Parking Management Plan is to address the management of staff, visitor and delivery parking. The Car Parking Management Plan is to be complied with for the duration of the occupation of the development, unless otherwise varied by the City of Stirling.
- p) The Car Parking Management Plan is to include provision for five (5) residential visitor bays within the 152 bays allocated for commercial parking as part of this application.
- q) Vehicular parking, manoeuvring and circulation areas indicated on the approved plan being sealed and drained to the satisfaction of the City of Stirling Manager Engineering Design with all parking spaces being marked out and maintained in good repair.
- r) All off street parking to be available onsite during business hours for all customers and staff to the satisfaction of the City of Stirling Manager Approvals.
- s) No goods or materials being stored, either temporarily or permanently, in the parking or landscape areas or within access driveways. All goods and materials are to be stored within the buildings or storage yards, where provided.



- t) 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 commencing development.
- 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 City of Stirling Manager Engineering Design.
- v) Connection to deep sewer in the locality.
- w) This approval 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.
- x) That the design be modified to incorporate minimum standards under the R-Codes to private balconies.

Advice to Applicant

• In relation to condition (a) the applicant is advised that an application for approval of any amended proposal may be required in accordance with Regulation 17 of the Planning and Development (Development Assessment Panels) Regulations 2011.

PART B: METROPOLITAN REGION SCHEME

Approve DAP Application reference DP13/00033 and accompanying plans:

- A300 C, A305 C, A310 C, L_CP_001 Roof Garden, L_CP_001 Streetscape, L_CP_001 Trees and Planting, L_CP_001 Landscape Approach date stamped 12 December 2012; and
- A001 F, A002 E, A003 D, A100 F, A203 E, A206 D, A208 D, A210 D, A250 F, date stamped 4 February 2013; and
- A200 L, A201 G, A202 H, A400 C, A401 C, A500 F, A501 C, A502 C, date stamped 6 March 2013;

by the Department of Planning on behalf of the Western Australian Planning Commission in accordance with Clause 30 (1) of the Metropolitan Region Scheme, subject to the following conditions:

A) Conditions

- 1. A pedestrian traffic generation and movement plan for the precinct is to be prepared and implemented to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Transport and the City of Stirling prior to initial occupation of the development.
- 2. No earthworks shall encroach onto the Primary Regional Road reservation.
- 3. No stormwater drainage shall be discharged onto the Primary Regional Road reservation.



- 4. The applicant shall make good any damage to the existing verge vegetation within the Primary Regional Road Reservation.
- 5. A Parking Management Plan to be prepared and implemented to the satisfaction of the Western Australian Planning Commission, on the advice of the City of Stirling.
- 6. The applicant to undertake a transport noise assessment in accordance with State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning', and noise mitigation measures identified are to be implemented, to the satisfaction of the Western Australian Planning Commission on the advice of the Department of Transport.

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.

B) Advice notes

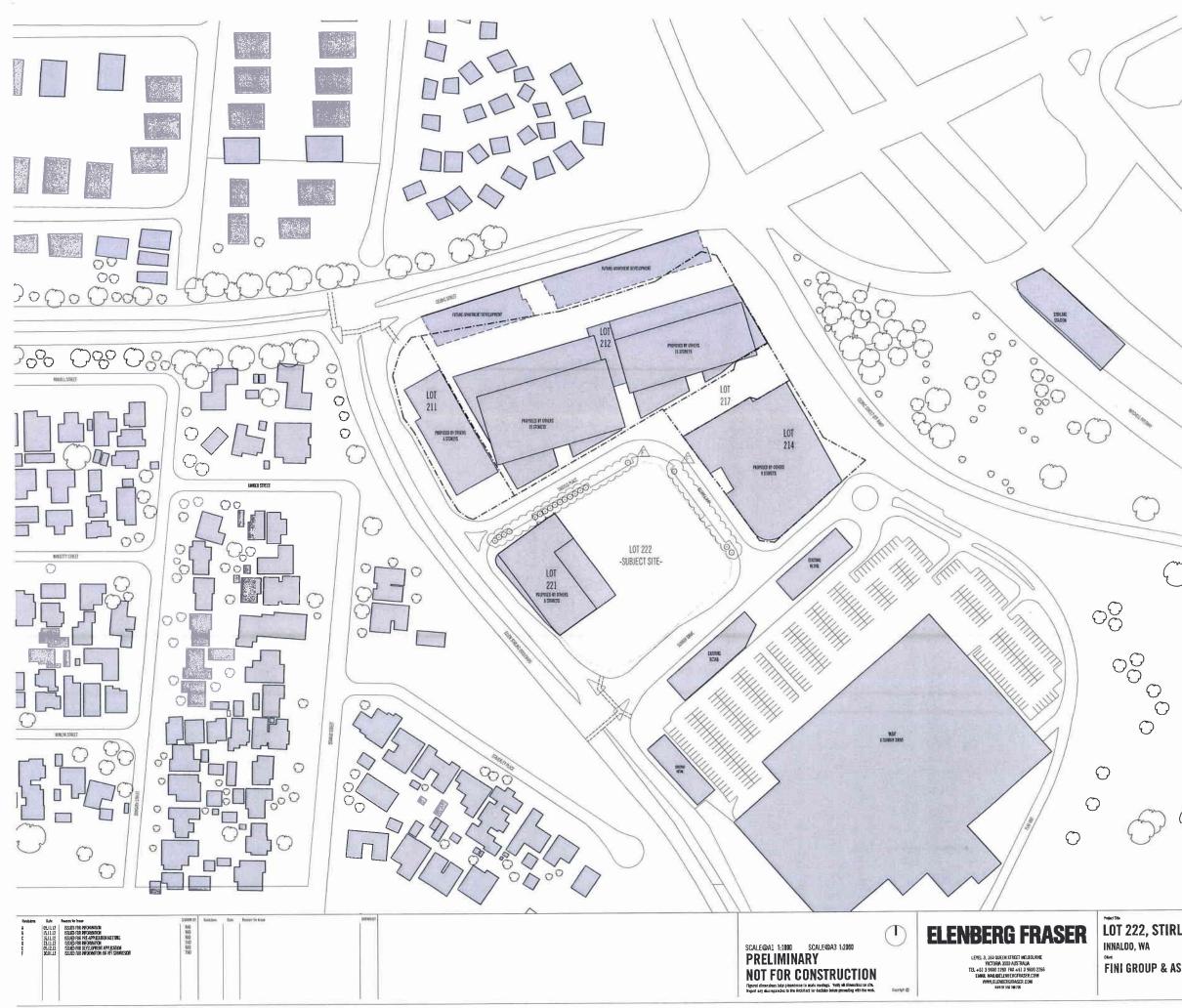
- 1. The Stirling Alliance Performance Framework 2010 has a minimum target of 20% renewable energy production. The Stirling Alliance requests that consideration be given to installation of renewable energy on the building roof space.
- 2. An acid sulphate soils self-assessment form and, if required as a result of the self-assessment, an acid sulphate soils report and an acid sulphate soils management plan shall be submitted to and approved by the Department of Environment and Conservation before any development is commenced. Where an acid sulphate soils management plan is required to be submitted, all subdivision works shall be carried out in accordance with the approved management plan. This form can be downloaded from the Western Australian Planning Commission's website at: www.planning.wa.gov.au. The "acid sulphate soils self-assessment form" makes reference to the Department of Environment and Conservation's "Identification and Investigation of Acid Sulphate Soils" guideline. This guideline can be obtained from the Department of Environment and Conservation's website at: www.dec.wa.gov.au.
- 3. With regard to Condition 5, the Parking Management Plan is to address, but not be limited to:
 - Who is responsible for the plan's implementation, ongoing operation and review;
 - The management strategies that will be used to ensure the requirements of the planning approval are met;
 - What data and performance measures are going to be used to measure performance and adherence to the planning approvals; and
 - How the landowner/manager will demonstrate to the responsible planning authority that they are in conformity with



> the elements of the planning approval that relate to site access and parking.

The applicant is advised to liaise direct with the Infrastructure Planning and Coordination Policy Unit of the Department of Planning (ph: 6551 9210) in respect of the above requirements.

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





RMATION (000-004)
LOCATION PLAN / DRAWING LIST
SITE PLAN
TITLE PLAN & SITE SURVEY

GENERAL ARRANGEMENT FLOOR PLANS (100-249)

A100	LOWER GROUND FLOOR PLAN
A200	GROUND FLOOR PLAN
A201	LEVEL 01 FLOOR PLAN
A202	LEVEL 02 FLOOR PLAN
A203	LEVELS 03-05 FLOOR PLAN
A206	LEVELS 06-07 FLOOR PLAN
A208	LEVELS 08-09 FLOOR PLAN
A210	ROOF PLAN

ELEMENTAL FLOOR PLANS (250-349)

A250	GROUND FLOOR CAFE FLOOR PLAN
A300	BUILDING 01 TYPICAL FLOOR PLAN
A301	BUILDING 02 TYPICAL FLOOR PLAN
A302	BUILDING 03 TYPICAL FLOOR PLAN

ELEVATIONS (40D-449)

NORTH EAST & SOUTH EAST ELEVATIONS North West & South West Elevations A400 A401

SECTIONS (500-549

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DEVELOPMENT ASSESSMENT PANELS
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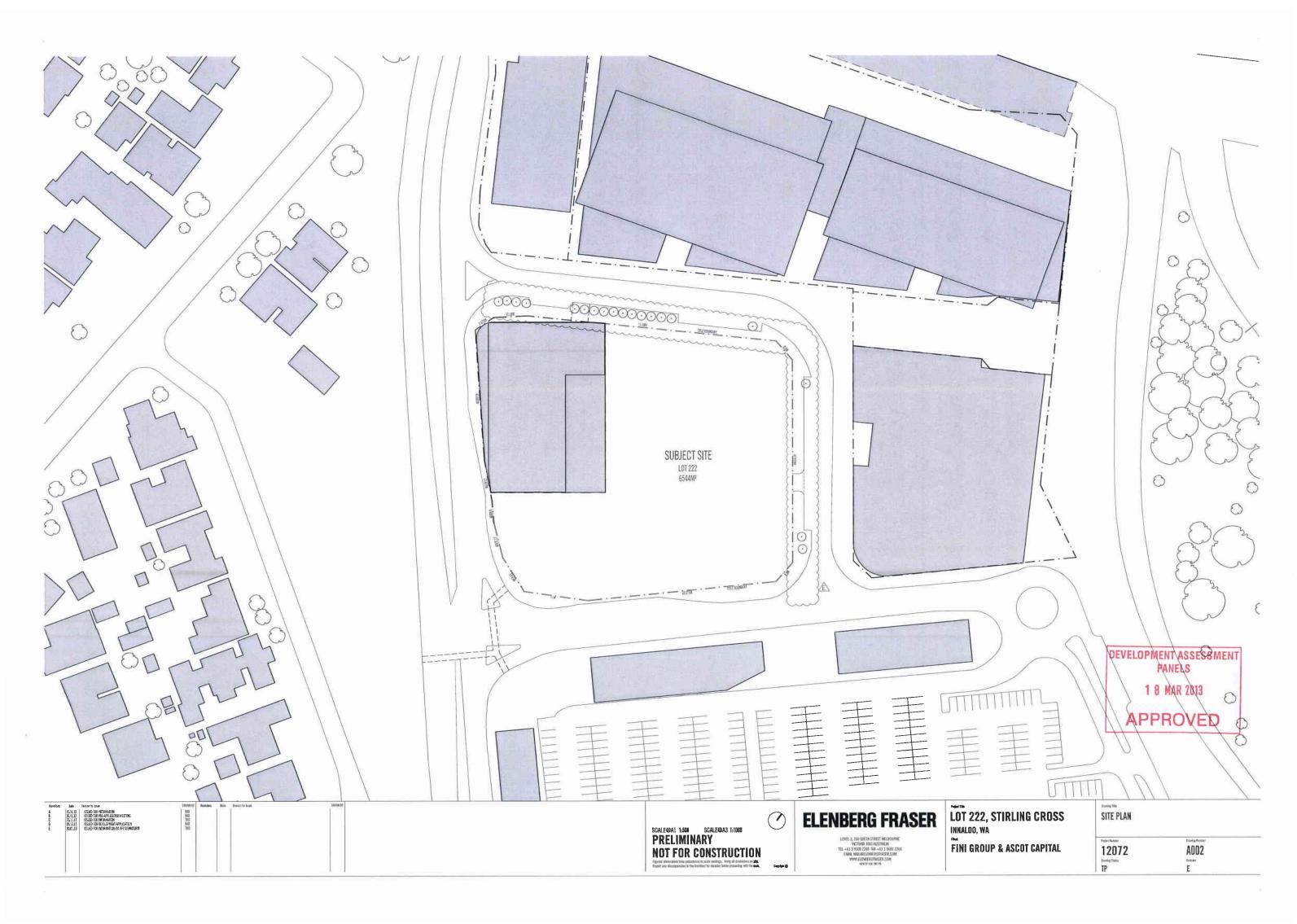
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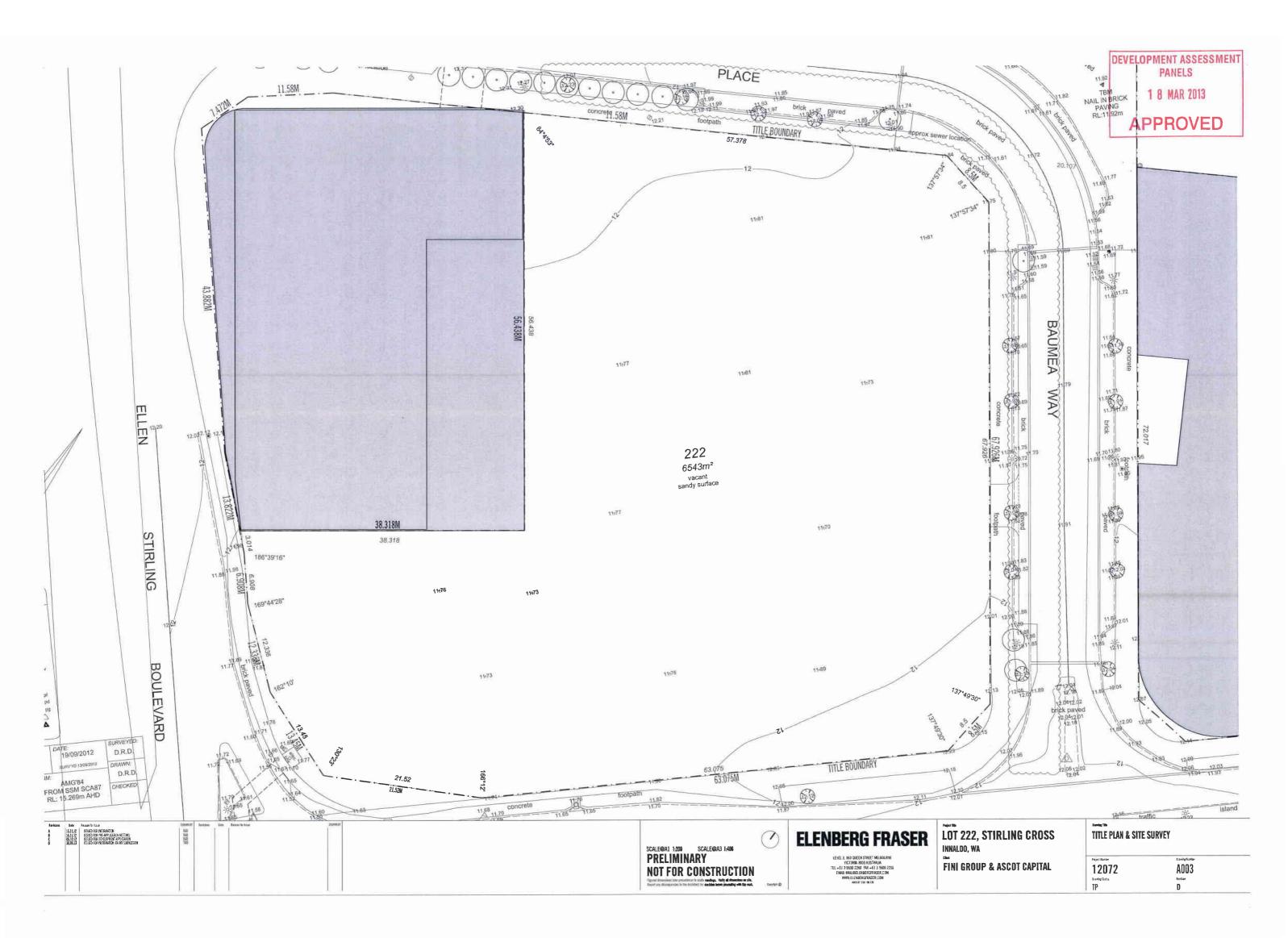
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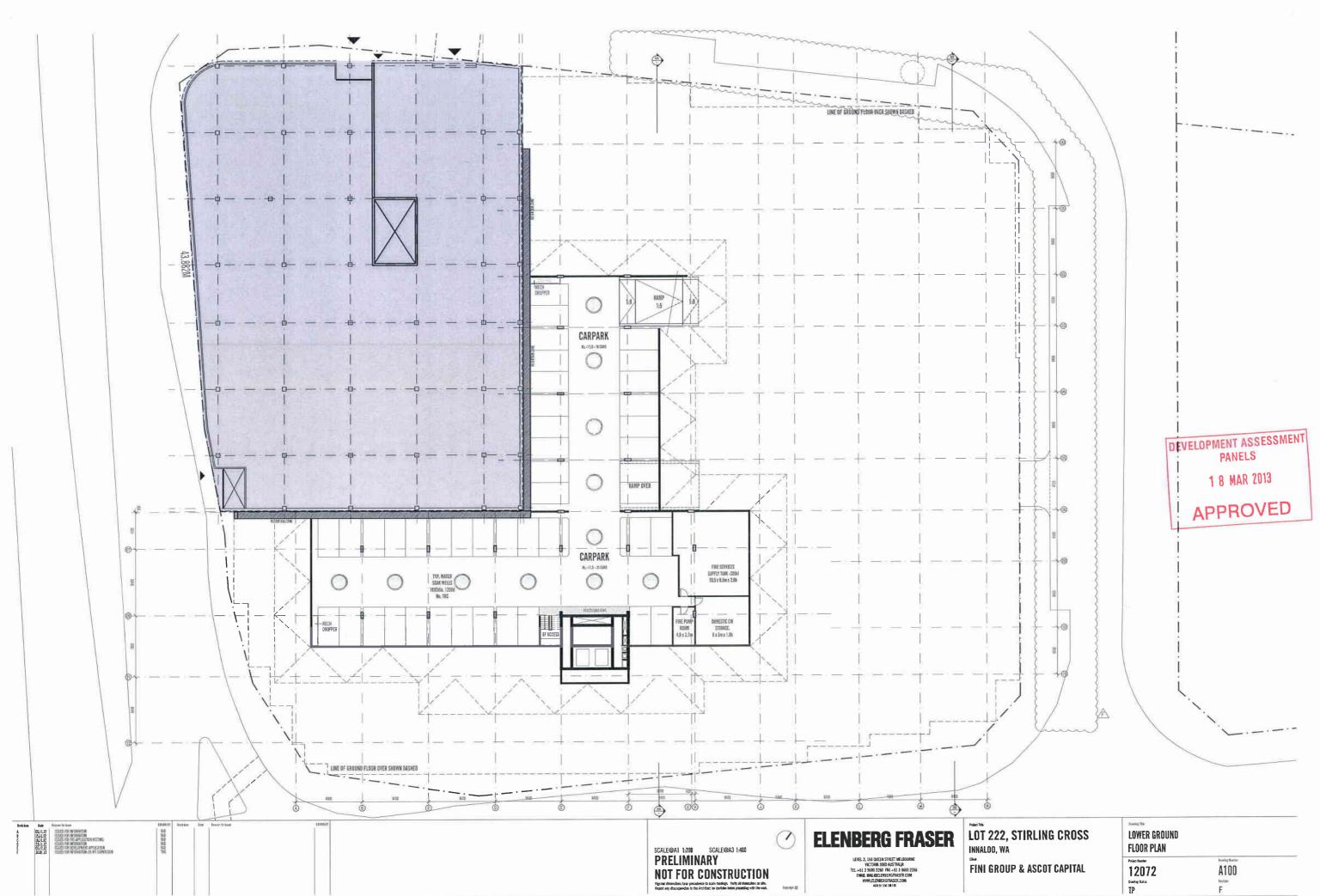
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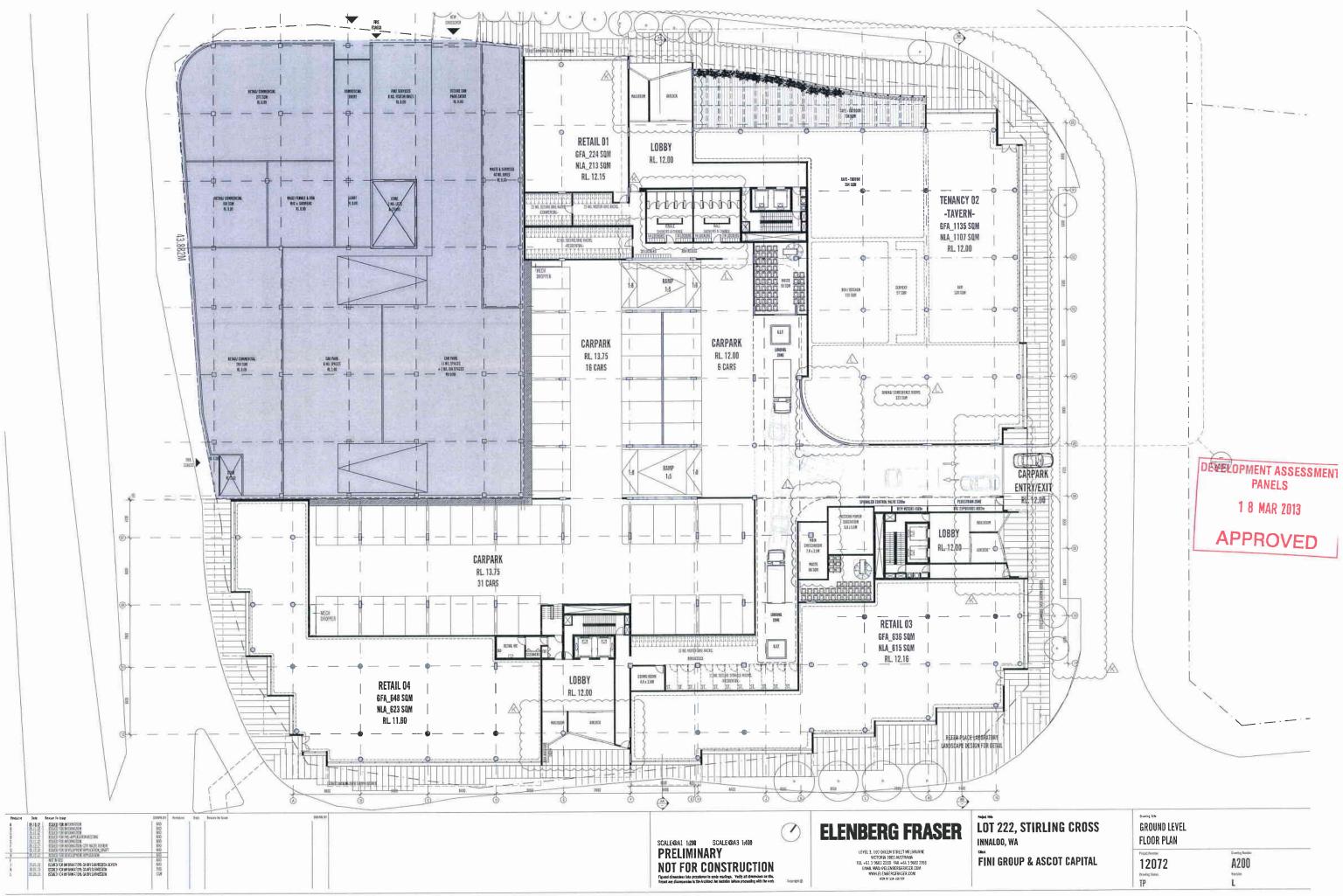
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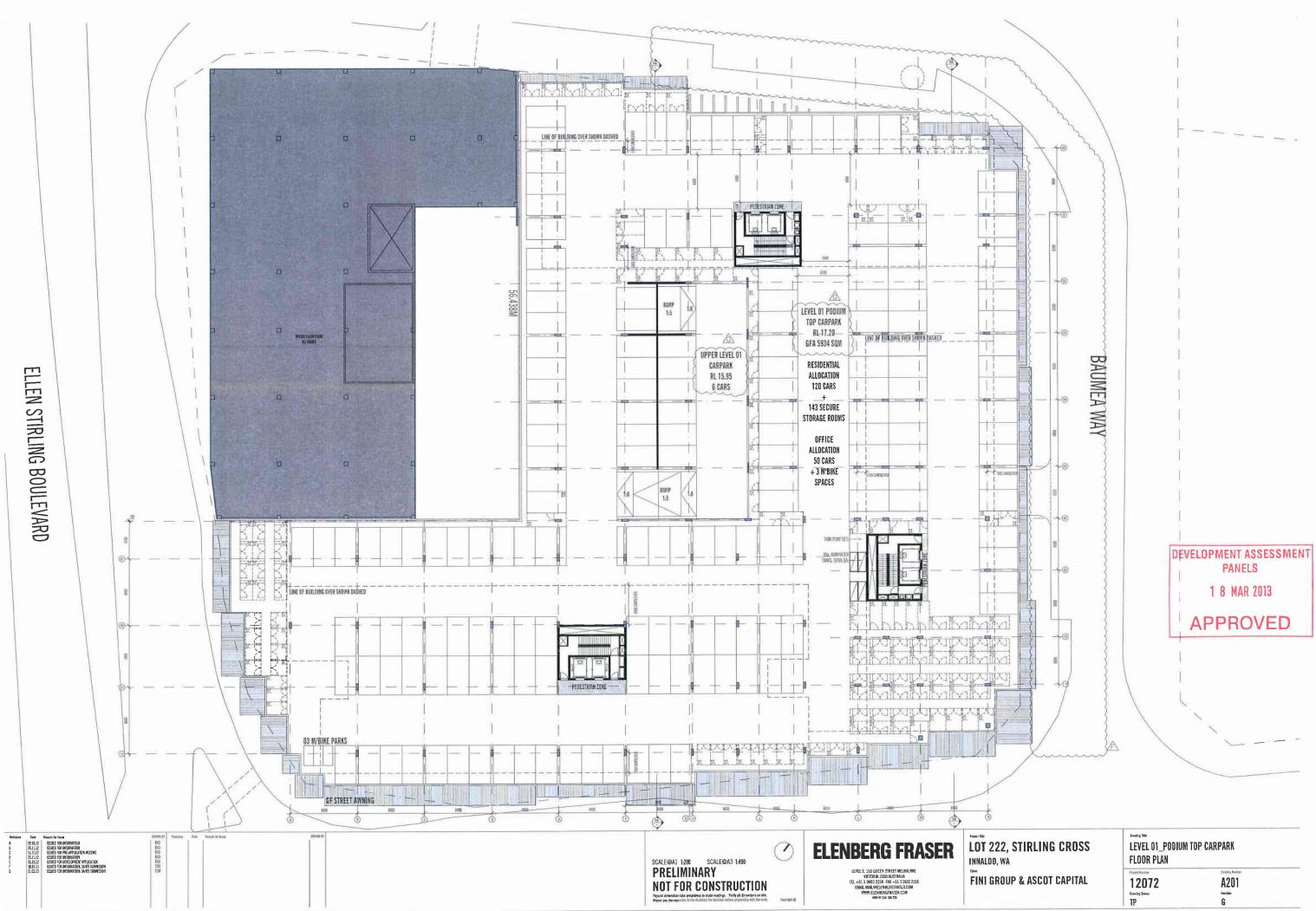




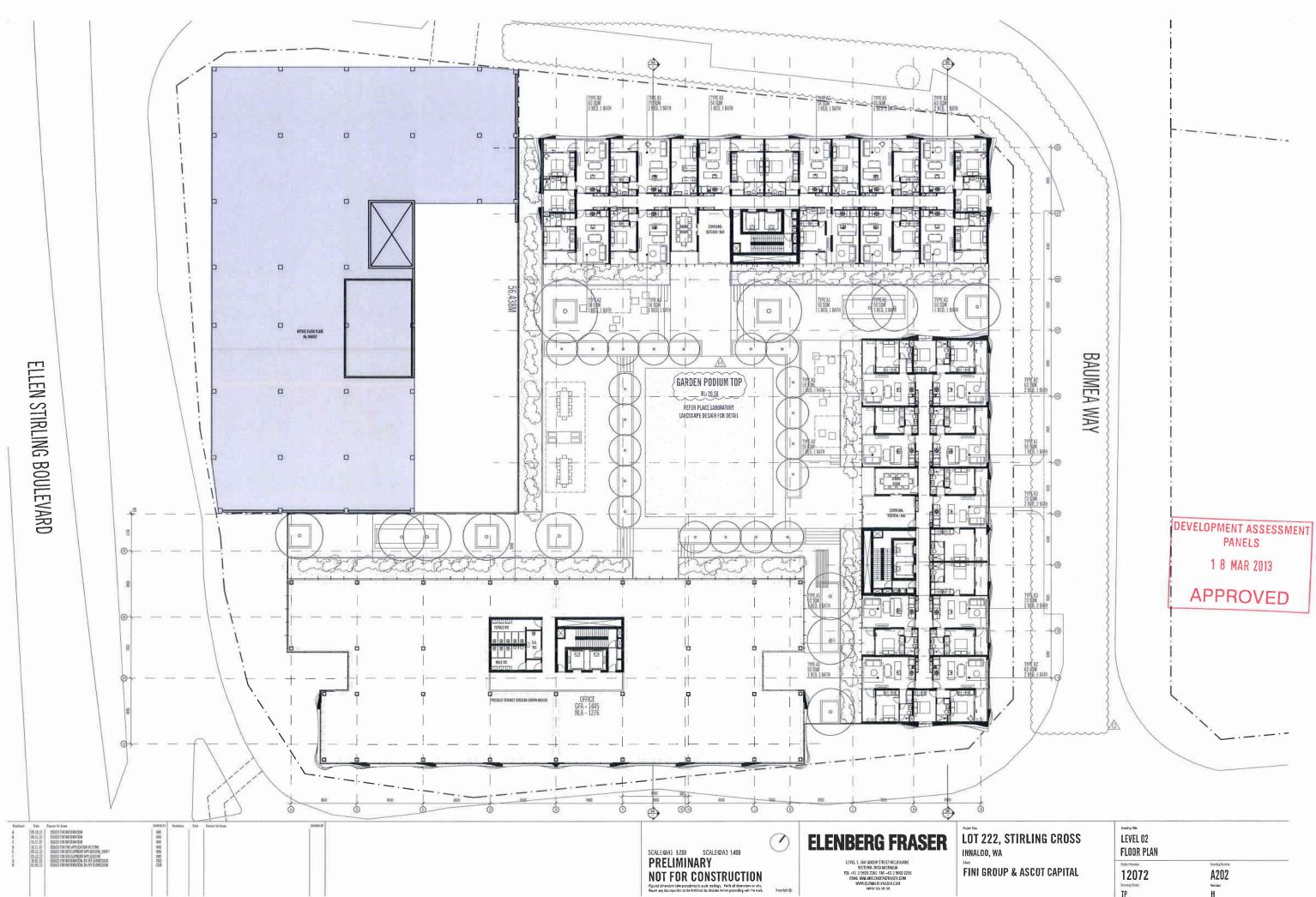
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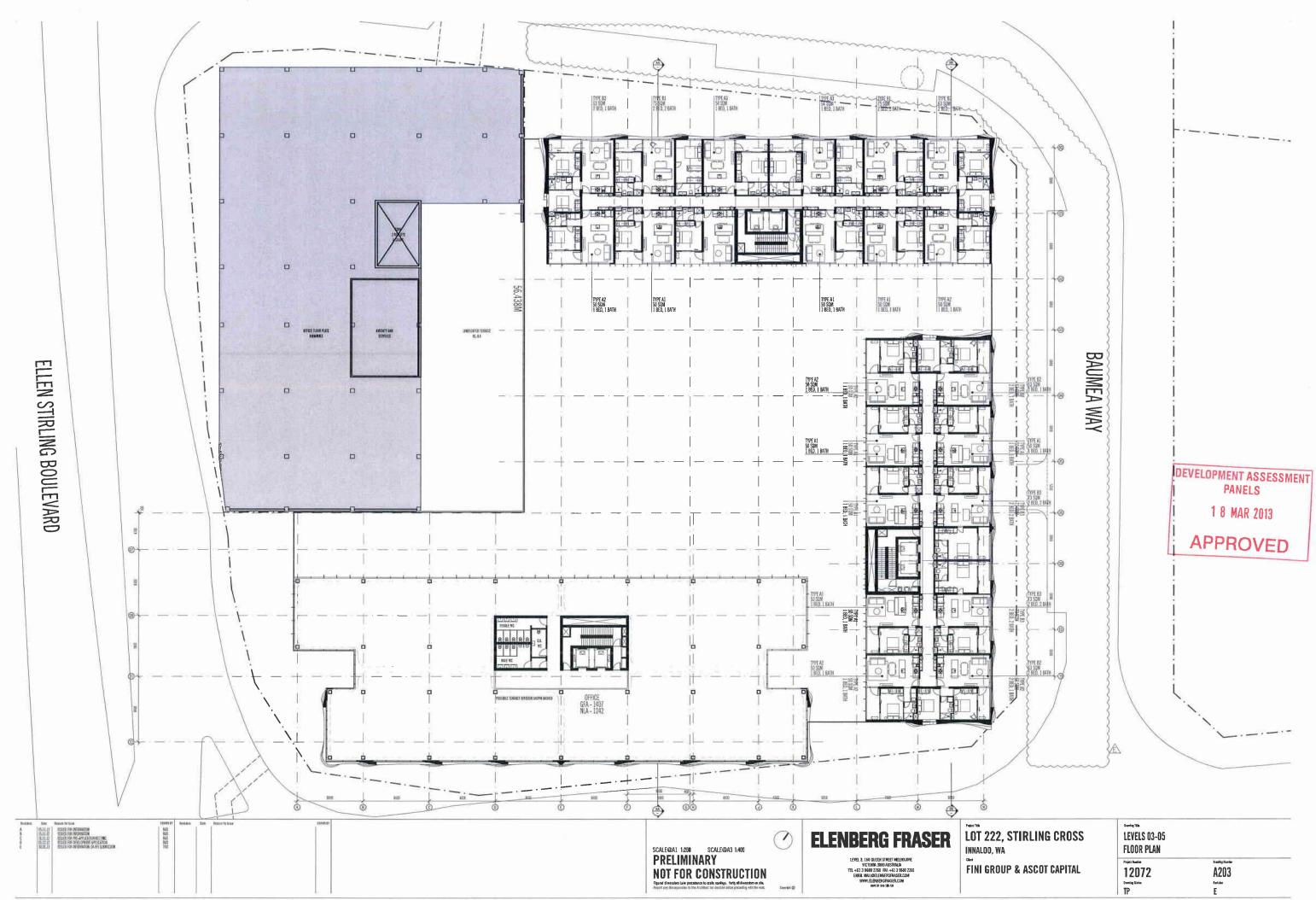
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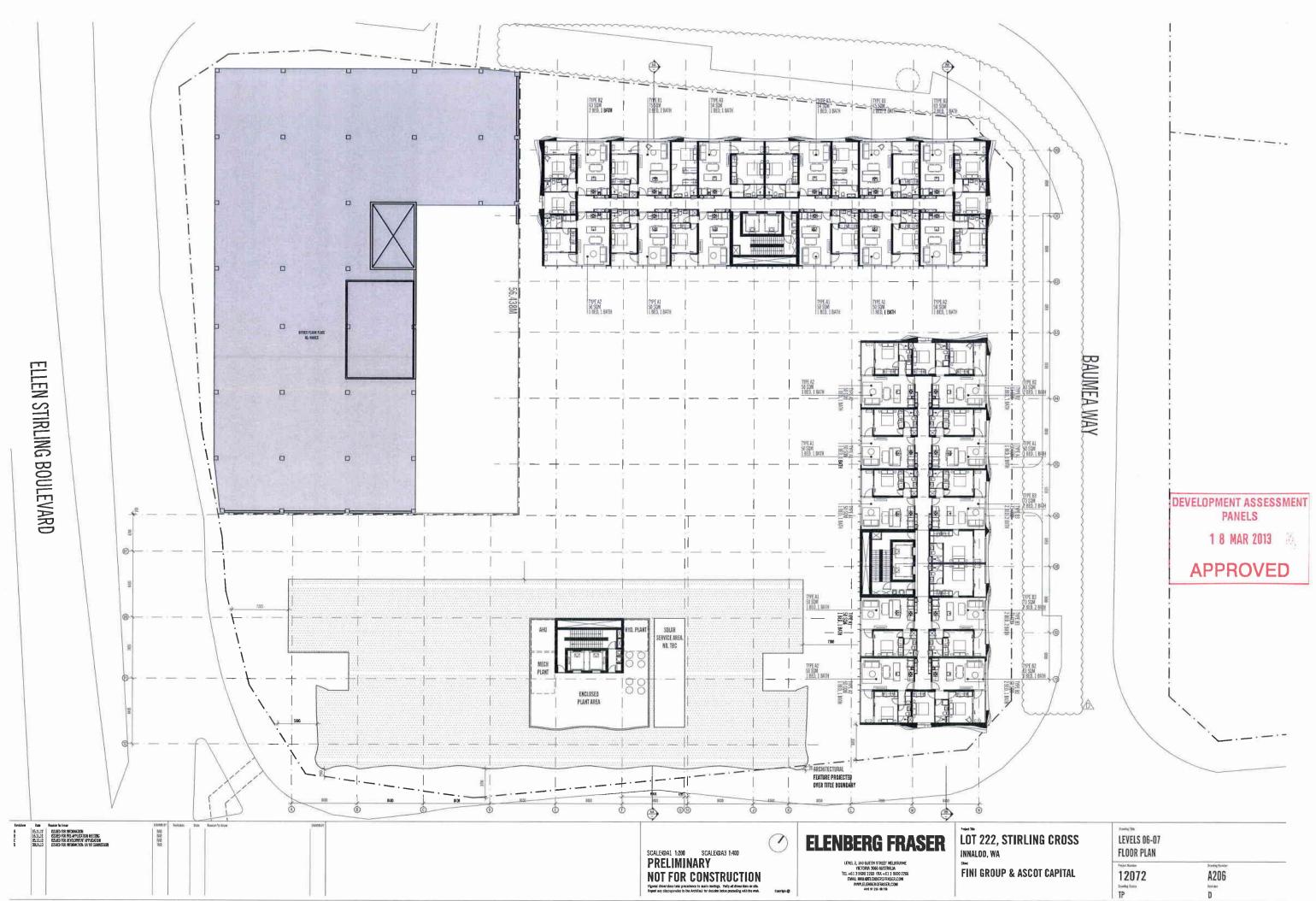
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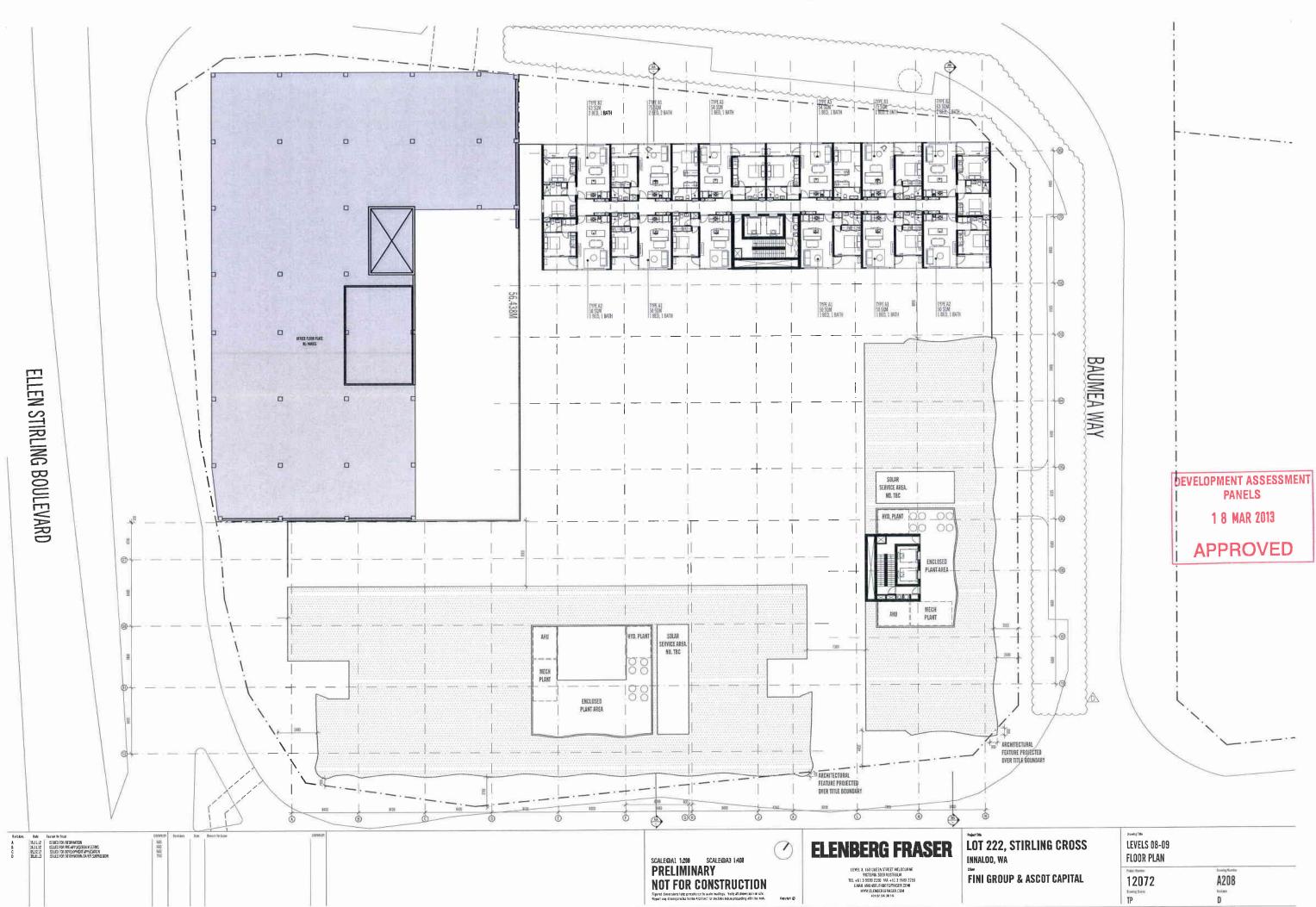
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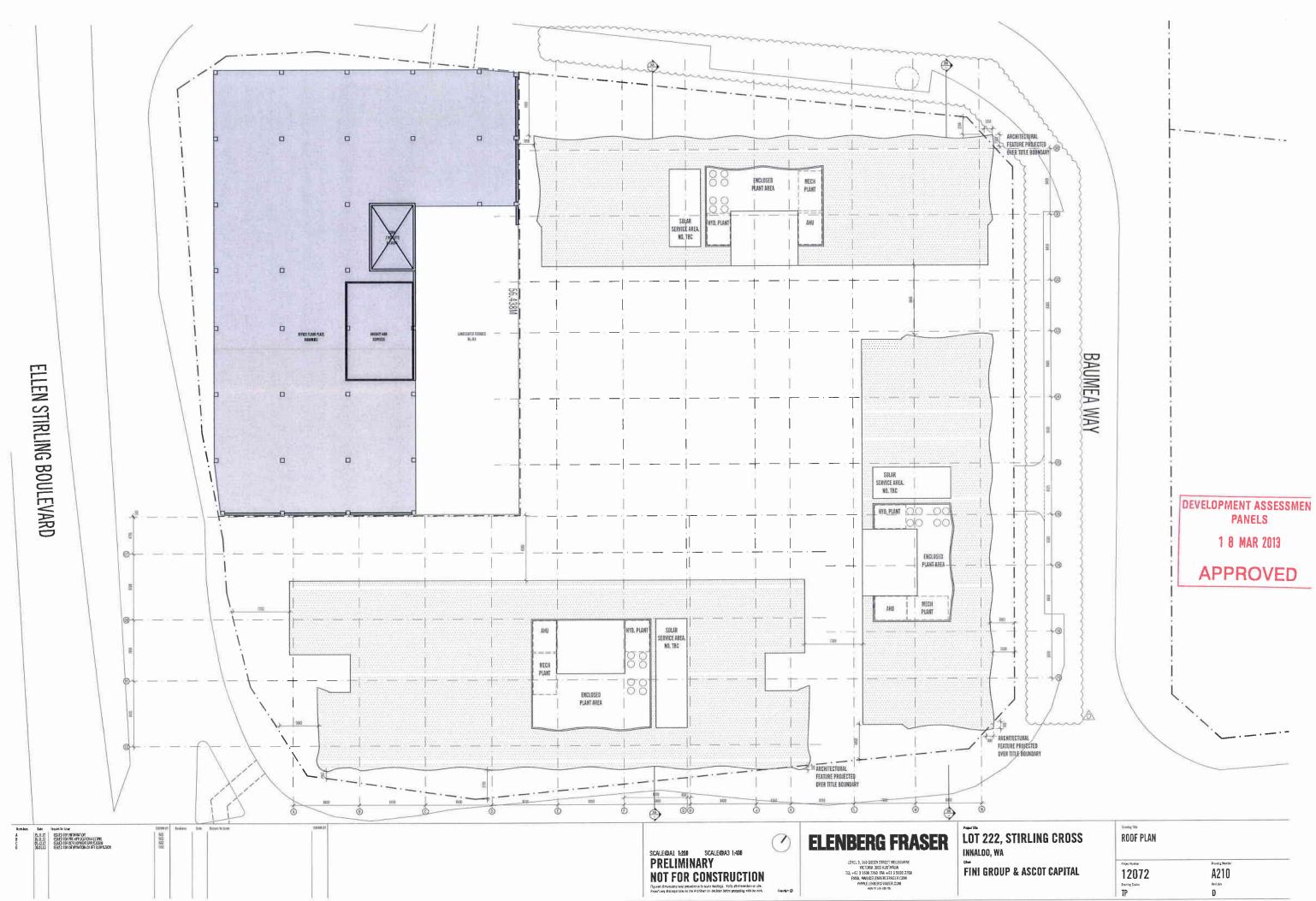
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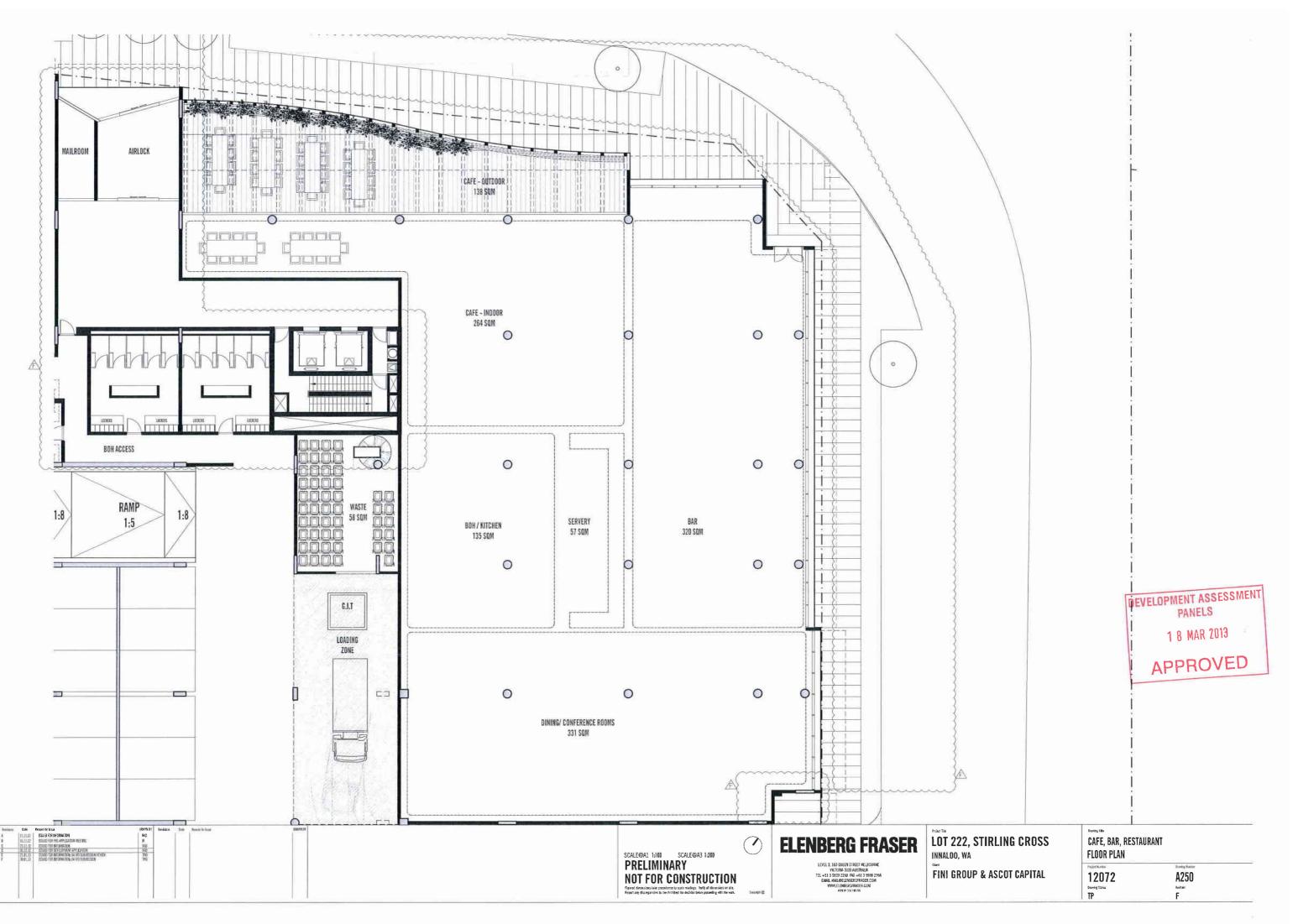
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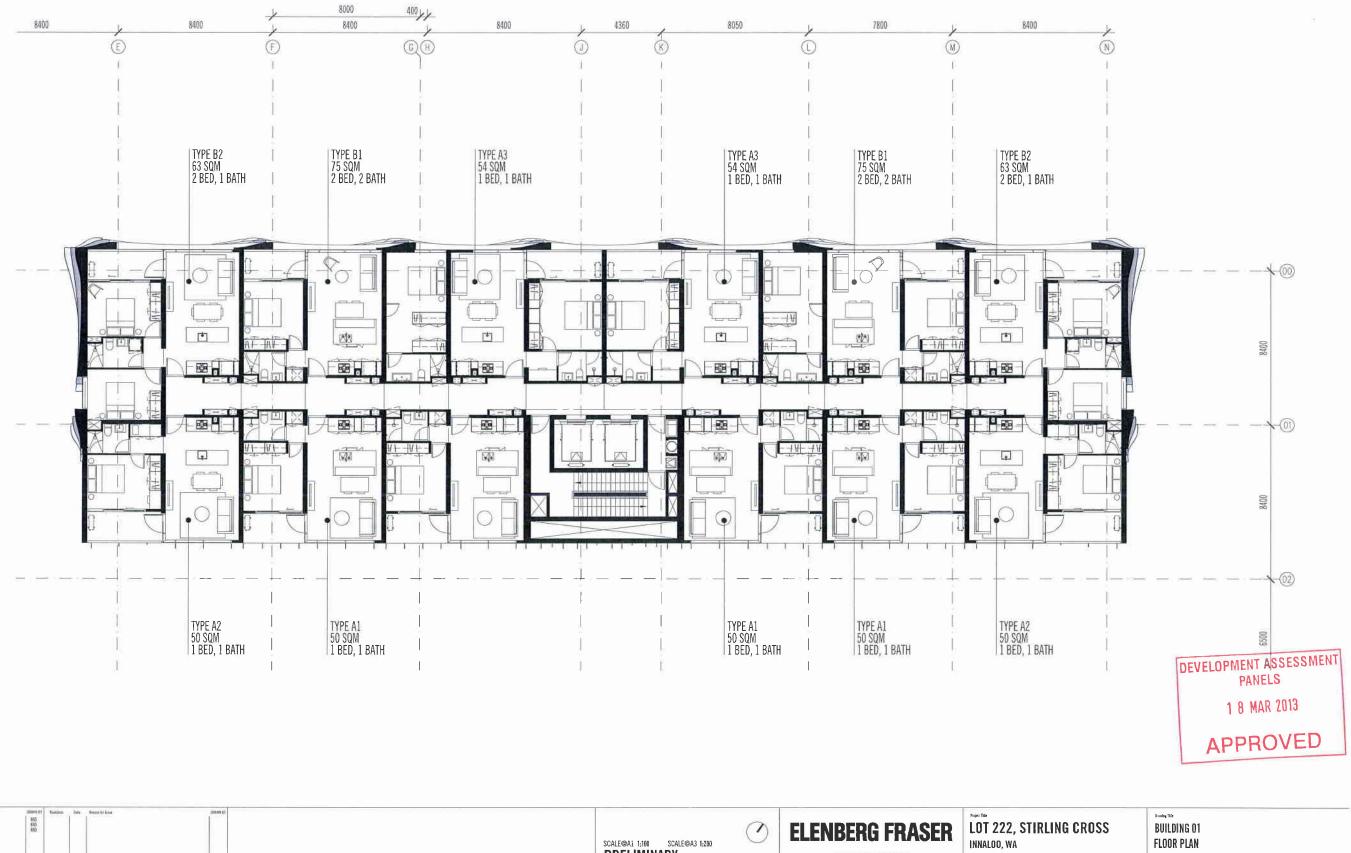


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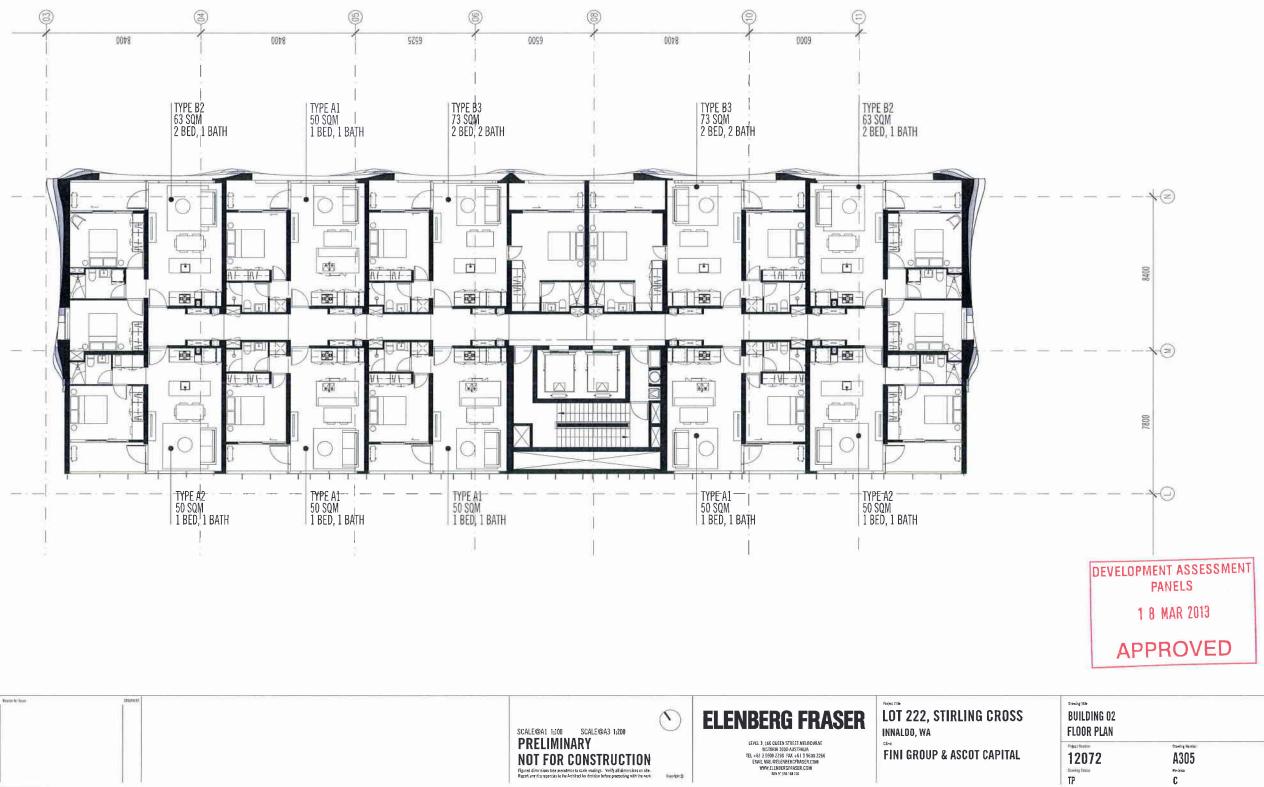


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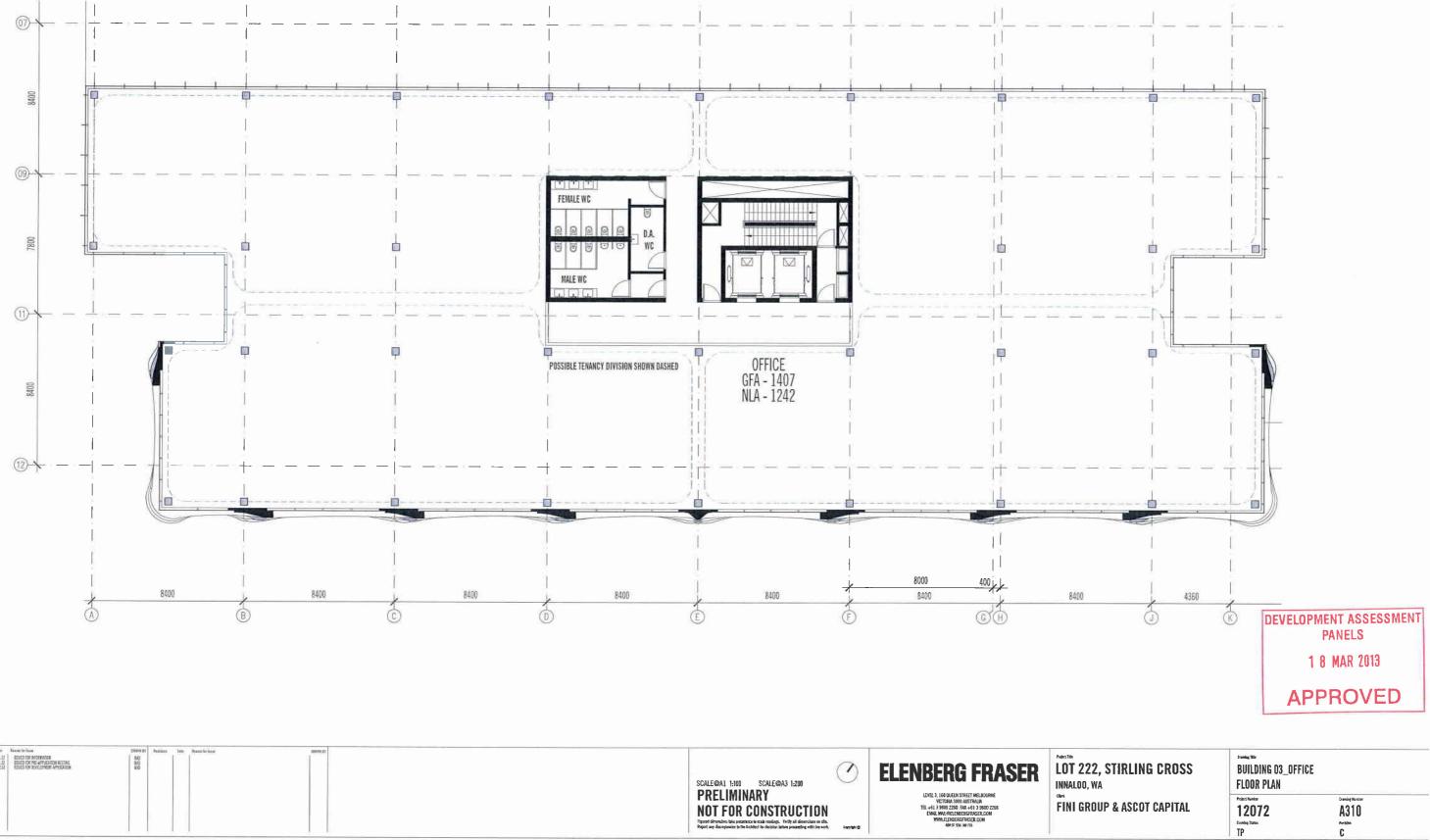
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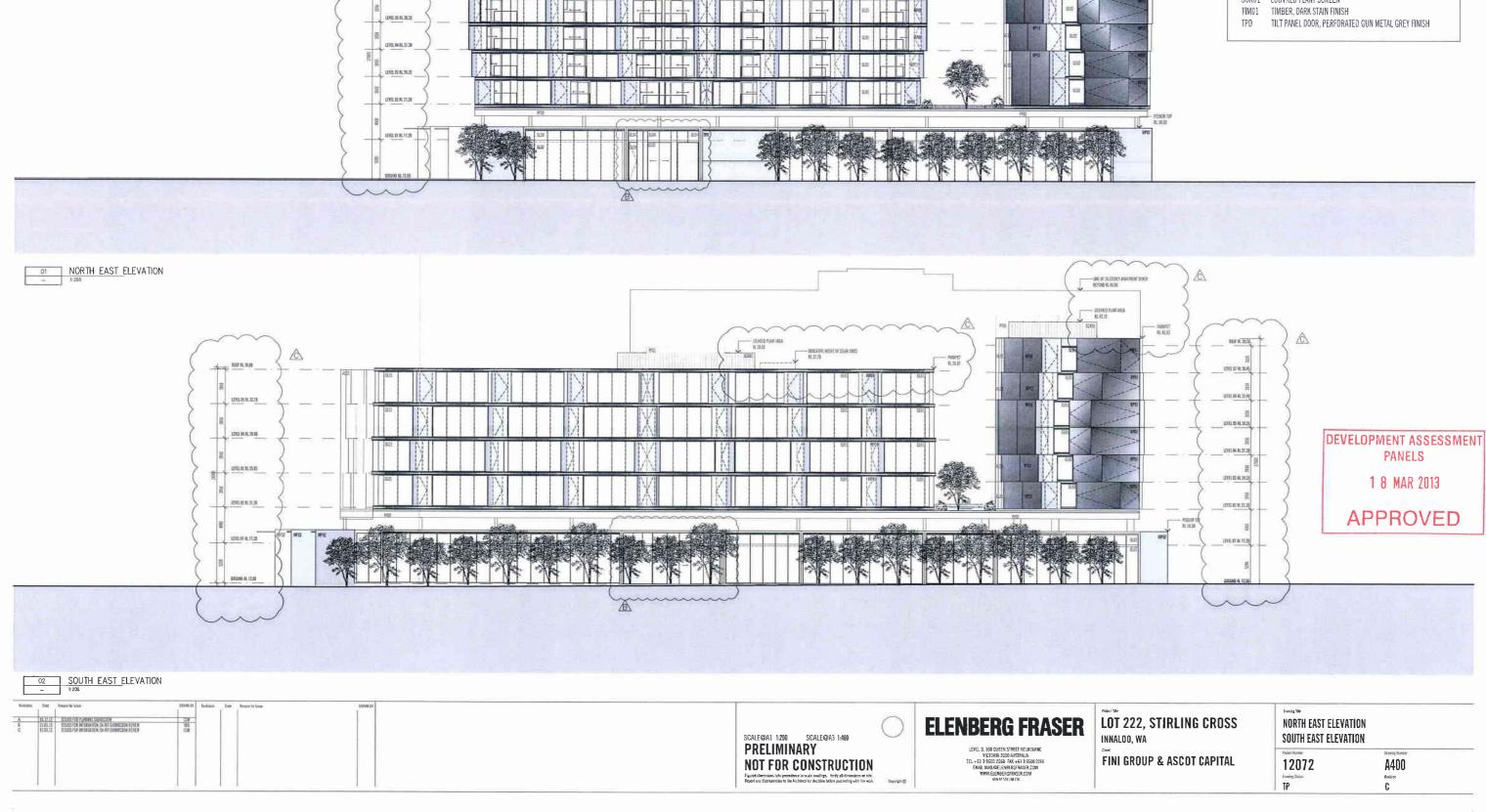
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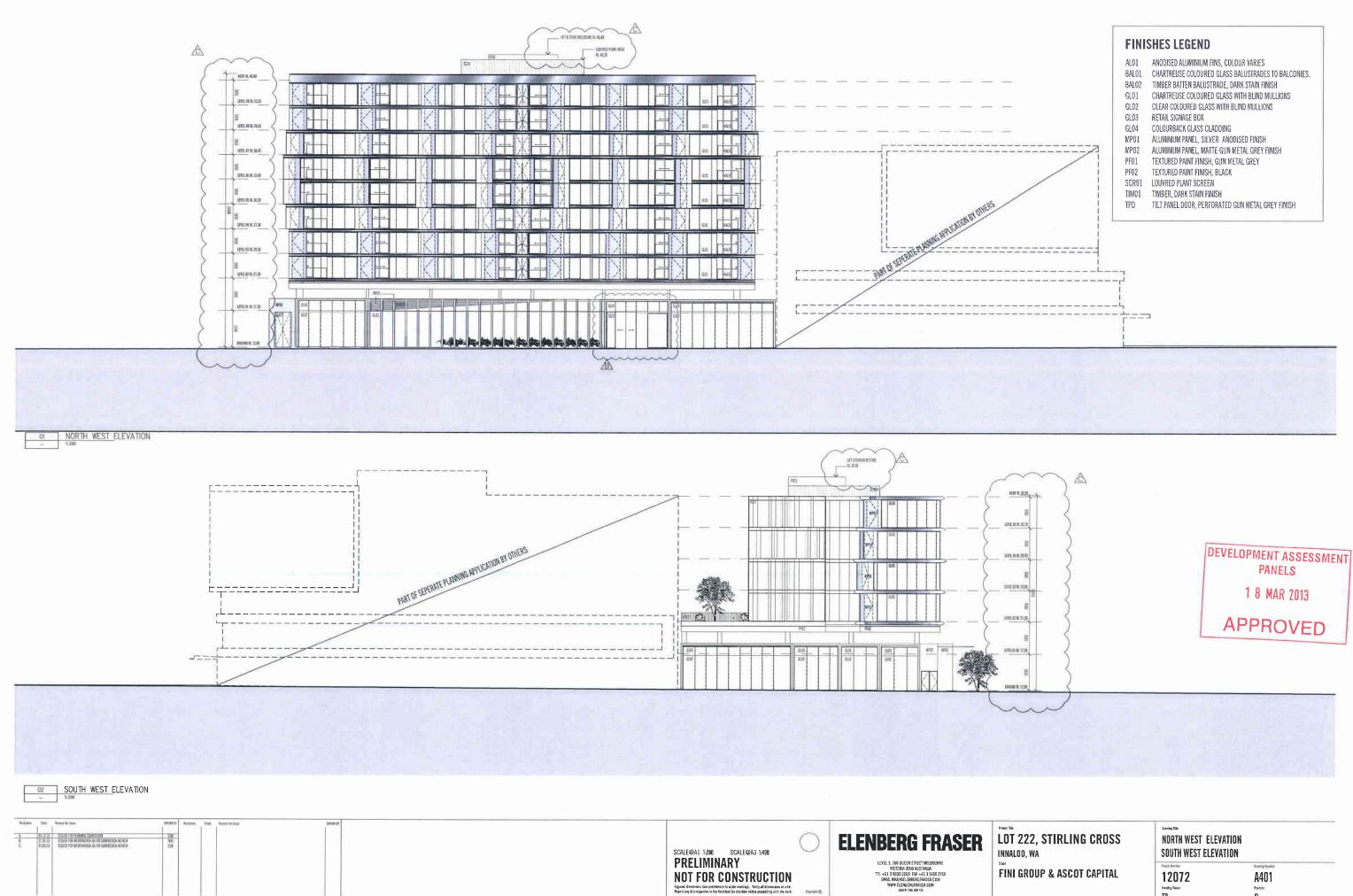
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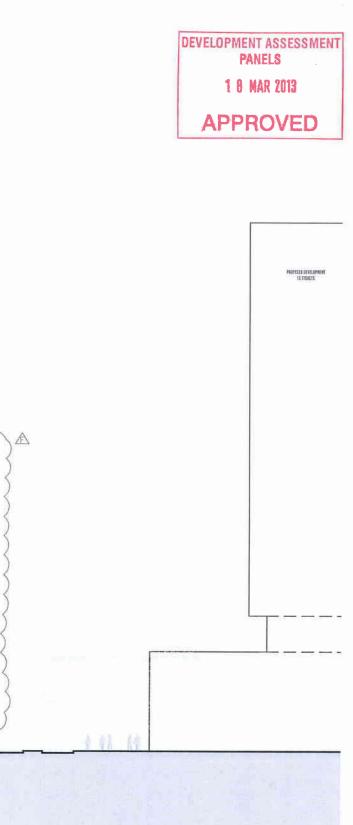
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STIRLING CROSS	SECTION A-A	
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LG Ref: DoP Ref: Enquiries: Telephone: DA12/3095.01 DP/13/00033 Development Assessment Panels (08) 6551 9919

Mr David Caddy TPG Town Planning, Urban Design and Heritage PO Box 7375 Cloisters Square PERTH WA 6850

Dear Mr Caddy

Metro North-West JDAP – City of Stirling – DAP Application DA12/3095.01 Lot 222, House Number 1, Sunray Drive, Innaloo Multi-storey development comprising Office, Shop, Tavern, 154 Multiple Dwellings and associated car parking

Thank you for your application and plans submitted to the City of Stirling on 7 May 2015 for the above development at the above mentioned site.

This application was considered by the Metro North-West Joint Development Assessment Panel at its meeting held on 9 July 2015, where in accordance with the provisions of the City of Stirling Local Planning Scheme No.3 and the Metropolitan Region Scheme, it was resolved to <u>approve the application</u> as per the attached notice of determination.

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

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

Should you have any enquiries in respect to the conditions of approval please contact Ms Kimberley Masuku at the City of Stirling on (08) 9205 8742.

Yours sincerely, Jess Leitão

DAP Secretariat

27/07/2015

- Encl. DAP Determination Notice Approved plans
- Cc: Ms Kimberley Masuku City of Stirling kimberley.masuku@stirling.wa.gov.au

Ms Lee O'Donohue Department of Planning

Ms Rosa Rigali Department of Planning



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



Planning and Development Act 2005

City of Stirling Local Planning Scheme No.3

Metro North-West Joint Development Assessment Panel

Determination on Development Assessment Panel Application for Planning Approval

Location: Lot 222, House Number 1, Sunray Drive, Innaloo Description of proposed Development: Multi-storey development comprising Office, Shop, Tavern, 154 Multiple Dwellings and associated car parking

In accordance with Regulation 8 of the *Development Assessment Panels Regulations* 2011, the above application for planning approval was **granted** on 9 July 2015, subject to the following:

PART A - LOCAL PLANNING SCHEME NO.3

- 1. ACCEPT that the DAP Application reference DP/13/00033 as detailed on the DAP Form 2 dated 1 May 2015 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/13/00033 as detailed on the DAP Form 2 date 1 May 2015 and accompanying plans (Attachment 1) in accordance with the provisions of regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, for the proposed extension of time to the approved Mixed Use Development at Lot 222, House Number 1, Sunray Drive, Innaloo, for a further two years, subject to:

Amended Conditions

Nil

Advice Notes

- i. All other conditions and requirements detailed on the previous approval dated 18 March 2013 shall remain unless altered by this application.
- ii. If the development has not substantially commenced by 18 March 2017 this approval shall no longer be valid. Notwithstanding, if a further application is made under regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the responsible authority will assess any new application under the operative planning framework at that point in time.

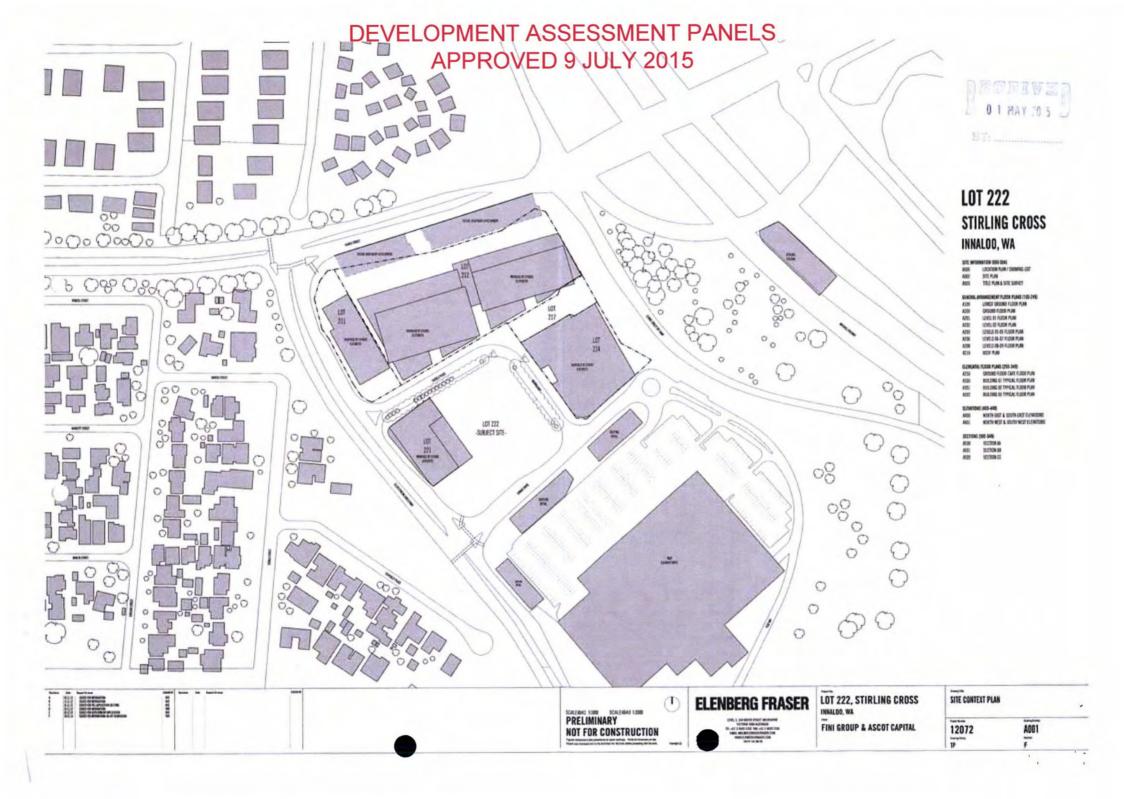


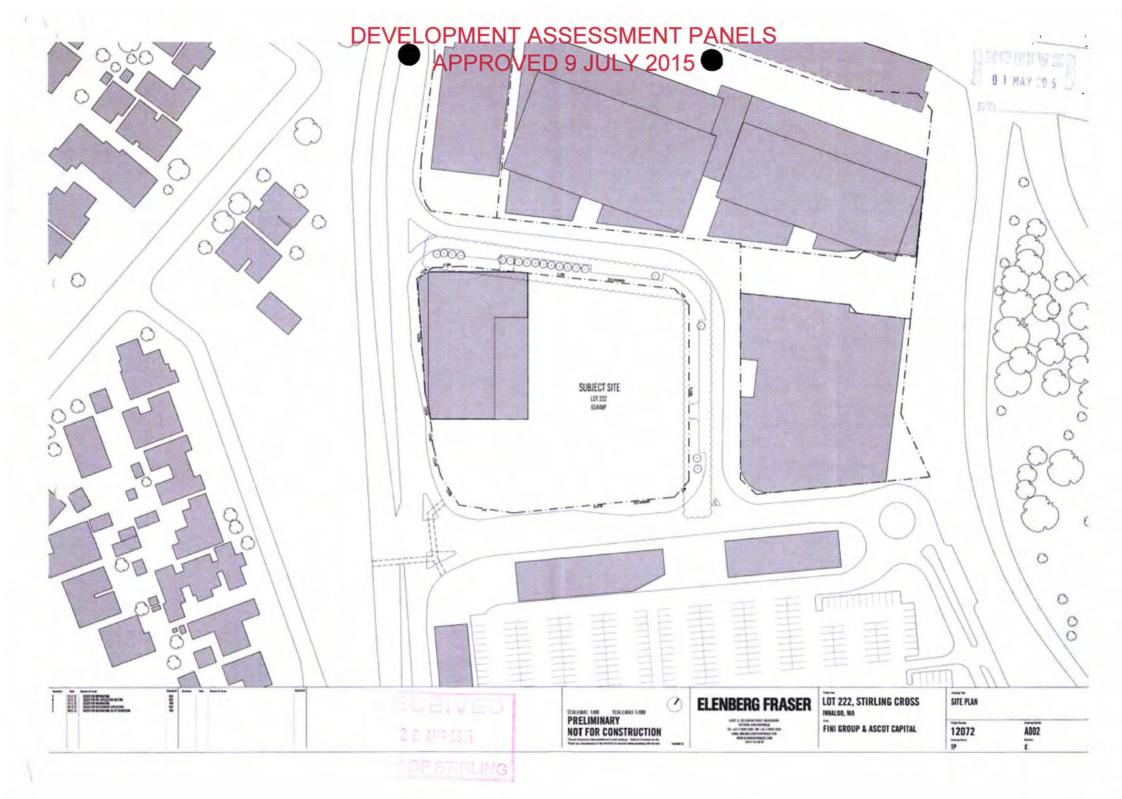
PART B - METROPOLITAN REGION SCHEME

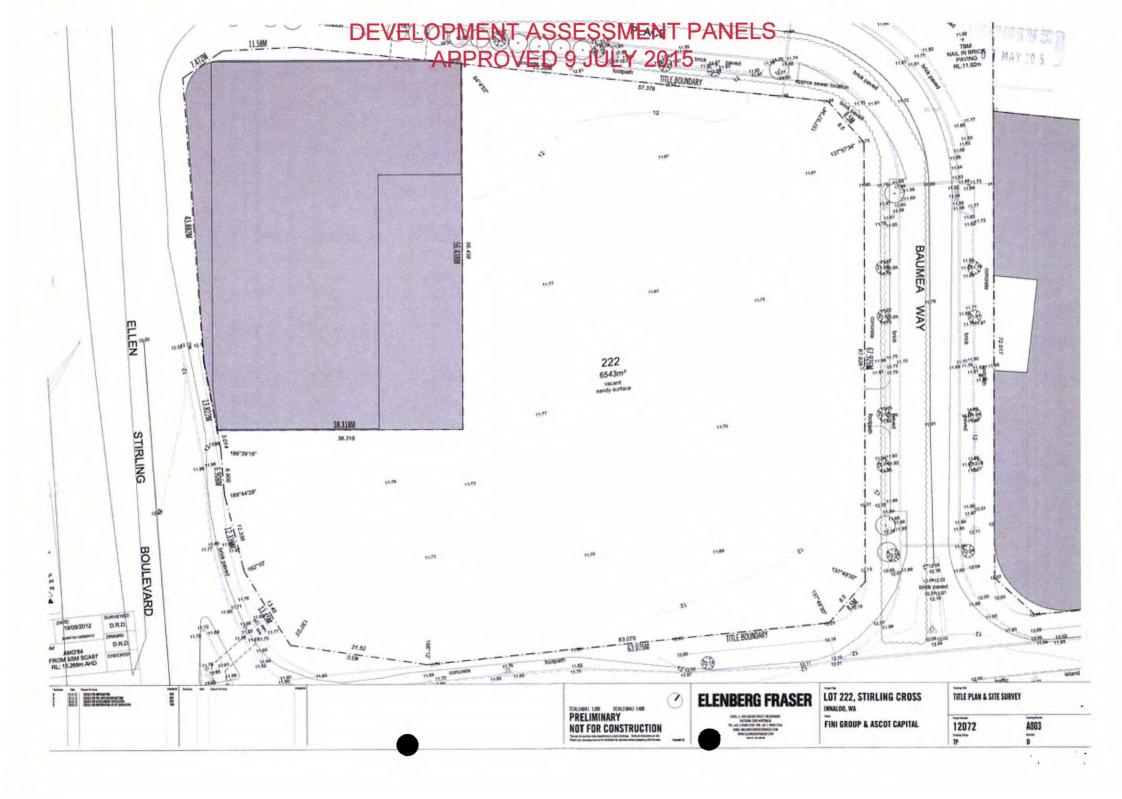
EXTEND planning approval for DAP Application reference DP/13/00033 as detailed on the DAP Form 2, dated 1 May 2015, for a period of two years subject to the same conditions in accordance with regulation 17 of the *Planning and Development* (*Development Assessment Panels*) Regulations 2011.

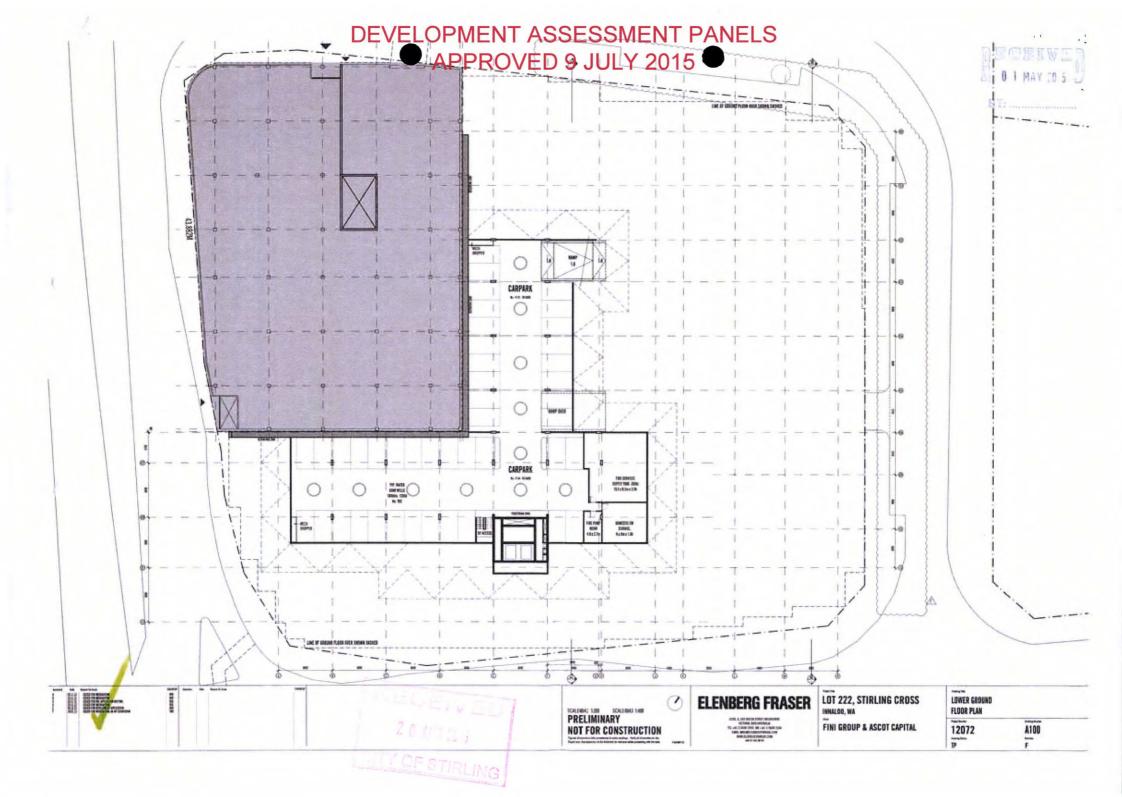
All other conditions, footnotes and advice notes remain as per the DAPs' original decision dated 18 March 2013.

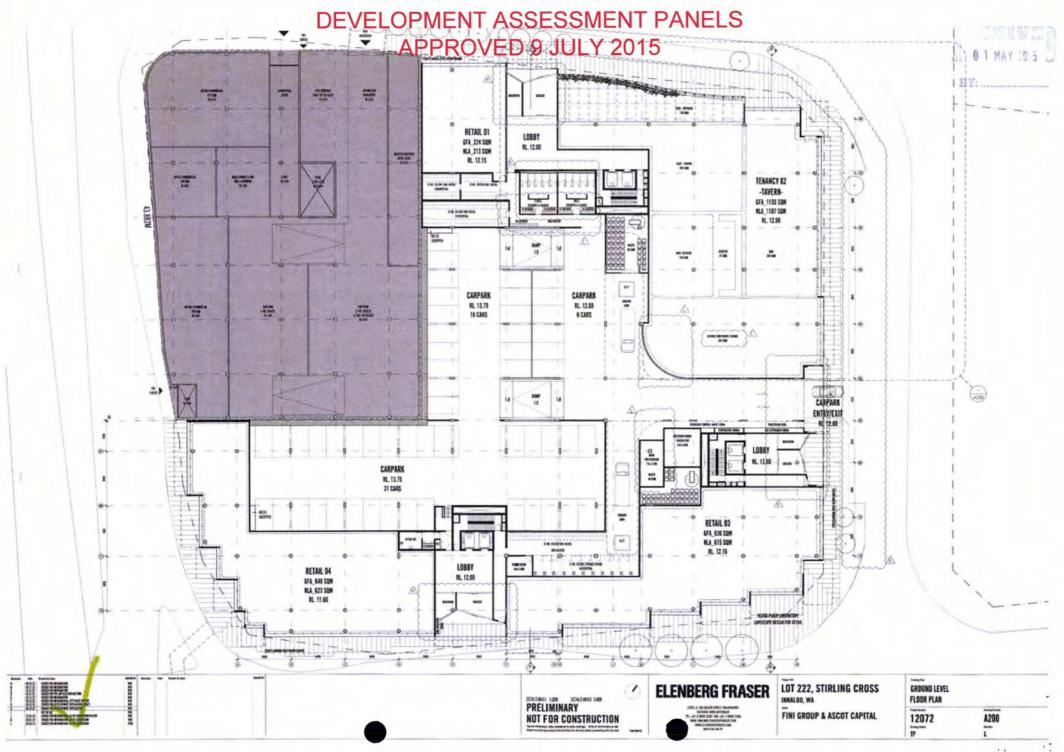
Where an approval has so lapsed, no development shall be carried out without further approval having first been sought and obtained, unless the applicant has applied and obtained Development Assessment Panel approval to extend the approval term under regulation 17(1)(a) of the *Development Assessment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

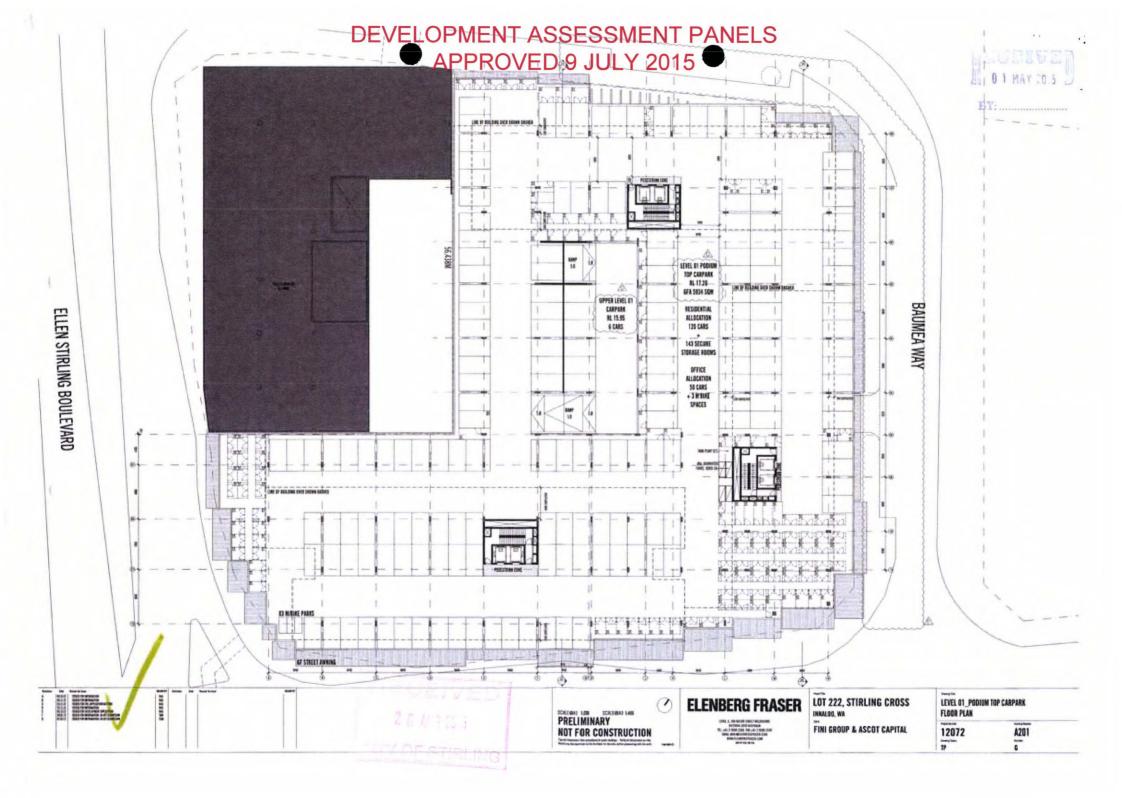


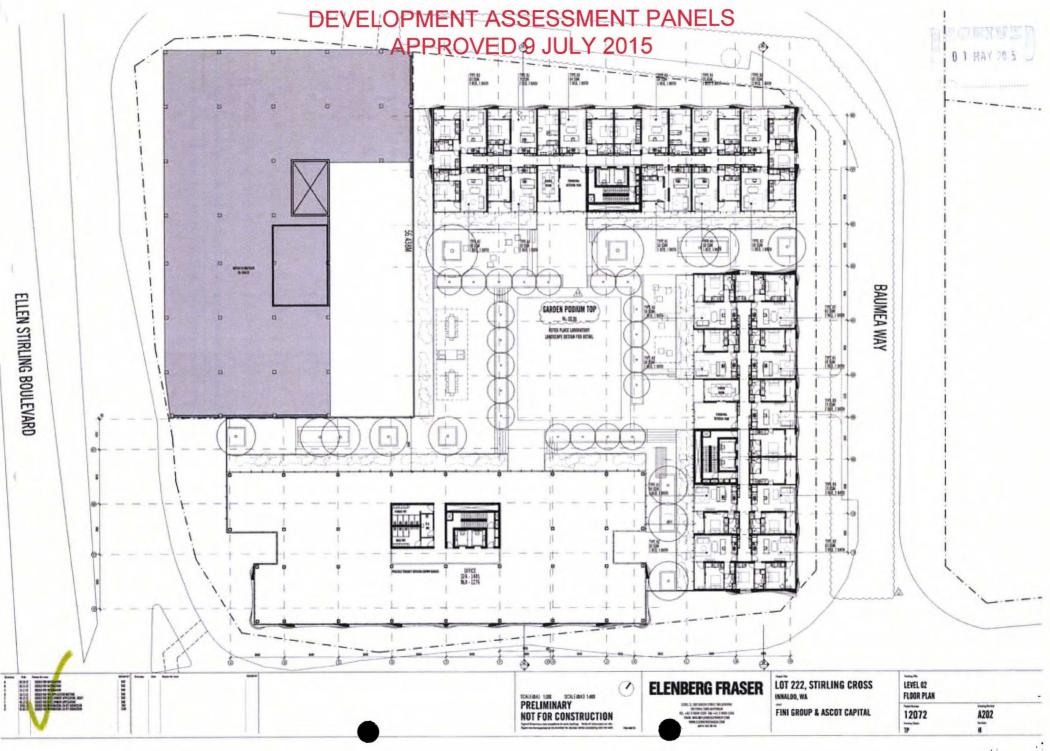




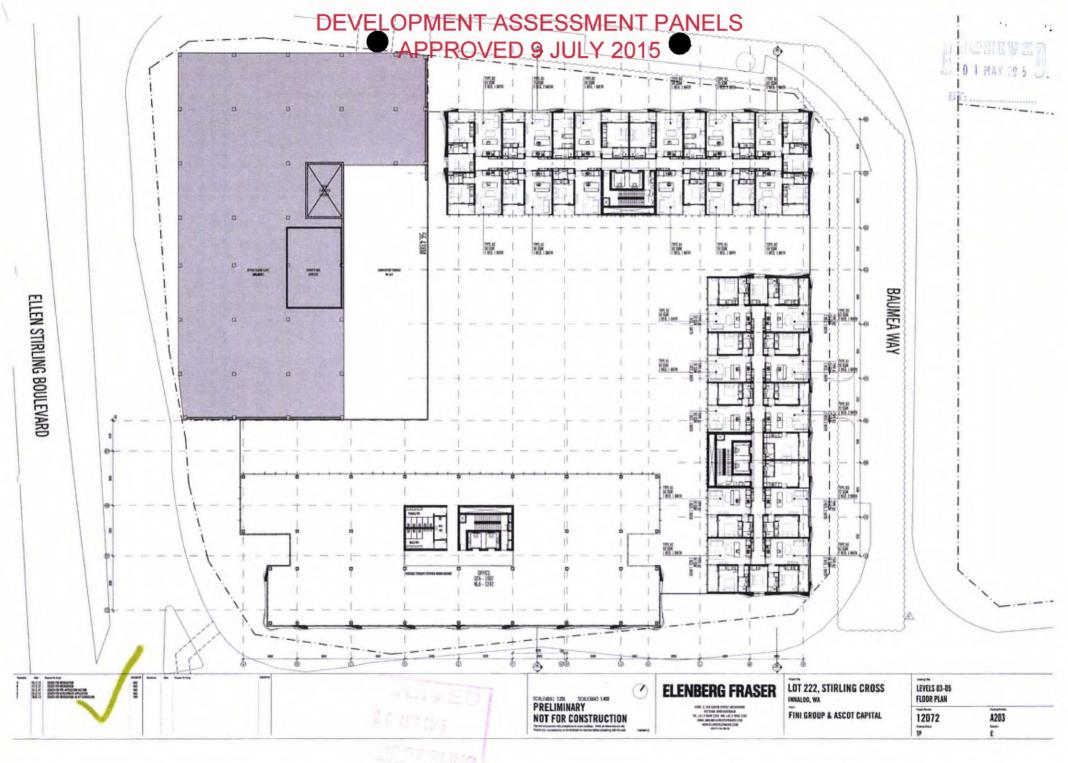


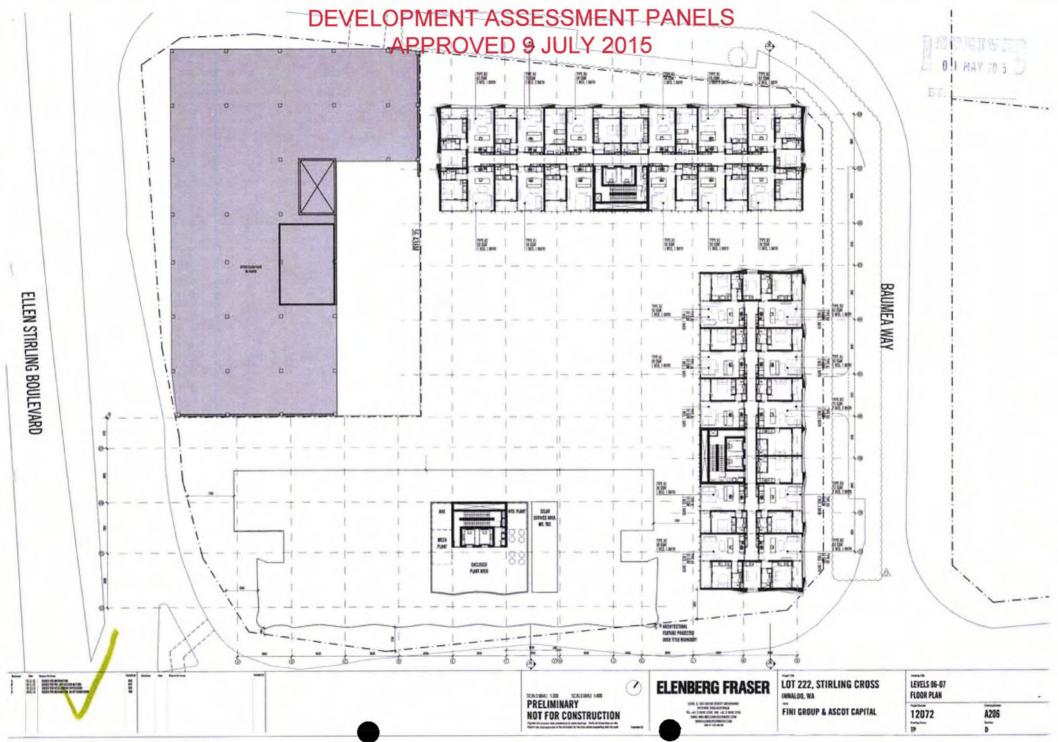




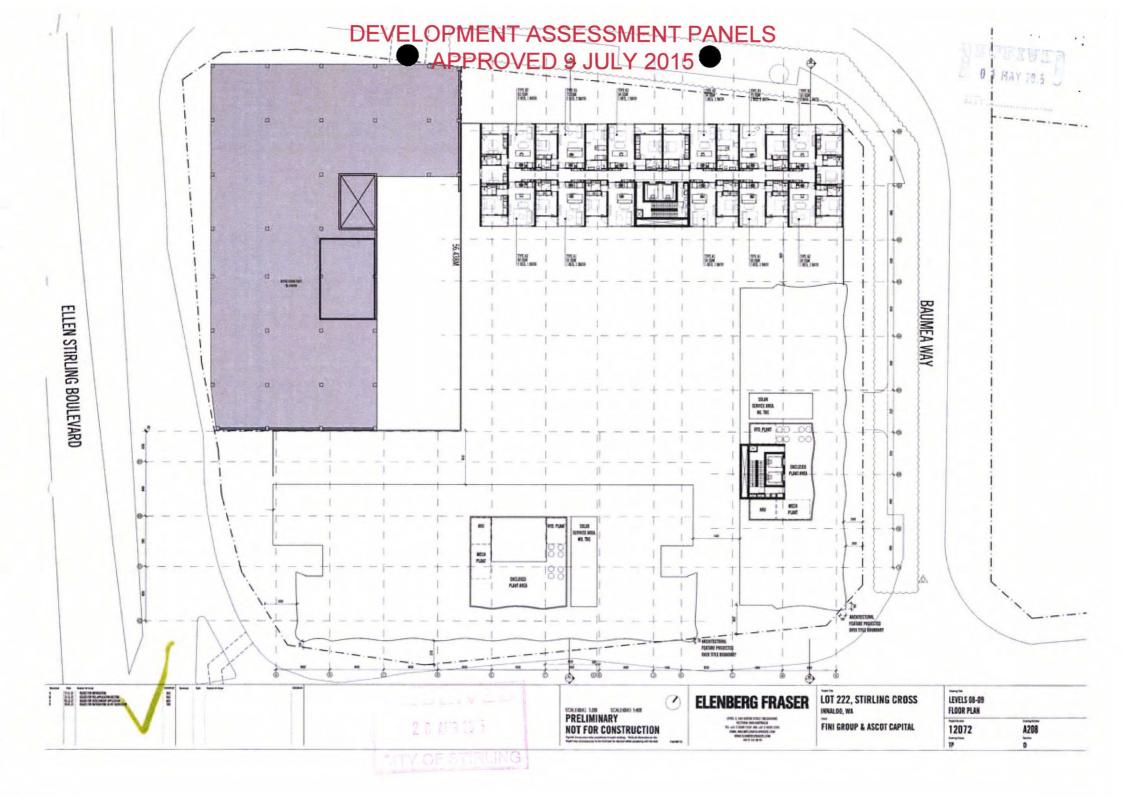


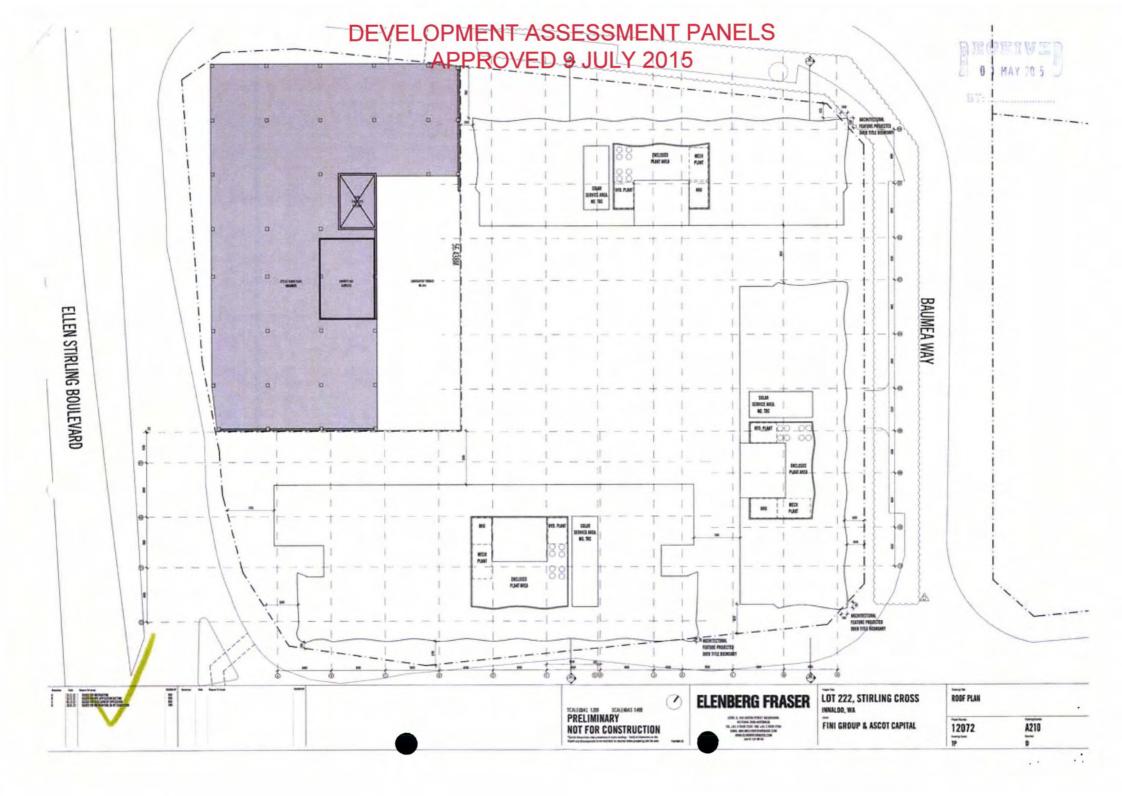
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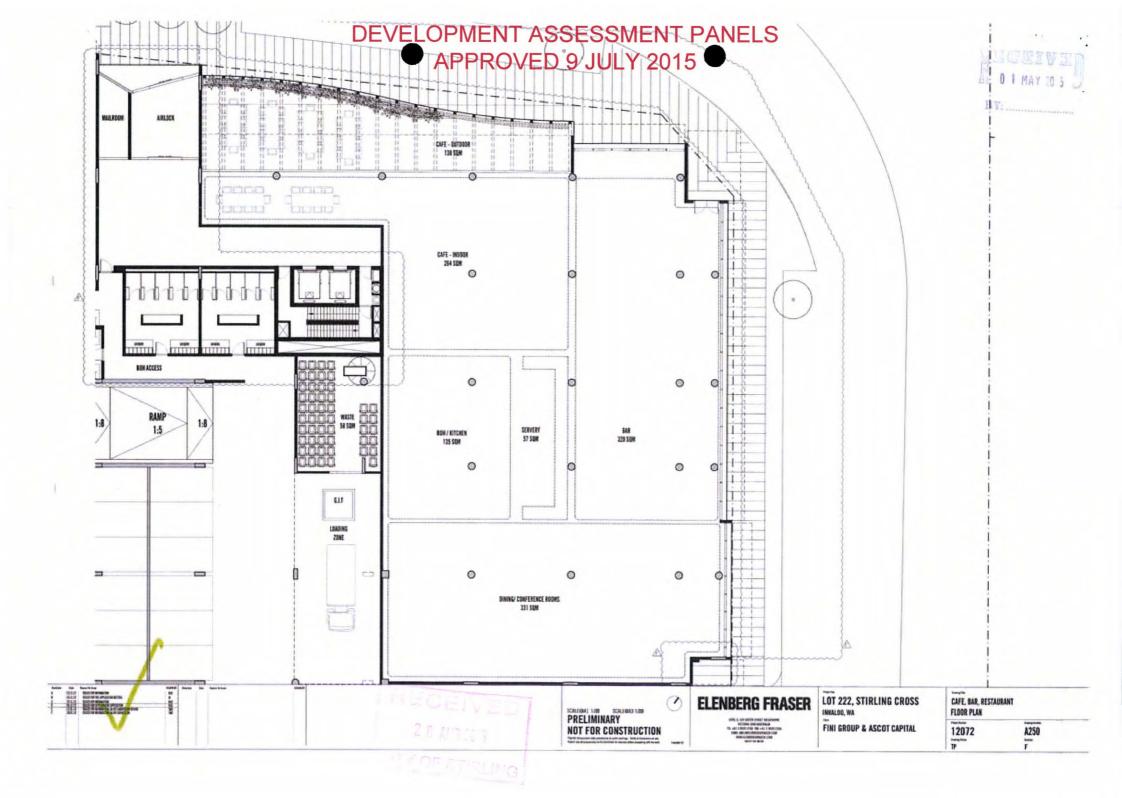




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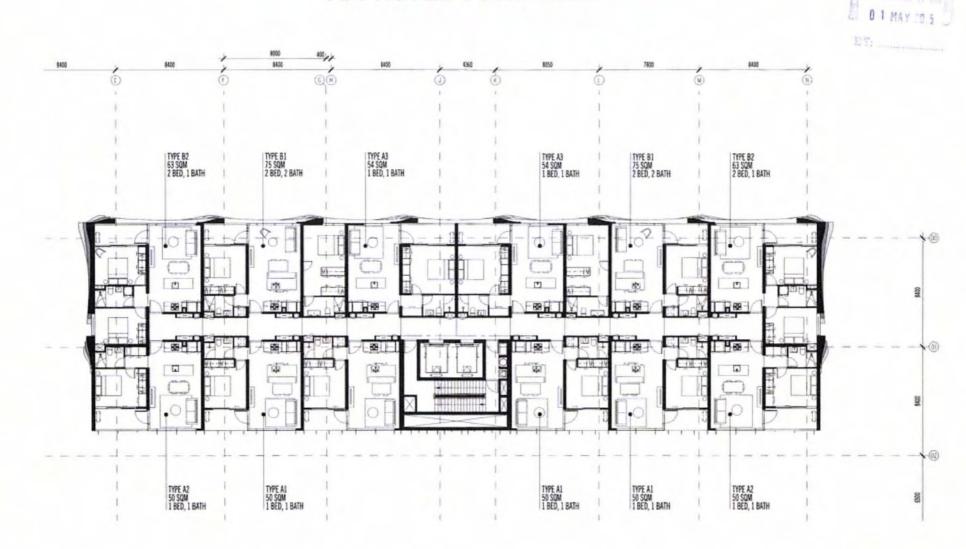




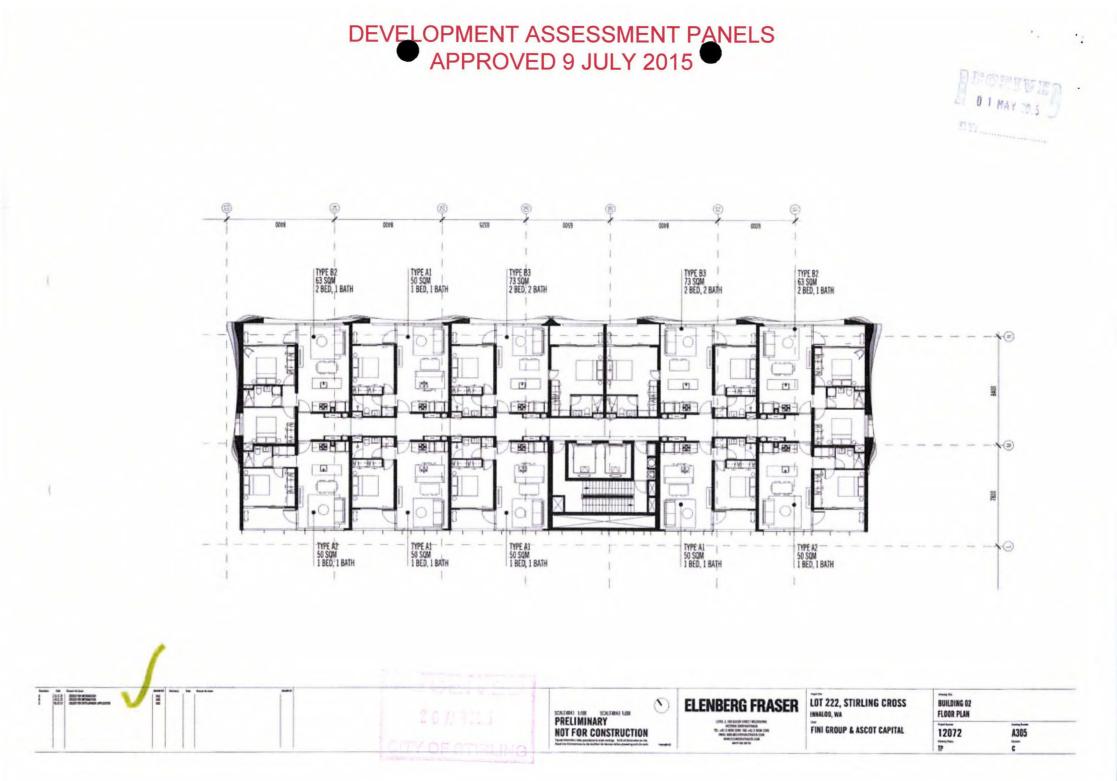


DEVELOPMENT ASSESSMENT PANELS APPROVED 9 JULY 2015

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DEVELOPMENT ASSESSMENT PANELS APPROVED 9 JULY 2015

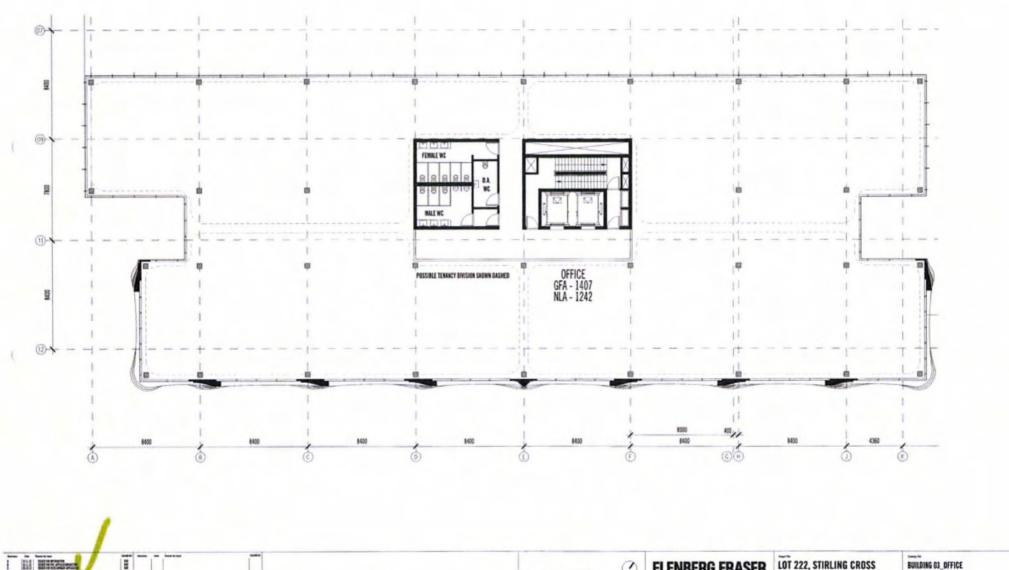
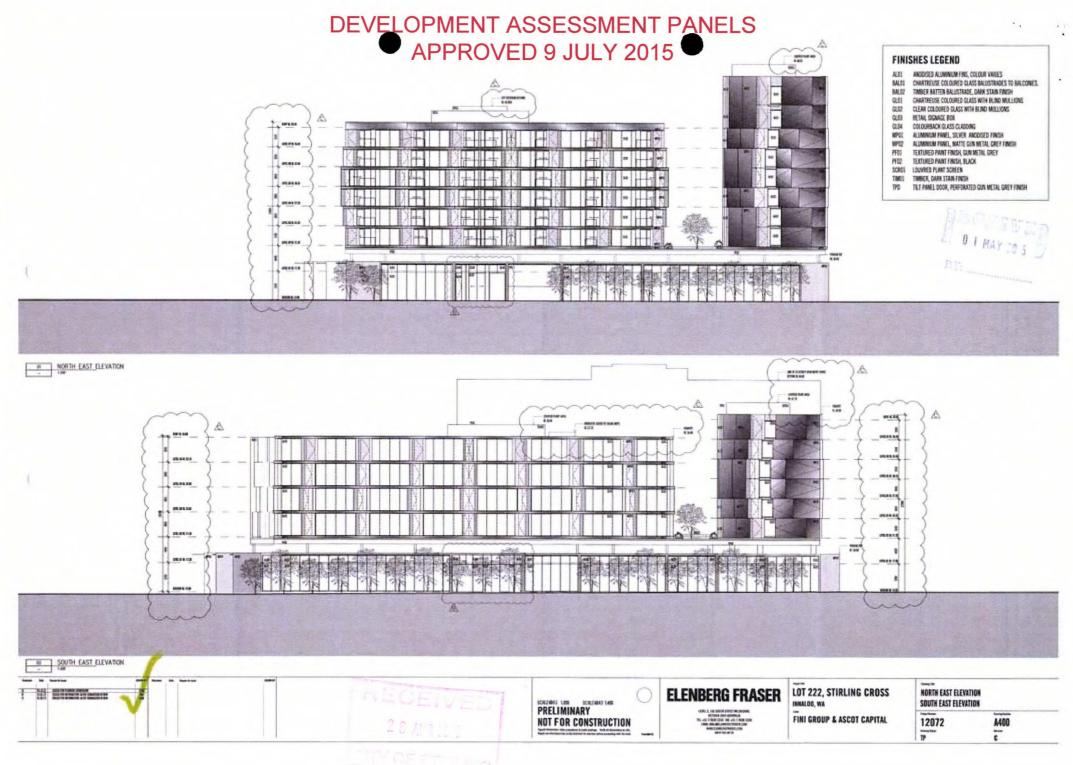
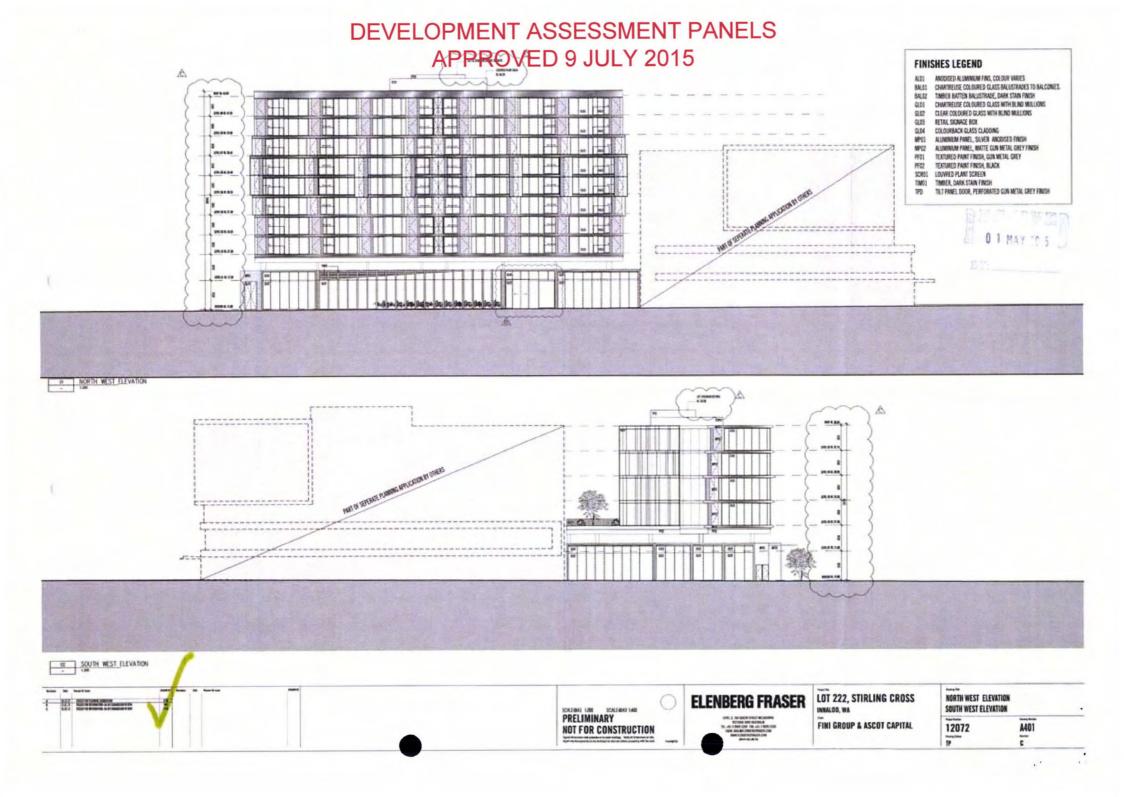


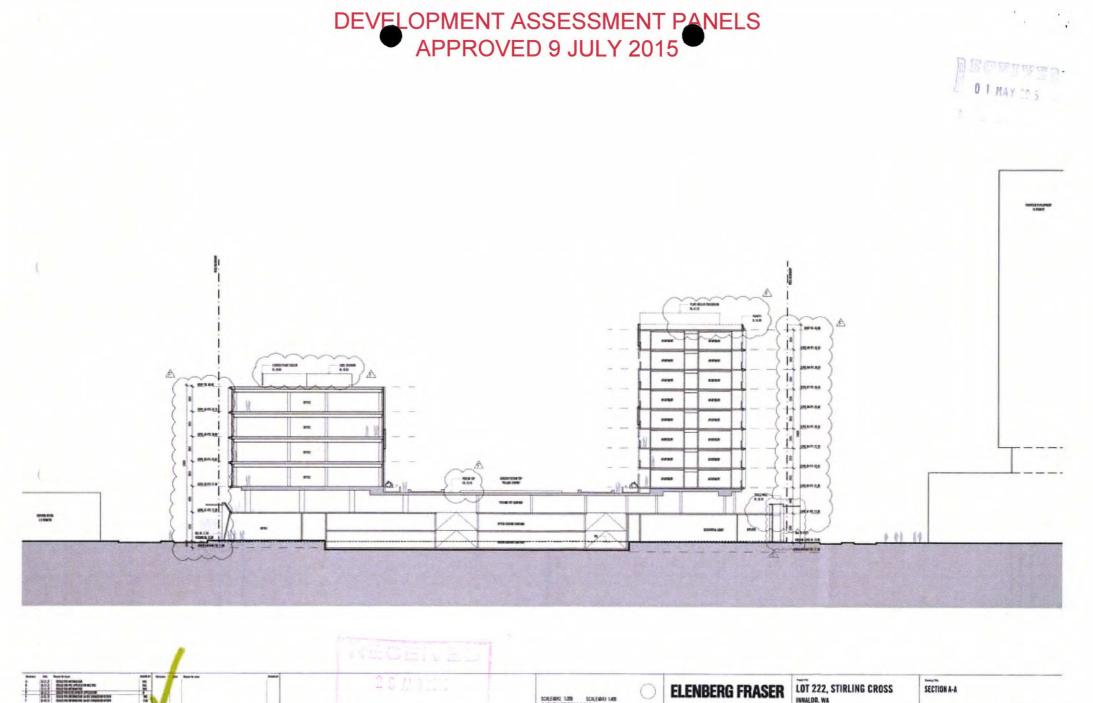
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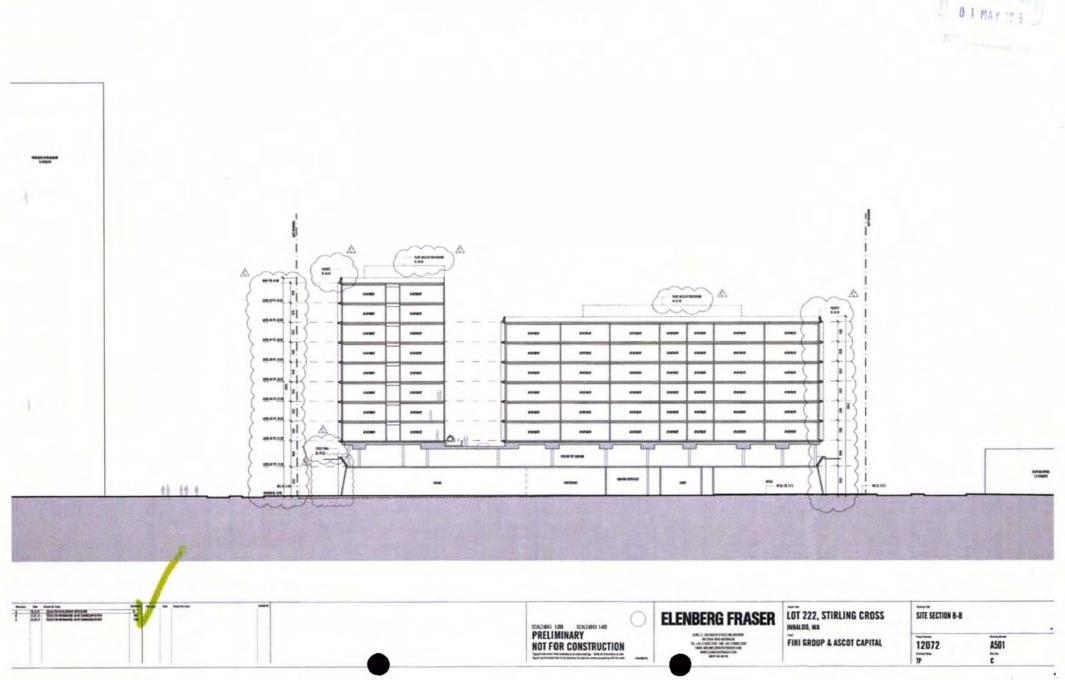
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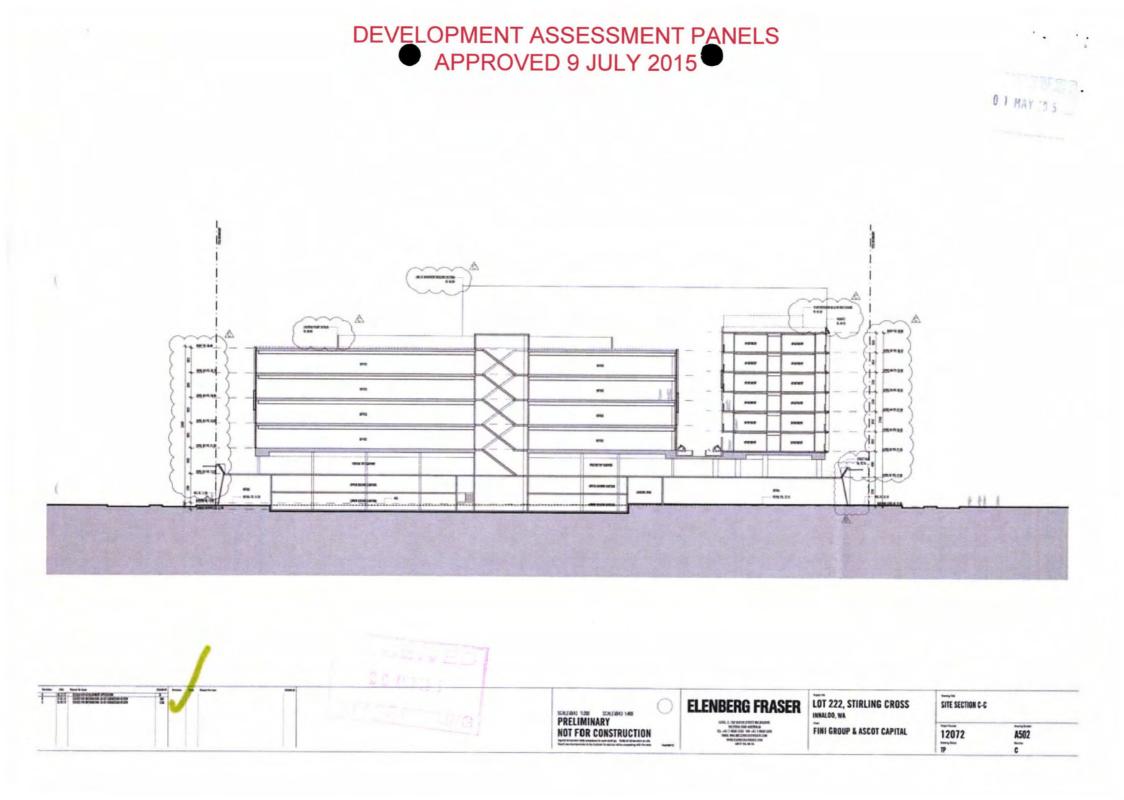
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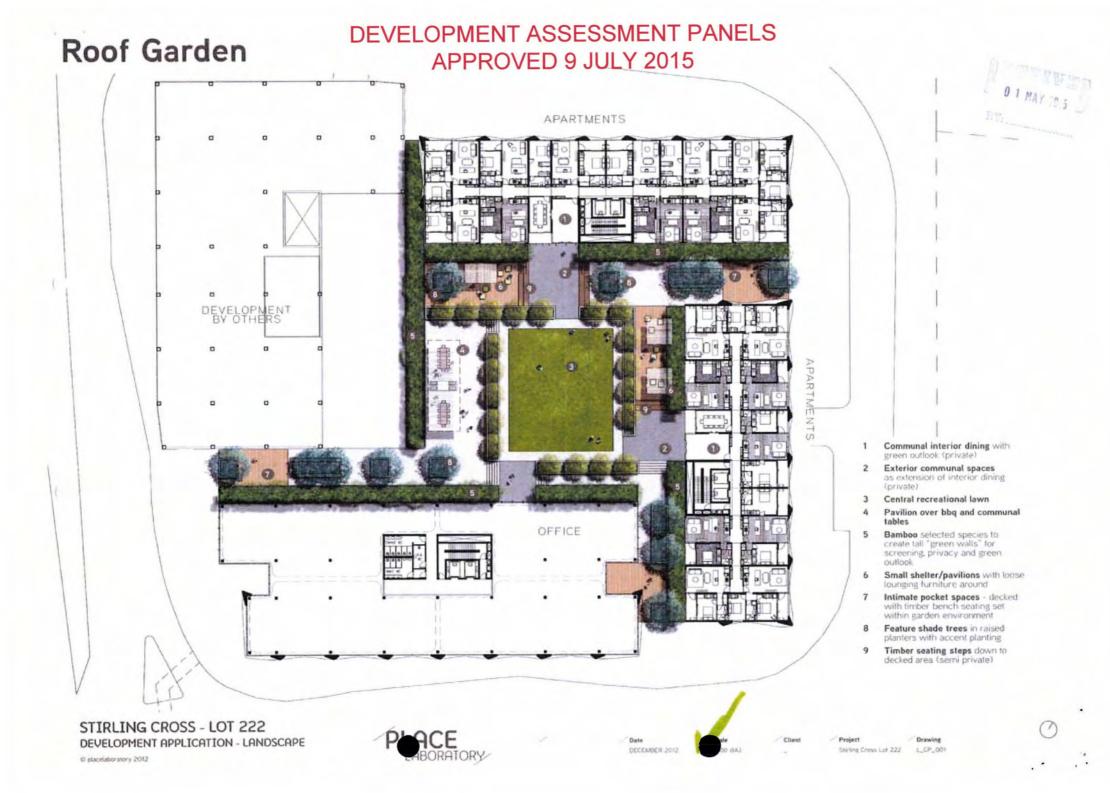
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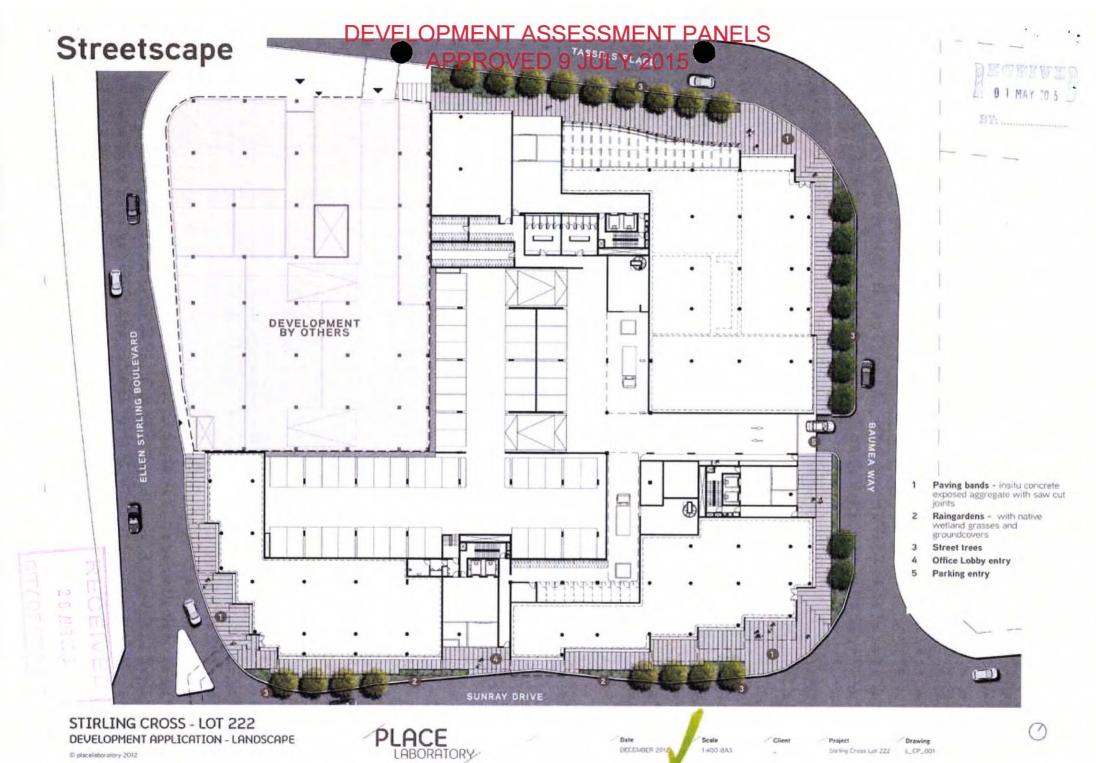




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© placelaboratory 2012

Trees and Planting









Brachychillon populneu Ruinsjong

STIRLING CROSS - LOT 222 **DEVELOPMENT APPLICATION - LANDSCAPE** © placelaboratory 2012



PLANTING - WSUD verges



Carles actors Tall Sedge

Red Runner



Bambao



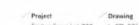
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Litty Pitty

White Wisteria



Stirling Gross Let 222 L.CP.001



Date DECEMBER 2012

Landscape Approach APPROVED 9 JULY 2015

LANDSCAPE APPROACH

The landscape spaces for Lot 222 includes the Roof Garden (podium level) and the Streetscape / Verge treatment at ground level.

The landscape has been designed to compliment the architecture of the development and create coherent, functional spaces that provide attractive amenity to the community. The design addresses the urban, mixed use nature of the area by integrating and unifying public spaces with private spaces through a consistent selection of plants and appropriate surface treatments.

The Roof Garden, situated on the podium of the Lot 222 Development has been designed as a communal green area for residents as a place to use and enjoy as well as serving as a primary outlook from the surrounding apartments and offices.

The outer edges of the space is lined with planters of tall bamboo to assist in screening / privacy where required and also to create an overall green atmosphere and outlook. Additional raised planters comprised of high quality materials and planting help define a series of spaces - large and small to facilitate a range of uses. from communal gathering and dining to smaller intimate spaces for seclusion and relaxation,

Shade is provided during summer months with the planting of deciduous trees. and the inclusion of shade pavilions. A large open area of lawn centrally within the garden provides a comfortable and cooling surface for residents to use for resting or recreation.

The roof garden also includes bbg facilities, fixed and flexible seating and decked areas for socialising.

Building Entries and Streetscape. High quality feature paving bands radiate out perpendicular to the ground level facade providing a seamless relationship and comfortable access to the building and its entries at ground level. The paving bands also define the edge to the rain gardens and verge planting which capture runoff from the paved areas and adjacent streets.

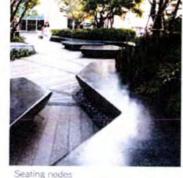
The soft landscape treatment to the rain gardens and verge planting represents the local wetland character of the area (precinct 4 - identified in the City of Stirling Town Planning Scheme No. 38), with the planting palette selected to reinforce this relationship.

PLANTING AND MATERIALS

- ٠ Plant species have been selected for their low maintenance / low water requirement and are predominantly indigenous to reinforce the local natural character and provide food/habitat for native fauna.
- ٠ Trees selected relate to the scale and proportion of the architecture, compliment facades and provide shade and comfort to the public.
- . High quality stone paving at building entries and roof garden to compliment building aesthetic and emphasise as key entry and gathering areas.
- In situ concrete lootpath, exposed aggregate with saw cut leature jointing .
- Timber seating elements and decks to the roof garden, designed and detailed to ٠ complement the architectural/landscape aesthetic and functionality of the spaces in which they are located.

STIRLING CROSS - LOT 222 **DEVELOPMENT APPLICATION - LANDSCAPE**

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small pavilions



Bamboo and "green rooms"



Seating decks with integrated lighting



Pavilion with communal seating



lighting / materials and planting



Materials and texture



Client Project

Drawing Stirling Cross Let 222 L_CP_001





Green outlook

0 1 MAY 30



Form 2 - Responsible Authority Report

(Regulation 17)

Property Location:	Lot 222 (No. 1) Sunray Drive, Innaloo	
Application Details:	Minor Amendments to Approved	
	Development (Change of Use Office to	
	Serviced Apartments)	
DAP Name:	Metro North-West Joint Development	
	Assessment Panel	
Applicant:	TPG Town Planning, Urban Design and	
	Heritage	
Owner:	Fabray Pty Ltd	
LG Reference:	DA12/309.01	
Responsible Authority:	Department of Planning on behalf of the	
	Western Australian Planning Commission	
Authorising Officer:	Executive Director Perth and Peel Planning	
Department of Planning File No:	DAP/15/00033 and 20-50449-1	
Report Date:	21 October 2015	
Application Receipt Date:	31 August 2015	
Application Process Days:	52 days	
Attachment(s):	Attachment 1 - Context Location Plan	
	Attachment 2 - MRS Zoning Plan	
	Attachment 3 - LPS Zoning Plan	
	Attachment 4 - Draft Stirling City Centre	
	Structure Plan	
	Attachment 5 - Application Plans Extract	

Officer Recommendation:

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

- 1. **Accept** that the DAP Application reference DAP/15/00033 as detailed on the DAP Form 2 dated 31 August 2015 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development* (Development Assessment Panels) Regulations 2011;
- 2. **Approve** the DAP Application reference DAP/15/00033 as detailed on the DAP Form 2 date 26 August 2015 and accompanying plans :

A001 K, A002 J, A003 H, A200 Q, A200M B, A201 L, A202 M, A203 J, A207 H, A208 H, A210 J, A250 K, A300 G, A305 H, A310 G, A400 G, A401 G, A500 K, A501 G and A502 G.

in accordance with the provisions of the Metropolitan Region Scheme, for the proposed minor amendment to the approved Mixed Use Development at Lot 222 Sunray Drive, Innaloo, subject to:

Amended Conditions

1. This approval relates to a change of use from Office to Short Stay Accommodation with the remainder of the development remaining as Mixed Use, as approved by the Metro North-West Joint Development Assessment Panel on 25 March 2013.

All other conditions and requirements detailed on the previous approval dated 25 March 2015 shall remain unless altered by this application.

Background:

Property Address:		Lot 222 (No. 1) Sunray Drive, Innaloo
Zoning	MRS:	Central City Area
	TPS:	City Centre
Strategy Policy:		
Development Scheme:		Metropolitan Region Scheme, City of Stirling
		Town Planning Scheme 38
Lot Size:		6,543m ²
Existing Land Use:		Vacant
Value of Development:		\$55 million

- The site is vacant and undeveloped other than remediation and site works having occurred.
- The site is located in the suburb of Innaloo, approximately 7km north east of Perth and immediately north of the IKEA site (Attachment 1 Context Location Plan).
- The site has been the subject of an earlier Development Assessment Panel (DAP) application which was conditionally approved on 25 March 2015. The approval provided for a mixed use development comprising 3 multi storey buildings and accommodating 154 multiple dwellings, office floor space, shop and cafe/restaurant/tavern at ground level and three levels of parking.

Details: outline of development application

The Form 2 Application proposes amendments to a previously approved development and proposes a change of use to the previously approved land uses. The proposed amendments involve the conversion of the approved office floor space to serviced apartments, with the remainder of the approved development to remain generally consistent with the original approval. The previously approved development comprised the construction of a mixed-use building, with a shared three storey podium level and three tower elements, being:

- A four storey office tower, providing 5,666m² GFA of office floorspace.
- A six storey residential tower providing 59 multiple dwellings; and
- An eight storey residential tower providing a further 95 multiple dwellings.

In addition the earlier approval provided for 1,451 square metres of shop floor space at the ground floor level fronting Sunray Drive, Baumea Way and Tassels Place, together with 1,107 square metres of tavern floor space comprising a bar, restaurant, kitchen and conference rooms.

The proposal included three levels of above ground car parking, providing a total of 272 car parking bays, 3 motorcycle bays, 128 bicycle bays and associated end of trip facilities.

This Form 2 application seeks approval for an amendment to the approval described above and proposes the conversion of the approved office floor space to serviced apartments. The subject proposal will provide a total of 80 serviced apartments over 5 levels, plus associated facilities and services including the following amendments:

- The reduction of approved shop tenancy floorspace fronting Sunray Drive, to provide for serviced apartment lobby/reception, gymnasium, conference and staff/operational facilities.
- Internal changes to the residential towers.
- Alterations to the internal service areas, end-of-trip facilities, visitor bike parking relocated to the public realm, car parking areas, residential stores.
- Increases to the landscaped area on the podium level, as a result of the change from the office tower footprint to serviced apartments.
- Minor changes to the size and layout of the approved shop and tavern tenancies as noted below.

Development	Prov	ided
Component	Previously Approved Scheme	Revised Scheme
Office	5,666m ² GFA	None proposed.
Shop	1,451m ² NLA	1,060m ² NLA
Tavern/Restaurant	1,107m ² NLA	1,550m ² NLA
Residential	98 one-bedroom dwellings;	70 one-bedroom dwellings;
	and	and
	56 two-bedroom dwellings.	84 two-bedroom dwellings.
Serviced Apartment	None proposed.	80 serviced apartments.

A summary of the proposed amendments is outlined in the tables below:

	Number of Car Parking Bays	
Use	Previously Approved Scheme	Revised Scheme
Commercial/Visitors	152	77
Residential	120	154
Serviced Apartment	N/A	42
Total	272	273

The Form 2.2 application also proposes minor changes to the heights of the towers however, proposes no additional overall height to the tower components and rather only an increase to the podium level by 0.7 metres.

Legislation & policy:

Legislation

Planning and Development Act 2005

Metropolitan Region Scheme (MRS)

City of Stirling Local Planning Scheme No. 3 - Stirling City Centre Special Control Area

State Government Strategic Planning Documents

Directions 2031 and Beyond (Directions 2031) identifies the Stirling City Centre is identified as a 'Strategic Metropolitan Centre'.

State Government Planning Policies

State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP4.2)

Development Control Policy 1.6 - Planning to Support Transit Use and Transit Oriented Development (DC 1.6)

Local Policies

Stirling Regional Centre Precinct 4 Outline Development Plan (ODP) which includes the Urban Design and Building Guidelines (ODP Design Guidelines)

Draft Stirling City Centre Structure Plan (Draft Structure Plan)

Consultation:

Public Consultation

The Department of Planning has not undertaken any public consultation.

Consultation with other Agencies or Consultants

The Department of Planning has not undertaken any consultation with external agencies on the grounds of the previous consultation that was undertaken with the **Transport Portfolio Agencies** (TPA): The Department of Transport (DoT), Main Roads Western Australia (MRWA) and the Public Transport Authority (PTA) objected to the original proposal on the following grounds:

- the Transport Assessment does not adequately address the travel patterns to the development and the robustness of the adjacent network to accommodate the proposed resultant increase in traffic;
- the traffic generation assessment does not have sufficient technical rigour; and
- parking allocation has not been confirmed as agreed between the proponent, Stirling Alliance and the City of Stirling.

The amended application does include a Transport Assessment which supports the application, responds to some of the agency concerns and will be discussed in the Planning Assessment section of this report. The amendments to the Transport Assessment do not impact on the previous comments received from the TPA and as such no additional consultation was undertaken.

Planning assessment:

Site Context

The subject site is located west of the Mitchell Freeway and has frontage to Ellen Stirling Boulevard, Tassels Place, Sunray Drive and Baumea Way. The surrounding

area is characterised by commercial development to the south east, and single storey residential development to the north, south and west (excluding the development under construction on adjacent Lot 221). The site is located adjacent to major commercial development, which includes the IKEA, a pharmacy, shoe store, camping store and commercial offices. To the south-west further commercial development exists including a supermarket and the Westfield Innaloo shopping centre, which has been approved for a major redevelopment that will yield an additional 47,000m2 GLA floor space.

Land Use

The Form 2 Application only proposes a change of land use from office to short stay accommodation. The change of use is being pursued to reflect an undersupply of short stay accommodation in the Perth metropolitan region and an oversupply in office space. The applicant's advise that the undersupply in short stay accommodation in Perth has resulted in some of the highest occupancy rates of any city in the world, and has reduced both the availability and affordability of accommodation for leisure and business travelers to the region.

The proposed change of land use from office to short stay accommodation is supported by the Department on the following grounds:

- Short Stay accommodation is envisaged in the Structure Plan.
- Short stay accommodation will increase the mix of uses in the Stirling City Centre and assist in meeting the objectives of SPP 4.2 and DC 1.6.
- Provides for a variety of land uses and activities that contribute to a vibrant and active street front.
- Provides a higher density, multi-storey built form outcome with vertical integration of land uses;
- Facilitate the creation of new employment opportunities within the area so as to reduce the demand for travel and enhance the level of self-sufficiency.
- Stirling City Centre and the land the subject of this application, is ideally located to accommodate short stay accommodation, of the type proposed being self-service/business accommodation and will be well serviced by public transport and a range of supporting tourism services and attractions.

On the basis of the above, the proposed short stay accommodation is considered to be in keeping with the desired future character of the locality as a diverse, mixed use urban environment, and constitutes an appropriate and desirable use for the subject site.

Compliance with the Planning Framework

Validation of the subject application, against the planning framework (Region Scheme, State Planning Policies and Development Control Policies), was agreed to as part of the earlier application. The amended plans, which propose to replace the office floorspace with short stay accommodation, continues to meet the higher order objectives for a city centre area such as Stirling City Centre, as summarised below:

• Stirling City Centre is identified as a 'Strategic Metropolitan Centre' which is a high order centre intended to be a multi-purpose centre providing a mix of

retail, office, community, entertainment, short stay accommodation and employment activities.

- The Stirling City Centre Structure Plan encourages identification of sites appropriate for short stay accommodation.
- Promote Stirling City Centre as an employment, accommodation and entertainment hub.
- Remove additional proposed office space and prevent an oversupply in office space.
- Provide short stay accommodation in the Station Precinct and promoting transit-oriented development principles, to make it convenient and practicable for residents, employees and visitor to travel by public transport instead of by private car.
- Provide employment and short stay accommodation opportunities which reduce reliance on the Perth CBD.
- Provide an entertainment node comprising a tavern, cafe, short stay accommodation and retail to support the existing commercial, office and residential uses and provide for a mix of uses in the precinct.
- Improve the efficiency of existing public infrastructure, better integrate Stirling City Centre with the public transport system and contribute to the intensity required to support high-frequency public transport by generating additional patronage of the Stirling train station.

Transport Assessment Carried Out by Applicant

A Transport Assessment has been prepared in response to the proposed mixed use development and refers to the site as a Transit Oriented Development (TOD) site. The assessment has estimated trip generation based on parking provision rather than the usual method of floor space for different land use types, due to the sites being developed as TODs with close proximity to Stirling train station.

The proposed mixed use development and change of use from office to short stay accommodation will reduce trip generation from the site marginally and continues to demonstrate that the traffic from the proposed development can be accommodated within the existing road network.

In terms of parking provision as outlined on Page 3 of this report, the proposed supply of car bays is considered appropriate having regard to the following matters:

- The development is part of a transit oriented development, having access to existing public transport services.
- The development of the site is designed to sustain high levels of pedestrian movement, comfort and convenience by incorporating shelter, street trees, lighting and active ground floor uses.
- The car parking reflects the impact of traffic volume in the locality and on the surrounding roads. Any additional car parking will add to possible congestion in the area as the level of car parking is dictated by the volume of traffic on the surrounding roads.

The proposal now provides for the provision of a taxi bay and at least 3 short stay parking bays on Sunray Drive and Baumea Avenue. In addition, the proposal now provides for seven bicycle parking racks at the ground plane. This is supported by the Department.

The parking provision for the site is supported as it meets the objectives of SPP 4.2, which states there should be flexibility for developers to provide less or no parking on-site and contribute cash-in-lieu towards facilities and services for common-use parking, public transport and alternative modes.

Given the level of public transport service to this area, combined with active management of the parking supply on site and on adjacent sites, it is reasonable to expect a significant mode shift to public transport, walking and cycling for commuting to the site. In light of the above, there is no objection to the proposal on regional transport planning grounds.

Transport Issues Conclusion

Stirling, being a Strategic Metropolitan Centre, is intended to be a multi-purpose centre that provides a mix of retail, office, community, entertainment and employment activities that are well serviced by high frequency public transport, thereby reducing the requirement for travel outside the catchment. To achieve the desired diversity and liveability, a robust integrated transport movement network, with particular emphasis on promoting public transport, walking and cycling and reducing the length and number of private car trips is essential.

It is acknowledged that the proposed development, in conjunction with the other proposed developments in the Station Precinct, previously approved by the DAP; will add to the existing traffic problems in this area. However, the lots have been created and the planning framework at all levels envisages dense development at this location. Additionally, a number of changes to the road network are proposed as part of the Draft Structure Plan and these will assist in reducing traffic problems.

Conclusion:

The proposed change of use from office to short stay accommodation will increase employment opportunities and the mix of land uses in the locality and within close proximity of the Stirling train station and other forms of public transport. The proposal is consistent with SPP 4.2 and the Draft Structure Plan for the Stirling City Centre and is considered to be in accordance with orderly and proper planning.

The proposal will preserve and contribute to the amenity of the locality by improving the range of available land uses and is consistent with the overall intent and objectives for development and land use in this area.

Accordingly, conditional approval is recommended.



INTERNAL USE ONLY

Internal Spatial Viewer Link to website

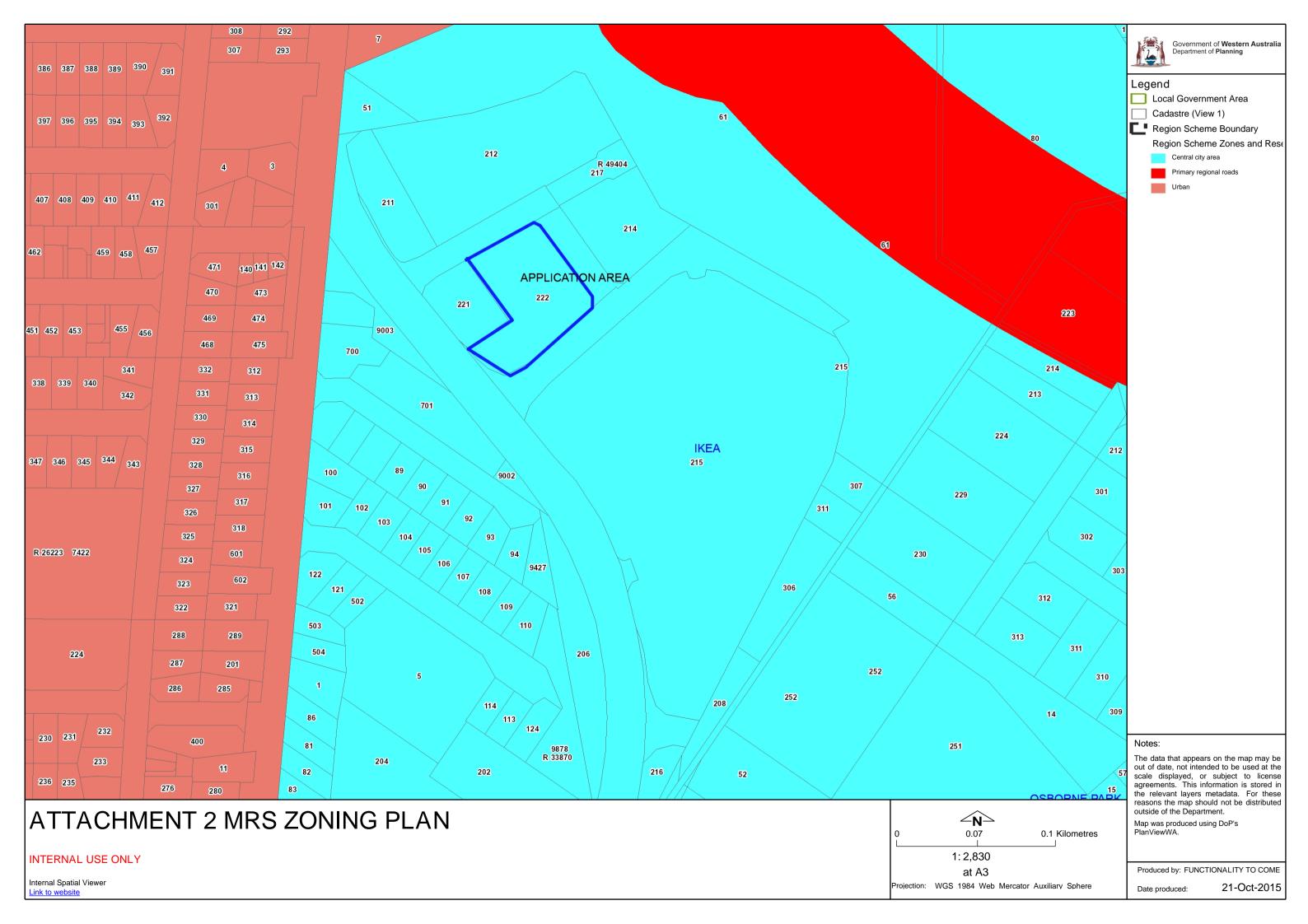


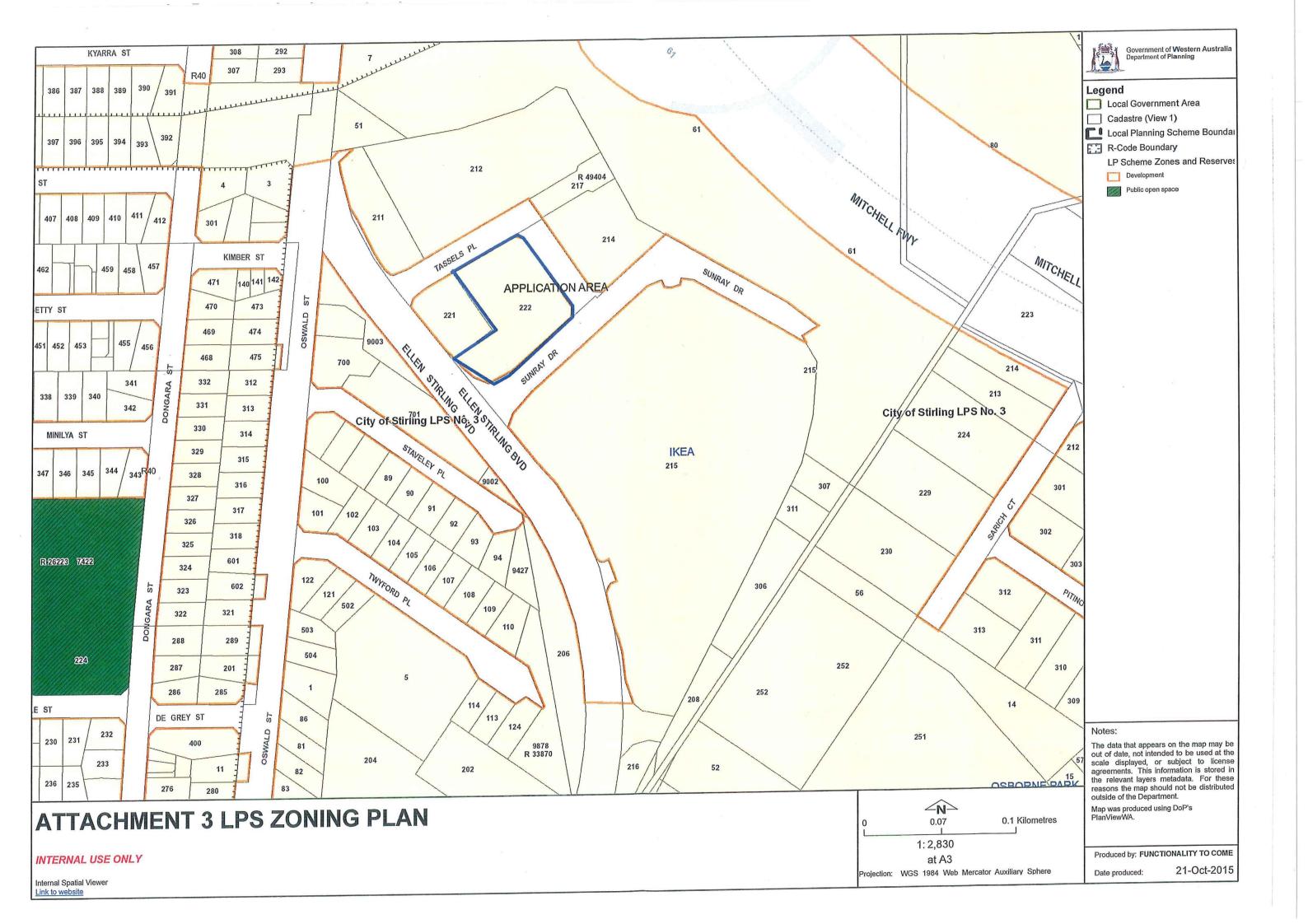
Government of **Western Australia** Department of **Planning**

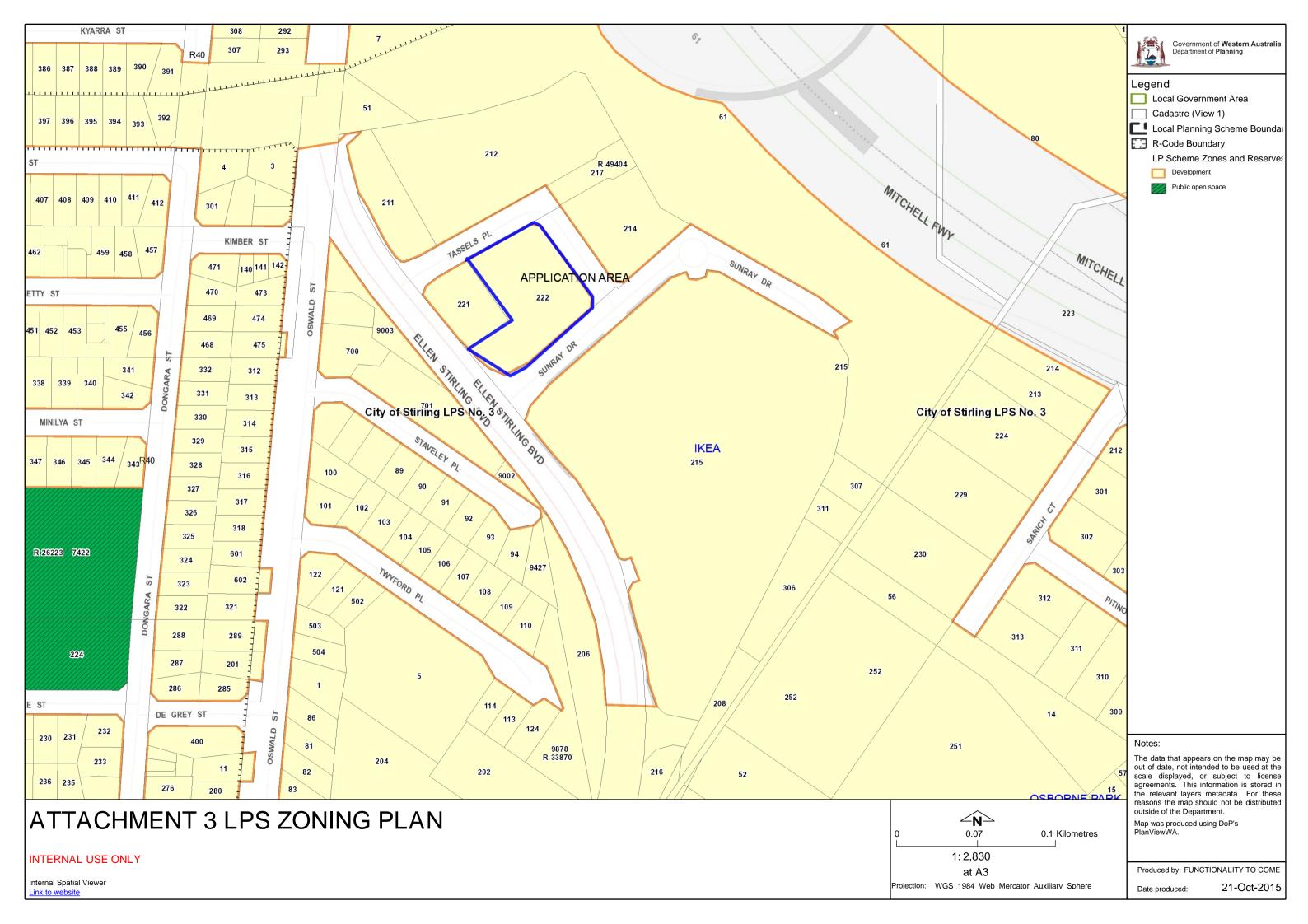
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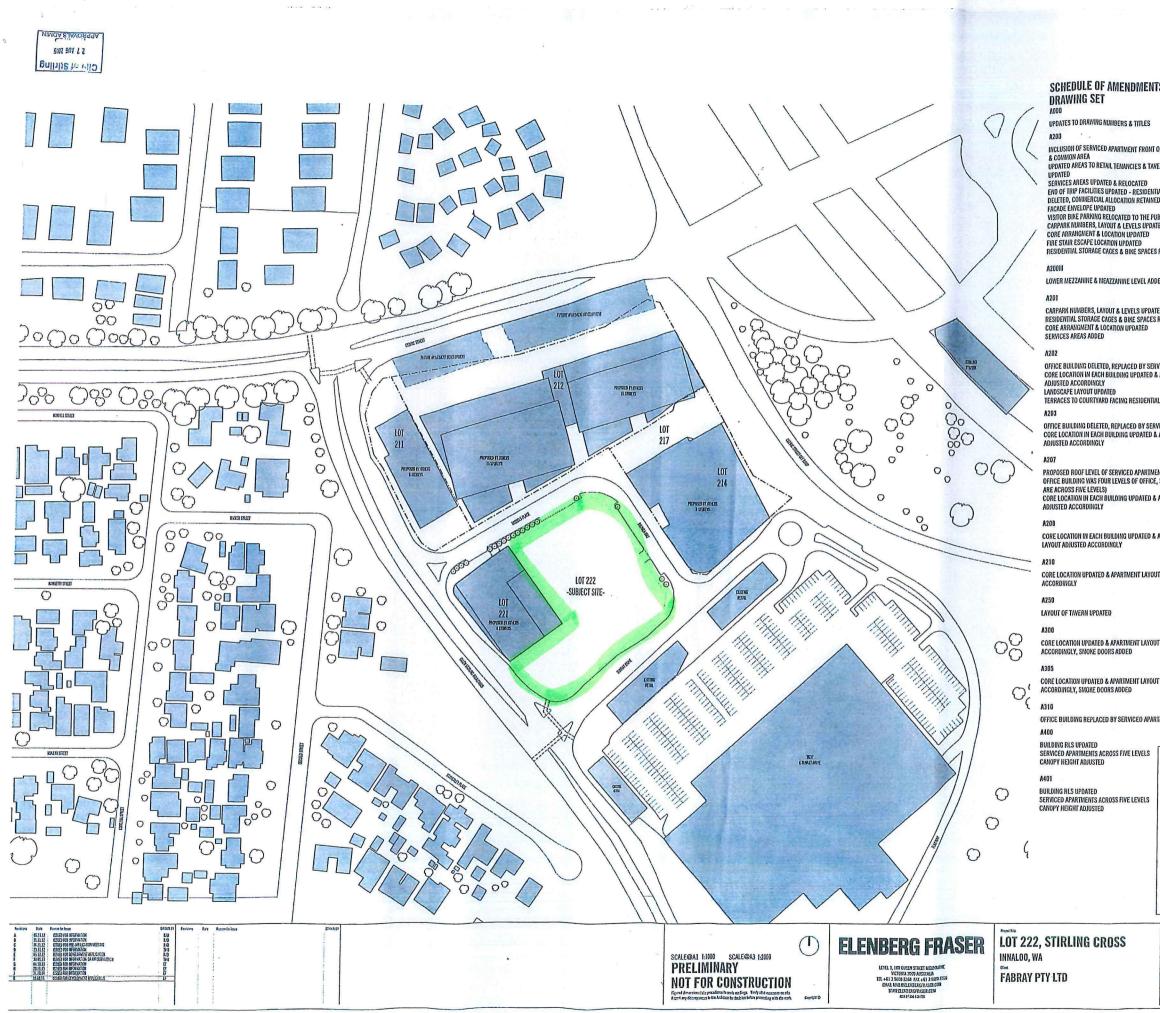
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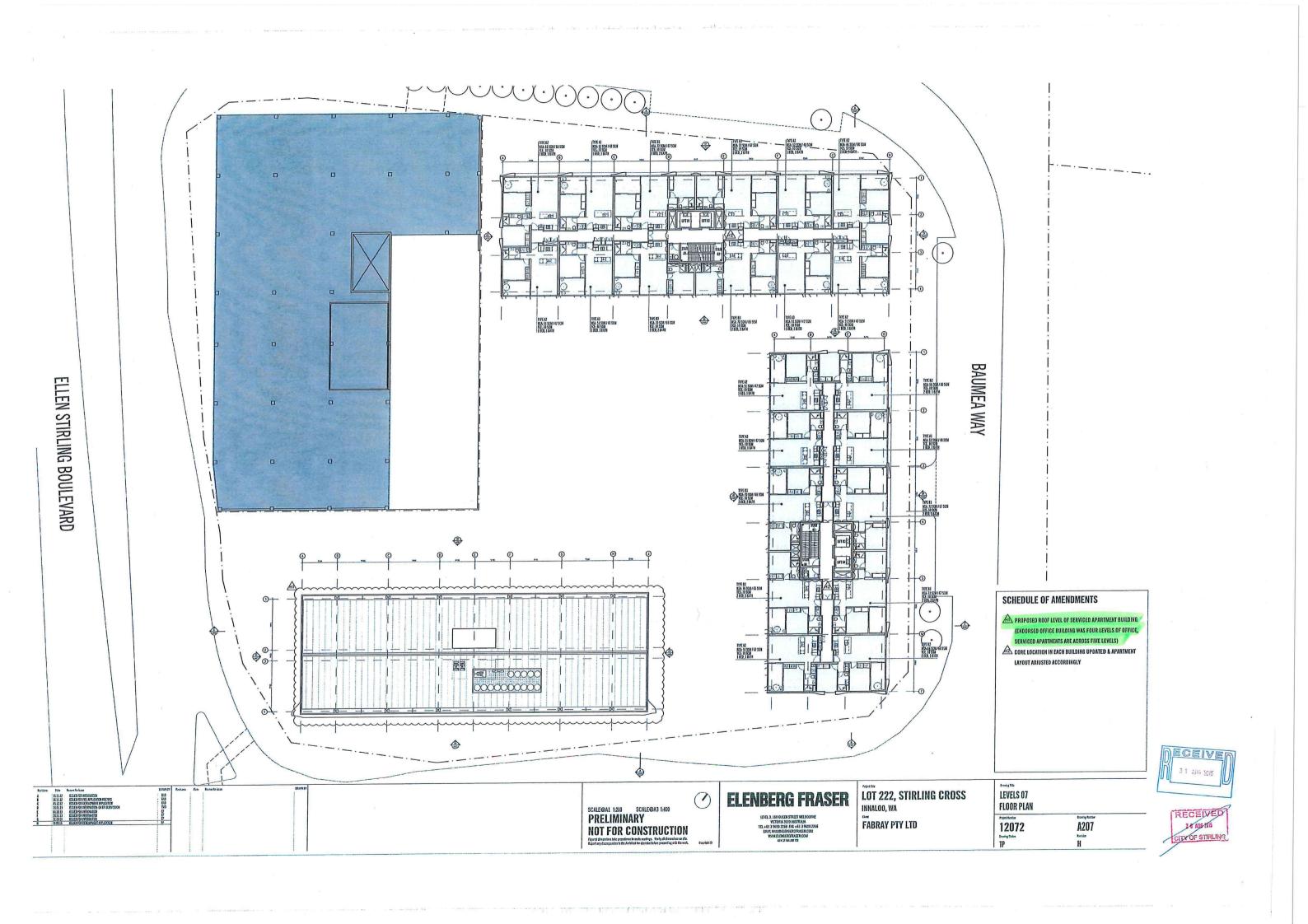
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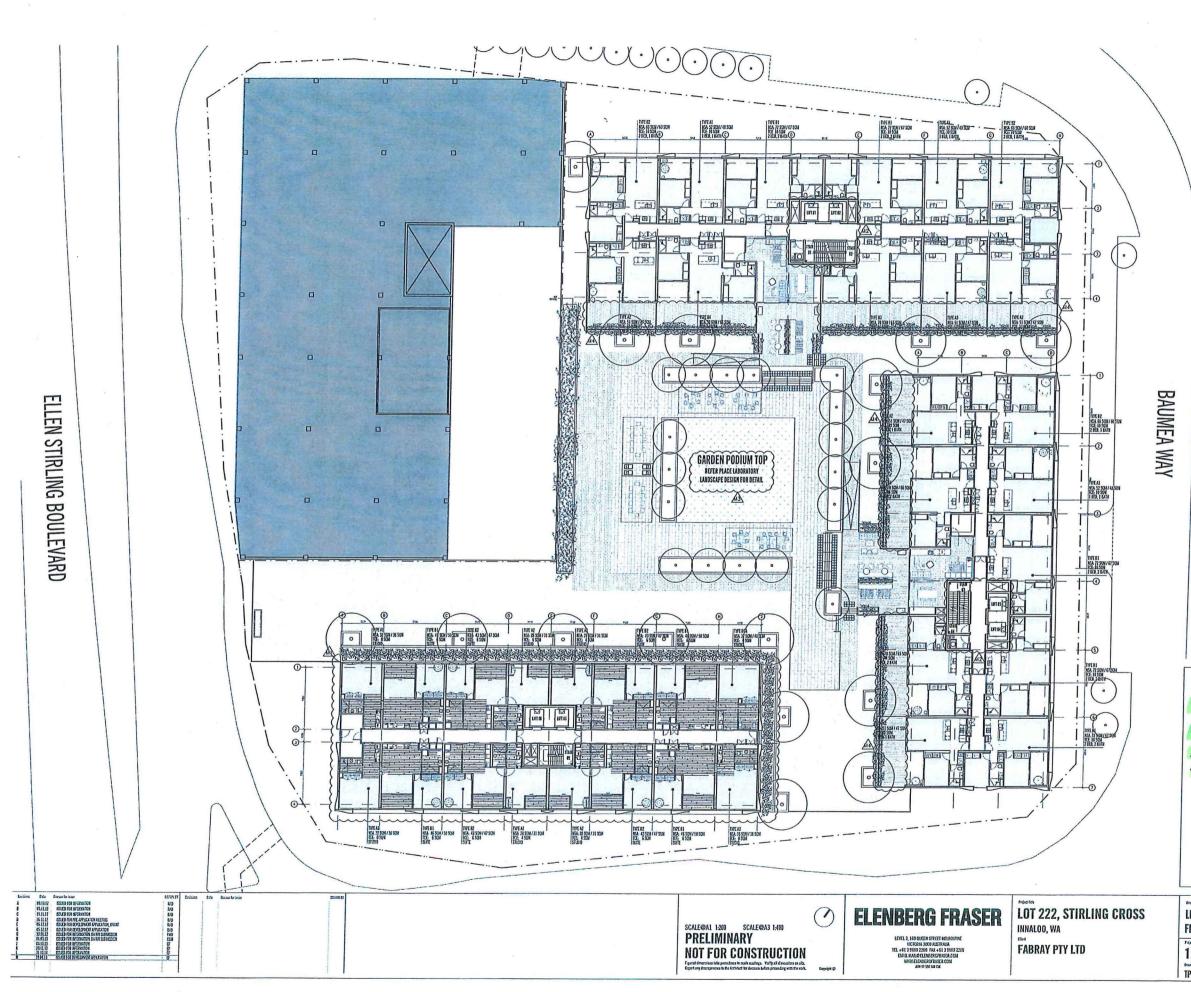
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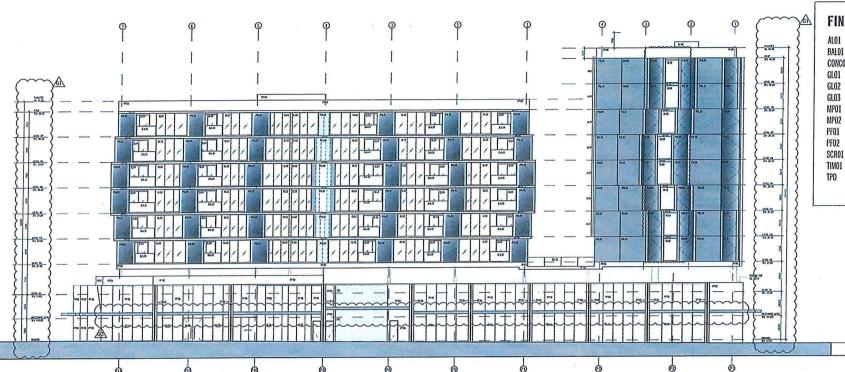




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State Administrative Tribunal Reconsideration

Responsible Authority Report (Regulation 12)

Property Location:	Lot 300, House Number 45, Alexander Drive,	
	Menora	
Application Details:	Retirement Complex	
DAP Name:	Metro North-West JDAP	
Applicant:	Hames Sharley	
Owner:	Uniting Church Homes	
LG Reference:	DA15/0520	
Responsible Authority:	City of Stirling	
Authorising Officer:	Ross Povey	
	Director Planning and Development	
Department of Planning File No:	DAP/15/00752	
Report Date:	23 October 2015	
Application Receipt Date:	13 March 2015	
Application Process Days:	123 days	
Attachment(s):	Attachment 1	
	 Development Application Plans and Waste Management Plan, all date stamped 18 May 2015: a) Drawing List – SD001 b) Perspective Views – SD002 c) Sun Shadow Diagrams – SD003 d) Materiality – SD004 e) Site Plan – SD010 f) Existing Site Survey – SD100 g) Basement Plan – SD200 h) Ground Floor Plan & Site Plan – SD210 i) Level 1 Plan – SD220 j) Level 2 Plan – SD230 k) Plan – Roof – SD290 l) Plot Ratio Plans – SD300 m) Elevations – SD400 n) Sections – SD500 o) Waste management plan 	
	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	



Applicant's justification dated 23 April 2015
Attachment 6 Existing approved Detailed Area Plan – 27 March 2012
Attachment 7 Additional written justification dated 13 October 2015
Attachment 8 Additional concept site perspectives dated 13 October 2015

Officer Recommendation:

That the Metro North-West Joint Development Assessment Panel, pursuant to section 31 of the *State Administrative Tribunal Act 2004* in respect of SAT application DR 284 of 2015, resolves to:

Approve DAP Application reference DAP/15/00752 and accompanying plans (Attachment 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. The Reduced Level of the ground floor finished floor level of the development is to be 23m RL.
- A Site Management Plan shall be submitted to the satisfaction of the City of Stirling prior to commencement of works. The Site Management Plan shall 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.
- 3. One additional visitor car bay is to be provided to the south east of the proposed building in accordance with AS/NZS2890.1 2004 to the satisfaction of the City.
- 4. 17 bicycle spaces to be provided on site in accordance with the deemed-to-comply provisions of clause 6.3.3 of the R-Codes.
- 5. 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.
- 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. Any on-site clothes drying facilities being screened from public view.



- 8. Vehicular parking manoeuvring and circulation areas indicated on the approved plan being sealed and drained and the parking spaces being marked out and maintained in good repair to the satisfaction of the City.
- 9. Adequate lighting being provided to communal pathways and parking areas to the satisfaction of the City.
- 10. All external lighting to comply with Australian Standards AS 4282-1997 for the control of obstructive effects of outdoor lighting and must not spill into any adjacent residential premises.
- 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. All 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.
- 13. All stores must be allocated to the car parking bay to which it abuts.
- 14. The bin enclosure shall comply with the City of Stirling Waste Management Local Law 2010.
- 15. Stormwater from all roofed and paved areas to be collected and contained on site.
- 16. A mechanical dryer is to be provided within each unit to the satisfaction of the City.
- 17. Air conditioning units, ducts and other services shall be screened from view.
- 18. Pedestrian pathways providing wheelchair accessibility connecting all entries to buildings with the public footpath and car parking areas to the satisfaction of the City of Stirling.
- 19. Compliance with the Waste Management Plan submitted as part of this application and dated 18 May 2015.

Advice Notes

- a) Compliance with the provisions of the Building Code of Australia.
- b) Compliance with the City of Stirling's Waste Management Local Law 2010.
- c) 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.
- d) 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.
- e) The applicant is responsible for ensuring that all lot boundaries as shown on the approved plans are correct.
- f) Development is to comply in all respects with the attached approved plans which have been stamped accordingly.



- g) 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.
- h) 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.
- i) 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.
- j) The development to be connected to deep sewerage in the locality

Background:

Property Address:		Lot 300, House Number 45, Alexander Drive,
		Menora
Zoning	MRS:	Urban
	TPS:	Private Institution
Use Class:		Retirement Complex
Strategy Policy:		Not Applicable
Development Scheme:		Not Applicable
Lot Size:		25860m ²
Existing Land Use:		Retirement Complex
Value of Development:		\$19 Million

A Detailed Area Plan for Lot 7083, House Number 45, Alexander Drive, and Lot 7659, House Number 2, Cone Place, Menora (site known as Elimatta Village), was approved by Council on 20 March 2012 (Council Resolution Number 0312/040) subject to the following relevant conditions:

- a. Any existing crossovers from Alexander Drive onto the site are to be removed when the existing care facility is decommissioned.
- b. Staging for the development is to accord with the approved staging plans.
- c. All proposed single storey dwellings facing Bradford Street and Cone Place are to have a minimum 3m setback, with dwellings permitted to occupy a maximum of 50% of the area between the 3 metre minimum setback line and a 6 metre building setback.
- d. A detailed landscaping plan to be submitted as part of stage 1 of the redevelopment for the whole site, to the satisfaction of the Manager Approvals.
- e. All land indicated as landscaped area on the approved plan being developed (planted, reticulated and mulched) on practical completion of the building to the satisfaction of the Manager Approvals. All landscaped areas are to be maintained in good condition thereafter.



- f. All air conditioners, mechanical plant and equipment is to be positioned to minimise the visual impact when viewed from Pinaster Street and Freedman Road.
- g. No fill is permitted on site greater than 500mm.
- *h.* The applicant to submit details of traffic calming measures within the site to the satisfaction of the Manager Engineering Design prior to the issue of a building license.
- *i.* A site management plan is required prior to commencement of development to include consideration of noise and dust control and parking and traffic management and delivery and storage of material during construction to the satisfaction of the Manager of Health and Compliance.

The approved Detailed Area Plan identified four stages of future development for the site, and indicated the scale of development would range from single storey grouped dwellings (independent living accommodation) to multiple dwellings up to four storeys in height. Stage 1 of the Detailed Area Plan, which comprised the grouped dwellings and club house has been implemented.

Stage 2 of the Detailed Area Plan, the subject of the development application, has been approved in the Detailed Area plan as 40 multiple dwellings (serviced apartments) in a single building with two and three storey building height elements, with a basement level. An application was submitted to the City on 13 March 2015, seeking development approval for stage 2 of the approved Detailed Area Plan.

Original Proposal

A development application for a Retirement Complex with 40 serviced apartments and undercroft car parking for 63 vehicles was received by the City on 13 March 2015 that required determination by the Metro North West Joint Development Assessment Panel (Metro North West JDAP). The application proposed a three storey building to the Cone Place street frontage, with undercroft car parking and access from Cone Place.

Metro North-West JDAP meeting on 4 December 2014

The City provided a Responsible Authority Report to the Metro North West JDAP which considered the application at its meeting on 23 July 2015. The JDAP in accordance with the provisions Regulation 8 of the Development Assessment Panels Regulations 2011, refused to grant development approval for the following reason:

- 1. The development does not conform with the approved Detail Area Plan in regards to:
 - (a) Height;
 - (b) Site setback;
 - (c) Roof form; and
 - (d) Undercroft parking.

The applicant subsequently sought a review of the refusal determination of the Metro North West JDAP by the State Administrative Tribunal (SAT). Following mediation and the submission of additional justification and site perspectives, the Metro North West JDAP has been invited to reconsider the matter on or before 29 October 2015.

The City received the following further information from the applicant on 13 October 2015:

- Additional written justification in support of the application (Attachment 7); and
- Additional concept site perspectives (Attachment 8).



It should be noted that point (d) of the grounds for refusal directly conflicts with the approved Detailed Area Plan for the subject site. Stage 2 of the approved Detailed Area Plan includes an undercroft level to the building envelope.

Further comment is provided at the end of this report.

Details: Outline of Development Application

The application seeks approval for a Retirement Complex with 40 serviced apartments and undercroft car parking for 63 vehicles. The application proposes variations to the approved Detailed Area Plan relating to:

- Side setback of 6m in lieu of 7.5m to the north;
- Conversion of pitched roof to predominantly skillion roof;
- Increase to building height from 2-3 storeys to 3 storeys; and
- Partial undercroft parking in lieu of basement parking.

Legislation & Policy:

State Government Policies

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

Local Planning Policies

- Local Planning Policy 4.5 Private Institution Design Guidelines
- Local Planning Policy 6.2 Bicycle Parking
- Local Planning Policy 6.3 Bin Storage Areas
- Local Planning Policy 6.6 Landscaping
- Local Planning Policy 6.7 Parking & Access

Local Planning Scheme No.3

Clause 4.2.10 of Local Planning Scheme No.3 – Objectives of the Private Institutions Zone LPS3 provides the following objectives for the Private Institutions zone:

- a) To provide for a range of privately owned community facilities, and uses that are incidental and ancillary to the provision of such facilities, which are compatible with surrounding development.
- b) To ensure that the standard of development is in keeping with surrounding development and protects the amenity of the area.

<u>Clause 5.3.2 of LPS3 - Special Application of Residential Design Codes</u> Clause 5.3.2 of LPS 3 states that:

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

As the lot is not zoned residential, residential development on the subject lot is therefore to be in accordance with the R80 standards of Part 6 of the R-Codes.

Clause 6A.16 of LPS3 – Detailed Area Plan

Clause 6A.16.1 states that:

Where it is considered desirable to enhance, elaborate or expand the details or provisions contained in a structure plan or in other circumstances for a particular lot or lots, a detailed area plan may be prepared by: a) The Council; or b) An owner.



Clause 6A.16.8 states that:

The Council may vary a detailed area plan in accordance with the procedures set out in clause 6A.16 onwards provided such variations do not prejudice the intention of any related structure plan.

Consultation:

Public Consultation

The application was advertised twice (due to revised plans being submitted) both for periods of 21 days, in accordance with Clause 9.4 of LPS3 and the City's Planning Consultation Procedure. At the conclusion of both public consultation periods a total of 9 submissions were received; 5 of which objected to the proposed development. The relative location of objections received is tabled below:

Submissions Received	Within 100m of proposed site	Remainder of City	All Submissions
SUPPORT	11%	0%	11%
OBJECT	56%	0%	56%
OTHER (Not stated/ no opinion/ 'conditional')	33%	0%	33%

The submissions received have been summarised in the table below. Also provided is the number of submissions in which the issue was raised and the officer's comments. The applicant's response to submission received is contained within attachment 5.

No.	Issue(s) raised	City's comment
3	Concerns regard traffic implications.	The approved Detailed Area Plan considered the traffic implications of the development of the site, and the City's Traffic Engineers concurred with the applicant's report which stated that the traffic generated by the development was within the carrying capacity of the local road network.
3	Noise and congestion generated during the construction phase. Damage to nearby properties.	
2	Proposal is too large and inappropriate for the site.	A Detailed Area Plan for the site has been approved, and the development application reflects that Detailed Area Plan, with the exception of an element of building height. Building height is discussed in the planning assessment section of this report.
2	No objection.	Noted.
1	Pleased the development setbacks have been amended and that the roof design has been revised to a skillion.	



1	Objection to the relocation of the development.	The proposed building setback complies with Local Planning Policy 4.5 – Private Institution Design Guidelines.
1	Development sits too close to Cone Place with a 6m setback.	The approved DAP required an R-Code compliant setback from the Cone Place, which has been provided.
1	Several existing sewerage issues in the area should be considered during development, and that the City should take responsibility.	regarding sewage disposal are noted, however
1	Development abuts a Heritage Protection Area and must be sensitive to heritage development.	The site abuts, but is not located within a Heritage Protection Area and therefore is not subject to the provisions of Local Planning Policy 3.1 – Character Retention Guidelines of Mt Lawley, Menora and Inglewood.
1	Ensure the development has adequate screening and landscaping to protect amenity of neighbouring developments.	The proposal will not result in overlooking of any sensitive areas on the adjoining site. Landscaping and visual privacy discussed in greater detail within Planning Assessment below.

Planning Assessment:

The development has been assessed against the R-Codes, City's LPS3 and the applicable policies contained in the City's LPS3 Policy Manual. The proposed development requires discretionary decisions to be made in respect to the following matters, including:-

- 1. Building height;
- 2. Dwelling size;
- 3. Site works;
- 4. Visual privacy;
- 5. Sight lines;
- 6. Bicycle parking;
- 7. Visitor parking bays; and
- 8. Bin storage area.

The application does not conform with the approved detailed area plan with regard to height, side setback and roof form. Each of these aspects of the proposed development is considered in further detail below.

1. Building Height

Stage 2 of the approved Detailed Area Plan consisted of a single building with two and three storey building heights - two storeys to the west nearest to Cone Place and three storeys for the balance of the building. The application seeks approval for a three storey building with undercroft car parking (which is not a 'storey' in accordance with the LPS3 definition).

The City's Private Institutions Design Guidelines (the Design Guidelines) contain the following development standards for building height:-

- Development shall be restricted to two storeys above natural ground level adjacent to lot boundaries and a maximum of four storeys above natural ground level on the remainder of the site;
- Where buildings over two storeys above natural ground level are proposed, an application shall include justification which addresses the impact of the proposal



having regard to matters such as amenity, overshadowing, wind impacts and building design, siting, bulk, materials, scale and colour;

- Where buildings over 6.0m in height are proposed:
 - a. An application requiring the approval of the Council under Clause 8.1 of the Scheme shall include information which addresses the impact of the proposal having regard to matters such as amenity, overshadowing, wind impacts and building design, siting, bulk, scale and colour.
 - b. Before the determination of an application requiring the approval of the Council under Clause 8.1 of the Scheme, the Council shall cause the provision of Clause 9.4 (advertising for public comment) of the Scheme to be invoked in respect of the application.

The proposed building height of three storeys in lieu of two along the western elevation of the development is required to be considered against the objectives of the Design Guidelines which are:-

- To ensure that development does not adversely affect the amenity of surrounding properties;
- To encourage development that is sympathetic to the scale and bulk of surrounding properties;
- To ensure that the efficiency of the local transport network is not encumbered by development;
- To support the provision of viable and high quality retirement and aged care developments; and
- To ensure that development is well integrated with the surrounding community.

The application has been assessed against these objectives as detailed below.

To ensure that development does not adversely affect the amenity of surrounding properties

The subject site abuts a site owned and operated by the Returned Servicemen's League to the north east, which contains independent living accommodation, including in a five storey building which directly abuts the location of the proposed development. The lot immediately located to north east is zoned Residential, and is owned by the City. The lot is utilised as a drainage reserve and given its current use and ongoing requirement is unlikely to be developed for any other purpose.

Whilst the dwellings to the west on Cone Place are single storey and the proposed development is three storeys, these dwellings are setback approximately 32 metres from the proposed building. Given the separation distance and the height of other buildings in the locality, the proposed development will not adversely affect the amenity of surrounding properties.



To encourage development that is sympathetic to the scale and bulk of surrounding properties

The dwellings along Cone Place, and those grouped dwellings previously developed on the site are single storey dwellings. The proposed three storey building height is lower than the existing five storey building to the north-east of the subject site and will be lower than the 4 storey buildings permitted on this and other sites in the immediate locality that have approved Detailed Area Plans.

It is further noted that the detailed area plan approved a 2-3 storey building with a pitched roof and the current proposal is for a three storey building with a predominantly skillion roof. Consequently, although the height has increased in the front portion of the development, the bulk and scale of the building is reduced through the conversion of pitched to skillion roof.

This development will therefore be sympathetic to the scale and bulk of developments that are permitted by existing approved Detailed Area Plans.

To ensure that the efficiency of the local transport network is not encumbered by development

The proposal is consistent with the approved Detailed Area Plan. The City's Engineering Design Business Unit has reviewed the development proposal and has raised no concerns regarding vehicle movements and their impact on the local transport network.

To support the provision of viable and high quality retirement and aged care developments

The proposed development is considered to provide a viable and high quality retirement and aged care development.

To ensure that development is well integrated with the surrounding community

For the reasons above, the proposed development is considered to be well integrated with the surrounding community.

The Design Guidelines also require that development over two storeys adjacent to lot boundaries must be considered in terms of amenity, overshadowing, wind impacts and building design, siting, bulk, materials, scale and colour. The development addresses these criteria as follows:

Matter	Comment
Amenity	The proposed additional building height will not result in an increased impact on amenity of the area. The development is located approximately 32m from the nearest dwelling along Cone Place. Consequently, the increased height at that point will have no impact on dwellings along Cone Place.
Overshadowing	Overshadowing will be contained within the boundary of the
	subject site.
Wind impacts and	The additional building height from what was previously
building design	approved will not have an adverse impact on wind movement
	in the area.
Siting	The proposed setbacks of the building comply with the Design
	Guidelines and the siting of the building is appropriate.
Bulk	While the bulk of the building is increased due to the additional



Government of **Western Australia** Development Assessment Panels

	height it is considered that the design, materials and colours of the development and the proposed predominantly skillion roof form will result in a development in keeping with bulk of other existing and approved buildings in the locality.
Materials	The proposed building includes high quality materials and finishes.
Scale	The proposed building is in keeping with the scale of other buildings in the area given the five storey building to the north, the approved 3-4 storey buildings on the subject site and other approved detailed area plans in the locality of between one and seven storeys high.
Colour	The proposed colours are respectful to and in keeping with the amenity of the area.

2. Dwelling Size

The Deemed-to-Comply standards of Clause 6.4.3 - D welling Size of the R-Codes require a minimum of 20% (8 dwellings) and maximum of 50% (20 dwellings) of the dwellings have one bedroom and a minimum of 40% (16 dwellings) have two bedrooms. This subject building proposes 2 (5%) one bedroom apartments, 32 (75%) two bedroom apartments, and 6 (15%) three bedroom apartments.

The applicant has provided the following justification for the proposed dwelling sizes:-

The proposed development is for a purpose built retirement complex covered by a DAP and not a standard multiple dwelling development. If the R-Codes are to be followed in this instance, we request that the application be considered under the Design Principles of clause 6.4.3.

Each dwelling within the proposed development is of a sufficient size to cater for the needs of the residents. This is particularly the case as the development is being undertaken by Uniting Church Homes so they are very aware of the need to provide a development that will meet their client's needs.

Diversity in dwelling type and configuration has been provided throughout the development to accommodate a range of resident types.

As the proposed dwelling sizes mix does not meet the deemed-to-comply standard assessment against the design principles contained in Clause 6.4.3 of the R-Codes is required, which states:

Each dwelling within the development is of a sufficient size to cater for the needs of the residents. The development must provide diversity in dwellings to ensure that a range of types and sizes is provided.

The building provides a combination of one, two and three bedroom apartments, and the dwellings vary in terms of proposed floor area and number of bathrooms provided. Furthermore, the land the subject of the Detailed Area Plan will provide for diversity in unit types and sizes across the various buildings at the time of stage 5 completion, with a combination of dwelling mix.

The proposed building provides housing diversity in that it addresses a need for aged accommodation as does the development overall. Therefore the dwellings will cater for the needs of residents and the proposal satisfies the relevant design principle.



3. Site Works

The following condition formed part of the original approval for the Detailed Area Plan:

g. No fill is permitted on site greater than 500mm.

This condition was imposed to ensure that the provision of the Design Guidelines restricting fill to no more than 500mm was met.

The guidelines state:

- The levels of sites shall generally match the levels of adjoining sites; and
- No more than 500mm of fill shall be permitted unless acceptable justification is provided.

The proposed development includes a grass strip at natural ground level along the northern boundary therefore the proposal does not seek to modify the ground levels at the boundary. Therefore, the levels of the site will match the levels of the adjoining site.

A planter is proposed to the north of the site and is setback 1.5m from the northern boundary. The planter proposes fill ranging from 1.75m to 2.2m above natural ground level. The proposed fill variation is the result of a landscaping feature in the form of a planter bed, which ultimately enhances the amenity of the developments outdoor living area.

The proposed planter is located to the north of the site and abuts a driveway on the neighbouring property. Due to the presence of an existing retaining and dividing fence on the boundary the majority of the proposed planter will not be visible from the adjoining property with a maximum of 0.1m visible above the fence line. As such, the proposed fill will not result in any adverse impact on the adjoining property by way of bulk, sunlight, ventilation or privacy. Further, the planter will not be visible from the street. The proposed fill will therefore not adversely affect the amenity of surrounding properties and is considered to satisfy the objectives of the Design Guidelines.

4. Visual Privacy

The Deemed-to-Comply standards of Clause 6.4.1 - Visual Privacy require unenclosed outdoor active habitable spaces which have a floor level of more than 0.5m above natural ground level, to be setback 6m from a side/rear lot boundary, or adequately screened. The private courtyards and communal sundeck to the north of the building propose a 4.4m and 4m setback respectively, in lieu of 6m.

As the proposed visual privacy setbacks to the adjacent property to the north east do not meet the Deemed-to-Comply standards of the R-Codes, they require consideration against the relevant Design Principles, which require:

Minimal direct overlooking of active habitable spaces and outdoor living areas of adjacent dwellings achieved through:

- Building layout, location;
- Design of major openings;
- Landscape screening of outdoor active habitable spaces; and/or
- Location of screening devices.

Maximum visual privacy to side and rear boundaries through measures such as:



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- Offsetting the location of ground floor 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).

The proposed cone of vision overlaps a common driveway on the adjoining property and will not result in overlooking of major openings or outdoor living areas on the adjoining property. Additionally, the application proposes a landscaped planter to the north of the proposed courtyards which will assist in obscuring any direct line of site. The proposal therefore satisfies the relevant design principle of the R-Codes.

5. Sight Lines

The Deemed-to-Comply standards of Clause 6.2.3 - Sight Lines requires walls and fences to be truncated or reduced in height to no higher than 0.75m within 1.5m of where fences, other structures adjoin a vehicle access point. The development proposes a letterbox to a height of 2m above natural ground level abutting the vehicle access point via Cone Place.

As the proposed sightlines do not meet the Deemed-to-Comply standard they require consideration against the relevant Design Principles of the R-Codes, which require:

Unobstructed sight lines provided at vehicle access points to ensure safety and visibility along vehicle access ways, streets, rights-of-way, communal streets, crossovers and, footpaths

The proposed sightline variation has been determined to be compliant relevant Australian Standards (AS/NZS2890.1:2004). The proposed letterbox will not compromise safety and visibility for vehicles, and the City notes that there is no pedestrian footpath within the verge.

The proposal therefore satisfies the relevant design principle of the R-Codes.

6. Bicycle Parking

The Deemed-to-Comply standards of Clause 6.3.3 – Parking requires that a minimum of one bicycle space to each three dwellings (13 bicycle spaces) for residents, and one bicycle space to each ten dwellings (4 bicycle spaces) for visitors be provided on site. The development proposes no bicycle spaces.

The application has provided the following justification for the absence of any bicycle spaces:-

The proposed development is for a purpose built retirement complex covered by a DAP and not a standard multiple dwelling development. If the R-Codes are to be followed in this instance, we request that the application be considered under the Design Principles of clause 6.3.3.

In this instance given the nature of the development it is considered that the demand for bicycle parking will be much less (if at all) than that envisaged by the R-Codes. The subject site is well serviced by public transport and travel arrangements can be made for residents by the operator.



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Notwithstanding that the applicant's contention, it is the City's view that there will be some demand for visitor bicycle parking given that the proposed units are for independent living apartments and not high care units. The lot is located within close proximity to the Perth Bicycle Network (Continuous Signed Routes), a 'Good Road Riding Environment' and 'Shared Path' as identified by the Department of Planning and is ideally placed to access and be accessed from this cycling infrastructure.

Further, the omission of any formalised bicycle parking does not provide for those individuals who may wish to visit the site by bicycle. As such, the provision of a minimum of 17 bicycle spaces is recommended as a condition of approval, in accordance with the R-Codes.

7. Visitor Parking Bays

The approved Detailed Area Plan contained ten dedicated visitor car parking bays to the east of the subject building, with access via the internal road. The proposed development removes two visitor bays and replaces them with one ACROD space. The proposed development which includes 40 multiple dwellings requires 10 visitor bays in accordance with the R-Codes. It is recommended as a condition of approval that one additional visitor space be provided, in accordance with the approved Detailed Area Plan, and this bay can be located to the north of the proposed visitor bays.

8. Bin Storage Area / Waste management

The proposed bin stores comply in terms of dimension and size with Local Planning Policy 6.3 – Bin Storage Areas.

The applicant has provided a waste management plan which indicates that waste will be removed by a private contractor, and two bin storage areas are provided within the undercroft basement. As such, the City has no objection to the waste management plan submitted subject to private collection.

Variations to approved Detailed Area Plan

The application proposes the following variations to the approved Detailed Area Plan:

- Side setback of 6m in lieu of 7.5m to the north;
- Conversion of pitched to predominantly skillion roof; and
- Increase to building height from 2-3 storeys to 3 storeys.

With respect to the modified side setback, the 6m setback complies with the relevant Deemed-to-Comply provisions 5 of the Residential Design Codes and therefore the City has no objection to this modification.

In terms of the design of the roof, the development proposes a low pitched skillion roof in lieu of a standard pitched roof design approved under the original Detailed Area Plan. The subject lot is not within the Menora Heritage Protection Area Special Control area to the southern side of Bradford Street. The proposed development is located a minimum of 125m from the nearest boundary of the Heritage Protection Area and is therefore not subject to assessment under the HPA Guidelines.

It is noted that the presence of a low pitched skillion roof will assist in reducing the perceived building bulk and scale of the three storey development upon the surrounding properties in comparison to a standard pitched roof.



The increase to building height is discussed above and has been found to meet the objectives of Local Planning Policy 4.5 – Private Institutions Design Guidelines. The City therefore has no objection to this proposed change.

Requirement for a Detailed Area Plan

Local Planning Policy 4.5 states that:

All applications for development shall be accompanied by a Detailed Area Plan for the site, as per Clause 5.12 of Local Planning Scheme No. 3, with the exception of:

- Single storey proposals;
- Additions to existing buildings less than 10% of the subject lot area; and
- Family Day Care and Rural Pursuit.

Clause 5.12 of LPS3 states *"All Development on land the subject of an adopted Detailed Area Plan is to comply with that Detailed Area Plan"*. Notwithstanding the above, Clause 5.12 can be varied by virtue of Clause 5.5.1 – Variations to site and development standards and requirements of LPS3 which enables Council to approve an application with variations.

The proposed building is inconsistent with the original approved Detailed Area Plan as discussed in this report. However, the proposed modifications to the approved Detailed Area Plan have been assessed against, and are considered to meet the relevant objectives of the Design Guidelines.

Additional Information:

Following the SAT mediation held on 25 September 2015 the applicant provided additional written justification and site perspectives in support of the proposal, which the City received on 13 October 2015. The site perspectives illustrate two scenarios; the first being a building model consistent with the original Detailed Area Plan for Stage 2 and the second being a building model of the proposal. This highlights the impact upon the amenity of neighbouring properties in a 3D context. As outlined in the RAR, the development complies with the relevant LPS3 provisions and the additional information supplied assists to clarify the proposal.

Conclusion:

The proposed development complies with the Design Guidelines and the Residential Design Codes as discussed in the planning assessment section of this report.

The submissions received during the public consultation process are noted, however cannot be substantiated on planning grounds.

The application has been considered against relevant LPS 3 provisions, objectives of the Design Guidelines and the R-Codes, and satisfies those requirements as detailed in this report. The application is therefore recommended for approval, subject to conditions.

ELIMATTA RETIREMENT VILLAGE STAGE 2



DRAWING LIS	Т	
SD001	DRAWING LIST	
SD002	PERSPECTIVE VIEWS	
SD003	SUN SHADOW DIAGRAMS	
SD004	MATERIALITY	
SD010	SITE PLAN	
SD100	EXISTING SITE SURVEY	
SD200	BASEMENT PLAN	
SD210	GROUND FLOOR PLAN & S	SITE PLAN
SD220	LEVEL 1 PLAN	
SD230	LEVEL 2 PLAN	
SD290	PLAN - ROOF	
SD300	PLOT RATIO PLANS	
SD400	ELEVATIONS	
SD500	SECTIONS	

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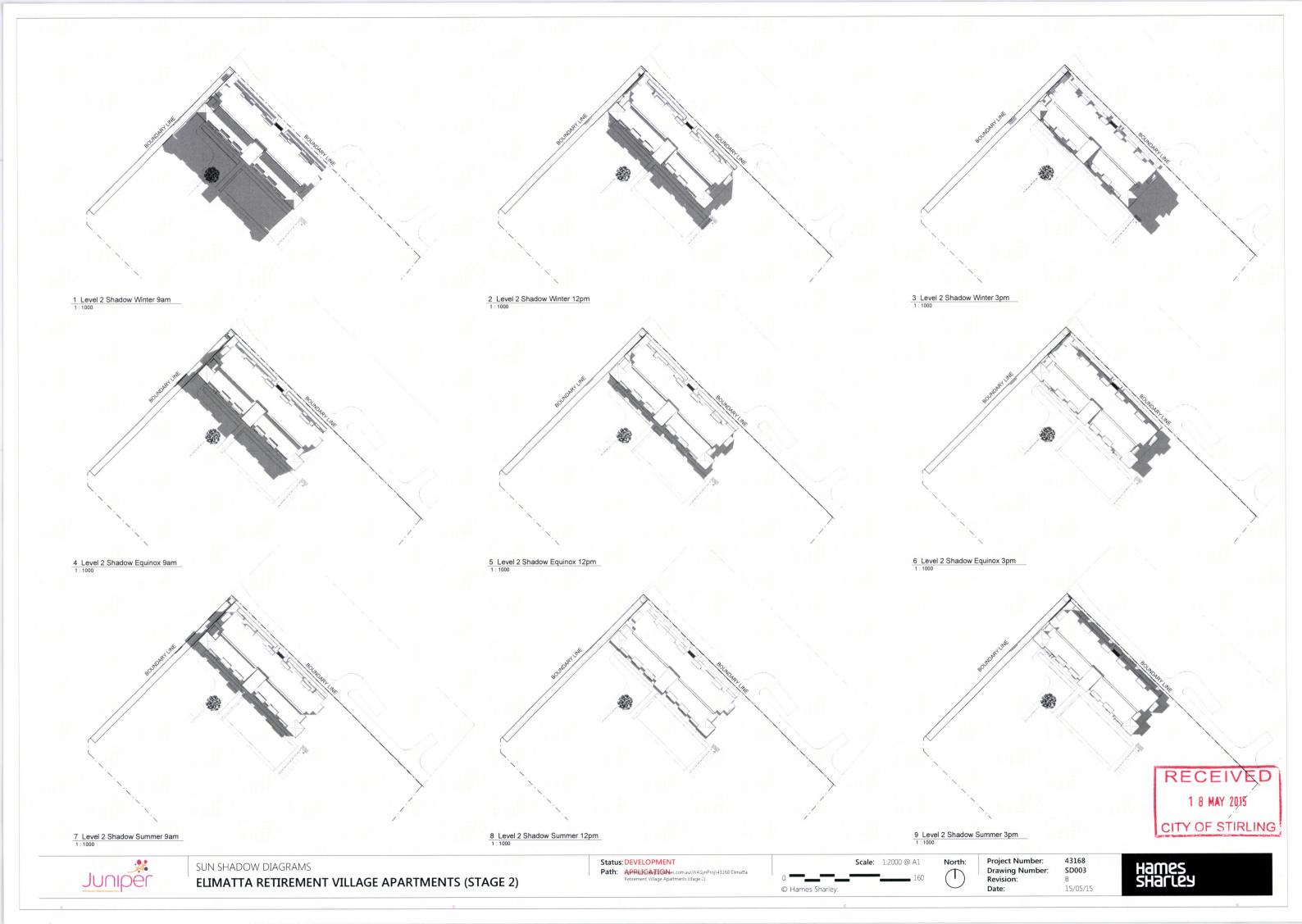
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Innowood Composite timber cladding to spandrel panels

Ritek SIP Roof/Soffit/Wall with contrast grey Roman brick with raked/weathered joints



Ritek rendered wall to balcony with glass balustrade with movable louvre screens WA Balustrade Vista; Black frame clear glass

Innowood Composite timber batten for screen



Garden Wall to entry facade and brdige link

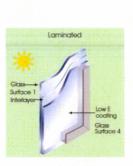
Innowood Composite timber plank decking

Innowood Composite soffit

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Virdian Eco Glass with High Level of Day Light Transmission



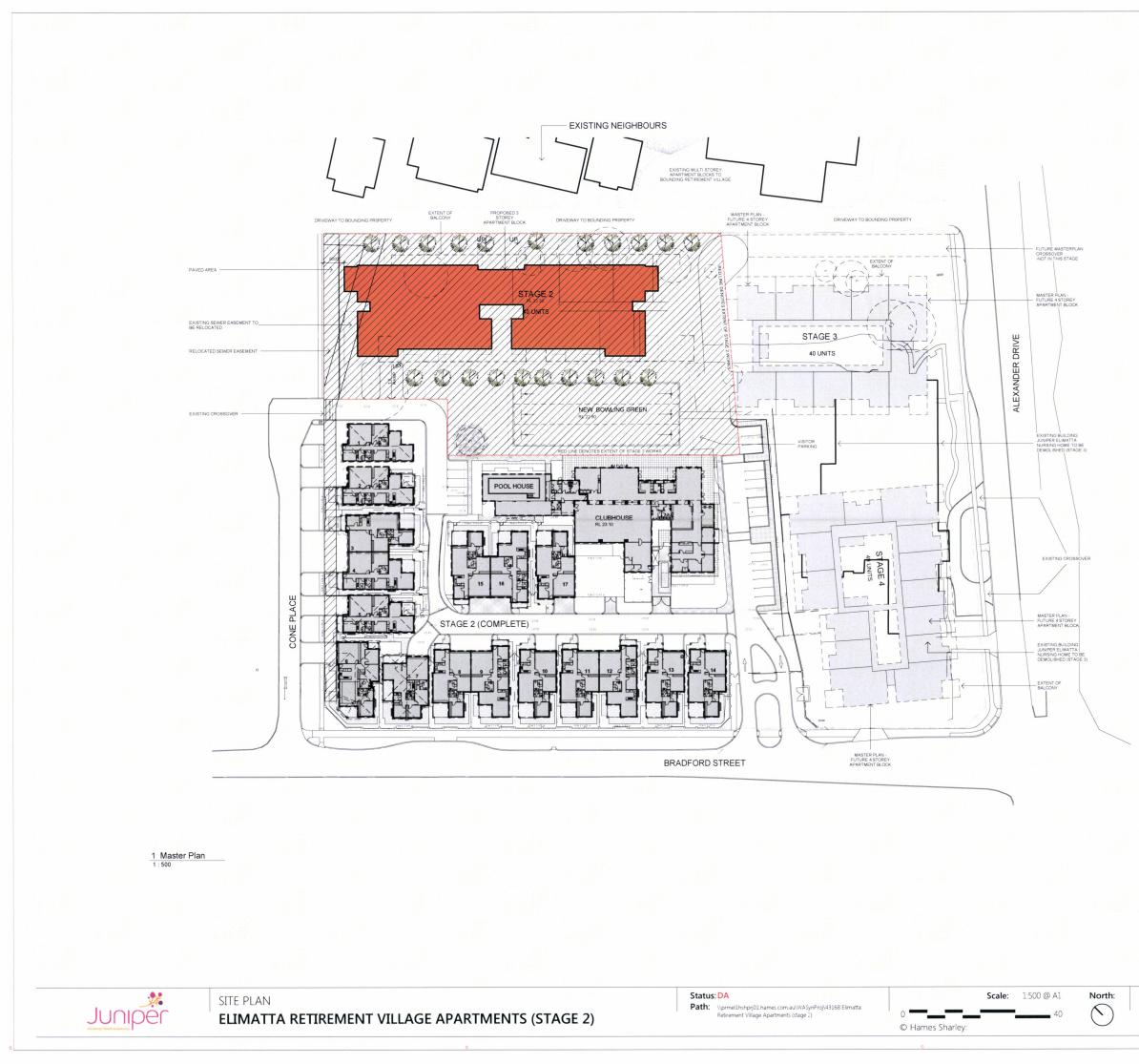
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EXISTING BUILDING

STAGE 2 BUILDING

STAGE 2 AREA (6766m²)

FUTURE STAGE BUILDINGS

Level	Occupancy	Area
G	1 Bed (+study) 1 Bath	83.9 m ²
G	1 Bed (+study) 1 Bath	83.9 m ²
G	2 Bed 1 Bath	97.5 m ²
G	2 Bed 1 Bath	97.5 m ²
G	2 Bed 2 Bath	110.2 m
G	2 Bed 2 Bath	110.2 m
G	2 Bed (+study) 2 Bath	120.0 m
G	2 Bed (+study) 2 Bath	123.6 m
G	2 Bed (+study) 2 Bath	123.6 m
G	2 Bed (+study) 2 Bath	120.0 m
G	3 Bed 2 Bath	134.4 m
G	3 Bed 2 Bath	134.4 m
2		
1	2 Bed 1 Bath	95.4 m ²
1	2 Bed 1 Bath	97.9 m ²
1	2 Bed 1 Bath	95.4 m ²
1	2 Bed 1 Bath	97.8 m ²
1	2 Bed 2 Bath	110.2 m
. 1	2 Bed 2 Bath	110.2 m
1	2 Bed 2 Bath	110.2 m
.1	2 Bed 2 Bath	110.2 m
1	2 Bed (+study) 2 Bath	120.0 m
1	2 Bed (+study) 2 Bath	114.6 m
1	2 Bed (+study) 2 Bath	114.6 m
1	2 Bed (+study) 2 Bath	120.0 m
1	3 Bed 2 Bath	134.8 m
1	3 Bed 2 Bath	134.8 m
4		
2	2 Bed 1 Bath	95.4 m ²
2	2 Bed 1 Bath	95.4 m ²
2	2 Bed 2 Bath	110.2 m
2	2 Bed 2 Bath	110.2 m
2	2 Bed 2 Bath	110.2 m
2	2 Bed 2 Bath	110.2 m
2	2 Bed (+ Study) 1 Bath	97.9 m ²
2	2 Bed (+ Study) 1 Bath	97.8 m ²
2	2 Bed (+study) 2 Bath	120.0 m
2	2 Bed (+study) 2 Bath	114.6 m
2	2 Bed (+study) 2 Bath	114.6 m
2	2 Bed (+study) 2 Bath	120.0 m
2	3 Bed 2 Bath	135.1 m
2	3 Bed 2 Bath	135.2 m

Grand total: 40

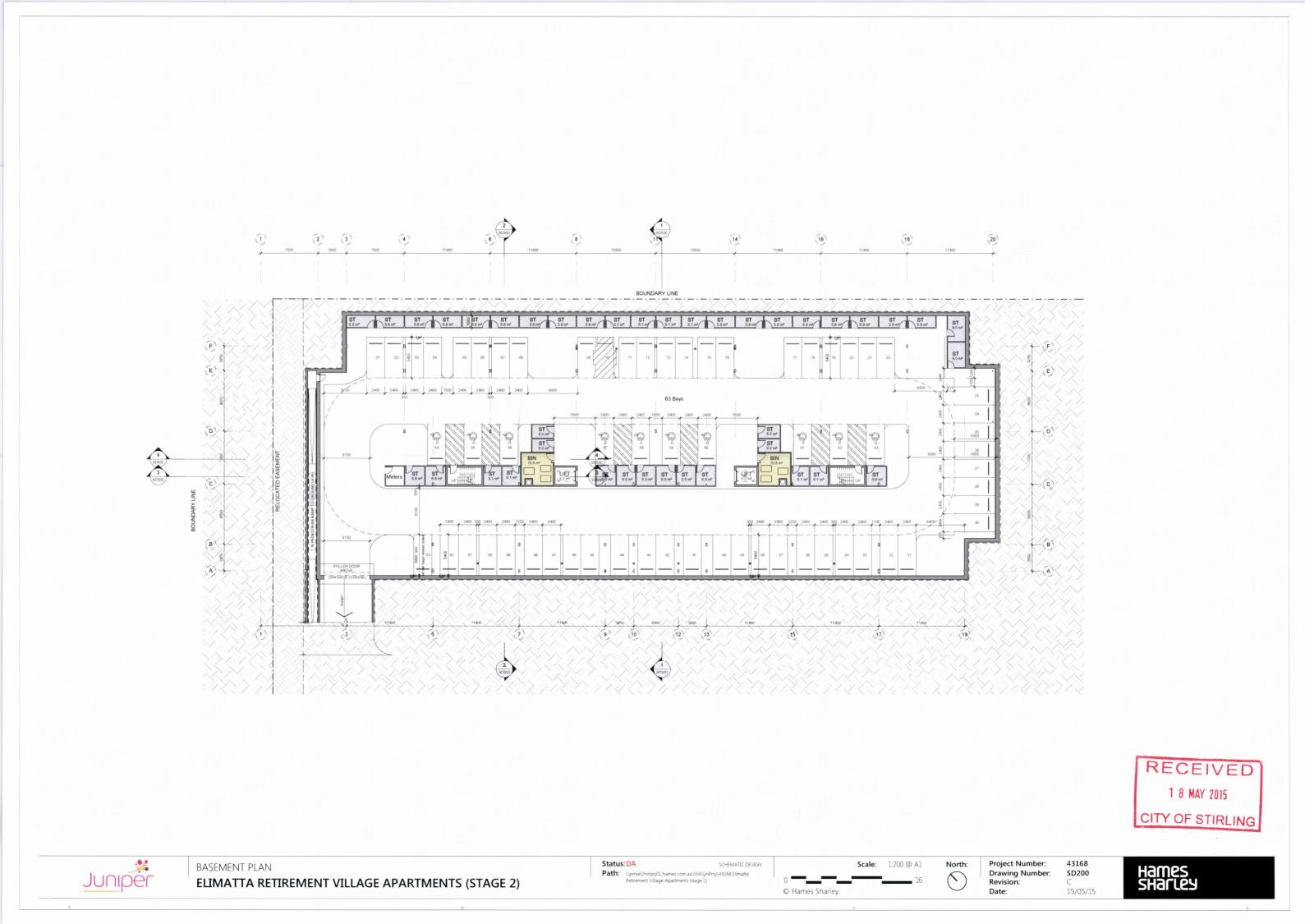


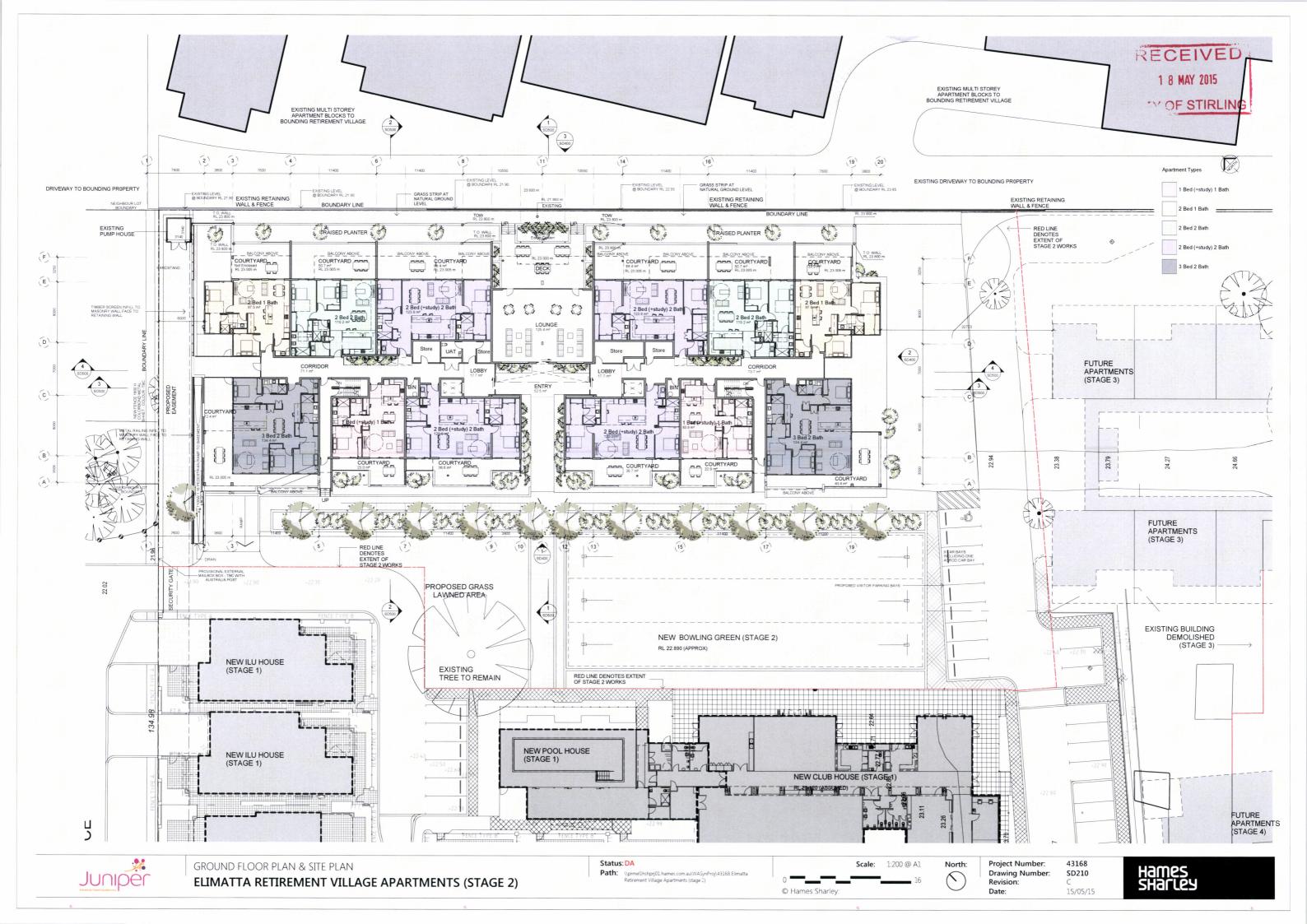
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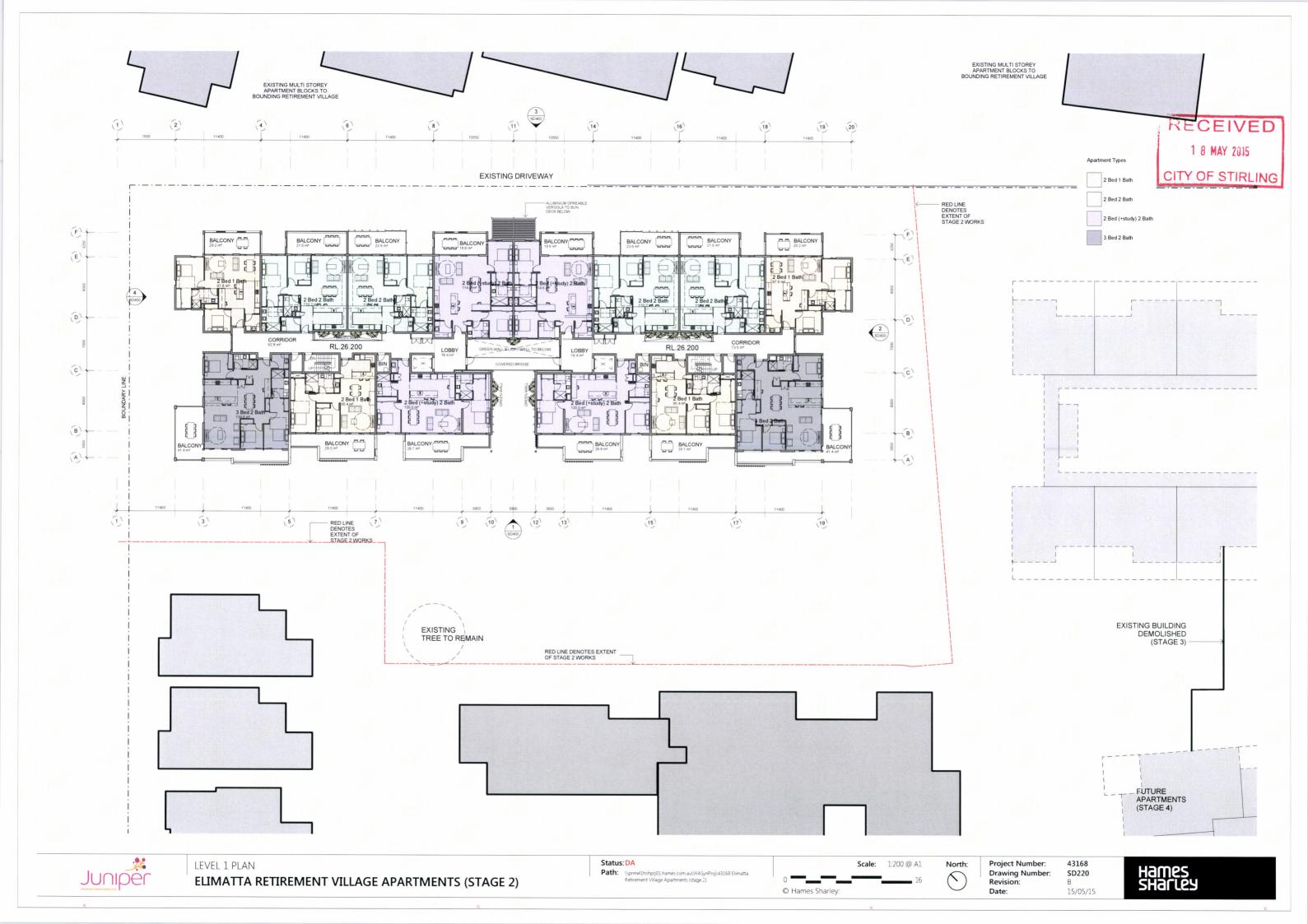
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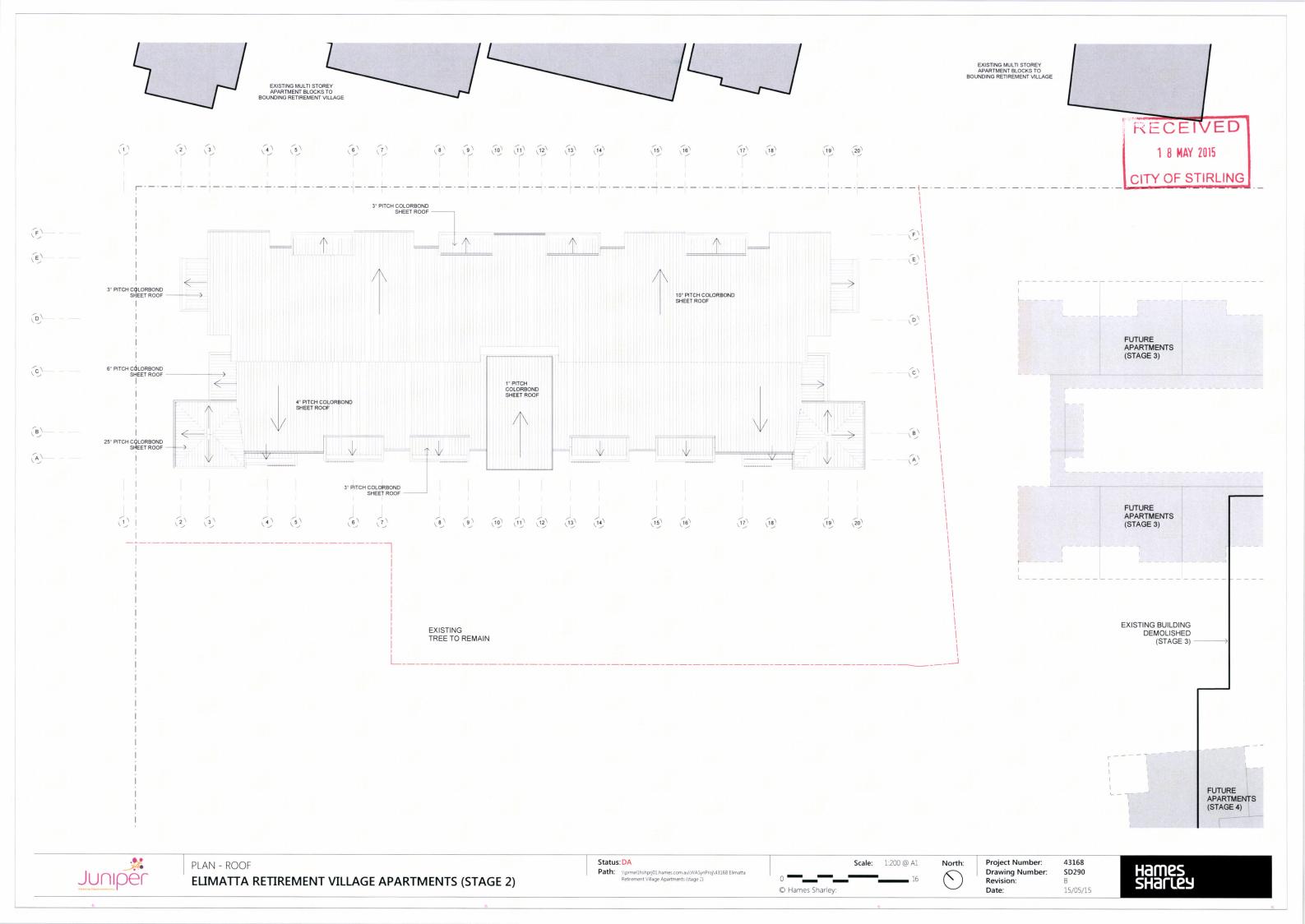


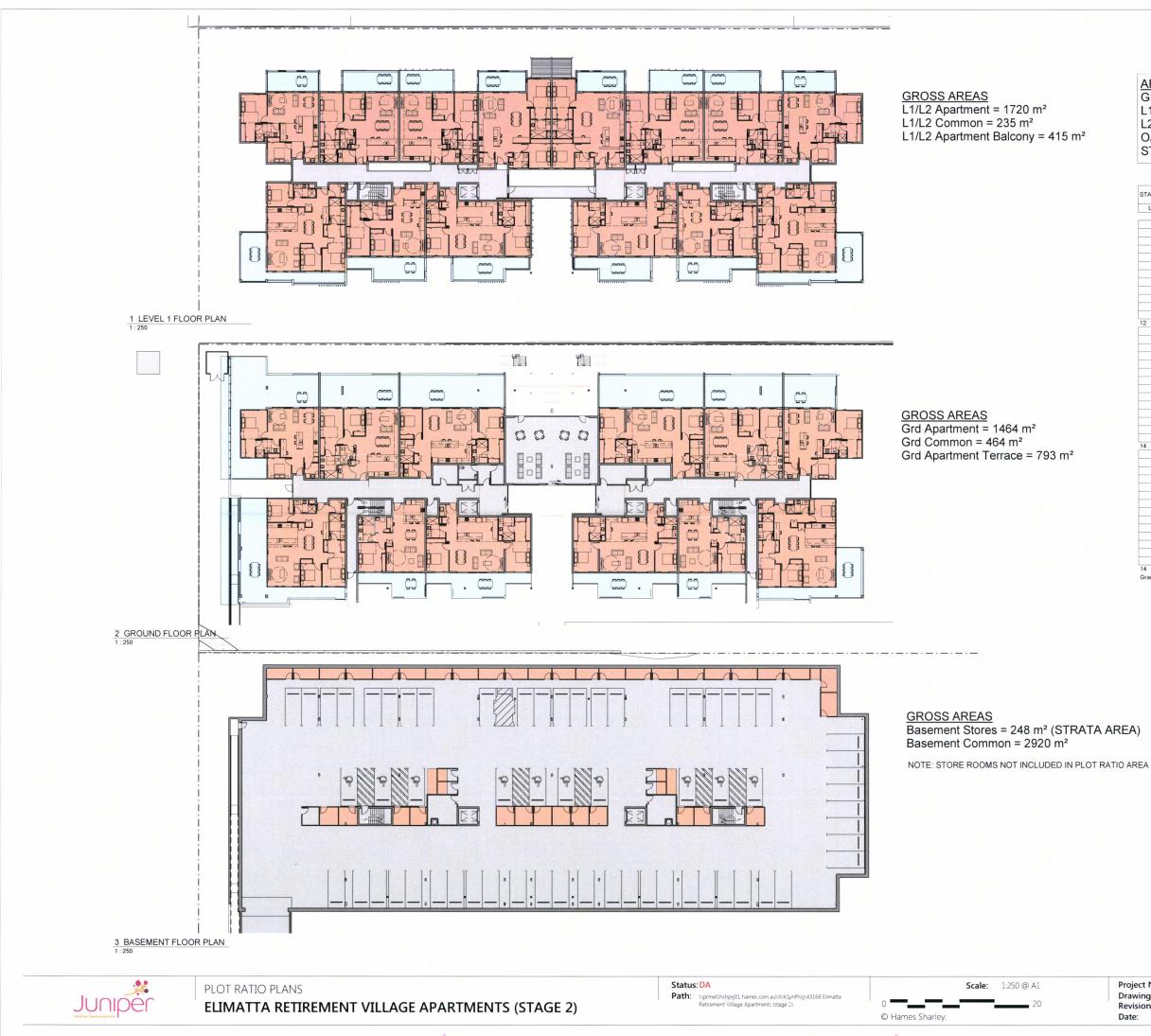












AREA FOR PLOT RATIO GROUND = 1464 m² L1 = 1720 m² L2 = 1720 m² O/A GROSS AREA for PLOT RATIO = 4904m² STAGE 2 SITE AREA = 6766m²

Level	Occupancy	Area
G	1 Bed (+study) 1 Bath	83.9 m ²
G	1 Bed (+study) 1 Bath	83.9 m ²
G	2 Bed 1 Bath	97.5 m ²
G	2 Bed 1 Bath	97.5 m ²
G	2 Bed 2 Bath	110.2 m
G	2 Bed 2 Bath	110.2 m
G	2 Bed (+study) 2 Bath	120.0 m
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G	2 Bed (+study) 2 Bath	123.6 m
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G	3 Bed 2 Bath	134.4 m
G	3 Bed 2 Bath	134.4 m
	-	
1	2 Bed 1 Bath	95.4 m ²
1	2 Bed 1 Bath	97.9 m ²
1	2 Bed 1 Bath	95.4 m ²
1	2 Bed 1 Bath	97.8 m ²
1	2 Bed 2 Bath	110.2 m
1	2 Bed 2 Bath	110.2 m
1	2 Bed 2 Bath	110.2 m
1	2 Bed 2 Bath	110.2 m
1	2 Bed (+study) 2 Bath	120.0 m
1	2 Bed (+study) 2 Bath	114.6 m
1	2 Bed (+study) 2 Bath	114.6 m
1	2 Bed (+study) 2 Bath	120.0 m
1	3 Bed 2 Bath	134.8 m
1	3 Bed 2 Bath	134.8 m
2	2 Bed 1 Bath	95.4 m ²
2	2 Bed 1 Bath	95.4 m ²
2	2 Bed 2 Bath	110.2 m
2	2 Bed 2 Bath	110.2 m
2	2 Bed 2 Bath	110.2 m
2	2 Bed 2 Bath	110.2 m
2	2 Bed (+ Study) 1 Bath	97.9 m ²
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2	2 Bed (+study) 2 Bath	120.0 m
2	2 Bed (+study) 2 Bath	114.6 m
2	2 Bed (+study) 2 Bath	114.6 m
2	2 Bed (+study) 2 Bath	120.0 m
2	3 Bed 2 Bath	135.1 m
2	3 Bed 2 Bath	135.2 m

Grand total: 40



Project Number: Drawing Number: Revision: Date:

43168 SD300 15/05/15

Hames Sharley



TIMBER LOOK SCREEN - ECO WOOD VERTICAL BLADES

COLORBOND FASCIA FLASHING

▼ 4 RL 35000



- BLACK POWDERCOATED ALUMINIUM FRAMED & CLEAR GLASS WINDOW WITH WEATHER SENSOR OPERABLE LOUVRES

-BLACK PAINTED STEEL COLUMN COLORBOND STANDING SEAM -& PFC ROOF STRUCTURE, TIMBER SHEET ROOF, COLOUR - GULLY LINED SOFFIT

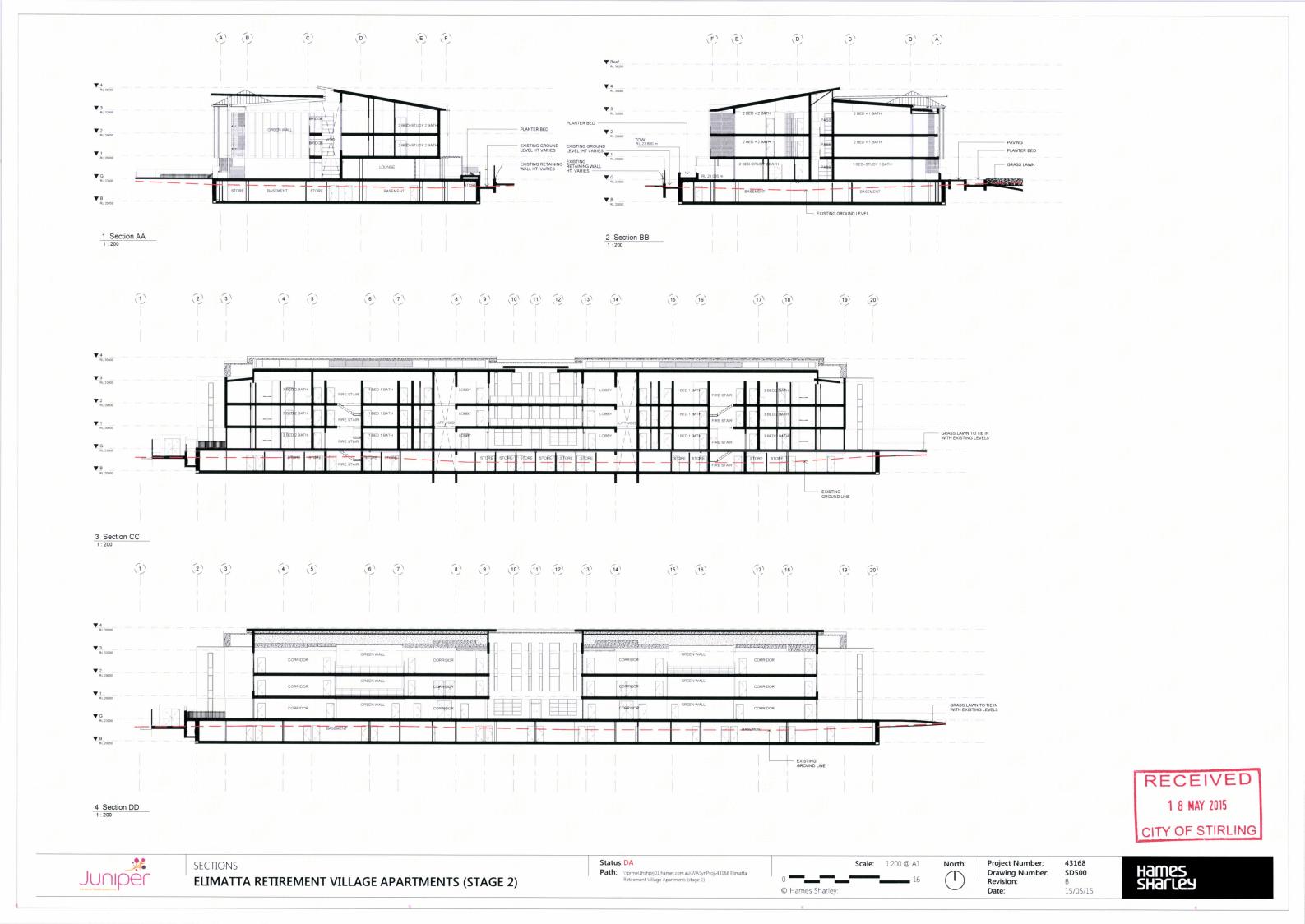
BLACK PAINTED STEEL COLUMN & PFC STRUCTURE BROWN/RED FACE BRICK SILVER POWDERCOATED ALUMINIUM F & CLEAR GLASS WINDOW / DOOR SUITE



Project Number: Drawing Number: Revision: Date:

43168 SD400 15/05/15

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waste less, achieve more



Elimatta Retirement Village Apartments, Menora

Waste Management Plan

Version 1 15 May 2015

Hames Sharley

Elimatta Retirement Village Apartments, Menora



waste less, achieve more

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Drafted	K Stocker	14 th May 2015	

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Elimatta Retirement Village Apartments, Menora

Glossary of terms and acronyms

Chute	In multi-storey buildings, a 'chute' is literally a shaft built into the construction that allows waste and/or recyclable material to be easily transported to the ground floor level from upper levels.
Commingled recycling	Common recyclables, mostly packaging; such as glass, plastics, aluminium, steel, liquid paper board (milk cartons). Commingled recycling may include paper but often, and particularly in offices, paper and cardboard are collected separately.
General Waste	Material that is intended for disposal to landfill (or in some States, incineration), normally what remains after the recyclables have been collected separately.
MGB	Mobile Garbage Bin – A wheeled bin with a lid often used for kerbside collection of waste or recyclables. (Often called a 'wheelie bin').
MRB	Mobile Recycling Bin – A wheeled bin ("wheelie" bin) with a lid often used for kerbside collection of recyclables (similar to an MGB). Generally have a different colour body and/or lid to MGBs.
Recyclable	Material that can be collected separately from the general waste and sent for recycling. The precise definition will vary, depending upon location (i.e. systems exist for the recycling of some materials in some areas and not in others).
Recycling	Where a material or product undergoes a form of processing to produce a feedstock suitable for the manufacture of new products.
Reuse	The transfer of a product to another user, with no major dismantling or processing required. The term "reuse" can also be applied in circumstances where an otherwise disposable item is replaced by a more durable item hence avoiding the creation of waste (e.g. using a ceramic coffee mug in place of disposable cups).

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Elimatta Retirement Village Apartments, Menora

1 Introduction

This Waste Management Plan (WMP) has been prepared for Hames Sharley on behalf of their client Juniper for the Development Application for the proposed Elimatta Retirement Village apartments at 45 Alexander Drive, Menora in the City of Stirling.

The proposed development will consist of 40 apartments.

This WMP has been prepared based on the following information:

- Architectural plans provided by Hames Sharley Revision C: 15.05.2015
- Communication with City of Stirling regarding requirements for waste management in commercial developments
- City of Sydney Policy for Waste Minimisation in New Developments 2005 (as a guide)

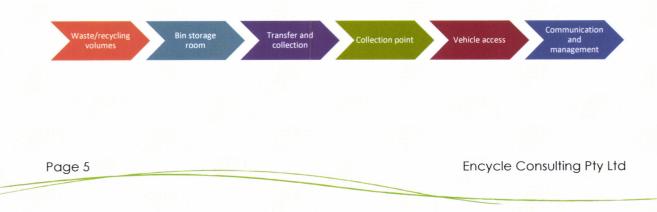
1.1 Context

For efficient and effective waste management, the collection and centralisation of waste and recyclables should be carefully considered at the building design phase. Key factors to consider at the design phase include:

- The volumes of waste and recyclables likely to be generated during building operation
- Size of bin storage area
- Safety for all operatives involved in waste management
- Access to bins and storage areas from within the building
- Access for trucks for waste collection
- Local council requirements
- Amenity (odours and noise)
- The ongoing management of waste and recycling services

1.2 Key components of the WMP

This WMP consists of six core components. The following report will present detailed information on each of the following components.



Estimated waste and recycling volumes 2

2.1 Local government minimum requirements for waste volumes and bin type

The City of Stirling have confirmed that this retirement village development will be regarded as commercial and not residential. The City of Stirling does not have a written policy for commercial developments. City of Sydney waste generation rates are used for the development as a guide to estimate the generation of waste and recyclables and determine bin numbers for the apartments.

Number and type of bins required for development 2.2

The waste generation and bin numbers for the commercial waste and recycling from the food and beverage tenancies is based on City of Sydney waste generation rates and are shown in the table below.

20 Apartments (east core)			
	Bin size (L)	Number of bins	Collection frequency
General Waste	660	2	Weekly
Commingled recycling	660		Weekly
Bulky goods*	~660	1	As needed

ated in eitner bin stor

20 Apartments (west core)			
	Bin size (L)	Number of bins	Collection frequency
General Waste	660	2	Weekly
Commingled recycling	660	1	Weekly

Elimatta Retirement Village Apartments, Menora

3 Bin storage room design

The building will have two bin stores (refer figure 1) to allow for the collection of residential waste from each core of the building.



Figure 1: Basement plan showing two bin stores including chutes & pedestrian pathway for transfer of bins to ground floor

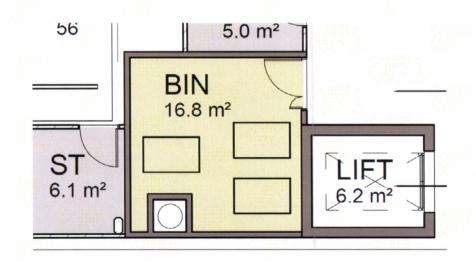


Figure 2: Bin store 1 layout

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Elimatta Retirement Village Apartments, Menora

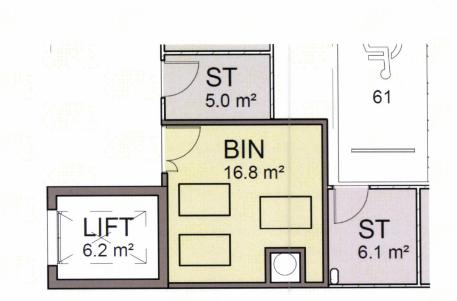


Figure 3: Bin store 2 layout

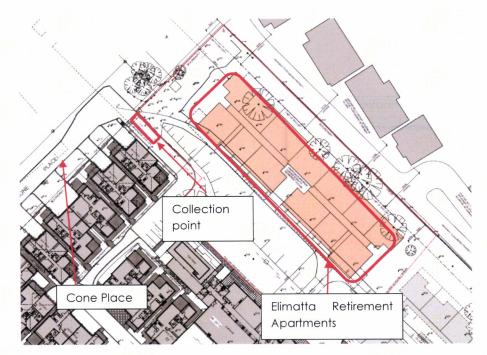


Figure 4: Collection point

3.1 Bin store amenity

Bin Transfer				
Isle Door and Lift Width:	Stairs and ramps are avoided in areas where bins will be moved between points of generation, storage and collection. All doors, corridors and lifts on the transfer route are designed for the largest bin to fit through.			
General health and safety:	Waste systems are designed to ensure that bins (particularly when full) are not required to be moved over any significant distances, up/down steep ramps (grade of slope <1:14) and definitely avoid stairs or other potential hazards.			
	Manual handling of waste in garbage bags is excluded from the waste management systems where possible.			
Bin store				
Washing bins and waste storage area:	Impermeable floors grading to an industrial floor waste (including a charged 'water-trap' connected to sewer or an approved septic system), with a hose cock to enable bins and /or the enclosure to be washed out. 100mm floor waste gully to waste outlet. Both hot and cold water will be available.			
Bin store walls and ceilings:	All internal walls in bin stores will be cement rendered (solid and impervious) to enable easy cleaning. Ceilings will be finished with a smooth faced, non-absorbent material capable of being easily cleaned. Walls and ceilings will be finished or painted in a light colour.			
Ventilation and odour:	The design of bin store room will provide for adequate separate ventilation with a system that complies with Australian Standard 1668 (AS1668). The ventilation outlet is not in the vicinity of windows or intake vents associated with other ventilation systems.			
Doors:	Ventilated roller doors will be specified both internally and externally to enable bins to be easily wheeled into and out of the bin store.			
Vermin:	Self-closing doors to the bin stores will be installed to eliminate access by vermin			
Lighting:	Bin stores will be provided with artificial lighting, sensor or switch controlled both internal/external to the room.			
Noise:	Noise is to be minimised to prevent disruption to occupants or neighbours.			
Fully Enclosed:	The bin store room will be fully enclosed and only be accessible by residents, tenancy staff and the waste service provider.			
Aesthetics:	The bin store room to be consistent with the overall aesthetics of the development.			
Signage:	Visual aids and signage to be provided to ensure that the area works as intended.			

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Elimatta Retirement Village Apartments, Menora

4 Transfer and Collection

4.1 Transfer of waste from apartments to bin storage room

The apartment residents will have access to a diverter chute system via a hatch on each floor. The diverter chute system allows the resident to select general waste or commingled recycling at the hatch for disposal down the chute, and the system will divert the item in to the chosen bin.

A conveyor system will be utilised which will automatically move full bins along the conveyor and place an empty bin under the chute.

The architects will liaise with chute manufacturers to ensure that chutes are specified accurately during the Design Development phase of the building.

Space is provided within the bin stores for a bulky item bin for bulky goods such as clothing, bedding, small electrical items etc. to avoid items like this being put down the chutes and causing blockages or damage.

4.2 Collection service

A single private service provider will be engaged to service all waste and recycling streams from the building as per the frequencies specified in the tables Section 2.

The private service provider will enter the basement of the building via the pedestrian ramp way and transfer the bins from the bin store to the ground floor for collection on Cone Place. The bins will then be returned back via the pedestrian pathway which will be at a gradient of 1:16.

Page 10

Elimatta Retirement Village Apartments, Menora

5 Collection points and vehicle access

Waste and recycling collections will all take place from Cone Place using rear-lift collection vehicles.

The vehicle will enter the development and drive along Cone Place, stopping at a safe point on the road, close to the entrance to the basement, to collect bins from the bin store. The vehicle will then exit the development via the internal road system, avoiding the need to reverse.

6 Ongoing communication and management

6.1 Management

The building management will be responsible for maintaining the bin store and chute system. They will also have responsibility to liaise with the private service provider regarding the schedule for collection.

6.2 Communication

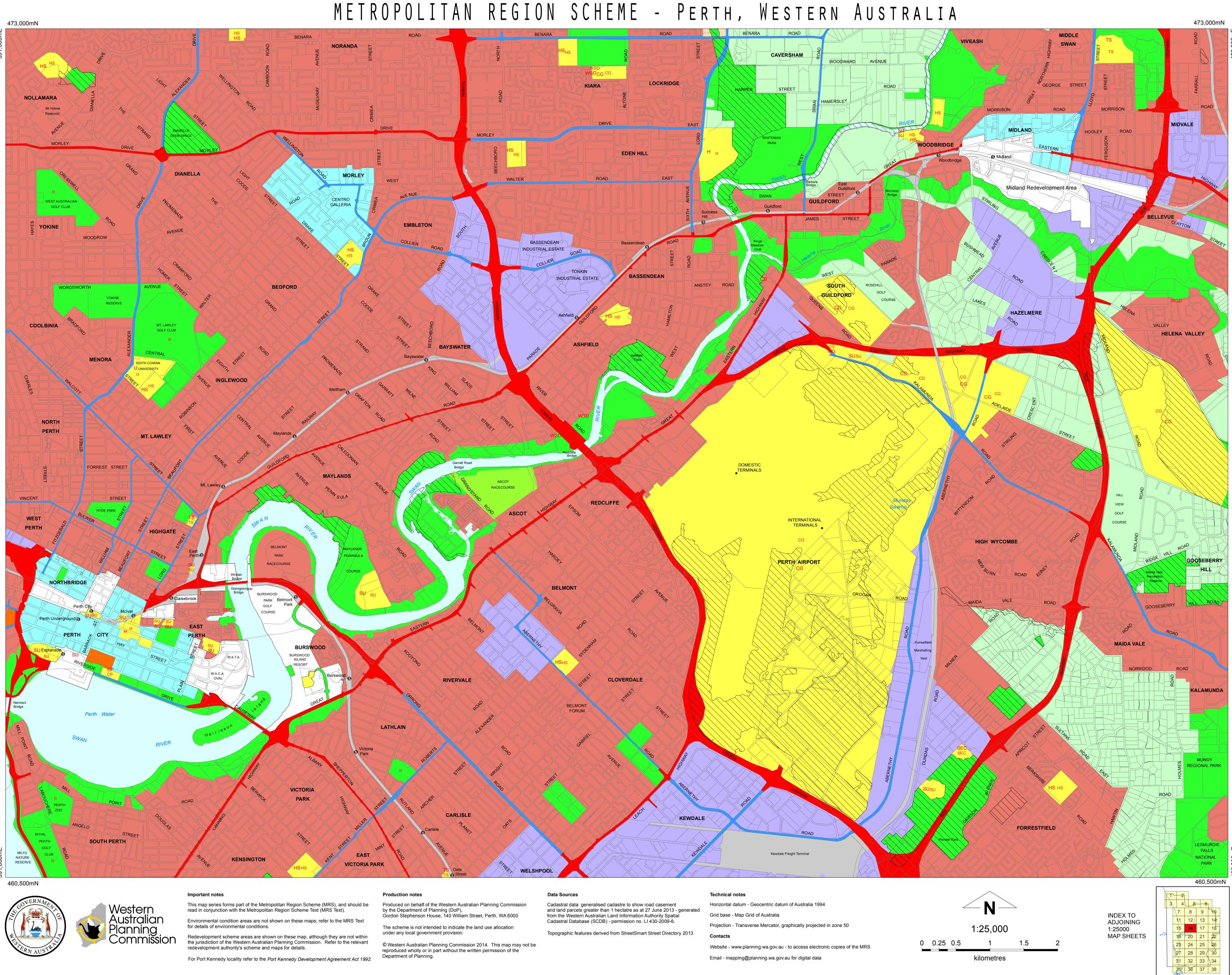
All residents will be made aware through a body corporate document (or equivalent) of the waste and recycling systems and how they should be used. An operational Waste Management Plan suitable for presenting to building users, including how the plan should be communicated will be developed and implemented during both the initial occupation and ongoing management of the building.

Building management will be responsible for the continuing education of residents on correct segregation of waste and recyclables and usage of the chutes to ensure successful performance of the dual chute system within the residential component of the building.

Communication to residents about correct use of the chute system will be ongoing, using formats such as good signage at the chute hatches, newsletters, noticeboards, social media, etc.

Page 11





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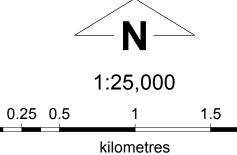




For Port Kennedy locality refer to the Port Kennedy Development Agreement Act 1992.

Department of Planning.

Email - mapping@planning.wa.gov.au for digital data



Legend

----- scheme boundary **Reserved lands** parks and recreation restricted public access R railways port installations state forests water catchments civic and cultural waterways primary regional roads other regional roads public purposes denoted as follows: hospital н high school HS technical school TS car park CP university 11 Commonwealth Government CG State Energy Commission SEC SU special uses Water Authority of WA WSD prison Zones urban urban deferred central city area industrial special industrial rural

rural - water protection private recreation

Notice of delegation

bush forever area

Redevelopment schemes

redevelopment scheme/act area

METROPOLITAN REGION SCHEME

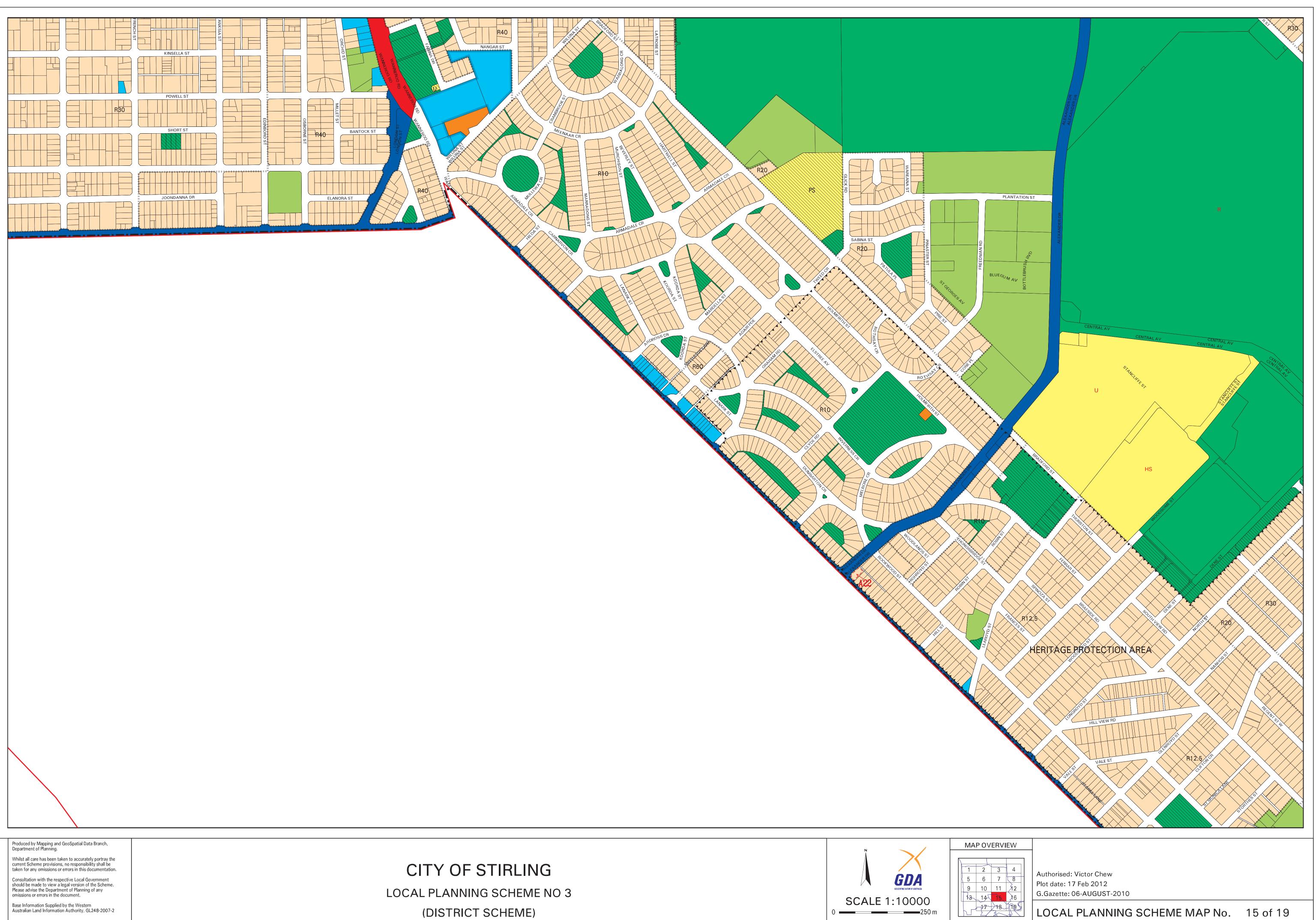
This map has been derived from an electronic version of the scheme held and maintained by the Department of Planning, on behalf of the Western Australian Planning Commission.

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.

Amended to: 10th June 2014

METROPOLITAN REGION SCHEME MAP 1:25000 MAP SERIES





Justification:

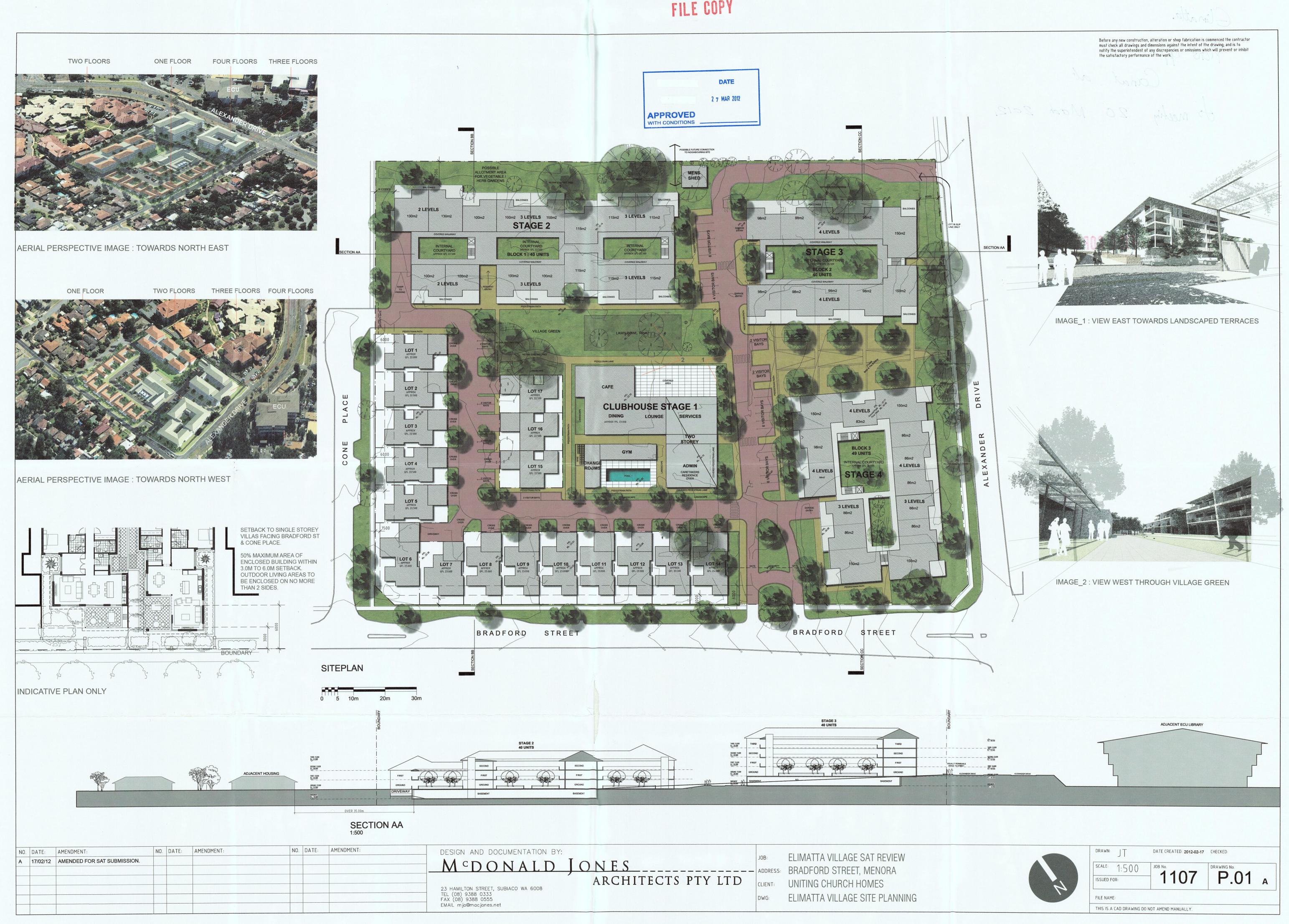
Justification: City's comment	HS Response
Planning	
 As discussed at the pre-lodgement meeting a refuse management plan is required. The application and proposed refuse management plan will be referred internally to the City's waste services team once the requested information has been provided. 	This is in the process of being finalised and will be sent through to you as soon as it is completed.
 Further justification is required in relation to the proposed building height and the matters set out under point 2 of building height under LPP4.5 – Private Institutions Design Guidelines. Justification for building height against the objectives of LPP4.5 is also required. 	Supporting rationale relating to building height is provided on Page 5 "Building Height" of our DA submission. In addition to this, As illustrated on the attached graphic, the current DAP shows a 2 storey development with a 4 metre setback to the boundary prior to rising to 3 storeys. It is important to note that the property has an interface with a sump, with existing 5 storey development immediately to the north. As a result, the rationale for the requirement for 2 storeys in this location is unclear. As the attached graphic shows, our proposal to commence at 3 storeys, much further into the development complies with LPP4.5 for the following reasons: • There is no adverse impact on amenity, as the proposed 3 storey development will be setback much further than the DAP intends. The interface with a sump and existing 5 storey development will not suffer as a result. • The overshadowing plans provided with the proposed DA clearly demonstrate that there will be no negative impact in terms of wind. The proposed built form is set back further than the DAP envisages, resulting in a more regularly shaped building envelope. The proposal complies with the following objectives of LPP4.5: • The proposed development does not adversely impact the amenity of surrounding properties, particularly the sump and existing 5 storey development). • As such the proposal is sympathetic to the scale and bulk of surrounding properties, as it is set back further than the DAP envisages (over 15 metres instead of 4 metres). Before commencing at 3 storeys which is less than the scale of surrounding development. • The proposed development does not

	 impact the efficiency of the local transport network. The proposed development supports the provision of viable and high quality retirement and aged care development. The proposal is well integrated with the surrounding community and forms part of an approved DAP.
3. LPP4.5 requires that levels of the site shall generally match the levels of adjoining sites and that no more than 500mm of fill shall be permitted unless acceptable justification is provided. Further, condition G of the Detailed Area Plan approval is "no fill is permitted on site greater than 500mm". Based on the plans provided, the ground floor FFL of the development has been raised from 22.5 to 23.2 (700mm increase) and fill in excess of 500mm is proposed. As such, amended plans or justification for the proposed fill is required. Further, the plans require amendment to include retaining wall TOW's in relation to the natural ground levels of the site and the retaining is to be clearly shown on the elevations.	Please refer to attached plans.
 The proposed mailbox is required to comply with clause 6.2.6 – Sight Lines of the R-Codes. Amended plans are required. 	Please refer to attached plans. Due to the unique configuration of the site, with the mailbox being located at the end of a cul-de-sac, there is no obstruction or impairment to sight lines caused by its current location.
 In accordance with LPP4.5 - the proposed fencing within the front setback area is to comply with the City's Streetscapes Policy and shall be compatible with that of surround properties. Amended plans are required. 	Please refer to attached plans. It is worth noting that the 'front setback' in this case comprises the end of a cul-de-sac as well as a sump.
 Bicycle racks are required to be provided in accordance with clause 6.3.3 – Parking of the R-Codes. 	The proposed development is for a purpose built retirement complex covered by a DAP and not a standard multiple dwelling development. If the R- Codes are to be followed in this instance, we request that the application be considered under the Design Principles of clause 6.3.3. In this instance given the nature of the development it is considered that the demand for bicycle parking will be much less (if at all) than that envisaged by the R-Codes. The subject site is well serviced by public transport and travel arrangements can be made for residents by the operator.
 The courtyards are raised more than 0.5m above natural ground level and are not setback 6m from the boundary. 	Please refer to attached plans.

As such, justification against the design principles of clause 6.4.1 – Visual Privacy of the R-Codes is required.	
 5% of the proposed dwellings are one bedroom dwellings in lieu of the minimum required 20%. Justification against the design principles of clause 6.4.3 – Dwelling size of the R-Codes is required. 	The proposed development is for a purpose built retirement complex covered by a DAP and not a standard multiple dwelling development. If the R- Codes are to be followed in this instance, we request that the application be considered under the Design Principles of clause 6.4.3.
	Each dwelling within the proposed development is of a sufficient size to cater for the needs of the residents. This is particularly the case as the development is being undertaken by Uniting Church Homes so they are very aware of the need to provide a development that will meet their clients needs.
	A diversity in dwelling type and configuration has been provided throughout the development to accommodate a range of resident types.
9. The City notes that the roof was originally pitched and now the proposal is for a predominantly skillion roof with two pitched elements. Council has previously expressed the view that it is important for development within close proximity of the heritage protection area special control area to reflect the provisions of the character retention guidelines. As such, you may wish to give consideration to the incorporation to a pitched room as opposed to a skillion roof given that skillion roofs are not permitted in the heritage area.	We have given consideration to this matter, and firstly it should be noted that a skillion roof is a form of pitched roof. The corners are a hipped form to soften the corner and the design of the roof allows for the provision of light into common zones. Finally, the subject land is not located within any heritage protection areas, with clear separation between the character areas and this Private Institutions site.
 Elevations of the proposed pump house are required. Justification for the proposed setback within the required 6m setback is also required. 	Please refer to attached plans. This is an ancillary use, to support the development and is positioned in the best place in order to do so.
11. An RL for the northern proposed planter is required.	Please refer to attached plans.
 An amended or an additional northern elevation is to be provided without the solid walls. 	Please refer to attached plans.

Response to submissions:

Response to submissions:		
Issue(s) raised	Applicant's Comment	
Concerns regarding the amount of traffic generated by the development and future congestion within Bradford Street/Cone Place.	As noted in the report, the original DAP did contain a traffic report (prepared by Shawmac) and given that there is no change in the number of dwellings proposed, nor traffic access and egress arrangement, we believe that this is more than sufficient for the purposes of this DA.	
Concerns regarding the level of traffic and noise generated during the construction phase.	As noted above, any approval would be subject to conditions requiring management of these issues.	
Concerns regarding damage to existing properties as result of compacting on site.		
Proposed development is too big and is inappropriate to locality.	The development is generally in accordance with an approved DAP and is an appropriate use, being located within the 'Private	
Development next to a heritage area and must be sensitive to existing development.	Institutions' zone.	
Ensure the development has adequate setbacks, balcony screening and landscaping screening to protect privacy and amenity levels of adjoining sites.	The proposed development has been designed so as not to detract from the amenity of the wider area in any way.	
Advice upon development water services and reticulation system.	Any approval would be subject to conditions requiring management of these issues.	
Pleased the development setbacks have been amended and that roof design revised to a low pitched skillion.	Noted and agree.	



FILE COPY

DESIGN AND DOCUMENTATION BY: MCDONALD JONES ARCHITECTS PTY LTD 23 HAMILTON STREET, SUBIACO WA 6008 TEL (08) 9388 0333 FAX (08) 9388 0555	
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Hames Shares

9 October 2015

Mr Neil Maull Coordinator Approvals City of Stirling 25 Cedric Street STIRLING WA 6021

Dear Neil,

Re: Proposed Development Application – Elimatta Village, Menora – Updated 9/10/15

This report has been prepared by Hames Sharley on behalf of Uniting Church Homes in support of an application for planning approval to develop a three storey apartment complex, consisting of forty apartment units and a basement level car park upon Lot 300 (45) Alexander Drive, Menora. The units will be used for the purposes of retirement living for aged persons.

In support of this application, please find attached development plans, application forms, planning fees and certificate of title details. Succinctly, it is proposed to construct forty (40) apartments on site, over three (3) storeys, as well as:

- New bowling green;
- Lounge area;
- 63 basement car parking bays for residents and staff; and
- 10 visitor car parking bays.

Subject Land

The subject land is described as Lot 300 (45) Alexander Drive, Menora on Deposited Plan 69753 (as shown in **Figure 1**, overleaf). The subject land measures approximately 2.5860 ha in area and enjoys frontage to Alexander Drive, Bradford Street and Cone Place. Alexander Drive in particular provides strategic access to the wider road network. The subject land currently accommodates the Juniper Elimatta hostel, offices and Stage 1 development.

The subject land is located approximately 7 kilometres north of the Perth CBD and is in close proximity to high frequency bus routes along Alexander Drive and Bradford Street. The surrounding area is characterised by other aged care / retirement village facilities to the north east, low density residential and recreational uses to the west and education facilities such as Edith Cowan University, Mount Lawley Senior High School and the WA Academy of Performing Arts to the east.

The subject land is relatively flat in nature, sloping gradually to the west and sitting at approximately 25 m AHD.



(Figure 1 – Aerial Site Photography (Source Intramaps)



Planning Framework

Metropolitan Region Scheme

The subject land is zoned 'Urban' under the Metropolitan Region Scheme, which can accommodate the proposed development as outlined in this application.

City of Stirling Town Planning Scheme No. 3

The subject land is zoned 'Private Institutions' under the City of Stirling Local Planning Scheme No. 3. The proposed development will contribute towards meeting the following objectives of this zone:

- a) To provide for a range of privately owned community facilities, and uses that are incidental and ancillary to the provision of such facilities, which are compatible with surrounding development; and
- b) To ensure that the standard of development is in keeping with surrounding development and protects the amenity of the area.

The use of 'Retirement Complex' is a 'P' use within the 'Private Institutions' zone, meaning that the use is permitted under the Local Scheme.

City of Stirling Policy 4.5 – Private Institutions Design Guidelines

This application has been prepared taking into consideration the objectives of the City of Stirling Policy 4.5 – Private Institutions Design Guidelines, which are:

- To ensure that development does not adversely affect the amenity of surrounding properties;
- To encourage development that is sympathetic to the scale and bulk of surrounding properties;
- To ensure that the efficiency of the local transport network is not encumbered by development;
- To support the provision of viable and high quality retirement and aged care developments; and
- To ensure that development is well integrated with the surrounding community.

Elimatta Village Detailed Area Plan (August 2011)

This application has been prepared taking into consideration the requirements of the Detailed Area Plan which provides guidance on the type of development and built form envisaged for the site.

The proposed development is generally in keeping with the requirements of the Detailed Area Plan, with some minor variations proposed, the justification for which is provided throughout this report.

Hames Sharley

Proposed Development

As illustrated by the attached proposed development application plans and elevations it is proposed to construct forty (40) apartments on the northern corner of the site, over three (3) storeys, including:

- 1 bedroom plus study and 1 bathroom = 2 dwellings
- 2 bedroom plus 1 bathroom = 8 dwellings
- 2 bedroom plus study and 1 bathroom = 2 dwellings
- 2 bedroom plus 2 bathrooms = 10 dwellings
- 2 bedrooms plus study and 2 bathrooms = 12 dwellings
- 3 bedrooms plus 2 bathrooms = 6 dwellings
- 63 basement car parking bays for residents and staff; and
- 10 at grade visitor car parking bays.

Each apartment will be provided with generous sizes balconies or courtyards as well as storerooms which will be over 5 sqm in size. Residents will have access to a communal lounge area on the ground floor as well as an extensive grassed area and a new bowling green.

The development, subject of this application represents "Stage 2" of the redevelopment of the Elimatta site. The proposed development is generally consistent with the intentions of the area under the Local Scheme as well as the approved Detailed Area Plan over the site.

As illustrated on the attached plans and elevations, it will allow for the ongoing redevelopment of the Elimatta Village site with the provision of high quality architecture that will enhance the amenity of the area and be in keeping with the surrounding locality. We have provided overshadowing diagrams (SD003) which show that there will be no impact on surrounding development and the materials (SD004) to be used are in keeping with the amenity of the existing site and surrounds. It is expected that a full landscaping plan would be a requirement in the event of a planning approval.

Planning Framework Compliance

The proposed development is generally compliant with local scheme requirements as well as the intentions of the Detailed Area Plan, that being to provide a mixture of Independent Living Units serviced by community facilities.

It is worth noting that although Parts 5.12 and 6A.16 of the City of Stirling Local Planning Scheme No. 3 detail the requirements for the preparation of a Detailed Area Plan, it is generally silent on when an amendment to a Detailed Area Plan is required and does not explicitly state that it is mandatory to have or comply with a Detailed Area Plan.

In that regard, we strongly argue that the following minor variations to the provisions of the Elimatta Village Detailed Area Plan can be considered at the City's discretion within the context of this proposed development application, in light of the justification provided.

Setback to Northern Boundary

The Detailed Area Plan depicts a setback of 7.5 metres to the northern boundary, to allow for visual privacy of the adjoining retirement village.

In this instance, as shown at **SD100**, a setback of 6 metres is proposed. This variation of 1.5 metres simply reflects the changes to the R-Codes deemed-to-comply requirements for privacy, which have come into effect since the Detailed Area Plan was drafted.

Part 6.4.1 of the R-Codes now require a deemed to comply setback of 6 metres from unenclosed outdoor habitable spaces for areas coded higher than R50. Given that:

- Clause 5.3.2 of the Local Scheme requires residential development not in the Residential Zone to comply with the requirements of multiple dwellings under the R80 R-Code; and
- Policy 4.5 Private Institutions Design Guidelines requires all side and rear setbacks to be calculated in accordance with the Residential Design Codes of WA;

It is requested that this minor variation be considered favourably by the City of Stirling and the JDAP.

Location of Building

It is noted that the location of the proposed development is narrower in the North-South direction. This has resulted in the buildings South-west corner being further away from the Cul-de-sac end of Cone Place. This positioning and difference in the building form is shown in the comparison aerial site context perspectives issued October 2015.

This re-location we believe still reflects the intent of Detailed Area Plan, and it should be noted that this West side of the building is adjacent to a council sump rather than a private property.

It is requested that this minor variation be considered favourably by the City of Stirling and the JDAP.

Building Height

It is noted that the Detailed Area Plan requires development to be 2 storeys in height near boundaries stepping up to a height of 3 storeys.

In this instance a height of 3 storeys in proposed across the development, as shown in the comparison aerial site context perspectives issued October 2015. In support of this proposal, it is noted that the adjoining RSL village has development up to 5 storeys so the height proposed in this application will not have any adverse effect on amenity.

The change to a universal height of 3 storeys is a reflection of the fact that the proposed development is adjacent to a council sump and will not have any adverse impact on the amenity of the surrounding residents. As illustrated on the overshadowing diagrams at **SD003**, there will be no undue impacts in terms of overshadowing.

The Detailed Area Plan does not state that the building <u>must</u> be 2 storeys along this edge, it only states that 2 storeys in this spot is one way of reducing the building bulk to the North West corner of the site. In our proposal we have used architectural treatment to minimise the building bulk to this side as well as pulling the Western corner of the apartment block further away from Cone Place to that indicated in the Detailed Area Plan Aerial Perspective.

Finally it is noted that the existing guidelines allow for a maximum height of up to 4 storeys. It is requested that this proposed building form and height be considered favourably by the City of Stirling and the JDAP.

<u>Traffic</u>

It is noted that the City may require a traffic study to be prepared in support of a development application however as advised by the City, the original Detailed Area Plan did contain a traffic report (prepared by Shawmac) and given there is no change in the number of dwellings proposed, nor traffic access and egress arrangements, we believe that this will be more than sufficient for the purposes of assessment of this proposal.

Justification for Approval

The information provided above has outlined the details of the proposal and general compliance with local planning requirements. In addition to the information provided above, the following justification and supporting rationale is offered in support of this proposal:

- The proposal comprises a high quality architecturally designed development that allows for diversity in dwelling layouts and types;
- Portions of the development fronting the street have been designed to be oriented towards the street to provide passive surveillance;
- The identified variations are of a minor nature and can be considered within the context of this development application;
- The subject land is not located within any Heritage Protection Areas. It is separated from the Menora Heritage Protection Area by Bradford Street so there is a very clear delimitation between these character areas and this Private Institutions site. That notwithstanding the proposed development has been designed not to detract from the amenity of the wider area in any way;
- There is no proposed change to the number of dwellings or vehicle access points with access to parking derived from Cone Place;
- The proposed development will help address the growing need for aged persons accommodation within an area that is specifically zoned and allocated for that use;
- The subject land is in close proximity to public transport and recreational areas;

- The proposed development contributes to and enhances the existing and desired streetscape and is in keeping with the current and future stages of development on site; and
- Internally the development offers a high level of amenity for residents, visitors and employees, with extensive landscaped areas provided for passive and active recreation such as the Bowling Green, lounge area and grassed areas.

We trust that the above information and justification has demonstrated that the proposed development will take advantage of the subject land's strategic location and result in a high standard of development for the area that will continue to set the standard for the locality and surrounds.

It is considered that the relatively minor variations proposed have been more than adequately justified through this report and that the proposed development is in keeping with the intentions for the area.

For the reasons outlined above, the City of Stirling's support of the proposed development and the Metro North West Joint Development Assessment Panel's approval of the proposed development is respectfully requested.

Should you have any queries please do not hesitate to contact the undersigned at this office.

Yours sincerely,

Moner

Malcolm Somers Manager Planning (WA)





AERIAL PERSPECTIVE IMAGE - TOWARDS NORTH WEST

DAP PERSPECTIVE ELIMATTA RETIREMENT VILLAGE APARTMENTS (STAGE 2)

 Status
 : Preliminary (not for feasibility purposes) purposes)

 Path
 : Project Address

© Hames Sharley

Project Number: Drawing Number: Revision: Date:

43168 SD012 A 6/10/2015





AERIAL PERSPECTIVE IMAGE - TOWARDS NORTH WEST

PROPOSED PERSPECTIVE ELIMATTA RETIREMENT VILLAGE APARTMENTS (STAGE 2)

 Status
 : Preliminary (not for feasibility purposes) purposes)

 Path
 : Project Address

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Project Number: Drawing Number: Revision: Date:

43168 SD014 A 6/10/2015





DAP SITE PLAN ELIMATTA RETIREMENT VILLAGE APARTMENTS (STAGE 2)

 Status
 : Preliminary (not for feasibility purposes) purposes)

 Path
 : Project Address

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Project Number: Drawing Number: Revision: Date:

43168 SD011 А 6/10/2015





AERIAL PERSPECTIVE IMAGE - TOWARDS NORTH EAST

PROPOSED PERSPECTIVE ELIMATTA RETIREMENT VILLAGE APARTMENTS (STAGE 2)

 Status
 : Preliminary (not for feasibility purposes) purposes)

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Project Number: Drawing Number: Revision: Date:

43168 SD015 A 6/10/2015





AERIAL PERSPECTIVE IMAGE - TOWARDS NORTH EAST

DAP PERSPECTIVE ELIMATTA RETIREMENT VILLAGE APARTMENTS (STAGE 2)

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